

Communities to trial innovative ways of adapting to coastal erosion

As part of the Government's £200 million flood and coast innovation programme, £36 million will be invested to explore innovative approaches of adapting to the effects of coastal erosion.

Known as the Coastal Transition Accelerator Programme, the initial areas of focus will be East Riding of Yorkshire and North Norfolk. Both local authorities will receive funding to help communities on areas of the coast that cannot sustainably be defended from coastal erosion.

Residents will be supported to prepare and plan for the long term, while also trialling some immediate actions that support the long-term resilience of communities near the coast.

Such interventions might include:

- improving and replacing damaged community infrastructure, such as beach access or coastal transport links and replacing public or community owned buildings in areas at risk with removable, modular, or other innovative buildings
- repurposing land in coastal erosion zones for different uses such as temporary car parks and restoring and creating habitats to include green buffer zones
- working with the finance and property sectors to explore innovative finance or funding mechanisms to help move communities from the highest risk areas, for instance schemes to incentivise the relocation of at-risk infrastructure for businesses and homeowners
- developing the local planning system so it supports and facilitates the managed transition of communities from high-risk land and ensuring it restricts future development in areas affected by coastal erosion

The Environment Agency will manage the programme, supporting both areas as they develop and deliver their local projects. It will also ensure that ongoing learning is shared with other areas facing similar challenges.

Floods Minister Rebecca Pow said:

As climate change brings more extreme weather, we must redouble our efforts to build a more resilient nation. We have ramped up flood and coastal erosion policies, and we will always defend our coastline where it is sustainable and sensible to do so. Where it isn't we will support communities to adapt.

What we are announcing today will support innovative solutions to help those areas most vulnerable to coastal erosion to prepare and adapt.

The programme will run to March 2027, exploring and testing innovative opportunities. A full evaluation of the programme will help to inform future national policy direction and will add to our coastal resilience activity elsewhere, which includes a national coastal erosion risk map providing clearer data about local risks to help local planning, and the ongoing national refresh of existing Shoreline Management Plans.

This is in addition to the record £5.2 billion being invested in flood and coastal defences between 2021 and 2027, building around 2,000 new flood defences to better protect 336,000 properties from flooding and coastal erosion.

Emma Howard Boyd, Chair of the Environment Agency, said:

England's coastline has never been static. Today, 9,000 kilometres of open English coast is at risk from sea flooding, erosion and landslips, and by 2100 once-a-century sea level events are set to become annual events.

As a minimum, we need to plan for at least a metre rise of sea level rise by the end of the century. In some places the pace and scale of change may be so significant that, over a period of time, coastal authorities will need to help local communities transition away from the current shoreline over time.

This programme is about providing that local support while increasing the whole country's expertise and resilience in the face of climate and coastal change.

These two locations were chosen because they are already living with the challenges of coastal erosion and between them include 84% of the properties at risk of coastal erosion in England over the next 20 years.

Councillor Jonathan Owen, Leader of East Riding of Yorkshire Council, said:

Valuing our environment, tackling climate change, safeguarding our heritage and countryside whilst developing our infrastructure remain key priority areas for the council and on that basis, we very much welcome today's announcement.

Our coastal communities are vitally important to the East Riding and residents will be supported to prepare and plan for the long term impact of climate change, while also trialling some immediate actions that support the long-term resilience of communities near the coast.

Councillor Tim Adams, Leader of North Norfolk District Council, said:

This new initiative is going to build on our previous experiences and actions in meeting the constant challenge of coastal erosion in North Norfolk, to help us to continue to work together with our local communities and shape a positive future alongside those most at erosion risk.

We will be exploring practical actions which can be done now and in years to come, aided by this support from the CTAP programme.

Further information

- The Budget in 2020 provided £200 million to run a flood and coast innovation programme that could explore new approaches to help build resilience to the threat of flood and coastal risk.
 - In March 2021, Minister Pow announced 25 areas to receive a share of £150 million from the Flood and Coastal Resilience Innovation Programme (FCRIP) between 2021 and 2027 to explore and test innovative practical actions to address flooding in their local areas.
 - A further £8 million is trialling a new approach to strategic long-term adaptive pathways in Thames Estuary, Humber Estuary, Yorkshire and Severn Valley.
 - The Coastal Transition Accelerator Programme (CTAP) is the third major component of the overall innovation programme. Some £36m is expected to be invested to explore innovative approaches to coastal transition by the end 2026/27.
 - North Norfolk and East Riding of Yorkshire authorities have been identified as the areas to lead off the CTAP as they have proportionally the highest number of properties at risk from coastal erosion in England. Other areas will benefit from the programme in future years learning from their early experiences.
 - The government is investing a record £5.2 billion in flood and coastal schemes between 2021 and 2027. This record investment will create 2,000 flood defences, better protect 336,000 properties, drive down flood risk and help to avoid £32 billion of wider economic damages along with a range of other benefits for local communities and the environment.
 - The [government policy statement on flooding and coastal erosion](#), published on 14 July 2020, sets out the government's long-term ambition to create a nation more resilient to future flood and coastal erosion risk. The [press release](#) included information about the £200m resilience innovation programme.
 - Alongside the policy statement, the Environment Agency published its new [National Flood and Coastal Erosion Risk Management Strategy for England](#), which is also focused on improving overall resilience and provides a framework to guide the activities of those involved in flood and coastal erosion risk management.
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UK on track to reach 4,000 zero emission bus pledge with £200 million boost

- nearly 1,000 more zero-emission buses to be funded in towns and cities across the country, bringing the total funded in England to 2000 so far under this government
- a further 600 zero-emission buses have been funded in Scotland, Wales and Northern Ireland
- comes as consultation launched on ending sale of all new non-zero emission buses from 2025 to 2032
- government continues taking unprecedented action to hit net zero and level up transport across the country

Millions of people across the country will be able to make greener, cleaner journeys as almost 1,000 green buses are rolled out with the backing of nearly £200 million in government funding.

Twelve areas in England, from Greater Manchester to Portsmouth, will receive grants from the multimillion-pound package to deliver electric or hydrogen powered buses, as well as charging or fuelling infrastructure, to their region.

The funding comes from the [Zero Emission Buses Regional Area \(ZEBRA\) scheme](#), which was launched last year to allow local transport authorities to bid for funding to purchase zero emission buses.

Today's (26 March 2022) £198.3 million of funding will provide 943 buses. It builds on almost:

- £71 million announced last year to support up to 335 new zero emission buses in 5 areas
- a further £50 million funding for the UK's first All Electric Bus City, Coventry, supporting up to 300 buses
- 100 buses funded by previous funding schemes

The first orders have already been placed. Hundreds more zero emission buses have been funded in London, Scotland, Wales and Northern Ireland.

It means the government remains on track to deliver its commitment to fund a total of 4,000 zero-emission buses across the country – which the Prime Minister promised in 2020 to “drive forward the UK's progress on its net zero ambitions” and to “build and rebuild those vital connections to every part of the UK”.

Transport Secretary Grant Shapps said:

I will level up and clean up our transport network. That's why I've announced hundreds of millions of pounds to roll out zero emission buses nationwide.

Not only will this improve the experience of passengers, but it will help support our mission to fund 4,000 of these cleaner buses, reach net zero emissions by 2050 and build back greener.

Today's announcement is part of our [National Bus Strategy](#), which will introduce lower fares, helping drive down the cost of public transport even further for passengers.

The move is expected to remove over 57,000 tonnes of carbon dioxide per year from the country's air, as well as 22 tonnes of nitrogen oxides on average each year, as government continues to go further and faster to achieve net zero, clean up the transport network and build back greener.

It is also part of the government's wider £3 billion National Bus Strategy to significantly improve bus services, with new priority lanes, lower and simpler fares, more integrated ticketing and higher frequencies.

Jobs in the bus manufacturing industry – based largely in Scotland, Northern Ireland and northern England – will be supported as a result of the move. Zero-emission buses are also cheaper to run, improving the economics for bus operators.

Transport Minister Baroness Vere said:

We recognise the scale of the challenge the world faces in reaching net zero. That's why reducing emissions and creating green jobs lies at the heart of our transport agenda.

Today's multimillion-pound investment is an enormous step towards a cleaner future, helping ensure transport is fit for generations to come and allowing millions of people to get around in a way that is kinder to our environment.

The areas whose business cases were approved and will be receiving funding are:

- Norfolk
- North Yorkshire
- Portsmouth
- Blackpool
- Nottingham
- Greater Manchester
- Hertfordshire
- South Yorkshire
- Oxfordshire
- West Midlands

- York
- West Yorkshire

Martin Griffiths, Stagecoach Chief Executive, said:

We welcome today's announcement, which will complement the significant investment and initiatives by operators as we work together to transition to a zero emission bus fleet and help the country achieve its net zero ambitions.

Stagecoach has already started its journey towards our target of a fully zero emission UK bus fleet by 2035, and there is also a major opportunity to deliver cleaner air by people switching to more sustainable public transport, cycling and walking.

Britain's buses have an exciting future ahead, helping decarbonise the country, as well as driving economic recovery and levelling up our communities.

Government funding of Transport for London has supported the introduction of 300 zero emission in London. Around 600 zero emission buses have been funded in Scotland, Wales and Northern Ireland as a result of the block grant to the devolved administrations.

The government will also today launch a [public consultation seeking views on setting a specific date between 2025 and 2032 for ending the sale of new non-zero emission \(at the tailpipe\) buses](#).

This would mean that, from 2032 at the very latest, the sale of all new buses, powered either in part, or totally, by an internal combustion engine would cease to be allowed.

Any new buses sold from that date would need to be fully zero-emission at the tail pipe and the end of sales would apply across the whole of the UK.

Such a move would bolster the market for zero-emission buses, making them the default choice for operators to transition sooner.

Calls for evidence will also be launched today on ending the sale of new non-zero emission coaches and minibuses, allowing evidence to be gathered on the challenges to moving to a zero-emission fleet, and what an appropriate end of sales date might be.

[We should urgently consider updated](#)

sanctions to disrupt North Korea's unlawful weapons testing: UK at the UN Security Council

Thank you, Madam President, and I join others in thanking Under-Secretary DiCarlo for her briefing.

The UK condemns the test of an Intercontinental Ballistic Missile by North Korea on 24 March, as well as tests of new ICBM capabilities on 27 Feb and 5 March.

This year alone, 13 ballistic missiles have been launched across 10 sets of tests – each a violation of Security Council resolutions. We are deeply concerned by the increased tempo of these launches and the growing capability they represent.

Let there be no doubt, the clear threat that North Korea poses to international security is increasing.

These violations of Security Council resolutions should be met with a firm and united response from this Council.

The last time North Korea launched ICBMs in 2017, the Council responded decisively by adopting resolution 2371. We look to this Council to display the same unity and resolve to protect the safety of this and future generations, as it displayed then. And we look forward to constructive discussions on further measures proposed by the USA.

We should urgently, therefore, consider further steps that this Council can take, including updated and targeted sanctions, to disrupt North Korea's unlawful testing and illicit proliferation.

We call on all Member States to implement fully the Security Council's Resolutions, and enforce sanctions unanimously adopted, in order to limit North Korea's illicit nuclear and ballistic missile programmes.

As the North Korean government continues to pour resources into weapons programmes, the humanitarian situation in the country may be worsening.

The UK is clear that the Council's measures against these illicit weapons programmes, including sanctions, are not targeted at the North Korean people. We fully support the delivery of humanitarian support to the most vulnerable in North Korean society.

We call upon North Korea to allow UN humanitarian workers to carry out an independent needs assessment, and to allow aid to flow freely into the country.

We urge North Korea to refrain from further provocations, engage meaningfully

with the US in dialogue, and abandon all of its nuclear weapons and existing nuclear programmes in a complete, verifiable and irreversible manner.

I thank you, Madam President.

[SIA Chief Executive closes 'CelebratingHerStory' campaign](#)

News story

Michelle Russell reflects on the SIA's #CelebratingHerStory campaign, which started on International Women's Day.



Security Industry Authority

Throughout this month we have been celebrating the contribution of women in the private security industry. We have been captivated by their inspiring stories as they have reflected on their role and responsibilities within the industry.

At the SIA we believe the industry should be representative of those it seeks to protect in all its diversity including the 50% of the public who are female. The proportion of female: male licence holders has stayed pretty stable at around 10% for several years. There is more we can all do to show security is truly open to all, that there are opportunities for all and the outdated images of "manned" guards from 20 years ago no longer apply.

A diversified workforce fosters creativity and a fresh approach, the value of all, including women and the perspective and intuition they bring to this industry should not be underestimated.

My deepest gratitude to all the women who came forward and shared their inspiring stories with us this month and my very special thanks to all the women working day in, day out in the industry – you are simply the best! Thank you to everyone who read, liked, shared and commented on our blog and posts, for amplifying these voices and for #CelebratingHerStory with us. We

hope to be able to continue to shine the light on more inspiring stories from the industry in the future.

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[Landmark day for major drum disposal project](#)

A major project to dispose of more than 1,000 stainless steel drums of waste at Nuclear Waste Services' Low Level Waste Repository site from the Winfrith Magnox site, each weighing around one tonne, has successfully completed its initial rail transfer.

The project, which has been several years in the planning, is a prime example of the One NDA approach, through working in co-operation across the group, safely enabling an early, fit-for-purpose transport and disposal solution to support ongoing decommissioning activities.

The drums, which originated from the Steam Generating Heavy Water Reactor (SGHWR) at Winfrith, were placed in the Treated Radwaste Store (TRS) awaiting transfer to the Harwell Intermediate Level Waste (ILW) facility. However due to a period of radioactive decay, they have been reclassified from Intermediate Level Waste to Low Level Waste, allowing early disposal at the Repository site with significant financial savings to the UK taxpayer.

A significant achievement

Andrew Munro, Winfrith Site Director, commented:

The shipment of these drums is a significant achievement for the site and is another step closer to completing our decommissioning mission and returning the site to heathland with public access. Many thanks to all parties involved who have made this possible, a great example of a collaborative approach.

The drums will be transported by rail in cabriolet containers and will arrive at the Repository site in multiple consignments. Planning and preparation were key to the success of this project. The construction of a new haul road has been undertaken to transport the drums to their final resting place in Vault 8.

A drum posting system will be installed on the vault floor, which aids location of the drum stacks, making best use of available space. Disposal of the waste in single drums enables Nuclear Waste Services to utilise otherwise

unusable space within the vault, reducing the amount of in-fill material required to close it.

Eleven consignments, each transporting 10 cabriolet containers of 10 drums, will arrive on site by rail transfer provided by Nuclear Transport Solutions (NTS), approximately every 13 weeks, depending on the retrievals process at Winfrith.

The train leaves Magnox, Winfrith.

Five years in the making

Howard Falconer, Head of Customer Management at Nuclear Waste Services (Operations and Services), said:

Seeing the first train depart Winfrith and arrive at the Repository is an exciting moment for everyone involved in the project.

It is the result of over five years of collaborative planning and preparation by Nuclear Waste Services, Magnox Ltd, Nuclear Transport Solutions and our extensive supply chain partners involved in the delivery of this work, including Cyclife, React Engineering, PDL and Stobbarts, to mention but a few.

However the work does not stop there, and whilst the project team will take a pause to enjoy the moment, and capture learning to optimise future deliveries, the Magnox team will continue to retrieve drums, and Nuclear Waste Services will start the preparations for the first emplacements to take place later this year – there is still lots of hard work to be safely delivered.