

25 June 2018

Dear Councillor

Scrutiny Committee 28 June 2018

I am now able to enclose, for consideration, the following report at the above meeting that was unavailable when the agenda was printed.

**Item Item
No**

6 Lewes Bonfire Celebrations (Pages 1 - 38)

Yours sincerely

Robert Cottrill
Chief Executive

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Agenda Item 6

Report to:	Scrutiny Committee
Date:	28 June 2018
Title:	Lewes Bonfire Celebrations
Report of:	Director of Service Delivery
Ward(s):	Lewes, Falmer, Glynde, Southease and Cooksbridge
Purpose of report:	For Scrutiny Committee to consider the consultation event with Members held by the Chair of the Tactical Co-ordination Group for station closures on bonfire night on public safety grounds.
Officer recommendation(s):	<p>(1) To consider the consultation event which took place on 8 June, which was presented by the Chair of the Tactical Co-ordination Group and attended by Lewes district, Lewes town and East Sussex county council members and representatives of blue light and related services</p> <p>(2) To note and consider officer advice which is as follows:</p> <p style="padding-left: 40px;">That in recognition that the paramount concern at Bonfire is one of public safety, any decision around the operation of the train service is one which should be taken by strategic and tactical commanders, based on threat and risk, whilst taking into account and mitigating insofar as may be possible, those concerns raised by councillors</p> <p>(3) To consider whether Scrutiny Committee should make any recommendation to Cabinet as to the response which Lewes District Council should make to the consultation</p>
Reasons for recommendations:	Public safety at this event is of considerable concern and of paramount importance. The impact of station closures will undoubtedly cause inconvenience to the public but it is considered that the risk to life and property outweighs the inconvenience for one night of the year.
Contact Officer(s):	Name: Edward Hele Post title: Functional Lead Quality Environment E-mail: ed.hele@lewes-eastbourne.gov.uk Telephone number: 01273 661104

1 Introduction

1.1 Lewes Bonfire Celebrations take place on the 5th November each year unless

this falls on a Sunday when the preceding Saturday is usually chosen. They are one of the largest events of this type in Europe and include processional routes through the town and bonfire firework displays at their respective firework sites.

- 1.2 Lewes Bonfire Celebrations is internationally known around the world and attracts many thousands of people. Lewes is a historic market town with a population of just over 17,000 which historically has swelled to up to 60,000 on Bonfire Night.
 - 1.3 In 2016 there was a train strike which resulted in no trains calling at Lewes Station from midday on the 5th. This resulted in a much safer environment for societies and the public and reduced accidents. In 2017 following the positive impact of public safety the Emergency Services requested that trains did not stop at Lewes in order to restrict numbers attending and minimise the risk to public safety.
 - 1.4 Significant multi agency planning takes place as the Societies state they do not have a responsibility for members of the public who arrive to watch the processions in the town and therefore measures have to be taken to protect the public.
- 2 Crowd Safety
- 2.1 Crowds safety reviews have been undertaken and the most recent in 2016 gave a judgement that *“Overall I consider that left unchanged, there is a very high likelihood of an accident occurring that could result in serious injury or death to one or more people in this event”*
 - 2.2 The trains present a particular challenge with one main entry point to the town and the crowds moving to the High Street. With every train arrival after 17:00 hours 1,000 additional rail passengers arrive and previously have added to already swelled numbers on the High Street with nowhere to go. With no trains the number of people is not only reduced but are spread around the town.
 - 2.3 As a comparison last year on a Saturday there were 92 injuries sustained with an estimated number of 30,000 attending and in 2011 (also on a Saturday) with trains running there were 170 injuries when it is estimated 60,000 attended. This equate to almost 50% reduction in persons who were injured. Approximately a fifth of the injuries sustained last year were as a result of bangers or fireworks.
- 3 Risk Assessment
- 3.1 Apart from the obvious risks of fire, fireworks and crowds in close proximity the town centre is not well suited to the volume that attend, there is no single organiser for the event particularly for the procession routes and there are continuing concerns about fireworks thrown in the street by members of the public and members of the societies.
 - 3.2 Bonfire societies maintain that they are not responsible, individually or collectively for the management or safety of the overall event or the public that come to watch.

3.3 The following table gives an overview of the Sussex Police Threat Assessment for 2017.

Risk	Impact	Likelihood	Threat
Firework discharge and fire/firework related injuries during processions	Major	High	High
Crowd collapse or crushing due to density or movement or people.	Disaster	Medium	High
Significant public disorder/assaults/ criminal damage	Noticeable	Medium	Medium
Injury or harm to children or other vulnerable person.	Major	Medium	Medium
Impeded emergency service response to Fire / Medical / Police incident.	Noticeable	Medium	Medium
Injury to police staff deployed	Noticeable	Medium	Medium
Threat to continuing confidence in Sussex Police	Major	Medium	Medium
Injury or damage caused by fire or firework storage / carriage / use including within processions	Noticeable	Low	Low
Crime	Noticeable	Low	Low
Terrorist attack	Disaster	Low	Medium
Major disruption/serious safety issues on main roads	Noticeable	High	Medium

4 Impact on the public

4.1 The impact on the traveling public has been considered by the Strategic Co-ordination Group (SCG) and the Tactical Co-ordination Group (TCG) and the preferred option to close stations is not one that has been proposed lightly.

4.2 Southern have been asked to consider their preferred option and rather than having station closures from midday which happened last year it is considered a compromise of 17:00 hours is a balance allowing school and college children to get home and allows commuters to get home albeit earlier than usual.

4.3 It is proposed that with enough advance warning train users at Lewes, Falmer, Glynde, Southease and Cooksbridge will be able to make alternative arrangements for one day of the year.

- 5 Consultation
- 5.1 A consultation event was undertaken on 8th June 2018 to make District Councillors and Lewes Town Councillors aware of the proposal and seek their feedback. The presentation given to Councillors is attached as Appendix 1 and the Minutes of the consultation event are attached as Appendix 2.
- 5.2 It is important that views and feedback are sought from members whose constituents live in the areas affected by train station closures but the decision around the trains is an operational one for strategic and tactical commanders to make based on threat and risk.
- 6 Financial appraisal
- 6.1 There are no significant financial implications for the authority as result of this report.
- 7 Legal implications
- 7.1 None arising from this report.
- 8 Risk management implications
- 8.1 These have been considered within the report.
- 9 Appendices
- Appendix 1 - Presentation Given to Councillors
 - Appendix 2 - Minutes of Consultation Event
- 10 Background papers
- None

Lewes Bonfire Celebrations – Monday 5th November 2018

Superintendent Howard Hodges (Police Silver
Commander and Tactical Coordination Group
(TCG) Chair)



- Introductions
- Purpose
- Engagement – public safety is paramount
- 2017 “difficult and pragmatic decisions have been made for the sake of public safety”

- Lewes Bonfire Celebrations are one of the largest in Europe
- Includes the Bonfire Societies’ processions around Lewes and the bonfires / firework displays at their respective fire sites
- From a partnership perspective it is primarily a public safety event
- Range of partners include the railways, BTP, SECAMB, East Sussex Highways, East Sussex County Council, ESFRS, Lewes District Council and Southern (and many others)

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Year	Attendance	Injuries	% of Attendees Injured
▪ 2017 (Sat)	60,000 (30)	92	0.15% (0.30%)
▪ 2016 (Sat)	40,000	86	0.22%
▪ 2015 (Thurs)	20,000	66	0.30%
▪ 2014 (Weds)	40,000	82	0.21%
▪ 2013 (Tues)	35,000	114	0.33%
▪ 2012 (Mon)	30,000	82	0.27%
▪ 2011 (Sat)	60,000	170	0.28%
▪ 2010 (Fri)	40,000	126	0.32%

- 2017 - 92 people injured; 1/3 on procession routes and 1/5 by bangers or fireworks
- 2018.....?

- A crowd safety review was commissioned and carried out during the 2016 event by Gention Events
- The reports identified a number of detailed issues and its eventual judgement was:-

Page 8 *“Overall I consider that left unchanged, there is a very high likelihood of an incident occurring that could result in serious injury or death to one or more people in this event.”*

- It is important to note that this assessment was based on observation of the 2016 event, i.e. despite the fact that the numbers attending were reduced by the train strike

- In 2016 a rail strike occurred on 5 November
- The A26 through Lewes was closed as mitigation against any potential terror attack
- These factors are thought to have reduced significantly the numbers who would otherwise have attended from outside Lewes
- Also meant there were no figures available for numbers arriving by train which have previously been used as a basis for estimating overall numbers
- The assessment of numbers attending was estimated by at 40 – 45,000
- Arrived from a range of access points and spread the crowds

- In 2017 rail services were suspended replicating the strikes from the previous year
- The A26 through Lewes was once again closed as mitigation against any potential terror attack and to assist with public safety
- These factors are believed to have reduced significantly the numbers who would otherwise have attended from outside Lewes
- The assessment of numbers attending was estimated at between 25 - 30,000 and 60,000
- Bonfire Societies donations increased
- “Local event for local people”

- There is no clearly defined organiser of the Lewes Bonfire Celebrations
- Partnership plans and responses have evolved over time
- Clear responsibility exists to coordinate a partnership response to keep people safe
- Each Bonfire Society is requested to produce an event plan for their sites and submit it to the Safety Advisory Group
- None of the societies at the Bonfire Safety Group meeting have indicated an intention to make any significant changes from previous years plans
- The various agencies involved coordinate their planning through various multi-agency meetings and written plans
- Tactical Coordination Group chaired by myself pulls this together
- Travel and Transport, Comms and Crowd Management sub groups chaired by Bernie Gorringer, Elizabeth Curtis and Ed Hele

- Chief officer / Chief Executive level representatives in key agencies have been consulted on the overall approach to planning bonfire
- Supported:-
 - restricting numbers from outside Lewes attending
 - revising the planning structure
 - working closer with societies in the overall event planning to increase public safety

- Key sources of risk for the event (in addition to those inherent in any event with fire, fireworks and crowds in close proximity) are:-
 - that Lewes town centre is not well suited to the volume of people who come to watch
 - that there is no single organiser for the event (this is especially relevant to the management of the public who attend, and the coordination of the procession routes and timings of the societies)
 - continuing concerns about the throwing of or dropping down of rook scarers ('rookies') into and amongst the crowds and processions

- The lack of a single organiser is due to there being multiple Bonfire Societies
- Bonfire Societies take responsibility for safely managing their fire sites and their actual processions (including the conduct of their society members)
- However they maintain that they are not responsible, individually or collectively, for the management or safety of the overall event or the public who come to watch

- No intelligence per se
- Assessment was based on information from previous years' events, on reasonable assumptions about the forthcoming event based on what was known about planning decisions and approaches at the time of writing
- Subject to dynamic review

Sussex Police Threat Assessment - 2017

Risk	Impact	Likelihood	Threat
Firework discharge and fire/firework related injuries during processions	Major	High	High
Crowd collapse or crushing due to density or movement or people.	Disaster	Medium	High
Significant public disorder/assaults/ criminal damage	Noticeable	Medium	Medium
Injury or harm to children or other vulnerable person.	Major	Medium	Medium
Impeded emergency service response to Fire / Medical / Police incident.	Noticeable	Medium	Medium
Injury to police staff deployed	Noticeable	Medium	Medium
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Injury or damage caused by fire or firework storage / carriage / use including within processions	Noticeable	Low	Low
Crime	Noticeable	Low	Low
Terrorist attack	Disaster	Low	Medium
Major disruption/serious safety issues on main roads	Noticeable	High	Medium





- The overall aim of this policing operation is that of public safety
- Our core responsibilities are :-
 - The protection of life and property
 - The prevention and detection of crime
 - Maintenance of the Queens Peace

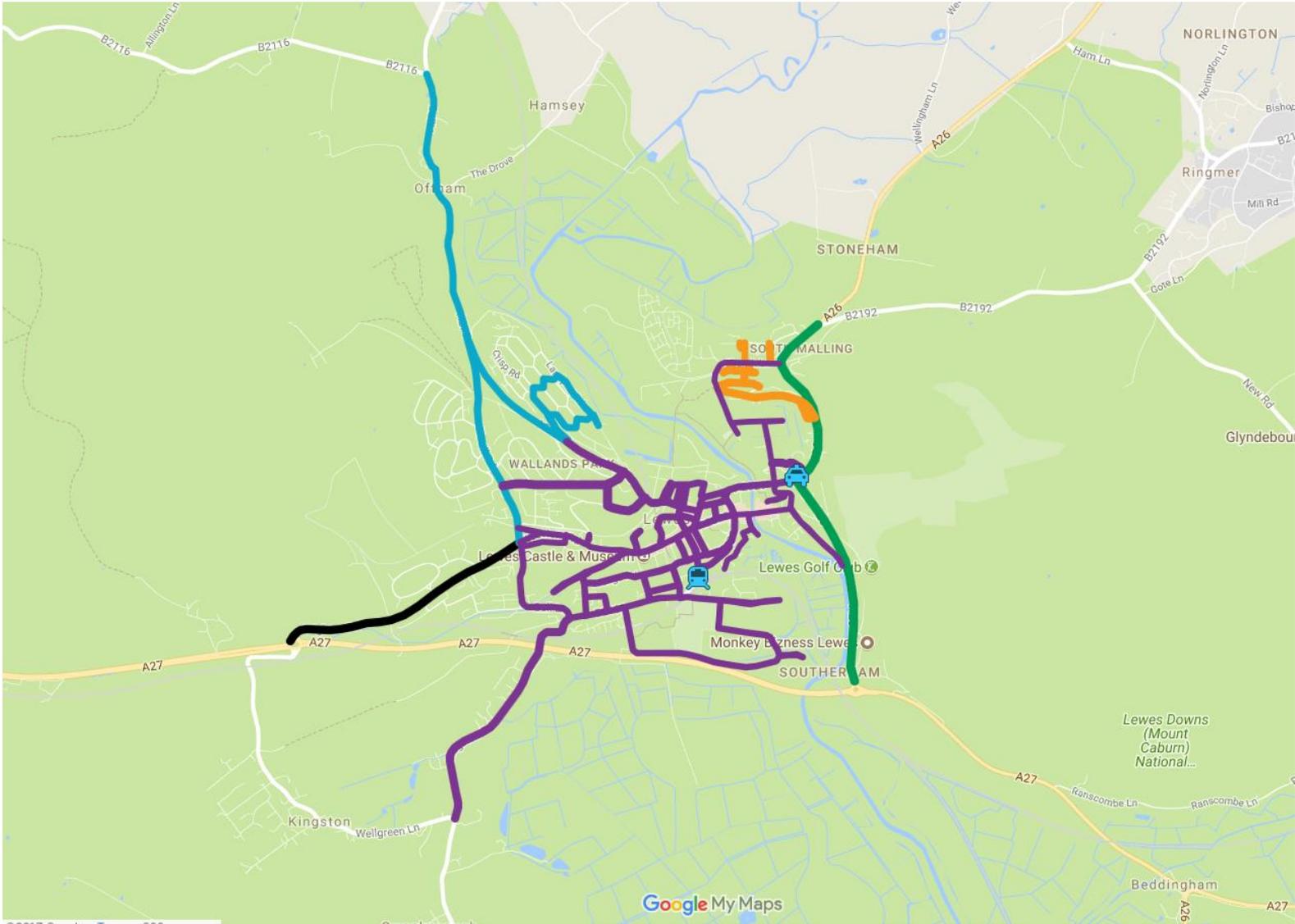
- The purpose of the police operation is to work with partner agencies to support the Lewes Bonfire event organiser in discharging their responsibility for public safety and in order to do so we will;
- Work with the Lewes Bonfire Societies, partners and other statutory agencies to minimise the risk of injury to people attending the Lewes Bonfire event.
- Prepare plans with other statutory agencies and Lewes Bonfire Societies, for any serious or major incidents during Lewes Bonfire and, in the event of an emergency, to co-ordinate the response.
- Minimise the risk of crime and disorder arising from the event, in particular that caused by the misuse of fireworks and alcohol-related violence.
- Maximise the safety of all staff, including those of the event organiser and partner agencies, involved in the event.
- Minimise the disruption to road users and local residents from the event and policing operation.
- To develop intelligence leading up to and during the event that provides the best opportunity to inform threat and risk.
- Maintain the trust and confidence of the public and stakeholders in policing, through the professional discharge of our duties.
- Take reasonable and proportionate measures to deter/prevent a terrorist related attack.

Road Closures and Parking Restrictions - 2017

- Support public safety :-
 - reducing vehicle movement near crowds
 - enabling emergency service response
 - providing the necessary conditions for vehicle-based terrorist attack mitigation
 - restricting the numbers attending thereby limiting overcrowding
 - Safe environment for crowds who accumulate on the streets before the road closures
- ESCC will institute parking restrictions from 1200hrs. Enforcement of these will follow a schedule of:-
 - 1200 onwards: FPNs issued
 - 1500 onwards: vehicles towed to County Hall, under ESCC authority
 - 1630 onwards: vehicles towed under Sussex Police authority (as roads closed from that point)

Road Closures - 2017

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- No road closures?
 - Less restrictive road closures?
 - More restrictive road closures?
 - Replicate 2017 road closures?
-
- “Local event for local people”
 - “Difficult and pragmatic decisions have been made for the sake of public safety”

- Replicate 2017 plan
- Road closures will be implemented from 1645hrs (1700hrs in 2016, 1630hrs in 2017)
- To create safe working environment and minimise risks to public safety

- A27 j/w A277 Brighton Road (Ashcombe Roundabout)
- A27 j/w A26 (Southerham Roundabout)
- A26 j/w B2192 Ringmer Road (Earwig Corner)
- C7 Kingston Road j/w C324 Wellgreen Lane
- A275 Offham Rd j/w B2116 Plumpton Road
- A27 j/w Southerham Lane (Cliffe Ind. Est.)

- Do nothing and maintain normal service
- Adding capacity in recognition of the event
- Stopping the trains completely
- National context e.g. Notting Hill Carnival tube stations closed, Royal Wedding Windsor Station closed when town became full
- “Local event for local people”
- “Difficult and pragmatic decisions have been made for the sake of public safety”

- Preferred option proposed by Andy Leister, Head of Stations – Southern and supported by Govia Thameslink Railways (GTR) is:-
 - No trains to call at Lewes from 1700hrs - allows school/college kids to get home, plus allows commuters the opportunity to get home albeit earlier than usual
 - No trains to call at Falmer, Glynde, Southease or Cooksbridge from 1700hrs - will prevent people travelling to these stations and walking to Lewes
 - No trains to call at the above stations until the end of service and until the first timetabled trains on the morning of 6th November - as such there will be no option for people to return home from the event by train
 - Contingencies available in light of a major incident to assist with the safe evacuation / egress from the town - likely to be based on the booked timetable at the time and there would be no additional capacity
 - All of the above are subject to approval by the DfT who have been approached for initial comment

- Key decisions need to be signed off
- Now less than 5 months to the event
- Communications and planning need to be focussed and progress
- Views today have been invaluable
- Will take your views into consideration
- Ultimate decisions will be made at a strategic level in the interests of public safety

Any questions?



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Policing Together

Minutes

Name:	Lewes Bonfire Planning Consultation
Location:	Southover House, Southover Rd, Lewes BN7 1AB
Date / Time:	Friday 08 th June 2018, 13.00-15.00
Chair:	Superintendent Howard Hodges



Attendees:

Ed Hele	LDC / EBC
Tim Whelan	LDC / EBC
Anna Heaton	St Johns Ambulance
Dave Croucher	SECAMB
Tim Bradley	BTP
Adrian Strange	B&H Busses
Catherine Kuislir	Lewes DC
Annemarie Chebib	Select Security
Phil Bourton	Select Security
Philip Daniel	County Councillor
Johnny Dennis	LDC
Stephen C	LDC / LTC
Sarah Osborne	LDC
Stephen Gauntlet	LDC
Sgt Ian Stone	Sussex Police
Janet Bach	LTC
Huw Jones	LTC
Susan Murray	LTC / LDC
Nick Skelton	ESFRS
Inspector James Biggs	Sussex Police
Andy Gardner	GTR
Grant Virgo	NSL
Graham Grey	ESFRS
Sasha Philips	ESFRS
Andrew	Brighton and Hove Buses
Rob	
Phil Porter	
Natasha Stammers	Note Taker (Sussex Police)

Not Protectively Marked



Item	Agenda Topic	Owner
1	<p><u>Introduction</u></p> <p>Welcome and introductions were had around the room by all attendees.</p> <p>HH began the presentation as attached.</p> <div data-bbox="391 701 454 763" data-label="Image"> </div> <p>Lewes Bonfire Celebrations - 8th Ju</p> <p>Slide 2: Communication was raised as an issue in the past, HH confirmed work is being done to ensure this is improved however decisions do need to be made.</p> <p>Slide 3: Partnership issues were discussed. The injury statistics are based on estimates of many people attended, there are two figures for 2017 based on 30,000 and 60,000 attending. You can see the injury figures have reduced when compared to a number of years ago but there is no room for complacency.</p> <p>Slide 4: Independent assessment for context.</p> <p>Slide 5: Due to the train strikes and road closures this spread entry and exit numbers and reduced the risk of crushing.</p> <p>Slide 6: Feedback from the societies was that the crowd was less, were able to give more generously and it felt like more of a local event.</p> <p>Comment made: The layout of the town is similar to others where events are held and they don't close the train stations, why is it considered for planning of Lewes Bonfire?</p> <p>BTP: Although others would be serviced by the same provider, every station and circumstance is different. As this is a Monday it is unlikely that more services could be provided due to the rush hour.</p> <p>Slide 7: This is an event that is not planned on the basis of intelligence per se, instead partnership plans that are built on lessons learnt.</p> <p>No one of us in this room has sole responsibility however it falls to the Police and the local authority to take a lead in coordinating activity and making collective decisions. The event plans will be provided at the next meeting however there have been no significant changes suggested by the partners or</p>	



<p>societies.</p> <p>Slide 8: Read, no comments made.</p> <p>Slide 9: The risk being posed is that Lewes town centre is not designed well for the volume of the crowds.</p> <p>Slide 10:</p> <p>Slide 11: This is not an intelligence led event, looking at previous years de-briefs we will plan for the following year.</p> <p>Slide 12:</p> <p>Slide 13:</p> <p>Slide 14:</p> <p>Slide 15:</p> <p>Slide 16:</p> <p>Slide 17: This is the complex context of the planning process.</p> <p>Question raised: How does this minimise disruption to local residents as this is a working day. As a Monday there will be less attendance as stated on your previous slide, however more disruption to locals.</p> <p>Answer: Critical decisions will be made, car parking passes have already been approved.</p> <p>Slide 18: The road closures provide safety, vehicles that are already in Lewes prior to the road closures we have limited control of. The 2017 plan was discussed in detail.</p> <p>Slide 19: map discussed.</p> <p>Slide 20: Plans for this year has options; no road closures, less restrictive, more restrictive or replicate the plans for last year.</p> <p>Overall it is our professional judgement that the favoured option would be to replicate the 2017 plan. This achieved what we wanted however they will be amended slightly to accommodate people entering Lewes on a work day.</p> <p>Slide 21: Road closures this year; 4.30 was too early for 2017 however 05.00 is too late as processions begin so it has been agreed that this will be done at 4.45.</p> <p>Question: Agree with replication in general however can the bus service begin again that night rather than the following morning? This will help get people home and stop a number of people walking on an unlit roads. The public</p>	
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	<p>service to resume 10.30-10.45?</p> <p>Answer: Yes egress is important, we work to get people away as safely as possible. It was noted that there are young people who take part in the procession that need to get away and this will be considered by the Travel and Transport Group.</p> <p>It was raised: The Snow Drop had more issues than ever last year due to drink. We need to avoid crowds of people getting wind of a special train and rushing across the town.</p> <p>Answer: We do not want to transfer the risk.</p> <p>It was raised: The A275 should allow people to get picked up, it's a long walk and it's dark. Plumpton consider Lewes to be their local event.</p> <p>Answer: It is about getting a balance to keep people safe if we are trying to control this.</p> <p>It was raised: The A275 used to close further up lasting from 5.00-7.00.</p> <p>Answer: The posted times are there as a guide, if the roads can be opened before this they will be.</p> <p>Question: This makes people not want to / difficult to attend.</p> <p>Answer: The roads are closed at places where a suitable diversion / turn around point has been identified that is effective and safe.</p> <p>It was noted that last year there were extra bus services going on until 02.00am. There are talks going on and we are looking to use bendy busses to help more people get out however some diversions are not suitable for vehicles of this size.</p> <p>It was confirmed that this will be noted.</p> <p>Question: Can we see what is proposed before it is implemented?</p> <p>Answer: This can be complicated, Parish Councillors do help run the town and all other towns are also important and need to be considered.</p> <p>It was noted that busses do not advertise these extra busses, we also have to give 70 days' notice to be approved by the various places required. These only get put on due to the known numbers.</p> <p>Slide 22: Rail Options / Partnership plans.</p> <p>Question: Going to and from work is not the same at all as a weekend.</p> <p>Answer: As this is not a ticketed event that you can be guided on safety and</p>	
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<p>know what you can accommodate with access for emergency vehicles it is difficult as the town could not accommodate the numbers.</p> <p>Question: You are talking about closing a train station, if a train station is closed if you commute there are no other options.</p> <p>Answer: If there are rail options more people will come.</p> <p>Question: The stations that are being shut impact those not being able to get home.</p> <p>Answer: Decisions have to be made and will inevitably not be agreed by everyone.</p> <p>Slide 23: Proposal.</p> <p>Slide 24: Next steps.</p> <p>Question: To get home before 17.00 is ludicrous, you would have to leave at lunch time.</p> <p>Question: I support what you are trying to do, I agree with the councillors and the use of the slogan is a worry 'an event for local people', as there are local people that are prevented from going about everyday life. This would cause a loss of earnings and real issues.</p> <p>Answer: Bonfire Society agree to this, this is only 1 day a year.</p> <p>Question: Why force this upon Glynde?</p> <p>Answer: Can I guarantee they will be local people getting home? We will lose control of the event if people decide to get the train to Glynde, we are proposing to strike a balance. We are open to listening to suggestions but we have to consider safety.</p> <p>Question: Is this the only opportunity we have to give feedback?</p> <p>Answer: We have to give a professional opinion therefore a degree of control is required. If we increase numbers there will be an increase in injuries.</p> <p>Question: Local event for local people, we are elevated to represent the views of the people.</p> <p>Question: Lewes college closes at 1800 and there should not be no service until the next day.</p> <p>Answer: If people have an option to travel they will come.</p> <p>Question: Can the 2100 service be available for people to get home? Can this be considered?</p>	
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<p>Answer: BTP This will require more resources, this would also require Police Officers. Earlier services could be re-opened allowing commuters.</p> <p>It was noted that there has been extreme drunkenness due to the trains with a cut off of 1700 for Lewes is fine but the surrounding villages should be able to have trains. If you appease the villages the locals are happier. There is not a massive risk of another 2000 visitors.</p> <p>Question: Compromising and balance if people want to come to an event, Cooksbridge have a few stopping trains at 1700 and if you extend these it would allow people to get home and the impact of attendance would be negotiable.</p> <p>Question: Talking about deferring people from coming to the event, there must be technical people who would have the numbers that would not affect the villages commuting.</p> <p>Answer: There needs to be trust for the people in the room and partners that things have been considered. This is only 1 day of the year and communication needs to be pro-active so those who want to travel can make arrangements. Not everyone will be happy.</p> <p>Question: Progress is being made with regards to communication and views of from the community will be taken into consideration.</p> <p>Question: On the railway matter it doesn't feel there is consultation. Limiting the trains is logical however they should be resumed the same day.</p> <p>SECAMB: The train strikes were out of the hands of everyone. There needs to be safety implications in place before it's too late.</p> <p>Question: The Midnight 00.02 should / could be running.</p> <p>ESFRS: The priority is public safety. There are 2 reports that have been done, the event is unsafe with the risk of fatality, and this level of harm with an event unusually would not run. We need to continue to develop.</p> <p>Question: Will there be another meeting? Can we come back with options? There were some people who couldn't make it or didn't get invited.</p> <p>Answer: No, we have consulted and need to swiftly begin making decisions.</p> <p>Question: It was noted that rail closures happen the more time we can give the better for local people / residents.</p> <p>It was noted that the roads could not be open after 1700 as they are a working environment for staff and the processions will have begun.</p> <p>Video was played to show the near miss from 2017.</p>	
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	<p>Some critical decisions were made to be communicated as soon as possible. The amount of resource Sussex Police deploy is almost 450-500 staff on top of business as usual resources. There are 120 medical volunteers and this is the only event with dedicated resources.</p> <p>Resources for this is a huge undertaking with responsibility to keep people safe.</p> <p>BTP confirmed that no decisions have been made at this point but trains are not like busses and although we don't mind trying to facilitate where possible there is a knock-on effect that needs to be considered. There is a potential for every train into Lewes to bring 1000+ people. Therefore it is an unknown risk.</p> <p>Question: In future can we come to a de-brief?</p> <p>Answer: There are a number of de-briefs that happen and there is a process we need to have to capture this. If it's getting together or virtually communicating we will do something. Also to include you in the earlier planning stages of 2019.</p> <p>Notes of these meeting will be circulated.</p> <p>Thanks were given to attendees.</p>	
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