

Thinking about starting a Community Interest Company? Find out if it's the right model for you.

News story

Watch our recent webinar to find out if the Community Interest Company model is for you. We give a brief overview of social enterprise models and the differences.



Thinking about applying to become a community interest company (CIC)? This is your chance to find out the benefits of the CIC model. Think about whether this is the right fit for your enterprise? How does the CIC company compare to other social enterprise models? The webinar covers:

- the Community Interest Company model
- what the benefits of the CIC model are
- what the difference is between a CIC and a Charity
- what the difference is between a CIC and an ordinary limited company
- a brief overview of the application process
- your main governing document, the Articles of Association

Click [here](#) to view the webinar.

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Cattle wearing smart collars will

improve sand dune habitats

Reserve managers at Saltfleetby Theddlethorpe National Nature Reserve can control where helpful herds graze, from their mobile phones.

In June 2021, a herd of 10 cattle arrived at their summer grazing grounds, with a very important job to do. They are an essential part of a project called Dynamic Dunescapes, which aims to restore 7,000 hectares of coastal sand dune in England and Wales.

To provide homes for a diversity of specialised and rare sand dune wildlife, healthy sand dunes need a mosaic of habitat types. This includes short grassland and areas of bare and open sand which are free to move. However, most sand dune habitats are currently over-stabilised and smothered with vegetation. As a result, sand dunes are one of the most threatened habitat types in Europe for biodiversity loss.

By grazing and trampling, cows help to keep overgrowing vegetation under control. They curl their tongues around the grass, pulling it up to form tussocks which are an ideal micro-habitat for a wide range of invertebrates. They also break up areas of dense vegetation, and their footfall creates areas of bare ground that dune habitats need.

Even their dung is important as it offers a vital resource for many invertebrates, including dung beetles which help recycle the nutrients into the soil.

For the first time on the reserve, a team from Natural England are using Nofence technology to help guide the cows to graze. The cattle will wear a special type of collar which contains a GPS tracker.

Guy Mason, Natural England reserve manager at Saltfleetby Theddlethorpe National Nature Reserve, can 'draw' out the boundary of a virtual fence using an app on his phone. The cattle's collars will alert the cows with a sound cue followed by a small, harmless pulse the closer they get to the virtual fence. This means they stay within carefully planned areas.

Guy Mason, Natural England reserve manager at Saltfleetby Theddlethorpe National Nature Reserve, said:

Nofence was developed with Norwegian farmers and has piqued interest in the UK in a big way.

I'm very excited about trialling this new technology. I imagine that any reserve officer would welcome the chance to plan some focused grazing, so I feel very fortunate that I get to try just that. These collars will also make it really easy for me to monitor the herd.

The cattle will graze across Saltfleetby Theddlethorpe National Nature Reserve, starting in the north of the site and working their way south. Their large grazing area will still be enclosed by physical fences. But, this technology can help easily move the herd to different sections of this space. This allows their conservation efforts to be tailored to the reserve's needs at different times during the summer.

Visitors to the reserve might spot the herd and their new high-tech neck gear and are asked to do the following:

- Look out for any signs
- Keep dogs on short leads around the livestock
- Stay on marked paths and maintain a respectful distance from these busy bovine conservationists.

Additional information

- Dynamic Dunescapes is a partnership project funded by National Lottery Heritage Fund and EU LIFE Programme.
- Natural England and Lincolnshire Wildlife Trust are leading the project's ground-breaking sand dune restoration work in Lincolnshire. Project partners are Natural England, Plantlife, Natural Resources Wales, National Trust and The Wildlife Trusts.
- Dynamic Dunescapes is a partnership project restoring sand dunes across England and Wales. This is being done for the benefit of wildlife, people and communities. It is funded by the National Lottery Heritage Fund and the EU LIFE Programme. Project partners are Natural England, Plantlife, National Trust, Natural Resources Wales, Cornwall Wildlife Trust, Lincolnshire Wildlife Trust and Cumbria Wildlife Trust.
- The coastal dunes of England and Wales are internationally important habitats for wildlife, listed as 1 of the most threatened environments in Europe for biodiversity loss. These dunes are a sanctuary to rare species like the fen orchid, natterjack toad and sand lizard. But, dune management messaging supporting dune stabilisation over many decades has meant that dunes have become overgrown with vegetation. We now realise that this is putting protected wildlife at risk.
- Healthy sand dunes need to be free to move and be dynamic. Many species need areas of open sand to thrive, so this project will bring life back to the dunes by creating areas of open sand. Other specialised creatures need us to improve the dune slacks, as these often water-filled dips behind the dunes are important habitats for amphibians and birds. Invasive species will also be removed from the dunes and dune grasslands, to improve conditions for rare native plants to flourish.

- Dynamic Dunescapes will work with skilled local and national experts. It will also involve schools, local groups, volunteers and visitors of all ages and abilities to help rejuvenate our dunes.
 - Natural England is the government's advisor on the natural environment. Established in 2006, its work is focused on enhancing England's wildlife and landscapes and maximising the benefits they bring to the public.
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[£56 million package to support light rail through recovery period](#)

Light rail operators across England will benefit from up to £56 million in government funding to help ensure they continue to run vital services as coronavirus (COVID-19) restrictions are lifted, Transport Minister Baroness Vere has announced today (16 July 2021).

The funding will run from 20 July to April 2022, and will support the following operators across the north and the Midlands:

- Manchester Metrolink
- Tyne and Wear Metro
- Sheffield Supertram
- Nottingham Express Transit
- West Midlands Metro
- Blackpool Tramway

It comes as the government invests billions of pounds to build back better from the pandemic and improve transport links across the country.

Transport Minister Baroness Vere said:

Light rail and tram services provide an essential service in our towns and cities, ensuring people can get to work, school or to see friends and family.

This £56 million funding package will allow operators to keep running these vital services as normal in those initial months, as restrictions are lifted and passengers begin to return in higher numbers.

Chief Secretary to the Treasury Steve Barclay said:

As our economy reopens, we're continuing to support people and businesses – and making sure people can get to work and use public transport easily is crucial.

Today's funding means that thousands of people across England can continue to travel on public transport when they need to, and regular services can continue as the country comes out of restrictions.

Andy Street, the Mayor of the West Midlands, said:

Our West Midlands Metro service has operated throughout the pandemic and has seen patronage return very quickly each time restrictions have been lifted. This has shown just how important our trams are to commuters and our regional economy.

It was critical, therefore, that we received this latest funding from government, and by being the longest funding package we have received so far it has given the West Midlands much-needed certainty.

The funding package announced today will be the final tranche of COVID-19 related financial support to be given to the sector.

It comes after the government has already provided around £150 million to operators to ensure services have continued to run throughout the pandemic. The current emergency funding package will end on 19 July 2021.

Last week, the government announced a [£226.5 million funding package to support bus operators](#) across England, outside of London, through the recovery period.

[Terror group The Base outlawed in the UK](#)

News story

Home Secretary proscribes extreme right-wing terrorist group, The Base.



The white supremacist group, The Base, has today become a proscribed terrorist organisation in the UK following an Order, which was [laid in Parliament on Monday](#) (12 July), coming into force.

This means that members of The Base or those who invite support for the group could be jailed for up to 14 years and/or face an unlimited fine.

The Base have now been added to the [list of proscribed organisations](#) in the UK.

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[Lifting of lockdown restrictions prompts work to activate Operation Brock](#)

Operation Brock is part of a series of measures to improve Kent's resilience in the event of disruption to services across the English Channel. To ensure safe deployment of the contraflow system, the M20 will close at 8pm on Saturday night between junctions 7 and 9, with both carriageways set to reopen by 8am on Sunday 18 July with the contraflow active. These times have been chosen to minimise disruption to road users.

This is a precautionary measure taken by the government and Kent Resilience Forum partners in anticipation of increased international travel by car drivers from Monday as a result of the lifting of restrictions.

As with previous deployments, Operation Brock will keep the M20 open in both directions by using a contraflow road layout on the M20 London-bound carriageway between junctions 8 and 9 (from Maidstone to Ashford) and directing lorries heading for mainland Europe onto the coastbound carriageway, where they can be queued if necessary.

Nicola Bell, Highways England Regional Director, said:

The lifting of the lockdown restrictions will inevitably mean more travel across to France from 19 July and, we, along with our Kent Resilience Forum partners, have taken the decision to reinstall the moveable barrier on the M20 to prepare for this. We know that some people won't welcome its return, but we need to be prepared for an increase in not only HGVs but also in passenger traffic. We feel it is the right decision to redeploy the barrier in case it is needed to keep Kent moving should levels of HGVs and cars heading to the border be high. The deployment of the barrier on the M20 will of course be kept under constant review and we will remove it as soon as we can.

The A20 Roundhill Tunnel near Folkestone will also be closed overnight from 11pm on Saturday 17 July until 5am on Sunday 18 July for an emergency safety exercise. Signed diversions will be in place.

Once the barrier is in place, the road will reopen in its new configuration, with HGVs and other freight heading for the Port of Dover or Eurotunnel using the coastbound carriageway on the M20, where it will be queued if necessary. All other traffic – including local freight and car drivers headed for the continent – should follow the signs and cross over to enter the contraflow on the M20 London bound carriageway.

Drivers should look out for signs directing them to either stay on the coastbound carriageway or to enter the contraflow. All cars and motorbikes should enter the contraflow.

Car drivers making their way to France via Eurotunnel or the Port of Dover should check France's restrictions and make sure they are border ready before they set off on their journey.

Operation Brock is part of a series of measures which crucially keeps the M20 open in both directions using a contraflow system.

When Operation Brock is in force it is a legal requirement to use the signed routes only for HGV journeys to Port of Dover and Eurotunnel.

The barrier is deployed using two specialist machines, and over 14,000 tonnes of concrete blocks will be moved into place in just a few hours, together with more than 8,000 cones.

[How Operation Brock will affect your journey.](#)

[Government advice for travellers post 19 July 2021](#)

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.