

News story: Track worker near miss incidents at Camden Junction South

Shortly after 01:00 hrs on 28 February 2017, two track workers narrowly avoided being struck by the 22:42 hrs passenger train service from Wolverhampton to London Euston. The incident took place close to Camden Junction South, as the train was on its final approach to Euston station. It was travelling on a line that the workers believed had been blocked to traffic to allow engineering work to take place.

The train was rounding a curve at approximately 47 mph (76 km/h) when the driver became aware of a track worker, who had been installing a possession limit board associated with the engineering work, moving quickly off the line ahead of him. The driver stopped his train and contacted the signaller to report a near miss with the track worker.

The signaller then authorised the driver to continue into Euston station. The driver had accelerated the train to 24 mph (39 km/h) when he again applied the brake in response to seeing a second track worker on the line ahead. The train stopped approximately 300 metres beyond its original stopping point, adjacent to the track worker who had also been installing equipment associated with the engineering work. The track worker moved off the line when he became aware of the approaching train, but did not have time to reach a position of safety (at least 1.25 metres from the nearest line) before the train reached him because he was working in an area some distance from the nearest position of safety.

There were no injuries.

Our investigation will determine the sequence of events. It will also include consideration of:

- the way in which information about engineering possessions is published and disseminated
- the management of information about engineering possessions within signal boxes
- any related issues associated with signaller workload and fatigue; and
- any relevant underlying management factors

Our investigation is independent of any investigation by the railway industry, the British Transport Police or by the industry's regulator, the [Office of Rail and Road](#).

We will publish our findings, including any recommendations to improve safety, at the conclusion of our investigation. This report will be available on our website.

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Keir Starmer speech at Chatham House: 'What next for Britain?'

***CHECK
AGAINST DELIVERY***

Keir Starmer MP, Labour's Shadow Brexit Secretary, speaking at Chatham House, said:

In a little over 48 hours' time, the Prime Minister will inform the European Council that the UK intends to leave the EU.

That will signal the start of the most complex and important set of negotiations undertaken by any British Government since the end of World War II.

Chatham House has seen many debates over the years, but perhaps none as significant for our own country in recent history.

Since June 23 last year, the Prime Minister has made a number of decisions reflecting her interpretation of the referendum vote.

Some options – like single market membership – have been discounted.

Others – like a Comprehensive Free Trade Agreement or indeed no deal at all – have been talked up.

These are not the only options, yet, instead of welcoming scrutiny and debate, Brexiteer Ministers and their supporters have demanded obedience to their own particular version of Brexit.

Reasonable questions are dismissed as evidence of unreasonable denial.

Challenge is branded as
frustrating the will of the people.

But on the eve of the
triggering of Article 50, I am here today to say that I, and the Labour
Party,
will hold the Government to account and provide an alternative vision of our
place in Europe.

June 23 last year
answered one question but opened up many more – particularly about the UK's
future relationship with Europe.

Indeed the terms of
Article 50 itself anticipates both a departure and a future framework.

What that future
framework looks like matters profoundly to our prosperity, our security and
our
influence as a country in the years ahead.

While Labour did not
support leaving the European Union and I campaigned passionately against it,
we
have accepted that that choice was made and that it will now be delivered.

That is why we voted in
Parliament for Article 50 to be triggered.

I believe to have done
otherwise would have diverted the debate and let the Government off the hook
by
allowing it to continually focus on the outcome of the referendum vote rather
than the proper interpretation of the mandate.

The debate this week
moves on from the rhetoric of aspiration to the reality of negotiation.

In a previous time,
Labour, then in Government, set out five tests around joining the euro that
proved a rigorous mechanism to uphold our national interest.

Today I set out the
tests against which we shall judge the deal negotiated by the British
Government over the next 24 months.

At
a moment of this magnitude it is essential that our response reflects core
British values which we have long cherished in the Labour Party but which are
rooted in the everyday life of communities up and down the country.

Internationalism:
reaching out to Europe and the rest of the world rather than turning inwards.

Co-operation;
solidarity; and a belief that we achieve more together than we do alone.

An
unflinching commitment to protect the fundamentals that make us proud to live
in this country – human rights, workplace rights, our environment and the
rule
of law.

A
belief that our economy and broader society should be based on principles of
fairness, equality and social justice.

And
that prosperity, power and opportunity must be shared in all regions and
nations of the country.

As
we exit the EU, there is no reason to abandon these core beliefs.

Indeed,
these values can be the basis of a progressive and unifying response to
Brexit.

One
that recognises we are leaving the EU, but not leaving the family of European
states; and that both sides of the referendum debate must have a stake in
shaping Britain's future.

These
are the values that underpin the six tests I set out today.

We
need to make the case for a collaborative and co-operative future
relationship
with the EU.

Not
a member of the EU, but a partnership alongside it.

A
partnership based on shared values, common aims and mutual benefit.

A
vision based on our core values as a country, a vision to challenge the
regressive and isolationist world view that has come into sharp focus in
recent
months.

That
is why my first key test for the final Brexit deal is this:

Does

it ensure a strong and collaborative future relationship with the EU?

This

matters for the UK and it matters to the EU, who are looking to us as natural allies in light of the changed and volatile nature of global politics.

The

rise of right-wing populism across parts of Europe, the resurgence of authoritarianism in Russia and nationalism in the US all threaten core progressive values – human rights, the rule of law, vital social and economic protections, and support for multilateral institutions.

As

the European Commission recently warned ‘...the return of isolationism has cast doubts over the future of international trade and multilateralism. Europe’s prosperity and ability to uphold our values on the world stage will continue to depend on its openness and strong links with its partners.’

This is a point that has

been underscored in my recent visits to Brussels and in numerous meetings with ambassadors and politicians across Europe.

Now

is not the time for Britain to turn away from our closest neighbours and those who share our core values.

Now

is the time to recommit to our values of internationalism, cooperation and belief in multinational solutions to complex challenges.

But

there is a worrying and increasingly powerful move on the Government benches to sever our links with Europe.

This

is the authentic voice of the Brexiteers.

Those

who have argued for decades that exiting the EU offers a once in a generation chance for Britain to extricate herself from the entire European social and economic model: employment rights, environmental protections, fair corporate tax rates, investment in public services such as the NHS.

Once

a small minority in the Conservative Party, the Brexiteers are now in office and in power.

This

ideologically driven approach to Brexit would be disastrous and divisive.

And

it would stand as a road block to continued cooperation in the important fields of technology, research, medicine, security, science, arts and culture.

The

Prime Minister needs to face down these Brexiteers who would distance us from Europe.

And

the clearest way for her to do so would be to agree a strong and collaborative future relationship with the EU not just reflected in comprehensive trading arrangements but also reflected in fields such as science, medicine, education, technology, research, counter-terrorism and so much else.

And

on the question of trade, let us be clear.

For

all the talk about hypothetical trade deals in new markets, the nature and strength of any future EU-UK trade deal must be the Government's priority.

44

percent of UK exports go to the EU, making the EU by far the UK's largest export market.

In

contrast, India accounts for 1.7 percent of UK exports, Australia 1.7 percent, Canada 1.2 percent and New Zealand approximately 0.2 percent.

Of course

it is important for Britain to be a global trading nation.

But in

terms of jobs and the future of our economy, the trade deal that matters most is the deal we reach with the EU.

That is

why the Prime Minister's choice to give up on membership of the Single Market and the Customs Union is a significant risk.

I accept

that retaining Single Market membership as a non-EU country is fraught with difficulties and that views in the Labour Party about this differ.

But

differences over form should not mask the near universal consensus in the Labour Party that the key attributes of the Single Market must be retained.

These

are: continued tariff-free trade for UK businesses with the EU; no additional bureaucratic burdens or divergence from the EU market; continued competitiveness for goods and services; and no drop in existing workplace protections.

From

conversations I have had with hundreds of businesses and trade union members in recent months, it is clear there is widespread consensus on this.

Whether

these objectives can best be achieved through re-writing the terms of the EEA or via a bespoke trade agreement is frankly secondary to the outcome. What matters is that jobs, the economy and living standards do not suffer as a result of Brexit.

Which

brings me to my second key test:

Does

it deliver the “exact same benefits” as we currently have as members of the Single Market and Customs Union?

This

is of course, the clear commitment that David Davis has given in the House of Commons; to deliver “...a comprehensive free trade agreement and a comprehensive customs agreement that will deliver the exact same benefits as we [currently] have”.

The

“exact same benefits” is an exacting standard.

But

it is one the Government has made.

And

it is one we will hold them to.

Failure

to deliver this deal will lie squarely at the Government’s door.

Yet

the biggest danger currently facing British businesses, jobs and living standards is the chance of the Prime Minister exiting the EU without a deal.

This

is the worst of all possible outcomes.

It is, in the words of the Director General of the CBI, a 'recipe for chaos'.
And as the Mayor of London said: "the Prime Minister's assertion that 'no deal is better than a bad deal for Britain' fundamentally underestimates the colossal damage that...it would have on Britain's economy."

That is why the Foreign Secretary was so very misguided when he said it would be "no problem" for the UK to exit without a deal.

It would, as David Davis confirmed just last week, mean tariffs of 30-40 percent on dairy and meat producers, 10 percent tariffs on cars and a loss of passporting rights for financial services.

The Prime Minister should end this unnecessary uncertainty now by committing to establish appropriate transitional arrangements starting on 29 March 2019 and lasting until a full and collaborative EU-UK treaty can be agreed.

Yet the Prime Minister repeatedly ducks this issue.

The most alarming passage in her Lancaster House speech was the pledge to negotiate within two years, not only the Article 50 agreement, but also a new free trade agreement and everything else required to govern future relations on security, research, migration, energy and so on.

The reality is that it will take much longer than that: if all goes well, two years could allow for the completion of the Article 50 deal and a sketch of the future EU-UK relationship with transitional arrangements.

And the right deal is better than a quick deal.

For the right deal, clear priorities matter.

For as many years as I can remember it has always been the case that the Prime Minister – of whatever party – would put national security first, and after that would always be the economy and jobs.

Immigration or wider issues – important though they unquestionably are – would never be given priority over the economy and jobs.

Yet
that is precisely what this Prime Minister has done.

As
I have argued before, exiting the EU will mean the entire immigration system needs to be reformed. But doing so should not be at the cost of jobs and the economy.

This
bring me to my third test for the final Brexit deal:

Does
it ensure the fair management of migration in the interests of the economy and communities?

Like
the vast majority of the British public, I believe in a sensible, reasonable approach to immigration and our proud record of supporting refugees.

The
benefits of immigration are obvious and should be celebrated.

But
these are not always distributed evenly across different parts of the country, the economy or society.

That
is why I believe in fair and effective management of migration.

As
we leave the EU, that core belief remains.

I
recognise there must be a new approach to immigration that has the consent of the British people and is managed in their interests.

We
need to ensure that the costs and benefits are more fairly distributed, and are seen to be so.

The
final Brexit deal must contribute to this.

But
Britain cannot succeed in the 21st century if we are a closed country.

Britain

succeeds when it engages with the world, rather than retreating from it.

Any

approach that prioritises immigration control above all else must be resisted because it will mean a weaker economy, an impoverished society and a self-defeating isolation mentality.

The

first test of this will be the agreement the Prime Minister must reach to protect the rights of EU nationals already in the UK, and UK nationals living in the EU. Those that have made the UK their home are our friends, our neighbours and our colleagues. They do not just 'contribute' to our society, they are our society.

The

Prime Minister has repeatedly rejected efforts in the House of Commons to guarantee the rights of EU national before negotiations begin – despite the overwhelming case for doing so.

She

must now deliver a reciprocal deal on EU and UK citizens at the earliest possible opportunity.

I

turn now to my fourth key test for Brexit:

Does

it defend rights and protections and prevent a race to the bottom?

One

of the main reasons I campaigned to stay in the EU was because of the important impact the EU has had on enshrining common workplace standards and protections.

These

include access to paid holiday leave, parental leave, and equal treatment rights for part-time and agency workers.

These

rights didn't come from Europe alone – they were hard fought by trade unions and the labour movement.

But

crucially, their application across the whole of the single market means British workers have not been in a race to the bottom with their counterparts in Europe.

Ensuring

strong, fair and robust workplace rights is in Labour's DNA.

It
is in our country's DNA.

Exiting
the EU must not be used as a pretext for rolling back these rights or
weakening
hard fought protections.

The
major battle over EU-derived rights – which are of course far wider than
workplace rights and extend to consumer and human rights as well as
environmental protections – will take place through the Great Repeal Bill.

This
will be a hugely complex task.

As
the House of Commons Library conclude, it is likely to be 'one of the largest
legislative projects ever undertaken in the UK'. It is estimated that within
just one Government Department – DEFRA – 80 percent of legislation will be
affected by withdrawal from the EU.

It
is highly likely that there will be attempts to use this Bill as a tool to
weaken existing rights.

Already
there has been talk of 'sunset clauses' being introduced that would mean
EU-derived rights could lapse after five years.

Labour
will strongly oppose this.

We
will emphasise that all consumer rights and environmental protections derived
from EU law should be fully protected—without qualifications, limitations or
sunset clauses.

My
fifth test for the final Brexit deal is:

Does
it protect national security and our capacity to tackle cross-border crime?

Having
worked with Theresa May when I was DPP and she was Home Secretary, I do not
doubt her commitment to ensuring public safety and tackling terrorism.

Her
calm, measured and authoritative response to the horrific attack on
Westminster

last week served to underline this.

She also recognises that the EU has been vital in helping improve cross-border efforts to prevent serious organised crime.

Indeed, Theresa May's only intervention during the referendum campaign was to say that if the UK was to leave the EU "we would not be as safe as if we Remain".

And yet, nine months on from the referendum, we have had no clarity on how the Prime Minister now plans to ensure this quite understandable concern is not realised.

For example, will Britain remain a member of Europol and Eurojust – two agencies I have worked closely with in the past and know are absolutely vital to tackling cross-border crime. If we are not to remain members, what alternative arrangements will the Prime Minister seek to put in place to ensure there is no drop in capability?

Will Britain retain the European Arrest Warrant? It was Theresa May herself who said during the campaign that: "outside the EU, we would have no access to the European Arrest Warrant, which has allowed us to extradite more than 5,000 people from Britain to Europe in the last five years, and bring 675 suspected or convicted wanted individuals to Britain to face justice. It has been used to get terror suspects out of the country and bring terrorists back here to face justice."

Having worked on many cases where I saw firsthand how important the EAW was, I find it deeply worrying that the Prime Minister is yet to resolve even these most fundamental questions.

The Government White Paper says simply that: "...we will look to negotiate the best deal we can with the EU to cooperate in the fight against crime and terrorism"

Frankly, this is nowhere near good enough. We know that crime and terrorism know no borders.

The EU also plays an important role in our wider security.

So,

we should set a more exacting standard: does the final Brexit deal ensure there is no diminution in Britain's national security or ability to tackle cross-border crime?

My sixth and final test for the Brexit deal is:

Does it deliver for all regions and nations of the UK?

The referendum campaign was very divisive. The aftermath saw a shocking rise in hate crime, violence and intolerance.

In my Bloomberg Speech in December I warned that a new fracture was developing in our politics. That the country was more divided than at any time in my life.

Responsibility lies with the Prime Minister to bring the country together, not drive to it further apart.

Yet the Prime Minister has been unable to gain the confidence of the governments of Scotland, Wales or Northern Ireland as she prepares to trigger Article 50.

The Welsh First Minister warned last week that the Prime Minister had a 'tin ear' on devolution and that the legitimate and pressing concerns of the Welsh Government were not being listened to.

The Prime Minister's failure to engage with the Scottish Government or to recognise specific and particular concerns has provided an excuse for the SNP to press ahead with its divisive call for a second referendum and the break-up of Britain.

This is, I fear, becoming the defining characteristic of the way that this Prime Minister is conducting this process.

Guarded, closed, unable to build a consensus or form alliances.

Instead of being open and willing to listen to differing views on incredibly complex issues, she has retreated into Government by mantra.

'Brexit
means Brexit',

'No
running commentary',

'No
deal is better than a bad deal'.

Bland
phrases designed to shut out dialogue.

The
result has been increased dislocation between Westminster and the rest of the
country – precisely at a time when we need a new settlement to unite
communities across the UK.

That
is why the Mayor of London was right in his recent White Paper when he called
for a fundamental shift in the Government's approach to devolution so that:
"... as powers and funding are transferred from Brussels, the government's
default position should be a presumption of devolution...unless a compelling
case
for yet further centralisation in Whitehall can be made".

This
would be a far more progressive, unifying vision of post-Brexit Britain.

I
do not underestimate the difficulty of the task the Prime Minister is about
to
embark on.

On
the contrary, I know this is going to be fiendishly difficult.

All
of us want the best for Britain.

But
the stakes are high and the Prime Minister's approach so far does not bode
well.

Today
I have set out the values that should drive Britain's response to Brexit.

And
the tests Labour will set for the final Brexit deal.

These
build on the economic red lines set out last year by the Shadow Chancellor.

Failure

to meet those tests will affect how Labour votes in the House of Commons.

Let
me be clear: Labour will not support a deal that fails to reflect core
British
values and the six tests I have set out today.

But
I do not want to end by returning to a stale debate on process, votes and
Parliament.

I
want to end by making one final observation:

The
referendum vote on June 23 was, in my view, a vote on the state of the
nation.
And it was years in the making.

Yes,
there were concerns about the functioning of the EU, its remoteness and the
slow pace of reform.

But
there was also a desire felt by people in many parts of the country that
politics and the economy no longer worked for them or their communities.

The
Brexiters offered false hope that by voting to leave the EU all that would
change.

But
the truth is that Brexit cannot tackle stagnant wages, resolve a chronic
skills
gap, reduce unequal growth across the UK or improve underfunded public
services.

Brexit
cannot mend public trust in politics or build more cohesive communities.

And
it cannot provide a place for Britain in a more complex and chaotic global
order.

We
need bold, ambitious and future-looking policies capable of meeting the
concerns exposed in the vote of 23 June last year.

We
need a profound belief that politics should not be about division but about
speaking to and for our nation.

Ends

[Corporate report: NDA: Quarterly Performance Report Quarter 2 status for 2016-17](#)

Specific targets sit behind the planned activity in [our Business Plan](#). This report includes the status of progress against business plan targets. The report is based on reporting at the end of Quarter 2 2016 (end of September 2016).

[Press release: Planned roadworks in Central Southern England: weekly summary for Monday 27 March to Sunday 2 April 2017](#)

The following summary of planned new and ongoing road improvements over the coming week is correct as of 24 March 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 between junctions 2 and 4a with narrow lanes and a 50mph speed limit in place on both carriageways, with a free recovery service operating 24 hours a day. The scheme is due to be completed in June 2017.

For further information, [visit the scheme website](#).

M3 junction 6 (Black Dam Junction) Basingstoke, Hampshire: road markings, improvements and drainage

Work to improve journeys by laying additional road markings at the Black Dam junction and improving footpaths along the A30 London Road continues this week. The A30 London Road approach to the junction and the link in the centre of the junction for traffic from the A30 heading to Ringway East will be

closed overnight, between 10pm and 6am, from Monday 27 March for 5 nights.

A local diversion and access will be maintained for local residents only through Old Basing; all other vehicles and HGVs will be diverted from junction 5 (hook) and along the M3. In addition, work to maintain road user safety by carrying out drainage maintenance around junction 6 starts this week. Lane closures will be in place on the M3 north and southbound carriageways and on all slip roads overnight, between 9pm and 6am, from Monday 27 March for 5 nights.

M3 junction 8 Popham, Hampshire: bridge strengthening

Work to maintain journeys by replacing bridge bearings and supports continues this week. Narrow lanes and a 50mph speed restriction are in place on the link from the M3 southbound to the A303 westbound 24/7 until May. The M3 southbound carriageway from junction 7 to junction 9 will be closed overnight, between 10pm and 6am, from Wednesday 29 March. A clearly signed diversion will be in place via the A30, A303 and A34.

The M3 northbound carriageway from junction 9 to junction 8 will be closed overnight, between 10pm and 6am, on Thursday 30 March. A clearly signed diversion will be in place via the A34 and A303.

M3 junctions 8 Popham to 9 Winchester, Hampshire: safety barrier repairs

Work to improve safety by carrying out repairs to the barrier along the M3 continues this week. Lane closures will be in place on the southbound carriageway near Winchester Service Area overnight, between 10pm and 6am, until Thursday 13 April (Monday to Friday only).

M3 junction 9 Winchester, Hampshire: signage

Work to keep road users informed by maintaining the road signage along the M3 continues this week. Lane closures will be in place on the southbound carriageway and exit slip road at the junction overnight, between 9pm and 6am, on Tuesday 28 March.

M3 junctions 12 Chandlers Ford to 11 Winchester, Hampshire: signage

Work to keep road users informed by maintaining the road signage along the M3 continues this week. Lane closures will be in place on the northbound carriageway overnight, between 9pm and 6am, on Monday 27 March.

M3 junction 12 Chandlers Ford, Hampshire: street lighting

Work to maintain safety by carrying out street lighting maintenance at the junction continues this week. The southbound exit and entry slip roads will be closed overnight, between 10pm and 6am, until Tuesday 4 April (Monday to Friday only). Clearly signed diversions will be in place via the adjacent junctions.

M4 junctions 5 Slough to 6 Windsor, Berkshire: street lighting

Work to maintain safety by carrying out street lighting maintenance along the M4 continues this week. Lane closures will be in place on the east and westbound carriageways overnight, between 9pm and 6am, until Friday 28 April.

M4 junction 10 Wokingham, Berkshire: bridge reconstruction

Work to improve journeys by refurbishing the bridge that carries the link roads over the M4 continues this week. Narrow lanes and a 40mph speed limit are in place on the slip roads and a 50mph speed limit is in place on the M4 carriageway until November 2017.

M4 junctions 10 Wokingham to 11 Reading, Berkshire: bridge joint and safety barrier

Work to improve safety by replacing the joint of a bridge near Reading Services and carrying out repairs to the barrier along the M4 near Shinfield continues this week. The westbound carriageway will be closed overnight, between 10pm and 6am, from Monday 27 March for 3 nights and again on Friday 31 March. A clearly signed diversion will be in place via the A4.

M4 junctions 12 Theale to 13 Chieveley, West Berkshire: bridge refurbishment

Work to improve journeys by refurbishing the bridges that carry the M4 over Dark Lane and Ashampstead Road continues this week. Narrow lanes and a 50mph speed limit will be in place on the east and westbound carriageways until August.

The westbound carriageway will be closed overnight, between 10pm and 6am, on Thursday 30 March. A clearly signed diversion will be in place via the A4.

The M4 east and westbound carriageways, between junctions 12 and 13, will be fully closed from 9pm on Friday 31 March through to 6am on Monday 3 April. The main diversion will run via the A4. Road users are advised to avoid the area and use alternative routes including M40, M25, A34, A33 and A404.

M4 junctions 13 Chieveley to 14 Hungerford, West Berkshire: drainage and bridge maintenance

Work to improve journeys by maintaining the drainage along the M4 near Welford finishes this week. Lane closures will be in place on the eastbound carriageway overnight, between 9pm and 6am, until Friday 31 March.

Work to replace the joints and waterproofing material to the bridge which carries the B4000 Ermin Street/Baydon Road over the M4 continues this week. Temporary traffic lights will be in place on the B4000 during day-time hours, Friday 28 April (Monday to Friday only).

In addition, the B4000 between The Long Yard/B4000 junction and the Five Bells Pub at Wickham will be closed overnight, between 10pm and 6am, from Monday 20 March for 6 weeks (Monday to Friday only). A clearly signed diversion will be in place via the A338, Hungerford, A4 and B4000.

M27 junctions 2 to 3 Southampton, Hampshire: road markings

Work to improve road user's journeys by renewing the road markings along the M27 continues this week. Lane closures will be in place on the westbound carriageway overnight, between 9pm and 6am, on Monday 27 March.

M27 junction 5 Eastleigh, Hampshire: road markings

Work to improve road user's journeys by completing the resurfacing work at the junction and renewing the road markings along the M27 continues this week. The eastbound exit and entry slip roads will be closed overnight, between 10pm and 6am, on Monday 27 March. Clearly signed diversion will be in place via the adjacent junctions.

M27 junctions 7 Hedge End to 8 Bursledon, Hampshire: road markings

Work to improve road user's journeys by completing the renewal of the road markings near junction 8 finishes this week. Lane closures will be in place on the eastbound carriageway overnight, between 9pm and 6am, on Monday 27 March.

M27 junctions 8 Bursledon to 9 Whiteley, Hampshire: resurfacing and drainage

Work to improve journeys by resurfacing and maintain the drainage asset along the M27 finishes this week. The eastbound carriageway will be closed from junctions 8 to 9 overnight, between 10pm and 6am, until Friday 31 March. A clearly signed diversion will be in place via the A27 for standard vehicles (e.g. motorcycles, cars), with HGVs being diverted via Botley, Curbridge and

Swanwick due to a low bridge along the A27.

A3(M) junctions 5 to 4 Bedhampton, Hampshire: signage

Work to improve journeys by maintaining the road signs along the A3(M) continues this week. The northbound entry slip road at junction 5, lane 1 of the northbound carriageway and the northbound exit slip road at junction 4 will be closed overnight, between 9pm and 6am, until Friday 7 April (Monday to Friday only). Clearly signed diversions will be in place via adjacent junctions.

In addition, lane closures will be in place on the southbound carriageway overnight, between 9pm and 6am, from Monday 27 March for 3 nights.

A3 Burpham, Surrey: street lighting

Work to maintain road user safety by carrying out maintenance to the street lighting at the Burpham junction starts this week. The southbound exit slip road at the Burpham junction will be closed overnight, between 9pm and 6am, from Monday 27 March for 3 weeks (Monday to Friday only). A clearly signed diversion will be in place via the Stoke Interchange.

A31 Picket Post to Ringwood, Hampshire: communication sensors

Work to improve journeys by reconnecting the communication sensors within the westbound carriageway takes place this week. Convoy traffic management with a reduced speed limit will be in place between Picket Post and Poulner Hill overnight, between 10pm and 6am, on Friday 31 March.

A31 Ferndown, Dorset: resurfacing

Work to improve journeys by resurfacing the A31 near Ferndown starts this week. The A31 westbound carriageway from the Palmersford Roundabout (A347 Ringwood Road) to the Ameysford Roundabout will be closed overnight, between 10pm and 6am, from Monday 27 March for 7 nights (Monday to Friday only). A clearly signed diversion will be in place via Wimborne Road East.

A34 Bullington to Winchester, Hampshire: drainage

Work to maintain safety by carrying out drainage maintenance continues this week. Lane closures will be in place on the southbound carriageway overnight, between 9pm and 6am, until Friday 8 April (Monday to Friday).

A34 Tufton Warren (Whitchurch), Hampshire: gap

closure

Work to improve safety by closing the crossing gap in the central reserve of the A34 at Tufton Warren/Firgo Farm starts this week. Narrow lanes will be in place 24/7 on the north and southbound carriageways until Thursday 13 April. In addition lane 2 of the north and southbound carriageways will be closed overnight, between 9pm and 6am, until Thursday 13 April (Monday to Friday only).

A34 Speen, West Berkshire: resurfacing

Work to improve road users journeys by resurfacing the northbound slip roads at the junction finish this week. The northbound exit and entry slip roads will be closed overnight, between 9pm and 6am, from Monday 27 March for 2 nights. Clearly signed diversions will be in place via the adjacent junctions.

A34 Peartree to Weston-on-the-Green, Oxfordshire: road markings and resurfacing

Work to improve journeys by resurfacing a section of the A34 northbound carriageway between Peartree and Kidlington, and to renew the road markings up to the M40 continues this week. The A34 northbound carriageway will be closed from the A44 Peartree interchange to the M40 (junction 9) overnight, between 10pm to 6am, from Monday 27 March for 3 nights.

The A34 northbound carriageway will then be closed from the A44 Peartree Interchange to the Kidlington junction overnight, between 10pm and 6am, until Friday 7 April (Monday to Friday only). Clearly signed diversions will be in place via the A44, A40 M40 for motorway permitted vehicles and via the A44, A4095 and A41 for non-motorway vehicles.

A303 Thruxton, Hampshire: resurfacing

Work to improve road user's journeys by resurfacing a section of the A303 eastbound carriageway takes place this week. The A303 eastbound carriageway will be closed from the A338 Parkhouse Cross junction (Shipton Bellinger) to the A343 Hundred Acre junction overnight, between 9pm and 6am, from Monday 27 March for 5 nights. A clearly signed diversion will be in place via the A338, Ludgershall and Weyhill.

Safety at roadworks

Highways England is working with the industry and road users to reduce the risks of working on the roads. For the safety of road workers and all road users, when you are approaching roadworks:

- keep within the speed limit – it is there for your safety
- get into the correct lane in good time – don't keep switching
- concentrate on the road ahead, not the roadworks

- be alert for works' traffic leaving or entering roadworks
- keep a safe distance – there could be queues in front
- observe all signs – they are there to help you
- be alert for road workers, the roads are their workplace

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: Planned roadworks in Kent and Sussex: weekly summary for Monday 27 March to Sunday 2 April 2017](#)

The following summary of planned new and ongoing road improvements over the coming week is correct as of 23 March 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.

A2 Gravesend, Kent: carriageway resurfacing

Work to improve journeys continue this week on the A2 between the Hall Road junction and the B255 Bean junction. There will be a full closure of the westbound carriageway between Hall Road and Bean on Monday 27 March for 5 nights between 8pm and 6am. There will be clearly signed diversion in place via Hall Road, B262, A226 and the B255.

Works are scheduled to be complete by early April 2017.

M2 Rochester, Kent: Vegetation clearance

Works to improve journeys begins this week on the M2 between junctions 2 and 4. There will be slip road closures in both directions at Junction 2 on Monday 27 March for 2 nights between 8pm and 6am. There will be slip road closures in both directions at junction 4 on Wednesday 29 March for 2 nights between 8pm and 6am. Traffic will be diverted via the next junction of the motorway.

M2 Chatham, Kent: Carriageway works

Works to improve safety take place this week on the M2. There will be an westbound entry slip closure at junction 3 on Monday 27 March overnight between 8pm and 6am. A clearly signed diversion will be in place via the next junction. There will also be lane closures on the westbound carriageway overnight on Monday 27 March between 8pm and 6am.

On Tuesday 28 March there will be lane closures on the westbound carriageway overnight between 8pm and 6am. There will be lane closures on the eastbound carriageway on Wednesday 29 March for 2 nights between 8pm and 6am.

There will be lane closures on the eastbound carriageway on Friday 31 March overnight between 8pm and 6am.

A2 Dover, Kent: carriageway works

Works to improve safety take place this week on the A2 Jubilee Way. There will be a full closure southbound from 12pm on Saturday 1 April until 12pm on Sunday 2 April. A clearly signed diversion will be in place via the A256.

A20 Dover, Kent: street lighting works

Works to improve journeys take place this week on the A20 between York Street and Limekiln roundabout. There will be lane 2 closures in both directions on Monday 27 March for 4 days between 7am and 6pm. Works are scheduled to be complete by the end of March.

A21 Tonbridge to Pembury, Kent: major improvement

Work to improve journeys on the A21 between Tonbridge and Pembury continues this week. A 40mph speed limit remains in place 24/7 between the Vauxhall interchange and the A228.

A full closure will be in place overnight between 8pm and 6am on Thursday 30 March on the southbound carriageway between Quarry Hill and Pembury interchange and on the northbound carriageway between Pembury interchange and Vauxhall interchange. In addition Longfield Road will be closed in both directions between Longfield roundabout and Knights Park roundabout. A clearly signed diversion will be in place via the A26, A2014, A26 and the A228.

Two way traffic lights will be in place on the A21 overnight between 8pm and 6am from Monday 27 March for three nights and overnight on Friday 31 March.

Tonbridge Road will remain closed after Pembury Hospital up to and including Longfield Road roundabout until Spring 2017. A clearly signed diversion route will be in place via the A228 and the A21.

The scheme is due to be completed in Summer 2017.

For further information, [visit the scheme website](#).

A27 Polegate, Sussex: resurfacing

Work to improve journeys take place this week on the A27 between Wilmington and Folkington. There will be a full closure in both directions on Monday 27 March for 5 nights between 8pm and 6am. A clearly signed diversion will be in place via the A26 and A22.

M20 junctions 3 to 5, Kent: smart motorway surveys

Work to improve journeys continue this week on the M20 between junctions 3 and 5. There will be various lane closures in both directions on Monday 27 March for 5 nights between 8pm and 6am. Surveys are scheduled to be complete in April 2017.

M20 junctions 4 to 6, Kent: resurfacing

Work to improve journeys begin this week on the M20 between junctions 4 and 6. There will be a full closure of the Eastbound carriageway at junction 6 on Monday 27 March for 5 nights, and overnight on Sunday 2 April between 8pm and 6am. A clearly signed diversion will be in place via the entry and exit slip road. There will also be lane closures on the westbound carriageway between junctions 6 and 4 on Monday 27 March for 5 nights, and overnight on Sunday 2 April between 8pm and 6am. Works are expected to be complete by the end of May 2017.

M23 junctions 8 to 10a, South Nutfield to Crawley: smart motorway surveys

Work to improve journeys continue this week on the M23 between junctions 8 and 10a. There will be a full closure of the westbound Gatwick Spur Road on Monday 27 March for 4 nights between 10pm and 6am. A clearly signed diversion will be in place via M23, A2011, A23, and Airport Way. Surveys are scheduled to be complete in April 2017.

A23 West Sussex: vegetation clearance

Work to improve journeys continue this week on the A23 between Pease Pottage and Patcham. There will be various slip road closures in both directions on Monday 27 March for 5 nights between 8pm and 6am. Traffic will be diverted via the next junction.

Works are scheduled to be completed by the end of April.

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