

Not Protectively Marked

Devon, Cornwall and the Isles of Scilly LRF Community Risk Register

'A PARTNERSHIP IN EMERGENCY RESPONSE'



# Devon, Cornwall & Isles Of Scilly Local Resilience Forum Community Risk Register

Produced by the Devon, Cornwall & Isles of Scilly  
Local Resilience Forum

August 2008  
Version 1.1

**DOCUMENT HISTORY**

<b>Review Date</b>	<b>Version</b>	<b>Summary of Changes</b>
December 2005	1.1	Initial drafting and amendments prior to publication in line with the commencement of the Civil Contingencies Act 2004.
August 2008	1.2	Annual review and amendments following review of all individual risk assessments Removal of risks relating to malicious threats in line with Local Risk Assessment Guidance 2007

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Exclusion Notes
<p>The main text in Section 3 of the Community Risk Register only covers non-malicious events (ie hazards) rather than threats (ie terrorist incidents). This does not mean Devon, Cornwall &amp; the Isles of Scilly Local Resilience Forum is not covering threats within its risk assessment work, but given the sensitivity of the information and the potential use by adversaries, specific details will not be made available in the public version of this register. Threat scenarios that are being considered are included in Annex 1 and include: conventional attacks using explosives, chemical/biological/radiological attacks and electronic attacks (e.g. affecting utilities and communications).</p>
<p>Consequently, the contents of Annex 1 of this Community Risk Register is subject to a RESTRICTED classification in accordance with the Government's protective marking system and is withheld from general publication under Regulation 51 of The Civil Contingencies Act 2004 (Contingency Planning) Regulations 2005.</p>
<p>Controlled copies are issued to members of the Devon, Cornwall &amp; the Isles of Scilly Local Resilience Forum area.</p>

## DISTRIBUTION

<b>Agency</b>
Category 1 Responders
Caradon District Council
Carrick District Council
Cornwall District Council
Kerrier District Council
North Cornwall District Council
Penwith District Council
Restormel Borough Council
Isles of Scilly Council
East Devon District Council
Exeter City Council
Mid Devon District Council
North Devon District Council
West Devon Borough Council
Devon County Council
Torbay Council
Plymouth City Council
Cornwall County Council
Council for the Isles of Scilly
Devon & Cornwall Constabulary
British Transport Police
Devon & Somerset Fire & Rescue Service
Cornwall County Fire Brigade
Environment Agency
Maritime & Coastguard Agency
South Western Ambulance Service Trust
Devon Primary Care Trust
Cornwall & IOS Primary Care Trust
Plymouth Primary Care Trust
Torbay Primary Care Trust
Cornwall Partnership Trust
Plymouth NHS Teaching Primary Care Trust
Royal Devon & Exeter Hospital
North Devon District Hospital
Torbay Hospital
Health Protection Agency
Royal Cornwall Hospitals NHS Trust
South Devon Healthcare Trust
Falmouth Port Health Authority
Fowey Port Health Authority
Plymouth Port Health Authority
Teignbridge Port health Authority
Category 2 Responders
South West Water & Utilities Representative
Exeter International Airport
Plymouth City Airport
Newquay Airport
Tresco Airport, Isles of Scilly
Highways Agency
Strategic Health Authority
Existing Non-Category Responders
HM Forces - 43 Wessex Brigade
Government Officer for the South West
Devon, Cornwall & Isles of Scilly Voluntary Agencies' Representative

# The Devon, Cornwall and Isles of Scilly Local Resilience Forum – Community Risk Register

## INTRODUCTION AND BACKGROUND

The Civil Contingencies Act 2004 ('The Act') places a legal duty on Category 1 responders to produce a Community Risk Register. Category 1 Responders include Police Forces (Home Office Forces, & British Transport Police), Fire and Rescue Services, Ambulance Trusts, the Maritime and Coastguard Agency, the Environment Agency, Local Authorities (Unitary, County and District authorities), National Health Service – (Primary Care Trusts & Acute Hospital Trusts), and the Health Protection Agency.

Section 2, Subsection 1, of the Act places a duty on Category 1 Responders *'from time to time to assess the risk of an emergency occurring'*, and *'from time to time assess the risk of an emergency making it necessary or expedient for the person or body to perform any of its functions'*.

Section 1, Subsection 2, clarifies that this requirement to risk assess is only necessary where the Emergency would be likely to *'seriously'* obstruct the person or body or where it is considered necessary or desirable to take action to prevent, reduce, control or mitigate the Emergency and its effects.

The Civil Contingencies Act 2004 (Contingency Planning) Regulations 2005, Part 3, provides more detailed legal requirements in relation to Risk Assessment. They include the limitation that the requirement only extends to an emergency which affects or may affect that LRF area. In addition, the Regulations place a legal requirement on Category 1 Responders to co-operate with each other in maintaining a Community Risk Register.

The purpose of the CRR is to assess the strategic risks within a local resilience area in order to inform the Local Resilience Forum (LRF) in the preparation, validation and exercising of contingency plans. It aids the identification of gaps in capability, and informs the planning process in respect of the scale of response that may be required. This process allows the LRF to focus multi-agency work on a rational basis of priority and need.

It is accepted that the CRR does not cover all eventualities and this is reflected in Cabinet Office guidance. There is no requirement to assess every risk, particularly those with a very low likelihood of occurring and risks should not be assessed on a neighbourhood by neighbourhood basis. The threshold for the CRR is events or incidents which will potentially impact on one or more Category 1 Responder across the LRF. Risks which are routine core business for the Category 1 Responders are therefore not included in the CRR.

The CRR is a holistic risk assessment process, and is separate to that required by other legislation such as the Control of Major Accident Hazards Regulations and the Radiation (Emergency Preparedness and Public Information) Regulations 2001.

The compilation and maintenance of the CRR itself is delegated to the Business Management Group (BMG). It is chaired by the Devon & Cornwall Constabulary and comprises the chairs of all LRF Sub Groups.

## **H.M. GOVERNMENT GUIDANCE**

H.M. Government has published guidance on Part 1 of the Civil Contingencies Act entitled 'Emergency Preparedness'. Chapter 4 of this Guidance explains the Risk Assessment duty on local responders.

This guidance states that the risk assessment process is the first step in the emergency planning process in order to identify the risks applicable to their area and then plan according to the priorities identified. The process is divided into six stages; these are:

- Step 1: Contextualisation
- Step 2: Hazard review and allocation for assessment
- Step 3: Risk analysis
- Step 4: Risk evaluation
- Step 5: Risk treatment
- Step 6: Monitoring and Review

## **CONTEXTUALISATION**

The CRR is a document owned and used by the Devon, Cornwall and Isles of Scilly LRF. Therefore, it is a local document which places the risks in their context locally. To assist, the local authorities within the LRF area have produced a contextualisation summary of their areas, which are included in the CRR.

## **HAZARD REVIEW AND ALLOCATION FOR ASSESSMENT**

Category 1 Responders provisionally identify and describe hazards which might give rise to an emergency in that LRF drawing on the centrally provided Local Risk Assessment Guidance. In addition, Category 2 Responders support this process with advice and expertise.

The BMG provisionally allocate hazards and threats to a Lead Assessor agency. Lead Assessors are responsible for producing risk assessments in consultation with Category 2 Responders and other interested parties.

## **RISK ANALYSIS**

The Lead Assessor will consider the likelihood of the hazard or threat occurring within the next FIVE years, taking into account the scale and outcome description.

A generic framework, provided in the Government Guidance, is used as the basis for assessing the potential impact of the hazard or threat. The likelihood and impact assessment is captured in an individual risk assessment form, which forms part of the CRR. These individual assessments are allocated to a Lead Assessor for ownership purposes, but are developed through research and consultation.

Every agency has the responsibility to constantly review the CRR, and any factors which may change the Individual Risk Assessment. If any person or organisation becomes aware of any

information affecting an Individual Risk Assessment, they must inform the Lead Assessor. The Lead Assessor will review and if necessary update the Individual Risk Assessment.

It is accepted the scale and outcome descriptions of the risk assessments are based on subjective professional judgement of the possible result of a major incident of that type occurring.

Individual risk assessments in respect of all malicious threats from terrorist related activity, are assessed at a national level by Central Government. Sufficient information is not available at a local level to allow meaningful, equivalent assessments to be undertaken at a local level.

## **RISK EVALUATION**

Once the individual risk assessments have been completed and validated by the BMG, the information is consolidated in the Risk Assessment Framework. Sensitive information is excluded from the Framework.

In addition, each risk is plotted on a Risk Matrix to visually portray the risk rating, which is defined in the Government Guidance.

## **RISK TREATMENT**

The CRR is not an end in itself, but serves as a means for ensuring a commonly agreed starting point for Responders in their approach to Integrated Emergency Management. The LRF will evaluate and prioritise risk reduction measures according to the size of the risk and gaps in the capability required to respond to this risk.

A Risk Treatment Plan is agreed by the LRF membership. Within this LRF, details are contained within the Risk Priority and Action Table. This is a key document for the LRF and should form a standing agenda item at each BMG meeting. It is for the LRF to review and ratify the Risk Priority and Action Table, and to determine the workstreams, actions, and timescales in respect of the CRR in order to improve capability and resilience. These are allocated to an individual, agency or working group to be carried forward and completed.

## **MONITORING AND REVIEW**

The Guidance states risk should be reviewed regularly, and monitored continuously. Where information suggests a potential change, this will be incorporated into a revised Risk Assessment. A formal review of all the Risks takes place annually.

## **PUBLICATION**

There is a legal requirement to publish the CRR, although this does not extend to Individual Risk Assessments or other sensitive documents. In order to comply with our legal requirement the CRR is published on the LRF website.

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## DEVON, CORNWALL & ISLES OF SCILLY LRF LOCAL RISK ASSESSMENT FRAMEWORK 2008

(Includes Hazard and Threat Categories contained in Cabinet Office 2007 Local Risk Assessment)

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>Industrial Accidents And Environmental Pollution</b>												
IA001 (H1)	Fire or Explosion at Gas Terminal, LPG, LNG, and other gas onshore feedstock pipeline and other flammable gas storage sites	Calor Gas Ltd, Lee Mill, IVYBRIDGE, Devon.	Significant damage up to 3 km from the terminal causing up to 50 fatalities and 250 hospitalisations.	Top Tier COMAH Site	DCC	1	4	3	2	3	3	M
IA002	Fire or explosion at Gas Terminal, LPG, LNG, and other gas onshore feedstock pipeline and other flammable gas storage sites.	LRF Area-wide	20 fatalities and 100 hospitalisations	Non Top Tier COMAH Sites and other industrial premises	DCC	2	3	3	2	2	2	L
IA003a (H4)	Fire or explosion at fuel distribution site and tank storage of flammable or toxic Liquids	ChevronTexaco, Cattedown, PLYMOUTH	Fire on site causing serious injury and possible hospitalisation of people.	Top Tier COMAH Site	PCC	1	3	4	4	3	3	M
IA003b (H4)	Fire or Explosion causing pollution at fuel distribution site and tank storage of flammable liquids	ChevronTexaco, Cattedown, PLYMOUTH	Fuel Product into Water Courses and Culverts	Top Tier COMAH Site	PCC	2	1	2	4	3	2	L
IA004 (H4)	Fire or Explosion at Fuel Distribution Site	Thanckes Tanks TORPOINT, Cornwall	Fire and Explosion involving Fuel Storage Site.	Top Tier MACR Site	CCC	1	4	3	2	4	3	M
IA006 (H5)	Fire or explosion at an onshore fuel	LRF Area-wide	Fire or Explosion leading to airborne pollution	Main pipe line between Falmouth	CCC	1	4	3	1	3	2	L

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							Health	Social	Econ	Env	CON	
	pipeline		hazard	and Newquay.								
IA007 (H7)	Explosion at a high pressure natural gas pipeline	LRF Area-wide	Some fatalities and hospitalisations, plus potential significant environmental pollution. Local to site causing up to 200 fatalities and hospitalising up to 200 people.	Pipeline extends through LRF, mainly through Devon.	DCC	2	4	2	2	2	2	L
IA008 (H9)	Toxic chemical release	LRF Area-wide	50 fatalities and 250 hospitalisations. Plus potential significant environmental pollution.	Potential for Major Incident at various locations across LRF.	PCC	1	4	3	4	4	4	M
IA009 (H10)	Radioactive substance release from a nuclear reactor incident	Devonport Royal Dockyard & H.M.Naval Base	10 immediate fatalities and 250 hospitalisations. Plus potential significant radioactive pollution.		PCC	1	5	5	5	5	5	M
IA010 (H10)	Radioactive substance release from a nuclear reactor incident	LRF Area-wide	10 immediate fatalities and 250 hospitalisations; significant radioactive pollution up to 4 km from site causing up to 150 Fatalities and up to 1,500 Casualties.		DCC	1	5	5	5	5	5	M
IA011 (H11 + 11(a))	Accidental or unplanned importation or release of radioactive material from incorrectly handled or disposed of sources	LRF Area-wide	Release of unknown radioactive material. Scale dependent on isotope, strength and physical condition. Up to 5 Fatalities and 100 contaminated people requiring medical monitoring.	Many worried people may present at hospitals. Radiation may be spread over several kilometres but most concentrated where source is opened.	DFRS	1	1	3	3	5	3	M
IA012 (H12)	Biological substance release from control	LRF Area-wide	10 immediate fatalities and 250 hospitalisations.		HPA	2	4	3	2	1	2	L

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							Health	Social	Econ	Env	CON	
	measure failure (e.g. pathogen release from containment laboratory)		Plus potential significant radioactive pollution.									
IA013 /14 /15 (H14)	Widespread contamination of the food supply chain arising from industrial accident (chemical, microbiological, nuclear) affecting food production areas. Chernobyl, Sea Empress oil spill, Foot & Mouth Disease	LRF Area-wide	Food production/marketing implications depending on scale and area affected e.g. major shellfisheries, dairy livestock production areas. Potential direct animal and consumer health effects including possible fatalities and casualties. Consumer confidence affected leading to lost markets or panic buying. No immediate Fatalities or Casualties.	Assessed at a National Level. There are perceived to be no Regional Variations.	HPA	4	0	2	1	2	1	L
IA016 (H15)	Maritime Pollution	LRF Area-Wide And Western Approaches	Spillage of 100,000 Tonnes of Oil Covering 50 to 100 Miles of Coastline.		MCA	3	3	3	4	4	3	H
IA017 (HL4)	Major Pollution of Controlled Waters	LRF Area-wide	Pollution incident impacting upon controlled waters (for example chemical spillage or release of untreated sewage) leading to persistent and/or extensive effects on water quality, major damage to aquatic ecosystems, closure of potable abstraction point(s) (over		EA	4	3	2	3	4	3	H

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							Health	Social	Econ	Env	CON	
			1,000 people without water for more than 1 day), major impact on local amenity (i.e. tourism) value, serious impact on human health.									
IA018 (HL5)	Major Land Contamination Incident	LRF Area-wide	Pollution incident (for example chemical spillage) leading to persistent and/or extensive effect on land quality, major damage to terrestrial ecosystems, property, amenity (i.e. tourism) value and major damage to agriculture/commerce, serious impact on human health. (LRAG)	Does not cover malicious acts	TC	5	2	2	4	4	3	H
IA022	Major Air Quality Incident	LRF Area-wide	Pollution incident (for example uncontrolled emission from an industrial facility) leading to persistent and/or extensive effects on air quality, major damage to local ecosystems, major effect on local amenity and serious impact on human health.									
IA023 (HL7)	Industrial Explosions and Major Fires	LRF Area-wide	10 serious casualties and 100 casualties	There have been a number of serious fire in industrial/retail premises, such as	CCFB	3	3	2	3	2	2	M

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							Health	Social	Econ	Env	CON	
				Paignton, Trago Mills								
IA024a (H4)	Fire or Explosion at Fuel Distribution Site	Conoco Philips, Cattedown, PLYMOUTH.	Fire on site causing serious injury and possible hospitalisation of personnel	Top Tier COMAH Site	PCC	<b>1</b>	3	4	4	3	<b>3</b>	<b>M</b>
IA024b (H4)	Fire or Explosion at Fuel Distribution Site	Conoco Philips, Cattedown, PLYMOUTH.	Leakage of fuel product into water courses and culverts	Top Tier COMAH Site	PCC	<b>3</b>	1	2	4	3	<b>2</b>	<b>M</b>
IA025(a)	Fire or Explosion at Underground Munitions Storage and Explosive Processing Areas.	Defence Storage and Distribution Agency, Ernesettle, PLYMOUTH	Explosion causing blast damage and scattering of debris over a wide area. Possible fatalities, serious injury and damage to property.	Top Tier MACR Site	PCC	<b>1</b>	3	3	3	2	<b>2</b>	<b>L</b>
IA025(b)	Fire or Explosion at Underground Munitions Storage and Explosive Processing Areas.	Defence Storage and Distribution, Ernesettle, PLYMOUTH	Run off from explosives into the River Tamar and/or toxic smoke plume affecting properties and persons with the PIZ	Top Tier MACR Site	PCC	<b>1</b>	3	1	3	2	<b>2</b>	<b>L</b>

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							Health	Social	Econ	Env	CON	
<b>Transport Incidents</b>												
TI001 (HL34)	Major Fire on board a large Passenger Carrying Ship or Ferry.	LRF Area-wide and in Western Approaches	Major passenger ship fire offshore, requiring the evacuation of 2,000 – 2,500 passengers and offshore fire-fighting response.	Particular locations 'at risk' due to the frequency of visits by vessels applicable to this category include Torbay, Plymouth, Fowey, Falmouth and Isles of Scilly.	MCA	2	4	1	1	2	2	L
TI002 (HL34)	Rapid sinking or capsize of a passenger ship or ferry	LRF Area-wide, and in Western Approaches	2,000 to 2,500 casualties, including fatalities, major offshore fire-fighting deployment.		MCA	2	4	1	1	2	2	L
TI003 (HL8)	Rapid accidental sinking of a passenger vessel on inland waterways	LRF Area-wide, and in Western Approaches	Foundering of vessel or number of leisure craft, involving 20 or more fatalities / individuals rescued	Exeter Canal or other Estuary	DCC	4	2	1	1	2	1	L
TI004 (H16)	Aviation Accident over a Semi Urban area.	LRF Area-wide	250 Fatalities and up to 50 Fatalities on the ground.		D & CC	3	3	3	3	2	2	M
TI005 (HL9)	Aviation Accident	Exeter International Airport, Clyst Honiton, EXETER, Devon	50 fatalities and 250 hospitalisations.		DCC	2	4	3	3	2	3	M
TI006 (HL9)	Aviation Accident	Plymouth City Airport, Roborough, PLYMOUTH, Devon.	50 fatalities and 250 hospitalisations.	Up to 2 km radius from terminal.	PCC	2	4	2	3	2	2	L

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							Health	Social	Econ	Env	CON	
TI007 (HL9)	Aviation Accident	Newquay Airport, St. Mawgan, NEWQUAY, Cornwall.	A large passenger-carrying aircraft crash on or near the airfield would give rise to the potential for hundreds of dead and injured.		CCC	1	4	4	3	3	3	M
TI008 (HL9)	Aviation Accident	Penzance Heliport, The Green, PENZANCE, Cornwall.	A passenger carrying helicopter crash at the heliport may give rise to a potential for tens of fatalities and others injured.		CCC	2	3	2	2	3	2	L
TI009 (HL9)	Aviation Accident	St, Mary's Airport, ISLES OF SCILLY	Air crash resulting in 20 fatalities or 20 hospitalisations		IoSC	2	4	3	4	3	3	M
TI010 (HL9)	Aviation Accident	Tresco Airport, ISLES OF SCILLY	20 fatalities or 20 hospitalisations		IoSC	2	4	3	4	3	3	M
TI011 (HL10)	Local accident on motorways and major trunk roads	Saltash Tunnel, SALTASH, Cornwall	20 fatalities or 20 hospitalisations	The normal road traffic risks exist in the tunnel but are amplified by the confining structure. In geographical scale the area is limited to the tunnel footprint; numbers of persons involved is entirely dependent on what vehicles are involved in any incident.	CCC	2	4	2	2	2	2	L
TI012	Local accident on	LRF Area-Wide	A serious road collision		D & CC	2	3	2	2	2	2	L

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							Health	Social	Econ	Env	CON	
(HL10)	motorways and major trunk roads		involving five or more vehicles, which may result in up to 5 deaths, 20 serious casualties, and closure of a main arterial road for at least 24 hours.									
TI013 (HL11)	Railway Accident	LRF Area-Wide	Up to 30 fatalities and up to 100 casualties [fractures, internal injuries – burns less likely]. Possible loss of freight. Major disruption to rail line including possible closure of rail tunnel		BTP	1	4	3	2	2	2	L
TI014 (HL12)	Local accident involving transportation of hazardous chemicals	LRF Area-wide	Transportation accident with release of unknown hazardous substance, which has the potential for physical and environmental harm.		DFRS	2	4	3	3	4	3	M
TI015 (HL13)	Maritime accident or deliberate blockade resulting in blockage of access to key port, estuary, maritime route for more than 1 month	LRF Area-Wide	Damage to Port Facility caused by collision, fire, sinking weather or other factor.		MCA	1	3	3	4	3	3	M
TI016 (HL14)	Local accident involving transport of fuel/explosives	LRF Area-wide	Accident involving fuel or explosive, both with the potential of detonation and the resulting blast and burn devastation that would follow		DFRS	2	4	3	3	3	3	M
TI017	Collision between	LRF Area-wide	2,000 + casualties,		MCA	1	4	1	1	3	2	L

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							Health	Social	Econ	Env	CON	
(HL34)	Passenger and Cargo ship.	and in Western Approaches	including fatalities and major fire fighting and salvage requirement.									
TI018 (HL9)	Passenger Aircraft ditching at Sea	LRF Area-Wide and in Western Approaches.	Up to 500 Fatalities.		MCA	2	1	4	1	1	1	L
TI019 (HL10)	Local Accident on Major Trunk Road.	Tamar Road Bridge	Few killed and injured to a commensurate number.		PCC	1	3	3	2	2	2	L
TI020 (H42)	Rapid Sinking or Major Fire on a Passenger vessel carrying up to 600 passengers	LRF Coastal area and Western Approaches	Floundering, Fire or Accident involving the death of 20 or rescue of more than 50 persons.	Smaller scale event than TI001	IoSC	4	4	3	4	3	3	H

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							Health	Social	Econ	Env	CON	
<b>Severe Weather</b>												
SW001 (H17)	Storms and Gales	LRF Area-wide	Storm force winds affecting most of the country for at least 6 hours. Most inland, lowland areas experience mean speeds in excess of 55mph with gusts in excess of 85mph.	Consequent damage to infrastructure (e.g. telecommunication, power, transport)	TC	2	3	2	4	3	3	M
SW002 (H18)	Low Temperatures & Heavy Snow	LRF Area-wide	Snow falling and lying over most of the area for at least one week		TC	4	3	3	3	1	2	M
SW004 (H48)	Heat Wave	LRF Area-Wide	Daily maximum temperatures in excess of 32°C and minimum temperatures in excess of 15°C over most of the UK for at least 5 consecutive days and nights		TC	2	3	2	1	2	2	L
SW005 (H19)	Flooding: Major coastal/tidal	LRF Area-wide	Affecting 100 properties for 1 to 7 days.	Affecting the North Coast or South Coast or both. Locations at risk include:- Wadebridge, Bude, Bideford, Barnstaple Ilfracombe, Seaton, Sidmouth, Teignmouth, Newton Abbot, Dartmouth	EA	3	4	5	4	3	4	VH
SW006 (H21)	Flooding: Major fluvial	LRF Area-wide	Major fluvial flooding affecting at least one	Locations at particular risk	EA	4	4	5	4	4	4	VH

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							Health	Social	Econ	Env	CON	
			major river catchment. Affecting over 100 properties for 1 to 7 days.	include Bideford (Kenwith Dam), Exeter, Tiverton, Kingsteignton, Newton Abbot, Sidmouth, Totnes, Par/St Blazey and Plympton.								
SW007 (HL20)	Localised fluvial flooding (flash flooding)	LRF Area-wide	Heavy localised rainfall in steep valley catchments leading to flash flooding. Likely that no flood defences in place. Flooding more than 15 properties.		EA	4	4	5	4	3	4	VH
SW008 (H50)	Drought	LRF Area-wide	Lack of sustained rainfall causing widespread drought. Affecting 5,000 people and 50 Sq. Km area.		EA	4	2	2	2	3	2	M
SW009 (HL33)	Forest/Heath or Gorse Fire	LRF Area-wide	Major forest/heath or gorse fire within the LRF area which causes up to 20 fatalities and 150 hospitalisations.		CCFB	2	4	4	4	5	4	H
SW010	Localised Flooding (Other Sources)	LRF Area-wide	Other sources of flooding leading to significant risk to life and health, homelessness and severe impact to business and/or critical infrastructure. *(Not including direct fluvial and still water tidal flood sources)	New Risk (2008)	EA	5	2	3	2	2	2	M

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							Health	Socia l	Econ	Env	CON	
<b>STRUCTURAL HAZARDS</b>												
SH001 (H21)	Land Movement (Tremors and Landslides)	LRF Area-wide	Up to 5 fatalities depending on the size and location of land movement. Roads and access routes impassable for a time.	Emergency access into/out of large populated areas difficult or impassable; severe congestion over wide geographical area. Potential for a number of persons to be trapped or missing.	PCC	3	3	2	2	2	2	M
SH002 (HL22)	Building Collapse	LRF Area-wide	Incident involving the collapse of one or more buildings with the potential for multiple deaths and injuries.	This may be caused by a number of incidents from a significant fire, accidental explosion or act of terrorism.	DFRS	4	3	3	3	2	2	M
SH003 (HL23)	<u>Bridge Collapse</u>	LRF Area-wide	Incident involving a bridge collapse with the potential for multiple deaths and injuries	Focused on major bridges across watercourses and other viaducts.	DFRS	2	3	3	4	2	3	M
SH004 (H44)	Major reservoir dam failure caused by internal erosion or overtopping.	LRF Area-wide	10 fatalities and 150 hospitalisations. Reservoir breach or overtopping due to severe weather, internal erosion or structural failure.	The flood event will be far more dynamic than conventional fluvial flooding. There could be no prior warning.	EA	1	5	5	5	4	5	M

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>Human Health</b>												
HH001 (H22)	Influenza-type Disease (Epidemic)	LRF Area-Wide	Weekly GP consultations for new episodes of flu-like illness likely to exceed 400 per 100,000 of population at the peak (compared with a peak of around 200 per 100,000 population per week in an average year).		HPA	4	5	3	4	1	3	H
HH002 (H23)	Influenza-Type Disease (Pandemic)	LRF Area-Wide	25% of population ill, 1500 excess deaths, possibly more, 20% of these deaths in people aged < 65 years	Pandemic likely to occur in two waves, about 3 – 9 months apart. Each likely to last 12 weeks.	HPA	4	5	4	4	2	4	VH
HH003 (H24)	SARS Type Disease	LRF Area-Wide	Based on US figures, outbreak will cause 250 – 2000 casualties		HPA	2	3	3	2	1	2	L
HH004 (HL24)	Large outbreak (Communicable disease)	LRF Area-Wide	Localised outbreak of disease which could cause up to 10 fatalities and up to 50 casualties with no variation in likelihood between localities	Outbreaks of Communicable diseases such as Salmonella, Ecoli 0157, Meningococcal illness or Legionnaires disease	HPA	4	4	4	3	1	3	H
HH005	Water-borne Infections (eg Cryptospyridium)	LRF Area-Wide	Up to 1-2,000 cases with symptoms, perhaps 500 attending health services. A proportion of the latter, perhaps 5% (c.25), would		HPA	3	3	2	1	0	1	L

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
			require hospital care.									
<b>Animal Health</b>												
AH001 (H25)	Non-zoonotic notifiable animal diseases (e.g. Foot and Mouth, Classical Swine fever, Blue Tongue, Newcastle Disease)	LRF Area-wide	Significant outbreak of disease affecting more than 3 separate locations	Slaughter of up to 2 million affected and exposed livestock, plus the possibility of a significant number of animals culled for welfare reasons.	DCC	3	1	3	3	3	2	<b>M</b>
AH002 (H26)	Zoonotic notifiable animal diseases (e.g. Highly Pathogenic Avian Influenza (HPAI) rabies, West Nile Virus)	LRF Area-wide	Culling of up to 30 million poultry (HPAI) or euthanasia of up to 20 companion animals (plus possibility of wildlife being affected (Rabies)). For West Nile Virus spread by viable vectors in the UK the slaughter of 20-1000 horses is a possibility.		HPA	3	2	4	4	3	3	<b>H</b>

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>Plant Disease</b>												
PD001	Potato Brown Rot	LRF Area – wide	Outbreak of disease affecting more than 3 separate locations		IoSC	2	1	3	3	3	2	L
PD002	Potato Ring Rot	LRF – Area wide	Outbreak of disease affecting more than 3 separate locations		IoSC	3	1	3	4	3	2	M
PD003	Quarantine Pest	LRF Area-wide	Infestation of pest affecting more than 3 separate locations		IoSC	2	1	3	3	3	2	L
PD004	Fungi	LRF – Area wide	Spread of fungi affecting more than 3 separate locations		IoSC	1	1	3	2	3	2	L

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>Public Protest</b>												
PP001	Major Incident at Mass Gathering e.g. Illegal rave, regatta, concert, airshow, other public event involving large crowds of people.	LRF area-wide	Over 5,000 people involved. 1-10 fatalities, 100+ casualties and hospitalisations.	Revised Risk	D&CC	3	3	3	3	2	2	<b>M</b>
PP002 (H29)	Targeted disruptive protest, e.g. fuel protest	LRF Area-Wide	Over 5,000 people involved, either at one location or several locations, requiring the deployment of at least 5 Police Support Units and the opening of Gold Control.		D & CC	4	3	3	4	3	3	<b>H</b>
PP003	Large Scale Unauthorised Mass Gathering	LRF area-wide	Large-scale unauthorised mass gathering at one or more locations causing disruption to the local community and environment over a period of several days.	New Risk (2008)	TC	4	2	3	3	2	2	<b>M</b>
PP004	Incident at a Major Sporting Event e.g. Fire, Public Order	LRF area-wide	Incident at Sports Ground or stadia involving large-scale disorder or 1-10 fatalities 100 plus casualties.	New Risk (2008)	D&CC	3	3	3	3	2	2	<b>M</b>

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>Industrial Disputes</b>												
ID001 (H30)	Emergency Services. Loss of emergency fire cover due to industrial action	LRF Area-Wide	Industrial Action by one or more of the Emergency Services resulting in significant loss of core business response.		D & CC	3	3	3	3	2	2	M
ID002 (H31)	Industrial action by contract drivers for fuel	LRF Area-Wide	Industrial Action which disrupts the supply of Fuel to retail outlets.		D & CC	4	3	5	4	2	3	H
ID004 (H33)	Prison Officer Strike	Exeter, Channings Wood, & Dartmoor	Prison Officers strike action, for up to 48 hours in 80% of prisons.		D & CC	2	2	4	2	1	2	L
ID006 (H35)	Industrial action by key rail or underground workers	LRF Area-Wide	Industrial Action resulting in closure of rail transport for more than one week.		D & CC	2	1	3	2	1	1	L

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>Industrial Technical Failure</b>												
IT001 (H38)	Technical failure of upstream (offshore) oil/gas network leading to a disruption in upstream oil and gas production.	LRF Area-wide	Technical failure leading to a catastrophic accident destroying all or parts of on offshore facility and taking six months to restore normal levels of service.	Although the LRF does not have any offshore facilities of this kind, the assessment is based on the assumption that any such event will have national repercussions.	D & CC	3	3	4	4	1	3	H
IT002 (H39)	Accidental failure at water treatment works.	LRF Area-wide	Between 10 – 50,000 people could be without piped water for up to 3 days.		DCC	4	2	4	4	3	3	H
IT003 (H40)	No-notice failure of a public telephony provider & Telecommunications Infrastructure.	LRF Area-wide	Loss of service to up to 100,000 people for up to 5 hours.		PCC	3	3	1	3	1	2	M
IT005 (H43)	Telecommunications Infrastructure – Human Error	LRF Area-wide	Loss of telecommunications across a UK Region for up to 5 days.		D & CC	3	2	3	3	1	2	M

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- SPECIFIC/GENERAL VARIATIONS FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>Malicious Threats – Non-Infrastructure / Infrastructure</b>												
<p>All malicious threats from terrorist related activity are assessed at a national level. Sufficient information is not available at a local level to allow meaningful, equivalent assessments to be undertaken at a local level.</p> <p>The following generic threat statement applies [<i>Cabinet Office 2007 Local Risk Assessment Guidance</i>]:</p> <p>13. Within the National Risk Assessment the malicious threats with the greatest plausibility are those involving a conventional attack using a vehicle borne, person borne or hand delivered explosive device against a relatively accessible target. The most plausible malicious threats include a conventional explosive attack against:</p> <ul style="list-style-type: none"> <li>i) a crowded urban area;</li> <li>ii) an airport (within the public access area before security screening);</li> <li>iii) a government main building or a significant financial district (this applies mainly to London);</li> <li>iv) a train/tube or major railway/underground station.</li> </ul> <p>14. Electronic attacks against infrastructure or essential services related systems are also plausible.</p>												

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
<b>DELETED RISKS</b>												
IA005 (H4)	Fire or Explosion at Fuel Distribution Site	Babcock Facilities, FALMOUTH, Cornwall	Fire and Explosion involving Fuel Storage Site.	Deleted	CCC	<b>Babcock Facility now closed</b>						
IA019	Major Land Contamination Incident (Chemical)	LRF Area-wide	Wide area contamination of land by chemical material with a significant pollutant affecting human, animal or environmental health.	Deleted	TC	<b>Aligned with Lrag [HL5] under IA018</b>						
IA020	Major Land Contamination Incident (Biological)	LRF Area-wide	Wide area contamination of land by biological material with a significant pollutant linkage affecting human, animal or environmental health.	Deleted	TC							
IA021	Major Land Contamination Incident (Radiological)	LRF Area-wide	Wide area contamination of land by radiological material with a significant pollutant linkage affecting human, animal or environmental health.	Deleted	TC							
IT004 (H41)	Technical failure of electricity network.	LRF Area-wide	Total shutdown of the electricity supply over whole of the U.K. Mainland occurring during working hours and lasting for 24 hours.	Deleted	CCC							<b>Assessed at a national level [H41]</b>
SW003	Heavy Snow	.RF Area-wide	Settling snow affecting ie whole or parts of the LRF area.	Deleted	TC	<b>Merged with SW002 – aligned to Lrag</b>						
ID003 (H32)	Industrial action affecting the	LRF Area-Wide	Industrial Action which disrupts the supply of	Deleted	D & CC	<b>Aligned to Lrag</b>						

Not Protectively Marked

HAZARD /THREAT No	HAZARD/THREAT CATEGORIES AND SUB CATEGORIES	LOCATION	SCALE AND OUTCOME DESCRIPTION	- VARIATIONS - FURTHER INFO	LEAD ASSESSOR	LIKELIHOOD	IMPACT					RISK RATING
							Health	Social	Econ	Env	CON	
	dominant distributor of cash		Cash to retail outlets.									
ID005	Port Blockade	LRF Area-Wide	Blockade by a Protest Group or Damage to Port Facility caused by collision, fire, sinking or weather resulting in closure of the Port Facilities for more than one week.	Deleted	D & CC		<b>Covered under TI015 and aligned to LRA (HL13)</b>					
PP001 (H28)	Large scale public protest	LRF Area-wide	Over 5,000 people involved, either at one location or several locations, requiring the deployment of at least 5 Police Support Units and the opening of Gold Control.	Deleted	D & CC		<b>Revised under new risk PP001</b>					
IT004 (H41)	Technical failure of electricity network.	LRF Area-wide	Total shutdown of the electricity supply over whole of the U.K. Mainland occurring during working hours and lasting for 24 hours.	Deleted	CCC		<b>Assessed at a national level [H41]</b>					

**DEVON, CORNWALL & ISLES OF SCILLY LRF RISK RATING MATRIX**

<b>CATASTROPHIC (5)</b>	IA009 SH004 IA010				
<b>SIGNIFICANT (4)</b>	IA008	SW009	SW005	SW006 SW007 HH002	
<b>MODERATE (3)</b>	IA003(a) TI007 TI015 IA001 IA011 IA024(a) IA004	TI005 TI009 TI010 TI014 TI016 SH003 SW001	IT001 IA016 IA022 AH002	HH001 HH004 TI020 IA017 IT002 ID002 PP002	IA018
<b>MINOR (2)</b>	IA006 TI017 TI019 PD004 IA025(a) IA025(b) TI013	IA002 IA003(b) ID004 IA007 TI001 TI002 TI006 TI008 TI011 TI012 HH003 PD001 PD003 IA014 SW004 IA012	SH001 IA023 IA024(b) TI004 PD002 IT003 IT005 AH001 ID001 PP001 PP004	SH002 SW008 SW002 PP003	SW010
<b>INSIGNIFICANT (1)</b>		ID006 TI018	IT001 HH005	IA016 TI003 IA013/14/15	
<b>IMPACT é LIKELIHOOD è</b>	<b>NEGLIGIBLE (1)</b>	<b>RARE (2)</b>	<b>UNLIKELY (3)</b>	<b>POSSIBLE (4)</b>	<b>PROBABLE (5)</b>

## Explanation of Categories of Impact

Category	Explanation
Health	Encompassing direct health impacts (numbers of people affected, fatalities, human illness or injury, health damage) and indirect health impacts that arise because of strain on the health service.
Social	Encompassing the social consequences of an event, including availability of social welfare provision; disruption of facilities for transport; damage to property; disruption of a supply of money, food, water, energy or fuel; disruption of an electronic or other system of communication; homelessness, evacuation and avoidance behaviour; and public disorder due to anger, fear and/or lack of trust in the authorities.
Economic	Encompassing the net economic cost, including both direct (e.g. loss of goods, buildings infrastructure) and indirect (e.g. loss of business, increased demand for public services) costs.
Environment	Encompassing contamination or pollution of land, water or air with harmful biological/chemical/radioactive matter or oil, flooding, or disruption or destruction of plant or animal life.

## Impact Scoring Scale – Qualitative Measures

Level	Descriptor	Categories of impact	Description of impact
1.	INSIGNIFICANT	Health	<ul style="list-style-type: none"> <li>• Insignificant number of injuries or impact on health.</li> </ul>
		Social	<ul style="list-style-type: none"> <li>• Insignificant number of persons displaced and insignificant personal support required.</li> <li>• Insignificant disruption to community services, including transport services and infrastructure.</li> </ul>
		Economic	<ul style="list-style-type: none"> <li>• Insignificant impact on local economy</li> </ul>
		Environment	<ul style="list-style-type: none"> <li>• Insignificant impact on environment</li> </ul>
2	MINOR	Health	<ul style="list-style-type: none"> <li>• Small number of people affected, no fatalities, and small number of minor injuries with first aid treatment.</li> </ul>
		Social	<ul style="list-style-type: none"> <li>• Minor damage to properties.</li> <li>• Minor displacement of people for less than 24 hours and minor personal support required.</li> <li>• Minor localised disruption to community services or infrastructure for less than 24 hours.</li> </ul>
		Economic	<ul style="list-style-type: none"> <li>• Negligible impact on local economy and cost easily absorbed.</li> </ul>
		Environment	<ul style="list-style-type: none"> <li>• Minor impact on environment with no lasting effects.</li> </ul>
3	MODERATE	Health	<ul style="list-style-type: none"> <li>• Sufficient number of fatalities with some casualties requiring hospitalisation and medical treatment and activation of MAJAX, the automated intelligent alert notification system procedures in one or more hospitals.</li> </ul>
		Social	<ul style="list-style-type: none"> <li>• Damage that is confined to a specific location, or to a number of locations but requires additional resources.</li> <li>• Localised displacement of more than 100 people for 1 to 3 days.</li> <li>• Localised disruption to infrastructure and community services.</li> </ul>
		Economic	<ul style="list-style-type: none"> <li>• Limited impact on local economy with some short term loss of production with possible additional clean up costs.</li> </ul>
		Environment	<ul style="list-style-type: none"> <li>• Limited impact on environment with short term or long term effects.</li> </ul>

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4	SIGNIFICANT	Health	<ul style="list-style-type: none"> <li>Significant number of people in affected area impacted with multiple fatalities, multiple serious or extensive injuries, significant hospitalisation and activation of MAJAX procedures across a number of hospitals.</li> </ul>
		Social	<ul style="list-style-type: none"> <li>Significant damage that requires support for local responders with external resources.</li> <li>100 to 500 people in danger and displaced for longer than one week. Local responders require external resources to deliver personal support.</li> <li>Significant impact on and possible breakdown of delivery of some local community services.</li> </ul>
		Economic	<ul style="list-style-type: none"> <li>Significant impact of local economy with medium term loss of production.</li> <li>Significant extra clean up and recovery costs.</li> </ul>
		Environment	<ul style="list-style-type: none"> <li>Significant impact of environment with medium to long term effects.</li> </ul>
5	CATASTROPHIC	Health	Very large numbers of people in affected area(s) impacted with significant numbers of fatalities, large number of people requiring hospitalisation with serious injuries with longer term effects.
		Social	<ul style="list-style-type: none"> <li>Extensive damage to properties and built environment in affected area requiring major demolition.</li> <li>General and widespread displacement of more than 500 people for prolonged duration and extensive personal support required.</li> <li>Serious damage to infrastructure causing significant disruption to, or loss of, key services for prolonged period. Community unable to function without significant support.</li> </ul>
		Economic	<ul style="list-style-type: none"> <li>Serious impact of local and regional economy with some long term potentially permanent loss of production with some structural change.</li> <li>Extensive clean up and recovery costs.</li> </ul>
		Environment	<ul style="list-style-type: none"> <li>Serious long term impact on environment and/or permanent damage.</li> </ul>

## Likelihood Scoring Scale

Level	Descriptor	Likelihood over 5 years	Likelihood over 5 years
1	NEGLIGIBLE	Greater than 0.005%	1 in 20,000 chance
2	RARE	Greater than 0.05%	1 in 2,000 chance
3	UNLIKELY	Greater than 0.5%	1 in 200 chance
4	POSSIBLE	Greater than 5%	1 in 20 chance
5	PROBABLE	Greater than 50%	1 in 2 chance

**DEFINITIONS OF RISK RATINGS**

<p><b>Very High</b>  <b>VH</b></p>	<p>These are classed as primary or critical risks requiring immediate attention.</p> <p>They may have a high or low likelihood of occurrence, but their potential consequences are such that they must be treated as a high priority.</p> <p>This may mean that strategies should be developed to reduce or eliminate the risks, but also that mitigation in the form of (multi-agency) planning, exercising and training for these hazards should be put in place and the risk monitored on a regular frequency.</p> <p>Consideration should be given to planning being specific to the risk rather than generic.</p>
<p><b>High</b>  <b>H</b> • <b>H</b></p>	<p>These risks are classed as significant. They may have a high or low likelihood of occurrence, but their potential consequences are sufficiently serious to warrant appropriate consideration after those risks classed as 'very high'.</p> <p>Consideration should be given to the development of strategies to reduce or eliminate the risks, but also mitigation in the form of at least (multi-agency) generic planning, exercising and training should be put in place and the risk monitored on a regular frequency.</p>
<p><b>Medium</b>  <b>M</b></p>	<p>These risks are less significant, but may cause upset and inconvenience in the short term.</p> <p>These risks should be monitored to ensure that they are being appropriately managed and consideration given to their being managed under generic emergency planning arrangements.</p>
<p><b>Low</b>  <b>L</b></p>	<p>These risks are both unlikely to occur and not significant in their impact.</p> <p>They should be managed using normal or generic planning arrangements and require minimal monitoring and control unless subsequent risk assessments show a substantial change, prompting a move to another risk category.</p>

## **CONTEXTUALISATION**

### **CORNWALL COUNTY COUNCIL**

#### **TOPOGRAPHY**

Cornwall is a rural and maritime county and has an area of 354,920 hectares. It is the second largest county in the region in terms of area but has the lowest population density. The County comprises the westernmost part of the southwest peninsula, and has 700 kilometres of coastline including the lower reaches of the main estuaries, the longest of any English county. The sea forms the northern, southern and western boundaries. To the east, the River Tamar forms Cornwall's border with Devon, for all but 18 km's of its length. The Isles of Scilly lie 45 km off Lands End.

The distance between the north and south coasts varies from 72 km at the eastern boundary to as little as 8 km at the western end of the County between Hayle and Marazion. In length the County measures a maximum of 132 km between Lands End and the north-eastern boundary at Morwenstow.

#### **POPULATION**

The population of Cornwall is 520,000 with just under one third of the population, living in towns of over 10,000 inhabitants, compared with four-fifths in England and Wales.

At the other end of the scale, a little over a fifth of the population live in rural areas and smaller settlements of less than 1000. A further fifth live in villages of between 1000 and 2000 and just over a quarter live in the larger villages and smaller towns with populations between 2000 and 10000. The County has experienced a 24% increase in population growth between 1971-1991.

#### **ENVIRONMENT**

Much of the countryside and the varied coastline are of high landscape value with 1056 km<sup>2</sup> designated as Areas of Outstanding Natural Beauty. The uplands and much of the coastline, due to the climate and location of the County, have considerable importance as wildlife habitats, and there are also a large number of sites of great interest to the archaeologist and historian with 12,200 listed buildings and 23 (56 km<sup>2</sup>) Areas of Great Historic Value.

There are a number of Sites of Special Scientific Interest (SSSIs) in the County and also one Special Area of Conservation situated within Falmouth Bay.

#### **ECONOMY**

Cornwall is a maritime county with several hundred fishing vessels working from the many small Cornish harbours and ports. A significant number of passenger vessels, large and small, transit Cornish coastal waters with foreign ships of all sizes calling at Falmouth for bunkers. Cornwall also hosts one of the world's foremost international maritime rescue co-ordination centres at Falmouth.

Despite a past history of mining, the gradual development of tourism to become the major industry it now is, and some more recent development of manufacturing industry, Cornwall remains essentially rural in character. Farming is still the mainstay of the economy over much of

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the County, and agriculture is the predominant land use. Cornish agriculture is heavily concentrated in livestock.

### **REGULATORY SITES**

There are no sites within Cornwall that fall under the Control of Major Accident Hazard Regulations (COMAH), although a MACR (Major Accident Control Regulations) site, which is the military equivalent of COMAH, is located at Thanckes Tanks, Torpoint.

Areas of Saltash and Torpoint would be affected if an emergency were to occur at the MACR and REPPIR site located within Plymouth City Council boundaries.

Other potentially hazardous or sensitive sites/locations within Cornwall include:

- A medium pressure pipeline
- Newquay Airport (utilising facilities of RAF St Mawgan)
- Commercial Airports at Land's End and Penzance
- Major River Tamar estuary
- Smaller River estuaries; Fal, Camel and Helford
- Ports (Falmouth, Truro, Newlyn, Par, Charlestown and Fowey)
- Military Sites (RAF St Mawgan, RNAS Culdrose and HMS Raleigh)

There are two trunk roads into Cornwall, the A30 via Okehampton and the A38 via Plymouth. All routes converge in central Cornwall and continue through the narrow western end of the peninsula as the A30 trunk road to Penzance.

The rail network is based on a main line through the County to Penzance with through services operated to London, the Midlands, the North and Scotland.

The County is home to the Eden Project; a tourism orientated transparent dome structure with the potential to attract large numbers of visitors and throughout the year, Cornwall hosts a number of major events:

Culdrose Air Day held at RNAS Culdrose, Helston

The Royal Cornwall Show held at the Royal Cornwall Showground, Wadebridge

## **DEVON COUNTY COUNCIL**

### **TOPOGRAPHY**

Covering an area of 656,413 hectares, Devon is the third largest county in the country, bordered by Cornwall to the south, Somerset to the north and Dorset to the east. Devon has two separate coastlines, over 400 miles long at mean high water.

### **POPULATION**

The population of Devon, excluding Plymouth and Torbay, is nearly 725,000, 16% living in the city of Exeter, with the remaining population dispersed across the 28 Devon coastal and market towns, villages and rural communities.

The black and minority ethnic population in Devon doubled between 1991 and 2001 but still accounted for only 1.13% of the total population. Since then, there is evidence of an increasing population of migrant workers from Poland and other Eastern European countries. The county is a popular retirement destination and 42% of the population are aged 50+ compared with the national average of 34%.

The number of young people aged 20 to 24 has reduced over the last 20 years and a declining birth rate will result in a fall of 2.5% in those aged under 20 over the next 5 years.

### **ENVIRONMENT**

Over a third of the County's landscape is subject to special protection, including the Jurassic Coast World Heritage Site in East Devon, the North Devon International Biosphere Reserve, Dartmoor and Exmoor National Parks and five Areas of Outstanding Natural Beauty.

### **ECONOMY**

Devon attracts nearly eight million visitors per year. The resident population is growing at over twice the national average with an annual increase of around 5,000.

Devon's peripheral national location brings some economic disadvantages and the Council has worked for many years to achieve improved rail, road and air links to Devon. Tourism, agriculture, food and drink, marine and environmental technologies and the creative industries make an important contribution to the Devon economy. Employment levels are high but many jobs are low paid, part-time and seasonal with average full time earnings roughly 14% below the national average.

Exeter University is a significant national educational institution, with the campus at Exeter described as one of the most popular and successful in the country. The University has 13,500 students across two campuses in Exeter and Cornwall, 3,500 of whom are post-graduates.

### **REGULATORY SITES**

The Calor Gas site at Lee Mill, near Ivybridge is Devon's only top tier Control of Major Accident Hazards Regulations site. There are a number of other sites that are classified as COMAH lower tier sites:

- Calor LNG depots at Exeter and Buckfastleigh
- Texaco – Yelland

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Other potentially hazardous or sensitive sites/locations within Devon include:

- High Pressure Gas pipelines for both National Grid (national transmission system) and for Wales and West utilities.
- Exeter Airport
- Private Airfields located at Dunkeswell and Smeathorpe
- Military Sites
- 12 Major River Estuaries (Exe, Teign, Dart, Salcombe/Kingsbridge, Taw/Torridge, Tamar/Tavy, Avon, Yelm, Erme, Otter, Axe, Sid)
- Canals (River Exe, Grand Western, Waverley and Balmoral)
- Ferry Services (including Bideford/Ilfracombe to Lundy Island, Exmouth to Star Cross, Kingwear to Dartmouth, Totnes to Dartmouth, Brixham to Dartmouth, Topsham to Exmouth)
- Ports (Teignmouth, Dartmouth, Ilfracombe, Bideford)

Devon is home to good transportation links, the major roads/routes include M5, A30, Devon Expressway (A38), A380, A385, North Devon Link Road (A361), A376, A39 and A386.

There are two main rail lines operating through Devon:

- The London to Penzance route runs south from Taunton through Exeter, Dawlish, Newton Abbot and Totnes, onto Plymouth
- The London (Waterloo) to Exeter route runs through East Devon into Dorset. An extension of this line runs through to Torquay.
- Other Branch lines include Exeter to Exmouth, Exeter to Barnstaple (Tarka Line) and Exeter to Okehampton (Summer only).

There are three Steam railways in Devon which mainly serve the tourist trade; Paignton to Kingswear, Buckfastleigh to Totnes and Lynton to Barnstaple.

The County is home to four major stadium and event locations: St James Park, the ground of Exeter City Football Club; Sandy Park, the home of Exeter Chiefs Rugby Club; Haldon Race Course and the Exeter Arena Sports Ground. All grounds are subject to safety certification.

Throughout the year, Devon is host to a number of major events, which include The Devon County Show held at Westpoint, Exeter, and the Dartmouth Regatta.

## **COUNCIL OF THE ISLES OF SCILLY**

### **LOCAL CONSTITUTIONAL CONTEXT**

Constitutionally, geographically and in terms of the tiny, scattered population it represents, the Council of the Isles of Scilly has no equivalent in terms of local government anywhere in the United Kingdom. It has its own 'Isles of Scilly Clause', the aim of which is to try to ensure that all laws applied to the Islands are appropriate to Scilly's size and scope.

The council operates as an independent Unitary Authority. A complete catalogue of services brings the list of responsibilities almost up to the 100 mark. In addition to this, the Council of the Isles of Scilly is the only remaining public water and sewerage authority left in England and Wales. It runs essential systems on St Mary's and Bryher. The Council also operates St Mary's Airport, central to the local economy and the 10th busiest regional airport in the United Kingdom.

### **TOPOGRAPHY**

Scilly consists of more than 200 low-lying granite islands and rocks, five of which are inhabited. It is located on the edge of the Atlantic, some 45km south west of Land's End. The highest point is 45m above sea level.

Apart from freehold land in the built up areas of St Mary's, the Islands are entirely owned by the Duchy of Cornwall. Untenanted land and the uninhabited islands are let by the Duchy to the Isles of Scilly Wildlife Trust; the whole of Tresco separately to Tresco Estate.

### **POPULATION**

The 2001 Census gives the usually resident population on the Islands as 2,153. Settlement is centred on St Mary's, which has a population of 1,607. But there are small though significant communities on four of the off-islands: 83 residents on St Agnes, 78 on Bryher, 167 on Tresco and 113 on St Martin's (1991 census).

Visitors in the tourist season swell the population considerably. The season itself lasts more than 7 months and stretches well into the 'shoulder periods'. In 2005 visitor numbers were 120,000. Such a large influx of holidaymakers, particularly in peak season, has a significant impact on most local services provided by the Council. Annually this equates to approximately 58 visitors per resident.

### **ENVIRONMENT**

The Isles of Scilly cover a relatively small area of land (16km<sup>2</sup>) but display striking diversity of scenery and habitats, with a mix of wild lowland heath, granite cliffs and headlands, sparkling white sandy bays and saline lagoons. The islands are rich in archaeological and historical monuments, representing over 4000 years of continuous occupation. The archipelago supports a greater diversity of seabirds than any other site in England, and has internationally important breeding numbers of seabird species and grey seals.

All told there are 27 Sites of Special Scientific Interest and 236 Scheduled Ancient Monuments (incorporating 909 separate items) on the Islands. In addition to this there are 128 listed buildings (4 Grade I and 8 Grade II\*), a remarkable concentration to be found within a 10 square mile area. The waters around the Islands, down to a 50m contour, have been established as a non-statutory Marine Park. The whole of Scilly has been designated as an Area of Outstanding Natural Beauty. The Islands in their entirety are also designated as a

## Not Protectively Marked

Conservation Area; the coastline as Heritage Coast. Scilly contains both a Special Area of Conservation (EU Habitats Directive) and a Special Protection Area (EU Birds Directive).

### **ECONOMY**

Employment on the islands is generally concentrated in the economic sectors of primary production and tourism. The latter contributes 85% of the local economic revenue, with 86% of total employees working in service industries. Early flowers with market gardening and cottage industries (e.g. crafts) are also important. Sea fishing provides a full-time income for only some 10 people (mostly shellfish and single trawl netting). Scilly has very high rates of self-employment with over one in three workers self-employed (three times the national average); most of these are in agriculture or tourism. Manufacturing represents a relatively small part of the local economy, although this is increasing.

### **REGULATORY SITES**

None present

### **POTENTIALLY HAZARDOUS OR SENSITIVE SITES**

A considerable amount of shipping navigates around the islands on a regular basis. There are 18, 000 flight movements into St Mary's annually and 2, 800 into Tresco, with a total 183, 000 passenger movements to and from the islands annually.

### **TRANSPORT LINKS**

The Islands are most popularly reached by ship from Penzance (2.5 hours), helicopter from Penzance (20 minutes) or plane from Lands End (15 minutes). Because of our peripheral the islands are vulnerable to adverse weather conditions from all points of the compass.

### **MAJOR EVENTS**

- Since 1990 the islands have been host to the annual World Pilot Gig Championships. This event regularly attracts as many as 2, 000 competitors and supporters to the island in the first weekend of May each year.
- The islands are also host to as many as 22 visiting cruise ships through the summer months.

**PLYMOUTH CITY COUNCIL****TOPOGRAPHY**

Plymouth is the 15<sup>th</sup> largest urban authority in England and is one of the largest cities on the south coast; the land area covers 8423 hectares.

Plymouth stands between moorland to the north and the English Channel to the south, and is flanked by the River Plym to the east and the River Tamar to the west. The Tamar also forms a natural border between the city in the County of Devon and the County of Cornwall. Both rivers flow south into the natural sheltered harbour of the Sound, which along with the lower river valley and estuaries around Plymouth, are a classic example of a ria or drowned river valley system.

The single best known topographical feature of the city is the Hoe, a limestone ridge some 1.2 km long and 30 metres high. The city centre lies just north of the Hoe, in the shallow basin of an east-west trending valley.

**POPULATION**

Resident population is approximately 246,100 (2005 estimate). People of 60 years and over represent 20.8% with 13.9% of the population retired.

Ethnic Group (Source: 2001 Census, ONS)

<b>White</b>	<b>Black</b>	<b>Asian</b>	<b>Chinese</b>	<b>Other</b>	<b>Mixed</b>
98.4%	0.2%	0.3%	0.3%	0.2%	0.6%

Religion (Source: 2001 Census, ONS)

<b>Christian</b>	<b>Buddhist</b>	<b>Hindu</b>	<b>Jewish</b>	<b>Muslim</b>	<b>SIKH</b>	<b>Other religions</b>	<b>No religion</b>	<b>Religion not stated</b>
73.6%	0.2%	0.1%	0.1%	0.4%	0%	0.3%	18.3%	7.1%

Economic Activity (Source: 2001 Census, ONS)

<b>Employed</b>	<b>Unemployed</b>	<b>Economically Active Full Time Students</b>	<b>Retired</b>	<b>Economically Inactive Students</b>	<b>LOOKING AFTER HOME/FAMILY</b>	<b>Permanently Sick or Disabled</b>	<b>Other Economically Inactive</b>
57.7%	3.2%	3.5%	13.9%	5.8%	6.4%	6.6%	2.8%

**ENVIRONMENT**

The city has 9 Sites of Special Scientific Interest (SSSIs), designated under the Wildlife and Countryside Act 1985.

## Not Protectively Marked

Plymouth has seven designated Local Nature Reserves (LNRs), declared under the National Parks and Access to the Countryside Act (1949).

The current land use for Plymouth is typical of any urban area with a mixture of residential, industrial, commercial and green space (22.4% of the City's land area is covered by environmental designations).

There are 76 primary schools and 17 secondary schools with 170 children's play areas. Public parks cover 5.5% of land within the City.

## **ECONOMY**

A mixture of medium to small manufacturing, technical and retail businesses are located throughout Plymouth.

### **Regulatory Sites**

There are a number of sites that fall under specific regulations, as detailed below:

<b>Site</b>	<b>Type of Business</b>	<b>Legislation</b>
HMNB Devonport	Nuclear Refit Facility	Radiation [Emergency Preparedness and Public Information] Regulations 2001
Texaco Limited	Fuel Distribution Depot	Control of Major Accident Hazards Regulations [COMAH] 1999
Conoco Philips	Fuel Distribution Depot	Control of Major Accident Hazards Regulations [COMAH] 1999
DSDA Ernesettle	Munitions Storage Depot	Major Accident Control Regulations [MACR] 2004

Other potentially hazardous or sensitive sites/locations within Plymouth include:

- Plymouth City Airport
- Millbay Ferryport
- Royal Marine Barracks, Stonehouse
- The Royal Citadel
- High pressure mains gas pipeline
- Torpoint Ferry
- Tamar Bridge

Transportation in and around Plymouth is provided by, air links to international Hub Airport, by road, connection to the national motorway network via the Devon Expressway (A38), and by sea, to north-west France and northern Spain

The City is home to Plymouth Argyle Football Club, which plays in the English Football League's Championship Division and Plymouth Albion Rugby Club, which plays in National League Division One. Both grounds are subject to a safety certificate under the Safety of Sports Grounds Act 1975.

Plymouth is also the home of the Pavilions, a multi-purpose venue designed for hosting conferences, exhibitions, concerts and sporting events and the National Marine Aquarium, Britain's largest aquarium containing Europe's deepest tank.

**TORBAY COUNCIL**

**TOPOGRAPHY**

Torbay comprises the three towns of Torquay, Paignton and Brixham. It is the fifth largest Principal Urban Area in the South West and the second largest conurbation south west of Bristol.

It is bounded by Teignbridge District Council and South Hams District Council.

The Harbour Authority area extends approximately 1.5 nautical miles to sea from the boundary with Teignbridge north of Maidencombe to the boundary with South Hams at Sharkham Point.

**POPULATION**

Resident population is approximately 130,000 distributed across the three main towns of Torquay (64,000), Paignton (48,000) and Brixham (17,500).

People of retirement age represent 28.7% of the population, higher than the England and Wales average of 18.2%.

Ethnicity (2001 census)

<b>White</b>	<b>Black</b>	<b>Asian</b>	<b>Chinese</b>	<b>Other</b>	<b>Non-white</b>
98.77%	0.11%	0.27%	0.18%	0.69%	1.25%
128,111	143	350	233	895	1,621

Religion (%) (2001 census)

<b>Christian</b>	<b>Buddhist</b>	<b>Hindu</b>	<b>Jewish</b>	<b>Muslim</b>	<b>SIKH</b>	<b>Other religions</b>	<b>No religion</b>	<b>Religion not stated</b>
76.19	0.15	0.05	0.12	0.26	0.04	0.37	14.91	7.90

**ENVIRONMENT**

Torbay is a mix of urban areas with rural fringes, has a steep topography and is bounded by the sea to the east.

The land area covers 6,288 hectares and has 33 kilometres (22 miles) of coastline.

There are a number of main rivers (formerly critical ordinary watercourses) and watercourses within Torbay.

The climate is generally mild, with little frost in winter and high levels of sunshine. The area is largely sheltered from prevailing south-westerly wind conditions.

The coastal area is a relatively shallow bay of sandy beaches and rock promontories. The seabed consists of sand and gravel marine deposits with isolated and fringing bedrock reefs. The bay is protected by the two limestone headlands of Hopes Nose and Berry Head, but is exposed to winds from the north-east through to the south-east, and low lying coastal areas such as

## Not Protectively Marked

Paignton are vulnerable to overtopping and on occasions flooding. (Details of areas vulnerable to flooding are shown on flood risk maps on the Environment Agency website).

Torbay has a number of statutory environmental designations:

- There are 12 Sites of Special Scientific Interest (SSSI)
- Elberry Cove, Berry Head and Sharkham Point are within the South Devon Area of Outstanding Natural Beauty
- Berry Head has been designated a Marine Environmental High Risk Area

## **ECONOMY**

Tourism is Torbay's dominant industry, attracting 1.45m visitors annually and accounts for £227 million of spending per annum. Hotels and catering contribute to 13.5% of Torbay's economy. (2004 figures)

A mixture of medium to small manufacturing, technical and retail businesses are located throughout Torbay. No sites fall under the Control of Major Accident Hazards Regulations (COMAH) 1999.

Agriculture is also a significant employer in the area.

The area includes a number of leisure and sporting centres, and is a popular conference and exhibition venue hosting many high profile events. Torquay United Football Club's stadium is located at Plainmoor and is subject to a safety certificate under the Safety of Sports Grounds Act 1975.

Despite its peripheral location Torquay and Paignton are well served by rail. However the road links into Torbay and within the area are vulnerable to congestion.

## **MARITIME ECONOMY**

Brixham is the number one fishing port by value in England and Wales and is a vital part of the local economy. The area also provides significant amounts of shellfish.

The enclosed harbours are used for leisure and commercial activities:

- Torquay Harbour – Marina, commercial and leisure use
- Paignton Harbour – Fishing, commercial and leisure use
- Brixham Harbour – Major fishing port, marina, commercial and leisure use

A number of commercial passenger vessels operate from the enclosed harbours within and beyond the Tor Bay Harbour Authority limits. Torbay is also actively promoted as a destination for cruise liners to call.

Torbay is used by a variety of larger vessels for storing and anchorage whilst awaiting orders.