

[Press release: Planned roadworks in East Midlands: weekly summary for Monday 6 February to Sunday 12 February 2017](#)

The following summary of planned new and ongoing road improvements over the coming week is correct as of 03 February 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.

M1 junction 28 to 35a, Nottinghamshire/Derbyshire/Yorkshire: smart motorway

There will be various restrictions in place on the M1 between junctions 28 and 35a to allow for the construction of the smart motorway. These include lane closures, speed restrictions, hard shoulder running and overnight slip road or carriageway closures.

On Monday 6 February the southbound entry slip road at junction 29a; the northbound exit slip road at junction 33; the southbound up and over at junction 34; the southbound carriageway from junction 33 to 32; and junction 33 entry slip road will be closed overnight from 8pm until 6am.

On Tuesday 7 February the entry and exit slip road at Tibshelf motorway service area on the southbound carriageway; the northbound entry and exit slip road at junction 31; the northbound exit slip road at junction 33; the southbound up and over at junction 34; the southbound carriageway between junction 33 to 32 and the southbound entry slip road at junction 33 will be closed overnight from 8pm until 6am.

On Wednesday 8 February the entry and exit slip road at Tibshelf motorway service area on the southbound carriageway; the northbound carriageway between junction 32 and 33 and the M18 southbound to the M1 northbound link will be closed overnight from 8pm until 6am.

On Thursday 9 February the southbound entry slip road at junction 29a; the northbound carriageway between junction 32 to 33 and the M18 southbound to M1 northbound link road will all be closed overnight from 8pm until 6am.

On Friday 10 February the southbound exit slip road at junction 29a; the northbound carriageway on the M1 between junction 32 and 33 and the M18 southbound to the M1 northbound link road will all be closed overnight from 8pm until 6am.

On Saturday 11 February the M1 northbound up and over at junction 32 and

junction 33 will be closed overnight from 8pm until 6am.

On Sunday 12 February the M1 northbound up and over at junction 32 and junction 33 will be closed overnight from 8pm until 6am.

M1 junction 19 to 16, Northamptonshire: smart motorway

From Monday 6 February until Friday 10 February there will be overnight lane closures on both the southbound and northbound carriageway.

Lanes one and two will be closed northbound from 6 February to 10 February between 9pm and 6am. On the southbound carriageway lanes one and two will be closed on 6 and 8 February between 9pm and 6am.

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.

[Press release: A64 safety improvements due to start](#)

From:

First published:

3 February 2017

Part of:

A series of improvements are being carried out on the A64 this month, which will improve safety for drivers.

Contractors for Highways England will begin a number of projects which include renewing the safety barrier, improving signage and drainage and resurfacing a footpath.

Work will start next week, Monday 6 February, to stabilise a drainage ditch which runs alongside the eastbound exit slip road at Brambling Fields in Malton increasing flood resilience in the future. Work will take place

between 7.30am and 6pm, and is expected to last for three weeks.

To carry out the work as quickly and safely as possible, the eastbound exit slip road will be fully closed 24 hours a day for the duration of the works and at times there will be a lane 1 closure on the eastbound A64 just past the slip road.

Highways England project manager Adeeb Saeed said:

This is essential maintenance which will strengthen the drainage ditch to protect it from eroding and ensure that it provides effective drainage in the future.

Work will also start next week to replace sections of the safety barrier between Grimston and Hopgrove.

This work will be carried out overnight between 8pm and 6am under lane closures to keep disruption to a minimum for drivers.

There will also be a temporary speed limit of 60mph for the safety reasons due to us working on the safety barrier.

The following week work is due to start to renew the safety barrier and improving the signage around Scampston Bridge.

And later this month work will start on resurfacing the footpath on the A64 Pickering westbound entry slip road. This will involve lane closures between 9.30am and 3.30pm.

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.

[News story: Defence Minister visits a hub for Queen Elizabeth Class Carrier Programme](#)

The Minister visited some of the aircraft and met with personnel stationed at

the base. RNAS Culdrose is the heart of the naval air fleet, where naval aviators train. The base is an important part of the programme, which will deliver the two Queen Elizabeth Class (QEC) aircraft carriers, the largest warships ever built in the UK and from which the UK's new F-35B Lightning II jets will fly.

After visiting the Merlin training facility, the Defence Minister saw the Dummy Flight Deck, designed to train QEC aircraft handlers among others, where she witnessed live training exercises. The skilled aircrew and engineers at the base specialise in anti-submarine warfare and Airborne Surveillance and Control.

Minister for Defence Procurement Harriett Baldwin, said:

It was an honour to visit one of Europe's largest helicopter bases and meet the men and women behind its success. The state-of-the art facilities are helping to test and safeguard our maritime aircraft capacity.

The base provides 3,000 civilian and military jobs and is one of the biggest single-site employers in Cornwall, pumping £100m into the local economy every year, bringing welcome regional investment.

Many of the Merlins based at Culdrose will be fitted with the Crowsnest system, as [announced recently](#) in a £269 million deal. The system will act as the eyes and ears for the Royal Navy's ships, providing long range air, maritime and land detection and tracking capability. Crowsnest is an important step in the ambitious carrier programme, which will be vital to protect the new vessels.

A weapon being loaded onto the Merlin Weapons Systems Trainer. Crown Copyright.

The Commanding Officer of RNAS Culdrose, Captain Danny Stembridge ADC said:

It was a privilege to welcome the Defence Minister to Culdrose this week, and to discuss the vital role its people continue to play in the defence of our nation. She visits at a very important time for us; whilst we continue to deliver our primary roles of protecting the Nuclear Deterrent and supporting Counter Terrorism, we are also getting ready to defend the Royal Navy's Carrier Task Groups.

HMS Queen Elizabeth, the Nation's new flagship, will sail into Portsmouth Harbour this year and Naval Air Power will be at the forefront of this nation's deployed capabilities. It is essential that we at RNAS Culdrose are ready to play our important role in this exciting new venture. Indeed, aircraft from 820 Naval Air Squadron, will be the very first to land on the flight deck of the

new carrier.

The Minister also visited A&P Group and World Fuels at Falmouth docks. A&P support and maintain the Royal Fleet Auxiliary's four Bay Class ships, one of which is currently stationed in The Gulf. Last year the ships conducted operations in the Caribbean and Mediterranean.

Minister for Defence Procurement Harriett Baldwin said:

I am delighted to be in Falmouth, which has a vital ship repair capability, sustaining jobs and part of a UK-wide carrier effort.

[Press release: Milestone reached for Ipswich Flood Barrier scheme](#)

The cofferdam, which is a structure that can be pumped dry to enable construction of the barrier to take place below the river bed level, is now in place.

Over the last few months, VBA the contractors working for the EA, have installed the cofferdam, pumped it dry and they have now excavated the river silts and gravel.

The next stage is to pour the base slab, which is more than 700 cubic metres of reinforced concrete. At the moment the steel reinforcement is being placed by a team of 20 people and the first pour of the base slab will be completed in the next couple of weeks.

The actual tidal gate is being fabricated in Holland and will be delivered later in the year when the concrete structure and control building have been completed.

Progress has been made elsewhere on the site, with the foundations for the flood walls and the control building now installed.

The project, which will reduce the risk of flooding to 1,608 homes and 422 businesses and support key infrastructure, has been partnership funded by: the Environment Agency, Ipswich Borough Council, Department for Communities and Local Government, the Haven Gateway Partnership, and the New Anglia Local Enterprise Partnership.

EA project manager Andrew Osborne said:

The integrated team at the barrier are making good progress and are on programme to complete the works in spring 2018.

I am really looking forward to the next key milestone, which is the delivery of the tidal gate from Holland later in the summer.

Nick Culshaw, VBA operations director, said:

It has been a real honour to be working with and supporting the EA on this vital project in Ipswich. In order to protect around 2,000 properties, both commercial and residential, within the town from flooding in the future, a 20m wide tidal barrier gate, along with the relevant controls, will be installed.

The barrier, along with additional flood defences undertaken by VBA, will prevent any surge tides and allow the control of fluvial flow as required in the future.

The scheme is due to be completed in 2018.

If you're worried about the risk of flooding to you or a vulnerable person check your flood risk and other information here: <http://ow.ly/SWdMz>. Sign up for Flood Warnings here: <http://ow.ly/SWdVp>. Alternatively you can call Floodline on: 0345 988 1188 or sign up for Facebook Flood alerts at: <http://ow.ly/SWdVp>

[News story: 'Catalogue of failures' led to collision in the Humber in May 2016](#)

David Carlin, the master of the World War II motor launch Peggotty and Thomas Neilsen, master of the Danish flagged Petunia Seaway were both prosecuted under section 58 of the Merchant Shipping Act 1995, as a result of an investigation by the Maritime & Coastguard Agency.

Both pleaded guilty to conduct endangering ships under the Act when they appeared at Hull Magistrates Court today (3rd February).

At around 4.30am on 19th May 2016 Peggotty, a 50 foot vessel, had left

Grimsby Docks making its way to Hull. Although this was a private voyage, Mr Carlin as a professional master mariner and Humber pilot was very experienced.

However, despite the thick fog he failed to comply with a number of regulations to keep his and other vessels safe. These included failing to make his vessel's radar operational, failing to make sound signals and failing to ensure all the navigation lights were working. He had also not taken the conditions into account or prepared an effective passage plan for the journey and was relying on an untested mobile phone app.

At the same time, the Petunia Seaway, a vehicle transport vessel, 200 metres long and 34,000 gross tonnage was making its way down the Humber towards Grimsby. Its master Thomas Neilsen, from Denmark, was on the bridge and in charge. He allowed the vessel to proceed at 14 knots in zero visibility, without making sound signals. Mr Neilsen also failed to properly monitor and assess the ship's radar to appreciate they were bearing down on the Peggotty.

Mr Carlin on his part had not realised the Peggotty was in the main shipping channel and was effectively blind to the collision course his vessel was on with the Petunia Seaway. Just before 4.50am the two vessels collided almost head on. The Peggotty was able to pass down the port side of the much larger Petunia Seaways, scraping down the side as it went. However the impact was enough to damage the hull of the Peggotty and it began to take on water. Mr Carlin was able to broadcast a Mayday call and the two on board were picked up by a nearby pilot boat before the Peggotty sank and was lost.

Today they were sentenced at Hull Magistrates Court. The district judge said that Mr Carlin for his part had a catalogue of failures, while Mr Neilsen's actions were insufficient.

As well as fining both of them £3,000 each, the district judge also ordered Mr Neilsen to pay £9,318.20 in costs as well as a £170 surcharge. Mr Carlin was told he would have to pay £6,568 costs plus the £170 surcharge.

Gwen Lancaster, surveyor in charge at the Maritime & Coastguard Agency's Hull Marine Office said: 'I am both surprised and disappointed that this collision, which could easily have resulted in far worse consequences for those onboard the Peggotty, occurred in the first place.

'Both vessels were under the command of experienced professional captains who should have known better. This whole incident reflects complacency on their part in addition to a blatant disregard for the rules designed to prevent collisions occurring at sea.

'The Maritime & Coastguard Agency will prosecute those who endanger themselves and others in this way and our message is clear – there is no room for complacency where safety is concerned.

'Masters of vessels must ensure they are properly prepared for the prevailing conditions and proceed in a safe manner whilst using all means of safe navigation at their disposal, to best effect.'