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Report of the
Commissioner of Police
of the Metropolis
for the year
1969

*Presented to Parliament by the Secretary of State for the Home Department
by Command of Her Majesty
May 1970*

LONDON

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REPORT OF THE COMMISSIONER OF POLICE OF THE
METROPOLIS FOR THE YEAR 1969

New Scotland Yard,
Broadway,
London,
S.W.1.
15th May, 1970.

TO THE RIGHT HONOURABLE THE SECRETARY OF STATE
FOR THE HOME DEPARTMENT.

Sir,

I have the honour to submit the following report on the police of the
Metropolis for the year ended 31st December, 1969.

I have the honour to be,

Sir,

Your obedient Servant,
J. L. WALDRON.

CHAPTER 1

The Year under Review

This is an appropriate occasion to reflect on the passing of another decade and the developments that have taken place over that period. There has been a modernisation of methods and procedures, together with technical improvements; organisational changes have increased the effectiveness of police operations. For the future I foresee a continued improvement in technical aids, especially in the field of communications, which have a stimulating effect on our policing methods; and close attention to modern systems of budgetary control and forward planning. Police will play a much greater part in the social fields such as community relations, the integration of commonwealth immigrants into our society and the guidance of children in trouble.

1969 has been another year of challenge. Crime has increased by 7.5 per cent to a new record figure of 321,431 indictable offences but the number of cases cleared up has risen from 68,391 to 86,207 compared with 1968. The Force has had to face continual demonstrations, although not so many of them on the large scale of the previous year.

The loss of trained men by voluntary wastage (503 compared with 405 in 1968 and 439 in 1967) has led to comment that the morale of the police has fallen. It is disappointing to have lost so many trained men despite our efforts to make the work more interesting and satisfying to individuals. The guarantee of security is no longer the attraction it was and with a fluid labour market, shift and weekend work must be seen to reflect an enhanced rate of pay if young married policemen with children are to be prevented from looking for jobs with higher remuneration. In spite of these difficulties, however, morale remains high and the Force has responded magnificently to the challenge of increased crime. Arrests for indictable offences have risen from 61,184 in 1968 (already the highest figure recorded) to 75,128. The acceptance of responsibilities by men of lower rank to whom duties have been delegated, their reaction to new methods of policing, and the good humour and restraint of the men in the face of insults and provocation by demonstrators all illustrate the dedication of the great majority of the members of the Force. It has been encouraging to be aware throughout the year of a great fund of public goodwill for the Force which was typified in the number of Londoners co-operating in our "Help the Police" campaign during which something like 100,000 children were in touch with their local police stations.

Crime

A recorded increase of 22,564 (7.5 per cent) crimes after four years of comparative stability must give cause for some concern and it is necessary to examine the figures carefully. There were rises in the number of cases of shoplifting (4,357), thefts from meters, telephone boxes, etc. (3,894) and fraud cases (3,014), all of which are in what might be described as "grey" areas where only a proportion of offences committed come to the notice of the police. It is probable that some of these increases are attributable to more efficient methods of recording and variations in classifications

brought about by the Theft Act 1968. On the other hand, a rise of 12.5 per cent in burglaries by forcible entry is disturbing and one of 28.7 per cent in wounding and assaults reflects a growing tendency to violence. However, one must keep this in perspective. Unlike the situation in many of the major capital cities of the world, people can still walk abroad in London at night with little danger of being molested.

Much has been written about our permissive society, the lack of parental influence on young people and the lowering of moral values. Youth is rebelling against authority; this has ever been so and it will be a tragic day when the young fail to probe, seek and question, but we must be concerned when senseless violence accompanies their actions, where there is soccer hooliganism, vandalism in the streets and university tantrums and where mob influence submerges both reason and ideals. As drugs were introduced into this country from abroad it was to be expected that young people would be inquisitive; but it is difficult to understand why so many have given way to temptation and become addicted, although psychological pressures seem now to be greater and youth receives less guidance from its elders. It is no uncommon feature for loads of whisky, food and merchandise to be virtually sold before the lorry is "hi-jacked", such is the demand for cut-price goods. Many people are brazen about the amount of their employers' property they can pilfer for themselves; tools and equipment, materials from building sites and factories are regarded as "peaks", which in plain language is theft. If an employer is rash enough to interfere he may precipitate a strike. What I have said above may be dismissed as a comment on a social problem which perhaps a return to family discipline and a sense of shame would resolve. At present however there is little stigma attached to an appearance at court and the malaise spreads to violent crimes. Of those arrested for robbery, 54 per cent were under 21. Whatever success my officers have in arresting teams of robbers—and this is considerable—there is no shortage of young thugs ready to take their place.

The Force has taken many steps forward in the field of criminal investigation. There is no need for me to refer in detail to the successful prosecutions in 1968 and 1969 of the Richardson and Kray gangs respectively. It is sufficient to say that the members of this Force have clearly demonstrated their ability to take action against large criminal organisations and no one at present is exerting any widespread territorial influence. However, the vast amount of loose cash accessible in London, whether inside premises at banks, post offices or shops, or being carried in the streets from one place to another as wages or takings, attracts teams of determined and ruthless criminals who plan with great care and strike quickly wherever the opportunity offers. In spite of the increase in robberies from 1,910 to 2,236, cases cleared up have risen from 31.7 per cent to 32.2 per cent and I pay tribute to the outstanding work performed by both detective and uniformed officers to achieve these results. Extreme caution well beyond the normal call of duty is constantly shown.

Despite the controls imposed by the Firearms Act 1968, the use of firearms in connection with crime grows. No doubt some are smuggled into the country by seamen or from armed forces abroad; and shot guns, which make murderous weapons when sawn off, are not difficult to obtain. Statistics in

5
this Report show details of those who were arrested and convicted for robbery and who, when committing the offence, were in possession of firearms, pickaxe handles or noxious liquids. Last year, I commented in my Report, "With this particular offence pickings are high and the risks can be calculated so it is fundamental that the culprit, whatever their age or previous history, should when caught be made to understand that crime does not pay".

It is not for me to comment on the leniency or otherwise of the courts; I only ask that the measures taken should be such as to deter the criminal from coming into our hands again. As many as 29.2 per cent of persons arrested in 1969 had a previous criminal record. I also commented last year on delays in the higher courts and I regret to say that the position has not improved. I recognise what has been done and is being done to overcome the back-log of cases that are awaiting trial but at the Central Criminal Court it is not unusual for 120 days to elapse between the completion of the committal proceedings and the commencement of trial; at the end of the year there were 433 cases outstanding at the Old Bailey. Justice should be swift; the evidence is then fresh in the minds of witnesses and busy operational police officers can plan ahead; prisoners on remand will be spared long and harrowing weeks in gaol and those on bail will have less temptation to commit further crimes while awaiting trial.

Antiques and art treasures now have extremely high values. Insurance companies are faced with enormous claims but the modern tendency to pay rewards for the return of stolen property without a condition attached that the reward is only payable after a successful prosecution is a dangerous practice. We are aware of a number of cases where works of art or antiques have been stolen and anonymous information has been supplied to the officers investigating the case as to where the property may be found. The property is subsequently recovered from the place where it was abandoned and it is known that the anonymous supplier of the information has then received a substantial reward from an insurance source. In this way the criminal benefits from his crime without the added risk of finding a receiver for the goods he has stolen.

A notable feature of the year under review was that in all the 18 cases of alleged murder in which I was asked to make a senior detective officer available to assist a provincial or overseas force the enquiry was brought to a successful conclusion.

A permanent special squad of detective officers has been established to co-operate with the British Airports Authority Constabulary at London Airport. Major crime at the airport is organised and there is a concentration of thefts of high-value packages of currency, diamonds and precious metals. You have also approved my request to make permanent the Serious Crime Squad which was established to deal with the Richardson and Kray gangs. An initial establishment of 10 officers has been allocated for this purpose, but it may be necessary to increase the size of this squad when manpower is less of a problem. Early in the year, I had decided to appoint 200 additional officers to "C" Department for the investigation of crime but I was obliged to limit the increase to half this number. "C" Department is undoubtedly working under tremendous strain and I hope that this year

recruiting will so improve that I shall be able to make the required number of officers available.

I referred in my last Annual Report to the introduction of a scheme for the employment of civilian scenes of crime officers trained in forensic science, fingerprint work and photography to supplement the experts in these fields. The first group of officers started work in divisions on 1st July and the initial reports I received about the scheme were so encouraging that a further group of these officers has been recruited.

There is a continuous rise in the workload of our forensic science laboratory because of the large number of blood and urine samples which are being submitted for tests in drink and driving cases and also because of the drug problem and the generally increased awareness of the Force of the assistance which can be obtained from forensic science.

There is strong evidence that some of the most experienced criminals from London, after successfully committing major crimes, are seeking refuge in various corners of the world. The Interpol organisation is playing a major part in bringing these criminals to justice. It is known that high-value motor vehicles stolen from London are being taken overseas for disposal; the modern ease of travel adds to our difficulties in combating this problem.

Crime Prevention

The crime prevention service continues to grow in effectiveness. The administrative structure whereby crime prevention officers are under the control of divisional officers but are guided and advised by Headquarters staff has enabled a flexible approach to local problems to be maintained. Full scope is given to local initiative and it is encouraging to find that the value of the basic work of these officers is often highlighted by some incident occurring in which the attention to detail has thwarted the plans of thieves.

The "Lock up London" campaign was unique in the sense that it was professionally mounted as a support exercise for the work of crime prevention officers. The response from the Press and other news media was good and I think the campaign has done much to increase public awareness of the need for commonsense security precautions and of the availability of the crime prevention service.

Public Order: Demonstrations

The police service, through the mass media, is invariably in the limelight at the time of demonstrations. Although the occasions have risen in number, the tendency to violence that was so apparent in 1968 has not been maintained. Fewer people have been involved in individual events and the causes have been more diversified. With sufficient excuse, a hard core of militants will always be present, but generally the demonstrators have been more peacefully inclined.

I think that experience has confirmed that the policy of using traditional methods in dealing with these demonstrations is the right one and in this the police service is supported by the vast majority of the general public. Nevertheless there is no room for complacency and we must keep under continual review our methods and procedures for dealing with these events.

For success arrangements must be based on adequate manpower, communication and mobility, coupled with flexibility of command.

One of the biggest protest campaigns was mounted in opposition to the visit to this country of the South African rugby touring team. From the moment they arrived at Heathrow Airport members of the team were the subject of demonstrations, some militant and some peaceful. Of the four matches that were played at Twickenham, none resulted in serious disorder, although many persons were ejected from the ground. A number of police officers were injured and several people were arrested. In addition, Metropolitan officers were sent to Leicester at the request of the Chief Constable, to provide assistance at the match with the Midland Counties.

Other events and the measures taken to deal with them are described in greater detail in Chapter 3.

During the year various organisations started activities with the aim of taking over empty houses and other buildings for homeless families. In September several hundred "hippy" squatters occupied premises in Piccadilly and Holborn. Legal action taken by the owners for the recovery of the premises resulted in the Sheriff of Greater London seeking police assistance to enter and secure possession. This was accomplished and the premises were restored to the owners. During the police intervention a number of missing young persons were traced and criminal offences were disclosed.

Complaints against Police

During the year, the number of people who made complaints about the police rose to 3,396 from 2,924 in 1968, thus continuing the upward trend which has been noticeable over the past decade. Any positive explanation for this increase is difficult to find. It is all probably part of the general tendency for members of the public to be more articulate regarding their rights—though not always about their obligations—and more militant in their actions. In addition, it has to be borne in mind that the Police Act 1964 places a very definite obligation upon police to record all complaints made by the public against police officers, notwithstanding that some of the complaints may be trivial in the extreme. Although the number and percentage of substantiated complaints were up this year as compared with 1968, I am glad to be able to record that the general trend over the years is for the percentage of substantiated complaints to show a noticeable decline.

There has been increasing criticism in parliamentary and press circles about the investigation of complaints against police officers being carried out by other police officers and this theme has been echoed by a number of individual complainants. Allegations involving possible criminal offences by police officers are required by law to be brought to the attention of the Director of Public Prosecutions. All the most serious complaints fall within this category and are therefore already subjected to independent scrutiny. This aspect seems to have escaped public notice.

The number of disciplinary cases in the Force has increased from 104 in 1968 to 155 in 1969. Those arising from complaints against police and from direct police supervision were equally balanced at 55 in each category. Of the remaining third over one half arose following conviction for a criminal offence at court and most of these related to traffic offences; it is

worrying that the majority involved a degree of dishonesty including evasion of vehicle excise duty and a failure to insure motor vehicles.

Much valuable police time and effort are being spent in making enquiries into complaints which, in a number of cases, are eventually found to have little or no substance at all. Only in rare cases—where it is known for instance that the complainant is mentally unstable—is it possible to decide, at a comparatively early stage, that a full enquiry is not necessary, but a decision normally can be made only after due examination of preliminary evidence.

All chief inspectors are engaged in investigating these complaints and every detective chief inspector has several under enquiry. The time consumed is estimated at 10,000 man-days a year, making considerable inroads into the time available for the direction and supervision that these senior officers should be giving to their men, particularly in the C.I.D.

These matters are all under examination by the Working Party of the Police Advisory Board and we look forward to their recommendations.

Community Relations

I referred in my last Report to the setting up of the Community Relations Branch to co-ordinate and direct the work of the police on matters of race relations, visiting forces and also young offenders.

During the earlier months of the year 24 juvenile bureaux were introduced involving many new procedures for dealing with juvenile offenders; these are generally in line with the changes in law made by Part I of the 1969 Act, most of which is expected to come into force in 1970. Already a valuable liaison has been established with local education and children's departments and with a large number of organisations working in different ways towards a common aim—the reduction of juvenile crime.

During the latter part of the year I appointed 12 chief inspectors as full-time community liaison officers to serve mainly in inner divisions, and similar appointments to a further 11 divisions will be made during 1970. In addition to the day-to-day administration of the juvenile bureaux, these officers have been given the important responsibility of co-ordinating divisional police activity in the difficult fields of race relations and young persons. The valuable work carried out for some five to six years by race relations liaison officers—and I am extremely grateful to these 70 or so officers for their unstinting efforts—will continue largely unaltered. Through the medium of scholarships, bursaries and direct invitation several officers from this Force visited overseas countries during the year to study community relations and their experiences confirm my belief that it is imperative that we should pursue our policy of involvement to the fullest extent.

Operational developments

1969 has seen the consolidation of new methods of policing which were implemented in the outer divisions over the past two years and planning has gone ahead for the 12 inner divisions to receive by the middle of 1970 sufficient bent motor cars and personal radios to introduce these revised methods of policing.

The value of unit beat policing as an instrument in our fight against crime is being carefully assessed; the system can be applied too rigidly. Although considerable advantages have flowed from personal radios and the increased availability of transport, unless these are properly used the Force is in danger of becoming a "fire brigade", losing that contact with the members of the public which the foot patrols achieve. This has been partially offset by the posting of men to home beats and the indices set up by collectors. It therefore behoves all sub-divisional commanders to deploy their manpower to the best advantage, whether in cars or on foot, to meet the specific problems of their areas; not the least of these is homes in the sky. Prevention of crime is the most important of our duties and of this we must never lose sight.

The Special Patrol Group has played a significant role in such diverse operations as demonstrations, security escorts and large-scale searches, in addition to its primary function of anti-crime assignments. In November it was possible to expand the group by the addition of a fifth unit. While the group provides ample opportunity for the exercise of individual abilities, good team work based on positive leadership by the unit commanders and their assistants continues to be a salient feature of this flexible organisation.

Betting and Gaming

During the year, there was little change in the position concerning prosecutions against persons using premises for unlawful betting transactions. Similarly, little or no evidence was found to support the apparent concern felt by many permitted bookmakers operating licensed betting offices that illegal street betting is on the increase largely as a result of the new excise duty levied on licensed premises since October, 1968.

Activity in detecting unlawful gaming was continued and the details concerning proceedings taken and the fines imposed are shown in Chapter 3, page 42. In the early part of the year, great difficulties were again met in determining precisely whether the playing systems in use at some casinos were, or were not, lawful. Fresh proceedings were not commenced where observed methods of play corresponded with those known as the "marker chips" or "players pool" systems while authoritative decisions on appeal were awaited. At the end of January, the House of Lords found "marker chips" to be unlawful, but gaming by means of the "players pool" system continued in some casinos for a further three to four months until it, too, was declared unlawful in the divisional court. As the year progressed, it was also apparent that the managements of other casinos were reluctant to expose themselves to the possible risk of prosecution by adopting novel systems of play designed to benefit the bank or house. In this connection, I consider that the particular provisions of the Gaming Act 1968 which require casino operators to obtain a certificate of consent from the newly constituted Gaming Board before they can apply for a gaming licence have imposed already a measure of control over gaming.

Bingo is still popular. The conduct of the clubs and their method of play have generally given no cause for concern. A number, however, have been introducing side entertainments to stimulate the interest of their members; often these have been unlawful games producing financial advantages to the clubs. As a result there have been a number of prosecutions brought during the year.

Traffic

The year 1969 marked the 50th anniversary of the formation of the Traffic Department. During the half century of its existence, the department has witnessed a vast increase of vehicular traffic using a road network which, in inner London at any rate, has changed little since 1919. There have been many minor improvements in layout, and a few major schemes, like the Hyde Park Corner underpasses and the duplication of Park Lane's carriage-ways, have been fitted in where the space was available. In the main, however, the traffic has been kept moving by the progressive introduction of one-way systems, banned turns, parking restrictions and other such traffic management measures for wringing the maximum traffic-carrying capacity out of the existing road network and by the efforts of the police in discharging their operational responsibilities for ensuring that congestion and danger are minimised.

The management consultants who examined the organisation and functions of the Force reported in 1968 that the control of traffic could be defined as a continuous mission "embracing supervision of pedestrian and vehicular road traffic, prevention of accidents, and assistance if they occur, and enforcement of traffic legislation". In those few phrases were outlined activities which touch every person in the Metropolitan Police District more nearly and more frequently than any others in which police are engaged. The moral issues posed by the problems of crime and traffic ordinarily differ, but it would be unrealistic not to recognise that the effect of motor traffic on the community in terms of death and injury, of aggravation of the human lot and of economic loss, far exceeds in severity that resulting from crime. There are not, therefore, any good reasons for regarding the traffic mission as of less importance than any other but it differs from our control of crime in that the strategy is dictated by other authorities. The major police effort is directed to maintaining free traffic circulation by supervision, prevention and enforcement but our practical experience of traffic behaviour and control qualifies us uniquely to participate with ministries and highway authorities in traffic planning of every kind. In this connection I welcomed the setting up with the Greater London Council in 1968 of the Joint Traffic Executive for Greater London on which I am represented by the Assistant Commissioner (Traffic).

That Executive is concerned with planning the flow of traffic and its best use of roads within the G.L.C. area so that facilities for public and private transport can best be related to the public interest. Important objectives have been defined by the G.L.C. in their development plan in pursuance of a transportation policy which will require police co-operation to achieve. The provision of future urban motorways, however, though of incalculable importance to the nation, is from a police point of view secondary to the more immediate problem of controlling the use of highways already in existence, with which the Executive is also concerned.

The supervision of moving traffic in London is achieved by the careful deployment of 1,200 mobile patrols linked by wireless to the traffic control centre situated in New Scotland Yard. This service continues unceasingly, concentration being varied to meet the special difficulties of time and place. Many of the police officers assigned to this work are equipped with motor

cycles to allow maximum manoeuvrability in difficult traffic conditions and their dedication, flexibility and skill in improvisation is impressive. Emphasis is heavily on supervision and control, rather than on enforcement, which in view of the size of the problem could never be other than fragmentary, and necessarily, therefore, highly selective. Speeding and driving whilst affected by alcohol are constantly bringing a minute proportion of the driving public into conflict with the police but, seen in context, this is not a cause for undue anxiety. Arrangements for dealing with accidents and evaluating their causes become yearly more efficient in much the same way as the techniques of the soldier improve by the experience he gains on active service. In all these matters, and in particular with our increasing co-operation in this field with the Home Office, the Ministry of Transport, the G.L.C. and the local authorities, we have reason for satisfaction.

There has, however, emerged in recent years one cause for growing concern. This is the increasing proportion of parking offenders in central London who are able to escape the consequences of their fault.

The need for strict and fair control of the use of such road space as can be allowed to stationary vehicles is generally agreed. The difficulty lies in the fact that as the demand for the space available increases so does the tendency of motorists to ignore both the restrictions and the fixed penalty system, which is the principal means of enforcement, thus throwing large extra burdens upon the police. Nowhere has the process gone so far as in London, where the marked improvement in parking discipline following the introduction of parking schemes enforced by the fixed penalty system has tended to divert attention from the high and continually rising cost of that enforcement, both in money and manpower.

The continuous extension of controlled parking zones has meant the employment of more and more traffic wardens and administrative staff and large increases in the burdens falling upon police staffs, while the efficiency of the system as a method of law enforcement has declined. Notwithstanding the palliative afforded by computerisation of ticket processing and, in due course, of vehicle registration, the situation seems only too likely to continue to deteriorate unless a solution to the enforcement problem can be found.

These difficulties are well known and the Ministry of Transport have engaged management consultants to examine them, but their study will take some time and I feel it necessary to make it clear now that in the meantime some modification of police enforcement policy, after consultation with highway and other authorities, will be necessary.

Strength

The attested strength of the Force rose by 358 men and women to 20,897. Whilst this compares favourably with the average increase in the last decade, it is considerably short of the target figure you approved. There has been an appreciable drop in the number of applicants, to which the cut-back in advertising may have contributed. Men and women of the calibre we need are keenly sought by other employers and unless we keep the police service as a possible career in the forefront of people's minds by recruitment advertising we are unlikely to arouse or capture the attention of the type of applicant we require in adequate numbers. However, in addition to

greatly increased national publicity, a full-scale campaign promoted by my Public Relations Department is being mounted throughout London this spring.

The year under review was the first in which it was possible to operate a full programme for the careers' section of the Recruiting Branch, set up in 1967. The police staff in this section concentrate on liaison with schools' careers teachers, university appointments officers and service resettlement officers, with the intention of ensuring that everyone about to start a career who meets our entry requirements is able to consider the possibility of joining the police service. Residential courses and visits to police establishments for undergraduates and sixth-form schoolboys are also arranged and exhibitions are staged with the assistance of the Public Relations Department. I am satisfied that this small unit is providing an essential service by establishing personal and continuing relationships in promising recruiting areas.

We have not been able to secure as many graduate entrants under the special scheme as we would have wished. It has been suggested that the conditions of entry are not sufficiently attractive, for there is no guarantee of promotion, and that recruits in this category should be excused foot patrol duty and have some exemption from the initial examinations. I do not agree. There are no short cuts to a successful police career. It is essentially a practical job in which experience and a sound knowledge of human nature combined with commonsense are needed to qualify a man to rise to a position involving the exercise of authority and command. Sixth-form schoolboys who have had the opportunity to use some authority as prefects make excellent material but we attract all too few of them. Knowledge of business management and other techniques is developing fast in the Force but it will never take the place of inherent qualities of leadership. I place more faith in the alternative scheme recommended by the Working Party on the Recruitment of People with Higher Educational Qualifications. It provides for a limited number of promising and educationally qualified young men with at least two years' combined cadet and police service and a minimum of one year's service as constables to enter a university at the age of 20.

There must be some question whether in an expanding industrial economy police are entitled to expect more than their fair share of the labour market. Only a limited number of men in an era of full employment are prepared to face the problems and inconvenient hours of police work. Because of the needs of administration I have far too many officers engaged indoors and in order that they may return to outside operational duties I need to extend the employment of civilians to replace them. There is a large supporting civil staff in the administrative, professional, scientific and technical fields at Headquarters but it is in filling the vacancies for clerical and typing support in divisions that there are difficulties, among them often our inability to compete with the wages offered by other employers. In looking to the future I hope to see a highly trained Police Force, perhaps of not much greater strength than at present, fully backed by a civilian supporting staff which will carry out all the tasks necessary to keep the trained policeman in the field.

Training

Last year I reported that I had set up a working party, representative of all ranks and departments, to consider future training needs in the light of the developing role of the police. Towards the end of the year I received the working party's first report on probationer training. One of their major proposals is the introduction of social, behavioural and constitutional studies as a corollary to training in professional skills, and in this connection the views of the working party coincide with those on police training published in July in the report on British race relations entitled "Colour & Citizenship". This helpful corroboration leads me to think that all interested in police work will welcome the insertion into probationer training of this new dimension, which has hitherto been included only in courses for the higher ranks. I am pleased to acknowledge the generous assistance given to the working party by the Dean and staff of the University of London Institute of Education.

The instruction of police officers in the humanities, however, must be additional to a thorough training in professional police duties. The working party emphasise this point and I am pleased that they have also recommended a course of technical training in driving and communications for all probationers. This early training should help to achieve an economical and efficient use of the increasing number of motor vehicles available for police duty and of the communications equipment which is now an integral feature of the policeman's daily work.

In anticipation of the working party's deliberations some adjustments have been made in the syllabi of pre-promotion courses since it is vital that they should meet the constantly changing demands on the Force. A considerable part of each promotion course is naturally devoted to professional studies but students are required also to consider and discuss the working of the public and social services associated with police. In addition, management training is now a feature of all these courses, emphasis being placed upon management by objectives and on the principles underlying good supervision and leadership, motivation, morale, briefing and delegation.

The establishment of a Community Relations Branch raised the question of adequate training for officers engaged full-time on these quasi-specialist duties. Two courses were held and we once again drew upon the expert guidance of the Institute of Education, who helped to devise a suitable programme and also provided specialist lecturers in such subjects as theories of delinquency, adolescence and its problems, factors affecting social development and the psychology of racial prejudice. Other authoritative lecturers addressed the courses on the probation and after care service, the work of children's departments of local authorities and on the subject of mental health and development during adolescence. I am grateful to the various bodies who helped to make this training realistic and practical.

In view of our increasing commitment to the maintenance of public order and the control of crowds I required the entire uniform branch of the Force to undergo a short course of special training. This exercise made huge demands upon training resources involving as it did some 16,000 officers. I am satisfied that improved confidence and greater efficiency have resulted from the training.

The arrangements for keeping up to date General Orders, the Instruction Book and the many other training manuals in use have been reorganised and a unit has been set up staffed not only to deal with these matters but also to take over responsibility for promotion examinations. I am glad to say that the new measures are working well.

Personnel Management

The revised system of annual qualification reporting to which I referred in my last Report was introduced in stages during the course of the year. New annual report forms have been produced for all ranks and, except in the case of uniformed constables and sergeants, reports were prepared on these forms during 1969; the first new-style reports on constables and sergeants will be submitted during 1970. The purposes of the new system, apart from the basic intention of securing more accurate and objective reporting, are (a) to assess the standard of performance in day-to-day duties, (b) to identify the training requirements of the individual and (c) to assess the promotion potential of each officer. In all cases provision is made for an annual appraisal interview to ensure that the person reported upon is made aware of the nature of his supervising officer's report, besides giving the individual an opportunity to express preferences for employment, define his objectives or ambitions and receive appropriate advice.

It was realized at the outset that the value of the revised system of reporting would depend upon the standard of the reporting officers and the establishment of common criteria. To this end great care was taken to see that the objectives and principles of the system were made known to all ranks holding responsibility for reporting on subordinates. This was achieved by an extensive series of briefing sessions, by consultation with the Superintendents' Association and members of the Joint Executive Committee of the Metropolitan Police Branch Boards, and by the issue of detailed notes in booklet form to all reporting officers.

Experience of the revised procedures to date indicates that they have been well received at all levels of the Force and I am satisfied that the supervising officers responsible for the appraisal interview procedure have adopted a realistic approach to their responsibilities. An ad hoc statistical analysis of the qualification reports received in the first year shows that a commendable degree of reporting throughout the Force has been achieved.

As forecast in my last Report, it is hoped that the annual qualification reports will form the basis of comprehensive personal records to be held centrally, from which it will be possible to take action to achieve a high degree of job satisfaction at all levels and in which progressive information will be available for considering the advancement of individuals. Under the system of reporting on probationers, the final report prior to confirmation becomes the first annual qualification report. This is essential to meet the requirements of the regulations under which the certificate of fitness to take the promotion examination to sergeant and with it the opportunity to be considered for the special course at Bramshill may be given in the very early years of service.

I attach great importance to the follow-up procedures at Headquarters, without which the benefits of the new reporting procedures to the Force and

the confidence in the system already generated in the minds of the personnel reported on would be reduced. An important innovation to this end has been the appointment of a qualified psychologist as a full-time member of the staff of "D" Department. Arrangements have been made to process all the annual qualification reports. As well as the recording and analysis of promotion potential which I hope will eventually obviate the need for separate promotion recommendations, information is extracted which assists in highlighting training needs, job preferences and transfer wishes or requirements. Already the system has enabled me to post and transfer individuals with career management and job satisfaction in mind. I am confident that with developing experience and expertise the new "D" Department will provide a modern, efficient and acceptable service to me and to all the personnel in the Force.

As a corollary to the objectives and procedures of the new system of reporting it was necessary to examine the existing system of central records. Progress has already been made in revising the personal record of service kept under the Police Regulations and the department is planning to get a comprehensive part of personnel data computerised. The small section you authorised to pursue research in this field is presently concentrating upon the application to the service of job evaluation techniques approved by the Prices and Incomes Board and the Department of Employment and Productivity, from whom we have received valuable advice.

Management Services Department

I am pleased to be able to report that the Management Services Department had by the end of the year overcome staffing difficulties and was fully up to establishment. During the year the separate branches within the department were merged, and in accordance with modern concepts important problems are now being studied by an integrated team approach in which all available techniques are being brought to bear. There has been a clear and encouraging trend for all departments to consult Management Services Department and to make use of its expertise to help solve both short and long-term problems.

Developments in the communication field and in methods of policing, as well as environmental changes in the Metropolis, make it essential that we continue to develop our command structure to match the problems facing us, and I have asked the department to bear these factors in mind in its forward planning studies. The deep study being undertaken into the functions of police stations should provide a blueprint for police station deployment, design, staffing and methods of operation for many years to come.

The department is compiling a central index of research which will contain details of all research, in its broadest sense, which is being undertaken in the Force, as well as information about relevant research and technical developments outside. By this means I hope that our research resources will be co-ordinated internally and that all developments in modern technology will be known to us.

Modern management techniques have developed very rapidly over the last few years and we in the police service must be alert to all the advantages and limitations of their use. Members of the department are profiting from

courses and seminars at the British Institute of Management, the Operational Research Society and similar professional bodies, and formal training of officers at the Army School of Work Study and at Civil Service Department O. & M. courses has continued. I am pleased to see that the knowledge so gained of the latest developments in management science is being passed on to police pre-promotion courses and to civil staff management training courses.

Financial Control

New arrangements for financial control were introduced during the year. An output budget has been devised to show the cost of various police functions and this will be an essential element in the growing application of cost/effectiveness criteria to current activities and forward plans. The first five year forecast estimates of Metropolitan Police strength and expenditure were submitted to the Home Office in the spring and will be up-dated annually. On the basis of the development of new systems of control within the Metropolitan Police Office and in the light of the detailed information given in the forecast estimates about future plans and expenditure, it has been possible for the Home Office to authorise me to proceed, within the limits of general approval of those plans and estimates, without the need to refer frequently for specific authority on minor matters.

Automatic Data Processing

A number of officers, of both police and civil staff, continued to be engaged during the year on the preliminary work of setting up a national computer system for criminal records of various kinds, the urgent need for which I referred to in last year's Report. At the end of January, 1970, you announced the Government's decision to proceed urgently with this project and the acceptance of a tender from Burroughs Machines Ltd. for the supply of the computer and associated equipment. The Receiver undertook to act as agent for the Home Office for the construction of the very special accommodation required to house the computer at Hendon. The design work was completed by the Chief Architect and Chief Engineer and work on the building, scheduled to be completed in mid-1971, is in progress. I am very grateful for the efforts already made and confident that the same enthusiasm and energy will continue to be devoted to the development of this scheme which can contribute so much to police efficiency.

Courts

At the end of the year there were 527 police officers employed in courts—in my opinion an indefensible dissipation of trained police manpower. Recruitment of civilians has done something to stem further deployment of police officers but the wastage has been disappointingly high. Police are required at courts for the security of prisoners; the great majority of other duties can be performed by civilians, uniformed if necessary, and until this problem is squarely faced I can only see the position worsening. I am hopeful that the Home Office O. & M. study now taking place will suggest ways to avoid this waste of valuable police time. Surely too there could be some reduction in the number of magistrates' courts—51 at present; and for economical working, consideration might be given to aligning all boundaries with those of local authority areas.

Furthermore it is distressing to see the number of police officers spending their time unprofitably at courts awaiting the hearing of cases, sometimes for many hours. There have been administrative and legal procedures to exempt officers from attending court under certain circumstances and I look forward to further improvements in this direction.

Anguilla—Police Unit

In March, following discussions with the Home Office and the Foreign and Commonwealth Office, a number of Metropolitan Police officers were sent to Anguilla in the West Indies, lending with the military forces to assist in the initial security operations. The police unit quickly established an entente with the local populace and by employing traditional British police methods have maintained this goodwill in spite of many difficulties. Good working relations have also been established with the armed services and this close co-operation has enabled the joint tasks to be achieved smoothly and progressively. The three armed services have given generous and very welcome assistance to the police unit in the issue of stores, messing facilities and transportation.

Regading of Senior Police Officers

Following the recommendations of the Joint Working Party report on the grading of superintendents, on 1st June chief superintendents of this Force were accorded the status of provincial assistant chief constables and re-named commanders; at the same time Metropolitan superintendents became chief superintendents. In accordance with an earlier decision, officers serving in the rank of commander at the time of the change were redesignated deputy assistant commissioners.

Postscript

At some stage we should sit back and consider how far our basic duty of the prevention and detection of crime is prejudiced by fulfilling tasks, some governed by law, some by procedure, which reduce our operational cost-effectiveness. A significant example is the negative work carried out and the time consumed in ascertaining first the owner—the registration records at taxation offices are often inaccurate—and later the driver of some vehicle that has overstayed its time at a parking meter. The same pattern has to be followed and statements obtained if two cars brush one another and one fails to stop, the damage being only negligible. If a car is moved to a police pound and the owner collects it without paying, this is a civil debt with all the difficulty of recovery. Complicated plans have to be prepared for traffic cases at magistrates' courts. Altogether, the abundance of paper work involved in dealing with accidents, traffic process and insurance enquiries is vast and ever-growing. Commitments under Section 1 of the Criminal Justice Act 1967 may have saved the time of the courts but have added to the work of police officers who often have to take statements afresh. Typists are at a premium.

Both the uniform branch and the C.I.D. are becoming swamped with paper in spite of every effort, including O. & M. examinations, to overcome this. It may be a sign of the times but unless we break these bonds our efficiency will be drastically reduced.

CHAPTER 2

Manpower and Training

Manpower

The establishment and strength of the regular Force are set out in Appendix 1, Table 1. The strength at the end of the year was 20,305 men, leaving a deficiency of 5,118 in the authorised establishment of 25,423 men. The net increase in the strength of the Force was 329 men.

There was a net increase of 29 in the strength of the women police. The total strength at the end of the year was 392, a deficiency of 37 on the authorised establishment of 629.

During the year 11 graduates, including 1 woman, joined the Force, and 5 of these (4 men and 1 woman) entered under the special scheme for the recruitment of those with higher educational qualifications referred to in my Report for 1967.

Recruitment

The number of applications received from men was slightly less than in 1968 (3,395 compared with 3,434).

The numbers of men and women examined were 2,036 and 176 respectively, compared with 1,974 men and 160 women in 1968. The numbers of men and women joining the Force were 1,192 and 102 respectively—62 fewer men and 12 more women than in 1968. These figures include 2 officers transferred from other forces on appointment as chief inspectors. Also included are 39 re-engaged after previous resignation, 9 who rejoined on transfer, 113 who transferred from other forces and 15 who had previously served as cadets in other forces. Former Metropolitan Police cadets accounted for 351 of those joining, of whom 343 (29 per cent of the total recruits) were serving cadets attested on reaching the age of 19.

The average age of recruits, at 21 8/12, was the same as last year, and 67 per cent of those who joined were single men (74 per cent in 1968).

The average weekly intake to the Training School was 23, a decrease of 1 on the 1968 figure.

Secondments

At the end of the year, 1 officer was seconded to the International Criminal Police Organisation.

One commander was seconded to the Gaming Board for Great Britain and rejoined the Force during the year. Two detective chief superintendents returned to the Force, 1 from secondment to the Department of Education and Science and 1 from the Post Office.

Engagements under the Police Act 1964

At the end of the year, 14 officers were engaged for a period of central service under Section 43 of the Police Act 1964. Ten were with the Home Office, 3 at the Police College and 1 as National Co-ordinator of Regional Crime Squads.

The following engagements took place during the year:—

one commander as Commander of the Police College, 1 commander to the Home Office Police Research and Development Branch, 1 detective chief superintendent to the Police College, 1 detective chief superintendent and 1 constable to H.M. Inspectorate of Constabulary.

The following officers returned from a period of central service:—

one chief superintendent, 1 superintendent and 1 chief inspector from the Police College, 1 detective chief superintendent and 1 woman chief superintendent from H.M. Inspectorate of Constabulary and 1 detective chief superintendent from the Home Office Police Research and Development Branch.

Engagements under the Police (Overseas Service) Act 1945

At the end of the year, 94 officers remained engaged for a period of service with the Anguilla Police Unit.

The following were engaged for a period during the year:—

four chief superintendents, 2 superintendents, 4 chief inspectors, 1 detective chief inspector, 23 inspectors, 5 detective inspectors, 7 sergeants (1st Class C.I.D.), 40 sergeants, 14 sergeants (2nd Class C.I.D.) and 263 constables.

The following officers returned from a period of engagement:—

one commander, 2 chief superintendents, 1 superintendent, 3 chief inspectors, 1 detective chief inspector, 17 inspectors, 4 detective inspectors, 6 sergeants (1st Class C.I.D.), 32 sergeants, 11 sergeants (2nd Class C.I.D.) and 191 constables.

Police College

Inspectors' courses were attended by 39 inspectors, 8 detective inspectors, 2 women inspectors and 1 woman detective inspector.

Eight chief inspectors, 5 detective chief inspectors, 1 woman chief inspector, 1 inspector and 4 detective inspectors attended intermediate command courses.

Two chief superintendents, 2 detective chief superintendents and 1 detective chief inspector are attending the seventh senior command course, which commenced on 5th October.

Ten officers, including 6 from the C.I.D., are attending the eighth special course, which also commenced on 5th October.

Retirements

Retirements, etc., are classified in Appendix 1, Table 2.

Awards to widows and children

There were 433 widows' pensions granted during the year, compared with 407 in 1968. Allowances were granted in respect of 35 children.

Training

Hendon Training School

Progress was made in our efforts to keep teaching methods and equipment in step with developments in the wider educational sphere. A senior

officer of the school staff, following a one-year sandwich course at Garnett College, obtained the University of London Institute of Education teacher's certificate with distinction in the practice of education. A station sergeant on the instructional staff began an identical course during the year and arrangements were made for a third instructor to begin the course early in 1970. In addition, 16 instructors are attending a one-year part-time course at the Hendon College of Technology leading to the further education teachers' certificate of the City & Guilds of London Institute.

Valuable associations and contacts have followed from attendance at these establishments and the school is deriving considerable benefit from its expanding interest in educational matters.

The thirteen weeks' initial course was completed by 1,115 officers (1,017 men and 98 women), a decrease of 101 men but an increase of 14 women as compared with the previous year. On 31st December, 281 men and 26 women were under training. Voluntary resignations during training totalled 82 men and 5 women, an increase of 3 men and 5 women as compared with 1968.

During the year, 849 probationers attended the intermediate training school course of 12 months' service and all achieved the required standard. The value of this course had diminished as efficiency and experience at the probationer continuation training centres increased and I decided to discontinue the course at the end of September.

The final course for probationers at 20 months' service was attended by 1,515 officers, of whom 246 obtained over 85 per cent of the final examination marks. The number of probationers who failed the examination at the first attempt was 32, but only 2 of these failed twice and they later resigned.

As in previous years, courses were held for constables, sergeants and inspectors about to be promoted. A course was again held for the officers who received accelerated promotion to the rank of inspector under Regulation 8 of the Police (Promotion) Regulations 1968. Courses were also held for potential training school instructors and for officers who transferred from other forces or rejoined after having served previously in this Force.

Altogether, more than 5,000 students passed through the school during the year.

Detective Training School

During the year, 1,410 officers attended the various courses of detective training, a decrease of 34 on the 1968 figure.

The advanced course of six weeks' duration was attended by 138 officers, of whom 58 were Metropolitan. The initial (senior) course was attended by 60 officers, of whom 25 were from police forces overseas, 33 from other home forces and 2 were Metropolitan. The number of officers attending the initial (junior) course was 578, of whom 385 were Metropolitan. The comparable figures for 1968 were 597 and 395 respectively.

Two-week introductory courses to prepare Metropolitan temporary detective constables for their initial (junior) course continued throughout the year, and 347 students attended compared with 422 in 1968.

Five refresher courses were held for Metropolitan 2nd class sergeants and 104 students attended.

Fingerprint courses were attended by 44 students and photographic courses by 32 students. A further 107 students, of whom 29 were Metropolitan officers and 21 civil staff, attended scenes of crime courses. The latter, the first civilian scenes of crime officers, began their course in January. After 11 weeks' instruction in the theory and practice of forensic science, fingerprints and photography, the students were attached to the Metropolitan Police Forensic Science Laboratory and the Fingerprints Branch at New Scotland Yard before taking up their operational duties in divisions.

In addition to these courses, instruction in minor crimes investigation for probationer constables of the uniform branch continued throughout the year, and 1,345 officers received this training.

Motor Driving School

The table below shows the number of Metropolitan Police officers who attended each of the principal courses of instruction, together with the results of the tests:—

Course	Passed	Failed	Total
Car, standard	614	82	696
Car, intermediate	288	107	395
Car, advanced	169	7	176
Car, Group "C" conversion	898	6	904
Motor cycle, lightweight	197	22	219
Motor cycle, standard	118	10	128
Motor cycle, advanced	36	—	36
Traffic patrol, standard	136	5	141
Traffic patrol, advanced	70	5	75
Instructors, police	13	4	17
Instructors, civilian	4	—	4

Driving tests on cars and vans were given to 271 officers, of whom 218 passed, and riding tests on motor cycles to 210 officers, of whom 69 passed. These figures show a reduction on those for 1968 and previous years because expansion of the divisional driver training scheme enabled car tests to be carried out locally in greater numbers.

In fact, the divisional driver training scheme was extended to the 12 inner divisions with effect from 16th June and the establishment of the school was increased accordingly. At the end of the year, 21 constable instructors, 8 sergeants and 1 inspector were employed on this work. During the year, the driving ability of 2,997 officers who already held driving licences was tested and 2,536 of them were authorised to drive certain police vehicles. Experience showed, however, that the two-day conversion course for officers tested in this way did not give them time to absorb adequately the basic driving techniques taught on the longer courses. These techniques have long been regarded as an essential foundation for the advanced courses and I therefore authorised an extension of the conversion course to five days, taking effect from the beginning of 1970.

The expansion of the fleet and of the unit beat policing scheme has convinced me that it is more than ever necessary for a majority of police officers to be authorised to drive; and the divisional driver training scheme has enabled the Force to meet its commitments in this respect even though the facilities and accommodation at the school itself have inevitably been restricted by the Hendon redevelopment programme.

Because of the encroachment of the building contractors, the number of visitors to the Driving School had to be limited to 1,138, compared with 3,500 in 1968.

Lectures continued to be given to motoring clubs and similar organisations and 12 instructors lectured at various evening institutes.

Defensive weapons

The four-day basic training courses in the use of pistols continued and 636 officers qualified in the use of firearms during the year, including 286 officers selected for service in the Anguilla Police Unit.

The results of the one-day refresher courses showed an improved standard of shooting. This trend should be maintained by the use of recently installed cinematograph equipment with a sound-controlled mechanism which stops the film when a bullet is fired, thus enabling the accuracy of the shot to be checked and verified. I am grateful to the Port of London Authority and to the Superintendent of Epping Forest for placing at our disposal facilities for making training films for use on this equipment.

At the request of the Home Office, 82 instructors from 44 other forces were trained in methods of dealing with armed besieged criminals. I am indebted to the Inspectorate of Fighting Vehicles and Mechanical Equipment at Woolwich Arsenal, who kindly permitted this training to be given on their premises. Twelve officers of this Force are now skilled in these techniques and 2 of them attended a special armourers' course at the School of Electrical and Mechanical Engineering, Bordon.

The complement of officers trained as rifle shots was increased during the year from 80 to 100. I would again express my gratitude to the Officer Commanding the Guards' Depot, Fibrigh Camp, for making the facilities available and for the co-operation received from officers and men of the depot on the three occasions that training sessions were held.

Civil Defence

Training of probationers in civil defence was limited to 10 hours during the initial course with a later one-day supplementary training course, which was attended by 1,352 officers. Lectures were also given to sergeants attending pre-promotion courses.

Fifteen officers attended Hastingswood Civil Defence School for a variety of courses. Four other officers attended a four-day police war duties study at Churchill College, Cambridge, arranged by the Chief Constable of Hertfordshire, and two officers attended a field hygiene course held by the Royal Army Medical Corps at Aldershot. Sixteen officers attended a course in civil defence air observation duties at the Oxford University Air Squadron, Bicester.

Telecommunications

At the Telecommunications School 300 officers attended teleprinter operator courses and 1,028 officers were trained in the use of radio-telephony. Probationers are now fully trained in the use of personal radio equipment during the initial training course. At each of the cadet training centres lectures were given throughout the year to third phase cadets on the use of personal radio and walkie-talkies, followed by practical field exercises.

Swimming and life saving

Recruits joining the Force during the year included 166 non-swimmers, of whom 123 learned to swim during the initial course. Recruits and staff gained one instructor's certificate and 23 bronze medallions awarded by the Royal Life Saving Society.

In the police national life saving competitions organised by the Royal Life Saving Society the "P" Division men's team won the Police Baton and the women police team from this Force came third in the Alington Cup competition.

Promotion examinations

Police subjects

The annual examinations for constables and sergeants were held in January and April. The results were as follows:—

		Candidates	Successful
<i>Sergeants</i>			
Competitive	.. ..	401	62
Qualifying	.. ..	416	91
<i>Constables</i>			
Competitive	.. ..	1,579	322
Qualifying	.. ..	560	65

The 401 sergeants who took the competitive examination had between 5 and 22 years' service. The length of service of the 62 successful candidates ranged from 5 to 21 years, all having joined as constables since 4th October, 1946.

Complaints against police officers

During the year, 3,296 persons made complaints against police officers as compared with 2,924 in 1968, an increase of 12.7 per cent. In 253 cases (7.7 per cent) the complaint was held to be substantiated (1968: 202 or 6.9 per cent).

The largest single category of complaints was again that involving allegations about the attitude of officers towards members of the public, but although the total number of such allegations was greater than that for the previous year, there was little change in the number of complaints in this category which were found to be substantiated. Allegations of bribery and false evidence were similar in number to those for 1968, and in neither category

was any case found to be substantiated. Allegations of assault increased during the year, and the proportion of substantiated complaints in this category also increased.

In the course of the year there have been several instances in which officers have—for one reason or another—come to adverse notice in the press, and it has been observed that when such reports are published there is a tendency for some members of the public to seize upon the opportunity to make allegations of their own against the officer concerned, even though the allegation relates to an incident which occurred a long time ago and has not hitherto been the subject of complaint. Another somewhat unfortunate situation created by certain press reports arises from the fact that publicity is sometimes given to "sensational" allegations prior to the commencement or completion of official investigations. As such investigations often take several weeks, it is not possible to issue an early statement in confirmation or refutation of the allegations, and it seems that the reputation of the Force must inevitably suffer in some degree from this situation.

By virtue of Section 49 of the Police Act 1964 a copy of the report of the investigation into a complaint has to be sent to the Director of Public Prosecutions unless the chief officer of police is satisfied that no criminal offence has been committed by the police officer concerned. During the year, consideration as to the possibility of a criminal offence having been committed was given to 1,169 complaint cases, of which 1,163 were sent to the Director of Public Prosecutions. In 1,073 cases the Director recommended no criminal proceedings, but in 27 of them disciplinary action was subsequently taken.

Proceedings against the officers concerned were taken in 90 cases (86 of which were for traffic offences), in 53 cases (51 of them traffic cases) the officers were found guilty, in 10 of the 37 remaining cases the officers were found not guilty and in 27 cases the proceedings had not been completed.

In addition, 12 officers were charged forthwith with criminal offences without the papers being referred to the Director. In 4 of the cases the officers were found guilty, 1 officer was found not guilty and 7 cases had not been completed.

Eighteen other officers were allowed to retire from the Force before the completion of the criminal or disciplinary investigation. Criminal proceedings were later taken against 5 officers, of whom 2 were subsequently convicted. Three cases have yet to be decided.

In a number of cases where the complaint was found to be substantiated and no criminal or disciplinary proceedings were taken it was necessary to give suitable advice to the officers concerned.

Discipline

The number of officers punished for various defaults was 137, compared with 93 in the previous year. Disciplinary boards dealt with 53 officers, an increase of 23 compared with 1968. Eight officers were dismissed from the Force and 9 were required to resign.

Health

Men

The number of days' work lost to the Force through sickness and injury in 1969 was 272,459, compared with 245,448 in 1968. Allowing for the increase in strength of the Force, the loss was 7.5 per cent greater than in 1968 and was equivalent to having 746 men off the strength throughout the year. The number of days lost per man on the strength increased from 12.8 in 1968 to 13.7.

Uncertificated absences for periods not exceeding 3 days accounted for the loss of 65,900 days, 24.2 per cent of the total and 16.5 per cent higher than in 1968. The loss through certificated absences was 9.4 per cent higher than in the previous year.

Although the average length of spells of sickness (5.6 days) was lower than in 1968, the number of spells rose from 43,030 to 48,730. The percentage rate of sickness (which is the loss through sickness and injury per 100 man-days during the year, and is equivalent to the number of men on the sick list at a given time out of every 100 men in the Force) was 3.75, compared with 3.49 in 1968.

Table 1 of Appendix 4 gives details of the sickness losses by groups of diseases.

There were 26 deaths during the year, of which 11 were attributable to illnesses in the circulatory diseases group and 6 to the growths group. Two officers were killed in road accidents while on duty. One officer died as a result of knife wounds received in the course of his duties and the 6 other deaths were due to various causes.

In the respiratory diseases group, the number of days lost through uncertificated sickness was 36,553, or 34.8 per cent of the total for the group, but the average length of spell was only 2.1 days. In the digestive diseases group, 19,872 days were uncertificated, or 48.1 per cent of the group total, but the average length of spell was only 1.7 days. In the other groups, the proportion of uncertificated sickness was relatively small, ranging from 1.4 per cent in the genito-urinary group to 16.9 per cent in the allergies group. Of the 66,768 days lost through injury (7.7 per cent more than in 1968), 32,153 or 48.2 per cent were from injuries on duty and 34,615 or 51.8 per cent from injuries off duty. Although no doctor's certificate is required for absences of up to three days arising from injuries sustained off duty, any officer absent because of an injury incurred on duty must consult a doctor and obtain a medical certificate.

Of the days lost through injuries on duty, 7,190 (22.4 per cent) were due to assaults by prisoners (26.7 per cent more than in 1968); 6,571 (20.4 per cent) due to motor cycle accidents when the injured officer was riding (1.9 per cent less than in 1968); 4,198 days due to accidents where the injured officer was driving a car or was a car or motor cycle passenger (3.3 per cent more than in 1968); and 1,142 days due to accidents while an officer was examining premises (7.0 per cent less than in 1968).

Of absences arising from injuries off duty, the largest single cause was injuries suffered in sport and games which accounted for 11,668 days, 2.1 per cent more than in 1968. The next most frequent cause was accidents

involving vehicles, of which the injured officer was either the driver or a passenger, which accounted for 2,624 days, 3.8 per cent more than in 1968.

The following table shows, by age-groups, the average number and length of spells of sickness only.

Sickness by age-groups (excluding injuries and accidents)

Age-groups	Average number of spells per man on strength		Average length of spell in days		Percentage rate of sickness	
	Certificated	Uncertificated	Certificated	Uncertificated	Certificated	Uncertificated
Under 25 years ..	0.74	2.15	9.71	1.72	1.97	1.61
25-29 years ..	0.61	1.78	11.27	1.94	1.88	0.95
30-34 years ..	0.55	1.59	12.85	2.03	1.95	0.89
35-39 years ..	0.49	1.20	15.47	2.13	2.07	0.70
40-49 years ..	0.40	0.84	17.57	2.12	1.93	0.49
50 years and over ..	0.58	1.61	12.43	1.96	1.97	0.86

These figures are similar to those of previous years, with the younger men more frequently absent than the older men but for shorter spells of sickness. While the average number of spells per man of certificated and uncertificated sickness was higher than in 1968, the average length of spells of certificated absence was lower.

Women

The sickness rate for women police was 5.2 per cent. The rate for certificated sickness was 4.1 per cent and for uncertificated sickness 1.1 per cent. Respiratory and digestive ailments accounted for nearly half the days lost.

Medical and dental services

During the year, 1,277 officers (compared with 1,266 in 1968) were admitted to hospital, 233 of them to St. Thomas' Hospital and its associate hospitals. The Police Nursing Home admitted 344 patients, comprising 281 men, 26 women and 37 cadets (compared with 229 men, 38 women and 55 cadets in 1968) and the Convalescent Home at Hove received 318 patients from this Force (282 men, 32 women and 4 cadets) compared with 340 patients in 1968.

Dental inspections of cadets at six monthly intervals and of probationers during their initial and final training courses have continued, as also have regular medical checks of cadets.

Welfare

The work done by the Welfare Branch has followed the trend of recent years in that, as compared with 1968, there were increases of 23 per cent in the number of officers interviewed and of 164 per cent in the total number of problems referred from all sources, including widows and pensioners. The majority of the problems of serving officers dealt with by the Welfare Officer related to the breakdown of marriages.

Not unnaturally, more problems arise from widows than from pensioners since the former are brought to attention on bereavement, when they are informed of what can be done to help them. Too few pensioners seem to be aware of the facilities that are available to help them when they are in need and serving officers are frequently reminded to encourage pensioners to make their problems known to their local station.

Several hundreds of those eligible were assisted by the Police Dependents Trust during the year, and a record number of widows received grants from the Metropolitan Police Widows Fund.

As usual, help to obtain employment has been given to ex-officers and to serving officers who have been found medically unfit, and a project to widen the scope of this kind of welfare work was about to commence when the year ended.

Sport and police functions

Metropolitan Police Athletic Association

The Association continued to maintain high standards with the athletics, boxing, rowing and swimming sections achieving their best results for a number of years.

Once again, there were many representative honours. Constables Davies and Wiggins represented Wales and the British Juniors respectively in weight-lifting matches. Constables Cowper, Dickson, Hill, Holder, Howieson, O'Rourke and Rees played association football for the British Police. Inspector Fotheringham, Sergeant Fogg and Constables Seddon, Watts, Ward, Ross, Stubbard and Taylor represented the British Police in the walking match against the R.A.F. and the Civil Service. Station Sergeant McLean and Constables Harker, Martin, Cheeseman, McNamara, Walker and Garvey represented the British Police in the European police wrestling and judo championships at Freiburg, when Constable McNamara won the heavyweight wrestling gold medal. Constable Banham boxed for the London A.B.A. against the Southern Counties A.B.A. and he and Sergeant Jarrett and Freeman won titles at the open police boxing championships.

There were also a number of individual and sectional honours. Constable Neighbour won the Essex Secretary's bowls singles title. The late Constable Prior became the Surrey County 1500 metres champion. Sergeant Fogg created a new record when he won the Barking to Southend Walk for the ninth time. Constable Shackell won the Surrey novices' fencing championship. The athletic club won the "Malkin" trophy for the first time and the "H" Division tug-of-war team became the Middlesex 104 stone champions.

Horse Shows

The 41st Metropolitan Police Horse Show and Tournament was held at Amber Court on 1st and 2nd August. Provincial police forces and the City of London competed in the various classes. The services were represented by contingents from the Royal Marines, the Household Cavalry Regiment, the Royal Military Police and the Royal Army Veterinary Corps.

The branch competed at nine horse shows during the year and did extremely well to win the individual and team tent-pegging competitions at the Royal Windsor Horse Show and the Hertfordshire Show, the team tent-pegging competition at the Greater London Horse Show, the individual tent-pegging competition at the Manchester City Police Horse Show, and the sword, lance and revolver competition at the South of England Agricultural Show.

Metropolitan Police Band

Under its Director of Music, Major William Williams, M.B.E., A.R.C.M., the Metropolitan Police Band performed on a number of ceremonial occasions and at many police and public engagements.

In addition to performances by the band at Bourne-mouth and Folkestone, the ensemble section provided music at the reception given by the Lord Mayor of the City of London for the centenary of the Police Federation of England and Wales.

Civil Staff

The total number of civil staff employed at 31st December was 13,105, of whom approximately 3,500 were part-time staff. A total of 4,986 staff were employed in Headquarters departments (including police departments but excluding Catering Branch). The remainder included the following major groups:—

Traffic wardens and traffic warden supervisors	1,394
Clerks and typists in divisions	1,054
Telephonists, full and part-time	662
School crossing patrols	1,311
Industrial workers in garages, maintenance depots and stores... ..	1,284
Cleaners	1,392
Catering staff	1,313

When it became apparent in the latter part of the year that the police strength would fall short of the approved target additional civilian staff were recruited, priority being given to posts where the recruitment of civilians would release police officers from duties not requiring police powers or training.

The training programme for civil staff was widened during the year by the inclusion of a basic management and supervision course for technical officers grade III in the Chief Architect and Surveyor's and Chief Engineer's Departments. A total of 1,709 civil staff officers attended internal courses ranging from one day reception courses for new entrants to ten day middle management courses for higher executive officers, senior executive officers and analogous grades.

Throughout the year over 250 civil staff officers were attending day release classes either to further their general education or with a view to the acquisition of technical or professional qualifications, and 113 officers were granted financial assistance for further education at evening classes. In addition, 65 members of the civil staff attended specialist courses on a wide variety of subjects, the accent being placed on management techniques.

Honours

The following honours and awards were received in 1969.

Royal Victorian Order

To be a Member (4th Class) (M.V.O.):
Commander A. R. Deats.

Order of the British Empire

To be Commanders of the Civil Division (C.B.E.):

Mr. J. M. Hill, D.F.C., Q.P.M., Assistant Commissioner "D" Department.

Mr. R. J. Mastel, Deputy Assistant Commissioner Management Services.

To be Officers of the Civil Division (O.B.E.):

Mr. R. A. Bearman, Chief Executive Officer, "A" Department,
Mr. J. V. R. Du Rose, Deputy Assistant Commissioner, "C"

Department.

Mr. A. R. Pike, Senior Chief Executive Officer, "G" Department,
Mr. E. J. E. Tickle, Deputy Assistant Commissioner, "D"

Department.

Commander J. S. Wilson.

To be Members of the Civil Division (M.B.E.):

Detective Chief Superintendent J. E. Bailey (since retired).

Commander F. W. Gerrard (since retired).

Order of St. John

Promoted to the Grade of Officer (Brother):

Inspector R. W. Clift.

Admitted in the Grade of Serving Brother:

Chief Superintendent L. Barker.

Chief Superintendent V. E. A. Coventry, Q.P.M.

Police Constable R. V. Ellis.

Police Constable L. G. Grabham.

Police Constable I. M. C. Kirkwood.

George Medal

Police Sergeant (2nd Class, C.I.D.) J. S. N. Wharton (now Police

Sergeant (1st Class, C.I.D.)).

Police Constable (C.I.D.) P. J. D. Williams.

British Empire Medal (Civil Division)

For Gallantry:

Police Sergeant (2nd Class, C.I.D.) R. C. Adams.

Police Constable C. L. Arnold.

Police Constable R. Honey.

Police Constable (C.I.D.) R. A. W. G. Jenkins.
 Police Sergeant P. L. Lawson.
 Police Constable W. B. Lennon.
 Detective Chief Inspector J. W. Marshall.
 Police Sergeant (1st Class, C.I.D.) P. L. O'Brien (now Detective Inspector).
 Police Sergeant (2nd Class, C.I.D.) L. J. G. Ryland.

For Meritorious Service:

Mr. T. C. Cousins, Home Secretary's Driver (since retired).
 Mr. A. F. Harris, Transport Workshop Supervisor, Chief Engineer's Department.
 Mrs. S. A. Inskip, Forewoman Cleaner, Barkingside, Chief Architect and Surveyor's Department.
 Inspector P. R. Latham.
 Detective Inspector H. W. Polkinghorne.
 Mr. A. A. Wilmer, Tradesman (Plumber and Welder), Chief Architect and Surveyor's Department.
 Police Sergeant W. Wotherspoon.

Queen's Police Medal

For Distinguished Service:

Mr. J. C. Bliss, Deputy Assistant Commissioner—National Coordinator, Regional Crime Squads.
 Commander A. Cunningham.
 Commander D. Davies.
 Mr. A. Flew, D.F.C. (formerly Chief Superintendent "X" Division).
 Chief Superintendent A. Green.
 Commander J. S. Hall (since retired).
 Mr. J. Lawlor, C.V.O., Deputy Assistant Commissioner, "A" Department.
 Commander J. Renton.
 Detective Chief Superintendent J. J. C. Weisner (since retired).

Commendation by Her Majesty The Queen

Police Constable T. E. Aldred.
 Police Constable R. H. Allison.
 Police Constable S. G. Bulger.
 Police Constable D. L. Clabbutt.
 Police Constable H. R. Cross.
 Police Sergeant (2nd Class, C.I.D.) S. J. Dick.
 Police Sergeant (2nd Class, C.I.D.) T. E. Grant.
 Police Constable J. Harness.
 Police Sergeant (2nd Class, C.I.D.) T. A. W. Harrison.
 Police Sergeant (2nd Class, C.I.D.) H. J. Huse.
 Police Sergeant W. F. Jackson.
 Police Constable (C.I.D.) R. Kellott.
 Police Constable P. Leeder.
 Police Sergeant B. J. Lowe.

Police Constable D. C. Morse (now Temporary Police Constable (C.I.D.)).
 Police Constable R. C. Perry.
 Police Constable D. Redpath.
 Chief Inspector L. P. Salabank.
 Police Constable H. M. Steele.

Changes among senior officers

Police

The following changes took place prior to the regrading of senior officers referred to in Chapter I.

Mr. C. P. J. Woods, Commander, was appointed Commandant of the Police College.

Mr. R. J. Mastel, C.B.E., Commander, was appointed Head of Management Services.

Mr. H. J. E. Hunt, Commander, was transferred to "A" Department (Administration).

Mr. S. Hebbes, Deputy Commander, was appointed Commander and remained in "B" Department as Commander (Operations).

The following changes took place after the regrading of senior officers referred to in Chapter I.

Mr. A. G. P. Way, C.M.G., Assistant Commissioner, retired from the Force.

Mr. J. Sturrit, Assistant Commissioner, took charge of "A" Department.

Mr. C. P. J. Woods was appointed Assistant Commissioner to take charge of "B" Department.

Mr. E. G. W. Miller, C.B.E., Deputy Assistant Commissioner, retired from the Force.

Mr. H. W. Hudson, Deputy Assistant Commissioner, "C" Department, assumed responsibility for Administration and Divisions.

Mr. B. N. Halliday, Commander, was appointed Deputy Assistant Commissioner and assumed responsibility for Headquarters Technical Support, "C" Department.

Civil Staff

Mr. G. C. Richardson, C.B.E., Secretary, retired.

Mr. G. S. Downes, Senior Chief Executive Officer, was appointed Secretary of the Metropolitan Police Office.

Mr. F. W. Armstrong, M.V.O., Director of Finance, returned to the Ministry of Defence on promotion to Assistant Under Secretary of State.

Mr. H. L. Emmott, Assistant Secretary, Ministry of Defence, was seconded to the Metropolitan Police Office as Director of Finance.

Mr. R. I. Graham, Assistant Solicitor, retired.

Mr. R. L. Kiley, Senior Legal Assistant, was promoted to Assistant Solicitor.

Mr. R. H. Campio, C.Eng., M.I.E.E., Senior Engineer, was promoted to be a Deputy Chief Engineer.

Mr. J. E. Mitchell, D.F.C., Chief Executive Officer, was promoted to Senior Chief Executive Officer, "E" Department.

Miss M. Pereira, B.Sc., was promoted to be a Senior Principal Scientific Officer.

Mr. D. Neylan, B.Sc., Senior Scientific Officer, was promoted to Principal Scientific Officer.

Mr. G. A. Smith, M.B.E., Engineer, was promoted to Senior Engineer.

CHAPTER 3

Public Order : Operations : Other Police Duties

Public order

The Commonwealth Prime Ministers' Conference was held at Marlborough House during early January and demonstrations took place in the vicinity, instigated mainly by organisations protesting against the situation prevailing in Nigeria. On Sunday 12th January, the Zimbabwe Solidarity Action Committee, the Black Peoples' Alliance and the Save Biafra Committee organised a demonstration to coincide with the conference, in protest against apartheid policies pursued by the Governments of Rhodesia and South Africa. About 5,000 people assembled at Speakers' Corner, Hyde Park, and after several short speeches proceeded through the West End to 10 Downing Street. This procession was followed by a spontaneous march to Rhodesia House, where unsuccessful attempts to break the police cordon and reach the building resulted in some disorder. Subsequently, a splinter group broke away and went to South Africa House, where missiles were thrown at the building and caused damage. During the afternoon and early evening 24 arrests were made, 43 police officers and 14 demonstrators received minor injuries, and several hundred pounds worth of damage was caused.

On Sunday 2nd February, a march was organised by the Greater London Council Tenants' Action Committee to protest against proposed rent increases. About 3,000 persons assembled at Parliament Hill Fields and marched to the home of the Minister of Housing, in north west London, where a deputation presented a petition to the Minister. Attempts were made to break the police cordon and reach the Minister's house but the situation was contained. In the scuffle, 6 police officers received minor injuries before order was restored and 4 persons were arrested.

On Monday 24th February, to coincide with the official visit of the President of the U.S.A., several minor demonstrations took place in the West End of London, but they passed without incident. On the President's return to Claridge's Hotel from Chequers, about 250 supporters of organisations opposed to American policy in Vietnam assembled in Grosvenor Square and marched to the hotel, where they were contained by police. About 50 of the more militant demonstrators broke away from the main body and ran along South Molton Street, where they turned over a car and caused some damage to buildings. There were further incidents in Oxford Street before order was restored. Eighteen persons were arrested and 7 police officers and 2 demonstrators received injuries.

On Sunday 16th March, a demonstration was organised by the Vietnam Solidarity Campaign. About 1,400 members assembled at Speakers' Corner, Hyde Park, and marched to Trafalgar Square via the United States Embassy in Grosvenor Square. The marchers then re-assembled and moved off along Whitehall to the Home Office and the Ministry of Defence, where a further

short meeting was held during which scuffles broke out and arrests were made. Twelve police officers received minor injuries in the disorder, and 5 persons were arrested.

During the weekend of 24th-26th May, the Ruskin Kitson Committee organised a march from Oxford to Trafalgar Square to publicise the situation of political prisoners in South Africa. The march passed without incident until the participants reached Trafalgar Square, where about 150 members of the National Front and 50 anarchists were assembled. During the course of a meeting, several scuffles which broke out between the parties led to 5 arrests being made. Four police officers received minor injuries during the course of the afternoon.

On Saturday 28th June, a demonstration was organised by the "South African Solidarity Committee" against apartheid policies in South Africa. About 200 supporters of the organisation assembled at Tower Hill and marched through the City of London to the Strand. At Rhodesia House an unsuccessful attempt was made to break the police cordon in an effort to reach the building. The marchers then continued to Northumberland Avenue, where they dispersed. After the dispersal, an incident involving 12 demonstrators resulted in the arrest of 5 persons for causing malicious damage.

On 17th August, following the serious outbreaks of public disorder in Ulster, demonstrations were organised in London by the Irish Civil Rights Solidarity Campaign and the Connolly Association. About 1,000 supporters of the former organisation assembled at Shepherd's Bush Green, where an orderly meeting was held, and then marched to the Ulster Office in Berkeley Street, W.1. The police cordon in front of the building came under heavy bodily pressure. Missiles, including a petrol bomb, were thrown at the police and a window was broken in the Ulster Office. When order was restored, demonstrators dispersed through Green Park where damage was caused to deck chairs and shrubbery. Ten persons were arrested, and 16 police officers, 5 demonstrators and 4 police horses received injuries, 1 police officer being detained in hospital.

On Sunday 2nd November, about 1,000 supporters of the Palestine Solidarity Campaign assembled at Speakers' Corner, Hyde Park, and marched to the Israeli Embassy, Kensington Palace Gardens, where about 100 supporters of Jewish organisations had assembled on the footway. It was necessary to separate the two rival factions to maintain order, and although scuffles broke out they were quickly suppressed and the march continued without further disorder. Four persons were arrested.

Industrial disputes

During 1969, a total of 164 industrial disputes occurred, compared with 134 in 1968. The majority of these were of a minor nature, but some required supervision.

Public services were affected by disputes involving refuse collectors. In the Borough of Lambeth the collectors withdrew their labour on 27th January and remained on strike until 3rd March. A similar strike which commenced in the Borough of Hackney on 23rd September spread eventually to refuse collectors employed in the majority of London Boroughs. From 16th October there was a gradual return to work, and normal conditions were resumed on 23rd October.

London's transport system was subjected to a series of one-day strikes at numerous bus garages on 19th and 26th July and 2nd August, and on the Underground on 20th and 28th October.

Schoolteachers at various schools withdrew their services for indefinite periods between 20th November and 15th December. Several marches and meetings were held and the dispute was still in progress at the end of the year.

Public events

The President of the United States of America, Mr. Richard Milhous Nixon, paid an official visit to this country from 24th to 26th February.

Two State Visits took place. The first was undertaken by the President of the Italian Republic and Signora Santacatterina from 22nd to 30th April, and the other by the President of the Republic of Finland and Madame Kekkonen from 15th to 19th July. The arrival ceremony for the former took place outside London for the first time in over 50 years, at Home Park, Windsor.

Women Police

During the year the women police celebrated the fiftieth anniversary of their formation. The occasion was marked by a reception in their honour at New Scotland Yard. This landmark came at an appropriate time for assessing the whole concept of the role women officers should play in the total policing of an area. Over the years, women police have become more closely integrated with the activities of the Force as a whole, and the variety and volume of their work has increased.

The establishment of women in the Force remained unchanged at 629, but the total strength increased by 39 to 692. This was the highest number of women police officers ever employed in London. Those coming forward are serious-minded young women of a good educational standard who are looking for a career which offers variety, service to the community and excellent prospects of advancement.

As in 1968, there were 73 resignations. A total of 4 officers transferred to other forces, a small number resigned to take up other employment, and the remainder left for domestic reasons following marriage. Nevertheless, the number of married women serving rose from 96 in 1968 to 104, and this is an indication that such women are finding it possible to combine police duty with their domestic commitments and consequently to serve longer after marriage. During the year a further woman joined the Force under the special graduate entry scheme.

Although women officers are accepted as an integral part of the police team in which they serve, and expect to be involved in the total policing of their areas, they continue to have a deep interest in problems involving women and children. They have been particularly concerned with problems involving juveniles, both in suburban areas and the West End of London. In the latter area a very large number of young teenagers from all parts of the country have been found frequenting places of such a nature as to give cause for concern about their safety. The dangers existing in London for young people who are jobless and without any settled place to live cannot

be over-emphasised. Women officers have played no small part in bringing about the co-operation which now exists between police and the children's departments of the local authorities. Although there may continue to be differences of opinion in individual cases, a firm foundation has been laid for the future good relations of the two organisations and the situation continues to improve.

The taking of statements in cases of alleged sexual offences continued to be a function which took priority over the other calls on women police time, and the volume of this work remains at a high level.

The C.I.D. establishment remained at 101 women police, but the strength fell to 77, a decrease of 10. Women of good potential continued to apply for duty in the specialist branches, but the selection of a number of women for the newly organised juvenile bureaux had an adverse effect on the number of applications for the C.I.D.

Mounted Branch

The strength of the branch at the end of the year was 209 officers, against an establishment of 210.

During the year, 17 horses were purchased, 1 was received as a gift and 19 were humanely put down. The strength of horses on 31st December was 197, against an establishment of 201.

The training of recruits was maintained throughout the year at the Mounted Branch Training Establishment, Imber Court, and refresher courses were attended by officers of this Force and of the City of London Police. In addition, mounted officers from the City of London Police, Leeds City Police, Nigeria and Jamaica attended courses of instruction at Imber Court.

During 1969, the branch was responsible for 59 arrests, 3,088 summonses, 4,518 verbal warnings and 868 stops.

Thames Division

During the year patrols rescued 41 persons from drowning and 19 others were rescued by private persons. Police recovered 56 bodies from the river, all of which were identified.

Underwater Search Unit

The unit dealt with 88 calls, involving 244 days of searching, and a further 62 days were spent in routine searches.

The assistance of the unit was requested in connection with a case of suspected murder in the Thames Valley Constabulary area and a search of one mile of the River Thames near Oxford occupied 20 days.

During their searches the unit recovered 17 bodies, 10 motor vehicles, 2 safes, a strong-box, 6 firearms and various other items, including a large quantity of jewellery.

Dogs Section

In July, a working party was set up to consider the future of the Dogs Section and to examine means by which operational efficiency could be improved. The report of the working party recommended more central

control over the use of dogs, not only when large-scale operations had to be undertaken but also in the day-to-day use of the section in the fight against crime. It was suggested that a civilian should be employed to take charge of breeding and the specialised training of dogs to search for drugs and explosives. You have already approved the necessary increases in establishment to implement these recommendations and I am hopeful that considerable benefits will be derived from this reorganisation.

At the end of the year, 235 dogs were on the operational strength, compared with 240 in 1968, whilst a further 3 dogs were under training. A total of 37 dogs were disposed of due to age or illness. Of the 28 puppies reared, 10 were being walked in divisions and 7 were disposed of as unsuitable. A further 11 were still at the Dog Training Establishment.

The 5 dogs specially trained in the detection of dangerous drugs attended 320 calls, resulting in the arrest of 285 persons. A sixth dog is under training. These dogs and their handlers were also called upon to assist officers of H.M. Customs and Excise.

A total of 34 handlers were trained during the year, of whom 4 were from other forces.

Two instructors' courses, each of four weeks' duration, were attended by 27 officers from provincial forces.

Aliens

The number of registered aliens living in the Metropolitan Police District on 31st December, 1969, was 98,429, compared with 92,915 at the end of 1968. United States citizens headed the list with 12,694, 12.9 per cent of the total, but Spaniards came a close second with 11,903. There were 8,728 Italians, 7,520 French, 6,759 Germans and 5,665 Swiss. The only other nationalities with more than 3,000 residents were South African (3,866) and Portuguese (3,163).

During the year, 165 persons were dealt with by the courts for offences against the Aliens Acts and Orders. A total of 78 were recommended for deportation, of whom 25 were first sentenced to imprisonment, 12 received suspended sentences, 32 were fined and 8 received conditional discharges.

Of the aliens required to leave the United Kingdom under deportation orders enforced by the Metropolitan Police, 62 were men and 7 women.

Commonwealth citizens

Deportation orders in respect of 235 men and 10 women (172 and 7 respectively in 1968) were enforced by the Metropolitan Police. In addition, 207 male and 24 female Commonwealth citizens were repatriated, compared with 131 and 52 respectively in 1968.

Arrests and summonses

The number of persons arrested in the Metropolitan Police District and dealt with by the courts in 1969 was 140,932, an increase of 7,404 or 5.5 per cent compared with 1968.

Of these, 44.0 per cent were dealt with for indictable offences, 28.2 per cent for drunkenness offences and 27.8 per cent for other non-indictable offences. Further details regarding arrests are given in Appendix 4, Table 2.

The total number of summonses issued at the instance of the Metropolitan Police during 1969 was 217,263 compared with 224,956 in 1968. Further details are given in Appendix 4, Table 3.

Betting, gaming and lotteries

A total of 6 warrants were executed in respect of unlawful betting, as compared with 13 in 1968, and 2 further cases were prosecuted by way of summons. A total of 8 cases (including 1 arising in 1968) were decided during the year and fines and costs imposed by the courts totalled £1,224. Only a single case of street betting was reported and this resulted in a fine of £20.

The number of gaming warrants executed was 104, compared with 105 in 1968. Of this total 38 related to gaming on machines or machine and other gaming together, 38 to cards, 7 to pai-kau, 7 to dice or dice and other games together, 5 to roulette or roulette and other games together, and 9 to bingo (or its variations). In addition, 21 cases of various kinds of gaming were dealt with by way of summons. During the year, 138 gaming cases (some of which arose from raids carried out in 1968) were decided, fines and costs imposed by the courts totalled £16,191, and orders were made for the destruction of 26 machines.

No warrants were executed in connection with lotteries.

Proceedings by way of summons were taken in respect of one prize competition conducted through a newspaper, and fines and costs totalling £51 were imposed.

Clubs

At 31st December, 1969, there were 2,865 clubs operating under registration certificates and 370 clubs operating under justices' licences. The combined total of 3,435 clubs showed an increase of 79 on the previous year.

During the year, 13 raids were made on registered clubs, 40 on licensed clubs and 15 on clubs that were neither registered nor licensed. Proceedings were completed in respect of 51 cases (some of which arose from raids carried out in 1968), and fines and costs totalling £7,453 were imposed. In 3 of these cases the principals were sentenced to imprisonment.

Licensed premises

Apart from the clubs previously mentioned, which operate under a justices' licence, at the end of the year there were 8,362 premises licensed for the sale of intoxicating liquor for consumption on the premises, and of these 1,820 had restaurant, residential or combined restaurant and residential licences. The number of "off" licensed premises was 3,698.

During the year, 60,296 (59,823 in 1968) special orders of exemption were granted to licensed premises and clubs, of which 20,480 (20,843 in 1968) were for the Christmas and New Year period.

Drunkenness

During the year there were 39,245 arrests (35,694 men and 3,551 women) and 34,164 convictions for drunkenness and drunkenness with aggravation, or 1,494 more arrests and 608 more convictions than in 1968. In addition, 616 persons charged with other offences were also charged with drunkenness, resulting in 542 convictions. Further comparative figures of arrests are given in Appendix 4, Table 4. The foregoing figures do not include persons prosecuted for being under the influence of drink or drugs when driving or in charge of vehicles.

There were 4 cases of drunkenness attributable to drinking methylated spirits. All those involved were men.

Of persons convicted of drunkenness, 1,829 were aged between 18 and 21 (1,746 males and 83 females), and 344 were under 18 years of age (324 males and 20 females).

Firearms

The number of new firearm certificates granted was 1,436, and 3,052 expired certificates were renewed. Totals of 171 new applications and 33 applications for variation of certificate were refused, compared with 234 and 33 respectively in 1968. Cancellations of certificates totalled 1,870, including 93 applications for renewals which were refused (82 in 1968) and 6 certificates which were revoked. There were 3 appeals to quarter sessions and all were unsuccessful. At the end of 1969 there were 14,663 current firearm certificates, a decrease of 434 compared with 1968.

The number of dealers registered with the Force on 31st December was 358, a decrease of 24 from the previous year. A total of 52 dealers had their certificates cancelled because they ceased to trade in firearms and 4 applications for registration were refused.

The number of persons charged or dealt with by summons under the Firearms Act 1968 was 545, and 306 cautions were administered. In addition, 29 persons were dealt with by summons under the Metropolitan Police Act 1839 or the Highways Act 1959, mainly in connection with misuse of air weapons, and 40 others were cautioned.

During the year, 2,271 firearms of all descriptions (including 1,114 pistols and revolvers and 209 shot guns) were surrendered or confiscated, and small shells, grenades and assorted ammunition amounting to 94,026 rounds were received.

The number of shot gun certificates granted during the year was 4,027, including 221 short-term visitors' certificates. Refused applications totalled 119 and 12 certificates were revoked. There were 3 appeals to quarter sessions against refusal to grant a shot gun certificate and all were unsuccessful. In the first renewal period for shot gun certificates (commencing on 1st November, 1969) 1,766 certificates were renewed, including 100 short-term visitors' certificates.

Missing persons

During the year, 2,793 persons were recorded in the central index as missing, compared with 2,780 in 1968. This total included 261 boys and 156

girls under 14 years of age and 591 boys and 1,085 girls between the ages of 14 and 21.

At the end of the year there were still 60 persons recorded in the index as missing, but as many of these were reported missing towards the end of the calendar year some may be expected to be traced or to return home, as has happened in previous years. In addition, 609 cases of missing persons were placed in the index at the request of provincial forces.

Lost property

The dry summer meant that umbrellas were carried less often and as a result of this simple fact almost 900 fewer articles than in 1968 were found in cabs and deposited with the police. The number of articles deposited was 13,418, and of these 5,503 (41.1 per cent) were restored to their owners and 4,017 (29.9 per cent) given back to the cab drivers who deposited them. The remainder, unclaimed, were usually disposed of by sale. Articles found in the street and deposited with the police totalled 121,390, a drop of nearly 3,000 compared with the previous year, but the number of losses reported to police, at 122,229, was 3,400 higher than in 1968. Of the property handed to police, 47,388 items (39 per cent) were restored to the losers.

Abandoned vehicles

Police made enquiries about 1,985 apparently abandoned vehicles, 1,400 fewer than in 1968. The decrease is largely accounted for by the increased activity of local authorities, who removed a large number of vehicles they themselves had found as well as 1,506 of the 1,985 abandoned vehicles reported by the police.

Abstracts of particulars of street accidents

There were 43,000 applications for particulars of street accidents from parties interested in civil claims, an increase of 1,000 over the 1968 figure.

House-to-house collections

A total of 86 licences (7 less than in 1968) were issued. The number of certificates of exemption issued for local and transitory collections was 486, compared with 494 in 1968.

Street collections

On the recommendation of the Advisory Committee, permits were granted for 75 collections, of which 19 covered the whole of the Metropolitan Police District and the remainder were local.

Lost dogs

In addition to the large number of stray dogs which were restored to their owners within a few hours of being found, 14,156 were sent to the Dogs' Home, Battersea, 206 more than in 1968.

Pedlars

At the end of 1969 there were 789 pedlars' certificates current, a decrease of 177 during the year.

Vagrancy

In 1969, 200 persons (185 men and 15 women) were charged with begging, compared with 228 in 1968. Under the Vagrancy Act 1824, as amended in 1935, a total of 155 persons (131 men and 24 women) were charged with sleeping out, compared with 160 persons in 1968.

CHAPTER 4

Crime

I have dealt with the general picture of crime in 1969 in Chapter 1. The total of 321,331 indictable crimes known to the police last year, though the highest yet, was affected by changes in the law made by the Theft Act 1968. In addition to redefining existing indictable offences, the Act created new ones and exact comparisons with previous years are not possible. The upgrading of the offence of unauthorized taking of a motor vehicle produced the largest individual addition to the figures, and although previously minor offences of stealing are now indictable offences their effect is probably small. As far as possible, previous years' figures have been adjusted where necessary to provide a proper comparison with this year's. But if the crime total for the year was the highest ever so was the number cleared up. In the 18,000 increase in cleared up crimes in 1969 compared with 1968, only 6,000 represented cleared up crimes in the additional category relating to motor vehicles and the clear up rate (26.8 per cent) was the best for over 10 years. (Details are shown in Table 2 of Appendix 2.)

Offences against the person

The crimes included in this group are listed at the top of Table 1 of Appendix 2. The total in the group was 9,830 compared with 8,024 in 1968, a rise of 22.5 per cent.

During the year there were 51 reported murders. Seven murderers committed suicide and in only three other cases had no arrest been made by the end of the year. The number of murders was 6 fewer than in 1968 and, as usual, they ranged from the results of purely domestic disagreements to deliberate violence, often in furtherance of other crime such as robbery. In conformity with the Criminal Statistics, the figures given, as in previous years, refer only to those cases in which the final verdict was murder. There were a further 25 cases (37 in 1968) originally classified as murder, of which 24 were subsequently found by the courts to be manslaughter and one infanticide. It should be realised, however, that whatever the final verdict, all these cases initially involved the C.I.D. in full-scale murder investigations with all the consequences in redeployment of divisional officers and increased case-loads all round. The detailed figures of other violent crimes, given in Table 1 of Appendix 2, show a rise of 28.7 per cent in cases of wounding and assault to a figure of 6,820, the highest ever recorded.

Cases of indecency increased. Many of these offences involve children and a case towards the end of the year which received a good deal of publicity occurred in north east London where a series of rapes, buggeries and indecent assaults were committed against children delivering newspapers in the early mornings. A large-scale operation to find the offender was launched and a man was eventually arrested and charged. At the end of the year he was awaiting trial at the Central Criminal Court.

Burglary and aggravated burglary

This is a new category of offence, introduced by the Theft Act 1968, which embraces the old classification of breakings and some larcenies. In 1969

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the burglaries and aggravated burglaries by forcible entry in residential premises totalled 24,590, a rise of 11.2 per cent over the 22,119 cases of burglary and housebreaking in 1968. The property stolen was estimated to be worth a total of over £4 million but over half a million pounds worth was recovered, a much higher proportion than previously.

Burglaries and aggravated burglaries by forcible entry in non-residential buildings came to 24,521, an increase of 13.9 per cent over the 21,528 cases of shop and office breakings recorded in 1968. The estimated value of property stolen was about £4,500,000 and nearly £400,000 worth was recovered.

The other types of burglary and aggravated burglary include some thefts previously described as miscellaneous simple larcenies as well as other offences under the old Larceny Acts so that direct comparisons with previous years are not possible. Irrespective of their previous classification, however, all indictable offences against property, other than the forcible entries referred to above, committed in buildings of all types and their precincts, amounted to 101,867, 5 per cent more than in 1968.

Offences of theft, other than by forcible entry, in houses and flats totalled 52,436 (1.9 per cent more than in 1968) and in 19,368 of these cases the thief did not have legitimate access to the premises but was able to get in through an open door or window.

The estimated value of property stolen from residential buildings, other than by forcible entry, was just over £3 million and £263,000 worth was recovered.

There were 49,431 thefts from shops, offices and other non-residential buildings and 7,985 of these were the type of walk-in burglaries referred to above. The total was 8.5 per cent higher than in 1968. The estimated value of property stolen was just under £3 million and £382,000 worth was recovered.

Other offences against property

Robbery is regarded as one of the most serious crimes under this heading and though small numerically in proportion to the total it is, unfortunately, on the increase. There were 2,236 cases in 1969 compared with 1,910 in 1968, a rise of 17 per cent. A few years ago it was rare for firearms to be used or even carried in the furtherance of robbery but nowadays shotguns and other firearms are often carried, even by the younger and less experienced criminals, who use them not only to intimidate their victims but also to deter anyone who tries to stop them. In 272 robberies in 1969, firearms were known to have been carried and in 70 cases the offenders appeared to be carrying them. Although in over half of the offences the criminal did not use weapons to intimidate the victim, pepper, mummola, etc., were used on 51 occasions, cosh on 278, and knives, knuckledusters, etc., on 279. The estimated value of cash and property stolen in robberies amounted to nearly £2,700,000, of which £317,000 worth was recovered. Nevertheless it is encouraging to note that due to determined efforts by all officers the percentage of arrests for this offence is increasing.

Despite an increased number of robberies in which business takings, wages and goods were stolen, these formed less than half the total. Some 55 per cent of the cases reported involved the robbing of private persons of cash and

personal property in the streets, parks and open spaces. Although the sums involved in the latter cases are much less than where business or security firms' employees are set upon, these attacks upon private individuals tend to bring the facts of crime nearer to the ordinary man in the street, especially as they usually achieve a good deal of local publicity.

Special crime squads, consisting of C.I.D. uniform and Special Patrol Group officers, have been formed in divisions and these are concentrating on local robberies and kindred offences. The percentage of robberies cleared up this year was 32.2, the highest figure since 1963.

Theft from the person (thefts by pickpockets and bag snatchers and by sneak-thieves from baskets and handbags) decreased by nearly 4 per cent to a total of 3,314. Nevertheless, over £150,000 was stolen in this way and this type of crime is still a problem, especially in the West End and other crowded shopping areas. Foreign visitors and tourists are a particular attraction to thieves, who are fairly certain of reasonable amounts of cash and feel secure in the knowledge that their victims will soon be out of the country. Investigating officers never fail to be surprised at the large sums of money and the valuable jewellery which women place in handbags which are then carried loose on the top of shopping baskets.

An increasing problem is the passing of fraudulent cheques and one West End division recorded an increase of 70 per cent in this offence. Fraud generally increased by 22.9 per cent and much of it consists of this sort of crime. Most large stores now employ expert store detectives who liaise with the local police and although the rate cleared up in 1969 was slightly lower than in the previous two years, over 70 per cent of frauds reported were cleared up.

The number of cases of shoplifting reported was 12,879, an increase of more than 50 per cent on 1968. Large stores, on which professional thieves descend like locusts, are particular sufferers and the managements of these concerns are becoming much more alive to the problem. Despite the fact that the number of offences reported rose so much, probably because more were reported through the increased vigilance of shop staffs, many arrests were made and a significant proportion of the offenders proved to be from overseas. The total value of the property reported stolen was estimated to be £190,000 and £53,000 worth (28 per cent) was recovered. The clear up rate was 87.6 per cent compared with 94.9 per cent in 1968.

There was an increase of 15 per cent in the number of motor vehicles stolen, the total being 8,065 of an estimated value of £2,700,000. However, 3,472 of a value of about £1,200,000 were recovered: some of these had been stolen in the previous year.

The export of stolen vehicles appears to be increasing and the volume of traffic using the Channel ferries (sometimes 12,000 a day at Dover), combined with the fact that no documentation is required, renders it difficult to make detailed checks. The Stolen Vehicle Squad, however, work closely with similar squads in Hampshire and Kent who are able to give great help in supervising the seaports; invaluable assistance is also given by officers of H.M. Customs and Excise and of the port authorities. Stolen vehicles have been traced to countries as far away as Cyprus and Poland.

Thefts from vehicles in the street decreased by 9 per cent. It is very difficult to understand why drivers still leave articles in cars in full view of casual thieves who sometimes do not even have to force the door locks. Whenever possible articles should be locked out of sight in the boot and, of course, cars should always be locked when left unattended, even if only for a few minutes. This is true also of vehicles left in car parks and garages off the street, where thefts from vehicles increased by 16 per cent to 13,639. The estimated value of property stolen from vehicles on and off the street came to no less than £2,640,000 and only 5 per cent was recovered.

The rise of nearly 50 per cent in thefts from meters, telephone boxes and automatic machines appears to be very largely a "paper" increase, since 70 per cent of the offences relate to domestic meters and many of these would previously have been included in the classification of larcenies to the value of £5 or more in dwellings.

There was an increase of 9.6 per cent in forgery, coinage and uttering forged notes or counterfeit coin. There was a marked increase in the uttering of forged bank notes, but this was matched by a considerable number of arrests. A new type of forged £5 note appeared in circulation in August but the source was found, the equipment seized and proceedings instituted against the persons implicated.

Forgery is, however, by no means confined to British currency. During the year it became known that large-scale forging of Swiss franc notes was going on in this country and so serious a view was taken of the matter that the Swiss Attorney General and Swiss Police came over for discussions, while some of our officers conducted investigations in Switzerland. In the event, 12 persons were arrested in this country and forged notes to the face value of over 3 million francs were seized before they could be put into circulation. The notes were of a high quality and the operation was the first large-scale attack on Swiss currency by persons outside that country.

The American dollar, too, has not escaped the attention of British forgers and a number of arrests were made in connection with the printing and uttering of forged 100 and 50 dollar notes. A complete forgery "den" was found in London and enquiries in the Bahamas alone led to the recovery of forged notes to the face value of 126,000 American dollars which had been smuggled in from England. The total number of forged bills seized as a result of this operation involved a face value of more than half a million dollars and this was certainly one of the most sophisticated forgery operations ever discovered by police. Proceedings were pending at the end of the year.

At home, the 50 new pence piece has attracted some attention from counterfeiters.

Mention should perhaps be made of the new offences created by the Theft Act 1968 of "going equipped to steal" (formerly "possessing housebreaking implements") and "handling stolen goods" (formerly "receiving"). Because of the much wider scope of the offences, both these showed considerable increases compared with those recorded in 1968 under the old classifications. The figures will be found in Table 1 of Appendix 2.

Finally in the category of offences against property come the 59,874 miscellaneous thefts, which account for 18.6 per cent of all indictable offences known to the police. Most of these were previously recorded as miscellaneous simple larcenies and there is no special pigeon-hole into which they can be put. They included 9 offences of removing articles on show from places open to the public, another new offence created by the Theft Act 1968. The estimated value of property stolen in these miscellaneous offences was £3 million, 8 per cent of which was recovered.

Drugs, unfortunately, still present a problem, particularly among the younger generation who appear to be attracted to them in a desire to be "with it", despite the awful examples of destruction of mind, body and, on frequent occasions, of life itself. The number of persons arrested for offences under the Dangerous Drugs Acts 1951 and 1965 was 2,907, an increase of nearly one third over the figure for 1968, which was itself nearly 40 per cent higher than in the year before.

People who seek to excuse the sale of drugs on the "black market" often lose sight of the fact that the vendors are wicked people who realise full well the effects which their activities may have on the mental and physical health of their victims but who take into consideration only the fact that they have in drugs a highly lucrative source of income.

Two cases illustrating the enormous profits which can be made from drugs may be mentioned. Following protracted enquiries and observation, officers from the Drugs Squad, in company with officers of the Kent Constabulary, unearthed a private laboratory where the drug known as LSD was being manufactured. The quantity found could have been sold illegally for some £80,000. On another occasion, a similar laboratory was found containing materials which could have been used to produce LSD in a quantity which would have been valued at £25 million on the American and Canadian markets, for which it was apparently intended.

Crimes cleared up

Irrespective of the year in which a crime occurred, it is recorded as cleared up either at the time a person is arrested or summoned for committing it or when the offender asks for the crime to be taken into consideration by a court which has found him guilty of some other offence. Details of individual crimes cleared up in 1969 and in the previous two years will be found in Table 2 of Appendix 2.

As mentioned previously, the general clear up rate (26.8 per cent) was the highest since 1958, and for the second year in succession the clear up rate for robbery went up, the figure of 32.2 per cent being the highest since 1963. The proportion of thefts in dwellings which were cleared up was 16.5 per cent, compared with only 8.5 per cent for the offence of "larceny dwelling" in 1968, but the new classification includes only offences committed or suspected to have been committed by persons other than trespassers.

Arrests

In 1969 arrests for indictable crimes (including summonses) totalled 75,128, a rise of 22.8 per cent on 1968, taking into account for both years arrests for the unauthorised taking of motor vehicles.

All groups of offences showed increases. The largest was in respect of offences against the person, up 28.2 per cent to 6,699, and almost as large was the increase in the number of arrests for theft and walk-in burglaries, which went up by 27.3 per cent to 51,130. The burglaries (formerly break-ins) accounted for 8,348 arrests, an increase of 11 per cent; unauthorised takings of motor vehicles for 7,184, a rise of 8.1 per cent; and the other indictable offences for 1,767, a rise of 9 per cent.

Details of arrests for individual offences will be found in Table 3 of Appendix 2.

Tables 4 and 5 of Appendix 2 give the arrests for specific offences divided into broad age-groups and, for the under 21-year-olds, Table 6 shows individual ages.

The increase in the number of arrests of young people is, to say the least, disturbing: nearly half of the arrests for indictable crime in 1969 were of persons under 21. The age-group 10 to 13 (10 is the minimum age of criminal responsibility) had 60.7 per cent more arrests than in 1968, the total reaching 7,763. The number of young persons between 14 and 16 who were arrested was 12,119, 28.2 per cent more than in the previous year, and the arrests of those between 17 and 20 went up by 20.3 per cent to 15,961. Altogether, the total of 35,843 persons under 21 arrested during the year was 30.1 per cent above the 1968 figure.

I would draw particular attention to the arrests for robbery, which went up by almost 40 per cent in the under 21 age-group. 54 per cent of the arrests for robbery were of persons between the ages of 10 and 20 and almost 7 per cent were of children aged from 10 to 13. It is true that a small number (61) of the 2,236 robberies were committed by youngsters under 17 against others also under 17 but this still means that about one half of the arrests for robbery were of persons under 21 who had attacked and robbed older people, some of them, of course, very old.

Further light is thrown on this situation by Table 8 of Appendix 2, which shows the amount of recidivism among the various age-groups. I referred in Chapter 1 to this high figure of 29.2 per cent of the total of people arrested but it will be seen that 9.4 per cent of children under 14 who were arrested had previous records, while at age 15 the proportion was as high as 12.5 per cent—one in eight of children of that age who were arrested. When we come to the ages 14 to 16 the picture is even blacker—over one quarter of young persons aged 16 were found on arrest to have criminal records already. At age 20 the percentage rises to almost the highest for any age or age-group—35.8 per cent.

A feature of juvenile criminals is the tendency to collect together in gangs which begins at quite an early age and sometimes persists, unfortunately, through the stage of associating with adult criminals to a stage where, as adults, they form or become members of adult gangs. Of the 35,843 persons under 21 who were arrested, 25,016 (or 69.8 per cent) were operating in gangs and 6,203 of these were associating with adults. Both these figures were higher than in 1968. 5,934 (23.7 per cent of the total arrests of persons under 21) were in gangs whose members were all less than 15 years old and 4,643 (18.6 per cent) were in groups of 15 and 16-year-olds: the rest were between 17 and 20 years old.

Criminal investigation in general

With modern developments in air travel criminals can be in another country in a matter of hours after committing a crime. This has naturally led to even greater international co-operation between police forces. The Interpol Bureau in London deals with an ever-increasing volume of work and whereas in 1955 there were only 55 member countries of this organisation, in 1969 there were 105. In October, the Assistant Commissioner, Crime, attended the annual Interpol Conference at Mexico City, where it was agreed that it was of the utmost importance that international co-operation in the many problems of law enforcement should be fully maintained. I have already mentioned a visit here by Swiss Police, and officers from various departments of this Force visited countries in Europe, the Caribbean Islands, America, Canada and Australia in the course of tracing criminals wanted for offences in this country, or to assist other forces. One of these missions, to Australia, was in pursuit of Ronald Biggs who, while serving a long term of imprisonment for his part in the Great Train Robbery, escaped from Wandsworth Prison in 1965, in company with Eric Flower. Enquiries had continued ever since and eventually the two men were traced to Australia where, with the assistance of the local police, Flower was arrested and brought back to this country by officers of the Flying Squad. Unfortunately Biggs was not found and is still at large.

During the year the Metropolitan and City Police Company Fraud Squad was involved in 251 investigations involving a total of something like £35 million—219 of the investigations being dealt with by Metropolitan Police officers.

The case which attracted the greatest public interest was the Rolls Razor affair. The criminal proceedings alone lasted 115 working days, the longest in the history of criminal proceedings. Before these proceedings could even be started, however, extensive and complicated enquiries had to be made by a number of C.I.D. officers to the exclusion of all other work. The main part of the case was brought to a close by the managing director's pleading guilty to certain counts in the indictment at the Central Criminal Court, a step estimated to have saved over £300,000 in legal costs. Other proceedings, however, were still in action at the end of the year.

Officers from the Fraud Squad also spent a considerable amount of time travelling the length and breadth of this country in pursuance of their enquiries. Many overseas investigations were also undertaken, including the sending of 2 officers to Bermuda at the request of the Government there. They successfully investigated the misappropriation of money totalling £50,000 from a hospital, the persons responsible receiving substantial sentences of imprisonment.

The Flying Squad continued a successful fight against serious crime and the measure of their success can be gauged by the fact that they made 1,548 arrests during the year and recovered property valued at £700,000. The squad did particularly good work in combating robberies. The arrests they made in cases of conspiracy to rob, of which 52 were reported during the year, involved an estimated total of £150,000. One such case is worthy of special mention. Following upon information received, armed officers of the squad kept observation on a store in Wood Green where 3 criminals, armed with loaded shotguns, attempted to rob a security van. The men

were overpowered in a struggle during which they threatened the officers with their shotguns and one of the officers had to fire a warning shot, not only to ensure his and his colleagues' own safety but also to prevent the escape of the offenders.

A George Medal, two British Empire Medals and a Queen's Commendation for Bravery were awarded to members of the Flying Squad for particular acts of courage during the year. In addition, 50 officers received commendations from the Commissioner and 18 received local commendations.

In April, the control of the Metropolitan and Provincial Police Crime Branch was transferred to the Commander of the No. 9 Regional Crime Squad. The result was a marked improvement in efficiency of the branch and the enquiries by the Metropolitan and provincial officers resulted in a number of arrests. The Regional Crime Squad had its best year ever with 859 arrests and the recovery of property to the value of nearly £750,000. There has been an increase in the number of lorry "hi-jackings" in the provinces, some of the loads being brought to London for disposal, and a number of arrests for handling stolen goods have been made. These results more than justify the original conception of the various regional crime squads, which were intended to work in close liaison with each other and with local police forces to combat the greatly increased mobility of the modern criminal, who is no respecter of boundaries.

The activities of the Stolen Motor Vehicle Investigation Branch have been mentioned briefly already in connection with the disposal of stolen cars. During the year officers of the branch recovered vehicles valued at over £300,000, a result that was achieved only by persistence and expertise in this highly specialized field of investigation. To keep abreast of modern developments, officers of the branch are continually in contact with vehicle manufacturers and their main dealers and the information which they glean is passed on to other forces, some of which are setting up similar branches of their own.

The influx of "hard" pornography from Holland, Denmark and Sweden has increased considerably and officers of H.M. Customs and Excise continually intercept obscene material being sent to this country. This, combined with operations in other fields, has led to an increase in the work of the Obscene Publications Squad, who co-operate closely with the Director of Public Prosecutions.

A branch of the C.I.D. which, for obvious reasons, does not seek publicity is the Criminal Intelligence Branch. Its painstaking work in collecting information about active and prominent criminals has been invaluable to other operational branches in making enquiries and effecting arrests. The collectors continue to prove their worth by recording similar information at divisional level.

Behind the operational branches, and indeed the entire Force, are the technical support services—the Fingerprint and Photographic Branch, the Criminal Record Office and the Forensic Science Laboratory.

The Fingerprint Bureau, operating on a national basis, contains some 2 million sets of fingerprints of known criminals. The persistent and thorough

work undertaken by this section is illustrated by the large number of identifications of offenders by fingerprints. These relate to offences ranging from merely stealing from gas meters to the most serious crimes, such as murder. In the latter category alone the murder team dealt with 78 cases during the year, 22 identifications being made for the Metropolitan Police and 5 for provincial forces. In pursuance of these murder enquiries during the course of the year some 3 million comparisons were made against marks filed at Headquarters.

Mainly as the result of a reorganisation of certain procedures within the branch in 1967, the number of identifications by fingerprints in the scenes of crime section has been raised by 48 per cent. This augurs well for the computerised handling of fingerprint comparison and in this connection the necessary ground work is progressing satisfactorily without interfering with the daily operational function of the branch.

The Photographic Section faced a 17 per cent increase in demand for assistance over the year, but by remodelling operational routines were able to contain the extra work. No opportunity is lost of adapting the latest equipment and techniques, wherever possible, to the work of the branch.

The Criminal Record Office has experienced a regular annual increase in workload which clearly indicates that computerisation is the practical answer to providing an efficient service, not only to the Metropolitan Police District, but throughout the United Kingdom.

The fact that the Metropolitan Police Laboratory also has more work to do every year demonstrates quite clearly the acknowledgement by officers of the importance they attach to forensic science in the field of criminal investigation. In 1969, the laboratory dealt with 18,250 cases, an increase of about 30 per cent. This total was contributed to in no small measure by the numerous blood and urine samples sent for analysis under the Road Safety Act.

The fascinating work carried out in the laboratory can be illustrated by the assistance it gave in the investigation of the murder of a 21-year-old girl at Paddock Wood, Kent. A scientific examination of her clothing revealed traces of blood of a group other than her own and a number of dark blue woollen fibres. The investigating officers were advised to obtain blood samples from all males in the village and, as a result of this operation, a man with the same blood group as that found on the clothing was interviewed. He admitted having killed the girl and his jacket and trousers were found to be made of material of which the fibres matched those on the girl's clothing. A further link in the chain of evidence was established when decorative cord found in the suspect's house proved identical with a length of cord which had been left near the body.

Another case, of assault with intent to rob in north London, demonstrated the near positive identification that can be made in the field of blood grouping. The victim received injuries to his head and a bloodstain was found on the door of the suspect's room and on his sweater. Analysis showed the stain to have come from a blood group so rare as to be found in only 2 persons per million of the population: the grouping was identical with the victim's blood.

In August, C.5 Branch, which deals with the internal administration of the C.I.D. within the Force, was amalgamated under one commander with C.2 Branch, which deals with the general correspondence of the department. The unit thus formed has provided a secretariat to the department, giving a more compact and efficient service with a tighter control of manpower, in particular relieving divisional officers of routine work in the more mundane and time-consuming matters such as unsatisfactory business transactions and searching of company records, etc. Included in the secretariat are two staff officers to the Deputy Assistant Commissioners (Crime). In addition to these duties, the staff officers undertake various research projects on behalf of the department.

Senior officers of the C.I.D. are serving on the staff of the National Police College, with the Prison Department and Police Research Services of the Home Office, and as staff officers to Her Majesty's Inspectors of Constabulary. These attachment duties are invaluable in encouraging and widening the scope of contact with other forces and authorities.

CHAPTER 5

Traffic

Joint Traffic Executive for Greater London

Police involvement in the transportation policy objectives set out in the Greater London development plan published during the year was the subject of much discussion with senior officials of the Greater London Council's Department of Planning and Transportation through the Joint Traffic Executive for Greater London, the formation of which was referred to in my Report for 1968. The plan envisages improved public transport services and puts forward proposals for:

- a network of primary roads of motorway standard;
- improvements to the system of secondary roads;
- traffic management measures to get the best out of the existing roads and to protect residential amenities; and
- parking controls to help restrict the volume of traffic to the capacity of the roads.

Some parts of the primary road network have already been completed or are under construction. The Executive have agreed that all the motorways within and including Ringway 2 (a much improved North Circular Road with a new matching orbital route south of the river) should be monitored and controlled from a single control room. The police will keep watch on the traffic situation on these roads by means of closed-circuit television and other electronic aids, operate warning signals by remote control as required, and direct radio patrol cars to trouble spots. It is envisaged that the control room will be linked to satellite units controlling the motorways outside Ringway 2 but within the Metropolitan Police District, and through the satellites to motorway control points operated by neighbouring forces in the Home Counties.

One of the most important new traffic management techniques for getting the best out of the existing roads is area traffic control, in which traffic signals over a wide area are linked to a central computer which is programmed to recognise abnormal traffic patterns and respond by adjusting signal timings as necessary throughout the system. The experimental area traffic control system in west London, to which I have referred in previous Reports, is still running very satisfactorily and preparations are now in hand for introducing the first operational system. This will comprise some 300 sets of traffic signals in central London co-ordinated by a computer and controlled from a centre manned jointly by police officers from the Metropolitan and City Forces and technical support staff supplied by the Greater London Council. The Joint Traffic Executive consider it essential in London traffic conditions that this and all future area traffic control systems, like the existing experimental system, should be supplemented by a police-manned surveillance system to facilitate human intervention when the traffic situation demands it. A concept is being developed known as Central Integrated Traffic Control (CITRAC) in which the control and surveillance systems for the primary road network will be integrated with those for the area traffic control schemes in the

secondary network. Early in 1970, proposals were put forward for this Force to join with the Greater London Council in establishing a Joint Traffic Control Centre. This would house not only the staff and equipment associated with the CITRAC concept but also one traffic control organisation, which directs by radio the operations of the mobile traffic patrols, a traffic signals maintenance control unit staffed jointly by police and G.L.C. personnel, and perhaps also a control room for London Transport 'bus operations.

With regard to the protection of residential amenities, two aspects came up for discussion by the Joint Traffic Executive during the year—overnight parking of heavy lorries and all-day parking of commuters' cars in streets surrounding some suburban railway stations. It was emphasised from the police side that whilst the need for traffic orders for preserving or improving amenities is fully appreciated, the enforcement of such orders must come low in the scale of priorities. This is because only a limited proportion of the total resources of the Force can be allocated to traffic duties and the resources that are so allocated have to be committed primarily to securing the safe and orderly movement of main road traffic.

The progress made during the year in implementing the programme for extending controlled parking is described later in this Chapter (page 65).

Accidents and casualties

Recording procedure

Police forces are required to supply monthly to the Ministry of Transport particulars of road accidents occurring in their areas. Generally this is done by completing a special form issued by the Ministry, but some of the larger forces have for some years supplied duplicates of punched cards instead. The Metropolitan Police, who find it useful to collect similar statistics for their own operational purposes, have followed this practice, the cards being processed by a mechanical system both by the Ministry and by the Force. On the recommendation of a working party on which the Ministry and chief officers of police were represented, changes were made in the material asked for and in its layout with effect from 1st January, 1969.

It was felt that this date would be an opportune one for the Force to change over from a punched card to a computer processing system and the Home Office and Metropolitan Police Joint A.D.P. Unit wrote the necessary programmes to enable the processing to be done on the computers at Tintagel House. Largely because there had been insufficient time to run a pilot experiment, there were difficulties in the first few months of the year, some of the results being incorrect and some very late. However, by the middle of the year most of the difficulties had been overcome and the work is now proceeding satisfactorily.

At the same time the Greater London Council, in their capacity as traffic authority, expressed the wish to be supplied with the statistical information as well and they undertook, if it could be made available to them, to supply the local authorities in their area with detailed figures, a service which this Force has provided in the past. A working party on which all parties concerned were represented was set up by the Greater London Council and it worked out a scheme which was also introduced on 1st January, 1969. This

too run into initial difficulties, partly because of the problems already mentioned, but the scheme now seems to be meeting the requirements of the G.L.C. and the London Borough Councils.

All this Force now has to do is to copy twice (automatically) the punched cards which are prepared for our computer and send them to the Ministry of Transport and the Greater London Council.

Accidents

There were during the year 55,893 accidents in which people were killed or injured. This was 163 (0.3 per cent) fewer than in 1968. The numbers of accidents involving death and injury in each of the ten years up to and including 1969 are shown in Table 1 of Appendix 3.

Table 2 shows the distribution of fatal and injury accidents in 1969 by months and the corresponding figures for 1968. January was a particularly bad month for accidents but in eight of the other months there were reductions compared with the previous year.

Over the whole year, 4 p.m. to 6 p.m. was the worst period of the day for accidents: some 17 per cent of the annual total occurred during this two-hour period. Friday was the worst day with 16.6 per cent of the total, followed by Saturday with 15.4 per cent.

For every 100 fatal and injury accidents that occurred between 10 p.m. and 2 a.m. in the twelve months immediately before the breath-testing provisions of the Road Safety Act 1967 came into force there were 75 and 81 accidents respectively in the corresponding periods of 1967/68 and 1968/69. These figures suggest that although the provisions may have had some of their initial impact, their efficacy in reducing accidents is still very substantial.

Compared with the previous year, fatal and injury accidents during the Easter and Spring Bank Holiday periods went up by 43 (7.4 per cent) and 26 (4.9 per cent) respectively, but these increases were outweighed by reductions of 36 (7.1 per cent) and 66 (14.9 per cent) during the Late Summer and Christmas Bank Holiday periods.

Some 37 per cent of all fatal and injury accidents recorded during the year occurred in the eighty square miles of inner London.

A total of 128 injury accidents (1 fatal, 14 serious and 113 slight) occurred on the 11 mile length of the M4 motorway within the Metropolitan Police District, an average of 10.7 accidents a month compared with 11.7 in 1968. Of the total, 46 accidents, or 35.9 per cent, occurred on the two mile elevated section. Damage only accidents on the M4 motorway numbered 216, or 2 fewer than in the previous year. On the 81 mile length of the M1 motorway patrolled by this Force there were 55 injury accidents, including 2 involving deaths, and 79 damage only accidents.

Accident characteristics

Table 3 of Appendix 3 shows where the injury accidents occurred and how many vehicles were involved. Nearly 7 out of every 10 such accidents occurred at or near a junction of some kind. More than 29 per cent of accidents at junctions involved a pedestrian and a single vehicle. Some

7 per cent of all injury accidents involved pedestrians on or within 50 yards of a crossing. Injury accidents involving single vehicles only amounted to 15 per cent of the total.

The numerical and proportionate involvement in accidents of various classes of vehicles is shown in Table 4 of Appendix 3. Of all the vehicles involved in accidents during 1969, 62.3 per cent were cars and cabs: ten years ago the proportion was about 43 per cent.

Casualties

Casualties by class of road user and degree of injury are given in Table 5 of Appendix 3.

The number of people killed or injured in road accidents amounted to 71,732. This was 487 (0.7 per cent) more than in the previous year. Although road deaths increased by 34 (4.8 per cent) compared with 1968, the total of 744 was the second lowest since 1960.

The number of road users who were seriously injured also increased (by 786 or 7.5 per cent) but the total for the year of 11,314 was still 206 fewer than the average for the last ten years.

The pronounced downward trend in casualties among pedal cyclists and motor cyclists continued. Since 1960, the annual totals of such casualties have fallen by more than a half. Unfortunately, however, the fall has been offset by a rise in casualties among users of other classes of motor vehicles and pedestrians.

Child casualties

Road casualties among children exceeded 12,000. Full details are shown in Table 6 of Appendix 3. The intensity of the problem varies both between inner and outer London areas and between individual boroughs. In some instances there is even a variation between one part of a borough and another. Environment and social conditions have a strong influence on individual situations.

The chance that a child aged 5 will become a pedestrian casualty before his or her fifteenth birthday is now on average about 1 in 18. If the child lives in inner London the chance is as high as 1 in 14.

In last year's Report it was mentioned that the Joint Traffic Executive had initiated a special investigation by its Road Safety Group into the problems of road casualties among children. The investigation showed among other things that in one fifth of all accidents involving children the child was under school age, and that over two fifths of child accidents occurred on days when the schools were closed. It showed also that on Mondays to Fridays the worst period for child accidents was between 4 p.m. and 7 p.m. and that three times as many casualties in this evening period were attributable to playing in the street and going errands or visiting friends as were attributable to the journey home from school. Moreover, as many as 4 out of every 10 accidents occurred in the street in which the child lived. These facts suggest that there is a need for parents to exercise closer supervision over their children. To bring this point home to parents and the community at large, the Executive decided to collaborate with the London Accident Prevention Council in sponsoring a conference to coincide with the launching of a national road

safety campaign on the theme of "Parental Responsibility". Local community organisations, local authority road safety councils and many other bodies concerned with the safety of children were invited to send representatives. It was held in the Queen Elizabeth Hall in January, 1970, and seemed to be successful in stimulating thought about ways in which neighbourhood action might bring home to parents the increasing importance of their own responsibility if the number of road accidents to children is to be substantially reduced.

Accident prevention

Application of accident intelligence

With the co-operation of divisional police, traffic units mounted a number of special accident prevention campaigns designed to influence road user behaviour at high risk locations. The results achieved were very encouraging and in most cases the improvements continued long after the special police attention had been withdrawn. In addition, many "black spot" situations identified by accident intelligence have been substantially eased by traffic management measures.

Research into causes

The accident research unit has completed an interim report on its specialised investigations in depth into the causes of accidents and its findings are being studied.

Hitherto, accident prevention effort has relied primarily on subjective interpretation of local accident statistics. Towards the end of the year the unit began an examination of possible methods whereby road hazards and driving standards can be quantified. Identification and measurement of these factors will, it is hoped, enable police effort to be directed to those locations where their presence is likely to have greatest impact on road user behaviour.

Education in road safety

Road safety demonstrations, lectures, etc. were given by members of the Traffic Division's nine road safety teams at 3,151 schools on 4,917 occasions. The teams made visits to primary schools their first priority and they succeeded in covering 94 per cent of the schools in this category.

Members of the teams also continued to give lectures on roadcraft and traffic law to motor cyclists being trained under the R.A.C./A.C.U. scheme, and to assist local authorities by acting as instructors and testers for the purposes of the national cycling proficiency scheme. There was again, however, a substantial reduction in the amount of police time spent on training cyclists under the latter scheme, the local authorities having made further progress in recruiting their own instructors to take over from the police. The ideal arrangement from the police point of view would be for the training to be done entirely by local authority personnel and the testing to be done by members of the road safety teams.

The Roadcraft Exhibition was staged at 14 different places during the year, for periods ranging from 3 to 20 days, and was attended by nearly

300,000 visitors. The largest attendance was recorded at London Airport where 130,000 people saw the exhibition during the 20 day period it was on show. In addition, the so-called mini exhibition, which consists of a few selected exhibits from the main exhibition and is manned by members of the road safety teams, was displayed on 26 occasions during the year, usually at weekends.

Matters affecting traffic circulation

'Bus and coach operations

The Stopping Places Advisory Committee, comprising representatives of the Traffic Commissioner for the Metropolitan Area, the Metropolitan and City of London Police Forces, the Greater London Council, London Transport and trade union interests, has for several years advised the Traffic Commissioner in cases where disagreement arose over the siting of bus stops or where proposals for bus bays or shelters were under consideration. In view of the transfer of some of the Traffic Commissioner's responsibilities to the new London Transport Executive on 1st January, 1970, under the provisions of the Transport (London) Act 1969, the Committee was disbanded at the end of the year. Discussions about new arbitration procedures were in progress with the Greater London Council early in 1970. During 1969, the Traffic Commissioner consulted the police about 2,272 applications and enquiries from London Transport, and 5,705 from other operators, concerning routes, stops, terminal markings, etc., and 278 proposals were considered by the Advisory Committee.

Further London Transport bus services were converted for operation with one-man-operated buses, and the use of these vehicles continued to create difficulties by reason of their size and the length of time they stand at stops while the driver is taking fares from boarding passengers.

Traffic difficulties also continued to arise from the very great increase in recent years in the popularity of contract coach operations in central London, not least among foreign operators bringing parties of sightseers to the capital from abroad. The coach advisory service, run voluntarily by the Traffic Department, whereby contract coach operators can obtain advice from the police as to setting down and picking up points and parking places, is unfortunately no longer capable by itself of dealing with the situation satisfactorily. Police views on contract coach operations in the City of Westminster were made known to the City Council, who were conducting a comprehensive survey of the situation and formulating proposals for bridging the operations under better control.

Automatic traffic signals

Traffic signals were installed at 55 new sites and 17 existing sets of signals were removed. The net increase of 38 sets brought the total number in operation in the Metropolitan Police District at the end of the year to 1,450. Modifications were made to 126 sets of signals.

In west London, 19 experimental signal-controlled pedestrian crossings known as "X-ways" were converted into a new type known as "pelican crossings".

Cab ranks

Ten new ranks were appointed, 14 existing ranks were cancelled and 10 were altered. The net reduction of 4 ranks brought the total at the end of the year to 473. These provided 2,797 cab spaces, a reduction of 92 compared with the previous year's figure. The cancellation of unused ranks near greyhound racing stadiums accounted for about a half of this reduction. The Greater London (Prohibition of Stopping on Cab Ranks) (Amendment) Traffic Order 1969 extended the prohibition on vehicles other than cabs stopping on cab ranks to further ranks in the Royal Borough of Kensington and Chelsea and to certain ranks in 14 other London Boroughs. The prohibition is enforced by placing fixed penalty notices on offending vehicles and in some cases by removing the vehicles as well.

Traffic offences

The number of traffic offences dealt with by arrest was 45,821, an increase of 7,229 (18.7 per cent) on the previous year's figure.

Offences dealt with by summons numbered 210,366, a decrease of 12,537 (5.6 per cent). This total includes 12,631 summonses (19,298 in 1968) for offences for which fixed penalty notices had been issued and 12,292 (11,303 in 1968) for the offence of failing to pay an excess charge incurred at a parking meter.

Offences dealt with by written caution numbered 32,510, a decrease of 486 (1.5 per cent) compared with 1968.

Table 7 of Appendix 3 shows by offences the numbers that were dealt with by summons and by written caution, and gives comparisons with the previous year.

The number of verbal warnings given was 362,625 (62 per cent fewer than in 1968). Of these, 16,295 were given for inconsiderate driving or riding, 30,663 for excessive speed, 136,759 for causing obstruction and 33,355 for infringements of the vehicle lighting regulations. Pedestrians were given 5,688 verbal warnings.

Prosecutions for causing death by dangerous driving numbered 93, compared with 63 in 1968, and 88 cases were sent for trial. The higher courts tried 100 cases, including some outstanding from the previous year, and 76 convictions were recorded. In 1968 there were 106 trials and 70 convictions. For all the traffic offences in respect of which disqualification could have been ordered, disqualification was imposed on 16,196 drivers compared with 15,885 in 1968, 16,487 in 1967 and 20,851 in 1966.

Fixed penalty and excess charge notices

The total number of fixed penalty notices issued by police officers and traffic wardens was 810,580, an increase of 206,864 for 34.3 per cent over the 1968 figure. Particulars of the offences involved are shown in Table 9 of Appendix 3. By the end of the year, the fixed penalty had been paid in respect of 43.0 per cent (45.4 per cent in 1968) of these notices, 31.9 per cent (29.1 per cent in 1968) had been written off because for various reasons (including diplomatic privilege) payment of the penalty could not be enforced

or had been excused, and proceedings for the substantive traffic offence had been instituted in respect of 1.1 per cent (1.4 per cent in 1968), leaving 24.0 per cent (24.1 per cent in 1968) outstanding on 31st December.

In the controlled parking zones in which traffic wardens supervise parking meters on behalf of the local authority, 500,447 excess charge notices were issued, or 54,737 (12.3 per cent) more than in the previous year. By the end of the year, 57.9 per cent of the charges had been paid compared with 59.9 per cent in 1968. Payment could not be enforced or was excused in respect of 23.1 per cent of the notices (19.3 per cent in 1968) and proceedings for non-payment were instituted by the Central Ticket Office in respect of 1.0 per cent (1.7 per cent in 1968), leaving 18.0 per cent (19.1 per cent in 1968) outstanding on 31st December.

The combined total of fixed penalty and excess charge notices issued was 1,311,027.

The continuing rise in the number of notices issued has been accompanied by a sharp increase in the "failure rate", that is the proportion of notices that are written off involuntarily because the driver concerned cannot be traced or enquiries to trace him cannot be completed before the time limit for bringing proceedings expires. The deterioration reflects the difficulty in keeping pace with the ever-increasing volume of enquiry work that is generated by the failure of registered keepers of offending vehicles to respond to postal requests for information as to the identity of the driver at the material time. With a view to bringing the failure rate down to a more acceptable level, an experiment began towards the end of the year with prosecuting people under Section 65 of the Road Traffic Regulation Act 1967 for failing to respond to postal requests for information, instead of referring the cases to divisions for the information to be elicited by means of police enquiries. The early indications were encouraging and the experiment is being progressively extended. Also, preparations were well advanced at the end of the year for introducing a pilot scheme for employing traffic wardens on making follow-up enquiries on behalf of the Central Ticket Office.

Drink and driving

There is still strong public support for the "drink and driving" provisions and the police enforcement effort is being vigorously maintained. The publicity given to cases in which courts accepted technical points put forward by the defence caused difficulties in London as it did elsewhere, and at one time it seemed that the effectiveness of the law would be imperilled and that amending legislation, possibly of a radical nature, would be urgently required. However, the House of Lords' judgment in the case of the Director of Public Prosecutions v. Carey was helpful in showing that if the law is approached with commonsense the technical difficulties that have been suggested will disappear. It was ruled that approval of the breath test tube does not include approval of the manufacturer's instructions for its use and that a driver is still driving for the purposes of the breath test requirements even when he has stopped driving, provided he is breath-tested reasonably promptly afterwards. Also, in R. v. Jones the Court of Appeal ruled that a requirement to take a breath test could be made off a road so long as

it was made in the course of a chain of action following sufficiently closely on the observed driving on the road. Although many of the difficulties have been largely overcome by the judgments in these cases, however, there is still a need for amending legislation on several points.

Proceedings were taken for driving or attempting to drive or being in charge of a motor vehicle when unfit to drive through drink or drugs, or with a blood alcohol concentration above the prescribed limit, in 8,063 cases, an increase of 2,863 on the 1968 figure. There were 6,879 convictions at magistrates' courts and 546 cases were sent for trial. A total of 470 cases, including some outstanding from 1968, were heard at higher courts, and 313 convictions were recorded. The number of persons sentenced to imprisonment was 128, but in 119 cases the sentences were suspended for varying periods up to the maximum of 3 years. There were 6,713 disqualifications for varying periods for holding or obtaining a driving licence. There were 31 prosecutions, compared with 46 in 1968, for being under the influence of drink or drugs when riding or being in charge of a bicycle, and all resulted in convictions.

The number of drivers who were required to take a breath test during the year was 14,172—an average of 39 a day—compared with 10,303 (an average of 28 a day) in 1968. Of these drivers, 80.5 per cent were required to take a test following police action in stopping a vehicle, etc., and 19.5 per cent following an accident. Of the tests, 9,707 (73.7 per cent) were positive and 3,457 (26.3 per cent) negative. About 73 per cent of drivers who gave a blood or urine specimen were found to be above the limit. The results of breath tests, analyses of specimen, etc., are shown in Table 8 of Appendix 3.

Offences involving private hire cars

During the year there were 16 summonses for offences under the London Cab Act 1968, of which 5 were for driving a car while displaying a sign which might suggest that the vehicle was presently available for hire and 11 were for issuing an advertisement indicating an address or telephone number of premises at which cars could be hired. In addition, there were 9 summonses for illegally plying for hire arising from allegations of offences under the London Cab Act. Fines ranging from £2 to £10—usually with costs—were imposed in 20 cases. One case resulted in a conditional discharge, one was adjourned sine die and 3 cases were dismissed. At the end of the year, some 50 reports of alleged offences under the Act were being considered with a view to proceedings being taken.

Traffic Division

On 31st December the police strength of the division, including the personnel of the cab law enforcement section and the nine road safety teams, stood at 1,230 against an establishment of 1,378. The civilian staff of the division on that date numbered 48, of whom 8 were vehicle removal officers, 23 were members of the executive, clerical and typing grades and 17 were telephonists.

For greater operational and administrative convenience, the boundaries of the eight traffic areas were realigned during the year so as to coincide with divisional boundaries.

The trial use on traffic patrol duties of Austin Mini-Cooper cars manned by one officer was discontinued, the arrangement having been found unsuitable. Four Triumph 2.5 PI cars were taken into experimental use, and progress was made with the replacement of a large part of the motor cycle fleet by Triumph machines fitted with panniers and fairings.

Traffic patrols reported 111,394 offences during the year, an increase of 1,792 on the previous year's figure. Of these offences, 101,710 were dealt with by summonses and 9,684 by written caution, compared with 102,797 and 6,805 respectively in 1968. (Totals of traffic offences dealt with by summonses and written caution are shown in Table 7 of Appendix 3.) Verbal warnings given by traffic patrols numbered 82,856, compared with 83,264 in the previous year. Arrests numbered 3,942, of which 1,132 were in connection with crimes.

Escorting abnormal loads, convoys, special vehicles, etc., occupied 21,443 man-hours, a decrease of 5,830 compared with the 1968 total. Vehicles carrying high loads are increasingly having to make long detours to avoid foot-bridges with clearances of less than 17 feet which are being erected over main roads.

Motorway control and surveillance

In March, a control and surveillance system operated by specially trained traffic patrol officers from a control point at the Heston service area came into operation on the length of the M4 motorway within the Metropolitan Police District. By the end of the year, the signs on the motorway had been used on 365 occasions to indicate lane or whole carriageway closures and on 676 occasions to indicate advisory speed limits. Eight out of ten drivers were observed to comply well or fairly well with the former indications and nine out of ten with the latter. For failing to comply with "stop" indications, 46 drivers were reported and 30 were given verbal warnings on the spot. The closed-circuit television surveillance system proved its worth on numerous occasions by enabling sources of trouble on the motorway to be quickly identified and appropriate action to be taken with a minimum of delay.

Removal of vehicles

In exercise of their powers under the Removal and Disposal of Vehicles Regulations 1968, police removed to pounds or police stations 60,909 vehicles which had been left in a dangerous or obstructive position or in contravention of a statutory prohibition or restriction. Most of the removals were effected by Traffic Division personnel.

Enforcement of controlled parking

Five new controlled parking zones were introduced during the year, 2 in the Royal Borough of Kensington and Chelsea, and one each in the London Boroughs of Croydon, Hammersmith and Harrow. A novel feature of the Hammersmith zone is the provision of on-street parking places where anyone may park all day for the price of a ticket purchased from a machine.

The more economical system of manning zones referred to in last year's Report made it possible to provide traffic wardens not only for duties in the new zones but also for enforcing existing waiting restrictions in a number of areas where controlled parking zones were due to be introduced in future.

Disabled drivers who live or work in controlled parking zones are sometimes unable to find vacant parking space close enough to their homes or places of employment and are consequently obliged to leave their vehicles in parts of the street which are subject to waiting restrictions. The policy regarding the issue of fixed penalty notices in such circumstances was reviewed and revised instructions were published during the year to the effect that disabled drivers in this situation should be treated even more considerately than had been the case previously. Disabled drivers are still asked, however, to be particularly careful not to park in lengths of streets where yellow marks on the kerb and kerbside time plates indicate that even loading or unloading is prohibited, and to accept without demur any advice they may be given by the police or traffic wardens.

The scheme under which the British Medical Association issues car badges which serve to identify cars that are being used by medical practitioners in the course of their professional duties was extended during the year to cover nurses and midwives who have emergency commitments to visit patients in their homes.

Public Carriage Office

Cabs

Cabs licensed during the year numbered 8,412, or 294 more than in 1968. A little over half of them were 4 years old or less and 1,190 were new cabs licensed for the first time. Nine out of ten had diesel engines. A total of 235 cabs first licensed 10 years earlier became due for special inspection, but only 69 were presented and these were all licensed. A cab of a new type was licensed towards the end of the year.

Cabs in service on 31st December numbered 8,181, or 371 more than a year earlier. Of these, 2,736 (or 45.7 per cent) were owned by the driver. The other 4,445 cabs were operated by 430 owners, 3 of whom had fleets of 100 or more cabs. The number of cabs fitted with two-way radio fell from 901 to 885, of which 798 operated in central London on two separate circuits.

Cabs reported unfit during the year numbered 3,625, compared with 3,827 in 1968. Of these, 835 (23.1 per cent) were allowed to remain in service on condition that the defects were remedied within 48 hours. Emitting black smoke was again the most common defect, 766 instances of it being reported.

Taximeters modified to record the new fare structure, which came into force in December, 1968, were first fitted in February, 1969. Only limited numbers were available initially and some meters of the old type had to be fitted temporarily. In consequence, the number of taximeter tests carried out (12,763) showed a substantial increase over the previous year's figure. There was a corresponding increase in rejections from 118 to 156 but proportionately the rejection rate stayed at just over 1 per cent.

Cab drivers

During the year, 4,392 cab drivers' licences were issued, compared with 4,430 in 1968 and 4,489 in 1967, and 99 applications for licences were refused. Revocations and suspensions of existing licences numbered 14 and 28 respectively. On 31st December there were 12,770 licensed cab drivers, or 156 for every 100 cabs in service.

Driving tests were given to 1,046 applicants for cab drivers' licences compared with 742 in 1968 and there were 241 failures, representing a failure rate of 23.0 per cent. The number of new candidates applying to take the knowledge of London examination rose sharply from 1,627 to 2,119, and a total of 20,708 oral examinations were conducted during the year. Successful candidates numbered 871, including 112 who were granted suburban licences and 77 suburban drivers who qualified for full London licences.

Offences by cab drivers

Prosecutions under the special laws relating to London cab drivers numbered 549. The main offences involved are shown in the table below.

Offence	1969		1968	
	No. of summonses	No. of convictions	No. of summonses	No. of convictions
Taximeter offences	41	50	136	46
Exceeding cab fare regulations	11	17	21	30
Refusing to be hired	21	21	25	23
Failing to wear badge	1	1	26	15
Pricing elsewhere than at rank	41	13	46	37
Demanding or taking more than legal fare	15	12	17	9
Using insulting language	50	23	54	1
Carrying excess passengers	9	6	5	3

Drivers and conductors of public service vehicles

During the year, 11,823 drivers' licences were issued, compared with 11,520 in 1968 and 11,646 in 1967, and 24 applications for licences were refused. Revocations and suspensions of existing licences numbered 58 and 19 respectively. In London, the great majority of driving tests for public service vehicles are conducted by authorised examiners employed by London Transport and other large undertakings, but 370 such tests were conducted by Metropolitan Police vehicle examiners during the year. Failures numbered 128, representing a failure rate of 34.6 per cent.

The number of licences issued to conductors was 7,634, compared with 7,794 in 1968 and 8,090 in 1967. Eight applications for licences were refused and 14 existing licences were revoked.

CHAPTER 6

Specialist and Support Functions

Solicitor's Department

The volume of work dealt with by the department, details of which are shown below, appeared to be levelling out earlier in the year, but finally showed a substantial increase of approximately 8 per cent compared with 1968.

	1969	1968	Comparison between 1968 and 1969
Total number of cases	27,609	25,486	+2,123
Traffic cases (including drink and driving offences)	13,398	12,936	+462
Cases as assessors and quarter sessions	8,918	7,456	+1,462
Appeals to quarter sessions	2,104	2,018	+86
Appeals to Court of Appeal (Criminal Division and House of Lords)	67	64	+3
Attendance at courts of summary jurisdiction	19,266	18,720	+546
High Court (writs)	21 served	5	
Divisional court cases			
Commenced	42	50	
Discontinued	3	14	
Concluded	18	22	

The difficulties which have arisen in connection with the Road Safety Act have caused a good deal of additional work in the department but it is hoped that recent decisions of the courts will make the Act more effective and easier to administer.

Management Services Department

In my Report last year I defined the six major areas within which research work by Management Services Department would first be concentrated, and I can now summarise progress in the more important fields of research within these areas.

In order to improve the management and maintenance of the vehicle fleet, a new transport workshops incentive scheme based on work study has been presented and agreed in principle. Consultants have been asked to produce proposals for the development of the scheme.

Approval has been given to a recommendation that the Transport Branch should be provided with an integrated management control system incorporating the collection, processing and selective dissemination of the information required for all aspects of vehicle fleet management. This should result in a reduction in paper work, considerable financial savings and an improved service to the Force.

As a result of a study of the unit beat policing system, the department has developed a method of evaluating new methods of policing. It is hoped to apply the method to other schemes as they are introduced.

A number of papers have been produced on retirement, promotion and wastage for both the Force and the Cadet Corps.

The study on the functions of police stations is the largest and probably the most important project in the programme. Three zones of activity involved in the internal working of a police station (station officer, communications centre and reserve officer, and collator) are being studied in depth.

Scientific studies are being undertaken with the object of relating the work carried out in police stations to the type of area they serve. If, as seems likely, a valid relationship can be found and if, through forward planning studies, reliable predictions can be made about environmental changes in the Metropolis, it should be possible to devise a blueprint for the future design and operation of police stations.

In the equipment field, numerous experiments and evaluations have been carried out on a wide variety of items, such as the use of binoculars for surveillance of hooliganism at soccer grounds, video-tape for training purposes, visual display techniques, collators' indexes, "panda" car equipment, fibroscopes for rapid examination of the engine numbers of suspect vehicles, document reproduction equipment for divisions, and equipment requirements for the Criminal Record Office in relation to the development of a police national computer.

Organisation and methods studies have been concentrated largely on Headquarters administrative problems arising from the merger of the Commissioner's and Receiver's Offices. Comprehensive studies have been carried out within "E" Department on the training section, career planning, the complementing function, the personnel records system and inter-branch and inter-section communication, and the majority of the recommendations made have been implemented. Other organisation and methods studies have been undertaken on the reorganisation of the furnishing stores, correspondence in B.9 Branch (Central Ticket Office), the Headquarters administration of traffic wardens, and typing facilities for branches housed at Tinsagel House and Eastbury House.

Progress has been made on the development of contacts with the Greater London Council and other bodies in order that data may be obtained, processed and stored for future application. Scientific projects aimed at developing reliable predictions of future crime patterns and other police problems have been initiated, and the results of these studies will be incorporated into forward planning and other studies in due course.

The Force suggestion scheme continued to be administered by Management Services Department and 179 suggestions were received during the year, an increase of 50 on 1968. There was also a small but significant increase in the proportion of suggestions which were adopted.

Public Relations Department

By the beginning of 1969, the Public Relations Department (consisting of the News and Publicity Branches) had established itself on a firmer footing and was able to take advantage of the improvement which had already been made in the working relationship between the police and the press.

Certain areas of prejudice which had long existed between the press and New Scotland Yard have been cautiously but resolutely tackled in open conference and under practical working conditions, and as a result a far better working relationship now exists between Scotland Yard and Fleet Street. Because of this, it has been possible to arrange a much larger number of press interviews and television appearances of police officers on subjects not previously touched upon and in a wider range of programmes. These have made the public more aware of the broad scope of the work being undertaken by the Metropolitan Police.

With two major publicity schemes directed towards young people and at the prevention of crime, the Publicity Branch intensified its work in arousing the interest of the London public in the aims and achievements of the Metropolitan Police.

Young People's "Help the Police" Competition

This competition, which was held during the school summer holidays, was designed to promote a more confident relationship and a better understanding between young people and their local police, to encourage young people to become better citizens and to interest them in road safety, crime prevention and the varied work of the Metropolitan Police. A total of 100,000 competition folders were printed and distributed to all Metropolitan police stations and children were invited to look over their local police station when they called to collect their entry forms. The main prize of the competition was a visit to Canada, travelling by British Overseas Airways Corporation, as guests of the Royal Canadian Mounted Police, for one boy and one girl in each of the two age-groups of 8 to 12 and 12 to 16. There were over 10,000 entries to be judged. The outer police divisions, with their greater proportion of children, recorded the highest returns.

The interest of the press was immediate and the national and suburban newspapers, radio and television gave valuable support to the competition throughout its run. The press alone devoted over 13,000 inches of editorial space to the competition.

Volunteer police organisers came forward at every police station, including those on Thames Division, and they in turn enlisted panels of local citizens, teachers and professional people to judge their stations' entries. Each police station was asked to play its part in promoting the contest and the success of the competition was measured by the enthusiasm and initiative of station organisers who, without exception, responded magnificently.

The four winning children, together with their French-speaking Metropolitan Police escorts, appeared on seven Canadian television programmes transmitted throughout Canada in French and English. The Overseas Service of the B.B.C. produced a radio programme with information about the competition which was broadcast to Austria, Africa, the Middle East, Asia and North and South America. Both B.B.C. and I.T.N. covered the departure of the prize-winners from London Airport for Canada, the B.B.C. devoting a special five-minute programme to the event.

The competition, which involved every section of the community within the Metropolitan Police District, has been responsible for establishing a relationship which had not hitherto existed between the local police and 3,000 schools, the education authorities, headmasters, teachers and parents, all of whom applauded the project.

"Lock Up London" Crime Prevention Campaign

This campaign was the first of its kind to be organised by the Metropolitan Police and its aims were to make the Metropolitan Police crime prevention service more widely known and to arouse a greater sense of civic and personal responsibility in the public by urging them to take greater care of their own property.

For three weeks in the autumn, extensive outdoor advertising was arranged on London's transport system and 30,000 posters appeared on buses, the Underground and British Rail, and also on vehicles of the Road Haulage Association and the security companies. Local authorities provided free space for posters and the campaign also had the support of many large commercial companies. Four of the main banking organisations also assisted by distributing posters to their thousands of branches.

To launch the campaign a special press conference was held at New Scotland Yard. As a result, a total of 7,000 inches of editorial space was devoted to the scheme in the national, provincial and suburban press, covering an estimated total circulation of over 20 million. Facilities were given to specialist magazines covering every trade and interest, which resulted in a wide range of publications carrying security information to a further 8 million readers. With the support of the security industry, supplements were arranged in the London evening papers and competitions stimulated by the campaign appeared in the press. At the end of the year articles on crime prevention were still appearing in many publications, particularly in the overseas press.

Following the initial press conference, radio and television directed special attention to the campaign in their news bulletins and feature programmes. The David Frost programme devoted one complete programme to the theme of the campaign and this alone was seen by 10 million viewers. In addition, special displays were arranged in large retail stores and municipal buildings.

Police exhibitions and displays

During the year, 47 public exhibitions were arranged at police stations, as well as a large one at Bentalls of Kingston and a "Reflections on Crime" exhibition in the Burlington Arcade, Piccadilly. A fourteen-day exhibition was staged at Lewisham Baths which covered various aspects of police work and also featured demonstrations on adventure training, the emphasis being given to public participation. During this fortnight, sixth-form recruitment and school visits were given high priority.

The display at the Earls Court Motor Show laid emphasis on increasing the understanding between traffic policemen and the motorist. Thanks to the exhibition organisers, twice as much space as in previous years was made available to the Public Relations Department, who were thus able to demonstrate to the motoring public the diversity of work and amount of

effort contributed to the easing of London's traffic problem by the Metropolitan Police Traffic Division. The reasons why the police have to take certain actions to maintain the flow of traffic were carefully explained and great attention was given to road safety and the need for safe driving.

A closed-circuit television camera had been installed at a nearby road junction to demonstrate "live" driving situations on television screens installed in the exhibition hall. Operating from the police stand, and supported by the factual commentary of experienced officers of the Traffic Division, this television presentation proved almost embarrassingly successful. In addition, a large animated model was produced to illustrate what were considered to be the ten greatest road hazards in the Metropolitan Police District. The press gave wide publicity to the police stand at the Motor Show, which was adjudged the most successful ever arranged by the Metropolitan Police in bringing home the compelling need for road safety as well as the selfishness of many drivers.

Press, television and radio

As well as assisting with the production of the widely read Metropolitan Police newspaper, "The Job", the News Branch initiated a weekly news summary carrying authentic police news material. The summary is distributed to the Greater London Council, civic authorities, various other local bodies and suburban newspapers.

Following discussions with the B.B.C., the format of the Radio 4 programme "Scotland Yard Calling", which is broadcast regularly from Scotland Yard by the News Branch, was changed to bring it into line with other programmes. This change was successful and the 257 programmes transmitted from Scotland Yard during the year resulted in a great deal of useful information being received from the public.

Many suburban newspapers in the Metropolitan Police District now carry regular "Police" columns based on news material collated at divisional and sub-divisional level. Some of the columns are on crime prevention in the home, whilst others cover wider aspects of local police news, and all indicate the most welcome interest shown by the press in the work of their local police.

Arrangements were made by the News Branch for members of the Traffic Department to meet representatives of national, provincial and suburban newspapers, and of the radio and television networks, at a special press conference to mark the department's 50th anniversary in May. New interest was aroused, particularly in commercial motoring magazines, whose subsequent enquiries centred primarily on the Heston M4 control centre, non-skid surfaces at junctions, traffic control and the Hendon Driving School.

The News Branch worked closely with the Traffic Department and news agencies during periods when there were unofficial transport strikes and other labour problems. Radio reporters broadcast direct from traffic control at New Scotland Yard at key times in the morning and evening. A special police radio-car link between Scotland Yard and B.B.C. Television was arranged to permit transmission direct from the forecourt of Charing Cross Station.

Throughout the year the News Branch received organised parties of press visitors to see the information facilities which are available at New Scotland

Yard. Groups came from the Newspaper Conference, the B.B.C. and I.T.V., and in addition there were American, German, Indian and Polish press representatives, industrial editors, press officers from Buckingham Palace and both the Foreign and Commonwealth Press Associations, editors of London suburban newspapers and representatives of other news agencies.

The total number of visitors to Scotland Yard, including professional journalists, was 6,317, an increase of 355 over the previous year. This illustrates the increasing interest being shown in the work of the Metropolitan Police.

Particular attention has been paid throughout the year to the needs of London editors of regional newspapers, who have been extremely co-operative in regard to the work of C9 (Metropolitan and Provincial Police Crime Branch) and the problems of provincial visitors coming into London, particularly by motorway.

Public attitude research

Towards the end of the year, a start was made on a detailed plan of research into the relationship between the Metropolitan Police and the London public. The project will take 2½ years to complete and will be under the direction of Dr. W. A. Belson, of the Survey Research Centre, London School of Economics (University of London). The purpose of the survey is to give guidance on the steps which may need to be taken to promote the best possible co-operation between the Metropolitan Police and the public. The programme is being carried out with practical applications in mind, particularly in the fields of public relations work and police training, and it is also hoped to increase the amount of help which the public give to the Metropolitan Police.

Catering Branch

Catering facilities were provided in 175 police buildings, including police stations, section houses, recruit and cadet training centres and branches of the Metropolitan Police Office. In addition, special catering arrangements were made for State Visits, demonstrations, and sporting and other events. Extended catering arrangements were necessary in connection with certain of the demonstrations.

The catering training school worked to capacity during the year but it is no longer large enough to cope with training requirements. This situation will be rectified upon completion of the new Lambeth building, in which the new school will be incorporated.

The standard of applicants for managerial and supervisory posts has shown much improvement and many applicants for divisional catering officer vacancies have possessed qualifications in catering obtained from the City & Guilds of London Institute after study at technical colleges.

Close liaison has been maintained with the Chief Architect and Surveyor's and Chief Engineer's Departments in regard to kitchens and dining rooms included in new buildings and amelioration schemes and in connection with the provision of catering equipment.

Automatic data processing

The work undertaken during the year in connection with the establishment of a police national computer system was mentioned in Chapter 1.

The work of programming a computer system for the Metropolitan Police Catering Service began in January and took most of the year. The system came into full operation on 1st January, 1970.

Accident statistics were taken over by the I.C.L. 1301 computers in January. There were a number of teething troubles, but by the middle of the year most of the monthly figures were being processed in time and they were requiring successively less checking. One of the results, sometimes unexpected, of putting such a task on to a computer is that much tighter control becomes necessary of the accuracy of the reports which form the basic data. In consequence, at this stage it may take some time to identify errors and find out why they occur.

The remaining pay-roll and pensions work of both the Metropolitan Police Office and the Home Office was taken on to the 1301 computers during the year and effort in this field is now being concentrated on the new programmes which will be required when decimal currency is introduced in 1971.

A system to implement the scheme of budgetary control worked out in conjunction with the Finance Department was brought into operation in April.

The I.C.L. 1905E computer at Portman Square was deliberately purchased and set up in 1968 as an unbalanced configuration to which further equipment might be added as further work was undertaken. By the end of February, 1969, it was apparent that the volume of work, including the testing of programmes for new tasks and the extension of old ones, was increasing to such an extent as to render it necessary to acquire further equipment. Some of this, together with equipment necessary to undertake an experiment in processing crime intelligence for the Home Office Police Research and Development Branch, was ordered during the year, but installation will not be completed until 1970. Two-shift working at Portman Square began in April.

After some delay, an optical character reader was delivered in July. Following domestic trials and the writing of some of the programmes required to make it work, the reader was taken into operational use in September.

The increase in work at Portman Square, coupled with staff shortages, resulted by the middle of the year in a certain amount of data preparation work having to be put out to agencies. Since the situation was likely to get worse as more work was taken on, it was decided that in the long run it would be more economical to set up a separate data preparation section somewhere in the outer suburbs, where a pool of local labour would be available and accommodation costs would be much lower than in the central area. A floor in an office building at Sidcup was acquired in the autumn and the section began operating early in 1970. There was also room for an overflow of staff from the Central Ticket Office, which had become overcrowded at Portman Square.

At the beginning of the year, a complete and up to date prison index for the Prison Department of the Home Office was set up on the Portman Square computer, and this proved satisfactory. The transfer to the computer of other work of the Prison Department, including statistics, is in hand.

It is becoming increasingly clear that much of the information which forms the basis for management decisions can be readily processed automatically only under arrangements which allow for a continuous "dialogue" between a computer and officers at management level.

The Management Services Department carried out a study of the control, management and maintenance of the police vehicle fleet and recommended a scheme involving day-to-day access to a computer by the Chief Engineer's staff. It is proposed to arrange this by purchasing additional equipment for the 1905E computer and providing the Chief Engineer's Department with a remote terminal. The scheme provides for a number of other terminals to be available to branches of both the Home Office and the Metropolitan Police.

Police buildings and residential accommodation

One sub-divisional station at West Ham and 2 sectional stations at Ponders End and Chadwell Heath were completed and taken into use.

Work is in progress on new divisional stations at Leman Street, Puddington (which will also incorporate a new recruiting centre to replace the existing premises in Borough High Street) and Wembley, a sectional station at Southgate, a sectional station and stables at West Hampstead, traffic wait garages and workshops at Alperton and Finchley, stables at West Hendon, and police offices and married quarters at Debden and Hainault. Most of these buildings will be operational by the end of 1970. Work is also in progress on the reconstruction of the former Vine Street police station, which has been used as offices since its closure in 1939.

A new section house with accommodation for 100 men was opened at Northumberland Park and work is well advanced on a section house at Puddington and a hostel for women police at Southgate.

Additional traffic warden's centres have been established at the former Gray's Inn Road police station and in new premises at Camden Town.

A further stage in the erection of the new police training school on the Hendon Estate was reached in February with the commencement of the building of the residential blocks, which will provide accommodation for over 900 students.

There has been full collaboration between the Metropolitan Police Office and the Greater London Council over the design of the proposed Joint Traffic Control Centre referred to in Chapter 5.

It is becoming increasingly difficult to obtain suitable sites for the erection of police buildings in the Metropolitan Police District. A compulsory purchase order was made in July on a site for a building to replace Gerald Road police station. The site had been the subject of negotiation for many years. Demolition of the existing buildings on the site required for the rebuilding of Marylebone police station commenced in December.

At the end of 1969, the number of married quarters was 4,924, a decrease of 91 compared with the previous year. One set of quarters was acquired and 92 quarters were disposed of as sub-standard or taken over as office accommodation.

During the year, 654 officers vacated quarters to rent accommodation or purchase their own homes, compared with 655 in 1968.

At the end of the year, the 43 section houses, women police hostels and cadet residential training centres provided accommodation for 3,799 officers in modern houses and 146 in the old type of section house.

Supplies

The new system of weekly deliveries of stationery and other stores to stations, to which reference was made in last year's Report, appears to have functioned satisfactorily and has saved police time formerly spent in personal visits to the store. It is hoped to introduce a somewhat similar system in the near future for the supply and exchange of furniture.

The new system of uniform clothing exchanges, which was also mentioned in last year's Report, has been tried out experimentally using second-hand vehicles adopted for the purpose. The scheme has been a success and specially designed purpose-built vehicles are now being manufactured. They should be available by July, 1970, and after that date it should be possible to provide a regular uniform fitting and alteration service within easy reach of all stations.

The Clothing and Appointments Board have continued to supervise trials of new outerwear and other types of uniform clothing and appointments. Uniforms of the existing approved patterns but made out of 7 experimental types of materials are on trial. In addition, uniforms of a new pattern are being tried out on "K" Division. Trials of new-style shirts for all ranks of the Force are nearing completion.

The planned introduction of decimalised currency in February, 1971, has made it necessary to modify or replace adding machines and other similar types of office machinery so that they can be used for the new currency. Preliminary consideration has also been given to the modification of equipment, etc., which will be made necessary by the introduction of metrication in 1975.

Communications

Automation of the telephone network

Work is proceeding to implement the recommendation of a working party on Metropolitan Police line communications that the Metropolitan Police private telephone network should be made fully automatic. It will take several years to set up the new network, which will involve the installation of 12 switching centres (PABX 4s), each serving two police divisions. The centres will be linked to the Broadway switchboard and in this way any extension on any division will be able to reach any other extension in the Metropolitan Police District by dialling the appropriate number. Efficiency will be greatly enhanced as telephone contact will be made far more rapidly and a greater degree of security will be provided. Automation will mean the disappearance of the manually operated switchboards serving individual stations, with a saving in the number of telephone operators employed. The facility of direct dialling in will be introduced wherever possible, and outside telephone subscribers will be able to telephone direct to a specific extension within the Metropolitan Police network. The first switching centre is likely to be brought into use during 1972.

Special occasions

Communications at special events, demonstrations and similar occurrences have continued to make increasing demands on the staff of the Communications Branch. The supply and supervision of special equipment on these occasions amounts to a considerable exercise in logistics.

Information Room

During the year, 435,548 calls were received in Information Room from private persons. Emergency calls generally from police and public totalled 422,218.

Teleprinters

The number of external stations operating on the Metropolitan Police teleprinter network increased by one, to 115.

The experiment conducted on "T" Division whereby sectional police stations were provided with teleprinters for reception only was highly successful and I am considering the possibility of extending the scheme during 1970. The internal telegraph traffic of the Force continued to rise and about two million messages concerning Metropolitan Police divisions were handled in the telegraph office.

During the year, 102,208 messages were transmitted over the Telex system, an increase of 6,893 over 1968. Totals of 82,590 messages were received from and 19,618 messages sent to other forces in this country and abroad.

Radio

The number of vehicles and boats equipped with radio is now 1,984, an increase of 355 over 1968.

There are 24 wireless stations operating in the Europe-Mediterranean Region of the International Criminal Police Organisation. During the year, 9,165 messages were transmitted to and 8,310 messages received from other countries, compared with 2,465 and 6,480 respectively in 1968.

A further experiment was carried out during the year in connection with the integration of Force and personal radio schemes. By means of the private-wire telephone network, Information Room has been provided with the facility to inject suitable information into the personal radio networks of Hounslow and Romford Sub-Divisions. The results of the experiment are now being studied and the possible extension of the system to all sub-divisions will be considered.

By the end of the year, all sub-divisions were equipped with personal radios, a total of 4,525 sets being available. It is the intention that a further 1,690 sets should be taken into use during 1970 for the C.I.D., women police and Mounted Branch, and to enable inner sub-divisions to implement modified policing schemes. With the co-operation of the authorities concerned, personal radio base stations and serials have been installed at Wembley and Twickenham Stadiums to permit the special operations channel to be used in connection with sporting events at those grounds. It is hoped to extend similar facilities to Epsom Racecourse in 1970.

Under the auspices of the Home Office & Metropolitan Police Joint Automatic Data Processing Unit, an experimental link was established between the information rooms at New Scotland Yard and at Guildford, Surrey Constabulary. This link employs visual display units and permits the exchange

of information relating to stolen and support motor vehicles. The extension of the experience is to stimulate responses to rapid operating procedures. It is expected to provide valuable information in several instances for the police national computer project.

Police boxes

It has been decided to dispose with all but a few of the 600 or so police boxes in the Metropolitan Police District. Little operational use is now made of these boxes, particularly in divisions equipped with their full complement of personal radio sets. The public also rarely use the boxes, and then usually to make only a general enquiry. Their use in an emergency is very rare indeed. This probably reflects the growth in recent years in the number of private telephones. The few boxes, numbering a dozen or so, which are considered to be justified on operational grounds will be retained. The removal of the boxes will save about £50,000 per year.

Automatic alarms

At the end of the year, 23,400 alarm installations of the kind which operate automatically and directly over the "999" public telephone service were recorded as being located in the Metropolitan Police District. The number of new installations notified to police in 1969 was 2,211, while the number of removals was 165. Altogether, 60,108 calls from these alarms were received in the Information Room, compared with 52,809 in 1968. The 1969 figure includes 2,287 maintenance calls and calls of a like nature which have to be answered but are not included when the false alarm rate is calculated. In 937 cases the calls were the result of either actual or attempted breakings. The corresponding figure for 1968 was 645 cases.

There are also a number of alarms connected by private wires to central stations operated by the alarm manufacturing companies. In 1969 a total of 22,188 calls were forwarded verbally by the central station staff to Information Room, using the public "999" system. In 185 cases the calls were the result of either actual or attempted breakings. The corresponding figure for 1968 was 112 cases. False calls from alarms totalled 78,887 and continue to present a serious problem.

Central vehicle index

During the year, 476,269 searches were made in the index, compared with 451,279 in the previous year. Many provincial forces use the services of the index.

Transport

At the end of the year the transport fleet comprised the following vehicles:—

Police section			
Cars, vans, etc.	..	..	1,697
Motor cycles	..	..	661
			<hr/> 2,358
Support services			
Cars, coaches, vans, etc., including spare vehicles	..	..	926
			<hr/> 3,284

The number of stolen cars increased by 197 to a total of 337.

At the end of the year, 2,488 police officers were authorised to use their private cars for official purposes, compared with 2,329 over the figure for 1968. In addition during the year 361 officers were temporarily authorised to use their private cars for official purposes.

Police operational vehicles were involved in 2,836 accidents of all kinds on the highway. The number per accident was 19,312 for cars, 15,687 for motor cycles and 17,661 for the whole of this part of the fleet. After detailed examination, police officers were held to be wholly or partly to blame for 1,180 accidents giving a rate per blameworthy accident of 45,883 for cars, 40,602 for motor cycles and 45,110 for the operational fleet, excluding support services vehicles.

One police officer received fatal injuries in an accident involving police vehicles.

Prison van service

During the year, 128,354 males and 8,788 female prisoners, a total of 137,142, were conveyed by the prison van service. These figures represent increases of 13,601 men and 676 women compared with the totals for 1968.

Juvenile bus service

During 1969, a total of 12,355 juveniles were conveyed by the juvenile bus service, comprising 9,840 males and 2,725 females. These figures represent increases of 706 males and 94 females compared with the totals for 1968.

CHAPTER 7

Auxiliary Formations

Cadet Corps

Over 1,600 applications to join the Cadet Corps were received. During the year 1,025 candidates were examined and 400 joined, of whom 61 in the 173 to 184 years age-group attended the short course of fourteen weeks' duration; the remainder stayed at Hendon Cadet School for periods of either eight or twelve months before passing on to second and third phase training. The number of cadets attested as constables was 343 (as compared with 357 in 1968) but 106 left the Corps (compared with 56 in 1968), the highest recorded total since the Corps was formed in 1960. This upward trend cannot be attributed to any specific cause but the position is being closely watched. The strength of the Corps at the end of the year was 591.

Early in the year 1 agreed to a request from the Chief Constable of Kent for the residential part of his cadets' training to be conducted at Hendon and Ashford with cadets of this Force. A total of 49 cadets from Kent were so trained during 1969.

The Cadet Corps curriculum places great emphasis on community relations. Sociology is now included in the curriculum of every cadet and can be pursued up to General Certificate of Education "A" level standard, as well as such subjects as English, Constitutional Law, General Principles of English Law and British Constitution. The intensive nature of the training in phases one and two allows only limited opportunities for cadets to take an active part in community service. However, during the third phase community service is included in the curriculum and, in addition to activities in which they assist in their spare time, all cadets spend at least two weeks on attachments chosen for their challenging nature. The attachments are to such places as hospitals, clubs and holiday homes for the aged and infirm, and youth clubs in coloured communities, and they have a profoundly beneficial effect on the cadets themselves, bringing them into contact with and giving them an understanding of sections of the community of whom they have previously had little, if any, experience.

In the summer examination for the General Certificate of Education, 117 cadets entered for a total of 185 subjects at ordinary level and 15 cadets entered for 18 subjects at advanced level. A total of 114 passes were obtained at ordinary level and a total of 9 passes at advanced level. One cadet was accepted for a place at Durham University, which he will take up in October, 1970, after he has completed twelve months' service as a constable.

At Easter, 1969, the Corps again entered eight crews in the junior section of the Devises to Westminster canoe race. Five of the crews completed the race and the Corps gained second place in the team event.

Training exercises continued to be held for the silver and gold standards of the Duke of Edinburgh's Award scheme and during the year 5 cadets gained the gold award and 10 gained the silver. The total numbers of gold and silver awards gained since the inception of the Corps now stand at 230 and 124 respectively.

Two cadets took part in a fortnight's sailing training in the schooners "Sir Winston Churchill" and "Malcolm Miller", and 4 selected volunteers took part in "Comex 3", the 1969 Commonwealth expedition to India.

Special Constabulary

Against an establishment of 10,564 men and 138 women special constables, the strength at the end of the year was 1,771 men and 137 women, a total of 1,908.

Although the total strength at 31st December, 1969, was 150 lower than at the end of 1968, the rate of wastage through resignations remained the same. Such unavoidable factors as business pressures, movement of industrial personnel and domestic considerations contribute to the number of resignations from voluntary public service, and it is not anticipated that there will be any marked improvement in this respect in the immediate future. However, during 1969 energetic steps were again taken to publicise the special constabulary. Recruiting exhibitions were held in many areas and the local press assisted greatly by publishing articles and reporting local special constabulary activities. While it is disappointing that fewer male recruits came forward than in the previous year, there was no dearth of recruits to the women's section, which maintained a full complement.

Throughout the year, both men and women special constables performed many hours of routine and ceremonial police duties. On the occasion of the Festival of London Stores, on the Spring Bank Holiday, Monday 26th May, 460 members of all ranks of the special constabulary volunteered for duty in the West End. This was the first occasion when the policing of a function had been undertaken primarily by the special constabulary, and they constituted some 78 per cent of the total number of police on duty. In addition, on the same day several hundred other members of the special constabulary undertook duty in divisions at the usual bank holiday fairs and carnivals.

There has continued to be a good relationship between the regular and volunteer members of the Force, and the loyalty and devotion of all ranks of the special constabulary remain as strong as in past years.

The total numbers of four-hour tours of duty performed and of hours spent in training were as follows:—

		1969	1968
		Duty	
Men	45,814 tours	58,522 tours	
Women	2,828 tours	3,373 tours	
		Training	
Men	35,768 hours	52,707 hours	
Women	1,748 hours	2,803 hours	

Traffic Wardens

Recruiting

With the removal of restrictions which had been imposed for economic reasons on the recruiting of traffic wardens an establishment of 1,735 was

authorised, an increase of 585. Although 414 traffic wardens were recruited during the year the net increase in the basic grade, because of promotions and wastage, was 158. At the end of the year there were 1,270 traffic wardens and 124 senior traffic wardens in post compared with 1,112 and 109 respectively a year earlier.

More women than men were recruited and by the end of the year there were 810 women traffic wardens, representing 58.8 per cent of the total strength. The comparative figures for 1967 and 1968 were 60.5 per cent and 59 per cent respectively.

Rank structure

You approved the following rank structure for the Metropolitan Police traffic warden service:—

Traffic warden—basic grade.

Traffic warden supervisor—to replace the senior traffic warden; a supervisory rank.

Traffic warden controller—in charge of a small traffic warden centre.

Senior traffic warden controller—in charge of a larger traffic warden centre or a number of small traffic warden centres.

Area traffic warden controller—responsible to the chief superintendent of a traffic area for the supervision and operation of traffic wardens within the area.

Training

Arrangements were made for the training courses for recruits to be transferred from Hendon Training School to a new traffic warden centre in Gray's Inn Road from the beginning of 1970.

Traffic Warden Orders

Traffic Warden Orders were introduced on 9th October with the object of increasing the awareness of each member of the traffic warden service of the role he or she has to play in helping police to contain the traffic problems of the Metropolis and so provide them with authoritative information about the service.

Manning

A new method of working is being tested at Enfield which, if successful, will be introduced into other suburban areas where accommodation for traffic wardens is not available. Traffic wardens who live locally report on and off duty at their nearest police station instead of reporting to a traffic warden centre and administrative procedures are exercised through the police station.

Transport

Mini-buses have now been allocated to the traffic warden service and will be used primarily to facilitate enforcement by transporting traffic wardens to and from their more distant beats. These vehicles will also enable supervising officers to cover their areas more effectively and traffic wardens to be deployed more widely and more flexibly.

School Crossing Patrols

On 31st December the numbers of school crossings approved for supervision by police officers and school crossing patrols were 105 and 1,799 respectively, a total of 1,904. This was 13 fewer than at the end of 1968, approval having been given for 39 new crossings and withdrawn from 52 existing ones.

The number of crossings covered by adult patrols was 1,311 with a further 24 covered by senior schoolboys and girls. There was therefore a deficiency of 464 patrols compared with 410 at the end of 1968. Police officers, or traffic wardens deputising for police officers, continued to cover a fair proportion of crossings where there were vacancies or where patrols were temporarily absent from duty. An increase in the pay of patrols from 6s. 2d. to 8s. 2d. an hour was authorised in December with retrospective effect from 29th September. It is to be hoped that this substantial rise will serve to encourage more recruits to come forward to fill the vacancies.

Quite a number of requests for supervision have to be refused each year. Each case is most carefully considered on its merits and whilst no hard and fast formula is applied the principal factors that are taken into account are (i) the number of children and their ages; (ii) the volume, composition and average speed of the traffic; (iii) the frequency and duration of gaps in the traffic; (iv) the width of the road and the extent to which pedestrians and drivers have a clear view of one another; (v) whether parked vehicles impair the view of pedestrians or drivers; (vi) the presence or absence of other aids to pedestrian safety, e.g. footbridges, subways, traffic signals, zebra crossings, central refuges, guard-rails, etc.; and (vii) the accident record.

The "schoolboy patrol" scheme referred to in last year's Report has progressed well. At the end of the year, 125 boys and girls were providing cover on a rota basis at 24 crossings for which it had not been possible for some time to recruit adult patrols. Nineteen schools in 10 different local education authority areas were taking part in the scheme compared with 3 schools in 3 areas at the end of 1968. All the schemes are running smoothly and I am most grateful to the teachers appointed by the various schools to administer the schemes for their help.

As school crossing patrols have been performing duty before sunrise on winter mornings since the introduction of British Standard Time in 1968, it was decided after considerable research that all patrols should be issued with high visibility clothing to make them more easily seen in poor light. They now wear either a red fluorescent jacket trimmed with scotchlite or red fluorescent elbow-to-wrist sleeves over their white coats according to conditions at their places of duty. At 48 crossings where the standard of street lighting is poor and vehicles should use headlamps, the patrols are carrying a new type of "Stop—Children" sign with mixed fluorescent and retro-reflective properties. Trials were conducted during the year with various patterns of internally illuminated sign but none was found to have any appreciable advantage over the standard fluorescent sign when used in normal street lighting, or to be entirely suitable as to portability and durability.

APPENDIX 1

TABLE 1
Establishment and strength of the regular Force

Uniform Branch									
	D/Asst. Comm.	Commanders	Ch. Supt.	Ch. Insp.	Inspectors	2 P.S. and 1 C.I.D.	P.S.	P.O.	Totals
Effective strength on 31st December, 1969	11	38	154	176	674	409	2,163	13,457	17,082
Vacancies	1	3	3	4	15	77	548	4,310	5,137
Over establishment	1	1	1	1	1	1	8	67	80
Seconded	1	1	1	1	1	1	1	1	1
Central Service Establishment	1	1	1	1	1	1	1	1	1
Establishment	11	38	161	181	694	466	2,719	18,037	22,327

Criminal Investigation Department									
	D/Asst. Comm.	Commanders	Ch. Supt.	Ch. Insp.	Inspectors	P.S. Chief	2nd Class P.S.	P.O.	Totals
Effective strength on 31st December, 1969	4	16	62	116	219	269	762	878	3,121
Vacancies	1	1	1	1	1	1	1	1	62
Over establishment	1	1	1	1	1	1	1	1	100
Seconded	1	1	1	1	1	1	1	1	1
Central Service Establishment	1	1	1	1	1	1	1	1	1
Establishment	4	16	66	120	223	271	801	889	3,096

Women Police									
	Cmdr.	Ch. Supt.	Supt.	Ch. Insp.	Insp.	P.S.	P.O.	Totals	
Effective strength on 31st December, 1969	1	3	3	3	3	3	3	3	77
Vacancies	1	1	1	1	1	1	1	1	24
Over establishment	1	1	1	1	1	1	1	1	5
Establishment	1	3	3	3	3	3	3	3	101

APPENDIX 1
TABLE 2
Removals from the Force

Year	Positions										Total removals			
	Service					Residuals		Not entitled to pension or gratuity						
	Impaired on duty					Ill health (10 years' service or over)	Ill health (under 10 years' service)	Retired without pension	Discharged during probationary period	Microbush taxes				
	23 years and over	24 years	25 years	26 years	27 years and over							Re-allocated to other posts	Dismissed on medical grounds	
Men:	119	31	11	1	1	23	24	7	545	6	8	14	29	1,123
1960	119	31	11	1	1	23	24	7	498	6	8	14	29	1,110
1961	119	31	11	1	1	23	24	7	419	6	8	14	29	1,107
1962	119	31	11	1	1	23	24	7	349	6	8	14	29	1,107
1963	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1964	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1965	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1966	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1967	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1968	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1969	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
Women:	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1960	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1961	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1962	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1963	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1964	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1965	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1966	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1967	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1968	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117
1969	119	31	11	1	1	23	24	7	349	6	8	14	29	1,117

* Figures for service pension allowed by the stop on recruitment from September, 1959, to December, 1965.
† Includes 10 men compulsorily retired on reaching the age limit with less than 25 years' service.
‡ Includes 2 women compulsorily retired on reaching the age limit with less than 25 years' service.

TABLE 1
Indictable * offences known to police (a)

Offence	1969	1968	1967	Increase or decrease in 1969 compared with 1968	
				Number	Per cent
Offences against the person:					
Murder	51	57	54	- 6	-10.5
Attempts, threats, etc., to murder ..	77	89	60	- 12	-13.5
Manslaughter and infanticide	35	52	47	- 17	-32.7
Causing death by dangerous driving ..	83	99	137	+ 16	+16.2
Wounding and assault	6,820	5,700	5,129	+ 1,520	+28.7
Rape	109	115	107	- 6	- 5.2
Other offences against females	1,943	1,642	1,639	+ 301	+18.3
Unnatural offences	657	604	648	+ 53	+ 8.8
Burglary	39	48	54	- 9	-18.5
Other offences against the person ..	16	18	14	- 2	-11.1
Burglary and aggravated burglary:					
in dwellings:					
forcible, etc., entries	24,590	22,119	21,287(b)	+ 2,471	+11.2
other entries (walk-in)	19,368	—	—	+	not comparable
(c) in non-residential buildings:					
forcible, etc., entries	24,521	21,325	20,475(c)	+ 2,993	+13.9
other entries (walk-in)	7,985	—	—	+	not comparable
Other offences against property:					
Robbery and assault with intent to rob ..	2,236	1,910	2,012	+ 326	+17.1
Theft (formerly larceny):					
from the person	3,314	3,444	3,983	- 130	- 3.8
(c) in a dwelling (except from meters)	17,823	24,314	27,289	- 10,491	-37.1
by employee	5,185	3,927	4,010	+ 1,258	+32.0
of postal notes	10,751	10,604	12,316	- 31	- 0.5
of motor vehicles	8,065	7,018	6,611	+ 1,047	+14.9
from vehicles in street	34,636	39,201	39,243	- 3,565	- 9.3
(d) from vehicles off street	13,639	11,715	11,288	+ 1,924	+16.4
by shoplifting	12,879	8,522	8,486	+ 4,357	+51.1
from meters, telephone boxes and automatic machines	12,274	8,350	10,329	+ 3,894	+46.5
(d) Other thefts, etc., not separately classified:					
from non-residential premises	41,446	45,531	40,296	- 4,105	- 9.0
elsewhere	18,428	29,947	30,956	- 11,519	-38.5
(e) Unauthorized taking of motor vehicles	24,408	23,645	21,745	+ 763	+ 3.2
(f) Fraud	16,149	13,135	12,169	+ 3,014	+23.9
(g) Going equipped to steal (formerly possessing housebreaking tools)	1,426	446	546	+ 980	+219.7
(h) Handling stolen goods (formerly receiving)	6,378	5,215	5,066	+ 1,163	+22.3
(i) Other offences now re-classified ..	1,607	4,437	—	+	not comparable
Other indictable offences:					
Forgery, coining and uttering	4,828	4,468	3,493	+ 430	+ 9.6
Miscellaneous	1,209	947	868	+ 353	+26.7
Total indictable offences	321,431	298,857	294,883	+ 22,564	+ 7.5

* Including, for each year shown, unauthorised taking of motor vehicles (see Note 1(f)).
(a) The offences enumerated are classified according to the original police statements with the exception of murder, which includes those cases (2) in 1969 in which the offenders were guilty with the counts for their offences.
(b) Larceny, attempted burglaries from houses and shops because the nature of the premises cannot now be determined.
(c) Forgery, attempted burglaries from houses and shops etc. (in 1967 only), larceny-trick and-fraud and other aggravated larceny (larceny by threats, embezzlement, larceny of postal notes, larceny of cattle and sheep and larceny from ships and docks).
(See also Chapter 4, pages 46-51).

APPENDIX 2

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TABLE 2
Indictable * offences cleared up (a)

Offence	Offences recorded in 1969	Number cleared up in 1969	Percentage cleared up		
			1969	1968 1967	
Offences against the person:					
(b) Murder	51	49	96.1	96.5 87.0	
Attempts, threats, etc., to murder ..	77	69	89.6	91.3 95.0	
Manslaughter and infanticide	35	24	67.1	92.3 100.0	
Causing death by dangerous driving ..	83	83	100.0	100.0 100.0	
Wounding and assault	6,820	4,599	67.4	67.6 71.2	
Rape	109	87	79.8	76.5 65.3	
Other offences against females	1,943	1,337	68.8	62.1 63.2	
Unnatural offences	657	563	85.7	85.9 84.0	
Burglary	39	33	84.7	89.6 90.7	
Other offences against the person ..	16	13	81.3	83.3 92.9	
Burglary and aggravated burglary:					
in dwellings:					
forcible, etc., entries	24,590	4,392	17.9	22.2 19.4(c)	
(d) other entries (walk-in)	19,368	1,733	8.9	—	not comparable
in non-residential buildings:					
forcible, etc., entries	24,521	5,060	20.6	21.7 19.4(c)	
(d) other entries (walk-in)	7,985	1,398	17.5	—	not comparable
Other offences against property:					
Robbery and assault with intent to rob ..	2,236	720	32.2	31.7 30.0	
Theft (formerly larceny):					
from the person	3,314	472	14.2	14.7 13.1	
(d) in a dwelling (except from meters)	17,823	2,934	16.5	8.5 9.1	
by employee	5,185	4,007	77.3	94.6 95.3	
of postal notes	10,751	756	7.0	7.2 7.4	
of motor vehicles	8,065	1,111	13.8	11.9 13.5	
from vehicles in street	34,636	2,966	8.6	8.2 6.4	
(d) from vehicles off street	13,639	1,125	8.2	6.1 5.2	
by shoplifting	12,879	11,284	87.6	94.9 91.2	
from meters, telephone boxes and automatic machines	12,274	1,781	14.6	13.7 11.8	
(e) Other thefts, etc., not separately classified:					
from non-residential premises	41,446	5,412	13.1	12.6 12.1	
(d) elsewhere	18,428	4,459	24.1	19.2 18.0	
(f) Unauthorized taking of motor vehicles ..	24,408	6,136	25.1	23.5 24.6	
(g) Fraud	16,149	11,573	71.7	75.1 73.0	
(h) Going equipped to steal (formerly possessing housebreaking tools)	1,426	1,426	100.0	100.0 100.0	
(i) Handling stolen goods (formerly receiving) ..	6,378	6,378	100.0	100.0 100.0	
Other offences now re-classified	—	—	—	78.3 47.7	
Other indictable offences:					
Forgery, coining and uttering	4,828	2,641	54.9	53.8 59.2	
Miscellaneous	1,209	669	54.9	53.0 61.9	
Total indictable offences	321,431	56,201	26.8	24.7 24.1	

* Including, for each year shown, unauthorised taking of motor vehicles (see Note 1(f)).
(a) Includes all offences cleared up during 1969, irrespective of the year in which they were committed.
(b) Excludes those (2) in 1969 in which the offenders were guilty with their offences.
(c) Excludes attempted burglaries from houses and shops because the nature of the premises cannot now be determined.
(d) Forgery, attempted burglaries from houses and shops etc. (in 1967 only), larceny-trick and-fraud and other aggravated larceny (larceny by threats, embezzlement, larceny of postal notes, larceny of cattle and sheep and larceny from ships and docks).
(See also Chapter 4, pages 46-51).

TABLE 3
Arrests for indictable offences*

Offence	1969	1968	1967	Increase or decrease in 1969 compared with 1968	
				Number	Per cent
<i>Offences against the person:</i>					
(a) Murder	1,066	84	46	- 18	-21.4
Attempt, threats, etc. to murder ..	52	89	56	- 37	-41.6
Manslaughter and infanticide	39	52	30	- 13	-25.0
Causing death by dangerous driving ..	77	94	123	+ 29	+30.8
Wounding and assault	4,983	3,755	3,849	+ 1,228	+32.7
Rape	91	76	56	+ 15	+19.7
Other offences against females	831	628	560	+ 269	+42.8
Unnatural offences	552	427	335	+ 125	+29.3
Liquor	9	8	14	+ 6	+75.0
Other offences against the person ..	15	13	13	+ 2	+15.4
<i>Burglary and aggravated burglary:</i>					
in dwellings:					
forceful, etc. entries	3,200	3,044	(6)2,307	+ 156	+ 5.1
other entries (walk-in)	1,543	—	—	—	—
in non-residential buildings:					
forceful, etc. entries	5,148	4,477	(6)3,691	+ 671	+15.0
other entries (walk-in)	1,607	—	—	—	—
<i>Other offences against property:</i>					
Robbery and assault with intent to rob ..	1,263	966	921	+ 297	+30.7
Theft (formerly larceny):					
from the person	544	521	440	+ 23	+ 4.4
in a dwelling (except from meters) ..	2,281	1,693	1,505	+ 888	+34.7
by employee	4,579	3,583	3,790	+ 996	+27.8
of postal cyphers	774	712	557	+ 62	+ 8.7
of motor vehicles	1,126	821	930	+ 305	+37.1
from vehicles in street	2,415	2,666	2,725	- 310	-11.2
from vehicles off street	1,060	999	498	+ 501	+50.1
by shoplifting	10,226	7,282	7,211	+ 2,944	+40.4
from meters, telephone boxes and automatic machines	1,880	1,156	1,103	+ 724	+62.6
Other thefts, etc., not separately classified:					
from non-residential premises ..	5,159	5,410	4,287	- 251	- 4.6
elsewhere	4,416	5,047	5,027	- 631	-12.5
Unauthorized taking of motor vehicles	7,184	6,644	5,489	+ 540	+ 8.1
Fraud	4,651	3,256	2,092	+ 1,403	+43.1
Going equipped to steal (formerly possessing housebreaking tools)	1,373	415	467	+ 958	+230.8
Handling stolen goods (formerly receiving)	6,363	5,034	4,651	+ 1,319	+26.1
Other offences now reclassified	999	—	1,823	—	—
<i>Other indictable offences:</i>					
Forgery, coinage and uttering	1,064	1,119	842	- 55	- 4.9
Miscellaneous	697	502	537	+ 195	+38.8
Total arrests	75,128	61,184	56,297	+13,944	+22.8

* Including, for each year shown, unauthorised taking of motor vehicles (see note (v)).
(a) Excludes persons (25 in 1969) sent with for lesser offences.
(b) Includes compound burglaries into houses and shops because the nature of the premises cannot now be determined.
(c) Classification affected by changes in the law made on 1.1.60 by the Theft Act 1968.
(d) Classification affected by changes in the law made on 1.1.60 by the Theft Act 1968.
(e) Classified as an indictable offence from 1.1.60.
(f) Classified as an indictable offence from 1.1.60.
(g) Arrests for malicious damage to property and shoplifting etc. (in 1967 only), larceny—pick and—handle and other aggravated larceny (extortion by threats, embezzlement, larceny of postal letters, larceny of cattle and sheep and larceny from ships and docks).
(See also Chapter 4, pages 44-51).

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TABLE 4
Arrests for specified indictable offences, by age-groups

Offence	Number of persons arrested aged										Percentage increase or decrease in 1969 compared with 1968
	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60 and over	
<i>Offences against the person:</i>											
(a) Murder	240	51	18	12	10	10	10	10	10	10	-10.0
Attempt, threats, etc. to murder ..	121	21	10	10	10	10	10	10	10	10	-10.0
Manslaughter and infanticide	121	21	10	10	10	10	10	10	10	10	-10.0
Causing death by dangerous driving ..	121	21	10	10	10	10	10	10	10	10	-10.0
Wounding and assault	121	21	10	10	10	10	10	10	10	10	-10.0
Rape	121	21	10	10	10	10	10	10	10	10	-10.0
Other offences against females	121	21	10	10	10	10	10	10	10	10	-10.0
Unnatural offences	121	21	10	10	10	10	10	10	10	10	-10.0
Liquor	121	21	10	10	10	10	10	10	10	10	-10.0
Other offences against the person ..	121	21	10	10	10	10	10	10	10	10	-10.0
<i>Burglary and aggravated burglary:</i>											
in dwellings:											
forceful, etc. entries	121	21	10	10	10	10	10	10	10	10	-10.0
other entries (walk-in)	121	21	10	10	10	10	10	10	10	10	-10.0
in non-residential buildings:											
forceful, etc. entries	121	21	10	10	10	10	10	10	10	10	-10.0
other entries (walk-in)	121	21	10	10	10	10	10	10	10	10	-10.0
<i>Other offences against property:</i>											
Robbery and assault with intent to rob ..	121	21	10	10	10	10	10	10	10	10	-10.0
Theft (formerly larceny):											
from the person	121	21	10	10	10	10	10	10	10	10	-10.0
in a dwelling (except from meters) ..	121	21	10	10	10	10	10	10	10	10	-10.0
by employee	121	21	10	10	10	10	10	10	10	10	-10.0
of postal cyphers	121	21	10	10	10	10	10	10	10	10	-10.0
of motor vehicles	121	21	10	10	10	10	10	10	10	10	-10.0
from vehicles in street	121	21	10	10	10	10	10	10	10	10	-10.0
from vehicles off street	121	21	10	10	10	10	10	10	10	10	-10.0
by shoplifting	121	21	10	10	10	10	10	10	10	10	-10.0
from meters, telephone boxes and automatic machines	121	21	10	10	10	10	10	10	10	10	-10.0
Other thefts, etc., not separately classified:											
from non-residential premises ..	121	21	10	10	10	10	10	10	10	10	-10.0
elsewhere	121	21	10	10	10	10	10	10	10	10	-10.0
Unauthorized taking of motor vehicles	121	21	10	10	10	10	10	10	10	10	-10.0
Fraud	121	21	10	10	10	10	10	10	10	10	-10.0
Going equipped to steal (formerly possessing housebreaking tools)	121	21	10	10	10	10	10	10	10	10	-10.0
Handling stolen goods (formerly receiving)	121	21	10	10	10	10	10	10	10	10	-10.0
Other offences now reclassified	121	21	10	10	10	10	10	10	10	10	-10.0
<i>Other indictable offences:</i>											
Forgery, coinage and uttering	121	21	10	10	10	10	10	10	10	10	-10.0
Miscellaneous	121	21	10	10	10	10	10	10	10	10	-10.0
Total arrests for indictable offences ..	121	21	10	10	10	10	10	10	10	10	-10.0

(a) The arrest figures for attempted burglary in 1969 cover the burglary attempt only, and do not include the attempted burglary which is classified as a common law offence.
(b) The arrest figures for attempted larceny in 1969 cover the larceny attempt only, and do not include the attempted larceny which is classified as a common law offence.
(c) Although the 1969 classification of certain offences has been changed for comparative purposes.

TABLE 5

Percentages of arrests, by age-group

Offence	Percentages of persons arrested aged				
	10-13	14-16	17-20	21 and over	Total
Burglary and aggravated burglary:					
in dwelling:					
forcible entry	19.8	28.5	22.3	29.4	100.0
walk-in	19.9	21.4	19.9	31.8	100.0
non-residential buildings:					
forcible entry	20.4	22.5	21.6	33.5	100.0
walk-in	26.7	21.0	16.3	36.0	100.0
Robbery	6.7	17.1	30.4	45.8	100.0
Theft:					
from the person	14.3	17.5	21.7	46.5	100.0
in dwelling	8.2	14.6	23.2	54.0	100.0
by employees	0.2	5.7	18.1	76.0	100.0
of pedal cycles	51.8	33.2	7.1	7.9	100.0
of motor vehicles	2.1	15.2	33.0	49.7	100.0
from vehicles in street	10.7	18.8	33.0	37.9	100.0
from vehicles off street	14.2	20.8	34.0	31.0	100.0
by shoplifting	11.4	11.9	14.6	62.1	100.0
from markets, etc.	31.6	31.0	16.6	20.8	100.0
other thefts not separately classified:					
from non-residential premises	17.3	18.8	18.1	45.8	100.0
elsewhere	13.0	16.5	21.5	49.0	100.0
Unauthorised taking of motor vehicle	4.8	31.1	38.8	25.3	100.0
Handling stolen goods	4.6	8.8	15.5	71.1	100.0
All other indictable offences	2.2	7.7	18.5	71.6	100.0
Total arrests for indictable offences	10.3	16.1	21.3	52.3	100.0

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APPENDIX 3

Age group at date of arrest	Number of arrests in		Increase or decrease in 1968 compared with 1967	
	1969	1968	Number	Per cent
Children:				
10-12	790	435	+ 355	+83.9
13-16	1,359	835	+ 524	+66.3
17-20	2,267	1,421	+ 846	+59.5
21 and over	3,317	2,151	+ 1,166	+54.2
Sub-totals 10-13	7,763	4,832	+ 2,931	+60.7
Young persons:				
14-16	1,860	3,109	+ 851	+27.4
17-20	4,148	3,301	+ 847	+25.6
21 and over	4,011	3,141	+ 870	+27.7
Sub-totals 14-16	11,114	9,451	+ 2,663	+28.2
Adults:				
17-20	4,100	3,434	+ 666	+19.4
21-24	4,238	3,541	+ 697	+20.2
25-29	4,200	3,183	+ 1,017	+31.9
30 and over	5,601	3,008	+ 2,593	+19.7
Sub-totals 17-20	13,961	13,266	+ 2,695	+20.3
Totals 10-20	25,441	21,349	+ 4,092	+19.1
Totals 21 and over	20,117	13,615	+ 5,502	+16.4
Totals 10 and over	45,558	34,964	+ 10,594	+22.8

† Figures for proper comparison arrests for the unauthorised taking of a motor vehicle classified as a non-indictable offence prior to 1st January 1969.

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TABLE 7

Arrests for specified offenses, by age-groups, of persons under 21

Offense	Number of persons arrested aged			
	10-13	14-16	17-20	Total under 21
Burglary and aggravated burglary, in dwellings:				
forcible entry	635	912	713	2,260
walk-in	266	287	267	822
non-residential buildings:				
forcible entry	1,050	1,159	1,112	3,321
walk-in	429	338	261	1,028
Robbery	85	216	384	685
Theft:				
from the person	78	95	118	294
in dwelling	187	333	329	1,049
by employee	7	261	831	1,099
of pedal cycles	401	237	55	715
of motor vehicles	24	171	372	567
from vehicles in street	236	464	816	1,536
from vehicles off street	151	281	350	712
by shoplifting	1,165	1,221	1,494	3,880
from meters, etc.	595	583	311	1,489
other thefts not separately classified:				
from non-residential premises	891	970	936	2,797
elsewhere	576	727	948	2,251
Unauthorized taking of motor vehicle	346	2,231	2,769	5,366
Handling stolen goods	295	359	987	1,837
All other indictable offences	322	1,114	2,582	4,118
Total arrests for indictable offences	7,763	12,119	15,951	35,843

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TABLE 8

Arrests for indictable offences by age-groups showing persons with previous criminal records

Age given at time of arrest	Number of arrests					Percentages				
	Prisoners with previous criminal record arrested for				Total	Proportion of prisoners with criminal record in total arrests for				Total
	Female	Other male	All male	Prisoners without previous criminal record arrested for		Female	Other male	All male	Prisoners without previous criminal record arrested for	
10	5	22	27	761	790	0.4	2.8	3.4	94.6	100.0
11	13	56	69	1,298	1,387	1.0	4.3	5.3	94.7	100.0
12	18	144	162	2,098	2,387	2.7	6.8	9.5	90.5	100.0
Totals (all ages)	341	468	729	7,634	7,763	3.1	6.3	9.4	90.6	100.0
13	155	469	624	3,388	3,960	3.6	10.3	14.2	85.8	100.0
14	105	617	722	2,119	4,148	5.0	14.6	19.6	80.4	100.0
15	217	867	1,084	2,953	6,013	5.0	20.0	25.0	75.0	100.0
Totals (young persons)	388	1,829	2,417	9,761	12,119	4.0	18.1	20.0	80.0	100.0
16	214	869	1,083	2,897	4,100	5.7	21.6	29.3	70.7	100.0
17	128	1,107	1,235	2,913	4,128	3.4	26.1	31.6	68.4	100.0
18	213	1,094	1,307	2,713	4,001	5.6	28.9	31.2	68.8	100.0
19	107	1,077	1,184	2,000	3,443	3.6	29.9	31.2	68.8	100.0
Totals (17-20)	449	4,217	5,116	10,843	15,951	5.7	26.6	32.1	67.9	100.0
Totals (under 21)	1,728	6,534	8,263	21,581	35,843	4.8	18.2	23.0	77.0	100.0
21-30	1,014	4,778	5,811	18,424	21,815	4.8	31.9	36.7	63.3	100.0
31-40	120	1,250	1,370	5,221	6,111	1.0	12.1	29.9	70.1	100.0
41-50	116	1,027	1,143	3,441	5,184	1.6	19.1	21.6	78.4	100.0
51-60	67	656	723	1,948	2,822	0.8	16.8	19.6	80.4	100.0
61 and over	17	264	272	963	1,235	0.9	21.1	22.2	77.8	100.0
Totals (all ages)	3,276	18,691	21,967	53,163	73,128	4.2	24.9	29.2	70.8	100.0

APPENDIX 3

TABLE 1
Accidents involving death or personal injury since 1960

Year	Number of accidents involving death or personal injury				Increase or decrease on previous year	
	Fatal	Serious	Slight	Total	Number	Perc cent
1950	872	10,796	45,930	57,618	—	—
1951	826	10,519	44,714	56,059	-1,559	-2.6
1952	771	9,952	45,810	56,533	-1,526	-2.6
1953	748	10,060	46,486	57,344	+1,941	+3.4
1954	865	10,598	50,200	61,663	+3,189	+5.5
1955	63,200					
1964	849	10,950	52,216	64,033	+2,370	+3.8
1965	859	10,231	49,436	60,526	-3,727	-5.8
1966	750	9,581	46,306	56,637	-3,889	-6.4
1967	689	9,404	45,963	56,056	+336	+0.6
1968	718	9,887	45,288	55,893	-161	-0.3

* Takes into account accidents in 1964 in that part of Essex now within the Metropolitan Police District.

TABLE 2
Monthly accident totals

Month	1969	1968	Increase or Decrease	
			Number	Per cent
January	4,890	3,789	+1,101	+29.4
February	3,857	3,085	+772	+20.0
March	4,000	3,219	+781	+19.3
April	4,254	3,541	+713	+16.7
May	4,979	5,043	-64	-1.3
June	4,523	5,343	-820	-18.0
July	4,624	6,718	-2,094	-30.3
August	4,503	5,252	-749	-16.5
September	4,399	4,842	-443	-9.2
October	5,116	5,136	-20	-0.4
November	4,668	5,154	-486	-10.4
December	4,842	4,841	+1	+0.0

* Less than 0.05 per cent.

APPENDIX 3

TABLE 3
Accident characteristics

	Vehicles per accident										Total
	One	One and over	Two	Three	Four	Five	Six	Seven	Eight	Nine	
of junction	350	245	651	74	4	1	—	—	—	—	1,323
of junction	2,615	6,778	9,351	1,140	112	—	—	—	—	—	20,432
of "Y" junction	932	1,803	2,719	718	51	6	4	—	—	—	11,707
of T-junction	112	305	417	648	12	—	—	—	—	—	2,524
Multiple junction	31	132	305	42	13	—	—	—	—	—	954
of roundabout	—	—	178	178	205	4	—	—	—	—	564
Using junction drive or entrance	—	—	878	71	1	—	—	—	—	—	1,176
Not in or within 20 yards of a junction	3,910	6,441	10,331	5,935	1,071	195	21	13	2	2	17,623
of junction	8,150	17,608	26,061	3,253	468	44	23	2	2	—	55,897
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	59	56	11	1	—	—	—	—	—	—	107
of "Y" junction	29	27	45	4	—	—	—	—	—	—	800
of T-junction	—	—	—	—	—	—	—	—	—	—	134
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—	—	—	—	—	—	—	—
Using junction drive or entrance	—	—	—	—	—	—	—	—	—	—	—
Not in or within 20 yards of a junction	—	—	—	—	—	—	—	—	—	—	—
of junction	—	—	—	—	—	—	—	—	—	—	—
of "Y" junction	—	—	—	—	—	—	—	—	—	—	—
of T-junction	—	—	—	—	—	—	—	—	—	—	—
Multiple junction	—	—	—	—	—	—	—	—	—	—	—
of roundabout	—	—	—	—							

* Accidents involving pedestrians, on or within 50 yards of a crossing. Prior to 1969 this table included all accidents whether or not a pedestrian was involved.

TABLE 4
Vehicles involved in accidents

Types of vehicle	Numbers involved in		Percentages of total in		Percentage increase or decrease in 1969
	1969	1968	1969	1968	
Pedal cycles	5,272	5,826	5.8	6.4	- 9.9
Motor scooters	1,218	1,120	1.3	1.2	7.3
Motor cycles	3,014	4,620	3.3	5.0	- 28.2
Bikes	5,339	6,013	5.9	6.6	- 11.2
Motor cycle, scooter or moped combinations	320	382	0.4	0.4	- 16.2
Cars and cabs	58,289	53,556	62.3	59.1	+ 4.2
Trucks and coaches	5,816	5,016	6.3	5.4	+ 9.0
Good vehicles not over 14 tons and over 14 tons but not over 3 tons	7,320	8,058	8.1	8.8	- 9.2
Over 3 tons but not over 14 tons	2,331	1,930	2.6	2.1	+ 20.0
Over 14 tons	2,162	2,475	2.4	2.7	- 12.5
Other motor vehicles	1,317	1,475	1.5	1.6	- 10.7
Other non-motor vehicles	61	108	0.1	0.1	- 40.5
All types	90,197	91,356	100.0	100.0	- 1.3

* One or more cabs were involved in 1,209 accidents in 1969 and in 1,142 accidents in 1968.
† Unladen weight.

† Unladen weight.

TABLE 5
Deaths and injuries by classes of road users

Class of persons killed or injured	Deaths	Serious injuries	Slight injuries	Total casualties
Motorists				
1969 totals	432	4,389	14,590	19,311
Comparison with 1968:				
Number	+ 25	+ 196	+ 522	+ 743
Per cent	+ 6.1	+ 4.8	+ 3.7	+ 4.0
Pedal cyclists				
1969 totals	42	689	4,313	5,035
Comparison with 1968:				
Number	+ 3	- 41	- 441	- 479
Per cent	+ 7.7	- 5.7	- 9.3	- 9.7
Motor cyclists				
1969 totals	64	1,602	6,638	8,304
Comparison with 1968:				
Number	- 21	- 146	- 1,194	- 1,561
Per cent	- 34.7	- 8.4	- 17.4	- 15.8
Other road users*				
1969 totals	206	4,743	34,133	39,082
Comparison with 1968:				
Number	+ 27	- 777	+ 980	+ 1,264
Per cent	+ 13.1	- 19.6	+ 3.0	+ 3.8
All road users				
1969 totals	744	11,314	59,676	71,732
Comparison with 1968:				
Number	+ 34	+ 286	- 333	+ 487
Per cent	+ 4.8	+ 7.5	- 0.6	+ 0.7

* Mainly drivers of, and passengers in, vehicles.

TABLE 6
Child casualties

Age	Number killed			Number injured			Total casualties		
	Indian civilians	Others	Total	Indian civilians	Others	Total	Indian civilians	Others	Total
Under 2	4	1	5	15	21	36	26	1	26
2 years	1	1	2	11	1	12	1	1	2
3 years	1	1	2	10	1	11	1	1	2
4 years	1	1	2	10	1	11	1	1	2
5 years	1	1	2	10	1	11	1	1	2
6 years	1	1	2	10	1	11	1	1	2
7 years	1	1	2	10	1	11	1	1	2
8 years	1	1	2	10	1	11	1	1	2
9 years	1	1	2	10	1	11	1	1	2
10 years	1	1	2	10	1	11	1	1	2
11 years	1	1	2	10	1	11	1	1	2
12 years	1	1	2	10	1	11	1	1	2
13 years	1	1	2	10	1	11	1	1	2
14 years	1	1	2	10	1	11	1	1	2
15 years	1	1	2	10	1	11	1	1	2
16 years	1	1	2	10	1	11	1	1	2
17 years	1	1	2	10	1	11	1	1	2
18 years	1	1	2	10	1	11	1	1	2
19 years	1	1	2	10	1	11	1	1	2
20 years	1	1	2	10	1	11	1	1	2
21 years	1	1	2	10	1	11	1	1	2
22 years	1	1	2	10	1	11	1	1	2
23 years	1	1	2	10	1	11	1	1	2
24 years	1	1	2	10	1	11	1	1	2
25 years	1	1	2	10	1	11	1	1	2
26 years	1	1	2	10	1	11	1	1	2
27 years	1	1	2	10	1	11	1	1	2
28 years	1	1	2	10	1	11	1	1	2
29 years	1	1	2	10	1	11	1	1	2
30 years	1	1	2	10	1	11	1	1	2
31 years	1	1	2	10	1	11	1	1	2
32 years	1	1	2	10	1	11	1	1	2
33 years	1	1	2	10	1	11	1	1	2
34 years	1	1	2	10	1	11	1	1	2
35 years	1	1	2	10	1	11	1	1	2
36 years	1	1	2	10	1	11	1	1	2
37 years	1	1	2	10	1	11	1	1	2
38 years	1	1	2	10	1	11	1	1	2
39 years	1	1	2	10	1	11	1	1	2
40 years	1	1	2	10	1	11	1	1	2
41 years	1	1	2	10	1	11	1	1	2
42 years	1	1	2	10	1	11	1	1	2
43 years	1	1	2	10	1	11	1	1	2
44 years	1	1	2	10	1	11	1	1	2
45 years	1	1	2	10	1	11	1	1	2
46 years	1	1	2	10	1	11	1	1	2
47 years	1	1	2	10	1	11	1	1	2
48 years	1	1	2	10	1	11	1	1	2
49 years	1	1	2	10	1	11	1	1	2
50 years	1	1	2	10	1	11	1	1	2
51 years	1	1	2	10	1	11	1	1	2
52 years	1	1	2	10	1	11	1	1	2
53 years	1	1	2	10	1	11	1	1	2
54 years	1	1	2	10	1	11	1	1	2
55 years	1	1	2	10	1	11	1	1	2
56 years	1	1	2	10	1	11	1	1	2
57 years	1	1	2	10	1	11	1	1	2
58 years	1	1	2	10	1	11	1	1	2
59 years	1	1	2	10	1	11	1	1	2
60 years	1	1	2	10	1	11	1	1	2
61 years	1	1	2	10	1	11	1	1	2
62 years	1	1	2	10	1	11	1	1	2
63 years	1	1	2	10	1	11	1	1	2
64 years	1	1	2	10	1	11	1	1	2
65 years	1	1	2	10	1	11	1	1	2
66 years	1	1	2	10	1	11	1	1	2
67 years	1	1	2	10	1	11	1	1	2
68 years	1	1	2	10	1	11	1	1	2
69 years	1	1	2	10	1	11	1	1	2
70 years	1	1	2	10	1	11	1	1	2
71 years	1	1	2	10	1	11	1	1	2
72 years	1	1	2	10	1	11	1	1	2
73 years	1	1	2	10	1	11	1	1	2
74 years	1	1	2	10	1	11	1	1	2
75 years	1	1	2	10	1	11	1	1	2
76 years	1	1	2	10	1	11	1	1	2
77 years	1	1	2	10	1	11	1	1	2
78 years	1	1	2	10	1	11	1	1	2
79 years	1	1	2	10	1	11	1	1	2
80 years	1	1	2	10	1	11	1	1	2
81 years	1	1	2	10	1	11	1	1	2
82 years	1	1	2	10	1	11	1	1	2
83 years	1	1	2	10	1	11	1	1	2
84 years	1	1	2	10	1	11	1	1	2
85 years	1	1	2	10	1	11	1	1	2
86 years	1	1	2	10	1	11	1	1	2
87 years	1	1	2	10	1	11	1	1	2
88 years	1	1	2	10	1	11	1	1	2
89 years	1	1	2	10	1	11	1	1	2
90 years	1	1	2	10	1	11	1	1	2
91 years	1	1	2	10	1	11	1	1	2
92 years	1	1	2	10	1	11	1	1	2
93 years	1	1	2	10	1	11	1	1	2
94 years	1	1	2	10	1	11	1	1	2
95 years	1	1	2	10	1	11	1	1	2
96 years	1	1	2	10	1	11	1	1	2
97 years	1	1	2	10	1	11	1	1	2
98 years	1	1	2	10	1	11	1	1	2
99 years	1	1	2	10	1	11	1	1	2
100 years	1	1	2	10	1	11	1	1	2
Total	74	10	84	7,343	1,881	9,224	7,310	2,087	9,397
Total	74	10	84	7,343	1,881	9,224	7,310	2,087	9,397
1968	74	10	84	7,343	1,881	9,224	7,310	2,087	9,397

APPENDIX 3

TABLE 7
Traffic offences

[illegible]

Grand total 1967 .. 242,876 = decrease of 5.09 per cent (Grand total 1966 .. 255,899).

APPENDIX 3

TABLE 8
Quarterly statistics of breath tests, analyses of specimens, etc.

	1960					1959
	Jan.- March	April- June	July- Sept.	Oct.- Dec.	Total	Total
<i>At Seams - Breach tests and arrests</i>						
Total of persons required to give breath tests or arrested under S. 6, R.T. Act 1960	2,547	3,723	3,273	3,954	14,527	10,608
Breath test negative	90	368	692	996	3,457	3,028
Breath test positive	2,299	3,575	2,923	2,540	9,707	6,528
Breath test refused	280	216	200	312	1,008	711
Arrested without breath test (S. 6, R.T. Act 1960)	67	64	88	136	355	240
Total persons arrested/ reported	2,546	3,855	3,581	2,988	11,070	7,579
<i>At Stations - Newborn breath tests at traffic and specimens for cases</i>						
Breath test negative	352	377	542	373	1,644	936
Blood specimen given	2,086	2,276	2,034	2,157	8,493	5,969
Urine specimen given	112	100	121	154	487	333
Specimens refused	115	90	78	121	404	253
Totals	2,635	2,843	2,579	2,585	11,043	7,583
<i>Analysis of specimens Under 50 milligrams</i>	488	502	494	586	2,128	1,083
Over 50 milligrams	1,567	1,706	1,586	1,833	6,692	4,744
Still to be analysed at end month	115	108	79	72	374	476
Inadequate or spoiled, etc.						
Total analyses, etc.	2,168	2,376	2,159	2,491	9,194	6,303

TABLE 9

Fixed penalty notices issued

Offenses	By Police			By Traffic Wardens			Totals		
	1969	1968	Difference in 1967	1969	1968	Difference in 1967	1969	1968	Difference in 1969
Parking place offences in controlled parking zones	—	—	—	279,216	226,121	+112,973	279,216	226,121	+112,973
Parking place offences in uncontrolled parking zones	15,320	17,419	-1,899	282,759	188,705	+93,854	298,139	204,326	+93,813
Excessive street-cleaning offences (controlled parking zones)	40,728	33,188	+8,540	97,781	70,874	+26,907	100,917	107,813	-6,896
Excessive street-cleaning offences (uncontrolled parking zones)	23,161	19,401	+3,760	24,503	22,029	+2,474	—	—	—
General offences	12,160	19,973	-7,813	91	—	+91	12,356	19,973	-7,617
Vehicle offences	6,777	3,661	+3,116	151	1,018	-867	9,668	4,681	+4,987
Unlicensed drivers	257	43	+213	171	—	+171	976	2,504	-1,528
All offences	102,618	92,643	+9,975	707,942	511,773	+196,169	810,530	603,716	+206,814

TABLE 1
Sickness losses

[illegible]

* Actual differences. † Percentages adjusted to allow for changes in strength.

TABLE 2

APPENDIX 4

Persons arrested for all offences

Year	Total number of persons arrested	Dealt with at magistrates' courts		Dealt with at assizes or quarter sessions*		Otherwise disposed of†
		Convicted	Charge withdrawn or dismissed	Convicted	Acquitted	
1960	96,625	83,599	4,517	6,075	783	1,651
1961	103,684	90,696	4,414	6,207	859	1,508
1962	112,864	100,326	4,481	5,340	1,010	1,707
1963	119,249	105,092	5,111	4,723	1,055	3,268

Year	Total number of persons arrested	Dealt with at magistrates' courts				Tried at assizes or quarter sessions*			
		Convicted	Charge withdrawn or dismissed	Sent for trial	Otherwise disposed of‡	Number of persons originally arrested or summoned	Convicted	Acquitted	Otherwise disposed of‡
1964	114,761	97,977	6,417	6,619	3,748	6,659	5,154	1,480	25
1965	116,978	96,975	6,562	9,413	4,028	9,010	7,575	1,406	29
1966	117,094	95,646	6,399	10,858	4,191	10,660	9,123	1,502	35
1967	125,913	103,324	7,194	10,893	4,502	10,327	8,803	1,487	37
1968	133,528	109,087	7,269	11,482	5,690	11,257	9,478	1,747	32
1969	140,932	109,985	10,154	13,733	7,060	10,552	9,028	1,507	17

* Prior to January 1964, the number of persons arrested and dealt with at assizes or quarter sessions during the same year were counted. From January 1964 onwards, a new method of recording was introduced whereby a count is made of the number of persons dealt with at assizes or quarter sessions during the year, irrespective of the year in which they were brought before the magistrates' courts and therefore it is not possible to reconcile the numbers "Sent for trial" with those "Tried at assizes or quarter sessions".

† Including persons (a) who were handed over to escorts, (b) whose cases were adjourned *sine die*, (c) who absconded, died, etc., while awaiting trial or under remand from magistrates' courts, (d) who failed to appear at court after being released on bail by police and (e) whose cases were awaiting disposal at assizes or quarter sessions at the end of the year.

‡ Including, since 1964, only persons as at (a), (b), (c) and (d) in the preceding footnote (1).

TABLE 3

APPENDIX 4

Summonses for all offences, issued on application of police, with results

Year	Summonses issued in respect of offences connected with				Total summonses	Dealt with at magistrates' and higher courts†		
	Mechanically propelled vehicles*	Horse-drawn and hand-propelled vehicles	Pedal cycles	Miscellaneous matters		Convicted	Withdrawn or dismissed	Otherwise disposed of‡
1960	151,961	483	1,388	3,809	157,641	150,175	4,803	2,663
1961	165,665	563	1,038	4,746	172,012	164,499	4,885	2,628
1962	183,504	427	876	6,603	191,610	182,905	5,986	2,719
1963	196,287	450	572	6,781	204,090	193,780	7,586	2,334

Year	Mechanically propelled vehicles*	Horse-drawn and hand-propelled vehicles	Pedal cycles	Miscellaneous matters	Total summonses	Dealt with at magistrates' courts†			
						Conviction	Withdrawn or dismissed	Sent for trial	Otherwise disposed of‡
1964	212,793	936	577	5,995	220,306	211,021	7,681	667	937
1965	206,660	552	343	3,605	211,160	201,726	8,101	449	884
1966	209,505	380	289	3,020	213,194	203,319	8,453	442	980
1967	218,986	374	197	2,734	222,291	211,205	9,668	366	1,052
1968	225,231	412	148	2,165	228,956	212,911	10,697	212	1,136
1969	210,117	136	81	6,929	217,263	206,718	9,288	143	1,109

* For details, see Appendix 3, Table 7.

† Prior to January 1964, the number of persons arrested or summoned and dealt with at assizes or quarter sessions during the same year were counted. From January 1964 onwards, a new method of recording was introduced whereby a count is made of the number of persons dealt with at assizes or quarter sessions during the year, irrespective of the year in which they were brought before the magistrates' courts.

‡ Includes cases adjourned *sine die*, non-appearances, etc., and cases awaiting disposal at assizes or quarter sessions at the end of the year.

§ Includes cases adjourned *sine die*, non-appearances, etc.

(See also Chapter 3, pages 41-42 and Chapter 5, pages 62-64).

APPENDIX 4

TABLE 4

Persons arrested for simple drunkenness and drunkenness with aggravation, and the proportion per 1,000 of the estimated population

Year	Number of arrests	Estimated population	Number of arrests per 1,000 of population
1960	27,437	8,209,970	3.342
1961	30,319	8,131,750	3.719
1962	36,395	8,176,610	4.451
1963	36,994	8,172,600	4.527
1964	35,169	8,186,830	4.288
1965	32,704	8,419,950	3.884
1966	30,501	8,189,130	3.636
1967	34,456	8,364,150	4.119
1968	37,751	8,250,590	4.576
1969	39,245	8,194,480	4.769

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