

**Public Safety Advisory Group Tees Valley Airshow**

**Wednesday 9<sup>th</sup> March 2020 Seminar Room Dolphin Centre**

**ATTENDEES**

Steve Todd (ST)	DBC – Environmental Health Manager (Chair)
Lyndsey Kennedy (LK)	DBC (Scribe)
Dave Curry (DC)	DBC Building Control Manager
Paul Ibbertson (PI)	DBC – Traffic Manager
Paul Emerson (PE)	Police
Coin Dobson (CD)	DBC – Licensing Manager
Jonathan Morgan (JM)	Police
Graham Wakeman (GW)	Police
Mark Gilson (MG)	Stockton Borough Council
Richard Agar (RA)	Event Manager
Peter Maddison (PM)	DDFRS
Roger Steele (RS)	R5 Air Displays Ltd – FDD
Steve Land (SL)	Teesside Airport
Graeme Buckley (GB)	NHS - Attended via Team
Stu Holliday (SH)	NHS - Attended via Team
<b>Apologies:</b> Tracy Fowler - NEAS , Marcus McCornmack - Police, Graham Hall – DBC, Dan Wootton - DFRS	

**Discussion/Outcome**

- RA gave overview of Airshow. Event Programme is proposed to include air displays such as The Red Arrows, Battle of Britain, parachute display etc. Hattons are providing the traffic management plan and there will be no road closures.
- RS introduced himself to the group as the Flying Display Directory (FDD). He has previous experience and his role is to ensure a safe execution of the flying display. He is accredited by the CAA to tier 3 which is the highest level and has been since 2012. There will be a full risk assessment submitted to the CAA prior to the event.
- SL Teesside Airport MD will be contacting airlines flying on the day. Timing of displays will not be fixed apart from Red Arrows and BBM Flight. Feet will be on the ground on the day from 7.30am will be a security team overnight and airport patrols carried out 24hrs a day.
- PE, PI and MG discussed traffic management. RA confirmed plans reflect those submitted for 2016’s event. Parking spaces for 7500. No public transport. Parking tickets can be purchased in advance or at the gate, signage will be up as a reminder. Stewards will be briefed to keep the traffic flowing. PES are managing the car parking security. Signage will be in place in residential areas.

PI - Will there be a contingency plan if parking reaches full capacity? RA -Will know more when advance tickets are sold and will review as they go.

PI - Has there been any contact with Arriva? RA - No due to normal operations. PI suggested they should contact. RA will notify but should accommodate ok.

PI - Potential to approach other coach firms to use for drop offs.

RA- Hatton’s will monitor parking on road.

PI - To check with enforcement for the day. MG to also liaise with Stockton’s Enforcement.

MG - Suggested VMS when capacity full.

MG - Might require a TRO for clearway which could be applied for in advance and then put in place if needed.

PI - RA to check direction of arrows as appeared wrong way on plans.

PE - TM supervisor contact no?

PI – Is there a contact no for traffic queries? RA Local residents have been leafleted with letter drops.

- JM - When would HVM be looked? RA - Will be a chicane with either concrete blocks or 2/3 large vehicles. GW added if vehicles they should be marked and if blocks should be spaced out.  
JM - Fencing around the car park and vehicles accessing the airfield? RA - Will be the same as what is airside and will be patrolled by stewards. Heras fencing to be put in place prior and will be to airport standard 2m high.  
JM - If incident occurs can ATC see? How long would it take a steward to get message to ATC?  
SL - Will be an airport ops vehicle beyond the perimeter fence. The parking spaces along the perimeter fence to be filled first. 10 stewards approx. 6-8 would be along the perimeter fence, all will have radios with contact to Event Control. RA -Stewarding list will be in EMP.  
JM - No gold, silver bronze and event organisers should look at contingencies to discuss outside meeting.  
JM - Lost children procedure should include vulnerable persons in title.  
JM - Reinforce NaCTSO training.  
JM - Will there be a complaints line. RA - Yes but won't be published.  
JM - Consideration should be given to buffer levels for security staff.  
JM - Event Control location, is it the best place, is it too far away for easy roll out?  
JM - After the event consider table top and debrief, agreed would separate to the PESAG.
- GW - Terror threat remains substantial and recommended staff should be NaCTSO trained and could be done online.  
GW - Contingency plans for suspicious items/vehicles? RA Referred to the plans to search suspicious rucksacks.  
GW - Drone policy -need to push message to public, online comms, staff training on what to do.  
GW - Consider an area for peaceful protest.  
GW – Details of CCTV coverage to be forwarded to GW.
- PM - Ensure all caterers and food outlets have fire safety risk assessments and fire equipment.  
PM - Will ask if can provide an officer on the day to be accommodated in the Event Control area.
- DC - Details on the hanger VIP area is still all to be confirmed and to be documented. Confirmed will be 1 marquee. RA confirmed will be no actual 'VIP's ' and area will accommodate up to 400.
- CD – Already met with organisers prior to meeting. Option of TEN's providing numbers known, needs to be submitted ASAP. Consider body warm cams for bar staff and crown control barriers around bar areas. Enforce Challenge 25. TEN'S VIP areas need to be in next 3 weeks however area is part airside and airside doesn't need a licence.
- ST – Tickets are not subsidised by Darlington Borough Council. Noise impact report could be removed from EMP as no live music for main event . Catering is being carried out by Ramside and contacts are TBC.
- GB – How will tickets the organisers prevent tickets from being shared/copied as previously happened at Lumiere? Also an incident with a crossbow occurred at this event. JM & Organisers to discuss out of meeting regarding on ticketing and what happened at Lumiere.  
GB – NHS logo needs removing from Event Medical Plan.  
GB – DMH is still TBC and need to confirm if anyone has been approached at the other medical trusts.  
GB – Not to leave finer details until last minute for submission .
- SH - Finer details and assurance required re incident provider. Lack of senior medical person cover on site. Aerosol producers, defibs facilities on vehicles.
- The group agreed that a further meeting would not be required ahead of the event.