

# Regulator opens inquiry into Cornish charity over safeguarding concerns

Press release

The Charity Commission has opened an inquiry into Devon and Cornwall Autistic Community Trust, also known as 'Spectrum'.



The regulator is concerned that the trustees may have failed to fulfil their legal duties and responsibilities under charity law, following several highly critical inspections of the charity's facilities by Care Quality Commission (CQC).

The CQC's inspections of the charity's adult care facilities found five to be inadequate and eight requiring improvement.

The trustees have failed to take sufficient action to address all of the concerns raised by the CQC. This has raised regulatory concerns about how the trustees are managing the charity. The Commission's inquiry will investigate whether there has been misconduct and/or mismanagement in the administration and governance of the charity.

The inquiry will examine:

1. The trustees' response and decision making in relation to the safeguarding concerns which have been raised by statutory and/or regulatory bodies.
2. Whether the trustees had complied and fulfilled their duties under charity law with particular regard to having sufficient oversight of safeguarding arrangements within the charity.

The Commission may extend the scope of the inquiry if additional issues emerge.

**ENDS**

## Notes to Editors

1. The Commission is not a safeguarding regulator and, therefore, any substantive safeguarding matters will be investigated by the appropriate regulator and/or police as appropriate.
2. The Charity Commission is the independent, non-ministerial government department that registers and regulates charities in England and Wales. Its purpose is to ensure charity can thrive and inspire trust so that people can improve lives and strengthen society.
3. The Commission has not made any conclusions and the opening of the inquiry is not a finding of wrongdoing.

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## [7 in 10 young people in work 4 months after leaving government's Kickstart Scheme](#)

Launched in September 2020, the scheme secured over 163,000 jobs for young people nationwide as part of the government's drive to help those aged 16-24 start their career and gain vital work experience.

At an awards ceremony in Lancaster House on Tuesday 12 July, six young people were awarded for their outstanding contribution as recognised by their employer, while 11 employers were recognised for their work in supporting young people out of the pandemic.

The Kickstart Awards come as the latest data shows that 7 out of 10 young people had earnings four months after their Kickstart job ended, showing its success in providing young people with the right skills to enter the labour market.

Unemployment is now at an almost 50 year low, and when the Kickstart Scheme ended in March, youth unemployment was the lowest since records began.

Recipients of the awards included a young woman from Surrey who worked in a women's support centre supporting victims of domestic abuse, and a young Scottish man trained by his employer in AI development.

Some of the roles on offer by shortlisted employers included film making, archaeology, landscape architecture, animal sanctuary support and hospitality.

Kickstart provided a crucial lifeline to businesses, with many keeping young people on in permanent roles, including through apprenticeships. And many of

these businesses have continued to work with their local jobcentres through the Way to Work scheme, which saw half a million more people move into work in five months earlier this year.

Prime Minister Boris Johnson said:

Our Kickstart Scheme has transformed the lives of thousands of young people, giving them their vital first step into the workplace and the confidence to develop skills, while businesses have benefitted from fresh talent, energy and enthusiasm.

I want to congratulate all those who have made a success of this fantastic programme, with many still in work today, and I want to thank all the employers who joined us on our mission to invest in the next generation and help ensure unemployment stays at its near 50 year low.

Secretary of State for Work and Pensions, Thérèse Coffey said:

Kickstart has been a huge success for our young people with over 163,000 of them having a first taste of work after a challenging time in the pandemic. With around 30,000 still on the scheme, most Kickstart graduates are still in work, which is fantastic news. I'd like to thank every business that worked with us to create opportunities and improve the prospects of a generation of talent.

Looking ahead, ministers have renewed their focus on supporting those with additional barriers get into work, so that everyone, no matter their age or career stage, has access to a stable and rewarding career, utilising the national network of jobcentres.

People are now being supported by their jobcentre to progress, helping them to earn more money, get more hours, and use their experience as a springboard for their career, while boosting economic growth to address the cost of living.

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[Chief of the Air Staff speech at](#)

# Global Air & Space Chiefs' Conference

Good morning everyone, and as I said in my opening remarks yesterday, it is fabulous to see so many of you here this week, the world's air and space chiefs, political leaders and senior executives from the space and aerospace sectors.

It says so much about our common cause, and the personal friendships that underpin so much of what we do. I'm going to talk this morning about why that matters now, as much as it has ever done.

Last year, as you heard yesterday, the United Kingdom Government published the Integrated Review of Security, Defence, Development and Foreign Policy. It was a significant statement of Britain's place in the world and the role of the UK Armed Forces in that.

The review recognised that the world we operate in today is increasingly fraught with danger and uncertainty. It's brought into stark relief by what we are seeing in Ukraine, the outrageous and brutal invasion of a sovereign country in Europe, something we all thought we had consigned to history.

Ukraine is a vital test of our shared resolve to counter unprovoked bullying and aggression. It is a vital message around the world too – well beyond the security of Europe – where other allies and partners face constant and sometimes existential threats from state and non-state actors and proxies.

Much of what I will say today is shaded by the heroic and effective defence of Ukraine in the face of Russia's aggression.

It underlines yet again the strength of collective defence through alliances of like-minded responsible nations, like NATO, now more united than ever.

But what we have seen in Ukraine is a rallying call for all of us as air and space chiefs, and for those who depend on us for the decisive effects we bring to the fight. Because maintaining our leading edge will require our total commitment to adapting together at speed, to embrace technology and to thinking carefully about the concepts that optimise it.

It's a salutary reminder that, throughout our collective histories as air and space forces, our greatest successes and most groundbreaking progress have been the results of our deep-rooted partnerships, our technological innovation, and our conceptual imagination.

The conflict in Ukraine has reinforced some key truths. It has been a crystal clear reminder that Control of the Air is vital for operations by land or sea, as is uninterrupted access to space and the electromagnetic spectrum. Without those, you have little hope of decisive advantage and, the swift success that brings.

The heroic defenders of Ukraine have also shown us that the democratisation of previously exquisite technology, rapid technological innovation, fused

with their boundless imagination when it comes to employing that technology, will they become catalytic force multipliers in their own right.

We have all marveled at the exceptional tenacity and fighting spirit of the Ukrainian people in the face of overwhelming force. But I also give their commanders at every level enormous credit for their technological agility, flexibility of approach, and their lethality.

Massed armoured columns have been annihilated with the effective use of ISR fused from multiple sources including commercially available drones. Space has been a game-changer too, at the heart of how the Ukrainians have maintained their fighting edge, using improvised space-based services from military and significant commercial sources.

These approaches have been a revelation to those who chose not to see them like that before Ukraine; a wake-up call for those happy to just do the current stuff a little bit better and think it will be enough.

It falls to us as air and space leaders, to highlight how much has changed, and how fast, in the modern battlespace.

Air and Space power amplifies the Joint Force's effectiveness across all domains. It is the guarantor of freedom of manoeuvre by land or sea. So as aviators and guardians, we are uniquely placed to provide the conceptual leadership to take that forward in the way Ukraine has shown we must.

We have all benefited for many years from our especially close relationships with our fellow Air and Space Forces. We have literally grown up together, and developed the tactics, techniques and practices to operate together as a formidable integrated force.

The Russian Air Force, by contrast, has shown what happens when you invest in modern technology but don't invest in the people, the training and learning that generates a truly effective 21st century air force. Its inability to conduct complex missions or to integrate air effects across domains is plain to see, as is the unreliability of their technology.

That is why training together as air and space forces and with our armies and navies is so important, generating truly effective and seamlessly integrated multi-domain effect.

And it's why we are committed to major exercises such as SPACE FLAG hosted by US Space Force, or Exercise PITCH BLACK hosted by the Royal Australian Air Force later this year. PITCH BLACK is especially important as it allows us to train in a realistic operational environment, with some of our closest allies, underlining our commitment to the Indo-Pacific region.

But more than training and exercising, it is also about the moral culture and standards that bind, guide and inspire us as allies. In that regard, we are all especially privileged to have benefitted from our enduring ties with the United States Air Force and the United States Space Force, noting that 2022 represents the 75th Anniversary of the USAF. On behalf of all of us, I think I can congratulate our lead partner, or is that younger partner, on reaching

this significant milestone.

Interoperability doesn't happen by accident, and it cannot rely on systems integration alone: it is a result of the hours of training we do together, the investment decisions we make as a collective, and the time we spend learning from each other. Put simply: we are stronger together.

As we look to the future as air and space forces, we know that to maintain our leading edge, we must be ready to understand, decide and then act faster, with even greater precision, lethality, and in more places around the world simultaneously than we do today; and we are going to have to do it sustainably too, in terms of both resource and the environment.

Our aircraft, spacecraft and systems must integrate seamlessly across all operational domains to allow the transfer and exploitation of information, rapid decision-making and timely delivery of effects.

But the technology is nothing without the conceptual framework in which it is employed – to deter, to fight and to win.

Our Leading Edge is reliant on both technology and concepts, so our way in air and space warfare must be led by both.

That's why for the Royal Air Force I have directed the most fundamental review and reimagination of the RAF's Way in Warfare for over 30 years.

We will examine the resilience and redundancy across our force, learning from our history, and from the thinking, concepts and operational postures of our allies, and our potential adversaries too.

It links to Agile Combat Employment, which will enhance our resilience and increase our flexibility through irregular employment and deployment to unconventional and austere bases.

It embraces Direct Force Employment, the flexible, unpredictable employment of our forces in air and space, designed to generate uncertainty in the minds of adversaries, whilst demonstrating capability and resolve to our allies.

And all of that will depend on a new approach to Air and Space Command and Control, which in turn depends on battlespace connectivity, and that functioning, interoperable, digital C2 network which I would suggest is one of the most important technological challenges we all face.

At the heart of the Royal Air Force's Future Air Command and Control system is NEXUS – our Combat Cloud – and RAVEN our virtual communications node, both of which got namechecked a couple of times yesterday. Between them they create a Common Operational Picture by fusing data from multiple sources to provide actionable intelligence of the battlespace in real time.

NEXUS and RAVEN are flexible, secure, proven and have been developed in-house by the Royal Air Force at a fraction of the cost of comparators, and because we developed it in-house, it is open and available to our allies and partners.

Today, as we watch the heroic and effective defence of Ukraine in the face of overwhelming force, or we observe questionable, reckless behaviour in space by Russia and China, we know that we can no longer assume the unchallenged access to air or space that we have enjoyed through most of our careers. Nor when we look at what Saudi Arabia, the UAE, Iraq, Israel, South Korea and Japan are experiencing day after day, can we ignore the threat of ballistic and cruise missile attack at home, or overseas.

That is why the Future Combat Air System is such a critical development programme for the United Kingdom because we need to start work now on what will replace Typhoon from the late 2030s, defending our skies, and it's why we are investing £2Bn or \$2.4Bn US over the 4 years to 2025 alongside our international partners.

We are exploring partnering opportunities and sharing our technological expertise with a range of international partners, including Japan and Italy, and we are sharing an open FCAS dialogue with Sweden.

Our FCAS Programme, will deliver an advanced combat air system capable of fighting and winning in the most hostile air environments. As with other future combat air programmes, we are looking at a mix of swarming drones, and uncrewed combat aircraft, as well as next-generation piloted aircraft like Tempest.

Our swarming drone trials point to the enormous operational potential for these systems to confuse and overwhelm an adversary's air defences. In the last 3 years, 216 Test and Evaluation Sqn alongside the Rapid Capabilities Office, Defence Science and Technology Laboratory and industry will have trialled 5 drone types in 13 different trials of new payloads, new platforms and new control systems.

We are exploring new models of capability delivery and accelerated production "when we need them" rather than "in case we need them" from the twin jet 3D-printed Pizookie, to commercially-available large drones fitted with novel payloads, to large quadcopters.

In light of this work I can announce that we declared on the 28 March this year, that 216 Squadron has demonstrated an operationally useful and relevant capability, using the RAF's current fleet of drones.

Further up the performance and capability line, our work to explore uncrewed aircraft and how they might augment F35 and Typhoon continues. The work has been challenging, but we have learnt and gained a huge amount from our Mosquito programme around digital design and novel manufacturing techniques. We've decided that our focus now should be on systems that can be operationalised much more quickly, and that is why we have drawn the Mosquito programme to a close.

But we are moving on, fast, and I'm delighted to announce that in the Autumn we'll unveil a series of targeted challenge areas that we want to drive forward at pace, with industry, our science and technology partners, and internationally too. So look out for our Rapid Capabilities Office who will

launch a series of industry competitions to accelerate scalable uncrewed systems, culminating in an operational 'fly-off' to get those systems on the frontline, delivering for the warfighter faster and better.

In a more dangerous and uncertain world, it is not just the behaviour of states like Russia, Iran and China that should concern us. Climate change is a transnational challenge that threatens our resilience, our security and our collective prosperity.

As air and space leaders, we must also understand how our people, aircraft, equipment, critical resources and supply chains will need to adapt to operate in a climate-changed future environment. It is about operational resilience in a climate-changed world. It will take decades and we need to start now.

The RAF is already thinking about operating beyond fossil fuels. We have some truly exciting, genuinely exciting synthetic fuel programmes, one of which earned us a Guinness World Record last year for the first 100% synthetic fuelled flight.

But as with everything we do, to make the groundbreaking progress this challenge demands, we must tap into our deep-rooted partnerships, our technological innovation, and our shared conceptual thinking about what we can achieve together.

That is why I am delighted that so many of you see it the same way as I do, and over 30 of you have signed the declaration of intention on Climate Change Collaboration. It signals our clear intent to work together to accelerate progress in becoming more operationally resilient and less dependent on fossil fuels and existing supply chains. This is the first such agreement, on a global scale from the armed forces, and signals our commitment to play our part tackling this daunting transnational challenge.

When I spoke at this Conference last year, I spoke about the founders of our air forces, people who were innovators and disrupters who had discovered this amazing new technology, understood its unlimited potential, and had to rebel against the organisations they were part of at that time – in our case the British Army and the Royal Navy – to properly harness that technology.

That innovative and disruptive gene is still in our air and space forces' DNA, and we see that day in day out as our people deliver air and space power to protect all our nations.

Throughout our collective histories, our greatest successes and most groundbreaking progress have been the result of our innovation at the cutting edge of technology, and our conceptual thinking beyond the possible.

But that success has also been because of our deep-rooted partnerships, and looking around this hall this morning, we can be very proud of the way that we have come together as allies in air and space. The diversity in our friendships, partnerships and alliances stands in stark contrast to our autocratic adversaries who stand and fail alone.

That diversity in our conceptual thinking, in our technological

breakthroughs, the diversity in the way we train together, as well as the excellence in our mission execution, will ensure that we, as partner air and space forces, will always prevail, protecting our sovereignty, prosperity and security into the future, and above all ensuring the future defence of our skies and space.

That is why it is such an enormous pleasure to see so many of you here this week.

Thank you.

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## Minister calls on pension schemes to get “data ready” for dashboards

Press release

Minister for Pensions Guy Opperman has called on pension schemes of all types and sizes to make sure their data is ready for pensions dashboards.



The calls come as the government publishes its response to a consultation which gathered feedback from industry, potential providers, consumer groups and future users on what data should be included and how this should be displayed to people.

Bringing pensions into the digital age, dashboards will allow savers to see what they have in their various pensions – including their State Pension – in a single place online, at any time they choose.

Ten years since the introduction of Automatic Enrolment and there are a record number of British people saving for retirement. With more people managing their finances online, the need for pensions dashboards is stronger than ever.

Minister for Pensions Guy Opperman said:

For many people, a pension is the most significant financial investment they will make in their life. That is why the introduction of pensions dashboards is so important.

Clear pensions information at the touch of a button, including on the State Pension, will ensure savers are better informed and more engaged, while helping people to plan effectively for retirement, as well as to find lost and forgotten pension pots.

The building and initial testing of the digital dashboards architecture is already well underway. My message to the trustees and managers of pension schemes of all types and sizes is simple: get data ready.

Pensions dashboards will offer savers a choice of how they keep track of their pension pots, with dashboards to be provided by the Money and Pensions Service (MaPS) and other organisations who meet the requirements to develop and host their own dashboards.

The first version of pensions dashboards will offer people the opportunity to find their pensions and then view information about their value, but as the use of dashboards becomes more commonplace, user insights and experience will allow for the dashboards experience to be enhanced further.

Media enquiries for this press release

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## [Electric motorbikes race onto UK roads through transport decarbonisation measures](#)

- first year of Transport Decarbonisation Plan sees thousands of electric vehicle chargepoints installed and 130 cycling and walking projects launched
- electric motorbikes to soon become norm on UK roads as new consultation opens to end the sale of new petrol and diesel two wheelers by 2035
- one-year anniversary marked with launch of new strategy to make walking and cycling people's first choice for short journeys

Electric motorbikes and mopeds will soon become the norm on UK roads as the

government today (14 July 2022) sets out a range of measures to mark a year of success since the [Transport Decarbonisation Plan](#) was introduced.

The plan set out the UK's world-leading 'greenprint' to create cleaner air, healthier communities and tens of thousands of new green jobs across the UK.

The progress one year on today shows almost 7,500 extra electric vehicle chargepoints have been installed, supporting the 900,000 green vehicles that are on UK roads, and over 130 new walking and cycling schemes have been funded.

The production of zero emission vehicles alone has the potential to support 72,000 green jobs worth up to £9.7 billion in gross value added by 2050.

To mark its one-year anniversary, the government is launching a new public consultation to accelerate the transition to zero emission travel by phasing out the sale of new fossil-fuelled motorbikes and mopeds by 2035, or even earlier for some vehicles.

A further public consultation, Course to Zero, is being launched seeking views on the best route to net zero emissions by 2050 for the UK's domestic maritime sector. This will help inform the government's future actions to achieve full decarbonisation across UK's vital domestic shipping industry.

Transport Minister Trudy Harrison said:

Across road, rail, sea and air we have taken decisive action to reduce harmful emissions while enabling innovation and growing the economy.

We have provided certainty to both the industry and consumers through investment to stimulate a new market to reduce the need for fossil fuels.

Alongside the consultations, the Department for Transport is announcing funding for a competition to help industry develop the zero emission motorcycle supply chain in the UK. This will help create a manufacturing base for small, emission free vehicles and could lead to thousands of new jobs across the UK.

Successful applicants for the £350,000 fund, will undertake research to support the production and distribution of new, green vehicles within the sector.

Since the Transport Decarbonisation Plan's launch last year, the government has worked at pace to deliver many of its ambitious commitments, including bringing forward a Zero Emission Vehicle Mandate to set targets for manufacturers to ensure the supply of electric vehicles meets the soaring demand.

Further progress includes:

- announcing plans to support the UK market to increase public electric vehicle chargepoints by tenfold, by the end of the decade as part of the [Electric Vehicle Infrastructure Strategy](#), making public charging cheaper and more convenient than refuelling at a petrol station
- launching the government's first office dedicated to decarbonising the UK's maritime industry, known as the [UK Shipping Office for Reducing Emissions](#)
- developing a Jet Zero Strategy, which will be launched this year, setting out the roadmap to achieving net zero aviation
- a world leading pledge confirmed at the COP26 Summit to dramatically increase the pace of the global transition so that all new cars and vans are zero emission by 2035 in leading markets and by 2040 globally – this [declaration](#) now has 180 signatures, including from 39 countries worldwide and 14 major vehicle manufacturers on top of cities, fleets and investors
- launched a £200 million [Zero Emission Road Freight demonstrator programme](#) – supporting industry to develop cost-effective zero emission HGVs and their associated infrastructure
- supported [7 trial hydrogen transport projects](#) to inform future investment decisions and prime export opportunities – the successful trials could lead to increased use of hydrogen-powered transport to move goods and carry out services
- creating Active Travel England, led by Olympic gold medallist Chris Boardman and providing local authorities with £161 million, to deliver 134 first-rate schemes to develop new footways, cycle lanes and pedestrian crossings across England

Helena Bennett, head of climate policy at Green Alliance, said:

The Transport Decarbonisation Plan laid ambitious foundations for the sector to begin its transition to net zero after 30 years in which emissions have stayed largely unchanged.

It's promising to see delivery of some of the plan's goals begin including announcements on a zero emission vehicle mandate and phase out of polluting HGVs, but there is more to be done to keep the sector on track with climate targets, and it's more important than ever, given the cost of living crisis, that boosts to public transport and walk and cycling infrastructure are prioritised.

The government is also aiming to improve health and make walking and cycling the natural first choice for shorter journeys by publishing its [second Cycling and Walking Investment Strategy](#). It sets out estimated investment, already committed from various funds, of almost £4 billion into active travel across the government until 2025, including [£2 billion announced for active travel](#) in 2020.

This investment will deliver measures including high-quality walking and cycling routes, safer road junctions, cycle training and a [Walk to School Outreach initiative](#).

This progress will help meet the Prime Minister's 'Gear Change' vision to ensure half of journeys in towns and cities are cycled or walked by 2030.

National Active Travel Commissioner, Chris Boardman, said:

If we want to enable millions more people to walk, wheel and cycle for everyday journeys, we need to make the environment feel safe and attractive. Funding and supporting local authorities to achieve that is what Active Travel England will focus on – making local trips easier for everyone to make without having to drive.

I'm looking forward to working with councils and other partners to turn this national vision into a reality. Together we can build a pleasant and sustainable future.