Alexandra Park & Palace Informal Joint Meeting of the Advisory Committee and Consultative Committee

Agenda item: 7

Report Title: Traffic & Parking Progress Report

Report of: Damien Kennedy, Head of Security and Traffic

1 Purpose

1.1 To update the SAC & CC on progress regarding parking, traffic and Anti-Social Behaviour measures on Alexandra Palace Way.

1.2 To update the SAC & CC on progress made to apply for a legally enforceable 20mph speed limit on Alexandra Palace Way.

2 Recommendation

2.1 That SAC and CC note the contents of this report

2.2 SAC and CC members are asked to note the ongoing partnership work and the forthcoming consultation, regarding a legally enforceable 20mph on Alexandra Palace Way. Recognising that implementation remains subject to public consultation and the necessary approvals.

3 Executive Summary

3.1 This report updates SAC and CC on joint action by site security, Roads Policing and the Neighbourhood Policing Team to address parking, speeding and vehicle-related anti-social behaviour on Alexandra Palace Way through CCTV monitoring, keeper engagement and enforcement against dangerous and inconsiderate riding.

3.2 The Trust is working with Haringey Council's transport, highways and legal officers, the Metropolitan Police and TfL on a Traffic Management Order for an enforceable 20mph limit.

3.3 Public consultation will take place on dates to be confirmed; implementation remains subject to consultation and approvals. SAC and CC members are asked to note that their support in raising awareness and encouraging consultation responses would be welcomed.

4 Progress Update – Parking

4.1 Notably within the period, the site was registered with the British Parking Association, enabling formal enforcement. Updated signage has been introduced across key

perimeter areas to reduce obstruction and improve safety during peak attendance periods.

4.2 Security commenced issuing PCN parking enforcement notices to persons parking along Alexandra Palace Way

5 Enforcement Progress

5.1 Partnership working between Roads Policing, the Neighbourhood Policing Team and the site security team made positive progress in addressing anti-social vehicle activity, particularly involving groups of motorcyclists attending the location.

5.2 The available evidence suggests that the principal concern was not necessarily conventional speeding (although that was present) but rather the increasing attraction of the location as a destination for groups of motorcyclists engaging in anti-social and potentially dangerous riding. Preventing the area from becoming an established gathering point for these groups remains a key objective.

5.3 Cameras were strategically placed across Alexandra Palace to observe the behaviours of the Motorbikes

5.4 Incidents identified on these cameras fell into three categories:

5.4.1 **Attendance only:** Motorcycles attending the location where no specific offences have been identified. These incidents were deemed suitable for warning or attendance letters, where appropriate, and over 70 individual letters were sent to the registered keepers of the bikes. Interestingly, this did result in come complaints from the keepers which allowed for direct discourse with the registered owners as to the nature of there behaviour

5.4.2 **Section 59 behaviour:** Anti-social riding, including aggressive acceleration, excessive revving and noise, loss of traction and other behaviour causing alarm, distress or annoyance. Such conduct was deemed to justify Section 59 action even where excessive speed cannot be established to the criminal standard without approved speed detection equipment. Several prosecution and seizure notices were implemented as a result of our activity

5.4.3 **Careless, inconsiderate or dangerous riding:** This included incidents of wheelies, riding on the wrong side of the road, riding on pavements, crossing solid white lines, rear-wheel skids and other behaviour falling below the standard expected of a careful and competent rider. These incidents will be considered for Section 59 action alongside any opportunities for prosecution. Again, prosecutions were brought against youths riding in such a dangerous manner.

5.5 Following a review of the available CCTV footage, several motorcycles were referred for consideration of Notices of Intended Prosecution (NIPs) for offences of driving/riding without due care and attention and/or without reasonable consideration for other road users.

5.6 In addition to the above, a Speed survey was commissioned along two points of Alexandra Palace way.

5.7 The results confirmed that vehicles in general speeding along Alexandra Palace Way represented a significant concern. In response, Alexandra Palace is taking the lead, working with relevant partners to formally recognise Alexandra Palace Way as a 20mph zone. This will support the wider objective of improving road safety and specifically address the concerns around vehicle-related anti-social behaviour.

5.8 Alongside this, the CCTV footage and intelligence reviewed to date highlighted anti-social riding behaviour, including aggressive acceleration, excessive revving, excessive noise and other dangerous or inconsiderate riding. Our response therefore needed to address both the speeding concerns identified through the surveys and the wider pattern of anti-social vehicle activity. Enforcement, engagement and preventative measures remained a key part of the overall approach, and throughout the summer periods the Police and local security teams actively targeted the issue.

5.9 The Neighbourhood Team issued warning letters, Roads Policing Team oversaw the Section 59 process and considered prosecution opportunities where the available evidence supported further action.

5.10 Vehicle seizure opportunities were continually assessed on a case-by-case basis, taking account of vehicle ownership, the available grounds for action and operational practicality.

5.11 The existing partnership arrangements between Roads Policing, the Neighbourhood Policing Team and the site security team worked well and remained central to the ongoing response.

5.12 The Site security team were asked to maintain records of:

5.12.1 Vehicle gatherings and motorcycle attendance.
5.12.2 Vehicle registration numbers.
5.12.3 Any offences or anti-social riding behaviour observed.
5.12.4 Relevant dates, times and details of incidents.
5.12.5 Any other intelligence relating to anti-social vehicle activity.

5.13 In addition, the site was registered with the British Parking Association, enabling formal enforcement. Updated signage was introduced across key perimeter areas to reduce Anti-social behaviour and improve safety during peak attendance periods. Security issued over 100 tickets to illegally parked vehicles and Bikes.

6 Progress Update – Enforceable 20mph Speed Limit

6.1 Alexandra Park and Palace Charitable Trust is working collaboratively with Haringey Council's transport, highways and legal officers, alongside the Metropolitan Police, and TFL to progress a legally enforceable 20mph speed limit on Alexandra Palace Way.

6.2 This project builds on the existing partnership response to speeding and vehicle-related anti-social behaviour, with the shared aim of improving safety for pedestrians, cyclists, visitors and other road users, while responding to concerns raised by local residents.

6.3 Although 20mph markings are already in place, further work is required to establish a clear and legally robust basis for enforcement. The partners are progressing the necessary legal and technical work towards a Traffic Management Order which,

subject to public consultation and approval, would enable the speed limit to be enforced effectively.

6.4 The proposal relates specifically to the speed limit and would not change the wider status of Alexandra Palace Way or authorise road closures, which would require a separate legal process.

6.5 There will be a public consultation on the proposed formal introduction of an enforceable 20mph limit, with the timing still to be confirmed. This will provide an opportunity for residents, road users and other interested parties to consider the proposal and submit their views before a final decision is taken.

6.6 The Trust's objective is to secure a practical and enforceable measure that addresses the speeding concerns identified through the surveys and complements the wider work to tackle dangerous and inconsiderate driving and riding.

6.7 We hope that SAC and CC members will support the Trust and its partners in progressing this important road safety project and will engage positively with the public consultation when it opens.

6.8 Support in raising awareness of the proposal and encouraging participation would be welcomed, helping to ensure that the views of local communities and those who use the Park and Palace inform the process.

7 Legal Implications

7.1 The Council's Director of Legal and Governance has been consulted in the preparation of this report and has no additional comments.

8 Financial Implications

8.1 The Council's Chief Financial Officer has been consulted in the preparation of this report and has no comments to add.