

[News story: Charity automatic disqualification rules: changes to the Law](#)

Updated: On 1 August 2018 the law is changing to extend the scope of who will be disqualified from running a charity. If you will be disqualified from acting as a trustee or a charity senior manager (chief executives and finance directors – and those in equivalent roles) you can apply for a waiver before the 1 August.

The rules about automatic disqualification for trustees are changing, more reasons are being added and the rules will also apply to some charity senior manager positions (chief executives and finance directors – and those in equivalent roles).

New reasons for disqualification include being in contempt of court, being named under particular anti-terrorism legislation or being on the sex offenders register.

Individuals

If you're a trustee or senior manager (at CEO or finance director level) at a charity, check that you're not going to be disqualified by reading the [guidance for individuals](#).

If you will be disqualified, you can [apply to us to get your disqualification waived](#). Otherwise, from 1 August you must resign if you're a senior manager. Charity trustees will also have to stop acting in that role.

If you apply for a waiver before 1 August, you won't be disqualified until you get a decision from us, or the tribunal if you appeal against our decision.

You can read more about [how we make waiver decisions](#).

Charities

Make sure you read the [guidance for charities](#) to help you understand what is changing. This guide also includes a handy disqualifying reasons table that you can download.

Ask your trustees to check that they won't be affected by these changes. Senior managers (at chief executive or finance director level) should also check if the disqualification law will affect them from 1 August.

We've produced sample declarations for senior managers and trustees to state that they won't be disqualified from acting in these positions after the 1 August. You can download these from the [preparing for the rule changes section](#) of the charity guidance.

Update the checks you make before appointing someone to any of these positions.

If someone is going to be disqualified, tell them that they can apply to have their disqualification waived. They can find out more in the guidance for individuals.

Further support

Unlock is an independent charity that provides support for people with convictions. They have a [dedicated charity page](#) with further advice and support.

[News story: Government kick-starts work on Future of Mobility Grand Challenge](#)

A wave of electric cargo bikes, vans, quadricycles and micro vehicles could replace vans in UK cities as part of plans to transform last-mile deliveries, vastly reducing emissions and congestion around the country.

There are already 300,000 HGVs and over 4,000,000 vans on our roads and with online sales continuing to increase, this is likely to increase further. But new green delivery vehicles could replace the millions of conventionally-fuelled vans which are currently a common sight in city centres.

The plans are being outlined today (30 July 2018) as part of 2 government documents which offer a glimpse into how technology could transform transport, making it safer, more accessible and greener than ever.

Travel around the UK could dramatically change with the introduction of flying vehicles or widespread use of self-driving cars, all while data helps to deliver better journeys.

And the potential increased use of self-driving vehicles and shared travel could also allow the majority of parking spaces to be removed in city centres, opening areas up for redevelopment and potentially hundreds of thousands of new urban homes.

The ground-breaking developments are referenced in the government's [Last Mile](#)

and [Future of mobility call for evidence](#) documents, which have been published today.

The documents fire the starting gun on the [Future of Mobility Grand Challenge](#), which aims to make the UK the world leaders in the movement of goods, services and people.

The work is all part of the government's [Industrial Strategy](#) and the work could help to reduce greenhouse gas emissions, make travel safer, improve accessibility, and present enormous economic opportunities for the UK.

As part of this, the government is also today confirming [£12.1 million of funding for 6 projects](#) working on simulation and modelling to aid the development of Connected and Autonomous Vehicles. The capability will be essential for developing, testing and proving the safety of the vehicles.

Transport Minister Jesse Norman said:

The UK has a long and proud history of leading the world in transport innovation and our Future of Mobility Grand Challenge is designed to ensure this continues.

We are on the cusp of an exciting and profound change in how people, goods and services move around the country which is set to be driven by extraordinary innovation.

This could bring significant benefits to people right across the country and presents enormous economic opportunities for the UK, with autonomous vehicles sales set to be worth up to £52 billion by 2035.

Our Last Mile call for evidence and Future of Mobility call for evidence mark just one stage in our push to make the most of these inviting opportunities.

Societal changes are already changing the way people travel, with just some of the changes including people driving less overall; fewer workers commuting; a growing elderly population; and the number of people living in urban areas growing.

As a result, the government has used its Future of Mobility call for evidence to outline the below trends which could shape the future of transport in the UK:

- cleaner transport – the government has already outlined its intention for all new cars and vans to be effectively zero emission by 2040 – falling battery prices, improvements in electric vehicle technology and the development of alternative fuels are not only reducing emissions from existing modes of transport but paving the way for the uptake of new creations

- automation – improved sensors, increased computing power and the exciting potential of artificial intelligence are leading to increased automation in transport – the government has already said it expects to see fully self-driving cars on UK roads by 2021 and the benefits of automated transport could include increased safety, improved accessibility and better use of urban space
- data and connectivity – internet connected vehicles can not only link with each other, helping to avert congestion on roads, but also traffic lights and motorway signs – this could not only reduce traffic but also improve air quality
- new modes – UK cities are already pioneering the use of drones to support emergency services and improve infrastructure inspections – but the introduction of aerial passenger vehicles could also appear in urban areas, while the lines between taxis and buses could blur, with more on demand transport
- shared mobility – more use of shared transport could reduce congestion and emissions and examples are likely to include commercial ride sharing, car rental services where users rent from one another and shared use bikes
- changing consumer attitudes – technology is also changing the way people expect to be able to travel with more users expecting to be able to plan, book and pay for transport through their phones
- new business models – new business models are beginning to emerge, such as Mobility as a Service (Maas) – Maas can make payment easier, provide better real-time information and allow passengers to book multiple modes of transport with just one click

The government is expecting these trends to lead to safer travel, more accessible transport, cleaner journeys and make cities better to move around and live in.

Initial work as part of the Future of Mobility Grand Challenge will involve the government aiming to ensure we have explored all the regulatory barriers to technological and service innovation. Work will also take place to understand how data can be better used to improve transport.

Today's publication of the Last Mile call for evidence and Future of Mobility call for evidence precedes a full Future of Urban Mobility Strategy, which is due to be published by the end of the year.

The news comes the same day as Ian Robertson, BMW UK Chief Executive, has been appointed as Business Champion to help advise, shape and develop the

Future of Mobility Grand Challenge. He will be supported by an Advisory Council made up of Isobel Dedring, Tracy Westall and Stan Boland.

Ian Robertson, Future of Mobility Business Champion said:

A transport revolution in the way people and goods move around will see more changes in the next 10 years than the previous hundred. As the Future of Mobility Grand Challenge Business Champion, I'm looking forward to working with the government to help the UK build on its existing strengths and capitalise on that opportunity.

PDF, 82.7KB, 1 page

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[News story: David Mundell to promote Scottish trade in New Zealand](#)

Mr Mundell is visiting the North and South Islands to promote UK-New Zealand trade as the UK prepares to forge its way in the world after EU exit. He will also be promoting Scottish food and drink exports and working to strengthen ties between the two countries.

The links between Scotland and New Zealand are well established – Dunedin and Edinburgh are twinned and there is a large and active Scottish population across the country. The two countries have much in common, including rural tourism, agricultural technology, culture and education.

Mr Mundell will visit a variety of locations across New Zealand including Wellington, Christchurch, and of course, Dunedin. He will spend time with academics and government leaders, as well as businesses and entrepreneurs.

Speaking ahead of his visit, Mr Mundell said:

As we embark on a new era for Global Britain this is an important opportunity to promote Scotland and the wider UK overseas.

New Zealand is a country which already enjoys strong ties to Scotland. Our shared history goes back many years and we retain

unique business and academic links. I believe our two countries can also learn from each other in areas such as agri-tech and tourism. I am looking forward to visiting Lincoln University's Research Dairy Farm to witness innovations into agri-tech such as herd welfare and the environmental impact of farming.

I'll also be meeting senior New Zealand government ministers and business leaders as part of our effort to deepen our links. The visit will be a great opportunity to promote Scotland's world leading exports such as whisky. Scotland's skills, products and services are exceptional, and I'm confident this visit will help develop trading opportunities as we leave the EU.

British Deputy High Commissioner Helen Smith said:

We are delighted to be welcoming the Secretary of State for Scotland to New Zealand. Mr Mundell is the third UK Cabinet Minister to visit New Zealand in just over a year, a sign of the strength of our bilateral relationship. Coming so soon after the launch of consultations on a bilateral free trade agreement once we leave the EU, the visit will be an opportunity to further enhance our business links. It will also be an opportunity to celebrate the strength of Scottish heritage in New Zealand and our historical and cultural ties.

UK exports to New Zealand were worth £1.3 billion in 2016, and it is clear that there is a market for high quality goods and products from the UK. While in Wellington Mr Mundell will attend the High Commission's Annual Parliamentary whisky tasting, which brings together influential businesses and trade figures.

He will also be discussing education links between the University of Otago and Scottish institutions, particularly Strathclyde University, which has a strong program of engagement both with visiting students and research.

Mr Mundell will also spend some time at the University of Otago's Centre for Irish and Scottish Studies, to hear about their research on linguistics.

In Dunedin, Mr Mundell will meet with several high profile Scottish expats and discuss the strong links between the two countries. The first Scots to visit New Zealand arrived with Captain Cook, and it is thought that as many as 20 per cent of the first wave European settlers there came from Scotland. With a nearly 30,000-strong Scottish diaspora in 2016, it is clear that those connections are still strong.

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News story: People with hidden disabilities to benefit from Blue Badges

- Blue Badge scheme to be extended to people with 'hidden' disabilities
- Biggest overhaul to the system in 40 years, offering accessible parking for people who find travel difficult
- part of the government's drive to build a society that works for all

People with hidden disabilities, including autism and mental health conditions will soon have access to Blue Badges, removing the barriers many face to travel.

The Blue Badge scheme already means those with physical disabilities can park closer to their destination than other drivers, as they are less able to take public transport or walk longer distances.

In the biggest overhaul to the scheme since the 1970s, this will now be extended to those with less visible conditions early next year.

Transport Minister Jesse Norman said:

Blue badges are a lifeline for disabled people, giving them the freedom and confidence to get to work and visit friends independently.

The changes we have announced today will ensure that this scheme is extended equally to people with hidden disabilities so that they can enjoy the freedoms that many of us take for granted.

The new criteria will extend eligibility to people who:

- cannot undertake a journey without there being a risk of serious harm to their health or safety or that of any other person (such as young children with autism)
- cannot undertake a journey without it causing them very considerable psychological distress
- have very considerable difficulty when walking (both the physical act and experience of walking)

The changes follow [an 8-week consultation and are part of the government's drive for greater parity between physical and mental health conditions.](#)

[Promotional video for the Blue Badge changes](#)

Although people with non-physical disabilities are not excluded from receiving a Blue Badge, the current rules are open to interpretation. The new criteria will give clear and consistent guidelines on Blue Badge eligibility for the whole of England.

Minister for Disabled People, Health and Work, Sarah Newton said:

It's absolutely right that disabled people are able to go about their daily life without worrying about how they will get from one place to another.

We're taking an important step forward in ensuring people with hidden disabilities get the support they need to live independently.

Jane Harris, Director of External Affairs at the National Autistic Society, said:

Today's Blue Badge announcement will make a massive difference to the lives of many of the 600,000 autistic people in England, and their families.

Just leaving the house is a challenge for many autistic people, involving detailed preparation – and sometimes overwhelming anxiety about plans going wrong. And some autistic people might not be aware of the dangers of the road or become overwhelmed by busy or

loud environments. The possibility of not being able to find a parking space near where you're going can mean you can't contemplate leaving the house at all.

The National Autistic Society and our supporters have been highlighting problems with the current rules to the government for many years. We're thrilled that they have listened to the concerns of autistic people and their families, taking into account their needs for certainty and safety. Now it's important to make sure that these changes are implemented fully and quickly.

The consultation, which ran from 21 January 2018 to 8 March 2018, received more than 6,000 responses from across the country.

The Department for Transport will now work with stakeholders to develop new guidance to help them administer their Blue Badge schemes when these changes come into force.

The government recently set out its plans to improve accessibility across all modes of transport in the [Inclusive Transport Strategy which launched on 25 July 2018](#). The strategy aims to make the UK's transport network fully inclusive by 2030.