

Press release: Significant progress and a setback for flood reduction work in a Lancashire town

A £1million flood alleviation project which will provide vital protection to 91 homes and 17 businesses in Earby is now likely to be delayed.

The project has been set back due to a major obstruction being discovered whilst drilling the new culvert beneath the disused railway embankment just under halfway along the route.

The Environment Agency's contractors, JBA Bentley, are on site working hard to find a solution so that the culvert repair can be completed as quickly as possible. The work started on Monday 23 July and was expected to take 13 weeks.

To reduce the impact on local residents the current temporary traffic lights on the A56 will be removed on Friday (14 September). They will be reinstalled for a shorter period of time when a solution has been agreed.

Next week new temporary traffic lights will be installed for around two weeks at the junction of the A56 and Victoria Road, near the Co-op food store, so that further sections of Victoria Clough culvert can be repaired.

Other elements of the project are progressing well with the completion of 43m of structural re-lining of Victoria Clough culvert from the junction of Valley Road and Victoria Road. The road is expected to be re-instated and re-opened by Friday 21 September.

Paul Swales, flood risk advisor for the Environment Agency, said:

We would like to thank residents and businesses for their patience and understanding while we carry out this essential work to reduce flood risk and protect their properties.

Whilst the work is carried out there will be some disruption to motorists using the A56 and Victoria Road. There will also be some parking restrictions on Victoria Road.

The flood alleviation project involves making Victoria culvert structurally sound. Culverts are structures which carry water underground. They were often built to allow development to take place around them such as roads, homes and businesses. Many people live and work near culverts and may not even know they are there.

A new culvert will be installed beneath the disused railway embankment to replace the existing one which has collapsed. The team will also re-line or

replace a number of sections along the length of the culvert at locations under Victoria Road and the A56 Skipton Road.

A new and improved trash screen will also be fixed at the inlet of the culvert, to help reduce the risk of it becoming blocked with debris and making it easier and safer to clear when water levels are high.

The Environment Agency continues to explore other options to reduce flood risk from all sources in and around Earby. Over the next 12 months, the team will investigate the options in more detail, which include flood storage areas on Earby Beck, the New Cut and Victoria Clough and installing a flood defence wall at Boot Street.

The Environment Agency is looking for volunteer flood wardens to play a key part in keeping Earby prepared and informed before, during and after a flood. Anyone interested in becoming a flood warden can email heather.cottrill@environment-agency.gov.uk to find out more.

By signing up to the Environment Agency's free Flood Warning service residents and businesses can receive flood alerts and flood warnings for Earby Beck and/or Earby New Cut directly to their phone and emails, 24/7. To find out if you're at risk and register for Flood Warnings please visit: www.gov.uk/flood

[Notice: Hardingham Farms Limited: application made to abstract water](#)

The Environment Agency consult the public on certain applications for the abstraction and impoundment of water.

These notices explain:

- what the application is about
- which Environment Agency offices you can visit to see the application documents on the public register
- when you need to comment by

[Press release: Landmark Agriculture](#)

Bill to deliver a Green Brexit

Legislation to deliver a cleaner and healthier environment for future generations after nearly half a century under EU rules is being introduced into Parliament today (12 September).

The Agriculture Bill sets out how farmers and land managers will in future be paid for “public goods”, such as better air and water quality, improved soil health, higher animal welfare standards, public access to the countryside and measures to reduce flooding.

This will replace the current subsidy system of Direct Payments, which is ineffective and pays farmers based on the total amount of land farmed. These payments are skewed towards the largest landowners and are not linked to any specific public benefits. The top 10% of recipients currently receive almost 50% of total payments, while the bottom 20% receive just 2%.

In its place, a new Environmental Land Management system will start from next year. The government will work together with farmers to design, develop and trial the new approach. Under the new system, farmers and land managers who provide the greatest environmental benefits will secure the largest rewards, laying the foundations for a Green Brexit.

The Bill will also be underpinned by measures to increase productivity and invest in (R&D).

For example, there will be funding available for farmers to come together to develop and get the research projects that they want and need, whether that be on soil health or sustainable livestock farming . This will lead to practical gains for farmers that help them become more profitable and reduce their environmental footprint.

The government will also be able to make payments during the seven year transition period for farmers to invest in new technologies and methods that boost productivity.

Environment Secretary Michael Gove said:

The introduction of the Agriculture Bill is an historic moment as we leave the EU and move towards a brighter future for farming.

After nearly 50 years of being tied to burdensome and outdated EU rules, we have an opportunity to deliver a Green Brexit.

This Bill will allow us to reward farmers who protect our environment, leaving the countryside in a cleaner, greener and healthier state for future generations.

Critically, we will also provide the smooth and gradual transition that farmers and land managers need to plan ahead.

Farmers will be supported over a seven year transition period as we as leave the EU's Common Agricultural Policy (CAP).

For 2019, Direct Payments will be made on the same basis as now, subject to simplifications where possible. Direct Payments for 2020 will also be made in much the same way as now. Simplifications will be made as soon as possible, subject to the terms of the overall Brexit implementation period. There will then be an agricultural transition period in England between 2021 and 2027 as payments are gradually phased out.

During consultation, there was a widespread support for applying reductions to Direct Payments more widely. All farmers will therefore see some reduction to their payments from the start of the transition, although those who receive the highest payments will see bigger reductions initially. This will free up funds to invest in public goods.

To help new entrants get into the sector and give farmers flexibility to plan for the future, Direct Payments during the agricultural transition period up until 2027 will be "delinked" from the requirement to farm the land.

These payments, which may be calculated according to money received in previous years, can be used by farmers to invest in their business, diversify their activities or else retire from farming and give way for new people to enter.

The Bill also sets out how the government will strengthen transparency in the supply chain to help farmers get a better deal in the marketplace.

By collecting data from across the supply chain, the government will help food producers strengthen their negotiating position at the farm gate and seek a fairer return.

The introduction of the Agriculture Bill now means that all the necessary measures will be in place for the start of the agricultural transition in 2021, delivering a smooth transition to the new domestic policy.

[Press release: PM's Zero Emissions Vehicle Summit roundtable: 11 September 2018](#)

A Downing Street spokesman said:

The Prime Minister hosted a roundtable for a number of leading supply chain companies at the UK's first Zero Emissions Vehicle

Summit in Birmingham today.

During the discussions she set out the government's plan for all new cars and vans to be zero emissions by 2040 and they discussed how to drive international investment in the growing sector.

On Brexit, the Prime Minister set out how the proposals in the Chequers plan would protect manufacturing jobs by ensuring frictionless trade could continue with the EU.

The International Trade Secretary Liam Fox added that we were working positively and constructively towards a deal with the EU and outlined how the Implementation Period we have already agreed will provide certainty for businesses on both sides.

The meeting concluded with the Prime Minister reaffirming her commitment to the sector and reiterating the importance of continued collaboration between government and the automotive industry.

Policy paper: Zero emission vehicle summit: the Birmingham declaration

Declaration document, also known as the 'Birmingham declaration', making a commitment to a zero emission future for transport.

The declaration commits the signing governments to:

- build a smart infrastructure network
- support zero emission research and development investment to create new zero emission technologies
- promote a sustainable, circular economy to drive down emissions throughout the supply chain

The declaration was signed at the Zero Emission Vehicle Summit 2018 and will promote the deployment of zero emission vehicles on a global scale. The governments which have signed are:

- Australian Central Territory
- Barbados
- Belarus
- Denmark
- France
- Indonesia
- Italy

- Malta
- Monterrey State
- Netherlands
- Portugal
- State of Washington
- United Arab Emirates
- United Kingdom