

Guidance on bailiff and enforcement officer scam



We have become aware of scammers again phoning members of the public, posing as County Court bailiffs, High Court Enforcement Officers (HCEOs) and Certificated Enforcement Agents (CEAs).

In a number of cases they are claiming to be a bailiff at Northampton County Court.

They are targeting people with a County Court judgment for debt.

During the calls, the fraudsters claim that the person owes money, and demands that they transfer funds into a bank account.

We may contact you by phone to discuss a warrant of control and will offer to take debit or credit card payments over the phone.

However, we will never:

- telephone you to ask for your bank details
- telephone you to ask you to make a bank transfer using your sort code and account number.

If anyone claiming to be a county court bailiff, an HCEO or CEA calls asking for this information, you should not make any payment and not provide your bank details.

You should end the call and contact:

If you believe you have been a victim of this scam you should report the matter to:

[Action Fraud online](#) or call 0300 123 2040.

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Last updated 20 January 2021 [+ show all updates](#)

1. 20 January 2021

Updated with new information where scammers are pretending to be bailiffs from Northampton County Court.

2. 9 December 2019

First published.

[New team of British medics to tackle measles outbreak in Samoa over Christmas as crisis continues to claim children's lives](#)

The UK government has confirmed today (9 December) that a second UK-aid funded Emergency Medical Team (UK EMT) of 14 British medics will be deployed to Samoa to tackle a deadly measles outbreak over Christmas.

A first team flew out from the UK on November 29 and is working for two weeks in Samoa to help people suffering from the virus. The UK government has now committed to extend its support.

The second UK team will replace the current team of 14 British medics and is expected to arrive on 15 December. They will be working 12 hour shifts over Christmas to treat critically ill children in Samoa's national hospital in Apia.

120 patients are currently receiving treatment in Samoa's national hospital for measles. Over 90% of those who have died since the outbreak began have been children under three. The UK team has been treating and resuscitating children with measles to prevent further loss of life.

Measles is a highly contagious virus that can spread to others through coughing and sneezing. Each case can infect many other people and complications can lead to pneumonia, severe diarrhoea and encephalitis or inflammation of the brain.

International Development Secretary Alok Sharma said:

I want to thank those British medics in the South Pacific for their dedication, especially at this time of year, for working so hard to tackle this deadly outbreak and treat those who are infected.

The next wave of medics will ensure that patients will continue to be seen over the Christmas period, and that the UK will play our

part in stopping more families losing loved ones to this deadly disease.

Becky Platt, paediatric nurse with the UK Emergency Medical Team, currently in Samoa, said:

The medical system here is under the most enormous amount of strain, with the hospital operating far, far beyond its usual capacity. The local staff have been working around the clock for weeks and weeks on end, many of them without proper breaks or any days off. Some of them are absolutely on their knees.

We've seen some cases of very, very sick children. Children are dying from the complications of measles.

Stephen Owens, paediatric consultant with the UK Emergency Medical Team, currently in Samoa, said:

Almost all of the patients are children under the age of five.

It's great to see this NHS team just click into place here with real professionalism. We will treat as many patients as possible and hopefully save lives.

David Wightwick, UK-Med CEO said:

UK-Med and our partners Humanity & Inclusion are glad to have prepared a second team of healthcare professionals to help treat children affected by the measles outbreak in Samoa with funding from UK Aid. We'd like to thank our hugely dedicated team members, who have been working around the clock alongside AUSMAT and Samoan colleagues, for their dedication and professionalism.

Thank you to our committed second wave team members for supporting this vital response to help save lives and alleviate suffering of those affected.

Photos of the UK's Emergency Medical Team at work in Samoa can be found [here](#).

Interviews are available with the UK's Emergency Medical Team in Samoa. Please contact the DFID Press Office on 020 7023 0600.

Joint Forces Command to Strategic Command, the journey

Following [Lord Levene's report on defence reform](#) in 2011, it was recommended that a joint service organisation should be formed within the Ministry of Defence (MOD) to better support our UK Armed Forces.

In 2012, JFC was established and was responsible for joint operations, intelligence, medical services, information systems, training and education, special forces and our overseas bases.

In 2018, 7 years after Levene's initial recommendation, the Chief of Defence Staff (CDS), [General Sir Nick Carter](#) and the Permanent Secretary for the MOD, [Sir Stephen Lovegrove](#), directed that a review of JFC should be undertaken. The purpose of the review was to identify ways that JFC could be adapted to better support MOD's outputs.

The outcome of the review validated the contribution of JFC to date, but it went further in recommending that JFC should take on an enhanced role in with more responsibilities on behalf of defence, these include:

- providing leadership in the cyber domain for the MOD
- generating and developing capabilities for defence across the land, sea, air, cyber and space domains
- preparing for and coordinating joint operations
- educating and training the joint force of today and of the future
- leading in the information environment for defence and providing the MOD's information and communication technology systems.

JFC is also being renamed Strategic Command to better reflect the contribution it makes to defence.

Report 16/2019: Near miss between a passenger train and lorry at Mucking AHB level crossing

Summary

Shortly before noon on Wednesday 13 March 2019, a passenger train passed over Mucking automatic half barrier level crossing a few seconds after a partially loaded concrete delivery lorry had reversed clear as part of a manoeuvre to enter an adjacent Network Rail construction site. The lorry driver was

following hand signals from a railway worker and drove onto the crossing after it had been automatically activated by the approaching train and red stop lights had begun flashing. A lowering crossing barrier came down on the lorry and was manually lifted by site staff, before the lorry reversed off the crossing.

[Near miss at Mucking Level Crossing](#)

The incident happened because staff involved in the work planning, and staff on site, did not recognise and manage risk associated with working near level crossings. Following the incident, Network Rail highlighted this risk in a briefing note issued to organisations and staff working on its infrastructure. The Amey Inabensa joint venture working at the construction site modified procedures and briefed staff on the risk.

Recommendations

The RAIB did not make any recommendations because Network Rail and the Amey Inabensa joint venture had already addressed the factors that would have resulted in recommendations. The RAIB has identified four learning points covering compliance with the Highway Code, the control of construction vehicles near level crossings, taking account of nearby level crossings when planning construction work and effective management of small construction sites.

Simon French, Chief Inspector of Rail Accidents said:

“This report describes a near-miss that could so easily have turned into a disaster. Safety at automatic level crossings depends on users following the Highway Code, and not entering the crossing after the flashing lights and audible signals have started. In this case the driver of a lorry loaded with concrete followed hand signals from a railway worker and drove his vehicle onto the crossing as the lights began to flash. The lorry reversed clear just six seconds before a train passed.

“The interface between railway companies and contractors can create significant risks if it is not properly managed. It is important that railway staff, who should know how to do the job safely, take the lead in making contractors aware of the hazards that go with working near the track. No matter how small the job or the site, it only takes one concrete mixer to create the conditions for a catastrophic accident. Although the road vehicle driver had a legal duty to stop at the red flashing lights, in this case he should not have been put in such a position by taking his lead from a railway worker waving him on. Proper planning prevents poor performance.”

Notes to editors

1. The sole purpose of RAIB investigations is to prevent future accidents and incidents and improve railway safety. RAIB does not establish blame, liability or carry out prosecutions.

2. RAIB operates, as far as possible, in an open and transparent manner. While our investigations are completely independent of the railway industry, we do maintain close liaison with railway companies and if we discover matters that may affect the safety of the railway, we make sure that information about them is circulated to the right people as soon as possible, and certainly long before publication of our final report.
3. For media enquiries, please call 01932 440015.

Newsdate: 9 December 2019

[A14 Huntingdon bypass opens](#)

The new bypass runs between Ellington and Swavesey and is part of a project to upgrade 21 miles of the A14 between Cambridge and Huntingdon.

With the new bypass now open, Highways England is confirming details of how the road layout has changed, and what drivers can expect on the new road.

The junction numbers on the A14 between Ellington and Bar Hill have changed as there are fewer junctions than on the old A14. The new A14 junction numbers are as follows:

- New Ellington, junction 21
- Brampton interchange, junction 22
- Godmanchester and A1198, junction 23
- Swavesey, junction 24
- Bar Hill, junction 25

All A14 junctions east of and including Girton, as well as the A1 junctions, will maintain their existing junction numbers.

Drivers travelling eastbound on the new bypass will still have to join a section of 40mph narrow lanes roadworks from the Swavesey junction, so should look out for the signs when they approach the area.

The old A14 has now been closed in both directions between Godmanchester and the Spittals interchanges, to allow Highways England to start work to remove the existing viaduct over the railway and build new link roads into Huntingdon town centre. This closure will remain in place until 2022. Once work is completed, a new road layout will open with links to and from the old A14 in and out of Huntingdon instead of a viaduct over the railway station. Get more information about [what is happening in Huntingdon](#).

While all roads in and out of Huntingdon will remain open, there will be some overnight closures to complete this work, which will be communicated in

advance and diversions signposted clearly. Road users who would normally travel from Huntingdon to Cambridge will now use the westbound A141 (former A14 west of Huntingdon) from Spittals roundabout towards Brampton Hut, access the A1 southbound and then join the new A14 eastbound free flow link at Brampton interchange.

Drivers seeking to access towns and villages along the A1307 (old A14 east of Huntingdon) between Godmanchester and Swavesey can do so by exiting the new A14 at its A1198, Ermine Street junction (junction 23), travelling north on the A1198 and joining the eastbound A1307.

Drivers seeking to travel from Cambridge towards Huntingdon will now head westbound on the new A14 to Brampton Interchange, use the free flow link to access the A1 northbound, before exiting at Brampton Hut and travelling east on the A141 (old A14) to enter Huntingdon via Spittals roundabout.

The new A14 was designed with safety as the number one priority and its design is simple and intuitive. As with any major road, the main things to remember are to keep left unless overtaking, not to drive under a Red X, stick within the speed limit and know what to do if you breakdown. A red roundel around a speed limit means it is mandatory.

Slow moving vehicles will be prohibited from using the new bypass and will be directed to use alternative local access roads. It is not always possible to join or leave the new road in all directions at each junction. This is to ensure that long distance traffic on the A14 uses the most appropriate junction for its destination, avoiding smaller roads through local communities.

Work on the rest of the project, between Swavesey and Milton, continues and is on schedule to be completed as planned by December 2020.

For the latest information, visit the [A14 Cambridge to Huntingdon improvement scheme web pages](#), including advance notification of road closures, follow @A14C2H on Twitter and like the [scheme Facebook page](#).

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.