

Press release: Upgrades to busy M3 junction at Winchester backed

96% of people who responded to the non-statutory consultation backed the need for the improvements to this junction, which will be redesigned under the plans to create dedicated free flow lanes which will allow drivers travelling between the M3 and the A34 to avoid using the junction roundabout.

The roundabout itself will be rebuilt to allow for the additional lanes to run through it, increasing capacity and making it easier for traffic to interchange between the M3 and the A34. This will reduce queuing and make journey times more reliable.

Highways England Project Manager Simon Hewett said:

More than 110,000 vehicles use this busy junction each day to interchange with the A34 and routes into Winchester, often more than 6,000 each hour during peak times. Regular road users know that often becomes congested, with queues backing up onto the main carriageway.

The upgrade to M3 junction 9 will create new dedicated link roads to separate out local and long distance traffic. Through traffic will not have to stop at the roundabout, freeing it up for local traffic and commuters. We are improving access for pedestrians, cyclists and equestrians, with the upgrade including a new 4m side cycle path with a new footpath next to the cycleway to the River Itchen.

We are aware of people's concerns about traffic merging between the A34 and A33; this was the most common point raised during the consultation period and we are reviewing a number of options to address this.

A public consultation on the upgrade was held from 9 January to 19 February. 854 responses were received during this consultation. Information events were held in the Winchester area for the public and stakeholders including local authorities, landowners and businesses, so people could look at the plans and speak to members of the project team.

96% of people who responded to the consultation questionnaire said they agree that improvements are needed at the junction. 98% of people were concerned about traffic congestion at the existing M3 junction 9, with 92% concerned both about road safety and reliability of journey time.

Today's announcement paves the way for work on the upgrade to start in the 2021, subject to statutory processes. The upgraded junction is expected to be fully open to traffic in 2023.

A copy of the consultation report and announcement flyer can be found on the Highways England [website](#) where anyone interested in the scheme can also sign up to receive updates.

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.

Statement to Parliament: Annual update on Crossrail 2018

It has been another productive year for the Crossrail project with a number of key milestones achieved and progress made across all areas. The programme is now 93% complete and is entering the critical testing and commissioning stage.

In May as part of the second stage of the Crossrail opening strategy, TfL Rail took over operation of the former Heathrow Connect service to Heathrow Airport as well as some local services between Paddington and Hayes & Harlington. This builds on the introduction of new Class 345 trains on the Liverpool Street to Shenfield route in June 2017. Fifteen of the new trains are now in regular service.

All core track work was completed last summer, which enabled the first Elizabeth line train to make its maiden voyage through the central tunnels in February this year. The new Abbey Wood station opened to existing rail passengers, and the construction and fit-out of the other new Elizabeth Line stations continues to progress with the installation of lifts and escalators and completion of architectural finishes. The Department for Transport and Transport for London (TfL) – the joint sponsors of the project – continue to work with Crossrail Limited to ensure operational readiness in advance of the opening of the Elizabeth Line.

As reported in the [update to Parliament last year](#), cost pressures have increased across the project. Both the department and TfL remain committed to the successful delivery of this project and have agreed an overall funding envelope for delivery of the project of £15.4 billion. This will enable the completion of the project at a cost lower than planned under the last Labour government. The anticipated cost of the project was previously estimated at £15.9 billion in 2007 and increased to £17.8 billion in 2009, before the

Coalition Government took steps to bring down the costs following the June 2010 Comprehensive Spending Review.

The additional funding is being provided to both Crossrail Limited and Network Rail. £300 million is being made available to Crossrail Limited, with the Department for Transport and TfL contributing £150 million each.

Around £290 million is being provided for completion of the programme of works on the national rail network, and is being funded by the Department for Transport and Network Rail. It remains the case that over 60% of the project's funding has been provided by Londoners and London businesses.

Further details on Crossrail Limited's funding and finances in the period to 29 May 2018 are set out in the table below.

This year, the Crossrail project's health and safety indicators have remained industry leading, with a strong performance demonstrated throughout the year with all the key indicators exceeding the corporate objectives for the year 2017/18.

Network Rail have also delivered a significant programme of Crossrail related surface works, successfully connecting the existing rail network with the Elizabeth Line tunnels at Pudding Mill Lane, Plumstead and Westbourne Park. They have also completed the largest and most complex signalling upgrade ever undertaken by Network Rail on the approach into Paddington on one of the busiest stretches of railway in the country.

There have been planned changes in the leadership and governance of the project as we approach the final stages of delivery. I would like to take this opportunity to thank Andrew Wolstenholme for his work in progressing the programme and acting as a champion for Crossrail during his time as Chief Executive. He has been succeeded by Simon Wright as Chief Executive and Programme Director. Crossrail Limited's Board has been restructured to keep the management of the programme efficient and cost effective while maintaining the people and structure necessary to deliver the railway through to full opening. As part of this, both the department and TfL have appointed new non-executive directors to the Crossrail board to provide increased scrutiny and assist in the transition of the project as it enters its final stages.

As with all projects of this nature, there have been a number of engineering and technical challenges that have already been surmounted in order to build the first new railway for a generation, and there will continue to be challenges right up until the final completion of the project.

The new railway will transform travel in, to, and across London, with the positive economic benefits being felt across the country. Its legacy will continue to support many thousands of jobs, over 1000 apprenticeships and a supply chain that is spread across the length and breadth of the UK.

During the passage of the Crossrail Bill through Parliament, a commitment was given that an annual statement would be published until the completion of the

construction of Crossrail, setting out information about the project's funding and finances.

The relevant information is as follows.

The numbers above are drawn from Crossrail Limited's books of account and have been prepared on a consistent basis with the update provided last year. The figure for expenditure incurred includes monies already paid out in relevant period, including committed land and property expenditure where this has not yet been paid. It does not include future expenditure on construction contracts that have been awarded.

Total funding amounts provided to Crossrail Limited by the Department for Transport and TfL in relation to the construction of Crossrail to the end of the period (22 July 2008 to 29 May 2018)	£11,713,723,131
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Expenditure incurred (including committed land and property spend not yet paid out) by Crossrail Limited in relation to the construction of Crossrail in the period (30 May 2017 to 29 May 2018) (excluding recoverable VAT on Land and Property purchases)	£1,619,238,000
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Total expenditure incurred (including committed land and property spend not yet paid out) by Crossrail Limited in relation to the construction of Crossrail to the end of the period (22 July 2008 to 29 May 2018) (excluding recoverable VAT on land and property purchases)	£12,506,215,837
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The amounts realised by the disposal of any land or property for the purposes of the construction of Crossrail by the Secretary of State, TfL or Crossrail Limited in the period covered by the statement.	£18,462,238
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[Press release: Paedophile has sentence increased after Solicitor General's referral](#)

A man who sexually assaulted a young boy will spend longer in jail after the Solicitor General, Robert Buckland QC MP, today referred his sentence to the Court of Appeal for being too low.

Fred Taylor, now 68, was convicted of indecently assaulting a young boy on two occasions. The victim, who was between the ages of 10 and 12 when the assaults took place, kept the abuse to himself for some years before finally opening up about his traumatic experiences when he was 20.

Taylor was originally sentenced at Chester Crown Court in May, where he was given 12 months' imprisonment. Today, after the Solicitor General's referral,

the Court of Appeal increased his sentence to 30 months' imprisonment.

Commenting on the sentence increase, the Solicitor General said:

Taylor stole a young boy's innocence, and his crimes went unpunished for a long time, so it is important that his sentence now truly reflects the gravity of his crimes. I am pleased that the Court of Appeal has agreed to increase Taylor's sentence, and hope the victim can begin to move on from what would have been a hugely traumatic experience.

News story: Government to fund pay rise for teachers

Education Secretary Damian Hinds has confirmed an investment of £508 million to fully fund the deal which means the main pay range for classroom teachers will increase by 3.5 per cent.

Responding to recommendations from the independent School Teachers' Review Body (STRB), Education Secretary Damian Hinds said:

There are no great schools without great teachers and I want to us to recruit and retain brilliant teachers who are fairly rewarded for the vital work they do.

Today we are announcing a fully funded pay rise of up to 3.5% – or between £800 and £1,366 – for classroom teachers on the main pay range, 2% for those on the upper pay range and 1.5% for those in leadership positions.

This will mean that teaching continues to be a competitively rewarded career, and I will continue to work with the profession, Ofsted and the unions on issues like excessive workload, professional development and flexible working, to make sure teaching remains an attractive, fulfilling profession.

Schools will continue to determine how their staff are paid but the increases above will be funded by government with a new teachers' pay grant – worth £187 million in 2018/19 and £321 million in 2019/20 from the existing Department for Education budget – paid to all schools on top of their core budgets from the National Funding Formula, which has also been confirmed today.

In cash terms, teachers could receive a boost of between £1,184 and £1,366 to their salary, while salaries for new teachers will increase by between £802 and £1,003.

The announcement comes as the government announces the biggest pay rise in almost 10 years for around one million public sector workers across Britain – the result of the government's balanced approach to the economy, reducing debt while investing in public services.

The average gross pay for a teacher in 2017 was £38,700. The starting salary for a teacher is £22,917 outside of London and £28,660 in inner London. In addition to an annual pay award, many teachers also receive increases from promotions and responsibility allowances.

Speech: Penny Mordaunt's opening speech at Global Disability Summit

British Sign Language introduction:

On behalf of the UK Government, Government of Kenya and International Disability Alliance, welcome to the Global Disability Summit 2018.

For too long, people with disabilities in the world's poorest countries have not been able to fulfil their potential due to stigma or lack of practical support. Today, we give focus to this long neglected area.

This event is about all of us working together, sharing ideas and good practice to ensure that as we work towards a more prosperous world no one is left behind.

This is not just the right thing to do for a common humanity – it is the smart thing to do. When disabled people are included great things happen.

(British Sign Language introduction ends)

Penny Mordaunt signing the introduction to her speech. Picture: Michael Hughes/DFID

It is wonderful to have you all here today, especially you your Excellency and the first lady of Ecuador. Here at the London Olympic Park – host to the world's largest Paralympic Games in 2012 and the spiritual birthplace of the first-ever organised sporting event for disabled athletes in 1948.

I am delighted to be here today co-hosting this event with Government of Kenya and International Disability Alliance.

Thank you all for joining us today – and in particular, thanks to the

Disabled Person's Organisations and people with disabilities, who have led this Summit from conception to delivery.

Today, we have come together to work as partners and collectively step-up our efforts to improve the lives of people with disabilities around the world.

We are here to tackle the root causes of stigma, discrimination and abuse; to work towards inclusive education and employment for all. And to harness the power of technology, innovation and assistive devices for people with disabilities across the world.

Today we focus on moving from words to action; working together as partners; and holding ourselves and each other to account for our promises.

We are all starting from a low base – and the UK recognises we also have work to do as well and that is why today we will launch a range of dedicated policy and programming to champion the rights of the most marginalised and vulnerable people with disabilities.

We will launch 'AT Scale', a partnership for assistive technology (with partners such as USAID, WHO, UNICEF and GDI Hub) to transform access and affordability for life-changing Assistive Technology (AT) such as wheelchairs, prosthetics, hearing aids and glasses.

Access to AT is a critical enabler for inclusive education, economic empowerment and participation in communities. But at present only 10% of the 1 billion people in the world who need assistive products and services have access to them.

Our ambition is that 500m people globally will be being reached by essential assistive technology by 2030.

We are launching a DFID Scale Up on Inclusive Education – with a new education policy that has a clear promise for the most disadvantaged children. Through strengthening education programming; we commit to support countries including Ethiopia, Rwanda, Pakistan, Tanzania, Zimbabwe and Jordan.

In Ethiopia, we will transform and develop 687 Inclusive Education Resource Centres (IERCs) nationwide by 2022 to promote the inclusion of 24,000 children with disabilities.

In Rwanda, we will train 12,000 teachers of English and Maths in inclusive education teaching methods.

In Tanzania, we will support important reforms in primary and lower secondary schools to improve learning outcomes for all children particularly for girls and children with disabilities.

We are also launching the Disability Inclusive Development Programme – a new six-year cutting-edge innovation and scale-up programme to find out what works, for whom, when and why.

Through a ground-breaking consortium, led by Sightsavers, several UK International NGOs and Summit co-hosts, International Disability Alliance, the programme will deliver tangible outcomes to improve the lives of people with disabilities.

This includes improved educational attainment and health outcomes, jobs and livelihoods and reduced stigma and discrimination.

By 2024 we aim to enable up to 100,000 women, men, girls and boys with disabilities to access health services; up to 45,000 people with disabilities to increase their incomes; 10,000 children with disabilities to go to school and access education as well as reaching millions of people through interventions to tackle stigma and discrimination.

We are also committed to a DFID scale up on disability inclusion over the next 5 years and we will be publishing a new disability framework later this year, setting out how we would put disability at the heart of our work. And the legacy today will be a ten point Charter for Change which I would like us all to sign up to. This plan for action will be published and fully accessible. Progress will be monitored regularly and we will all be held accountable for our pledges. Empowering people with disabilities does not just affect the individuals – it leads to better decisions and more effective outcomes for communities, for nations and for the world.

Unless every one of our citizens can reach their full potential our nations never will. Let today be the start of our journey.

Now is the time.