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[News story: Boston Barrier tidal flood defence construction begins](#)

Floods Minister Thérèse Coffey has marked the start of works on the £100 million Boston Barrier flood defence, breaking ground on an Environment Agency scheme that will protect 14,000 homes and businesses from tidal flooding.

Work is already underway to dredge more than 5,000 cubic metres of silt from the Boston Haven to make way for construction. Over the coming months, 2,000 tonnes of steel sheeting – weighing as much as 280 elephants – will be put in place to strengthen the riverbanks in preparation for the barrier.

Floods Minister Thérèse Coffey said:

This Government investment will make sure Boston is one of the best protected towns on the east coast and I am proud to be putting the first spade in the ground on this project.

The Boston Barrier is part of our plan to invest £229 million over the next four years to make sure the risk of flooding to 49,000 homes and businesses in Lincolnshire is significantly reduced.

It is expected that works will be complete by the end of 2020, and will make Boston one of the best-protected areas from tidal flooding outside of London.

The scheme will feature a moveable gate across the River Witham together with a new control building to operate the barrier, new flood defence walls on both banks and a replacement gate across the entrance to the existing Port of Boston wet dock.

Toby Willison, Executive Director of Operations at the Environment Agency, said:

This state-of-the-art defence will help protect Boston's communities and businesses from the kind of flooding the town experienced in December 2013.

It's yet another example of the brilliant work our teams are doing up and down the country to better protect people from flooding, and recently we've reached a milestone of an extra 100,000 homes protected.

The barrier's 25-metre wide hydraulic-powered gate, when not in use, will lay flat on the riverbed out of sight, but will be raised to close off the River Witham when flooding is expected, preventing high tides on the North Sea from raising river levels in the town.

Boston has a long history of tidal flooding, most recently in December 2013 when more than 800 properties flooded across 55 streets. Flooding also occurred in 1953 and 1978.

The Environment Agency is investing £2.6 billion of government funding in more than 1,500 flood defences to protect homes and businesses across the country by 2021.

Everyone has a responsibility to take steps to protect themselves from flooding, such as knowing your risk, signing up for free flood warnings and making a floodplan in advance. Call Floodline on 0345 988 1188 or visit www.gov.uk/flood for more information.

[Weekly Road Report – West End Ward](#)

[#dundeewestend](#)



DUNDEE CITY COUNCIL – WEEKLY ROAD REPORT

REPORT FOR WEST END WARD – WEEK COMMENCING MONDAY 22 JANUARY 2018

A85 Riverside Drive – prohibition of right turn from westbound lane of Riverside Drive into Riverside approach and prohibition of right turn from Riverside Approach into Riverside Drive for one week for works to the sea wall. Prohibitions will only be in place when required.

City Road (at Tullideph Road) – lane restrictions on Thursday 25 January for smart meter antenna works.

Nethergate (West Marketgait to Park Place) – closed on Sunday 28 January for crane lifting works.

Perth Road (at Invergowrie Drive) – off peak temporary traffic lights on Tuesday 23 January for Scottish Water ironwork repair.

Riverside Drive at Dundee Railway Station – eastbound nearside lane closure from Monday 22 January for 7 weeks for footway works.

[Recording of the week: Benno's Emperor](#)

This week's selection comes from Jonathan Summers, Curator of Classical Music Recordings.

The last Classical Recording of the Week was of [George Szell conducting Haydn](#). [Here](#) he is again fifteen years earlier in 1938 during his time as conductor of the Scottish Orchestra (1936-1939) just before he left for the United States. He conducts the London Philharmonic Orchestra for soloist Benno Moiseiwitsch in Beethoven's immortal Piano Concerto No. 5, the Emperor Concerto. The music of a genius performed by one of the greatest pianists of the twentieth century. Conductor and soloist are in total accord in the magisterial first movement; Szell shapes the poetic slow movement to perfection (beginning at 20'32") while both have fun in the rollicking third movement (beginning at 28'42").

[Concerto for Piano and Orchestra no. 5 op. 73 E flat \(Emperor\)](#)



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[Do we need a road bridge or tunnel across the Channel?](#)

You could argue that as the rail tunnel is not at anything like full capacity it would be wrong to add another cross Channel link. Clearly the owners of the rail tunnel would not welcome a new competitor, and were not expecting one under the terms of their concession.

You could also argue that maybe a road link would be more popular and better used than the rail one. Whilst a new road would doubtless do considerable damage to the business model of the rail tunnel by taking substantial traffic away from it, it might also generate some additional traffic of its own. If more French people came to the UK as tourists that would be a bonus for the UK economy. If more UK people went to the continent to shops and holiday it would be bad for the UK balance of payments, but might be welcomed by those taking advantage of cheaper and easier travel.

It is difficult to see the Channel tunnel keeping much of its shuttle business carrying lorries, if they were able to carry on driving to get to the UK. That is the mainstay of the tunnel's freight business, which would be badly affected. Passenger traffic is more difficult to gauge, but again there could a lot of people who would like to go by their own car instead of taking the train and then hiring a car or using taxis when they get to the cities on the continent served by the trains.

My advice to the government would be not to commit any public money to a road crossing. They should also check the legal position carefully over the concession to the current Channel tunnel operators and owners. There are many other road projects we need in the UK that should take priority for limited sums of public capital. If the private sector wishes to design, build, operate and finance a road link then of course the government should be willing with the French authorities to examine the scheme to see if it deserved approval and support from the government as regulator. It would need to be built with artificial islands to avoid ship collisions with its piers, and would need to leave plenty of rooms for deepwater shipping lanes in what is a very busy piece of water.

The government would need to consider the security and borders consequences of a road link, given the difficulties the rail link helps create in Calais today. It sounds as if from additional briefing there are no current plans

for such a scheme.