# Press release: Local authorities with major ports to receive funding boost to help with Brexit preparations

Nineteen local authorities facing impacts from a local air, land or sea port will receive a share of £3.14 million to help them prepare for Brexit, the Communities Secretary confirmed today (20 February 2019).

Nineteen district and unitary councils across England will receive £136,362 to the end of April for each major port of entry into the UK in their area.

This will allow them to increase their resources to work through the immediate impacts from Brexit in their local areas such as ensuring their port's resilience and potential impacts of greater traffic to surrounding communities.

The allocations have been based on a number of factors including the amount of EU goods each port area receives into the country and its wider importance to the UK's global trade network.

The funding is part of the £56.5 million announced by the Ministry of Housing, Communities and Local Government last month to help councils adapt to the changes caused by Brexit, ensuring their local authority is prepared ahead of 29 March, whilst also protecting vital local services.

An additional £1.64 million has been added from departmental underspends to bring the total funding available to local authorities with a port of entry to £3.14 million.

The Communities Secretary, Rt Hon James Brokenshire MP, said:

> Local authorities have a critical role to play in making a success of Brexit.
>
> I am acutely aware a greater burden could be placed on the areas surrounding our ports. I have announced how we are allocating £3.14 million to those areas considered to be under the greatest pressure from Brexit.
>
> I will continue to take the situation under review, working closely with local leaders to ensure they are prepared to respond to Brexit.

The local authorities which will receive funding are:

Dover, Folkestone and Hythe, Thanet, East Riding of Yorkshire, Hull, North East Lincolnshire, Portsmouth, Southampton, Ashford, Gravesham, Dartford, Camden, Manchester City Council, North West Leicestershire, Uttlesford, Hillingdon, Crawley, Tendring and Suffolk Coastal.

Ports of entry within these local authorities are:

Port of Dover, Eurotunnel, Ramsgate, Goole, Hull, Grimsby, Immingham (DBP, DfDS and C. Ro), Portsmouth, Southampton General, Southampton Container, Ashford, Ebbsfleet, St Pancras, Manchester Airport, East Midlands Airport, Stansted Airport, Heathrow Airport, Gatwick Airport, Harwich, Felixstowe.

The Treasury announced in December that MHCLG would receive £35 million to prepare for Brexit. MHCLG has added the extra £21.5 million funding using finance from its 2018 to 2019 budget.

Councils will receive £20 million this financial year (2018 to 2019) and next (2019 to 2020) to spend on planning and strengthening resources.

As a share of this £40 million, all unitary councils will receive £210,000 and combined authorities will receive £182,000. County councils will receive £175,000 each and all district councils will receive £35,000.

A further £5 million will be split by teams in the Ministry of Housing, Communities and Local Government, local authorities, and Local Resilience Forums for specific purposes such as strengthening preparations and building community cohesion.

A further £10 million will be available in the next financial year (2019 to 2020). This funding is intended to help local authorities with specific costs which may arise following Brexit.

The EU Exit Local Government Delivery Board, chaired by the Communities Secretary, has been set-up so council leaders can talk to Ministers about domestic Brexit preparations. The Board has met 4 times including on 24 January 2019 and is now meeting monthly.

The government is in regular contact with councils about Brexit preparedness and is working closely with organisations like the Local Government Association to share information.

This funding will not be the only resource councils receive from central government to fund Brexit costs. The government has been clear that departments will assess and, if appropriate, fund any potential new requirements of councils as part of EU Exit work they are undertaking.

---

# News story: SSAC email addresses are

# changing

### Help us improve GOV.UK

To help us improve GOV.UK, we’d like to know more about your visit today. We’ll send you a link to a feedback form. It will take only 2 minutes to fill in. Don’t worry we won’t send you spam or share your email address with anyone.

Email address

Send me the survey Don’t have an email address?

---

# Press release: Bridge bites the dust for M6 upgrade

Highways England is removing the Burton Bank Footbridge, north of junction 13, that was built in the early 1960s.

Due to the curved shape of the footbridge, there isn’t enough headroom for HGVs to travel along the new lane that will be replacing the hard shoulder and allowing for all lane running. The bridge is too low for the required safety clearance when the hard shoulder becomes a new running lane.

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

It is the second bridge to be 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. Drivers are warned to expect delays from 5pm. The motorway will reopen on Sunday, March 24 as soon as work allows.

Highways England smart motorways project sponsor Peter Smith said:

> Demolishing an arched bridge is a very complex job and to do it safely we need to use both carriageways of the motorway, which means it will be closed for up to 18 hours.

> We’ll be doing all we can to minimise disruption in Stafford and the surrounding area and I’d like to thank motorists, businesses and residents in advance for their patience.
>
> I’d also urge anyone wanting to use the M6 in that area on March 23 and 24 to plan an alternative route to avoid congestion in the area. Please also allow extra travel time and fuel for your journey.

While the work takes place, 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. Drivers are warned to expect delays and urged to avoid the area if possible, allowing lots of extra time for essential journeys.

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 urged to avoid the area by using the M62 and M1.

Work began last year and the project is due to be completed by March 2022.

More information is available on the M6 junction 13 to 15 smart motorway scheme web 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.

---

# Press release: Highways England showcases national safety campaign at caravan show

Figures show that one in eight of all road casualties are caused by people who drive too close to the vehicle in front, with more than 100 people killed or seriously injured each year.

While a small minority of tailgating is deliberate, most is unintentional by drivers who are simply unaware they are dangerously invading someone else's space.

With the touring season rapidly approaching, Highways England is reminding people of the need to leave plenty of space between themselves and the vehicle in front.

Highways England is currently exhibiting at the Caravan, Camping and Motorhome Show in Birmingham and has specialists available on stand 2204 in Hall 2 to offer tips on how to drive safely while also providing advice for those that find themselves the victim of tailgating.

Nearly nine out of 10 people say they have either been tailgated or seen it. And more than a quarter of drivers admitted to tailgating.

Highways England head of road safety Richard Leonard said:

> We know that with spring just around the corner, plenty of people will be gearing up to hit the roads and that's why we're calling on people visiting the Caravan, Camping and Motorhome show to find out more about our #staysafestayback campaign.
>
> The message is really simple – especially if you're on the motorway network following a caravan or motorhome – leave plenty of space to make sure you can stop in time if the vehicle in front stops suddenly. It is intimidating and frightening if you're on the receiving end. If that leads to a collision, then people in both vehicles could end up seriously injured or killed. We want everyone to travel safely, so the advice is – stay safe, stay back.

The campaign has recently won the backing of former 'Stig' from TopGear, Ben Collins.

Best known for his role on BBC motoring show TopGear as the 'tame' racing driver in the white suit – Ben has coached hundreds of celebrities from Tom Cruise to Lionel Ritchie around the race-track, and is also a championship winning Le Mans racing driver.

He says:

> I discovered the dangers of tailgating at a very early age – in an overly enthusiastic game of musical chairs. The music stopped. So did the kid in front of me. But I didn't. I face-planted the back of his head instead.
>
> Following the vehicle in front too closely reduces your vision to zero, along with your time to react to danger. Stay safe, stay back and look ahead.

A host of companies have already backed the campaign, including National Express, which is carrying the message on some of its long-distance coaches.

Other advocates include the RAC, National Police Chiefs Council, leading road safety bodies Brake and the Institute for Advanced Motorists, and Thatcham.

Highways England has a dedicated webpage where drivers can find more information about tailgating and what they can do to stay safe.

Highways England is also reminding people to ensure that they have the correct licence and insurance to tow whatever the weight, make sure you have connected correctly, and always ensure your load is secure and within the limits for your vehicle before setting off.

### 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.

---

# Speech: Minister for Implementation's speech at the CBI: 20 February 2019

Thank you for that kind welcome. It is a pleasure to be here at the CBI and to see so many familiar faces. I've certainly made it a priority to engage around this agenda and there is a lot of work we can do together, particularly around innovation and the transformation of public services, which is another interest of mine.

This morning I am here to detail how this government is working alongside industry leaders like yourselves to ensure citizens are benefitting from the delivery of better, smarter and more efficient public services.

Now, as you all know, the collapse of Carillion just over a year ago affected the public's trust in government's ability to deliver services. As a result, it is right that we reflected on whether our service delivery model was fit for the complexities of modern society.

And over the last eight months the Chancellor of the Duchy of Lancaster and Minister for the Cabinet Office, David Lidington, and myself have announced reforms to ensure that the way we outsource services is fit for the future.

This model rightly includes putting social values at the heart of what we do.

And the public would expect nothing less.

Since David last spoke on this issue in November 2018, the Government Commercial Function has worked jointly with industry and senior officials across government, as well as engaging with charities, social enterprises, unions and has finalised the review of our outsourcing processes.

And crucially, this review has concluded that we are not seeking to abandon our approach to using the private sector to deliver services to government.

Outsourcing, done well, I firmly believe, can deliver significant benefits.

It provides greater opportunity, better value and more innovative public services.

Economies of scale mean services can be provided more efficiently, at lower cost and can provide better value for the taxpayer.

For example, pensions administration for nearly two million teachers has been outsourced since the 1990s – with administrative costs less than half those of other comparable schemes.

So the evidence is out there in terms of individual outsourcing programmes but also in terms of the macro picture.

Research commissioned by the previous government has shown that outsourcing delivers savings of some twenty to thirty per cent compared with bringing services in-house.

Critics baulk at the idea of a government that reaches out beyond SW1 to harness the talent of firms up and down the country.

But we are not so naive to think that government is best placed to deliver every public service, nor do we think that we alone have all the solutions to society's complex challenges.

While government has considerable resources at its disposal, it cannot do everything by itself. Different government projects require different skills and expertise.

It is true that collectively we need to work together to make those changes, but we must be bringing in that wider range of skills and expertise.

So we are making changes to enable our services to be delivered by private and social enterprises, small businesses, charities, mutuals and cooperatives. And as announced last June, the government is committed to putting social values at the heart of service delivery.

We are also making changes to ensure that critical services continue in the event of a corporate failure – and the work we have done over the past year provides that resilience.

We previously announced that in early 2019 we would be publishing guidance for officials that would help government to work smarter with industry, set up contracts for success and build a more diverse supplier base.

As promised, today we have published the Financial Distress Guidance to provide staff with the information they needed in the event of a supplier failure.

We have also published the [Outsourcing Playbook](), which we pledged back in June 2018 and which will apply to all government departments.

You may already be aware of some of the Playbook's contents that we announced in November. But today I want to detail a further seven new measures that have been developed.

Taken together this means that from today, will be demanding more of government departments.

We will expect them to conduct more robust financial assessments and monitoring of high value, complex, high-risk suppliers.

New financial ratios will need to be considered when assessing the financial and economic standing of bidders during the procurement phase and through the life of a contract.

All complex outsourcing projects also will be required to undergo a central Project Validation Review (PVR) before any public commitment is made.

This step-change means that by undergoing an independent peer assessment ahead of the transition from policy to delivery, complex outsourcing projects will benefit from more cross-government expertise to help assure deliverability, affordability and value for money.

Departments will also be expected to conduct a more thorough, evidence-based 'Make or Buy' assessment before services are outsourced.

We will now expect a detailed analysis of the costs and benefits of each option supported by the possible consequences of outsourcing and a comprehensive evaluation of risks.

And I am well aware that how government approaches risk allocation has caused some disquiet within the industry.

I can today provide reassurance that the Playbook makes explicit that when designing contracts departments must seek to mitigate, reduce and then allocate risks to the party best able to manage it.

A more considered approach to risk allocation makes government a smarter, more attractive client to do business with.

At the end of the day, you all run businesses, and my colleagues and I are constantly working to balance the needs of everyone in society, from firm owners and investors to families struggling to make ends meet.

So it is important that in this spirit the Playbook also outlines new guidance on the Pricing and Payment Mechanisms that complements the new balanced approach to risk allocation. It is designed to incentivise the behaviours and outcomes that government wants to achieve from its suppliers and contracts.

The Playbook also specifies that Departments will now regularly Publish Commercial Pipelines looking at least 18 months ahead.

This change will help us move forward by helping you gain a better understanding of the government’s demand for services and allow you to better respond to contract opportunities.

Finally, the Playbook will re-emphasise the need for departments to engage early and thoroughly with the Market and will ask them to produce a market health and capability assessment.

And these assessments will be kept under review throughout the life of a contract not filed away to gather dust in a digital desk drawer.

Taken together the eleven key policies that underpin the Playbook are a significant change in the way government undertakes outsourcing decisions and will enable us to make smarter outsourcing decisions that will achieve better value for money.

But to stress – the future of government outsourcing relies on a new model of reciprocity.

We are changing to ensure we make smarter outsourcing decisions, but we also need industry to change too.

In order to put the needs of service users at the heart of public service delivery I want to see suppliers and government working in partnership to ensure that contracts continue to meet the diverse needs of citizens.

So today I am publishing a revision to the Supplier Code of Conduct which sets out the behaviours taxpayers expect of central government’s suppliers but also what suppliers should expect of government. The Code is designed to build trusting and transparent relationships between government and suppliers.

The updated code highlights the importance of government departments creating the right conditions for innovation and the right conditions for building collaborative and constructive relationships.

I want to highlight three key aspects:

Firstly, the Code requires prime contractors to ensure that they do not pass on risk inappropriately to subcontractors, who are often small businesses unable to manage these risks.

Secondly, we want to ensure that suppliers across the public sector supply chain are paid promptly – this is so important, particularly for small suppliers. I announced in November that we expect suppliers to pay subcontractors within 30 days on public sector contracts and comply with the standards set out in the Prompt Payment Code on all other contracts. Failure of companies to demonstrate their prompt payment to suppliers could result in them being prevented from winning government contracts.

The government has a long-standing target of paying 80% of undisputed and valid invoices within five days, with the remainder paid within 30 days. And just last autumn, I announced our ambition to pay 90% of undisputed invoices within five days.

Thirdly, because we know the importance of robust data from government during procurements we will ensure that we provide data that captures the full scope of the services being procured or build in added flexibility to allow for subsequent validation of data, particularly where new services are being provided.

The Code is clear that we also expect incumbent suppliers to be forthcoming and prompt with information required for the re-tendering process.

Finally, I would like to update you on the government's Strategic Supplier Risk Management Policy. Experience from the past year has demonstrated to us that how we manage risk with suppliers to government needs to be reviewed. A fact also recommended by the Public Accounts Committee.

Our previous high-risk designation process was designed to deal with poor performance but it proved less appropriate when managing the financial distress of firms who were delivering critical public services.

So today, I would like to announce that we will be changing our approach.

We will be introducing a Memorandum of Understanding between the Cabinet Office and Strategic Suppliers.

This new approach will provide flexibility to government on how it manages risk across its supplier base through the improvement of current tools, and this will be in partnership with industry.

Better risk management will increase accountability for our suppliers and enhance current departmental relationships.

Government relies on its suppliers for the delivery of many important public services and while this is underpinned by a contractual relationship, these reliances need to be based on a relationship of trust between government, suppliers and the public.

Healthy and competitive markets support our ability to achieve value for money for taxpayers and deliver sustainable economic growth.

And the collaboration with the private sector will continue to live at the heart of how this government delivers public services and prosperity.

In keeping with best practice in policy-making we will continue to review and refine our approach.

From the new financial year we will begin an 18 month implementation phase to ensure these new reforms are embedded across government departments.

I would like to thank you for your engagement and collaboration over the past year.

Between us, we have collectively contributed over 1,400 hours of our time.

And as we move into this next phase of work, we will continue to call on you both as partners and critical friends.

Because only in continuing to work together, and changing “poor” practices of the past, will we be able to achieve our collective goal of delivering world-class public services for all of our citizens.