

Major Accident Hazard and Disaster – Scoping Table

Hazard	Hazard type	Vulnerability to hazard	Likelihood of hazard	Consequences of hazard	Affected receptor	Pathway to receptor?	Further assessment required?	Notes
Earthquake	Natural	Low	Unlikely	Low	N/A	N/A	No	It has been assumed that any earthquake would be less than 4.9 on the Richter Scale i.e. classified as light or minor. The site is located in an area identified as one of the lowest seismic hazards in the UK.
Flooding	Natural	Medium	Likely	High	Train users as a result of the collapse of an embankment potentially resulting in a derailment. This could also result in the siltation of the River Rother and surrounding water courses, which would affect sensitive aquatic ecology.	River Rother	Yes	The route of the proposed development is located in Flood Zone 3 i.e. a high probability of flooding.
Dam collapse	Natural	Medium dependent on severity	Extremely unlikely	Medium-high	N/A	N/A	No	Three reservoirs in the area (Arlington Darwell and Powdermill) but no dams.
Volcanic eruption	Natural	Medium	Extremely unlikely	Medium-high	N/A	N/A	No	No active volcanoes in the UK.
Avalanche	Natural	Medium	Extremely unlikely	Medium-high	N/A	N/A	No	Low lying areas with no mountains nearby. Very limited snowfall per annum.

Extreme temperature	Natural	Low	Extremely unlikely	Low	N/A	N/A	No	Minimum average lowest temperature is 0 degrees Celsius in January. The maximum average temperature is 22 degrees Celsius in July and August.
Wildfire	Natural	Low	Unlikely	Medium	N/A	N/A	No	Recently recorded wildfires at Ashdown Forest but this is some distance from the Proposed Development.
Ground subsidence	Natural	Medium	Extremely unlikely	Medium	N/A	N/A	No	The route of the Proposed Development is not in a subsidence hot spot area.
Tropical storm	Natural	Medium	Extremely unlikely	Medium	N/A	N/A	No	Tropical storms do not occur in the UK.
Storm surge	Natural	Medium	Extremely unlikely	Medium	N/A	N/A	No	Route of the Proposed Scheme is located approximately 18km from the English Channel.
Landslide	Natural	High	Extremely unlikely	High	N/A	N/A	No	The site is located in a relatively flat landscape with limited potential for landslides.
Animal/insect infestation	Natural	Low	Extremely unlikely	Low	N/A	N/A	No	Not a significant hazard in the UK
Sandstorm	Natural	Low	Extremely unlikely	Low	N/A	N/A	No	Not a significant hazard in the UK.

High winds/storm	Natural	Medium	Likely	Medium	Train users: derailment/train damage from falling trees on the line	Atmosphere	Yes	Great storm of 1987 brought winds in excess of 100mph in the south-east of England.
Tsunami/tidal wave	Natural	Medium	Extremely unlikely	Medium	N/A	N/A	No	Site is located in a low risk area.
Drought	Natural	Low	Unlikely	Low	N/A	N/A	No	This area of the UK receives on average 650mm of rain per annum.
Epidemic/pandemic	Natural	Low	Extremely likely	Low	N/A	N/A	No	There have been 4 pandemics in the UK in the last 100 years, but the Proposed Development is not vulnerable to this hazard.
Structural collapse	Man-made	High	Extremely unlikely	High	N/A	N/A	No	Proposed Development will be constructed to strict design standards that will need to be approved by the Office of Rail and Road (ORR).
Design error	Man-made	Medium	Extremely unlikely	High	N/A	N/A	No	Development will be constructed to strict design standards that will need to be approved by the ORR.
Human error/management failure	Man-made	Medium	Extremely unlikely	Medium	N/A	N/A	No	There is always the potential for human error, but the characteristics of the

								Proposed Scheme ensure that the risk is low e.g. single track, maximum speed limit of 20mph.
Sabotage/arson	Man-made	Medium	Unlikely	Medium	N/A	N/A	No	In context of location and characteristics of the Proposed Development it has a low risk of sabotage or arson.
Aircraft crash	Man-made	High	Extremely unlikely	High	N/A	N/A	No	The closest airfield is 24km to the south (Deanlean Lewes).
Unexploded ordnance (UXO)	Man-made	Medium	Unlikely	Medium-high	N/A	N/A	No	The route of the Proposed Scheme is located in a low risk area from UXO.
Rail crash/derailment	Man-made	High	Extremely unlikely	High	N/A	N/A	No	There are no railway lines in close proximity to the Proposed Development and once operational, it will run on a single track.
Sea/river vessel crash	Man-made	Low	Extremely unlikely	Medium	N/A	N/A	No	Route of the Proposed Scheme is located approximately 18km from the English Channel.
Traffic accident	Man-made	High	Unlikely	High	Train users and vehicle occupants (injury/death) from collision at level crossing.	Car/train	Yes	The route of the Proposed Development will cross three roads including the A21 trunk road. This will

								require the construction of at grade level crossings.
Terrorism	Man-made	High	Extremely unlikely	High	N/A	N/A	No	The type and location of the Proposed Development means that it is not likely to be a terrorist target.
Cyber attack	Man-made	Low	Extremely unlikely	Low	N/A	N/A	No	Proposed development is not vulnerable to a cyber-attack.
Industrial/technological accident	Man-made	Medium	Extremely unlikely	Medium	N/A	N/A	No	The Proposed Development is not located close to any industrial uses. There are no COMAH sites within 5km of Robertsbridge or Bodiham stations. No major utilities cross the route of the Proposed Scheme.
Explosion (chemical, nuclear or other), including fire	Man-made	Medium	Unlikely	High	Train drivers/passengers (injury/death) from explosion associated with steam engine.	Train	Yes	
Pollution	Man-made	Low	Extremely unlikely	Low	N/A	N/A	No	Limited pollution sources in close proximity to the route of the Proposed Scheme.
Conflict	Man-made	Low	Extremely unlikely	Low	N/A	N/A	No	Not a significant issue in the UK.
Displaced population	Man-made	Low	Extremely unlikely	Low	N/A	N/A	No	Not a significant issue in the UK.

Crowd violence and disorder	Man-made	Low	Extremely unlikely	Low	N/A	N/A	No	Not a significant issue in this location.
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