Havant
BOROUGH COUNCIL

HAYLING ISLAND EMERGENCY PLANNING FRAMEWORK

October 2025

Havant
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Hayling Island Emergency Planning Framework		
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Contents

1. INTRODUCTION

The UK's Civil Contingencies Act 2004 provides a national framework for managing emergencies, which applies to all parts of the UK, including islands. While the core principles are consistent, the practical implementation will be tailored to local needs and circumstances, often involving multi-agency collaboration between emergency services, local authorities, and other relevant bodies.

Hayling Island is an Island off the south coast of England, located in the borough of Havant, Hampshire, and lies to the east of Portsmouth. And is accessible via road by Langstone Bridge, which crosses the channel between Langstone and Chichester Harbours on the A3023 from the Mainland to Hayling Island. The bridge is of concrete construction and was opened in 1956.
The island is surrounded by the sea with 38km of coastline and encompasses harbours on the west and east aspects of the island and The Solent, on the southern aspect. The north of the island features a narrow channel that runs under Langstone Bridge (which is the single point of access for vehicles and the only bridge connecting the island to the mainland). Hayling is a tidal island, with strong tidal streams especially on the ebb tide (the period between high tide and low tide when the water level falls and the current flows away from the shore), around the island. The total land area of the island is approximately 30^{k} per m^{2} approximately 11.5 square miles).

Hayling is served by 5 Schools: 2 Infant/Junior campuses and a single secondary school. Both infant/junior campuses also have a full-time nursery. There are approximately fourteen care/nursing homes on the island, with several warden assisted residential properties.

There are no hospitals on the island, there are 4 doctors, including an NHS Health Centre. Their capability to assist in a mass casualty situation where access to the island has been cut off has yet to be determined. The Hampshire Isle of Wight (HIOW) Local Resilience Forum (LRF), Mass Casualty plan will be initiated with the NHS and South Coast ambulance Service (SCAS and HIOW Police taking the lead. With the Hayling Island Community Responders working alongside SCAS.

If there were mass deaths on Hayling Island there is limited resources as there are 2 undertakers on island; Grady's Family Funeral Directors, who have a capacity for body storage of thirty and The Co-operative Funeralcare who have a body storage capacity of eight[1]. The HIOW LRF, Death Management Plan would be initiated with the HIOW Police and the NHS Integrated Care Board (ICB) as the Lead Agency. The Hampshire Isle of Wight (HIOW) Local Resilience Forum (LRF) Managing the Deceased During an Emergency Plan.

There are 3 fuel stations on the island, Applegreen, to the north, Jet, to the south and Esso, to the northwest aspect of the island. Esso is currently the only station with the capacity for charging electric vehicles[2]

[1] Information provided by the funeral directors. [2] Information provided by the fuel stations.

Hayling Island demographics; the population according to the 2021 census is approximately 17,822, 23.12% of residents are aged over 50 years, with 17.92% or residents over 65, years and 14.64% of residents over 75 years and 6.2% over 85 years[3].

1.1 Key risks

The Hampshire Isle of Wight Local Resilience Forum (HIOW LRF), Risk Register provides more detail for Hampshire-wide risks. The key risks related to Hayling Island include:

- significant coastal flooding events.
- adverse weather.
- highway issues because of limited access routes.
- highway failure/ long term traffic incident, such as the Langstone Bridge out of action, isolating the island; and
- the loss of utilities.

These risks have a high potential to interact with each other; for example, a flood event could cause roads to be closed.

1.2 Summary of Flood Risk

Hayling Island has a long history of both coastal flooding by tidal inundation on the Harbour sides and added overtopping risk on the open coast.

Due to the narrow harbour entrances, large swell and wind waves are not easily able to propagate into the harbours. Therefore, the risk of coastal damage, flooding and erosion from wave attack inside the harbour is limited. Within the harbours, the greatest risk is from tidal flooding from extreme water levels and surge, rather than from wave action.

The heavily populated open coast in the south, is exposed to a combination of storm/swell waves and bi-modal seas which can result in strong waves that can damage defences and remove beach material leading to major erosion. During storm events there can be significant beach drawdown, cutback and loss of material.

Sea level rise will have a significant impact on flood risk where sea levels are estimated to increase by approximately 1.09m over the next 100 years.

There are some areas of Hayling Island that are at greater risk of coastal flooding, these are the Eastoke peninsula (east), Gunner Point (west), the whole east coast (bordering Chichester Harbour) and north Hayling from Northney to Stoke.

[3] Information provided by ilivehere.co.uk/statistics-haylingisland-hampshire-17137.html.

There are some areas of Hayling Island that are at greater risk of coastal flooding, these are the Eastoke peninsula (east), Gunner Point (west), the whole east coast (bordering Chichester Harbour) and north Hayling from Northney to Stoke.

The Council's Strategic Flood Risk Assessment[1] highlights that the A3023 is also at risk of flooding. In the present day, properties and roads are shown to be at risk of flooding in Langstone on the mainland, and on Hayling Island in Northney, Tye, Stoke, Mengham, Eastoke, Selsmore and South Hayling. The only highway link onto the island (the A3023 across Langstone Bridge) is shown to be at Low to Medium hazard on both the Hayling Island side and on the mainland. With climate change, the risk and hazard increases. By 2055, the A3023 has a section of significant hazard both on both the Hayling Island side and on the mainland. By 2122, flooding extends further inland and flood depths and hazard ratings increase. The A3023 is shown to be at Extreme hazard on both sides of the Langstone Bridge.

1.3 Purpose

The scope of this framework is to identify key local issues and risks for Hayling Island and provide guidance to responding agencies. This is a publicly available document to be used alongside plans held by responsible agencies.

Havant Borough Council can use this document in conjunction with the Havant Borough Emergency Response Arrangement for planning, preparation, and response to an incident.

2. ACCESS

Highways overview: The Island is accessed by a two-lane metalled highway integrated with a bridge from Langstone on the mainland to Northney on Hayling Island. The road bridge is the only permanent means of gaining vehicular access and egress onto the Island. The bridge and the highway are managed and maintained by Hampshire County Council (HCC) as the Local Highways Authority.

Any incident, accident or roadworks has the likelihood to cause major traffic disruption, including in extreme cases, the inability of some or all vehicles to access or leave the island. An extreme flood event could make the island inaccessible by non-motorised modes (walking and cycling) also.

Highway disruption or extreme flooding to the A3203, whether partial or total, generally causes wider issues on the road network on the island, in particular on roads such as West Lane (situated

[1] Strategic Flood Risk Assessment (2024) | Havant Borough Council

on the west of the island) and Northney Lane to the east of the island, which are used as diversionary routes but are generally unsuitable for Heavy Goods Vehicles (HGV).
Disruption to the A3023 also impacts the wider local highway network through Havant Town Centre and beyond, and the strategic A27, running west to east and adjoining the A2023 via a roundabout. The A27 connects to the A3(M).

There is an HCC traffic management plan, which details use for planned or emergency works and events. It may be implemented in full for congestion.

2.1 Hayling Ferry

The Hayling Island ferry operates across the entrance of Langstone Harbour between Portsmouth and Hayling Island. The ferry does have its own pontoon that may be accessible to other vessels that could withstand storm conditions (>force 5), in an emergency.
The ferry runs year-round, seven days a week. The ferry is fully licensed by the MCA to carry sixty-three passengers. And up to sixteen cycles. The ferry service is suspended during severe weather.

2.2 Slipways

There are many slipways situated around the island which could be utilised by various vessels, including residents own vessels and the RNLI / Coastguard.

2.3 Helicopters

There are a variety of landing sites on Hayling Island, for helicopters to use in an emergency. The Emergency Service's such as the Air Ambulance, Coastguard Search and Rescue and Ministry of Defence (MOD), will undertake a dynamic risk assessment on weather and ground conditions to determine suitable landing sites.

2.4 Vessels

There are many personal watercrafts on the island, which has 2 marinas; Northney Marina, on the north shore of the island with access within Chichester Harbour and Sparks Marina, located on the South-East tip of the island with access within Chichester Harbour. There is a possibility that watercraft owners will want to assist in a large-scale evacuation. The planning and coordination of spontaneous volunteers follows the UK Government guidance.

2.5 Temporary military bridge

Military aid for the constructing of a temporary bridge is another alternative if Langstone Bridge was taken out of action in an emergency such as a collapse of the structure or serious safety of the main support structures and the expectation is for a period of time.

A temporary military bridge is a rapidly deployable, portable structure predominately designed for military use, and the most probable solution would be a pontoon (floating bridge), there are other alternatives.

The likely areas for such construction would be the old Wade-way from Langstone to Hayling Island, via the High Street or running parallel with the old Hayling Billy Line. Military Aid to the Civil Authorities (MACA), in compliance with Major Accident Control Regulations (MACR) are the subject matter experts and will give advice on the best available site depending on capabilities and weather conditions etc.

3. Emergency Services

3.1 Police

Hampshire Police do not have a permanent 24/7 presence on Hayling Island. The Police do have public access points in Mengham Library that operate during shift patterns.

3.2 Fire

Hampshire Fire and Rescue Service (HFRS) have a Fire Station at Elm Grove, Hayling Island, which is staffed by retained personnel with two fire appliances. All retained fire crew live on Hayling Island. HFRS ensure constant cover on Hayling Island.

3.3 Ambulance

South Coast Ambulance Service (SCAS) maintains Community First Responders on the Island with Ambulances and Paramedics being made available, as required. Helicopters are available to SCAS for severe cases and emergencies.

3.4 Coastguard

There is a Coastguard station on Hayling Island which is not manned 24 hours. Several Coastguard officers live on or close to Hayling Island. There is a RNLI Lifeboat Station on the island, manned by local volunteers.

3.5 Harbour boards

Both Langstone Harbour Board and Chichester Harbour Conservancy have emergency plans in place. These emergency plans include access to several small vessels.

Langstone Harbour Board is located on the island and has access to two large slipways and a pontoon accessible at all levels of the tidal range.

3.6 Health Services providers

There is a Health Centre at Elm Grove, Hayling Island, which is staffed by doctors and a range of other healthcare clinicians, during the working day. There is no specific emergency health provision overnight.

4. Public Utilities

4.1 Gas

Southern Gas Network (SGN) is responsible for the supply of natural gas and the gas infrastructure to Hayling Island.

4.2 Electricity

SSEN is responsible for the supply of electricity to Hayling Island.

4.3 Water

Portsmouth Water is responsible for supplying and managing drinking water to Hayling Island.

4.4 Foul Water

Foul water and sewage on Hayling Island are managed by Southern Water. All foul water on Hayling Island is pumped by electric pumps to the mainland, where it is treated at Budd's Farm sewage works.

4.5 Surface Water, Tidal and Drainage

Surface water on the highway is managed by HCC Highways (HCC). Most surface water is fed into roadside ditches, which are then directed out to sea via tidal flaps. The drainage and tidal flaps are owned and maintained by HCC, private landowners, and other agencies. In case of emergency HCC would work with the landowner to clear any grills to ensure free flow of water via their contractor.
In heavy rain this system can become tide locked (heavy rain and high tides combined preventing surface water escaping out to sea) which can cause surface water flooding across the island.

4.6 Telephone

There are several landline phones, broadband and mobile telephone services available on the island. Although BT is currently phasing out its traditional copper-based landline network the Public Switch Telephone Network (PSTN) and switching to a digital system using internet-based calls, Voice over Internet Protocol (VoIP), by January 2027. This means that existing analogue landlines will be replaced with digital landlines that use a broadband connection to make calls. The system may also impact Care Alarms.

Many BT customers will be provided with a broadband line, so making calls will not change. Therefore, a digital phone will only work in a power cut if it has battery back-up. if residents don't have a mobile phone or don't have mobile signal at home, their provider must offer a solution to make sure they can contact the emergency services when a power cut occurs. For example, a mobile phone (if they have signal), or a battery back-up unit for their landline phone.
This solution should be provided free of charge to vulnerable people who are dependent on their landline. If residents are not eligible for a free resilience solution, they may be able to purchase one from their provider or another retailer.

This is an area of concern for emergency preparedness, particularly for vulnerable elderly residents on Hayling Island and the Emergency Planning Team at Havant Borough Council will be working with resident/community groups throughout 2025- 2026 to endeavour to capture those vulnerable residents.

5. Media (Warning and Informing)

Communications to the public will be initiated by the lead agency. Clear communications on a variety of channels are important, including social media. The Communications Team for the lead agency will be responsible for ensuring consistent messaging.

Depending on the incident, advice given to the public will need to be discussed with the relevant responding agencies. Consideration will be given to using Hayling Island Councillors to keep residents informed of an event and the Council's response.

In terms of flood risk, the Environment Agency runs a Flood Alert Service, accessible at Flood alerts and warnings - GOV.UK . Individuals can also sign up to receive alerts to their phones or by email here: Sign up for flood warnings - GOV.UK

6. HBC/HCC Emergency Planning Resources

The Island has a Prepared Rest Centre in place at Hayling Island Community Centre, Station Road, Hayling Island, PO110HB. Prepared Rest Centres can be activated by Hampshire County Council and Havant Borough Council when required, and Unprepared Rest Centres can be activated by Havant Borough Council in liaison with Hampshire County Council. Unprepared Rest Centres are other community locations in the area.

A rest centre is set up to provide temporary accommodation for people who have been affected by an emergency and is intended to provide basic care for a short period while the incident is dealt with. It is a place of safety where people will be looked after and provided with their basic needs. It is set up and run by the local authorities, with the support of accredited volunteers from various

agencies, it will provide people with shelter until they are able to return home or have temporary accommodation provided:

- A Prepared Rest Centre is Prepared Rest Centre - a building that has been pre-designated as a Rest Centre and contains a 'Red Box', containing documentation to run a Rest Centre

- An Unprepared rest Centre Unprepared Rest Centres – during an incident, rest centres may be opened spontaneously by the local community, faith communities or emergency services. They may be in a more suitable location or may be part of the local community.

- Unprepared Rest Centres may be stood down; however, it may be preferrable to provide support to these centres, rather than causing further disruption by relocating evacuees. A red box will be taken to the Unprepared Rest Centre, and the system will run in the same way through best endeavours.

Under the Civil Contingencies Act (2004), HBC, HCC and other agencies have a duty to respond to any large incident and support the community.

6.1 Possible Incidents

- If vehicular access is maintained along the A3023, any problem involving the provision of essential utilities would be the same as on the mainland. We would continue to maintain access through A3023 wherever possible to ensure essential utilities can be maintained.

- Utilities failure i.e., electricity, water, gas, telecommunications, sewage occurs occasionally i.e. power cut, burst water main, failure of a sewer pipe are the most likely problem with, (to date) the failure of the gas supply being the most infrequent. The response by the utilities companies would be their standard response to restore supplies as soon as possible with other agencies and organisations involved if required.

- Highways: roadworks, planned or emergency, traffic accident, general volume of traffic, bridge access, harbour incident, property fire of incident.

- Flooding is a major concern as in storm conditions it is possible for the A3023 to be closed north and south of the Hayling Bridge. The road and the bridge have been closed several times in the past 20 years, due to very high tides, but for a limited time only; this was before the reconstruction of new sea defences at Northney foreshore. Northney Road and West Lane are impacted by high tides and coastal flooding.

- Coastal Flooding and surface water flooding (ground water) has occurred on the highway south of the fuel station. This was due to the tidal flaps on Northney foreshore being jammed open. These are maintained and inspected by HCC Highways.

- Coastal Partners provide an operational flood response on Hayling Island, see Flood Response — Coastal Partners

6.2 Emergency Control Centre (ECC)

A local authority emergency control centre is a dedicated facility established by a local council to coordinate the response to major emergencies and incidents within their area. It serves as the central hub for information gathering, resource allocation, and communication during crises.

Havant Borough Council's Emergency Control Centre is based at the main Council office; The Public Service Plaza, Civic Centre Road, Havant, Hampshire, PO9 2AX. In some circumstances it may not be possible for the emergency staff to attend physically at the Public Service Plaza, in which case they may relocate physically to another location such as the Hampshire County Council Emergency Control Centre, The Castle, Upper Street, Winchester, SO23 8UJ.

An Emergency Control centre (ECC) can be defined as a central command and control facility (physical or virtual) responsible for carrying out the principles of emergency preparedness and emergency management functions at a strategic level during an emergency.

The ECC management process mobilises available resources to deal with emergencies effectively, thereby saving lives, avoiding injury. Major emergencies can cover several jurisdictions and may require large-scale voluntary agency response. Alternatively, the ECC may be taken solely online depending on the capability of physical access to locations, or partly online and physical.

6.3 Response

If a major incident is declared, the HBC Emergency Response Arrangement would be activated. A major incident will be led by the Blue Lights Services and other Category 1 and 2 responders (e.g., Council, Utilities, Environment Agency (EA)), as set out by CCA 2004. This would also include any requests for military support. Responding agencies would work with community groups where appropriate. Smaller incidents would be managed by individual agencies as required.

6.4 Recovery

HCC and HBC will lead the recovery of Hayling Island following any incident, working collaboratively.

Recovery will depend on the length of time, the type of incident and what is required to support the community. The recovery phase of an incident is the final phase from an emergency planning perspective. The type of incident will determine the timescales from initial response to subsequent return to normal.

6.4.1 Community Resources on Hayling Island

- Holiday villages
- Hayling first responders (HFRS)
- Hayling Island Round Table local bus
- Neighbourhood watch
- Langstone flood group
- Help the Aged
- Personal vessels
- And others, this is not an exhaustive list.

The use of Community groups is invaluable to help and support the community in any event.
The HBC Emergency Planning Team have been actively raising awareness of the importance of establishing Community Resilience groups throughout the Borough and currently have four Resident Associations creating their community emergency flood plans.

The Borough Councillors role in a civil emergency as stated in the LGA 'A Councillors' guide to civil emergencies' is not to be involved in the operational response led by officers unless requested to do so, but to provide a focal point for the local area during an emergency, to help support the local community during the emergency and to be a representative when communication representation is required.

7. Other Associated Emergency Plans

- HBC Plans
  Emergency Response Arrangement (ERA)
  HBC Coastal Partners – South Hayling Beach Management Plan
- HCC EPRR Plans

- LRF Plans
  Mass Casualties/Deaths Plan.
  Evacuation and shelter Plan.
  Warning and informing Plan.
  Emergency Response Arrangement (ERA).
  Multi-Agency Flood Plan (MAFP), Part 1 and 3.

- Military

  Military Aid to Civil Authorities.

- Langstone Harbour Board

  Langstone Harbour Board Emergency Plan.

  Langstone Harbour Board Oil Pollution Plan.

- Chichester Harbour Conservancy

  Chichester Conservancy Oil Pollution Plan.

8. Contacts

Contact details for Havant Borough Council are 023 9244 6019.

This phone line is open from 9am-5.30pm, Monday to Thursday, and 9am-5pm on Fridays.

Outside of these times please call the Councils emergency Out of hours service on 0744 2453670, where we may be able to assist you.

9. Record Keeping

9.1 Change Record

This framework is issued and controlled by Emergency Planning.

Version	Author	Date	Amendment
0.1	Kim Langley	January 2019	
0.2	Joanne Barringer	January 2024	Reviewed and rewritten mainly with clarifications. Addition of Appendices, Owner information, Contents page and Document Control.
0.3	Joanne Barringer	May 2025	Reviewed and rewritten.

9.2 Reviewers / Contributors

Version	Name	Role	Date
0.2	Neill Payne	Facilities Manager EPRR	January 2024
0.3	William Jackson	Chief Policy Officer	June 2025
0.3	Jacqulene Boulter	Planning	September 2025
0.3	Sam Box	Coastal	September 2025

10. Appendices

Appendix 1- Trigger Table for Hayling Island Specific Considerations

Risk		Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
Flooding	Coastal	Coastal flooding is because of high tides and/or adverse weather. This risk occurs on a regular basis. Properties at high risk should have property level flood protection. If the flooding exceeds the normal expectations, then responding agencies may be required to support public welfare.	1 day	Height and duration of tide. Number of people impacted. Duration of impact. Use of flood mitigation. Cause of coastal flooding.	Coastal Partners (CP) – Coastal Incident Officer, tide alerts Environment Agency - flood alerts HBC - support to residents if required. Norse – Under instruction from Coastal Partners, NORSE assist with Flood board installation HCC Highways – road signage and traffic management HCC EP – evacuation of residents to rest centres. Blue Light Services – emergency response where there is a threat to life
	Surface Water	Surface water flooding may occur because of high tides or severe weather.	1 day	Infrastructure impacted Maintenance of tidal flaps Weather warnings	Environment Agency - flood alerts

Risk		Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
		If the surface water is on the highway, it is the responsibility of HCC Highways, and the clearing of tidal flaps maybe required. If the surface water is not from the highway and is impacted property, then it is the responsibility of the homeowner to ensure the protection of their property.		Access implications Number of properties impacted	HBC - support for residents if required e.g., temporary relocation. Norse – Floodboards installation HCC Highways – road signage and traffic management HCC EP – evacuation of residents to rest centres. Blue Light Services - emergency response where there is a threat to life
Utility Loss	Gas	Loss of mains supply would be inconvenient for residents that use gas for heating and cooking. Emergency repairs could impede the highway and cause a traffic issues.	1 day	Consequence management dependant on number of properties off supply and time of year. If the impact is over the capability of the gas supplier to respond, then other agencies will become involved. Gas companies should alert Local Authorities to any long-term impact on the highways.	SGN/Gas network – emergency response/engineers HBC - support to residents, if required HCC Highways – invoke Road Traffic Management plan, location dependant. HCC EP – evacuation of residents to rest centres.

Risk		Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
					Blue Light Services - emergency response where there is a threat to life
	Electricity	Loss of electricity supply for a significant period could have a considerable impact including knock on effects. Potential considerations include vulnerable people, heating, lighting, street lighting, welfare implications, foul water pumping, lifts etc. Emergency repairs would impede the highway and cause traffic issues.	12 hours	Consequence management dependant on the timeframe, scale of repairs and number of people impacted. If the impact is over the capability of the electricity supplier to respond, then other agencies will become involved. Electricity distributor should alert Local Authorities to any long-term impact on the highways.	SSEN/Electricity network provider – emergency response/engineers HBC - support to residents, if required e.g., communications and supporting the electricity company HCC Highways – invoke Road Traffic Management plan, location dependant. HCC EP – evacuation of residents to rest centres, if required Blue Light Services - emergency response where there is a threat to life
	Water	Water to the island is gravity fed by 4-inch, 10-inch and 15-inch pipes. Loss of water for a significant length of time would impact	1 day	Consequence management dependant on the loss of water, the timeframe, scale of repairs and number of people impacted.	Portsmouth Water/ Water network provider – emergency response/engineers Notification to Police and Fire service (due to impacts

Risk		Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
		residents, specifically those with vulnerabilities. Loss of water would cause issues for the fire service and their ability to response. Emergency repairs would impede the highway and cause traffic issues.		If the impact is over the capability of the water supplier to respond, then other agencies will become involved. Water companies should alert Local Authorities to any long-term impact on the highways.	on water supply in the event of a fire) HCC EP – evacuation of residents to rest centres, if required HCC Highways – invoke Road Traffic Management plan, location dependant. HBC - support to residents, if required
	Foul Water/Sewage	Foul water is pumped off the island to a treatment works. Loss of pumps or electricity could cause internal flooding or environmental impacts. Emergency repairs could impede the highway and cause traffic issues.	1 day	Consequence management dependant on the timeframe, scale of repairs and number of people impacted. If the impact is over the capability of the water supplier to respond, then other agencies will become involved. Water companies should alert Local Authorities to any long-term impact on the highways.	Southern Water/ Water network provider Notification to Police and Fire service (due to impacts on water supply in the event of a fire) HCC EP – evacuation of residents to rest centres, if required HCC Highways – invoke Road Traffic Management plan, location dependant.

Risk		Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
					HBC - support to residents, if required
	Telecoms	Telecoms are available for landlines and mobiles through several providers. Complete loss of telecoms for all providers is unlikely. Due to the demographics of the island landline usage is likely to be higher than mobiles.	1 day	Alternative communication methods for 999 calls etc to be relayed to public in the case of loss of telecoms. Telecoms providers are responsible for restoring the service.	Various providers on the island. Initial report to the Police HCC EP HBC support to residents, if requested by Police or HCC EP
Access to Island	Traffic	Traffic is a regular issue on the island. Summer pressures cause frequent issues, as well as the timings of the traffic lights at the Havant/A27 roundabout. Significant road closures can have an impact for several hours across a large part of the road network.	12 hours	Implement traffic management plan. Communicate with public. Consider places that people can leave cars if necessary. Timescale of cause of traffic. Time of year and welfare implications.	Initial report to the Police HCC EP – coordination if required. HCC Highways - invoke Road Traffic Management plan. HBC - support to residents, if requested by Police or HCC EP
	Loss of bridge	This is a low likelihood, high risk scenario. The bridge could be temporarily closed for highways purposes, utility repairs or because of an incident.	3 days	The traffic considerations would be in place for a temporary closure of the bridge.	Initial report to the Police HCC EP

Risk		Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
		Permanent loss of the bridge is unlikely but would cause widespread issues for the island as the only access route.		For a loss of bridge scenario, alternative access to the island would need to be considered. This would involve delivering any welfare, managing public interest, managing public movements, concerns such as schooling, healthcare, 999 services. The MOD would need 3 days to construct a temporary bridge.	HCC Highways - invoke Road Traffic Management plan. HBC - support to residents, if requested by Police or HCC EP
Highways	Planned Closure exceeds dates specified	Planned closures are usually overnight, communicated in advance with diversion routes in place where possible.	1 day	Risk of over-running and impact on traffic. Road closures are communicated to blue lights services. Some businesses might be inconvenienced by day or night closure (farms, shop delivery).	Initial report to the Police HCC EP HCC Highways - invoke Road Traffic Management plan. HBC - support to residents, if requested by Police or HCC EP
	Emergency Closure	Emergency closures can be the result of utilities failure, flooding, RTC management or another emergency situation (i.e. fire truck access to a building)	1 day	Consideration of impact on traffic, communication to the public, how to manage access/egress to the island, alternative parking places for residents that wish to continue by foot, impact on surrounding road network,	Initial report to the Police HCC EP HCC Highways - invoke Road Traffic Management plan.

Risk		Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
				timescale of repair/incident, time of year, traffic management plan. Public transport would be impacted but could be used to transport residents parking on the mainland. If the island is cut-off, blue light services will be severely compromised. If the closure is lengthy and deemed to have a significant impact, then an emergency response should be considered. Utilities companies should alert the Highways agency to any emergency closures. Blue lights services would dynamically manage a road closure but can request assistance from highways authority.	HBC - support to residents, if requested by Police or HCC EP
Severe Weather		Surface water flooding Trees down Impact on access Bridge usage Coastal flooding	1 day	Consequence management dependant on number of people/infrastructures impacted.	Coastal Partners (CP) – Coastal Incident Officer, tide alerts

Risk	Potential Impact	Recovery Time Expectation	Trigger Considerations/Mitigations	Responsibility
	Utility loss			Environment Agency flood alerts HBC support to residents, if required Norse – sandbag provision HCC Highways – road signage and traffic management HCC EP – evacuation of residents to rest centres. Blue Light Services
Other	Other risks contained within the Community Risk Register will be managed dynamically by the responding agencies			

Appendix 2 - Incident Action Checklist

Action/Consideration?	Status	Notes
Initial information required from any requesting control room/reporting individual: • METHANE (or equivalent) • Where (including postcode) • When (including timings of any key actions) • The number of people who are impacted (include any specific needs) • Phone number for the key contact at the scene. • What action are they expecting from you?		
Have you referred to the District Emergency Response Plan for scenarios and numbers?		
Consider the wider implications of the incident. Refer to the trigger table.		
Do you need an ILO?		
Do you need the support of HCC Emergency Planning?		
Have you started a logbook?		
What council services do you need to contact? e.g., Housing, Waste (Norse), Coastal Partners		
Contact comms to make them aware. • Do you have any specific comms requests i.e., rest centre location, lead agency etc? • Do you need social media scanning?		
What other agencies do you need to talk to for the big picture or to make them aware? • HCC • Utilities • Highways Authority (HCC or HE) • Blue Lights • Environment Agency		
Do any individuals require shelter? • Does it require a rest centre? • Does it need housing support?		
Do you need any maps or GIS?		
Do you need to open the ECC?		
Any other considerations?		

END OF PLAN

Havant Borough Council
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Civic Centre Road
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PO9 2AX

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