

News story: Highways England highlights dangers faced by road workers

Les Bramwell was walking along the pavement after routinely assessing repairs to a pothole on the A50 near Stoke-on-Trent when he was struck by a car last April (2016).

The 65-year-old was left with serious injuries and says it's a miracle he wasn't killed.

Nearly a year on, he has only just had a neck brace removed and is only now able to drive again.

The case was highlighted as it was revealed 12 road workers, including two traffic officers, have lost their lives on the network over the past 10 years. In three of the cases the victims were knocked down by members of the public.

Meanwhile, over the past 10 years, workers have been injured by motorists on more than 50 occasions. Seventeen of those incidents involved workers on foot.

And since May there have been around 150 recorded incidents each month of vehicles encroaching onto sites where work is taking place.

Today Mr Bramwell joined Highways England in urging drivers to take extra care around roadworks and observe speed limits.

Mr Bramwell said:

I want to highlight to people the dangers of our job.

Something that should have been a routine task has had a serious impact on my life, and that's why it's so important that we educate motorists about the dangers of the work we do day in, day out.

Highways England Midlands Regional Director Catherine Brookes said:

Nobody needs a road so badly that somebody needs to lose their life while maintaining or improving it; it is my absolute priority that people go home safely at the end of every day.

It is simply unacceptable that people run the risk of being killed or seriously injured while doing their job. While we can't eliminate risk on the road network we need to do our utmost to

protect the lives of both drivers and road workers.

And motorists need to slow down near road works and obey speed limits and signs. Think what it would be like if you had to contend with lorries and cars driving through your shop, office or school.

Mr Bramwell was working for Highways England contractor Kier as an Asset Incident Watchman and had been assessing repair work as part of his day-to-day duties.

As he returned to his van, parked at a nearby petrol station, a car left the dual carriageway, mounted the pavement and ploughed into him from behind.

CCTV footage shows the car travelling behind an HGV which slows down as a car in front turns into the petrol station. At that point the vehicle behind the lorry can be seen mounting the pavement and hitting Mr Bramwell. He was taken to hospital with a broken neck and a leg broken in three places.

Mr Bramwell went on to say:

I had to sleep downstairs for six months because I couldn't go upstairs, It's been a massive strain on my family and I've had my confidence taken away.

Everything has been turned upside down. Although my injuries mean I will spend at least a year in recovery, I could have been paralysed or worse – lost my life.

Mr Bramwell, from Penkridge, Staffordshire, who has been in the job for more than nine years, is a married father-of-two with four young grandchildren. He was based at Kier's Doxey depot off the M6 in Stafford with colleague Matt Wyse before the incident.

Mr Wyse, from Hednesford, said:

I've always been aware of the dangers – working on the roads, our lives are in the hands of others – but you can never predict what may happen. I urge drivers to look out for road workers as they drive through roadworks.

Following the incident a 70-year-old man admitted driving without due care and attention and was fined £105, costs of £85 and a victim surcharge of £30 and given three points.

Highways England is committed to making the road network a safer place to use and work on and has a goal of reducing the number of people killed or injured to as close as possible to zero by 2040.

It is reminding drivers that just because workers aren't visible, it doesn't

mean they are not present. This is especially true when operations take place at night, but also applies when visibility is restricted by works vehicles and equipment.

Highways England has adopted a [health and safety five year plan](#) and procedures for its workforce are constantly under review.

Press release: Environment Agency takes a stand on illegal waste

Farmers, landowners, big and small business, and members of the public are being asked to be more vigilant after a number of incidents where large amounts of processed or baled waste has been dumped across the West Midlands.

Over the last 12 months the Environment Agency in the West Midlands has seen an increase of illegally dumped waste on public and private land. Fly-tipping is the responsibility of the local council however the Environment Agency becomes involved when the waste is more than 20 tonnes (about 20 cubic metres); more than 5 cubic metres of fibrous asbestos or 75 litres of potentially hazardous waste in drums or containers; or if it is linked to criminal business activity or organised crime.

What is being done to tackle waste crime

Through the Government Spending Review 2015, nationally the Environment Agency secured an additional £23m to tackle waste crime in England, up to the end of March 2020. This is being spent across the country, targeting priority areas. £20m of this is from the landfill community's tax fund. It has been used locally to fund additional temporary staff to further target illegal waste operators and high risk sites of concern.

The Environment Agency are determined to make life hard for criminals and support legitimate business, proactively supporting these businesses by disrupting, and stopping, the criminal element backed up by the threat of tough enforcement action and prosecution. The new Disruption and Prevention team – part of the Environment Agency's National Enforcement Service – is leading the way in finding new approaches to disrupt waste crime and stop it happening. Working in partnership with law enforcement agencies, HMRC, DVLA and Companies House, as well as employing a number of techniques to track and trace vehicles and waste from different sites.

What businesses and the public can do

Everybody has a part to play to help solve the waste crime problem and make sure waste is managed responsibly. The Environment Agency is asking members of the public to be vigilant; to contact them with information on anything

suspicious as long as it is safe for people to do so. Dumping commercial waste like this is a crime. Individuals involved in such illegal activity can be hostile and we would urge members of the public to not put themselves in any danger if they encounter any such activity and to avoid any direct contact with the culprits.

Lisa Pinney, Environment Agency Area Manager for West Midlands, said:

It's crucial that all businesses understand their duty of care responsibilities for the waste they produce, who they allow to transport it and ultimately where it goes. Too often, when these responsibilities are misunderstood or ignored, we see the impact of waste crime where waste is deliberately dumped on land with no permit. This can cause serious pollution, put communities at risk and undermines legitimate businesses that are doing the right thing. And even if the landowner has no involvement, legally they may still be responsible for that waste and that could mean a large clear up bill.

Waste stored inappropriately can create issues for neighbours through smells and pests. It can also have a detrimental effect on the environment and impact on rivers and streams. If you see or suspect illegal waste activities, report it anonymously to Crimestoppers [online](#) or by calling 0800 555 111. Alternatively report it to the Environment Agency's incident hotline on 0800 80 70 60.

Notes to editors

We all create waste, and all have a responsibility to ensure our waste is handled correctly. Whether you're a business, local council or householder you must make sure you know where your waste goes so it doesn't end up in the hands of operators who break the law and dump it to avoid paying for its legal disposal. Illegal waste sites undercut legitimate business, can cause severe damage to the environment and misery for local residents. Many businesses don't realise they have a legal Waste Duty of Care and could be committing an offence if their waste is dumped by an illegal operator. Hauliers are at risk of unwittingly becoming involved in waste crime by not asking the right questions about the loads they're collecting.

Make sure you know what your legal responsibilities are: [manage your waste responsibly](#)

Check the [public register](#) to see if a site is permitted or a waste carrier is registered

You could be breaking the law if your waste isn't managed properly. Visit [Right Waste Right Place](#) to help you comply with the law. You can also refer to the Defra [waste duty of care code of practice](#)

My letter to Highways England re the delay to the implementation of works on the A329(M) and their reply



John Redwood won a free place at Kent College, Canterbury, He graduated from Magdalen College Oxford, has a DPhil and is a fellow of All Souls College. A businessman by background, he has been a director of NM Rothschild merchant bank and chairman of a quoted industrial PLC.

- [Read more about John Redwood](#)

Theresa May concedes it will take years to conclude a trade agreement with the EU – Paul Blomfield

In an interview this morning with Sky News, Theresa May said she hoped Britain will have been able to “look at” the future trade deal with the EU by the time Britain formally leaves the EU in March 2019.

“[L]et’s look at the whole question of the where we end up at the end of this negotiation. Have we looked, will we have looked at both withdrawal and the future relationship, that’s what’s important ... That’s what I’m asking for and that’s what I believe increasingly we will see.”

Theresa May, Sky News, 4 April 2017

She also conceded, for the first time, that the UK will have to sign the future trade deal with the EU as a third country. Given that the deal will be a ‘mixed agreement’, it will need to be ratified unanimously by all member states.

FI: Can you clarify that you accept what the European Council suggested which is that the final deal will be done as a third country status under a unanimous vote with everyone having a veto?

TM: There's obviously a legal situation in terms of how the European Union can conduct trade negotiations.
Theresa May, Sky News, 4 April 2017

This is a significant retreat from what she and the Brexit secretary have previously said – in effect that Britain will be able to negotiate and finalise a new free trade agreement alongside the exit agreement by the end of the two year period. They have until now been adamant that any transitional period would be purely for “implementation” and “adjustment” of systems, rather than for negotiation of the terms of the future trade deal.

**Responding,
Labour's shadow Brexit minister Paul Blomfield said:**

“It is less than a week since the Prime Minister triggered Article 50, and it seems every day brings another broken promise from the Government. First they said immigration may go up after Brexit. Now they are backpedalling on trade deals.

“We will hold the Government to account on the pledges made to the British people during the referendum campaign and since. They promised a comprehensive free trade agreement with the EU giving the “exact same benefits” we have now. They said it would be ready for the day we leave, along with new trade deals with other countries.

“Now, as they face reality, they are trying to downplay expectations. They need to spell out the transitional deal that will be in place, to stop the economy falling off a cliff edge without new agreements in two years time.”

**Press release: Business Advisory
Group: political stability vital for**

strong economy

The Secretary of State restated the Government's commitment to returning devolved power-sharing government to Northern Ireland as soon as possible, providing attendees with an update on the current political situation; and discussed the UK Government's Industrial Strategy.

The session was the latest in a series of meetings to help businesses engage with UK Government and provide input on a range of strategic economic and business critical issues facing Northern Ireland, including developing skills, upgrading infrastructure, improving procurement and delivering affordable energy and clean growth. Mr Brokenshire also led members in a discussion on the opportunities presented by leaving the EU.

The meeting followed another round-table on the Industrial Strategy yesterday, chaired by Lord Dunlop and BEIS Minister, Lord Prior, in London, which focused on trade and inward investment, cultivating world leading sectors, driving growth across the whole country and creating the right institutions to bring together sectors and places.

Speaking after the meeting, Rt Hon James Brokenshire MP said:

Political stability is a fundamental basis for industrial success. Securing strong, stable devolved institutions in Northern Ireland that will provide leadership, support innovation and boost skills will be integral to delivering on Northern Ireland's potential as a place to invest and do business.

It is, therefore, vital that devolved government is returned to Northern Ireland as soon as possible and the Government's clear focus is on achieving that.

The Industrial Strategy is a key part of this Government's plan to drive growth across the whole United Kingdom and create more highly-skilled, highly-paid jobs and opportunities. A strong skills system will drive increases in productivity and improvements in social mobility, putting in place enduring reforms so that everyone has a chance to achieve their full potential in the workplace.

I urged members to use their influence to encourage political parties to deliver a functioning and effective Executive so we can continue to build an economy that works for everyone.

The Secretary of State and his Ministers have now engaged with local

businesses on all ten pillars of the Industrial Strategy and will be reflecting the Northern Ireland views to the Secretary of State for Business, Energy and Industrial Strategy when the formal consultation closes in a little under two weeks.