

[Press release: Milestone reached for Ipswich Flood Barrier scheme](#)

The cofferdam, which is a structure that can be pumped dry to enable construction of the barrier to take place below the river bed level, is now in place.

Over the last few months, VBA the contractors working for the EA, have installed the cofferdam, pumped it dry and they have now excavated the river silts and gravel.

The next stage is to pour the base slab, which is more than 700 cubic metres of reinforced concrete. At the moment the steel reinforcement is being placed by a team of 20 people and the first pour of the base slab will be completed in the next couple of weeks.

The actual tidal gate is being fabricated in Holland and will be delivered later in the year when the concrete structure and control building have been completed.

Progress has been made elsewhere on the site, with the foundations for the flood walls and the control building now installed.

The project, which will reduce the risk of flooding to 1,608 homes and 422 businesses and support key infrastructure, has been partnership funded by: the Environment Agency, Ipswich Borough Council, Department for Communities and Local Government, the Haven Gateway Partnership, and the New Anglia Local Enterprise Partnership.

EA project manager Andrew Usborne said:

The integrated team at the barrier are making good progress and are on programme to complete the works in spring 2018.

I am really looking forward to the next key milestone, which is the delivery of the tidal gate from Holland later in the summer.

Nick Culshaw, VBA operations director, said:

It has been a real honour to be working with and supporting the EA on this vital project in Ipswich. In order to protect around 2,000 properties, both commercial and residential, within the town from flooding in the future, a 20m wide tidal barrier gate, along with the relevant controls, will be installed.

The barrier, along with additional flood defences undertaken by VBA, will prevent any surge tides and allow the control of fluvial flow as required in the future.

The scheme is due to be completed in 2018.

If you're worried about the risk of flooding to you or a vulnerable person check your flood risk and other information here: <http://ow.ly/SWdMz>. Sign up for Flood Warnings here: <http://ow.ly/SWdVp>. Alternatively you can call Floodline on: 0345 988 1188 or sign up for Facebook Flood alerts at: <http://ow.ly/SWdVp>

[News story: 'Catalogue of failures' led to collision in the Humber in May 2016](#)

David Carlin, the master of the World War II motor launch Peggotty and Thomas Neilsen, master of the Danish flagged Petunia Seaway were both prosecuted under section 58 of the Merchant Shipping Act 1995, as a result of an investigation by the Maritime & Coastguard Agency.

Both pleaded guilty to conduct endangering ships under the Act when they appeared at Hull Magistrates Court today (3rd February).

At around 4.30am on 19th May 2016 Peggotty, a 50 foot vessel, had left Grimsby Docks making its way to Hull. Although this was a private voyage, Mr Carlin as a professional master mariner and Humber pilot was very experienced.

However, despite the thick fog he failed to comply with a number of regulations to keep his and other vessels safe. These included failing to make his vessel's radar operational, failing to make sound signals and failing to ensure all the navigation lights were working. He had also not taken the conditions into account or prepared an effective passage plan for the journey and was relying on an untested mobile phone app.

At the same time, the Petunia Seaway, a vehicle transport vessel, 200 metres long and 34,000 gross tonnage was making its way down the Humber towards Grimsby. Its master Thomas Neilsen, from Denmark, was on the bridge and in charge. He allowed the vessel to proceed at 14 knots in zero visibility, without making sound signals. Mr Neilsen also failed to properly monitor and assess the ship's radar to appreciate they were bearing down on the Peggotty.

Mr Carlin on his part had not realised the Peggotty was in the main shipping

channel and was effectively blind to the collision course his vessel was on with the Petunia Seaway. Just before 4.50am the two vessels collided almost head on. The Peggotty was able to pass down the port side of the much larger Petunia Seaways, scraping down the side as it went. However the impact was enough to damage the hull of the Peggotty and it began to take on water. Mr Carlin was able to broadcast a Mayday call and the two on board were picked up by a nearby pilot boat before the Peggotty sank and was lost.

Today they were sentenced at Hull Magistrates Court. The district judge said that Mr Carlin for his part had a catalogue of failures, while Mr Neilsen's actions were insufficient.

As well as fining both of them £3,000 each, the district judge also ordered Mr Neilsen to pay £9,318.20 in costs as well as a £170 surcharge. Mr Carlin was told he would have to pay £6,568 costs plus the £170 surcharge.

Gwen Lancaster, surveyor in charge at the Maritime & Coastguard Agency's Hull Marine Office said: 'I am both surprised and disappointed that this collision, which could easily have resulted in far worse consequences for those onboard the Peggotty, occurred in the first place.

'Both vessels were under the command of experienced professional captains who should have known better. This whole incident reflects complacency on their part in addition to a blatant disregard for the rules designed to prevent collisions occurring at sea.

'The Maritime & Coastguard Agency will prosecute those who endanger themselves and others in this way and our message is clear – there is no room for complacency where safety is concerned.

'Masters of vessels must ensure they are properly prepared for the prevailing conditions and proceed in a safe manner whilst using all means of safe navigation at their disposal, to best effect.'

[News story: Request for supplier feedback on Local Land Charges procurement documents](#)

From:

First published:

3 February 2017

Land Registry is requesting supplier feedback on the draft of procurement

documents about Digitisation and Transformation.

Digitisation and Transformation forms part of the wider Digitisation and Migration procurement to migrate paper, electronic and/or digital data from 326 LLC registers into the required spatial digital register at Land Registry.

We would like feedback from the supplier market on our draft Statement of Requirements and Digitisation Practice Guide.

These will form part of the upcoming Digitisation and Transformation procurement.

Potential suppliers interested in the Digitisation and Transformation procurement are invited to preview the documents and provide comments.

[Press release: Planned roadworks in and around the M25: weekly summary for Monday 6 February to Sunday 12 February 2017](#)

The following summary of planned new and ongoing road improvements over the coming week is correct as of 03 February 2017 but 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.

M3 junctions 2 (M25) to 4a Farnborough, Hampshire: smart motorway improvement

Work to reduce congestion and improve journey times continues this week with narrow lanes a 50mph speed limit in place on both carriageways between junctions 2 and 4a, with a free recovery service operating 24 hours a day. The northbound carriageway between junctions 3 and 2 will be closed overnight, between 8pm and 5.30am, from Monday 6 February for 5 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion will be in place via the A322 and A30, M25 junction 13 and M25 junction 12.

The southbound carriageway between junctions 2 and 3 will be closed overnight, between 8pm and 5.30am, from Monday 6 February for 5 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion will be in place via M25 junction 13, A30, A322 to M3 junction 3.

The carriageway in both directions between junctions 4 and 4a will be closed overnight, between 8pm and 5.30am, from Monday 6 February for 5 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion will be in place via the A331, A30, and A327 to M3 junction 4a and vice versa.

M3 junction 2 (M25), Surrey: smart motorway improvement

Work to improve journeys by carrying out smart motorway improvement continues this week. The dedicated link road from the M3 southbound to the M25 clockwise will be closed overnight, between 8pm and 5.30am, from Tuesday 7 February for 4 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion will be in place via the M25 anti-clockwise to junction 11 and return.

M25 junction 14 Stanwell Moor, Surrey: vegetation maintenance

Work to maintain safety by carrying out vegetation maintenance will start this week. The clockwise exit and entry slip roads will be closed overnight, between 10pm and 5am, from Monday 6 February for 4 nights. A clearly signed diversion will be in place for the exit slip road via M25 junction 15, M4 eastbound to junction 4 and return. A clearly signed diversion will be in place for the entry slip road via junction 13 and return.

M25 Heathrow Terminal 5, Greater London: vegetation maintenance

Work to maintain safety by carrying out vegetation maintenance will start this week. The dedicated link road from Heathrow Airport Terminal 5 to the M25 clockwise will be closed overnight, between 10pm and 5am, from Monday 6 February for 4 nights. A clearly signed diversion will be in place via M25 junction 13 and return.

M25 junction 15 (M4), Greater London: drainage survey

Work to maintain safety by carrying out drainage surveys will start this week. The dedicated link road from the M25 clockwise to the M4 westbound will be closed overnight, between 10pm and 5am, from Tuesday 7 February for 4 nights. A clearly signed diversion will be in place via the M4 eastbound to junction 4 and return.

M25 junction 19 (A41), Hertfordshire: drainage repair

Work to maintain safety by carrying out drainage repairs continues this week.

The clockwise exit slip road will be closed overnight, between 10pm and 5.30am, from Monday 6 February for 5 nights. Work on Friday will start at 11pm. A clearly signed diversion will be in place via junction 20 and the A41.

M25 junction 22 London Colney, Hertfordshire: electrical repair

Work to maintain safety by carrying out electrical repairs continues this week. The clockwise exit slip road will be closed overnight, between 10pm and 5am, on Tuesday 7 February. A clearly signed diversion will be in place via junction 23 and return.

M25 junction 25 Enfield, Greater London: electrical repair

Work to maintain safety by carrying out electrical repairs will start this week. The clockwise entry slip road will be closed overnight, between 10pm and 5am, on Thursday 9 January. A clearly signed diversion will be in place via junction 24 and return.

M25 junction 30 Thurrock, Essex: resurfacing

Work to improve journeys by carrying out resurfacing continues this week. The clockwise exit slip road will be closed overnight, between 10pm and 5.30am, from Monday 6 February for 5 nights. Work on Friday will start at 11pm. A clearly signed diversion will be in place for the A13 eastbound via the newly constructed dedicated link road from the M25 clockwise to the A13 eastbound.

A clearly signed diversion will be in place for the A13 westbound via the newly constructed dedicated link road from the M25 clockwise to the A13 eastbound, to the A126 and return.

The anti-clockwise exit slip road will be closed overnight, between 10pm and 5.30am, from Monday 6 February for 5 nights. Work on Friday will start at 11pm. A clearly signed pre-diversion will be in place for the A13 via M25 junction 31 and the A1306 to the Wennington Interchange.

M25 junctions 31 Lakeside to 30 Thurrock, Essex: major improvement

Work to improve journeys by carrying out resurfacing continues this week. The northbound link road between junctions 31 and will be closed overnight, between 10pm and 5.30am, from Monday 6 February for 5 nights. Work on Friday will start at 11pm. A clearly signed diversion will be in place for the M25 anti-clockwise will be in place via the junction 31 roundabout, A1306, A13 eastbound and the newly constructed dedicated link road from the A13 eastbound to the M25 anti-clockwise. A clearly signed diversion will be in place for the A13 via M25 junction 31, A1306 and the A13.

M25 junction 12 (M3), Surrey: smart motorway improvement

Work to improve journeys by carrying out smart motorway improvement continues this week. The dedicated link roads from the M25 clockwise to the M3 in both directions will be closed overnight, between 8pm and 5.30am, on Monday 6 February. A clearly signed diversion will be in place for the M3 southbound via junction 13, A30 and the A322 to M3 junction 3. A clearly signed diversion will be in place for the M3 northbound via M25 junction 13 and return.

The dedicated link road from the M25 in both directions to the M3 southbound will be closed overnight, between 8pm and 5.30am, from Monday 6 February for 5 nights. Work on Saturday morning will finish at 7am. A clearly signed diversion from the M25 clockwise will be in place via M25 junction 13, A30 and the A322 to M3 junction 3. A clearly signed pre-diversion from the M25 anti-clockwise will be in place via junction 13, A30 and the A322 to M3 junction 3.

M40 junction 1a (M25), Buckinghamshire: resurfacing

Work to improve journeys by carrying out resurfacing will start this week. The dedicated link road from the M40 eastbound to the M25 in both directions will be closed overnight, between 10pm and 5am, on Tuesday 7 February. A clearly signed diversion will be in place via M40 junction 1 and return.

A1(M) junctions 4 Hatfield North and 2 Welham Green, Hertfordshire: tunnel maintenance

Work to maintain safety by carrying out maintenance in the Hatfield Tunnel will start this week. The A1(M) southbound between junctions 4 and 2 will be closed overnight, between 10pm and 5am, on Wednesday 8 February and on Friday 10 February. A clearly signed diversion will be in place via the A1001.

A1(M) junctions 3 Hatfield South and 4 Hatfield North, Hertfordshire: tunnel maintenance

Work to maintain safety by carrying out maintenance in the Hatfield Tunnel will start this week. The A1(M) northbound between junctions 3 and 4 will be closed overnight, between 10pm and 5am, on Thursday 9 February and Saturday 11 February. A clearly signed diversion will be in place via the A1001.

A1(M) junction 6 Welwyn, Hertfordshire: resurfacing

Work to improve journeys by carrying out resurfacing will start this week. The northbound exit slip road will be closed overnight, between 11pm and 5am, on Friday 10 February. A clearly signed diversion will be in place via junction 7 and return.

A2 Dartford Heath, Kent: electrical repair

Work to maintain safety by carrying out electrical repairs continues this week. The eastbound entry slip road will be closed overnight, between 10pm and 5am, on Monday 6 February. A clearly signed diversion will be in place via the Black Prince interchange and return.

A13 (M25), Essex: resurfacing

Work to improve journeys by carrying out resurfacing will start this week. The A13 westbound exit slip road will be closed overnight, between 10pm and 5.30am, from Monday 6 February for 5 nights. Work on Friday will start at 11pm. A clearly signed diversion will be in place for the M25 clockwise via the A13 westbound, A1306 and M25 junction 31 roundabout. A clearly signed diversion will be in place for the M25 anticlockwise via the A13 westbound to the A1306 and return on the A13 eastbound and the newly constructed dedicated link road from the A13 eastbound to the M25 anti-clockwise.

The A13 eastbound exit slip will be closed overnight, between 10pm and 5.30am, from Monday 6 February for 5 nights. Work on Friday will start at 11pm. A clearly signed diversion will be in place for the M25 anti-clockwise via the newly constructed dedicated link road from the A13 eastbound to the M25 anti-clockwise. A clearly signed diversion for the M25 clockwise will be in place via the newly constructed dedicated link road from the A13 eastbound to the M25 anti-clockwise, M25 junction 29 and return.

A21 Chipstead, Kent: electrical installation

Work to improve safety by carrying out electrical installation will start this week. The dedicated link road from the A21 northbound to the M25 clockwise at junction 5 will be closed overnight, between 10pm and 5.30am, from Wednesday 8 February for 5 consecutive nights. A clearly signed diversion will be in place via M25 junction 4 and return.

A282 (M25) Dartford – Thurrock Crossing: maintenance

Work to improve journeys at the Dartford Crossing continues this week. The following closures will be in place with fully signed diversions in place during the northbound east tunnel closures for oversized vehicles:

- Monday 6 February (9pm to 5.30am) northbound west tunnel
- Tuesday 7 February (9pm to 5.30am) northbound west tunnel
- Wednesday 8 February (9pm to 5.30am) northbound west tunnel
- Thursday 9 February (9pm to 5.30am) northbound west tunnel
- Friday 10 February (9pm to 5.30am) northbound east tunnel
- Saturday 11 February (9pm to 5.30am) northbound west tunnel
- Sunday 12 February (9pm to 5.30am) northbound west tunnel A282 junction 1a Swanscombe, Kent: tunnel maintenance

Work to maintain safety by carrying out tunnel maintenance continues this week. The northbound entry slip road will be closed overnight, between 9pm and 5.30am from Monday 6 February for 7 consecutive nights. A clearly signed diversion will be in place via the A282 southbound to junction 1b and return.

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.

[Holyrood report highlights the importance of Scotland's trade with rest of UK](#)

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3 Feb 2017



A prominent Holyrood Committee has today published a report highlighting the importance of Scotland's domestic trade with the rest of the UK.

The Scottish Parliament's Economy, Jobs and Fair Work Committee, which has cross party representation, has today issued its report entitled: 'The Economic Impact of Leaving the European Union'.

The committee has taken evidence on many issues including possible impacts and opportunities for Scotland's exporters arising from the UK's vote to leave the European Union.

Expert evidence given to the Committee has stressed the importance of Scotland maintaining unfettered access to the rest of the UK market, and also more needs to be done to support and encourage Scottish businesses to export to the EU and beyond'.

This comes only a week after Scottish Government export statistics confirmed

that trade with the rest of the UK is four times more important to Scotland than trade with the rest of the EU.

Scottish Conservative shadow secretary for the economy, Dean Lockhart said:

“This report is a welcome addition to the debate on the EU and Scotland’s trading relationships.

“The committee heard from several expert witnesses who stressed the importance of Scotland retaining a free trading relationship with the rest of the UK, as it is over four times more important than our trade with the rest of the EU.

“This report also highlights the need to better equip our companies to deal in foreign markets, especially with significant opportunities to expand our trade in China and India.

“As the report itself concludes: it is clear from evidence received that more needs to be done to support and encourage Scottish businesses to export to the EU and beyond.

“It is now up to this SNP Government to work together with the UK Government in the upcoming negotiations to make sure that we get the best possible deal for Scotland and the UK.”

The report can be accessed here:

http://www.parliament.scot/S5_EconomyJobsFairWork/Reports/EJFWS052017R02.pdf

Professor R. Bradley MacKay, Chair in Strategic Management, University of St Andrews Management School provided evidence that:

“For the foreseeable future, the UK will be Scotland’s most important trading relationship and trading partner. Anything that comes between that will have a challenging impact on the Scottish economy. If we combine that with potentially being out of the EU, too, it is not a scenario worth thinking about—to be frank with you.

“Scotland’s number 1 priority must always be to keep that trade relationship with the rest of the UK open and fluid”.

Neil Francis, International Operations Director, Scottish Development International commented:

“Why would we try to make it more difficult to trade with our largest trading partner or reduce the amount of trade that we do with the rest of the UK? Whatever circumstances play out, it will be paramount that we protect free trade or the open market with the rest of the UK.”