



Statement on the Disruption Caused by Organised Car Meets in BRENT.

My name is PO [REDACTED] P207089 and I am a serving police officer with the metropolitan police. I joined the service in August 2002 and am currently in my 23rd Year of service, I was initially posted and served in Southwark and was based at Peckham police station for 10 years before specialising as a Home Office Counter Terrorism specialist search officer before moving to the RTPC in 2015 Roads Transport Policing Command and becoming a specialist traffic officer.

In 2021 as a response to an increase in vehicle ASB and illegal vehicle car meets the Metropolitan police put together a small team to look at managing and solving the problem, at the time this team consisted of myself and my Sgt [REDACTED]

I believe the initial catalyst for the introduction of the team was the issues around Waterloo Place / Pall Mall and Exhibition road with regards to weekly late night car meets and vehicle ASB.

These meeting then extended to numerous locations MET wide and would regularly take place at the weekend although sometimes during the week, the majority of meetings would take place starting from 20:00 and running through until 02:00-03:00.

All of the meets are posted and communicated through closed social media groups on Instagram, WhatsApp and telegram along with other social media platforms.

There are currently now over 100 social media car meet groups with excess of 2 million followers which we are monitoring.

Usually an initial local / postcode will be posted for a 20:00 meeting location and then each new location will only be given either by word of mouth or on a reel lasting for a matter of minutes online.

This make it extremely difficult to police, to know what locations will be attended, how many will attend and what time they will attend.

Most locations when visited the groups will only stay for 30-45 minutes, this is to minimise their interactions with the police.

The majority of the attendees will remain static although will cause ASB by blocking roads. Blocking pavements, revving engines, backfiring, playing loud music
A smaller part of the group will drag race, drift, and do burnouts.

This is extremely dangerous to the public safety, these groups attract crowds and take place in built up, highly populated areas with high pedestrian footfall.

The team has now grown to One Sgt and 2 Pcs and is currently known as the Safer Roads Team and covers the whole Metropolitan police district and we are the subject matter experts with regards to all things vehicle ASB and car meets.

We work collaboratively with other policing teams offering support, training and advice, we also work closely together with local businesses and councils with regards to supporting, designing out and target hardening.

We have worked in Partnership with Tesco and in 2024/2025 have implemented over £160,000 in design out target hardening reducing vehicle ASB at multiple sites.

When funding is available we will also put on large scale proactive operations targeting shutting down these meetings, using education and enforcement to prevent harm but also to prevent ASB and disruption to businesses and local communities and residents.

We have conducted over 70 large scale operations Met wide over the last 2 years with a cost to the service estimated around £ 300,000.

We do a lot of work with regards to obtaining footage of these events and offences. This can be through working closely with our council colleagues, using our own ANPR technology and also by being supported by the general public and residents who provide evidence.

Looking back to 2021 and the areas that were constantly blighted by vehicle ASB and illegal car meets, we worked closely with Local policing teams and councils, providing advice and support.

We obtained police funding and put together multiple policing operations to provide hi visibility patrols and specialist units to attend hot spot locations to deal with any ASB.

We have found the implementation of a PSPO has a massive impact and is a great tool to be used alongside our policing powers, it shows the communities and residents that the council and the police are working together in regards to reducing ASB.

We have also seen a reduction in ASB at locations that are supported by a PSPO where a proactive council use their powers in collaboration with the police and other agencies.

It also shows the attendees that the council are aware of the concerns and are taking appropriate action to combat it, the signage and advertising of an active PSPO is a great visual deterrent and receiving a letter and a fine from the council is extremely impactful.

We have been working closely with other councils including Westminster, Hillingdon, Greenwich, and Enfield.

All of which have active PSPOs or are in the process of implementing or extending their originals with regards to vehicle ASB.

We have also just done some fantastic work with Sevenoaks council and have had a vehicle PSPO implemented to combat vehicle ASB at a specific site on the Bromley border, Since its implementation earlier last year we have had no large scale car meets at the site.

In my professional opinion a vehicle PSPO is an essential tool which can be used in conjunction with policing powers to prevent, educate and also enforce to reduce vehicle ASB in certain areas as there has been a significant rise country wide in vehicle ASB and car meets.

I would respectfully request that an application is made to renew the BRENT PSPO and this is approved with the full support of the Safer Roads Team and the Metropolitan Police, the only consideration I would ask is that due to the possibility of displacement a PSPO would work at its full potential if the whole borough was covered

Respectfully submitted

PC [REDACTED] - MO8 Roads & Transport Policing

2699T

RTPC Safer Roads Team (SRT)

MARLOWE HOUSE

109 STATION ROAD

SIDCUP

Road & Transport Policing Command

[REDACTED]

—