

# Speech: A speech on criminal justice reform by the Secretary of State for Justice

It's great to be here at the CSJ – an organisation at the forefront of social reform. Pleased that they are opening a new Criminal Justice Unit.

Today I would like to set out my views on sentencing and the prison population. There is already a lively debate on this subject and some of the key protagonists in this debate are in this room today from Lord Ramsbotham to Frances Crook; from Nick Hardwick to Michael Gove.

This issue boils down to four distinct areas:

- sentences are too long
- prisons are too overcrowded to work
- the wrong people are in prison
- management of the prison population at the moment, whether it is IPP or recall, isn't good enough

I will take these points in turn.

Firstly there has been quite a lot of talk recently about a political arms race, driving up sentences.

People are saying that additional legislation and guidelines have led to longer sentences being handed down by the courts.

It is argued that this has increased the prison population leading to where we are today.

We are accused of being an outlier in terms of the number of people we send to prison.

Well first of all I want to point out that for the last six years our prison population has been stable. The prison population has remained relatively stable since 2010 – at around 85,000 people.

It is true that the population rose for three successive decades before that – with a sharp increase of 20,000 places – or 31% – between 2000 and 2010.

But if you compare Britain with other major liberal democracies, we are fairly mid table when it comes to custodial sentences. England and Wales have 148 people per 100,000 in prison. Australia has 151, Germany 78, and France 95. The US has 698.

The second point I want to make is that it is not true that rates of imprisonment have gone up across the board. And it is also not true that we have seen sentence inflation across the board. There have been fewer shorter

sentences being handed out for offences like shoplifting and there are proportionally fewer people in prison for those type of offences. In 2015 our courts handed out 9,000 fewer short-term sentences than they did in 2010.

What we have seen is significant increases in sentences in particular areas.

In fact the biggest driver for prison growth in the last twenty years has been the exposure, pursuit and punishment of sexual offences and crimes of violence, and a toughening up of sentences for these crimes.

This is down to a wholly welcome improvement in attitude to victims of sex crimes across society. It has meant more victims are coming forward, they are being taken more seriously by the criminal justice system, and they are dealt with a greater understanding.

I think we all recall how rape victims were treated in the 1980s. They all too often experienced rough justice – where their lifestyles were as much on trial as the crime itself.

The number of rape cases reaching the courts increased by 50% between 1980 and 1987 but the number of convictions remained static. It was a time when a young woman could be jailed for refusing to give evidence in an assault case against her partner. And when a man convicted of raping a 17-year old girl could be given a £2,000 fine on the grounds that the victim was guilty of “contributory negligence”.

Right through the 1980s, domestic violence remained a crime that largely stayed behind closed doors and child sex abuse was rife but it rarely attracted a punishment that today we would consider suitable for such a heinous act.

Now the situation is changing.

Incredibly before 2005, rape of a child under 13 was not even a specific offence. In 2005 a man would be sentenced to an average of 4.8 years for raping a child under the age of 13. By 2015 the average sentence given out for this terrible crime had more than doubled. And the average sentence given out for all sexual offences has increased by 50% over the last decade.

But it is not only sex offences, although those are the sentences which have gone out the most. The courts are handing out longer sentences for offences of violence against the person and robbery, up by 10% and 23% respectively since 2005.

What we are seeing is more of these crimes being brought to justice and the result has been an increase in the number in prison for these serious offences.

Since 2000 there has been a 29% increase in those sentenced to custody for robbery and a 75% increase for violence against a person.

And there has been a 140% increase in the number of sexual offenders in prison.

This has led to a change in the make-up of our prison population – from two in five being prisoners convicted of violent, sexual or drug offences in 1995 to three in five now. There has been a huge difference in the people we send to prison.

Compared with 2010, there are now 3,000 more sex offenders in prison. Despite the fact that the overall prison population remains stable.

So what we are seeing is fewer people being sent to prison on those short sentences but more people in for some of those serious crimes.

This is being reflected in what we are seeing in our courts, with some courts spending half their time dealing with sexual offence cases.

This sea change is happening because our society is changing. We have gained some understanding of the seriousness of these crimes and more victims are having the confidence to come forward and put their case. And it is happening because we are catching and convicting more violent offenders and giving them longer sentences that better reflect the seriousness of their crimes.

This is the right thing for victims and the right thing for the British public.

We should be proud that we live in a society that no longer shames victims of rape; that is prepared to confront child sex abuse, and has brought domestic violence out in the open. But there is more we can do.

So I am going to take action to spare victims of sexual abuse the trauma of giving evidence in open court in criminal cases. In family courts I will end the appalling practice of domestic abuse victims being cross-examined by their attacker.

We are also looking at the operation of Section 41 in rape cases, where in exceptional cases at the moment the victim's past history can be asked about. I do not want this to be used as an excuse to shame victims of serious crimes.

We have come a long way as a society but we face new challenges like social media. We must not allow the clock be turned back in terms of attitudes to sexual crime. I will not let this happen under my watch.

I want now to address the second issue that people have raised and that is that our prisons are simply too full for meaningful reform to take place.

It is true that reoffending rates are too high and that our prisons are too violent. I acknowledge that. But the wrong way to address the problem would be to shorten sentences or to release offenders earlier.

That would be reckless and endanger the public.

And it would restrict the freedom of the independent judiciary to choose the most appropriate sentence for each offender.

The answer to overcrowding is not to cut prisoner numbers in half.

It is to make sure we have the right resources, the right workforce, the right buildings and the right regimes to reform offenders and turn their lives around.

That is exactly what I am doing.

The Prison and Courts Bill, due to be published this month, will for the first time enshrine in law that reforming offenders is a key purpose of prison and that the Secretary of State has a responsibility for delivering it. That has never been in our law before. At the moment, the duty of the Justice Secretary is to house offenders – I don't think that is good enough. We have to be about turning people's lives around.

This change will usher in major reforms. The way I see it the prison system now is a bit like education was before we had Ofsted, before we had league tables, before we knew what was going on in schools.

What I want to see in our prisons is the same type of scrutiny, the same type of openness, and the same focus on making things better and really reforming people while they are inside.

I want to transform our prisons from places of violence and despair to places of self-improvement and hope where all prisoners are given the chance to lead a better life. Because I believe that everybody is capable of reform.

Governors will have greater power to make the changes they need to drive reform. And prison officers will have more responsibility to challenge prisoners to change, to get them off drugs and into training and work, and to be there in times of crisis.

I want us to look at work from the outside in. We have some fantastic employers in this room who want to be part of this. I want to see us being those employers into prisons, for people to start apprenticeships while they are in prison, to get a job when they are on the outside, to get housing on the outside. That is the way we will reduce reoffending. That is the way that bring down our appalling reoffending rates.

At the moment half of all people in our prisons, when they leave, will reoffend within a year. That is not good enough. And as we see the number of first time offenders go down we want to see the number of people going through our system go down. If they go to prison I want them only in there once.

We also have to deal with the levels of violence and self-harm in our prisons. That is why as well as investing in reform and giving more powers to governors and creating a new frontline agency – Her Majesty's Prison and Probation Service – we are putting an extra £100m a year into the frontline and will take on 2,500 more frontline officers. This will enable us to have a caseload of one officer for every six offenders. That will be about keeping those people safe, challenging them to change their ways and also supporting them in their time through prison so that they can lead a successful life on

the outside. At the moment we don't have enough officers to do that and I fully acknowledge that is the case.

Today we have Natasha Porter in the audience who is leading a fantastic new graduate programme called Unlocked. It's about getting the best graduates into prisons to help us show that being a prison officer is a noble profession. It is an important profession and as vital to society as teaching, nursing and being a police officer.

And I am pleased to see it is getting a good response. We are at the start of the process recruiting officers. We are not there yet and it will take time but the fact that this scheme got 1,000 people interested within the first 24 hours shows it can be done and that together we can make it work.

So while Her Majesty's Prison and Probation Service focuses on reform, it will be the Secretary of State's duty to hold the Service to account for the progress offenders make on getting off drugs and getting the education and skills they need to get a job on the outside. I am also beefing up the powers of Her Majesty's Inspectorate of Prisons so that they have the teeth when a prison isn't working to intervene and make the Secretary of State act.

As I have said before, a prisoner's family is the most effective resettlement agency. Thanks to the evidence collected by Lord Farmer's Review, Governors will have access to comprehensive data to help them decide what works best to bolster positive family ties. I also want to congratulate the Centre for Social Justice for highlighting the importance of the role of fathers. I think we must always remember that as we look at the justice system because the involvement of fathers is vital.

It will take time to bed in but once we have our reforms in place we will be able to measure progress, learn from the best and, when necessary, intervene to turn around failing prisons.

This change will not happen in weeks or months, it will take time and determination to deliver but as a society we simply cannot afford to put this off any longer. All of the people in this room are vital to this change. I am grateful for your work.

Profound changes in our prison population make the need for reform even tougher and even more critical. We have a challenging time ahead, but an incredibly important time ahead too and I am proud to be leading the Ministry of Justice at this time.

I am equally determined to address the factors that fuel prolific offending for other crimes, like theft and shoplifting, that can all too often put offenders on the path to a prison sentence.

Reforming the criminal justice system does not begin and end with reforming the prison estate and our probation services, though that is the critical place to start.

We also need to intervene earlier by giving our courts the right tools for reform. There can never be an excuse for committing crime but too often

people end up in prison because our interventions to tackle problems like drug addiction or mental health issues don't work as well as they should.

The number of first time offenders in the system has fallen by 57 per cent since 2006, whereas our reoffending rates have stayed flat.

That means police, prison officers and probation staff see the same faces over and over again.

And it means communities end up being blighted by the same people. Any MP will tell you that one of the most frequent complaints in surgery is from law abiding residents who can't understand why such a small number of people can be allowed to wreak so much havoc in their neighbourhood.

So, just as we are giving prison and probation staff more power to reform offenders, our courts should also be able to play a frontline role in reforming criminals and getting them to quit crime for good.

Ministry of Justice research shows that community sentences are most effective when they tackle the problems that contribute to the offender's crime. Mental Health Treatment Requirements are some of our most effective measures that can really help get someone's life back on track.

But if I tell you in 2015 mental health treatment requirements accounted for fewer than 1% of all treatment commenced as part of a community sentence you will see where the problem lies.

We need a more systematic, nationally consistent approach that provides quicker and more certain access to mental health treatment for offenders who need it. That will stop them getting into a position which leads to a custodial sentence.

I am working closely with the Health Secretary who is extremely committed to this and NHS England to develop a new mental health protocol. This will ensure timely access to mental health services where the courts impose a mental health treatment requirement as part of a sentence.

I am also working with the Judiciary and the Health Secretary to make sure courts have better access to psychologists to diagnose and oversee treatment of offenders.

We have already got great work taking place in Newcastle where a dedicated mental health team produces reports for sentencers. This means that cases conclude more swiftly as fewer are adjourned because a costly expert report needs to be prepared and sentencers get better information.

And in Milton Keynes a bespoke service has dramatically increased the number of sentences involving mental health treatment. I want to see that approach adopted throughout the country.

We also need to do more to tackle the scourge of drink and drugs. 62% of prisoners who reported using drugs in the four weeks before custody reoffended in the year after release. But in 2015 drug treatment orders

accounted for only 5% of treatments attached to community sentences.

In its pioneering report, *Ambitious for Recovery*, the CSJ called for greater use of drug courts with rigid compliance. Evidence from Australia suggests those who adhere to their drug treatment order are 37 per cent less likely to offend.

Early intervention by our courts is vitally important in stopping women offenders from ending up in prison. We will be announcing our strategy for women later this year and have already announced a new director for women in custody and the community – Sonia Crozier. I believe it is the first time ever that the agency responsible for prisons and probation have a single person responsible for women across community and custody.

Family drugs and alcohol courts, like the one I visited in Maidstone, will play a vital role in this. I believe that judges are as important in reforming people as any prison or probation officer.

Working with local authorities, judges closely oversee compliance with treatment programmes. I've watched it in action – I know that it works. Over 26 weeks, those taking part have to comply with drug testing and therapy sessions to stay clean.

This sort of consistent supervision and support, overseen by one judge over a long time period, is helping women beat the addictions that can fuel crime, and making it more likely that they will be able to regain custody of their children.

Let me provide one example among many. One woman, I'll give her the name Jenny, has transformed from a drug dependent 25-year-old with a five-year-old daughter to a woman determined to do right by her child.

Without this intervention Jenny would have continued to steal to feed her habit. Jenny now has a chance at a better life. Her daughter does too.

There are people who would dismiss this as soft justice. I would call it decency and common sense because without this court ordered intervention, Jenny's path was almost certainly leading to prison.

How many more victims of crime would there be before that happened? How many more working people would have returned home to find their back window smashed and their treasured possessions gone?

And what about the children of offenders?

All the evidence shows that children whose parents end up in prison are much more likely to end up there too. Two thirds of boys separated from imprisoned parents go on to offend themselves.

Chances are that they would grow up to rob and steal to feed a habit. Generation upon generation of blighted lives and blighted communities.

Early intervention is not a 'nice to have' added extra to the justice system,

it is vital if we are ever to break the cycle of crime, punishment and more crime.

I want now to address the final point – that we need to be better at managing the prison population we have. We are making progress but there is more we can do.

Everyone, including David Blunkett who introduced them, regrets the effects of indeterminate sentences of imprisonment for public protection. It is to the credit of Ken Clarke that he abolished them.

We need to be realistic that these prisoners on these sentences have committed serious crimes and that some are dangerous people. But there are others that have long served their minimum term and are committed to proving that they are safe for release.

Of course, public protection must be the number one priority. But it seems unjust that someone sentenced in 2010 can remain in prison for years when – if sentenced today – they might have an automatic release date.

That's why it's important we tackle the backlog of these cases that are waiting for a Parole Board hearing. We are making progress. There are currently 3,683 of these prisoners in our jails. And last year we released a record 553.

But I know there is more to do. That is why I have set up a dedicated unit within the Ministry of Justice to ensure these cases are dealt with as efficiently as possible, while ensuring that people are only released when it is safe to do so.

I also want to ensure the system of recall works better, and that we remain focused on making sure that more foreign criminals are sent home every year.

In 2016 a record 5,810 foreign offenders were sent back to their countries and I want to build on that. We all agree it is desirable to have a lower prison population but it has to be for the right reasons.

Public protection is paramount which means managing the prison population in a safe and sustainable way.

I want to see the prison population go down because Her Majesty's Prison and Probation Service has got better at reforming offenders. I want to see it go down because we have got better at intervening earlier. I want to see it go down because we have got better at managing the population inside our jails.

Reductions by cap or quota, or by sweeping sentencing cuts are not a magic bullet, they are a dangerous attempt at a quick fix.

We need to do the hard work of improving community sentences, dealing with problems like drink and drugs and making our prisons work better.

This will not be fixed in weeks or months – but if we are resolute – we will see our society become safer and our prison population will reduce.



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## [Press release: Planned roadworks in the North West: summary for Monday 13 to Sunday 19 February 2017](#)

The following summary of planned new and ongoing road improvements over the coming week is correct as of Friday 10 February and could be subject to change due to weather conditions or unforeseen circumstances. All our improvement work is carried out with the aim of causing as little disruption as possible.

Drivers looking for roadworks information (such as overnight carriageway closures) for individual schemes should now visit [www.trafficengland.com](http://www.trafficengland.com). Some of our larger schemes have project pages giving other information. These can now be accessed from a [dedicated regional page](#).

### **M6 junction 16 to junction 19 (Cheshire smart motorway)**

Work is underway to upgrade the M6 to a smart motorway between Crewe and Knutsford, converting the hard shoulder to an extra lane and introducing new variable speed limits. Narrow lanes and a temporary 50mph speed limit are in place for the safety of drivers and workers.

### **M6 junction 19 Knutsford to junction 20 (Knutsford to Lymm interchange)**

The carriageway will be closed overnight between 10pm and 7am on Saturday (11 February) and between 10pm and 7am on Sunday (12 February). A diversion will be in place.

### **M6 junction 22 (Newton-le-Willows)**

Essential bridge maintenance work is underway to replace 40 corroded bearings on the M6 junction 22 bridges. Average speed cameras and a 50mph speed limit are in place. The work, between junction 21a and junction 23, is due to be completed in the spring.

### **M6 junction 33 Lancaster to junction 32 (M55 interchange)**

Resurfacing work on the southbound carriageway started on Monday (6 February). 2 lanes will remain open during the day and 1 lane will remain open overnight. The southbound carriageway will also be closed overnight for

2 nights from Wednesday 15 February, between 8pm and 6am – with entry and access to the southbound services at Forton subject to restrictions. More details [here](#). The scheme is due to be completed by early March.

## **M6 junction 34 Lancaster**

Lancashire County Council's new link road between junction 34 of the M6 and Heysham has now opened but finishing work will require lane and hard shoulder closures along the M6 through junction 34 to continue for the time being. More information is available [here](#)

## **M6 junction 34 to junction 35 (carriageway and drainage repairs)**

Overnight drainage and carriageway repairs along the northbound carriageway between Lancaster and Carnforth will start on Monday (13 February). Drivers can expect lane – but no full carriageway – closures between 8pm and 6am each night until Friday 24 February,

## **M6 junction 38 to junction 39, north of Tebay Services**

Resurfacing is taking place north of Tebay Services with 1 lane closed during the day and 2 lanes closed overnight on the southbound carriageway. The work is due to be completed by March and a temporary 50mph speed limit is in place.

## **M6 junction 45 to junction 44 (Gretna Green to Carlisle)**

Resurfacing work is taking place on the southbound M6 overnight with 1 lane remaining open to traffic. The scheme is due to be completed by the end of February.

## **M6 junction 21a and /M62 junction 10 (Croft Interchange)**

Construction work on a major project to tackle congestion and improve the flow of traffic between the M6 and M62 at Croft Interchange has now started. While the work is taking place, a 50 mph speed limit, backed by average speed cameras, will be in place along main carriageways of both the M6 and M62 and interchange link roads. Some overnight slip road closures will also take place.

## **M6 Junction 21 and junction 21a (cycle improvement)**

## **work with A574 Birchwood Way)**

We're improving pedestrian and cyclist access across the M6 with improvements to the existing overbridge and along the bridge's links with the A574 Birchwood Way. The project will also improve the bridge parapet. Works are scheduled to start on or shortly after Friday (17 February) 2017 and will take 2 weeks across several phases with cycleway improvement work between the 9:30am and 3.30pm , Monday to Friday. This will need the closure of the footway along the southern side of the A574 Birchwood Way for the duration of the works. A localised signed pedestrian diversion route will be in place. A lane closure will also be required on the A574 Birchwood Way westbound carriageway between the same hours.

Bridge improvement works will follow between 10pm and 4am , Monday to Friday with closures of the M6 between Junction 21 and Junction 21a on Thursday 23 February and Friday 3 March (both northbound only) and Monday, Tuesday, Wednesday 20, 21, 22 February and Wednesday and Thursday 1 and 2 March (all southbound). Clearly-signed diversions will be in place.

## **M53 junction 1 to junction 2 (Wallasey to Upton)**

Work to upgrade the safety barrier in the central reservation between junctions 1 and 2 on the M53 started on Monday (6 February). Lane closures will be in place overnight, with some full carriageway closures later in the project. The scheme is expected to take around a month to complete.

## **M56 junction 10 to junction 11**

Work to upgrade the safety barrier and paint new road markings on the M56 near Warrington started on Monday 30 January. Lane closures will be in place overnight between 8pm and 5am, Monday to Friday. The project is due to be completed by the end of March.

## **M60 junction 8 to M62 junction 20 (Sale to Rochdale)**

A major smart motorway scheme is taking place to cut congestion and improve journey times on parts of the M60 and the M62 in Greater Manchester. The scheme involves overnight slip road and carriageway closures, with narrow lanes and a temporary 50mph speed limit in place for the safety of drivers and road workers. Details on overnight closures are available [here](#)

## **M61 junction 2 to A580 (Kearsley)**

Bridge repairs are taking place along the southbound link road from junction 2 of the M61 near Kearsley to the eastbound A580 East Lancashire Road. The work will take place between 8pm and 5am, Monday to Friday, and until 7am at weekends. The scheme is due to be completed next week.

## **M62 junction 18 to M60 clockwise link road**

Overnight – 10pm to 5am – closures of the link road from the westbound M62 onto the clockwise M60 started on Tuesday (7 February) for a week. A diversion will be in place.

## **M66 junction 1 to junction 4 (Ramsbottom to Simister Island)**

Resurfacing work started on Monday 16 January between junctions 2 and 4 of the M66. Some bridge repairs and electrical work will also take place. The work will be carried out between 8pm and 6am and will require some lane or full carriageway closures. A temporary 50mph speed limit will also be in place, and the scheme is due to be completed by March.

## **A5103 Princess Parkway**

In a 1 week, overnight project starting on Monday we're renewing the road markings along the A5103 between the junctions with the A560 Altrincham Road and the M60. The works will take place on the northbound and southbound carriageways and will include replacement of anti-skid material on the associated slip roads.

The work will take place under a number of phases, between the hours of 10pm and 5am. The majority of the work will be carried out Monday to Friday however there may also be some weekend working required. Lane and slip road closures will be in place at time with localised signed diversion routes will be in place.

Please note that during the works, there may be temporary changes to bus services in the area. For more information and to see if you will be affected, please visit [Transport for Greater Manchester website](#).

## **A556 Knutsford to Bowdon**

Construction work to provide a £192 million dual carriageway linking junction 19 of the M6 at Knutsford and junction 7 of the M56 at Bowdon, has entered a final phase with the first of 3 full weekend closures of the motorway junctions and the old A556 taking place from 9pm on Friday (17 February) until 5am the following Monday (20 February). More details here. Routine overnight A556 – 9pm to 5am – closures will continue on weekdays next week and include northbound between Mere and Bowdon roundabout, southbound between Bowdon roundabout and Bucklow Hill and all M56 slip roads at junction 7 and 8. Overnight traffic travelling between A56 Lymm and A56 Dunham roads will be managed by temporary traffic lights overnight.

## **A585 West Drive to Fleetwood Cycleway**

Work is taking place on a new shared footpath and cycleway between West Drive and Fleetwood. Narrow lanes and a temporary 30mph speed limit are being used

along the route to help provide a safe space for workers constructing the new shared paths. Work will take place between 7am and 7pm each day with occasional overnight work. The project is due to be completed by the end of March.

## **A590 Lindal in Furness**

Work is being carried out to tackle flooding between Pennington Lane and Bank End Cottages. Temporary traffic lights will be in place from tomorrow (11 February).

## **A595 Egremont**

Repairs are taking place to the safety barriers adjacent to Wyndham Place on the A595 and are due to be completed by the end of February. A contraflow system is in place on the southern approach to the Main Street/East Road roundabout. A planned closure of the A595 for this Sunday (12 February) has been postponed.

## **A66 Bassenthwaite Lake**

A contraflow system is in place while work is carried out on the embankment in the central reservation next to Bass Lake. The scheme is due to be completed in the spring.

## **Thornthwaite (Osprey Site)**

Flood resilience work is continuing. Full overnight – 8pm to 6am – closures of the carriageway nightly until the end of March started on Monday (6 February). Clearly-signed diversions are in place. During the day, Temporary traffic lights are in place along with a 40mph speed limit.

## **A66 Marron Bridge**

Maintenance is underway on Marron Bridge, between Broughton Cross and Bridgefoot. Nightly overnight – 9pm to 5am – closures, with a clearly-signed diversion in place, will start tonight (Friday 10 February). During the day, when the bridge is open, a 30mph speed limit, backed by speed cameras, will be in place – these arrangements will go ‘live’ tomorrow (Saturday 11 February). The project is due to be completed by March.

## **A66 Brough**

Resurfacing and drainage work is taking place on the eastbound carriageway at Brough. Overnight lane closures will be in place, between 8pm and 6am, with traffic led through the roadworks by a contractor’s vehicle. There will also be some lane closures in place during the day.

## **A665 Bury Old Road**

A scheme is taking place to upgrade the safety barriers on the A665 bridge on Bury Old Road over the M60 near junction 17 (Whitefield). The work will be carried out between 8.30am and 11pm, Monday to Friday, with temporary traffic lights and lane closures in place from 6.30pm. Some overnight and weekend working may also be required. The Kenilworth Avenue junction with Bury Old Road will be closed throughout the scheme, with a diversion in place. The project is due to be completed by March.

### **General enquiries**

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

### **Media enquiries**

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

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## **[Press release: Planned roadworks in and around the M25: weekly summary for Monday 13 February to Sunday 19 February 2017](#)**

The following summary of planned new and ongoing road improvements over the coming week is correct as of 10 February 2017 but could be subject to change due to weather conditions or unforeseen circumstances. All our improvement work is carried out with the aim of causing as little disruption as possible.

### **M3 junctions 2 (M25) to 4a Farnborough, Hampshire: smart motorway improvement**

Work to reduce congestion and improve journey times continues this week with narrow lanes a 50mph speed limit in place on both carriageways between junctions 2 and 4a, with a free recovery service operating 24 hours a day.

The northbound carriageway between junctions 4a and 2 will be closed overnight, between 8pm and 5.30am, from Monday 13 February for 5 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion will be in place via the A327, A30, M25 junction 13 to M25 junction 12.

The southbound carriageway between junctions 2 and 4a will be closed

overnight, between 8pm and 5.30am, from Monday 13 February for 5 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion will be in place via M25 junction 13, A30 and the A327 to M3 junction 4a.

The northbound carriageway between junctions 3 and 2 will be closed overnight, between 8pm and 7am, on Saturday 18 February. A clearly signed diversion will be in place via the A322 and A30, M25 junction 13 and M25 junction 12.

## **M4 junction 4b, Greater London: drainage survey**

Work to maintain safety by carrying out drainage surveys will start this week. The dedicated link road from the M4 eastbound to the M25 clockwise will be closed overnight, between 10pm and 5am, on Wednesday 15 February. A clearly signed diversion will be in place via junction 4 and return.

## **M25 junction 6 Godstone, Surrey: sign installation**

Work to improve safety by installing new signs will start this week. The anti-clockwise entry slip road will be closed overnight, between 10pm and 5.30am, from Wednesday 15 February for 5 consecutive nights. Work on Friday will start at 11pm. A clearly signed diversion will be in place via junction 8 and return.

## **M25 junction 9 Leatherhead, Surrey: carriageway repair**

Work to maintain safety by carrying out carriageway repairs will start this week. The clockwise entry slip road will be closed overnight, between 10.30pm and 5.30am, from Monday 13 February for 2 nights. A clearly signed diversion will be in place via junction 8 and return.

## **M25 junction 12 (M3), Surrey: smart motorway improvement**

Work to improve journeys by carrying out smart motorway improvement continues this week. The dedicated link roads from the M25 in both directions to the M3 southbound will be closed overnight, between 8pm and 5.30am, from Monday 13 February for 5 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion will be in place via M25 junction 13, A30 and the A327 to M3 junction 4a.

## **M25 junctions 10 (A3) to 11 Chertsey, Surrey: bridge joint replacement**

Work to improve journeys by carrying out bridge joint replacement on the structure that carries the M25 over the River Wey and the South West Trains railway line continues this week. The clockwise carriageway will be closed overnight, between 9pm and 8am, on Saturday 18 February. A clearly signed

diversion will be in place via the A3, A245, A320 and the A317.

## **M25 junction 22 London Colney, Hertfordshire: electrical repair**

Work to maintain safety by carrying out electrical repairs continues this week. The clockwise exit slip road will be closed overnight, between 10pm and 5am, from Monday 13 February for 3 nights. A clearly signed diversion will be in place via junction 23 and return.

## **M25 junctions 25 Enfield to 26 Waltham Abbey, Essex: tunnel maintenance**

Work to test and maintain the Holmesdale Tunnel safety systems will start this week. The clockwise carriageway will be closed overnight, between 10pm and 5.30am, from Monday 13 February for 3 nights. A clearly signed diversion will be in place via the A10 and the A121.

## **M25 junction 28 Brentwood, Essex: resurfacing**

Work to improve journeys by carrying out resurfacing will start this week. The anti-clockwise exit slip road will be closed overnight, between 10pm and 6am, from Monday 13 February for 5 nights. Work on Friday will start at 11pm. A clearly signed diversion will be in place via junction 26 and return.

## **M25 junction 30 Thurrock, Essex: technology testing**

Work to maintain safety by carrying out technology testing will start this week. The anti-clockwise entry slip road will be closed overnight, between 10pm and 5.30am, on Wednesday 15 February. A clearly signed diversion will be in place via the A13, A128, A127 and M25 junction 29.

## **M25 junctions 30 Thurrock to 31 Lakeside, Essex: technology testing**

Work to maintain safety by carrying out technology testing will start this week. The clockwise carriageway will be closed overnight, between 10pm and 5.30am, from Tuesday 14 February for 3 nights. A clearly signed diversion will be in place via the exit slip road at junction 30 and the dedicated link road to junction 31.

## **M25 junctions 31 Lakeside to 30 Thurrock, Essex: technology testing**

Work to maintain safety by carrying out technology testing will start this week. The northbound carriageway between junctions 31 and 30 will be closed overnight, between 10pm and 5.30am, on Thursday 16 February. A clearly signed diversion will be in place via the junction 31 exit slip road and the



dedicated link road to junction 30.

## **A13 (A1306) to (A1012), Essex: technology testing**

Work to maintain safety by carrying out technology testing will start this week. The A13 in both directions between Wennington and North Stifford will be closed overnight, between 10pm and 5.30am, on Monday 13 February and between 11pm and 5.30am on Friday 17 February. A clearly signed diversion will be in place via the A1306, M25 junction 31 and the A1012.

## **A13 (M25), Essex: technology testing**

Work to maintain safety by carrying out technology testing will start this week. The eastbound entry slip road will be closed overnight, between 10pm and 5.30am, on Tuesday 14 February. A clearly signed diversion will be in place via the dedicated link road between junctions 30 and 31, and the A1012 to the A13.

## **A13 (A1306) to M25 junction 30, Essex: technology testing**

Work to maintain safety by carrying out technology testing will start this week. The eastbound carriageway will be closed overnight, between 10pm and 5.30am, on Wednesday 15 January. A clearly signed diversion will be in place via the A1306, M25 junction 31 and the dedicated link road to M25 junction 30.

## **A13 (A1012), Essex: electrical repair**

Work to maintain safety by carrying out electrical repairs will start this week. The eastbound entry slip road will be closed overnight, between 11pm and 5am, on Friday 17 February. A clearly signed diversion will be in place via the M25 junction 30 roundabout and return.

## **A282 (M25) Dartford – Thurrock Crossing: maintenance**

Work to improve journeys at the Dartford Crossing continues this week. The following closures will be in place with fully signed diversions in place during the northbound east tunnel closures for oversized vehicles:

- Monday 13 February (9pm to 5.30am) northbound west tunnel
- Tuesday 14 February (9pm to 5.30am) northbound west tunnel
- Wednesday 15 February (9pm to 5.30am) northbound west tunnel
- Thursday 16 February (9pm to 5.30am) northbound west tunnel
- Friday 17 February (9pm to 5.30am) northbound east tunnel
- Saturday 18 February (9pm to 5.30am) northbound west tunnel
- Sunday 19 February (9pm to 5.30am) northbound west tunnel

## **A282 junction 1a Swanscombe, Kent: tunnel maintenance**

Work to maintain safety by carrying out tunnel maintenance continues this week. The northbound entry slip road will be closed overnight, between 9pm and 5.30am from Monday 13 February for 4 nights and from Saturday 18 February for 2 nights. A clearly signed diversion will be in place via the A282 southbound to junction 1b and return.

### **General enquiries**

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

### **Media enquiries**

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

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## **[Press release: Public exhibitions on A46 Coventry junction upgrade](#)**

The A46 is a strategic link between the East and West Midlands, connecting Coventry and Warwickshire to the motorway network. The scheme is part of the government's £15.2bn road investment strategy, involving work to both Binley and Walsgrave junctions.

Highways England will progress with Binley first, helping to improve traffic flows at this important junction. As part of the plans for Binley the A46 dual carriageway will become a flyover with connections via slip roads. Local traffic will continue to use the revised roundabout layout with access in place to and from the A46. This will separate local traffic connecting on to and using the A428 from through-traffic, so that drivers on the A46 no longer need to slow down for a roundabout as they do now, therefore improving traffic flow. The work will also incorporate improvements to the existing footway and cycle path.

Highways England project manager, Malcolm Mitson, said:

This work will help alleviate congestion at this busy junction and improve journey times for motorists. As well as improving the flow of traffic, safety will be improved by separating local traffic from long-distance and business traffic.

The scheme will take approximately two years to complete, with construction starting no later than March 2020 and opening to traffic in 2022.

During the work, Highways England will minimise disruption to road users, local communities and the environment.

People attending the exhibitions will be able to see plans of the proposals, find out more about the scheme and ask questions of the project team.

The events will take place as follows:

- Friday 17 February, 1pm to 8pm Community Centre, Warwickshire Shopping Park, Coventry, CV3 2SB
- Saturday 18 February, 10am to 4pm Binley Woods Village Hall, Rugby Road, Binley Woods, Coventry, CV3 2AX

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## **[Press release: Planned roadworks in Devon and Cornwall: weekly summary for Monday 13 February to Sunday 19 February 2017](#)**

The following summary of planned new and ongoing road improvements over the coming week is correct as of the above date but could be subject to change due to weather conditions or unforeseen circumstances. All our improvement work is carried out with the aim of causing as little disruption as possible.

### **Devon**

#### **M5 junction 31: resurfacing**

Northbound entry slip road will be closed nightly, 8pm to 6am, from 13 February until 16 February. Diversion will be clearly signposted.

### **A30 Albrighton to M5 junction 31, Exeter: resurfacing**

Eastbound carriageway will be closed nightly, 8pm to 6am, from 13 February until 17 February. Diversion will be in place via the A377 and B3123 to Devon Motel, then A379, right for the A38 and left for the M5.

### **A38 from M5 junction 31 to Wobbly Wheel junction, Kennford, south of Exeter: resurfacing**

Westbound carriageway will be closed nightly, 8pm to 6am, from 13 February to 17 February. Diversion will be in place via the A30 to Alphington, A377, B3123 and A379, with convoy working at Kennford overnight on 15 February.

## **Cornwall**

### **A30 Kennards House, west of Launceston: resurfacing**

Eastbound exit slip road will be closed overnight from 8pm on 13 February until 6am on 14 February. Diversion will be in place via the Pennygillam junction, Launceston.

### **A30 Kennards House to Trebursye, west of Launceston: resurfacing**

Eastbound carriageway will be closed nightly, 8pm to 6am, from 14 February to 18 February. Diversion will be in place via Trebursye.

### **A38 between Dobwalls and Turfdown, east of Bodmin: stabilisation work**

24-hour one-way system will be in operation between the Halfway House and Trago Mills until 14 April. A 30mph speed limit will be in place between Two Waters Foot and St Neot junction with a 24-hour westbound diversion via the A390 and North Lane to rejoin the A38 west of Two Waters Foot. Trago Mills can be accessed via the A38 as per normal.

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