



## **PROPOSED CUMULATIVE IMPACT POLICY**

PS Malcolm Wauchope CW098 Brighton & Hove Licensing Unit

Your Ref:	Our Ref: <b>Impact Policy</b>	Date: <b>24<sup>th</sup> August 2007</b>
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INVESTOR IN PEOPLE

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I would therefore propose a single cumulative impact area that comes north from the beach up Holland Road to the junction with Western Road, travels from there east along the northern side of Western Road to the junction with North Street. From there via Air Street the area would then continue north up the western side of Queens Road, around and including the western side of Surrey Street to the junction with Trafalgar Street. From there we would head east down Trafalgar Street on the northern side of the pavement. The area would continue east across St Georges Place and Richmond Place. From there we would head south on the eastern pavement into Grand Parade to the junction with Edward Street. On the northern pavement we would head east along Edward Street to the junction with Upper Rock Gardens and then south to the beach.

I have also included data for the identified hotspot areas for Hove and East Brighton. I do not feel that at this time these areas, namely Boundary Road in Hove and the Marina need a cumulative impact approach. They should however be highlighted as areas of concern.

I have sought to keep the proposed area as small as possible to firstly justify any policy which may be agreed and also to maximise the police's capacity to respond to any issues.

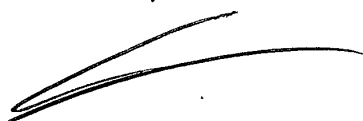
This highlighted area has the majority of public place violent crime and alcohol related crime and being in the heart of the city centre has a far greater concentration of licensed premises than any other part of the city. Many of these premises are large, mainly vertical drinking establishments, and have the worst track record for crime and disorder within their venues, this is of course in part due to their size. The pressures on this part of the city is only like to intensify as the Oceana development in West Street and the Hippodrome development in Middle Street brings another 5,000 patrons to the area. It is anticipated that there will be an increase in reported incidents, nuisance and noise as a result of the smoking ban within licensed premises, driving people out of premises onto the public highway.

The overtime costs of this enhanced policing this alcohol fuelled disorder across Brighton in 2006 was very nearly £200000. This cost was in addition to that of officers on duty strength. That gives some indication of how much police time and resources are dedicated to tackling this problem. With the increasing constraints being placed on police budgets other crime reduction opportunities and tactics, such as cumulative impact zones must be explored.

The cost of violent crime is not borne solely by the police, the Home Office estimates that the impact of a single crime of violence against the person costs society £19000. This includes the cost to victims from loss of income, to local businesses and to statutory services such as hospital A&E departments.

In summary I feel that the attached statistics fully justify the proposed cumulative impact zone which the police would urge the licensing committee area to incorporate within their next licensing strategy policy. This area takes into account the current policing approach, trends which have developed since the change in licensing law, busy routes into and out of the city centre and the legitimate concerns of local residents who live in the area.

Yours sincerely



**Graham Bartlett**  
**Superintendent Crime & Operations**