

NORFOLK CONSTABULARY

WESTERN AREA



**"BEAT POLICING AND
CORE ROUTE FOLDERS"**

THE TILLEY AWARD, 2002

CHIEF INSPECTOR TONY SMITH

KING'S LYNN POLICE STATION

CONFIDENTIAL - FOR POLICE EYES ONLY

SUMMARY

Conceived, developed and implemented by Chief Inspector Tony SMITH, the Core Route and Beat Policing folder systems provide a straightforward vehicle for the delivery of a proactive policing strategy for uniform and traffic patrol officers. It supports and compliments both Investors in People and the National Intelligence Model, and was devised to address some of the issues regarding focus and direction outlined in the HMIC and Audit Commission reports "Tacking Crime Effectively" and "Streetwise".

On the Western Area, the fortnightly Area Tasking and Co-ordinating meeting identifies three primary issues for staff to focus on in the two weeks following the meeting:-

- A "Sector Target offender" for each sector;
- A "Problem Profile" ("hot-spot") for each sector;
- A "District Target offender" for each of the Local Authority Districts.

These targets/problem profiles are identified through analysis and selected because they are impacting on the priority areas of either violent crime, burglary of people's homes, vehicle crime or fatal/serious road traffic accidents at that moment in time, or are expected to do so.

The **Beat Policing Folder** compliments this process by having three sections pertaining to the above offenders/problems. The folders, which are held by the Team Sergeant and utilised at each shift briefing, contain the intelligence and information regarding the target/"hot-spot" and suggested activity. When officers undertake activity during the shift in relation to a target/"hot-spot", they record this activity (and the result) on an "Action Sheet" within the folder. Quantitative and qualitative management information is produced from this, and officers are held to account through the PDR (Performance and Development Review) process.

This process enables objective setting with the Performance and Development Review system (appraisal) to be aligned with Force priorities to deliver targeted policing activity across all operational areas. It also simplifies the objective setting process within the PDR as, within each rank of Inspector, Sergeant and Constable, all patrol officers have the same core objectives. The folders also enable the framing of objectives in a generic manner so that officers can immediately undertake proactive activity, even when moved to another area, without the need to rewrite the objectives themselves.

The systems support recognition of qualitative proactive activity, replacing previous quantitative performance indicators with qualitative ones.

The folders were originally introduced on the Western Area in November, 2000, and were to be put forward for the Tilley Award in 2001. However, the opportunity was missed and the concept is now submitted for the panel's consideration. If anything, the delay has reinforced the initiative as the Beat Policing Folders have not only remained, but have also developed considerably since that time to reflect developments such as the National Intelligence Model.

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**"BEAT POLICING AND
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DESCRIPTION OF PROJECT

THE TILLEY AWARD, 2002

CHIEF INSPECTOR TONY SMITH

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BEAT POLICING AND CORE ROUTE FOLDERS

The Beat Policing Folder concept is about procedural and cultural change leading to organisational development and improvement through the inclusion of intelligence-led policing into day-to-day policing activity.

The primary aim of the Beat Policing Folders is to redirect frontline uniform operational staff from focusing purely on reactive policing to focusing on intelligence-led policing and the Force *key activities*.

Arguably, reactive policing alone cannot reduce crime, injury or disorder to the necessary levels because, by its nature, it is a reaction to events that have already occurred. Rather, the events to which the Force reacts, which are already graded, need to be considered in the context of their priority, not only to one another, but also to intelligence-led policing, which is directly aimed at reducing crime, injury and disorder.

For example, a police constable has planned to set aside two hours for intelligence-led activity during the shift, intending to spend this time observing a prolific dwelling house burglar who favours late turn with the intention of identifying his current vehicle and associates. A Grade I comes in after one hour. Because this is a higher priority, the PC provides response. Nevertheless, some intelligence activity was undertaken and recorded. But what if a response is requested to attend a theft where there is no immediate arrest to be made? A Grade 3 or 4. Should this take priority over the intelligence-led activity?

Implementing Beat Policing folders provides a framework to problem solve this and other similar issues within the team.

The principal benefit is therefore that both intelligence-led and response policing are carried out in an organised and consistent way and, most importantly, in the order of correct priority.

The folders provide a framework to link the supporting activities of the Control Room, Crime Pattern Analysts, OMU's, LIO's, Area and Sector priorities and other supporting activity.

They also link into PDR at the objective-setting stage (generic objectives) and the Strategic Planning Framework, providing the motivation for policing activity to be directed at achieving the Force key activities.

The emphasis of the folders is, therefore, on both intelligence and response.

Rather than replacing one type of policing, the Beat Policing Folders work alongside both, providing the framework for a balanced approach to uniform patrol.

The activity undertaken is recorded in the folders and the information can therefore be used for monitoring purposes against the Force's key activities. Such measurements are primarily team-based and represent a move from quantitative PI's to qualitative PI's.

Other links that are immediately apparent include Best Value review and the IIP standard.

An example of some early results from the Core Route Folders are illustrated below:-

- Injury collisions down by 25%.
- For each hour spent by Roads Policing officers at accident cluster sites in Central and Eastern Areas, the Western officers spent six hours at accident cluster sites in the Western Area, performing 73% of all activity.
- The Hardwick roundabout at King's Lynn received 160 hours of activity and, for the first time since records began, was not an accident cluster site from September, 2000. Interestingly enough, it still isn't, although the checks and activity have been reduced dramatically.

Since January, 2002, an average 85% of the target offenders had been arrested at least once while having target status, and key crime areas have dropped by as much as 50% in some cases.

Attached are two reports from Chief Inspector T. SMITH, dated 6th November, 2000, and 12th June, 2000, which provide more details about the concept and how it has been introduced (including results/products, etc.).

Also enclosed are a case study and two copy samples of a Core Route Folder and a Beat Policing Folder for perusal.

Norfolk Constabulary

From: Inspector Tony Smith
Roads Policing
Western Area

Subject: Roads Policing
Intelligence Folders

To: Superintendent Moore
Operations

Date: Monday, June 12, 2000

CC: as distribution

Intelligence Led Roads Policing - Western Area

This report outlines the Roads Policing philosophy for the Western Area which was formally introduced following consultation *on 1st June 2000*.

The activity of Roads Policing officers should be directed towards improving road safety and this is best achieved by ;

1. Enforcement
2. Education
3. Engineering

This report is concerned with 1 & 2 above. Enforcement affects road safety directly and indirectly by:

- *Taking dangerous drivers of vehicles off the road*
- *Increasing the fear of apprehension amongst other drivers (deterrence)*

The logical chain between deterrence and road safety is as follows:

- *Fear of apprehension causes drivers to modify their behaviour and to 'drive within the law'*
- *Driving within the law reduces the probability of accidents*
- *Reducing the probability of accidents reduces their number*

Education includes giving advice to motorists at the roadside as an alternative to enforcement. The assumptions are that:

- *If drivers appreciate the risks they run, they will modify their driver behaviour*
- *Drivers subject to these interventions will transmit the lesson via word of mouth to others*
- *The others will modify their behaviour*
- *There will be a general **lowering of the probability of accidents***
- *These will lead to a reduced number of accidents*

In addition to the above the Roads Policing officers when devolved to Area control will provide a supporting role to divisional targets and sector plans. This requirement presents certain problems namely :

"How do the Roads Policing officers who cover the area of five sectors, find out all they need to know in order to make an effective contribution to the above requirements?"

"What performance indicators should we record for the team and individual?"

"How do we make the link between the Force Roads Policing Strategy, the Area and Sector Plans and the activity of individual officers?"

The core route folders as introduced enable the Roads Policing officers to structure their day focused on achieving their individual objectives contained within their PDR, and, directly contribute towards the Area and Sector objectives. The folders are designed to support a problem solving approach to Roads Policing. The following paragraphs introduce and explain the philosophy behind the core route folders.

The Folders

There are two folders for each of the Core Routes 81, 82, 83, 84 and folders for 70, TC1, TC2, TC3, TC4.

One folder is for odd months and one folders is for even months. The current folder is kept in the constables briefing room and is taken with the officer when they go out on patrol. There is no need to brief in the office as all the information is contained within the folder. This supports the idea that a roads policing officers office is their vehicle and not the office. The second folder with be in the process of being collated by a supervisor ready for the next month. This supervisor will also update the route folders with any hot information so they remain current.

Folder Contents

Within the folder are twelve sections:

- 1. Core Route description**
- 2. Accident Cluster Sites**
- 3. Speed Complaint Locations**
- 4. MIS**
- 5. Campaigns**
- 6. Disqualified Drivers**
- 7. Drink Drivers**
- 8. Local Policing issues**
- 9. Hot Intelligence**
- 10. Crime 1 Incident Map Intelligence**
- 11. Target Offenders Intelligence**
- 12. Recorded direction to leave core route**

I will take each heading in turn and describe the detail of the section and its purpose.

Core Route description

This is the basic structure of the system describing the area covered by the folder to assist collection of intelligence. The core routes have been mapped onto the Area Sectors structure to achieve coterminosity. Route 81 maps to D5 Dersingham Sector, 82 maps to D2 Downham Sector, 83 to Thetford and 84 to Dereham. The ARV routes and TC routes have similarly been mapped to Sector boundaries but in some cases cover more than one Sector.

Accident Cluster Sites

This section has two sheets. One sheet lists the accident cluster sites for that route and one sheet is where the officers record their activity carried out on a particular site. This second sheet is faxed through to TSS on a weekly basis to enable the collation of cluster site activity throughout the Area. It is envisaged that each constable will have as a PDR objective a target number of hours to be spent on activity in the accident cluster sites. The sergeants will monitor and manage the constables activity to ensure that the activity is balanced throughout the various sites and that constables are attending the sites in line with their objectives.

The activity in these areas will also be supported by the use of new signs carried in the traffic cars. For each cluster site there are four signs. Two highlighting the existence of the accident cluster site and two placed further along the road warning that road traffic regulation checks are ahead. The purpose is to inform road users of the dangers at these locations and to explain the activity officers are involved in to counter the person who says "haven't you got anything better to do?" It is also intended to go public with our intentions within these locations to produce a medium term effect on driver behaviour at these locations designed to reduce the numbers of injury and fatal collisions.

Speed Complaint Locations

This section also has two sheets. One sheet lists the speed complaint areas within the Sector and one sheet is where the officers record their activity carried out on a particular location. This second sheet is faxed through to TSS on a weekly basis to enable the collation of complaint location activity throughout the Area. It is envisaged that each constable will have as a PDR objective a target number of hours to be spent on activity in the speed complaint location. The sergeants will monitor and manage the constables activity to ensure that the activity is balanced throughout the various location and that constables are attending the location in line with their objectives.

The idea is that a member of the public complains about the speed of vehicles at a particular location. This complaint is recorded by TSS on the speed complaint database and a letter is sent to the complainant in order to establish the information such as time day date types of vehicles etc. This information is published to the Area on a monthly basis. The officers attend at the appropriate times and are seen by the complainant carrying out the activity. A record of the activity is built up and after three months the results are analysed and a letter written back to the complainant as to the results. From a management information perspective The sergeants will analyze the effect of the attention and would expect the speed of vehicles to reduce over time. Depending on the results extra resources can be directed to particular problem areas or the possibility of involving our partners to solve the problem supported by evidence of our activity.

MIS

This section also has two sheets. One sheet lists the MIS numbers and locations within the Sector and one sheet is where the officers record their activity carried out at a particular site when directed by the TSS department. It is envisaged that each constable will have as a PDR objective a target number of hours to be spent on activity in MIS locations.

Campaigns

During the Force wide or Area campaigns throughout the year extra sheets will be placed within the folders with the administrative information surrounding the campaigns and the individual activity of the officers in support of that campaign. It is envisaged that each constable will have as a PDR objective to support these campaigns but we have not at the time of this report come to a firm view as to how to frame this particular objective.

Disqualified Drivers and Drink Drivers

These sections will be fed by the intelligence unit. They have been asked to select two or three targets for each Sector and provide packages with information as to address, vehicles, associates, types of crime etc. The view is that we can have greater success if we restrict our attention to limited targets. Once a target has been arrested a new target will be provided. It is hoped that this area will be the source of a much closer working arrangement between Road Policing and Sector officers. It is envisaged that each constable will have as a PDR objective to support these campaigns but we have not at the time of this report come to a firm view as to how to frame this particular objective.

Local Policing Issues

Each month the Sergeant responsible for maintaining the folders will speak with each Sector Inspector or their representative in their absence. They will discuss the two or three particular *issues which the Roads Policing officers can assist with* and intelligence will be attached where this is available.

Hot Intelligence

The old Western division intelligence unit produces daily sheets to which officers have contributed by noon each day. The relevant sector sheet will be placed in this section to inform officers on any actionable intelligence in the area.

Crime | Incident Map Intelligence

These are the maps which indicate crime patterns in relation to geographic areas and are very effective with regard to preventative patrols. This information will be provided by the crime pattern analyst and used to 'double up' on direct patrol. As an example if there are thefts from or of motor vehicles on the Fairstead Estate in King's Lynn and we have a Force tyre campaign then the opportunity arises as the Fairstead is a sink estate where vehicle maintenance is less than ideal. We could carry out a tyre check with sector officers also directed at preventing vehicle crime and targeting likely offenders in the area.

Target Offenders Intelligence

As with disqualified drivers this section would consist of two or three packages relating to Area or Sector target offenders which we would target at the same time as Sector staff with a hopefully positive result. As the targets were caught then a new package would replace the success.

Recorded direction to leave core route

This sheet is not one currently in the folders but the opportunity is that where officers begin to be diverted from the core tasks as outlined above this would impact on their opportunity to achieve the objectives within their PDR. This sheet if it was necessary to introduce it would provide the officers the opportunity to record the occasions where they are directed elsewhere.

Management Information

At present the daily debrief forms are the vehicle for recording officers activity. I anticipate that when the core route folder system for intelligence led road policing is seen to be effective this will negate the need for the individual daily debrief sheets. The responsibility for the monitoring and development of individual officers will be with the Sergeants and Inspector as is envisaged in the PDR scheme. The success of this system requires a leap of faith on the part of the officers and senior management. Doing the right things is important and I do not believe that we can succeed in the achievement on the Force, Area and Sector objectives by measuring officer output in terms of process. The folder scheme seeks to articulate the activity I believe will lead to organizational achievements greater than under the existing system. The paperwork burden on running the daily debriefs alongside the route folders is top heavy and I would seek to remove the requirement from completing the daily debrief sheets at the earliest opportunity.

Feedback

The system has been in existence for ten days so far and the early indications are that the vast majority of Sergeants and Constables support the philosophy behind the route folders and are directing considerable energy to ensure its success.

Tony Smith
Inspector Roads Policing
Western Area

NORFOLK CONSTABULARY

CASE STUDY -BEAT POLICING FOLDERS

The following is a case study showing how the use of Beat Policing Folders may fit into the Sector Policing Model. This should be read in conjunction with the attached Memorandum to Mr. Bligh ACC (AIDD) dated February 2001.

SCENARIO 1 THE EXISTING ARRANGEMENT

The Shift

At the start of the shift the Sergeant provides a briefing. This takes about 30 Minutes. This is a general response to demand lead policing and there is uncoordinated paperwork

There is no consistent way of recording intelligence lead activity even if it is carried out. And there is little co-ordination of this between individuals or teams

During the shift there are an average of 5 Grade 1 calls and if there is time Officers take a meal break of 45 minutes.

SCENARIO 2 – BEAT POLICING FOLDERS

The Folders

The folders contain essential records of the daily focus on reducing crime, injury and disorder. They are split into;

Key Crime Areas
Target Offenders
Initiatives
Community Problems/Force Campaigns.

Because there is flexibility in how Officers do many of the activities there is also a record of potentially successful ways of reducing crime injury and disorder. This prevents a sole focus on response activities, regardless of their priority when compared to wider Norfolk Constabulary priorities.

PDRs

4 of the PCs PDR objectives cover the intelligence lead activities that they will undertake during the PDR cycle. And the flexibility for Police Officers is in how they do many of the activities.

The PDR objectives relating to the Beat Policing Folder concern;

1. Crime Reduction Activity – Location specific. To carry out targeted policing detailed in this section of the Beat Policing Folder. During the PDR cycle.

This information is provided by the Analyst in the Form of a colour coded map of the particular Sector. Example attached.

2. Target Offenders. To carry out targeted policing against the targets in this section of the Beat Policing Folder. Ranging from gathering intelligence to positive action. During the PDR cycle.

This information is provided by the LIO/FIO Team.

3. Community Issues. To carry out desired activity to ensure that community issues contained in the Beat Policing Folder are addressed.

These are decided by the Sector Inspector/Sergeants from Analysis, CAD messages or written correspondence from individuals or organisations.

4. Force campaigns/Initiatives. To carry out desired activity to ensure that Force campaigns and initiatives contained in the Beat Policing Folder, during the PDR cycle, are a success.

Initiatives are developed and managed by a Sergeant and results from the assessment of local problems for which a problem solving initiative is developed. But that require the co-ordination of several officers.

Not only is there the flexibility in the activities Police Officers conduct under these PDR objectives. There is also the flexibility to include a separate PDR objective regarding response activity.

The Shift

The Sergeant's briefing becomes a co-ordinating activity to enable officers to contribute effort around Beat Policing Folders. The Sergeants role is to plan the shift for his or her team and then to work during the shift to enable the plan to be delivered if this is possible.

In Scenario 2 the relevant activity includes the following;

NORCAT. Closes 5pm. Liaise with security staff. Walk the Crime Locations. Gather intelligence, provide high profile presence. Deter offenders.

® Dwelling Burglary to 8pm. Detering offenders. Gathering intelligence.

0 Seat Belt & Mobile phone campaign. Supporting Force campaign

® Visible presence (1600-1800pm, 2200-0200, 0800-0900, 1200-1400). Reducing violent crime in public places between 2200-22.45. High visibility jackets. Norfolk St and Tuesday Market Place

0 Report writing.

® Response.

The following tables 1 and 2 show how both response activity and intelligence lead policing can be performed alongside each other on a typical shift. The tables show the same information but present it in different ways.

SCENARIO 2 – Table 1

	Notes	O NORCAT. Closes 5pm	© Dwelling Burglary to 8pm	© Seat Belt & Mobile phone campaign	® Visible presence 16-1800, 22-0200, 12-1400 Foot patrol	© Report writing	© Response	Meal Break
1500 to 1510	Briefing							
1510 to 1600	All Officers no paperwork	0	00	00	00		00 In response car 00 2 single crew 0 enquiries	
1600 to 1700	All Officers no paperwork	0	00	®0	00		00000	
1700 to 1800			000	0@0	000		00000	
1800 to 1900			000	000	000	0	00	00
1900 to 2000			0	0	0	00	@0 in response car 0 single crew	@0
2000 to 2100						000	00 Response Car 0 Single crew	@0
2100 to 2200						00	0000	00
2200 to 2300	All Officers no paperwork				0000		00000	

0 to 0 designate the Police Officers and their whereabouts/activities on the shift

SCENARIO 2 — Table 2

	Officer 0	Officer ®	Officer ®	Officer 0	Officer ®	Officer ®	Officer 0	Officer 0
1500 15.10	Briefing	Briefing	Briefing	Briefing	Briefing	Briefing	Briefing	Briefing
15.10 to 1600	NORCAT	Burglary Dwelling	Burglary Dwelling	Response Car	Response Car	Single Crew	Single Crew	Enquiries
1600 to 1700	NORCAT	Burglary Dwelling	Burglary Dwelling	Response Car	Response Car	Single Crew	Single Crew	Enquiries
1700 to 1800	Burglary Dwelling	Burglary Dwelling	Burglary Dwelling	Response Car	Response Car	Single Crew	Single Crew	Enquiries
1800 to 1900	Burglary Dwelling	Burglary Dwelling	Burglary Dwelling	Meal Break	Meal Break	Single Crew	Report writing	Enquiries
1900 to 2000	Burglary Dwelling	Response Car	Response Car	Report writing	Report writing	Meal Break	Single Crew	Meal Break
2000 to 2100	Report writing	Meal Break	Meal Break	Response Car	Response Car	Report writing	Single Crew	Report writing
2100 to 2200	Meal Break	Report writing	Report writing	Response Car	Response Car	Single Crew	Meal Break	Enquiries
2200 to 2300	Visible presence	Visible presence	Visible presence	Response Car	Response Car	Single Crew	Single Crew	Enquiries

NORFOLK CONSTABULARY

WESTERN AREA

**"BEAT POLICING AND
CORE ROUTE FOLDERS"**

SUPPORTING INFORMATION

THE TILLEY AWARD, 2002

CHIEF INSPECTOR TONY SMITH

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ACCIDENT CLUSTER SITES

Guidance notes for Officers

The next page of this section contains only those accident cluster sites that are relevant to this core route.

The following sheet is for recording the activity of Officers at those locations. As the page is completed they should be removed by the responsible Sergeant and faxed to Road Policing Support Branch and then filed.

Some sites will have a higher priority than others and it is for the Sergeants to manage and direct the activity so that a proportionate response in terms of activity is achieved across the range of the cluster sites. Officers can also manage this by selecting appropriate cluster sites for their tour based on the previous activity and their local knowledge.

Part of your PDR requires time spent proactively at locations. The evidence for achieving this objective should be recorded in this folder and monitored by the Sergeant responsible for that officer.



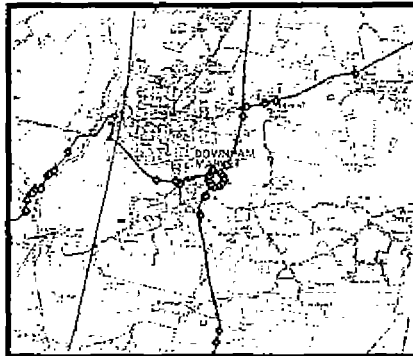
NORFOLK CONSTABULARY HIGH RISK CLUSTER SITE

**Downham Market
Site No. 301**

**A10/ A1122
D21**

**(Denver)
W.N.D.C.**

**New High Risk Site
Collision level up on
„last periodta 5**



<u>TRENDS</u>	
1.	NO DAYITIME TRENDS
2.	MAIN CAUSES
	a) DISOBEY JUNCTION CONTROL
	b) TURNING RIGHT WITHOUT DUE CARE

<u>MAIN MANOEUVRE(S)</u>	
1.	COLLISION WITH VEHICLE FROM RIGHT
2.	RIGHT TURN LEAVING MAIN ROAD — HEAD ON

<u>PARTNERSHIP</u>	
1.	HIGHWAYS AGENCY BEDFORD
2.	PLANNING & TRANSPORTATION DEPT NORFOLK COUNTY COUNCIL (from April 2001)

<u>RESPONSIBILITY</u>	
1.	INSP T SMITH ROAD POLICING
2.	INSP SEWELL DOWNHAM MARKET SECTOR

<u>PREVIOUS ACTION TAKEN</u>	
1.	88.25hrs GENERAL CLUSTER SITE ATTENTION 1111100 - 31/01/01
2.	PART OF TARGET ROUTE PATROL FOR 6 WEEKS OF YEAR 2000
3.	PART OF CORE ROUTE 82 WINTER 2000/2001

<u>SUGGESTED ACTION</u>	
Conspicuous lay up on MO	
King's Lynn side of junction within sight of A1122	

OTHER INFORMATION:- Minor modifications done to markings to provide a stacking lane for the right turn approach from King's Lynn.
Subject of local monitoring of non-injury collisions to provide wider picture.

FENLAND PROJECT

RECOVERY OF VEHICLES SUSPECTED OF BEING USED IN CRIME IN THE D21 & D22 AREA

To assist in the detection of offenders who use motor vehicles to commit crime the following procedure will be adopted for a trial period of 3 months.

Any motor vehicle found, which is stolen or used (or suspected) in crime committed on the D21, D22 beats, in Cambridgeshire or Lincolnshire will be subject to a SOCO examination.

Vehicles will be seized in accordance with Standing Order 119 para 24.1

" The vehicle is required for forensic examination, enquiries or search which cannot be conducted without seizure taking place".

If Soco's are able to examine a vehicle at the time they will do so, otherwise the vehicle will be recovered under the RAC scheme (PSE 03NF) so that it can be examined. This is in circumstances where Saco is unable to attend, if the vehicle is wet or damp inside or out and needs to dry out before examination.

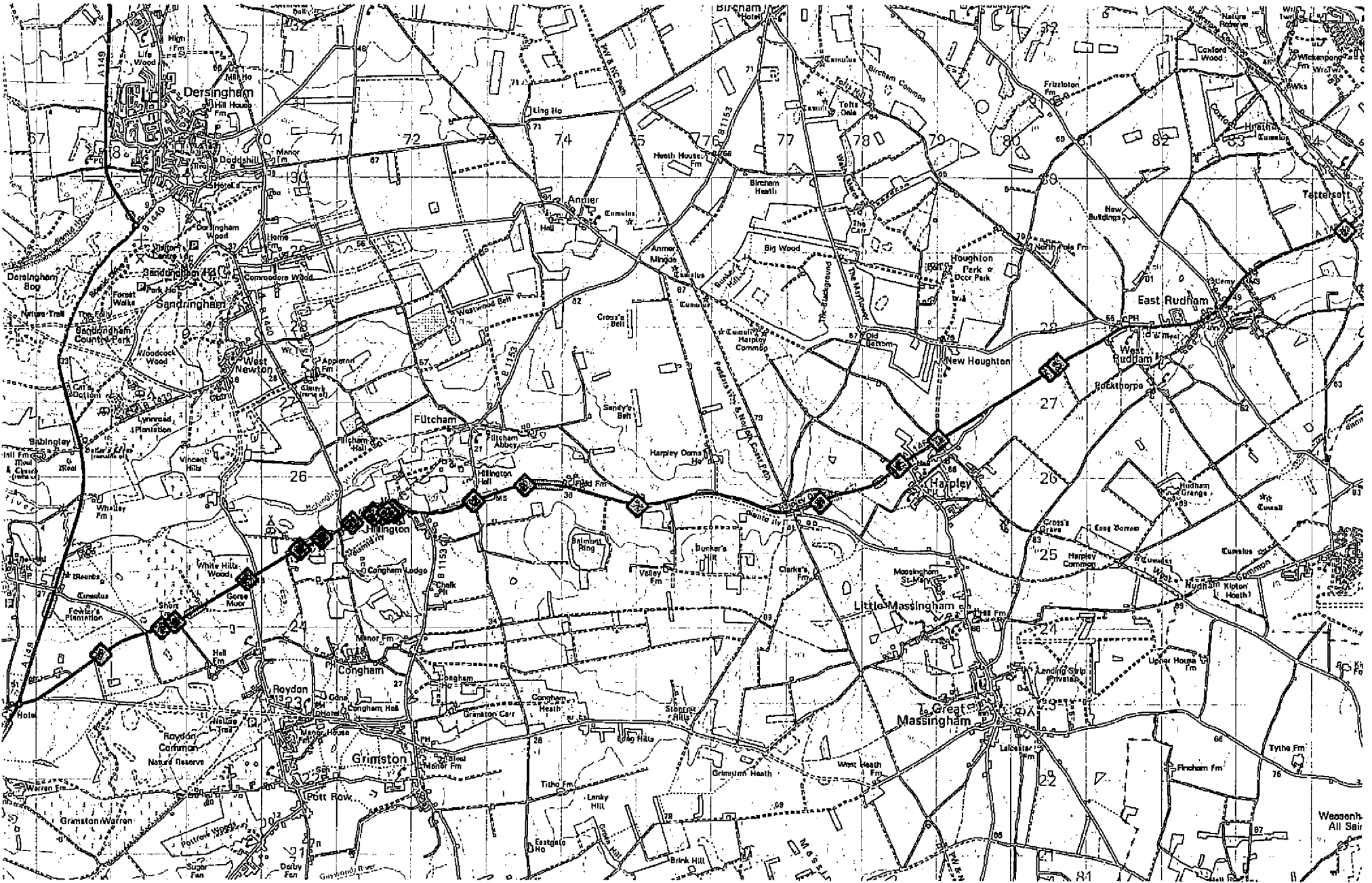
It is the responsibility of the officer requesting seizure to complete a form A65 and must submit the form to the authorising Inspector before the end of the tour of duty. At the time of seizing the vehicle, the officer must make arrangements for the release of that vehicle pending Soco's examination.

CLUSTER SITE CORE ROUTE TC 8ltromiiaioi

Site No	Core RT	Sector	Parish	Location	Cause	Trend	No Acc
533	82	DI	Kings Lynn	A17 150 yards from Pullover Roundabout	Tail End Collision	0830-1600	4
534	81\82	DI	Kings Lynn	A148 Gaywood Rd\ Homelands Rd	Tail End Collision	Tuesdays	3
517	81\82	D1	Kings Lynn	A148 London Rd JIW Millfleet	Pedestrian Action	Afternoon 1 evenings	4
339	81\82	DI	Kings Lynn	A148 Wootton Rd J1W Rosebury Ave	Tail End Collision	Thursday	3
503	81\82	D1	Kings Lynn	A149 Hardwick Rd J1W Campbells Meadow	Tail End Collision	Afternoon 1 Evenings	3
345	81	D5	Heacham	A149 Lamsey Lane	No Pattern	0730 -1600	5

INJURY ACCIDENT LOCATION HISTORY RELATING TO TARGET ROUTE No. 99

To March 2001



SEAT / SECTOR CRIME PRIORITIES

Guidance Notes for Officers:

The following section relates to targeted activity in relation to the crime priorities for this beat / sector

Sector Inspectors are responsible for deciding the priorities in discussion with Sergeants who will be responsible for collating the information and making decisions about coordinating activity of officers where this is desirable. It is expected that Sergeant will have a PDR objective to coordinate and focus officers at these targets.

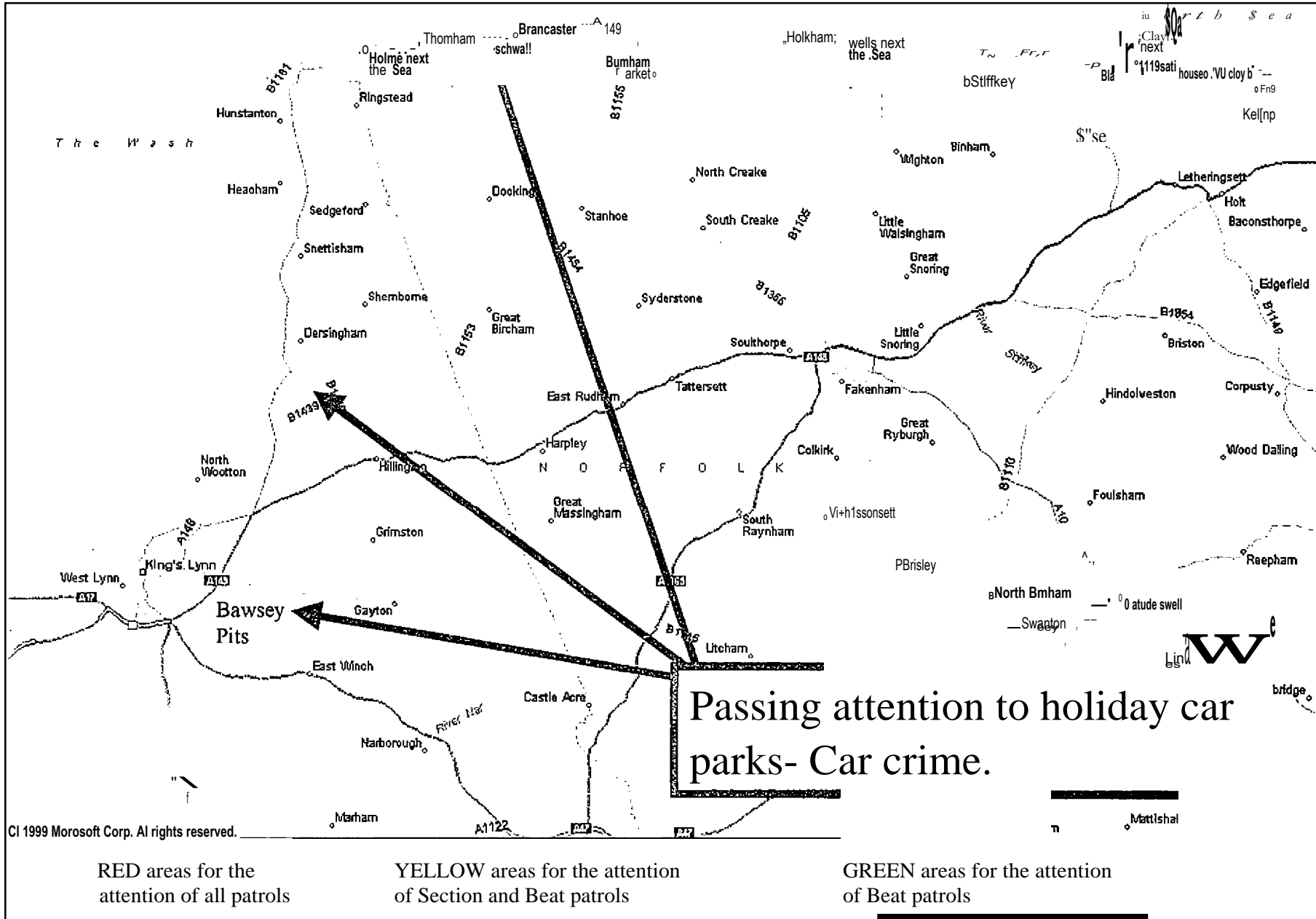
One particular Sergeant will be expected to have a PDR objective to set up effective liaison with the relevant OMU so that this section is maintained in terms of currency and relevance to the Area Plan and also ensure valuable intelligence is fed back in the form of a C174.

The relevant OMU will be expected to provide maps which outline the specific locations and times at which the crime reduction activity should be undertaken. The information should include a default desired policing activity in terms of uniform / plain clothes, foot / cycle / mobile patrol, along with the actions officers should be undertaking and be of sufficient detail that allows officers to carry out directed activity.

Sector Inspectors should be approached on a monthly basis by the sergeant responsible (as a minimum) and particular issues in relation to the relevant beat / patrol area to ensure this section remains current in the light of changing circumstances.

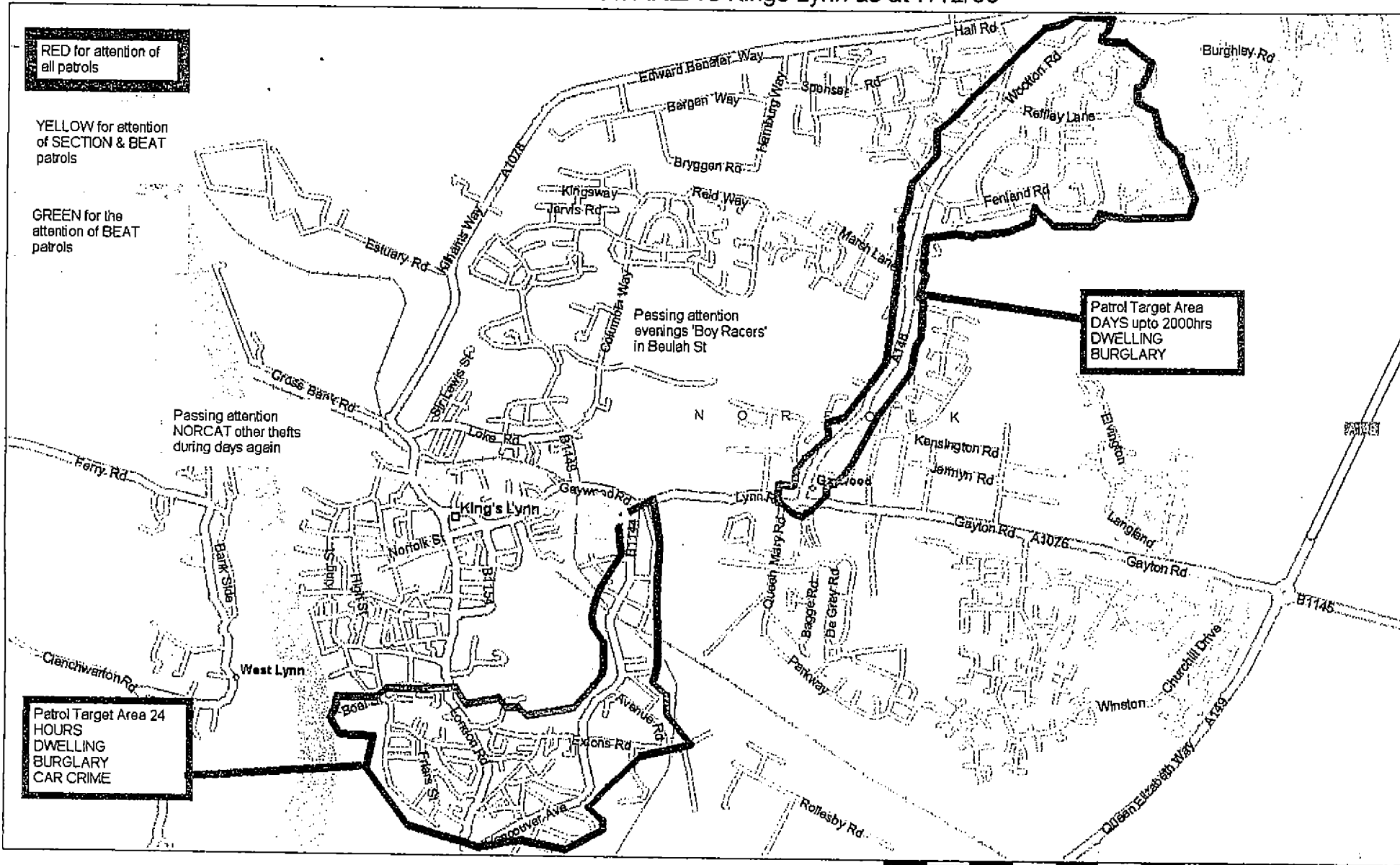
Each constable is expected to have a PDR objective written to carry out targeted policing against the targets within this section of the folder in terms of desired activity not outcomes.

TARGET PATROL AREA'S HUNSTANTON as at 13/06/01



Passing attention to holiday car parks- Car crime.

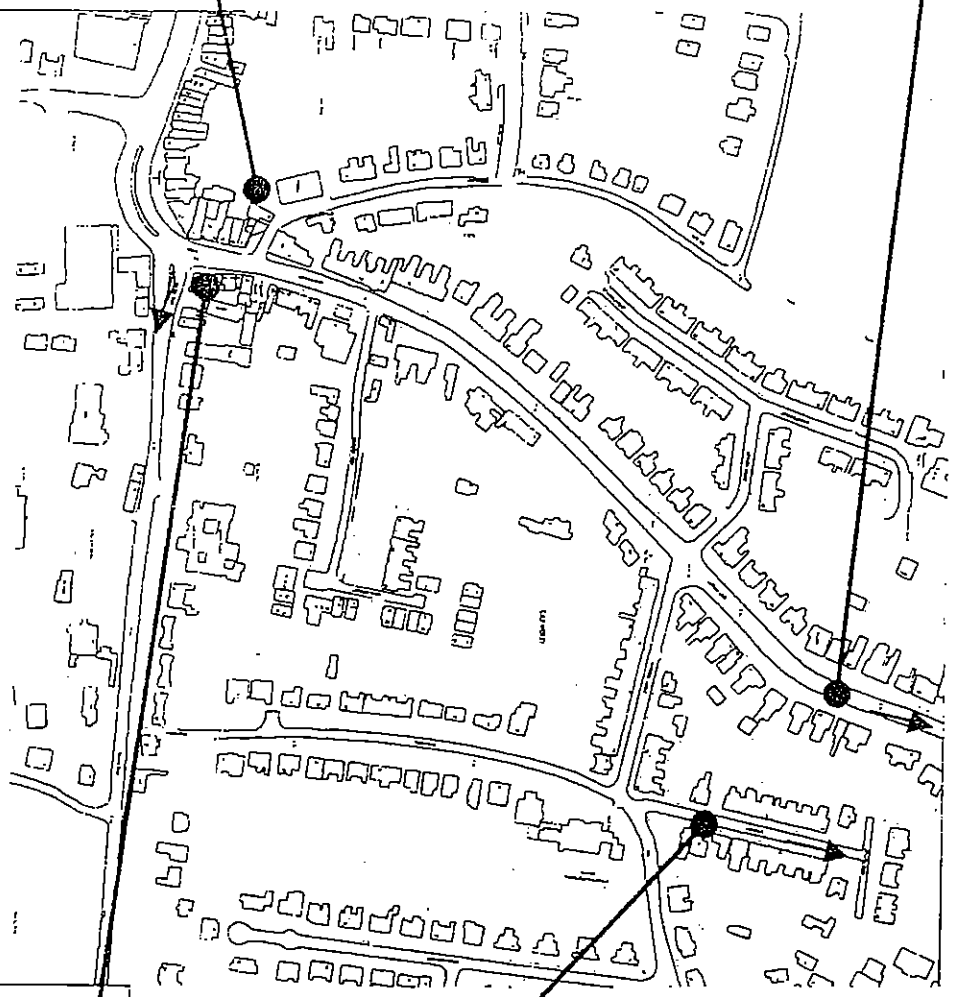
TARGET PATROL AREA's Kings Lynn as at 7/12/00



GAYWOOD WOOTTON ROAD AREA TARGET PATROL AREA 1100-1600hrs

1340hrs Wednesday 26 July
WOOTTON ROAD purse snatch
snatch from a lady by a male on a
cycle, desc
Male - wearing bright green
luminescent jacket cycled into Marsh
Lane
CAID NC-20000726-100

1500hrs Friday 21 July Near
GAYWOOD HANDYMAN purse
snatch from an elderly lady by a
youth on a dark coloured cycle,
desc
18/19 yrs - tall - wearing red T-shirt
and a dark coloured baseball cap
CAID NC-20000725-217



1234hrs Tuesday 25 July NEW
ROAD attempted handling snatch
from a lady by a male, desc
5'6" to 5'8" tall - thin build -
wearing black Track suit with
white stripe ran along the small
lane at the end off New Rd towards
Wootton Rd
CAID NC-20000725-241

1345hrs Fri 21 July The Clock
Pharmacy Wootton Rd male
disturbed upstairs, struggled with
staff but got away, desc
male 18 years - 5'4" to 5'6" tall -
wearing blue T-shirt and cream
coloured jean type trousers ran
across Gayton Rd and towards the
hospital
CAID NC-20000725-241

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