

News story: New government proposals to cut congestion on our busiest roads

Delays to motorists caused by utility companies digging up busy roads could be halved under new proposals announced by Transport Secretary Chris Grayling.

The proposals would allow local authorities to charge utility companies by the hour to carry out works on selected routes, encouraging them to avoid busy roads and peak times, and incentivising them to join together when they do need to dig up congested routes.

The 2.5 million roadworks currently carried out each year cost the economy £4 billion because people are unable to get to work on time or deliveries are delayed, resulting in higher costs for business. The proposals outlined today could improve journey-times for drivers at the same time as delivering a boost to the economy.

Successful trials in London and Kent have already seen severe congestion caused by utility works fall by more than half.

Firms could avoid the charges by carrying out works during evenings and weekends or coordinating their plans. In London, utility companies have worked together more than 600 times since the trials began, up from just 100 beforehand.

The schemes also act as an incentive for companies to avoid congested routes and peak times where possible.

Giving councils more options in how they can manage roadworks will help support the delivery of national infrastructure projects such as the rollout of broadband fibre.

Transport Secretary Chris Grayling said:

Delays caused by roadworks can be the bane of drivers' lives – especially when they take place at rush hour on busy routes.

These proposals would give councils greater powers to ensure utility companies avoid carrying out works at the busiest times and on the most popular routes. This would not only improve journeys and cut congestion but also save businesses from the increased costs they incur as a result of traffic on our roads.

The Department for Transport are consulting on a series of options to minimise the disruption of works for road users and businesses, and to make schemes more efficient for utility companies carrying out necessary works.

Currently, most local authorities use permit schemes to monitor roadworks, but lane rental would give them additional powers to manage works on the busiest roads at the busiest times.

Leon Daniels, Managing Director of Surface Transport for Transport for London, said:

We're delighted about these plans to extend the lane rental scheme nationally. It has been a resounding success in the capital, with the amount of severe disruption caused by badly-managed or poorly-timed roadworks more than halved. This has helped improve journey times for bus passengers, drivers and cyclists, while also helping to tackle emissions.

We are [consulting on options for such schemes and this consultation closes in 8 weeks](#). We could introduce changes by 2019.

[News story: David Davis' speech at US Chamber of Commerce](#)

Introduction

Good morning.

The last time I gave a speech in the US I was in Texas, now facing the devastating natural disaster of Hurricane Harvey.

The people of the US and the UK are one and the same.

We stand side by side through the tough times.

Through world wars, through terrorism and through natural disasters.

And as always Britain will be here as a friend, to help in any way we can.

And you may be sure that our thoughts and prayers are with the American people suffering from this terrible tragedy.

I've just flown in from Brussels where I've been busy in the detailed negotiations over our departure from the European Union.

For the UK, the overarching aim of those talks is securing a successful future partnership with the EU.

One that delivers the most seamless and frictionless trade in goods and

services possible.

There are many that doubt this is possible but, as I said to my European counterpart, Michel Barnier.

The pessimist sees difficulty in every opportunity. The optimist sees possibility in every difficulty.

As ever – I am a determined optimist.

Because fundamentally I believe that a good deal is in the interests of both the UK and the EU – and, indeed, of the entire global community.

I know that US firms, including many of those who are represented in this room, want clarity over our approach to Brexit.

But you'll understand better than anyone that you don't start a negotiation, knowing its exact conclusions.

Instead you know its broad aims in advance, and navigate the best way to achieve the desired outcome.

The UK has begun to lay out those strategic aims in detail through the publication of a series of papers on the partnership we want to build with the EU on areas as diverse as customs, dispute resolution and data.

And we have begun to navigate our way towards them. And I am confident that we can deliver success.

But this morning I want to step away from the detail of our negotiations in Brussels.

To look beyond the next few years.

To the kind of country the UK will be outside the EU.

And to outline how, by working together with our closest friends and allies, like the United States of America, we can tackle the greatest social and economic challenges we face in this new era of globalisation.

My message today is clear.

The answer to these challenges is not to turn inwards and become isolationist.

The answer to the economic problems of the West can not be to turn our back on globalisation and free trade.

It is to lead the world forward once again.

To do this we must address the imbalance between trade in goods and trade in services.

And we must develop our economy in areas where we have a competitive

advantage.

This is the great prize that we can win from Brexit.

A Britain committed to striking new free trade agreements across the globe, including with the EU.

A Britain co-operating with our friends and allies to drive up standards around the world.

A Britain which is liberal and international in both temperament and outlook.

For the UK, the terms of engagement are really quite simple.

We are the world's fifth largest economy.

We lead the world in our adaptation of technology.

And we will soon be setting the terms of our own independent trade policy, outside the European Union.

Impact of Globalisation

But achieving this won't be easy.

So, we need global businesses to help us deliver our global vision.

Businesses that many of you represent in this room.

Sometimes when speaking to academic institutions I pose a question to the audience.

What idea or invention has, in the last 50 years, done the most to save the the lives of hundred of millions of people, and improved the lives of billions?

Many think it is something like antibiotics, or a piece of medical technology.

But the answer is, actually, free trade.

Free trade has delivered an unrivalled increase in prosperity for people across the world.

And raised more people out of poverty than any government in history.

But now the world is undergoing a new period of extraordinary economic change.

Advances in technology are generating new forms of production and disrupting others.

And it feels to me that it is necessary to make the case, once more, for free trade.

For me, here, in the United States, is the logical place to make that case.

The US is the crucible of the modern technological revolution.

It is here in America that we are seeing some of the most dramatic advances in technology.

In artificial intelligence. In genetics and biotechnology. In robotics.

Often, this is happening in partnership with companies and research centres based in the UK.

Our countries and companies are great collaborators. Pushing the boundaries of academic research.

Producing more research together than any other nations.

Two centuries ago, it was the North of England rather than the west coast of America that drove the Industrial Revolution.

We associate the Industrial Revolution with the great technologies of the era: the combustion engine, electricity, the railway.

But it was free trade, as much as technological change, which created that wave of globalisation.

Free trade helped to spread that new technology beyond Europe.

And it was free trade that helped transform Britain's domestic economy.

It took Britain from being a largely rural economy at the end of the 18th century to a largely industrial one at the end of 19th century.

A revolution that was more than matched 70 years later in America – in the era of Vanderbilt and Carnegie, Rockefeller and JP Morgan.

Our openness to goods from across the globe allowed us to import the food we needed, so we could focus on the products that we were best placed to manufacture.

These changes had a transformational effect on the way British people live and work, then and now.

At the beginning of the 18th century, around 50% of people worked in agriculture.

Today that figure is closer to 1%.

That transformation wasn't always easy.

It changed the social fabric of both our countries.

And it ripped apart conventional political parties, turning normal politics upside down.

But the fact is, it led to a society that is unequivocally better off.

Now, once more, we are seeing a shift in the production of manufactured goods, this time from West to East.

In 1990 less than 3% of manufactured goods by value were made in China, now it is just under a quarter.

To those in the industrial towns across the UK, who were driving the earlier waves of globalisation, this new era of change may feel like a threat.

And there are good reasons to think globalisation isn't working for everyone in Britain, the United States, Europe, and the rest of the western world.

Sluggish productivity growth has left wages falling for many in the UK and US.

Our current account deficits are high – the UK and US have for a long time spent more than we save.

Meaning that we need to borrow from abroad to cover the shortfall.

These are significant economic challenges that we face.

And the response of the international community has been to reduce, rather than intensify, our cooperation on matters of trade.

Last year, the WTO recorded a rise in new protectionist measures. And we saw that measures to restrict free trade were outstripping measures to encourage it.

We have also seen examples of countries failing to play by the rules, in turn creating risks to the global trading system.

Nowhere is this clearer than in relation to the dumping of steel on global markets.

The urgent need to act to remove excess capacity has been recognised but not enough has been done.

But the 1930s also taught us the dangers of protectionism.

It damages global trade.

Between 1929 and 1932 volumes of trade fell by a quarter. And half of this was due to new trade barriers.

Barriers that deeply inhibited global and domestic growth.

So it is through free trade that we can deliver sustainable growth in our economy.

The bottom line is that the only sustainable way to deliver better public services, higher real wages and increased living standards, is through boosting productivity.

That means more trade, not less;

For Britain it means maintaining our strong trade links with European markets after we leave the EU

as well as seeking out new opportunities for trade and investment with old friends and fast growing emerging economies alike. And that's why the Trade Secretary was here in July to launch the US-UK Trade and Investment Working Group, dedicated to comprehensively strengthening our bilateral relationship.

At home, Britain will remain open to the talent, the ideas and the capital that have driven success in the past.

Tackling regional economic disparity through our new industrial strategy. Creating an economy that works for all.

And we will drive that message at the global level too.

By redoubling our efforts to open up new markets, and strengthen the rules-based trading system that ensure trade is free and fair for all.

Services

For both the UK and the US, the target of that effort should be the liberalisation of the service sector.

Which represents roughly 80% of our economies.

Doing so gives us the potential to revitalise productivity and growth.

But we must work together to convince other countries of the benefits.

Crucially, we must continue to engage with multilateral institutions, including the World Trade Organisation.

Because they have an important role to play in finding solutions that help share the benefits of globalisation more evenly.

Success would help us demonstrate that the multilateral organisations remain relevant, adaptable, and credible.

At the same time as delivering a global economy that works better for all of our citizens.

Inside the European Union, with many other member states, we have worked to liberalise trade in services.

And we have had some success.

But once we are outside the EU we can push harder still.

And we will.

By spearheading a move to open up trade in services, to boost productivity

and growth in industries where the UK and the US have a competitive advantage.

Opening up service markets also brings another important benefit.

As the Governor of the Bank of England has said, a lack of liberalisation in services is one of the reasons for the size of our trade deficit with the rest of the world.

Recent history has taught us that large excess trade imbalances can be damaging for the global economy.

These imbalances were a forerunner to the financial crisis of 2007 and the Eurozone crisis half a decade ago.

Surplus countries saved vast amounts of money and some of this flowed to the West.

It allowed people to buy houses and goods they couldn't afford.

And while, since the financial crisis, we have done more to regulate the financial institutions who were allocating the capital flowing into our countries

These excess global imbalances persist.

This remains a global problem and should be addressed with international solutions.

And we will play our full part in helping attain those answers.

“Race to the Top” on Standards

I want this commitment to greater international cooperation in matters of trade liberalisation to be matched by greater international cooperation on standards.

We cannot outcompete emerging economies with cheap labour.

There is no future in our trying to be cheaper than China, or the other emerging economies which have enormous low wage cost advantages.

And while I am no fan of excessive burdens for business, we cannot do much to eradicate this disadvantage with less regulation.

So after we leave the EU, we will not engage in a race to the bottom.

That would mean lower global standards for our consumers and poorer prospects for our workers.

An independent Britain after Brexit has the opportunity to lead a “race to the top” on quality and standards across the globe.

Acting as a global leader, raising standards across the world.

Focusing on the high quality, high innovation, high value added sectors where the developed world can compete.

To the benefit of workers and consumers at home and abroad.

Shared standards can lay the foundation for new trade deals.

They can build trust between companies in different countries who want to start to trade with each other.

They can also help develop better, more efficient products which protect the consumer.

Take the automotive industry.

An industry where the safety of the consumer is paramount.

The United Nations Economic Commission for Europe has recently established a new safety standard for all vehicles, electronic stability control.

It is now standard for all new cars being registered in North America, Europe, and many other countries globally.

Standards can help to protect our environment too.

The UN international Civil Aviation Organisation work to agreeing measures on aviation's climate impact.

In 2016, they agreed a new CO2 standard for new aircraft designed in 2020, setting a new global benchmark for aerospace technology.

These standards do more than protect the environment.

They can help drive innovation and promote the uptake of new technology in industry.

They can benefit our economy too.

By helping companies to export new products and adopt new technology.

And they can help spread the new technology which is emerging in this third phase of globalisation, such as autonomous vehicles, electric cars and "smart" technologies.

We are going to have to create a whole new class of standards in the digital and data technologies where both our countries dominate.

if we are going to prevent some regions using their own standards to create anti competitive non tariff barriers.

The UK has an outstanding track record of promoting standards domestically and internationally.

I want this to continue after we leave the European Union.

Driving up standards across the globe.

Helping consumers benefit from changing technology.

Helping our workers and companies compete in the new economy.

And helping us to build a country which is ready to compete in the modern world.

Conclusion

So taken together, this is our vision for Britain after Brexit.

A bold vision of international cooperation in which countries like the US and UK can provide global leadership

A Britain committed to striking new free trade agreements across the globe, including with the EU.

A Britain co-operating with our friends and allies to drive up standards around the world.

A Britain that helps set the rules of the global system, and works to ensure that those rules are honoured.

A Britain which is liberal and international in both temperament and outlook.

A Britain I have long campaigned for.

Thank you.

[News story: Scottish mine hunter home after three-year tour](#)

Royal Navy mine hunter HMS Penzance returned to her Scottish base of operations today after spending three years helping to protect vital waterways in the Gulf.

Sailing the ship as it made its way up the Gare Loch were Crew 1 from Faslane's First Mine Counter Measures Squadron (MCM1) who have served with the vessel for the past eight months.

A Royal Navy Sandown class Mine Counter Measures Vessel (MCMV), during her three-years deployed to the Middle East HMS Penzance has spent over 7,500 hours at sea and sailed more than 34,000 miles.

At any one time the Royal Navy has four mine hunters working in the Gulf –

two Scottish-based Sandown class ships from HM Naval Base Clyde and two Hunt class vessels which are usually based in Portsmouth.

While there, the vessels conducted routine surveys, sea-bed clearance and mine clearance operations. The ships provide a visible naval presence in the region where stability and good relations with local nations is vital. Much of the UK's gas, as well as other products, come from the Gulf region and the Royal Navy's efforts are of vital importance to the UK economy.

Commanding Officer of HMS Penzance, Lieutenant Commander Jim Lovell, said:

The ship has performed everything asked of her during the deployment and I could not be more proud of my Ship's Company.

A professional and versatile team, they have delivered everything I have asked of them but now it's time for some very well earned leave.

HMS Penzance left Faslane in June 2014 for service in the Gulf with Crew 1 joining the ship in January 2017- an especially long deployment for the crew of a mine hunter.

While the ships stay on deployment in the region for years at a time, the crews are rotated every six-months or so, flying out to join the vessels.

During their return home, family members and friends gathered at the Faslane dockside to provide an emotional welcome. A lone piper played from the deck of the mine hunter as she berthed alongside while a touch of musical pageantry was provided by the Royal Armoured Corps Band.

It was a particularly special occasion for one member of HMS Penzance's ship's company – Petty Officer (Mine Warfare) Mark Titman from Sheffield. As the ship berthed, banners on the deck proclaimed his love for his partner, 32-year-old Laura Campbell from Glasgow, who awaited his return.

First down the gangway, Mark got on one knee to propose to Laura who immediately accepted.

Petty Officer (Mine Warfare), Mark Titman, said:

My daughter, Ava, was born just prior to the deployment and was just four-weeks –old when I left.

I am proud to be able to do my job and even more proud the way that my partner Laura has coped in bringing up our daughter. It leaves me in no doubt whatsoever that she is the perfect women for me!

In January this year, HMS Penzance was one of five Royal Navy vessels who joined forces with the United States, Australia, France and Italy for exercises in the Gulf, testing their expertise in locating underwater

explosives.

Working alongside HMS Bangor, HMS Chiddingfold, HMS Daring and command ship RFA Lyme Bay, Penzance helped clear an exercise minefield, making use of unmanned underwater vehicles, divers, helicopters and other specialist equipment in challenging conditions.

More recently the ship and her crew were involved in the disposal of live ordnance off the coast of Cyprus.

At HM Naval Base Clyde to welcome HMS Penzance was Commander Nick Unwin – Commanding Officer of the First Mine Counter Measures Squadron – and the captain who sailed the ship to the Gulf back in 2014.

Commander Unwin, said:

It's a great moment for me to see Penzance return today after over three-years away from home. I was the Commanding Officer to deploy her to the Middle East region in June 2014 and as the MCM1 Squadron Commander today, it gives me a sense of closure to that whole period.

As a former Commanding Officer, you still have a soft spot for a ship and it's wonderful to see Penzance back in such good shape. That said, it's business as usual for the Squadron; HMS Blyth has picked up the baton for the next three-years in the Gulf and HMS Pembroke deployed to a NATO group just last Wednesday.

These small ships are the enduring, forward-deployed British mine countermeasures presence East of Suez and are ready to ensure security of the critical sea lanes we rely upon for our imports and exports and our nation's economy.

Maritime trade is the lifeblood of the UK economy and industry with 95 per cent of Britain's economic activity depending on the oceans. Each year the UK imports goods worth £524 billion and without the Royal Navy acting as a deterrent the effect on the economy would be overwhelming.

Commodore Jim Perks, Commodore of the Faslane Flotilla, said:

The crew's eight month deployment is a significant achievement, not just for the 40 men and women at sea, but also for their families and friends who have supported them so well and missed them so much.

It is not often a crew has the opportunity to bring their ship home as these vessels are worked hard and spend over three years forward-deployed to the Middle East and the Gulf as part of the UK's presence East of Suez. It is a special moment to see Penzance return and a proud moment for Crew 1.

Their operational tasks have taken them from the Gulf to the Arabian Sea and to the Eastern Mediterranean and they have performed exceptionally well throughout. It's a job really well done, and now it is time to be with their families.

[Press release: Biggest road upgrade leads the way on environment](#)

The biggest road project currently in construction in the UK is aiming to leave a positive footprint on the local environment once completed by the end of 2020.

People living and travelling in South Cambridgeshire will by now be familiar with the scale of the A14 Cambridge to Huntingdon project just by looking at the great number of yellow lorries and diggers working away along the sides of the existing A14 and A1, and the size of the new structures emerging along the route.

Less obvious but central to the project is the industry-leading care for the environment that the team is delivering while building the new road.

Patrick Howard, ecology lead for the A14 Cambridge to Huntingdon project for Highways England, explains:

An important part of any road construction project is the planning of environmental mitigation so that, by the time a project is completed, its footprint on the surrounding natural environment is as small as possible.

Protecting the environment now and in the future is one of the golden threads that runs through all aspects of the scheme, from design to construction, project management to efficiency and delivering value for taxpayers' money. What the A14 team is doing in terms of both environmental mitigation and environmentally-minded project management goes well above and beyond the usual requirements. It sets the standard high in terms of reducing the overall impact of a road scheme on the local environment during construction and after the scheme completion.

Pat continues:

We began thinking about the environment at a very early stage in the project, well before construction started.

There are a number of things we have to do by law, like survey the land where the road will be built to assess how the scheme might affect wildlife, or talk to environmental organisations to get their advice and give them the opportunity to feedback on our proposals.

And we have to look after protected wildlife species such as great crested newts, water voles, bats, badgers and a number of birds that breed on the site of the scheme.

But we've also decided to build into the project ways to minimise our environmental impact now and to leave a positive legacy for the future.

One of the ecologists at work releasing some of the water voles into their new habitat in August 2017

Initiatives include: creating 271 hectares of new, connected habitats for wildlife, replanting trees at a ratio of two trees planted for every one felled, gathering rare wildflower seeds and specimens to replant after the end of construction, using renewable energy where possible, and making the most of naturally-occurring materials on site to build the road – more can be found in the list of facts below:

Plants and trees

- Twice as many trees will be replanted which had to be felled to build the road once the project is finished
- All the vegetation cleared ahead of construction starting, including trees felled, has either been used within the local community or to a biomass facility for energy production locally
- 866,000 plants from 50 different species will be replanted once the scheme is completed
- The trees that will be replanted will be in keeping with existing local woodland and include:
 - oak
 - field maple
 - elm
 - hawthorn
 - blackthorn
 - elder
- A number of rare plant species have been found across the route and have been moved so they can be replanted in the same area along the road verges once the scheme is finished. These include bee orchids, common spotted orchids and slender tare – a rare wildflower found near Girton.

Wildlife

- Ecologists working on the project are caring for a range of protected species along the route including:

- great crested newts
- water voles
- bats
- breeding birds such as yellow wagtail, skylark, corn bunting and yellowhammer
- badgers
- Overall, the scheme will build 1.05 square mile (271ha) of new wildlife habitat across 18 areas around the new road, connecting them where possible to help wildlife move more freely than is currently possible. That's the equivalent of 269 rugby fields.
- More than 200 bat boxes are being installed to provide additional habitat and help bats during migration.
- 5 barn owl boxes have been installed already and more will be installed by the end of the project. All of the ones currently up have been used for nesting this year and 3 of the birds have successfully reared chicks.
- Two bird species, the grasshopper warbler and Cetti's warbler, will benefit from additional, newly created habitat
- New habitats are being created at 3 different locations along the scheme for water voles, Britain's fastest declining wild mammal. The 10 water voles being re-located to their new Alconbury home moved all in over the summer.
- Once the scheme is complete, boxes for kestrels will be installed to nest around borrow pits and balancing ponds.
- Activity around 5 badger setts is being monitored along the route and the team is in the process of deciding how best to help the badgers relocate so they are not disturbed or endangered by the new route.
- The team is trapping great crested newts and relocating them at a safe location until the scheme is complete, and will create 3 new habitats for them when the scheme is closer to completion.
- Hedges with native species found in the local area will be planted near Brampton woods to create corridors and food sources for recently reintroduced dormice.

Energy, water and construction materials

- The project team is trialling hybrid generators, solar powered lights and hydrogen powered vehicles throughout site in an effort to reduce our use of fossil fuels.
- 100% of the energy used across the project compounds comes from renewable energy sources including wind and solar powers.
- Only non-drinking water is being used for construction purposes so as to minimise the impact on the local drinking water supply. The water comes from water treatment plants, the scheme's borrow pits, and local watercourses (up to a maximum of 20m³ per day).
- Instead of having to source externally the 5 million tonnes of materials needed to build the new road, more than half of it is being supplied from the site itself through borrow pits within site. The project also has onsite concrete batching plants to create the building blocks for the scheme's 34 bridge and other structures. This means less long-distance transport needs and less energy used. It also means less impact

on the busy road network locally.

Work on building the £1.5bn upgrade to the A14 between Cambridge and Huntingdon started in November last year. The project includes widening a total of seven miles of the A14 in each direction (across two sections), a major new bypass south of Huntingdon, widening a three-mile section of the A1 and demolition of a viaduct at Huntingdon, which will support improvements in the town.

For the latest information about the A14 Cambridge to Huntingdon improvement scheme, visit [the project page](#), follow @A14C2H on Twitter and like our [Facebook page](#).

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

[Press release: Commission opens consultation on 'more dynamic' annual return](#)

The Charity Commission, the independent regulator of charities in England and Wales, has today announced a [consultation for next year's annual return](#). This consultation is the second part of a two-year project that is reviewing the key information that we collect and display from charities.

The annual return is a key regulatory tool that is used for two main purposes. It enables the Commission to collect information about charities that it can use to identify issues of concern, either in specific charities or areas of broader risk across the charity sector. It is also the source of much of the information that is displayed on the Register of Charities – a key driver to allow the public and donors to find out more information about charities.

The Commission's intention is to shift to a more dynamic annual return, that is better targeted and easier to use for charities – those charities that are smaller and have more simple operating structures will answer fewer questions, whereas those that are larger and more complex will be required to answer more.

The consultation also proposes some changes to the questions that are being

asked, including the addition of some new questions and the removal of others. These changes will help ensure that the questions reflect the priority risk areas in our strategic plan and help us tackle new regulatory risks as they emerge, we also hope they will strengthen the sector's accountability and provide information that the public and others expect to be able to see.

For each new question we have considered how the information will help meet a regulatory aim and further our statutory function. However, we are also mindful of balancing these needs with the need not to create an undue additional burden on charities.

Further changes made to the service itself, in line with the improvements across our digital services, will mean that the annual return is easy-to-use and intuitive for charities regardless of their size and structure.

Helen Stephenson, Chief Executive of the Charity Commission, said:

The annual return is an essential regulatory tool for the Commission, but also a window for the public to see important information about charities. Ensuring that we are collecting the right information, in a way that is simple for charities to understand, is absolutely vital.

We believe the changes that are proposed will help strengthen our ability to regulate charities and improve public trust and confidence. The improved digital service being offered will also result in a much easier service to use that is based on the needs of charities. The voice of charities and their umbrella bodies will be important to inform our approach and we look forward to engaging widely and constructively in the coming weeks.

We are keen to hear from charities that complete the annual return, as well as users of our online register and those that have an interest in the information we collect and publish about charities. You can respond to this consultation by completing an online survey and supplementary information can be provided by email. The final deadline for responses is 5pm on Friday 24 November 2017.

There will also be other opportunities and methods for giving us your feedback, including round table discussions with interested parties and user-testing of the proposed questions, we will publish details of these through the consultation period.

Notes to editors

1. The Charity Commission is the independent regulator of charities in England and Wales. To find out more about our work, see our [annual](#)

[report](#).

2. Search for charities on our [online register](#).