

Press release: Quieter, smoother M6 in £7 million Carlisle upgrade

The work includes resurfacing the main motorway carriageway, upgrading the roundabout at busy junction 44 and installing an improved noise barrier in the area.

The series of separate improvements is being carried out as one project to minimise disruption to drivers, similar to work completed along the A66 Eden Valley around Penrith last year.

Highways England project manager Jobert Fermilan said:

This work will ensure people using this part of Cumbria can continue to enjoy safe and smooth M6 journeys.

Delivering several different improvements in one package, as we did with the recent resurfacing work along the A66, will help minimise disruption and inconvenience to road users.

In detail the project – which starts on Monday 1 April and should and be completed in August – involves:

- resurfacing the M6 northbound and southbound carriageways between junctions 44 and 45 north of Carlisle
- totally resurfacing the junction 44 roundabout and providing improved road markings to help guide drivers through the junction
- giving people living along the northbound carriageway near Todhills extra protection from noise by installing a brand new replacement acoustic barrier.

The work will be delivered during two distinct phases with the carriageway resurfacing and acoustic barrier improvements starting in April and requiring overnight lane closures and some speed restrictions past the roadworks. A second phase will follow – concentrating on the roundabout upgrade and requiring overnight closures of the junction over five weekends.

Residents living behind the current acoustic barrier along the southbound M6 near Todhills will benefit from a new fence with even better protection from traffic noise

Highways England has already discussed the work with Cumbria County Council and local businesses and will be publicising more details including any lane and junction closures ahead of and during the work.

Cllr Keith Little, Cumbria County Council's Cabinet Member for Highways and Transport, said:

This is fantastic news for the M6, and for the communities and businesses that rely on this important route every day. Works to enhance road safety and the installation of a noise barrier will facilitate a better and safer experience for all road users and I'm delighted that such significant investment is being made in to the M6.

Anyone interested in the improvements and details of the road works can also find out more by attending one of several 'drop-in' events Highways England is staging in April 2019. You'll find dates times and locations, along with more information on the [M6 Carlisle North web page](#)

General enquiries

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

Media enquiries

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[Press release: Quieter, smoother M6 in £7 million Carlisle upgrade](#)

Highways England has unveiled a package of maintenance and repairs along the M6 near Carlisle, which will keep drivers and the local economy smoothly and safely on the move.

[Speech: On Southeast Asia and UK's deepening Fintech partnership: Op-ed by Mark Field MP](#)

Last week London played host to leading members of Thailand and Vietnam's Fintech communities. During their trip, they visited world-leading Fintech businesses, regulators at the cutting edge and the 325 year-old [Bank of England](#). The visit was the latest in a series of activities which mark a deepening Fintech partnership between Southeast Asian nations and the UK.

London played host to leading members of Thailand's Fintech community

'Fintech', or to be more formal 'financial technology' refers to the innovative use of technology in the design and, delivery of financial services and products. A technology at the heart of the fourth industrial revolution, its use is expanding rapidly: in the first six months of 2018 alone, the UK attracted a record high £12bn of investment in Fintech.

Thailand and Vietnam are primed to be among the biggest winners from the Fintech revolution in the years ahead. At the end of last year, a report by Deloitte and Robocash concluded that Southeast Asian nations represent the greatest opportunity for Fintech development thanks to their tech-savvy populations and governments. Thailand and Vietnam are particularly well placed. 82% of the Thai population is already online, for example, and 60% currently use online banking. Vietnam's e-commerce market size grew by 87% between 2015 and 2018. In addition, Thailand and Vietnam's financial regulators are forward looking and technology aware.

This is why the UK, which is home to the most open and dynamic financial centre in the world, has been working to develop sustainable Fintech partnerships across Southeast Asia.

The key factors that make the UK a global centre for financial services – talent, availability of capital and pro-innovation regulation – are also the reasons that London has repeatedly been identified as the leading global Fintech hub. We believe that maintaining this lead requires continuous, ambitious policy development. If innovative regulation is one pillar of the UK's strategy for Fintech success, building strong international links is another. As we leave the EU, the UK is working harder than ever to build Fintech partnerships with others. We have put Fintech at the heart of the UK's ASEAN Economic Reform Programme, which will focus on Southeast Asia and which aims to promote inclusive economic growth. This three-year programme will provide technical assistance and the opportunity to share experiences in support of the continuing development of Fintech regulation in Thailand, Vietnam and some other ASEAN countries.

As the trip drew to a close last week, the delegates shared their thoughts on their time in the UK. One Thai delegate said warmly of the Bank of England and UK financial regulators that their "work is agile with little bureaucracy... they seem to work in many ways like start-up businesses". UK representatives, at the conference in the meantime, were excited by Thailand and Vietnam's dynamic Fintech markets. Like many others, I look forward to seeing where this burgeoning relationship leads

[News story: Secretary of State](#)

announces new rates for determining profit in regulated defence contracts

Following the SSR0's recommendation in January 2019, the Secretary of State for Defence has announced the baseline profit rate and other rates to be used from 1 April 2019 to determine the profit element of qualifying defence contracts and qualifying sub-contracts.

The Defence Reform Act 2014 requires the MOD and contractors in qualifying defence contracts (QDCs) and qualifying sub-contracts (QSCs) to follow a six-step process to determine the profit rate to be applied in those contracts. Three of the six steps are determined with reference to rates set by the Secretary of State, informed by recommendations from the SSR0. The rates and associated steps are:

- the baseline profit rate (step 1);
- the SSR0 funding adjustment (step 4); and
- the capital servicing rates used in the capital servicing adjustment (step 6).

The [rates announced by the Secretary of State](#) for use from 1 April 2019 are shown below:

Table 1: Recommended rates agreed by the Secretary of State for Defence

Element	2018 Rates	2019 Rates
Baseline Profit Rate (BPR) (% on contract cost)	6.81%	7.63%
Fixed Capital Servicing Rate (% on Fixed Capital employed)	4.38%	3.98%
Working Capital Servicing Rate (% on positive Working Capital employed)	1.21%	1.18%
Working Capital Servicing Rate (% on negative Working Capital employed)	0.53%	0.53%
SSR0 Funding Adjustment	-0.024%	-0.042%

To provide transparency for stakeholders, the SSR0 has published its [recommendation for the 2019/20 baseline profit rate, capital servicing rates and SSR0 funding adjustment](#) together with details of the methodology applied and a range of supporting analysis which was provided to the Secretary of State to inform his determination.

The SSR0 has also updated its [guidance on determining contract profit rates](#) and on [Allowable Costs](#) in QDCs and QSCs, to incorporate both the new rates announced by the Secretary of State and other changes for 2019/20 that were published in January 2019 following a [public consultation](#).

Press release: M6 upgrade stepped up with bridge demolition

Highways England is removing the bridge as part of a major project to upgrade the motorway in Staffordshire.

The M6 will be closed in both directions, between junctions 13 and 14 at Stafford, for up to 18 hours over the weekend of March 23 and 24 while work takes place to remove the Burton Bank Footbridge.

The bridge, north of junction 13, was built in the early 1960s. Due to the curved shape of the footbridge, there isn't enough headroom for HGVs to travel under the bridge when the hard shoulder becomes a new running lane.

The footbridge is nearly 200ft (60m) in length and weighs around 140 tonnes. In total it contains enough concrete to fill some 20 tipper trucks.

This will be the second bridge removed as part of work to upgrade the motorway between junction 13 (Stafford) and junction 15 (Stoke-on-Trent) after Creswell Home Farm bridge, just north of junction 14, was demolished last year.

The motorway closure will start on Saturday 23 March with significant lane restrictions from 5pm, leading into a full closure by 8pm. The motorway will reopen on Sunday 24 March as soon as work allows.

Drivers are being warned to expect delays from 5pm and are advised to plan alternative routes while work takes place.

Highways England smart motorways project sponsor Peter Smith said:

To safely carry out the demolition of an arched bridge, which is a very complex process, we have to use both carriageways of the motorway so the M6 will be closed for up to 18 hours.

We will be doing all that we can to minimise disruption in the Stafford area.

I would urge anyone wanting to use the M6 in the area during the work to plan an alternative route and to allow extra travel time and fuel for your journey.

I would also like to thank motorists, businesses and residents in advance for their patience.

Traffic will be diverted off the M6 between junctions 13 and 14 and will use

the A449 and A34 as the diversion route. This route has been agreed with local authority partners and will be kept clear of other works during the demolition.

To reduce M6 traffic on the day, signs will alert motorists to the closure as far away as Dover and Carlisle. Motorists and hauliers travelling between the North West and the Midlands and South of England will be advised to avoid the area by using the M62 and M1.

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