

[Press release: Planned roadworks in the North West: summary for Monday 20 to Sunday 26 February 2017](#)

The following summary of planned new and ongoing road improvements over the coming week is correct as of Friday 17 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 Traffic England](#). Some of our larger schemes have project pages giving other information. These can now be accessed from [a dedicated regional page](#).

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.

M53 junction 9 to junction 10

Overnight, 10pm to 5am, Monday to Friday work to renew the safety barrier in the central reservation will start on Monday (20 February) for 5 weeks. This work will require overnight carriageway closures with clearly signed diversion in place.

M56 junction 10 to junction 11 (Stretton to Preston Brook)

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.

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) roundabout resurfacing

A £75,000 project to resurface the junction roundabout will be delivered overnight during week nights over the next 2 weeks. The work will start on Monday night (20 February) with nightly overnight closures of the roundabout between 10pm and 5am.

M6 Junction 21 and junction 21a (cycle improvements 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 started today (Friday 17 February) for 2 weeks. Cycleway improvement work is taking place between 9.30am and 3.30pm Monday to Friday, requiring the closure of the footway along the southern side of the A574 Birchwood Way with a localised pedestrian diversion route. 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.

The M6 between junction 21 and junction 21a will be closed overnight on Thursday (23 February) and Friday 3 March (both northbound only) and Monday, Tuesday, and Wednesday (20, 21, 22 February) and Wednesday and Thursday 1 and 2 March (all southbound). Clearly-signed diversions will be in place.

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 26 to junction 27 (Orrell to Wigan)

We're renewing the boundary fence and carrying out drainage repairs in the verge alongside the northbound M6 between Junctions 26 and junction 27 in a 2 week project that starts on Monday (20 February). The work is taking place between 8am and 5pm, Monday to Friday.

M6 junction 33 to junction 32 (Lancaster to 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 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.

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

Overnight drainage and carriageway repairs along the northbound carriageway between Lancaster and Carnforth started 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 39 to junction 38, 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 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.

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.

M66 junction 1 to junction 4 (Ramsbottom to

Simister Island)

Resurfacing work is continuing and 4 nights of closures of the southbound carriageway between junction 1 and junction 2 are scheduled to take place before Friday (24 February) between 9pm and 5am – with clearly signed diversions in place. The scheme is due to be completed by March.

A5103 Princess Parkway

Drainage repairs along the northbound exit slip road from the A5103 onto the M60 will start on Monday (20 February) with one lane of the slip road closed and re-positioning of the bus stop. Work will take place in several phases between 8am and 6pm and midnight and 5am.

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 tonight on Friday (17 February) until 5am on Monday (20 February). Routine overnight A556 – 9pm to 5am – closures will continue on weekdays next week and include the 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 the 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. 24hr temporary traffic lights are now in place until late March.

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. Traffic management for the project will be removed next week with a full overnight closure of the carriageway – between 8pm and 6am – on Tuesday night, February 21.

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.

A66 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 are in place. Due to the temporary bridging plates, a 30mph speed limit backed by speed cameras is required during the day. 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.

[Press release: Helping parents to parent](#)

Public policy can have an impact on parenting behaviour and achieve positive outcomes for children, but there is currently a lack of evidence on what works – according to [new research](#) by the Social Mobility Commission.

The report says that parenting interventions can be successful – particularly those that focus on parenting styles, the creation of a supportive home learning environment, relationships within the family and parental stress and mental health.

Programmes can give parents a greater understanding of child development, develop parents' confidence in their role and support both parents to become actively involved in a child's upbringing.

The research finds that an authoritative parenting style which combines warmth with firmness in setting boundaries, secure attachment between children and parents and the provision of a supportive home learning environment can improve children's outcomes.

It finds that programmes which offer targeted support for parents, are most effective. But these should be termed 'universal' to reduce stigma for those taking part and increase parental participation. Home visits were found to have moderate to high levels of success. It also concludes that highly trained and skilled practitioners, such as nurses, social workers and teachers, are crucial to the successful delivery of parenting interventions.

However, one of the report's key findings is that there is currently a lack of long-term evidence and studies about what parenting interventions work best. The Social Mobility Commission is calling on the government to commission further research to address gaps in this area.

Figures show that, in the last decade, more than 2.5 million children in England – including over 580,000 children known to be eligible for free school meals, had not reached the government's definition of a good level of development at the age of 5.

By the time students receive their GCSE results, around 32% of the variation in performance can be predicted based on indicators observed at, or before, the age of 5.

The Rt Hon Alan Milburn, chair of the Social Mobility Commission, said:

The early years of a child's life have a lasting impact, but there are stark differences in how ready children are for school. In the

last decade, over half a million poorer children were not school ready by the age of 5.

We want the government to set a clear objective that, by 2025, every child is school ready and the child development gap has been closed. This requires every low-income family having access to high-quality childcare.

Parenting programmes also have an important role to play in reducing social inequality. But it is clear that there is currently a lack of evidence in this area. The government should commission further research to address this knowledge gap and develop a robust and consistent tool for the evaluation of parenting interventions.

Dr Barbie Clarke, Managing Director of Family Kids and Youth, which carried out the research, said:

Our research shows that public policy can have a real impact on parenting behaviours and achieve positive outcomes for children. Intervention can develop parental management skills and confidence, build healthy family relationships and enhance children's social, behavioural and cognitive development and wellbeing.

Highly trained and skilled practitioners, such as nurses, social workers and teachers, are crucial to their successful delivery. Programmes also need to be universal, but targeted, to reduce stigma and encourage parents to take part.

The [‘Helping parents to parent’](#) report was commissioned by the Social Mobility Commission to bring together evidence on parenting behaviours and the extent to which public policy can support parents. It examined 28 interventions and programmes in the United Kingdom and internationally.

Successful schemes examined in the report include:

Home Instruction for Parents of Preschool Youngsters (HIPPY) runs in several countries and aims to improve the home literacy environment, as well as to enhance the parent-child relationship, to prepare children for school. Aimed at parents of 3- to 5-year-olds, it combines 30 sessions of home visiting and community-centre-based support over 2 years, with daily activities at home. HIPPY has been tested in 9 countries and studies have shown a positive impact on child adaptation and readiness for school.

Parenting Shops in Belgium aim to provide a one-stop ‘shop’ for a range of parenting support mechanisms. Designed to increase community cohesion and

reduce parenting stress, the intervention includes parenting classes, home visits, lectures and local community initiatives such as counselling. Professional staff and some skilled volunteers offer a range of support, and the 'shops' have been shown to be successful in reducing family tension and difficulties.

The Incredible Years operates in several countries, targeting parents, children and teachers. The aim is to increase parents' confidence, competence and coping strategies, and build good parent-child relationships, while helping parents build supportive networks. Delivered through videos, role play and peer support to assist problem solving, research has shown that the programme significantly improves parenting interaction and promotes children's social and emotional wellbeing.

Key recommendations include:

1. There is a need for highly trained practitioners to implement and deliver parenting interventions.
2. There is a need for more family centres or single-access platforms that provide an umbrella of universal parenting support and services and are easily accessible for all families.
3. Home visiting programmes, or those with a home visiting element, have the potential to deliver more success in improving children's outcomes.
4. There is a lack of long-term evidence on parenting interventions and programmes. The government should commission further research on this issue and there needs to be a robust and consistent tool for evaluation.

Notes for editors

1. The Social Mobility Commission is an advisory, non-departmental public body established under the Life Chances Act 2010 as modified by the Welfare Reform and Work Act 2016. It has a duty to assess progress in improving social mobility in the United Kingdom and to promote social mobility in England. It currently consists of 4 commissioners and is supported by a small secretariat.
2. The commission board currently comprises:
 - Alan Milburn (chair)
 - Baroness Gillian Shephard (deputy chair)
 - Paul Gregg, Professor of Economic and Social Policy, University of Bath
 - David Johnston, Chief Executive of the Social Mobility Foundation
3. The functions of the commission include:
 - monitoring progress on improving social mobility

- providing published advice to ministers on matters relating to social mobility
 - undertaking social mobility advocacy
4. For further information, please contact Kirsty Walker at the Social Mobility Commission by:
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[Press release: Second interim report: Fatal tram accident, Croydon](#)

From:

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20 February 2017

Second interim report following a fatal accident involving a tram near Sandilands Junction, Croydon, 9 November 2016.

RAIB has today released its second interim report into a fatal accident involving a tram near Sandilands Junction, Croydon on 9 November 2016.

This report contains material which appeared in our [first interim report](#), published on 16 November 2016, as well as some new information which we are now able to release.

New information in paragraph 9 updates the number of people we believe were on the tram. Paragraph 28 sets out the investigation activities that have taken place so far. Paragraphs 30 to 34 describe the infrastructure in the area, including the speed restriction sign on the approach to the tight curve where the derailment occurred. Paragraphs 36 and 37 describe how the tram was driven immediately before the accident. Paragraphs 38 and 39 describe the initial findings of the RAIB's examination of the tram, including the damage to the vehicle and the locations of the fatal casualties.

The response by the industry to the RAIB's urgent safety advice (issued on 14 November 2016) is described in paragraphs 42 and 43.

The ongoing and future areas for the RAIB's investigation are listed in paragraphs 40, 45 and 46.

We will publish a final report, including any safety recommendations, at the conclusion of our investigation.

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

You can [subscribe](#) to automated emails notifying you when we publish our reports.

PDF, 2.15MB, 12 pages

If you use assistive technology (such as a screen reader) and need a version of this document in a more accessible format, please email enquiries@raib.gov.uk. Please tell us what format you need. It will help us if you say what assistive technology you use.

[News story: New legal powers could send UK scientists into space to research vaccines and medicines](#)

British scientists will be able to fly to the edge of space to conduct vital medical experiments under new powers unveiled this week.

Laws paving the way for spaceports in the UK will allow experiments to be conducted in zero gravity which could help develop medicines.

The powers will allow the launch of satellites from the UK for the first time, horizontal flights to the edge of space for scientific experiments and the establishment and operation of spaceports in regions across the UK.

Next steps involve government encouraging business and industry to come forward with specific proposals for space launches and the introduction of a Bill later this year, after which specific rules and regulations will be developed for operators – such as safety and insurance measures. In addition, the government is inviting commercial space businesses to bid for funding to help create a space launch market in the UK.

The sector is vital to the future of the UK economy, it creates high-value jobs and generates wealth across the country. Our regions will benefit from direct access to space as the building of local spaceports will lead to more demand in hospitality and tourism services, creating jobs and opportunities. The UK construction, engineering and service sector will benefit too from supply-chains and supporting services.

Together the new powers and funding will potentially allow a commercial spaceflight from a UK spaceport by 2020.

Space satellites are vital for our daily lives – once launched they can help provide broadband to rural communities, monitor weather systems as they move around the earth, and even help rural health workers who use satellite

communications to diagnose and assist patients situated far from specialist health services.

The move has the potential to take UK scientists up to space so they can research and develop vaccines and antibiotics, which grow differently where there is no gravity. The flights could also carry out hundreds of vital scientific experiments on medical issues such as aging and the human body.

Aviation Minister Lord Ahmad said:

The UK's space sector is the future of the British economy. It already employs thousands of people and supports industries worth more than £250 million to the economy, and we want to grow it further. Forty years ago, meteorologists couldn't have imagined the importance of satellites for predicting the weather. Today over 90% of data used in every forecast comes from a satellite, with hundreds of other applications used in GPS, telecommunications and broadband.

We have never launched a spaceflight before from this country. Our ambition is to allow for safe and competitive access to space from the UK, so we remain at the forefront of a new commercial space age, for the next 40 years.

Although the UK is a world-leader when it comes to satellite technology and services, businesses currently have to rely on launch services located in other countries such as the US, Japan, or India, and often have to share launch vehicles, which can lead to delays and restrictions on where satellites can go.

The Bill builds on [£10 million of grant funding](#) announced by the Department for Business, Energy and Industrial Strategy earlier this month which will deliver an early boost to the UK's commercial spaceflight market, helping us harness our research and innovation while creating high skilled jobs. It will work alongside the government's modern [Industrial strategy](#), which will support sectors like the space industry by creating an environment where companies big and small can thrive.

Universities and Science Minister Jo Johnson said:

From the launch of Rosetta, the first spacecraft to orbit a comet, to Tim Peake's 6 months on the International Space Station, the UK's space sector has achieved phenomenal things in orbit and beyond.

With this week's Spaceflight Bill launch, we will cement the UK's position as a world-leader in this emerging market, giving us an opportunity to build on existing strengths in research and innovation. Through our 'Industrial strategy' we will harness this potential, creating an environment where companies across this

sector will thrive.

New launch technology for small satellites will provide low cost, reliable access to space.

Forecasts suggest the global market for this will be worth £25 billion over the next 20 years. Our new laws will put British businesses at the forefront of these services.

[News story: Welsh company wins £82M contract on global stage](#)

The deal with Qioptiq in St Asaph, North Wales, will see battle-winning handheld equipment – including night-vision goggles and day and night weapon sights – maintained over the next six years, to ensure they are available to our personnel around the globe.

This good news for Wales, as the UK prepares to celebrate St David's Day, follows the recent announcement that North Wales will be a global repair hub providing maintenance services for F-35 components, in a move worth millions for the region.

Speaking at the IDEX trade show, Minister for Defence Procurement Harriett Baldwin said:

It's a pleasure to announce this £82 million contract here at IDEX. This deal will provide our troops with the equipment they need to stay safe, while also delivering £47 million of savings.

This contract is made possible by our £178 billion equipment plan, supported by a Defence budget that will rise every year until the end of the decade.

Work under the new Surveillance Target and Acquisition Support (STAS) contract will create eight new positions at the company, which employs around 560 at its St Asaph and Bodelwyddan sites. By merging 20 individual support contracts into one deal, the MOD will save £47 million for the tax payer over the next six years.

Secretary of State for Wales Alun Cairns said:

This massive contract for Qioptiq underlines Wales' reputation as a world leader in the defence technology sector, coming hot on the

heels of the choice of DECA Sealand as the global repair hub for the F35 aircraft.

This enormous vote on confidence in the Welsh economy demonstrates that we offer the highly skilled workforce and facilities that investors need. It is also clearly great news for employment in the region.

The contract covers equipment used right across the Armed Forces, from frontline infantry and Royal Marine soldiers, to military specialists such as bomb disposal experts, including infantry periscopes, laser aimers and target locating equipment.

Chief Executive Officer of the MOD's Defence Equipment and Support organisation, Tony Douglas said:

This new deal with Qioptiq has reduced costs by a third, demonstrating how we are constantly striving to build innovation and value into Defence procurement and support. Crucially, the STAS contract, will deliver improved support to Her Majesty's Armed Forces.

IDEX is a biannual international defence exhibition and conference dedicated to unmanned systems held in Abu Dhabi, the capital of the United Arab Emirates. The United Kingdom has supported IDEX since its inception and this year a Royal Navy Mine Counter Measure Vessel, HMS Penzance, will be attending.

Mrs Baldwin and the UK team will be working to develop closer links with a range of Governments and industrial partners in the Gulf. British companies are promoting a range of innovative world leading technologies, many suitable for armed forces in the region.

They are keen to share technology, offer value for money solutions supported by training and logistical support, and build joint venture partnerships on land and maritime border security; maritime mine detection and countermeasures; and chemical, biological, radiation and nuclear and biological and chemical defence.