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Report of the
Commissioner of Police
of the Metropolis
for the year
1970

*Presented to Parliament by the Secretary of State for the Home Department
by Command of Her Majesty
June 1971*

LONDON
HER MAJESTY'S STATIONERY OFFICE

Cmd. 4650



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REPORT OF THE COMMISSIONER OF POLICE OF THE
METROPOLIS FOR THE YEAR 1970

New Scotland Yard,
Broadway,
London.
S.W.1.
17th May, 1971.

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, 1970.

I have the honour to be,

Sir,

Your obedient Servant,
J. L. WALDRON.

CHAPTER 1

The Year under Review

The year has been one of achievement in halting the upward trend in the crime rate, in propagating disorder in the streets and in a continuing improvement in our relationship with the public. Crime has been held at just below the figure for 1969 while the detection rate has improved by 2 per cent: there was an increase of 7.3 per cent in the arrests for indictable offences, which reached a total of 80,980. It is a tribute to the dedication of my officers that this should have been achieved when the Force is still nearly 5,000 under establishment. The demands on police manpower in maintaining public order have been heavy throughout the year. The number of demonstrations, meetings and processions has continued to increase although the large-scale marches of 1968 have not been repeated. The improvement in our standing with the public has been largely due to the work of officers on beats and to community relations activities in divisions, especially amongst school-children and young people. It is our hope that the goodwill thus engendered will pay dividends when these young people become the citizens of the future.

Crime

Criminologists are much concerned with what have become known as the "grey" areas of crime and it has to be recognised that only a proportion of certain classes of crime are reported to police. Many wounding and assault escape notice when the victim shies medical attention or does not desire to prosecute. Theft from factories and building sites, often considered as "perks", theft from offices, shoplifting and petty fraud—all minor offences inspired by greed with little chance of detection—are frequently unknown to the police and all too often disregarded by them. Statistics therefore show an incomplete picture but police have to deal with the facts as they know them.

In 1970 a total of 321,156 indictable crimes were reported, 275 or 0.1 per cent fewer than in the previous year. The number cleared up was 92,241, an increase of 6.134 or 7.1 per cent compared with the figure for 1969.

This undoubtedly remains an age of violence. Although the murder figure remains steady, manslaughter, infanticide and more particularly attempts to murder are up; wounding and assault, already at a high peak in 1969, increased by 1.1 per cent; rape, indecent assault on females and homosexual offences also rose. This may paint a gloomy picture, but two-thirds of all such offences were cleared up and people can still walk the streets of London in safety. Attack on property showed some relief and burglary by forcible entry fell by 5.4 per cent.

Robberies and assaults with intent to rob are still our greatest problem. Cases rose by 133 or 5.9 per cent. Revolver and imitation firearms were used on 338 occasions; and other offensive instruments such as pickaxe handles or noxious fluids on 659 occasions. These crimes are becoming a daily occurrence in London and demand the closest attention from my senior officers and

myself. A third of the cases are cleared up, but it seems that the fear of detection has little effect on this type of criminal and I draw attention once again to the need for sentences which will be more effective in deterring these villains from coming into our hands again. There can be no excuse for thugs who break into private houses, terrorize the occupants, tie them up and steal whatever valuables they can lay their hands on. Often the people who suffer are elderly.

During my service I have seen penal sanctions become less and less punitive and at the same time have witnessed the gradual growth of violent crime in London. Sincere and deep-thinking police officers are anxious to see a potential criminal reformed but it must be understood that there is now a cadre of seasoned and top-class criminals who have a succession of convictions and endeavour to follow honest employment. These professional criminals have little fear of going to prison and build their future on the hopes of parole. Money may be sited away to ensure that their dependants can live in luxury during their incarceration. Although it may seem brutal to suggest that long prison sentences with Spartan conditions and hard work may be an answer, we must take into account the sufferings of those who have been subjected to assaults by these vicious robbers.

The growth of violent crime has increased the strain on members of the Force but I am greatly encouraged by the determination and bravery shown by uniformed and plain clothes officers in seeking out and arresting these hardened criminals in spite of armed resistance. Fifteen officers have been recommended for awards for gallantry during the year.

Whatever additional commitments police have accepted over the years, the prevention and detection of crime is still the main purpose of our existence. Let us look at our preventive role. People are inclined to snipe at our methods of patrolling, alleging that one never sights a policeman patrolling on foot and what police one does see are rushing by in motor cars. This is far from the truth. Sub-divisional commanders and unit commanders have full discretion on how they should employ their resources. They are well equipped with transport and communications but the shortage of manpower behests them to use their skills and intelligence in posting their men. Whether they put them on foot or into motor cars must depend on their individual problems but I refute any suggestion that we are leaning towards "fire-brigade" policing. The "bobby" standing at the street corner is still a great deterrent. In all but the very central divisions, honest best men are established, their prime duty being to understand and appreciate the problems of their own particular areas, to speak to the people, to know their habits and treat them as friends.

Uniformed constables now investigate over half the recorded crimes. Their acceptance of beat offences, as they are named, allows the C.I.D. to concentrate on major cases, and this combination has had much to do with the improvement in our clear-up rate. However, there are some drawbacks. The intensity of crime at some stations has led to officers being added individually with more enquiries than they can conveniently digest to the extent that ordinary basic patrolling has suffered: to overcome this, small squads of uniformed officers have been formed to deal with all beat crimes,

the personnel changing every 10 weeks or so, thus allowing the remainder of the men to undertake positive preventive policing without other distractions.

In considering the deployment of manpower, it is significant that our efforts in combating crime have been most effective where it has been possible to build up supplementary squads of foot patrols. There has been a major increase in the number of arrests for crime in areas where these patrols have been operating. Over a period of about 3½ weeks before Christmas in a comparatively small densely populated area a special squad of some 50 officers performing duty on foot made over 100 direct arrests for crime, which is a considerably greater number than could have been achieved by mobile patrols.

The increased number of arrests for indictable crime reflects the initiative shown and the care and trouble taken by sub-divisional and unit commanders and it is a great credit to those concerned.

I have commented in my previous two Annual Reports about delays in processing cases through the courts. We have done much to streamline our methods in preparing case papers and I appreciate the efforts which have been made to increase the number of court sittings. Nevertheless the delays are affecting the efficiency of operational officers who are often having to give detailed evidence in cases in which the investigation was completed 6 months or more earlier. Uncertain dates have led to defendants with previous convictions and facing serious charges being released on bail. Some of these individuals continue to commit offences while on bail—why not, for there is little fear of the punishment being increased if they are caught and the extra money goes towards legal charges and provision for the family—and, indeed, there have been cases of individuals who have been re-arrested for a further offence when on bail being again released on bail. Moreover, men who fail to surrender to their bail or escape from prison cause much worry to a hard pressed police force who have to trace them.

During the year we have been called upon to deal with an increased number of cases of international crime, including several major cases of forgery or counterfeiting of foreign currency. Wide-ranging enquiries have had to be made and a number of officers have been sent to liaise with their colleagues in the countries concerned. In the middle of the year two of my officers spent a considerable time in Australia in search of criminals who had escaped from this country. The Interpol organization is continually expanding and playing an increasing part in combating international crime. I believe that the time is not far off when, in addition to the officer attached to the Interpol Headquarters in Paris, liaison officers permanently posted in other countries will be required in order to collect intelligence and pursue enquiries which, though important to us, may be of no great concern to the law enforcement agencies of an overseas country.

Crime Prevention Service

The commitment of this Force to a full-time crime prevention service is beginning to pay dividends in terms of crime control and public co-operation. For over 3 years our crime prevention officers have been extending their work and broadening their knowledge. Turnover amongst them has been low and they represent the largest and possibly the most

experienced and highly trained body of police in this field in the world. Efforts have been concentrated in those areas of crime where opportunity plays a major role; advice has been given to those most at risk and most likely to listen; unproductive "gimmicks" have been shunned.

Apathy is still widespread. Many members of the public only become aware of the distressing side of crime when their homes or businesses are broken into or their cars stolen. If these crimes are tolerated they will become accepted as part of the price of city life today. Yet people are still convinced the blow will not fall on them; it will always be a neighbour's house that is burgled, someone else's business premises that are broken into. It is only when they become victims themselves that they are ready to take our advice. In 1970, thefts of (including taking and driving away) and stealing from motor vehicles constituted 24.7 per cent of our total recorded crime; so many of these thefts could have been avoided if elementary precautions had been taken. A crime prevention officer has all the resources and experience of this Force on which to base his expert recommendations. He knows that a modest investment of thought and money, applied at the right time, can represent real protection against crime.

I am encouraged by the growing response to our crime prevention service from individuals, local authorities, business undertakings and national institutions; the significant reduction in breaking offences recorded during 1970 shows the benefits which can accrue from a realistic approach. Yet much remains to be done; the service is there to be extended by an even greater involvement with all sections of the public.

Public Relations Department

The success already achieved by the Public Relations Department has been encouraging. Press, radio and television coverage of the activities and accomplishments of the Force has increased over the year and will undoubtedly extend still more as the department continues to play its part in the maintenance of good relations between the police and the public.

Particularly successful has been the weekly television programme "Police 5" which, with the help and co-operation of London Weekend Television, returned to the screen in July after an absence of 2 years. This series, directed as before by Mr. Shaw Taylor, has been regularly transmitted at peak viewing times on Friday and Sunday evenings and has more recently been supplemented by a number of additional, longer special programmes devoted to individual criminal cases or to major areas of crime where the police needed to ask for public help. Not only has the series proved popular but it has also been most successful as an aid in the detection of crime, producing key witnesses, weapons, implements and valuables in murder and robbery cases. The special "Police 5" programmes have been even more productive and of 3 outstanding murder cases described on television, one brought 86 responses, another 160 telephone calls, as well as a number of letters, and from the third programme information was received which led directly to a man being charged with the crime.

The system of having members of the department as area liaison officers has developed steadily and has proved increasingly effective in providing a better and more productive relationship between the press and police at

divisional level and in operational matters. An example of this was the difficult, year-long McKay murder investigation when the area liaison officer was with the investigating officers from the outset and throughout the case. During this time the interest and demands of the national, international and regional papers and of radio and television were pressing and continuous and I think largely satisfied.

Public Order

There has been a continuous increase in the number of demonstrations, meetings and processions, although the intensity has not been so severe. During the year there were 500 such events which required special police arrangements, each occasion involving between 50 and 2,000 police officers.

Often little prior notice was given and there were frequently several operations taking place simultaneously. I am pleased to report that the training and methods which we have developed over the last 3 years have proved successful in preventing serious disorders.

The final match in the South African rugby tour was played at Twickenham in January, when some arrests were made and other persons had to be ejected from the ground. As a result of this and similar incidents at association football grounds a study has been conducted of the methods used in containing hooliganism. This involved a number of visits by senior officers to provincial forces.

A system of close liaison and interchange of information with the British Transport Commission Police has resulted in an improvement in the situation in regard to damage to trains by football supporters. At the same time, increased police supervision at grounds has extended the area to be patrolled by police prior to kick-off and during the dispersal periods.

At the beginning of 1970 the largest protest demonstrations were concerned with the Vietnam War, but in the summer the Northern Ireland situation became the focal point for discontent. In this connection, during July a man in the Strangers' Gallery of the House of Commons threw two canisters of CS gas into the Chamber of the House. Several Members of Parliament were overcome by fumes and the sitting of the House was temporarily suspended. The man was detained and later charged. At the request of both Houses of Parliament, in October I seconded a former chief superintendent of "A" Division in a civilian capacity as security co-ordinator to the Palace of Westminster.

In the later months of the year the issues which gave rise to demonstrations concerned almost every aspect of world affairs, and these repercussions were reflected in protests outside the embassies and high commissions of the countries involved. Many additional requests were received for police protection of diplomatic persons and premises.

The number of people involved in individual demonstrations was not large, at the most several thousands, but a minority of determined militants were invariably there, making use of the event to pursue their own aims and presenting a threat to public order. Whilst most organizers are genuine in their beliefs, it is unfortunate that some participants judge the success of their protests by the amount of disorder they create.

I have referred before to the need for constant reappraisal of our methods in this sphere of police activity and the working party which determined our policies in 1965 was reconvened for that purpose. Its recommendations have further improved the techniques for planning, control and rapid deployment of police units.

As a consequence of the attempted "hi-jacking" of an BI Al aircraft in September, and in close co-operation with the British Airports Authority Constabulary, additional security precautions were implemented at London (Heathrow) Airport. From 12th September, 217 of my officers were provided to assist in the searching of aircraft and passengers and their baggage, and the number was increased to 260 in the early part of October. As a result of a gradual lessening in tension and the introduction by the airlines of winter schedules, it was possible to reduce this commitment to 112 by the end of the year.

The officers engaged on public order duties have continued to show the patience, tolerance, tact and restraint that are so essential to the success of our operations, and the fact that most of the threats to public order were contained without serious injury or damage to property provides confirmation that the policy and methods are right for our society. However, it is in this field that the morale of the Force could be most sorely tested. We try to avoid making arrests if the occasion is peaceful but sometimes it is necessary to act firmly to anticipate disorder. At the courts the penalties are often trivial and in defended cases young constables are unreasonably attacked in an attempt to humiliate them. We can stand this and much more provided we can be assured that we have the backing of the courts to uphold law and order on the streets and that those who would abuse the right of peaceful demonstration and the free society this country offers are made to understand that violence does not pay.

Complaints against Police

During the year 3,509 members of the public made complaints about the police. While this figure is higher than that of any previous year, the percentage increase over the 1969 figure was considerably less than the annual percentage increase recorded in recent years. In considering our relationship with the public, it is I think significant that there have been no large numbers of complaints against the police in connection with demonstrations, meetings and processions although these have taken place in increasing numbers.

During recent years, with the exception of 1969, the annual figures of complaints found to be substantiated have shown a marked tendency to decrease. The figure for 1970 (204) was consistent with this pattern and the percentage of complaints which were found to be substantiated (5.8 per cent) was the lowest on record. This may be an indication that there is a continual increase in complaints which are made mistakenly, frivolously or maliciously, although I accept that many complainants honestly believe that they are justified even when investigation proves this not to be so. Investigating officers make searching efforts to discover the truth of the matter but so many complaints amount to the word of the complainant against that of the officer concerned; this is particularly so in relation to motorists reported

for traffic offences, who provide nearly 19 per cent of the total complaints. Some of these seem to be made in the hope that the police will be deterred from instituting proceedings.

I have expressed concern in the past about the number of hours which investigating officers must spend on their enquiries at the expense of other police work. Under no circumstances would I wish to deter the person with a genuine grievance from making a complaint, as I consider that the time spent in investigating it is fully warranted. However, senior officers are disheartened by the knowledge that often their time is taken up with the investigation of allegations which prove to have been made frivolously or with malicious intent.

Community Relations

In my Report for 1969 I stated my intention of further developing community relations by appointing additional full-time community liaison officers of the rank of chief inspector. During the year a further 6 officers have been provided, bringing the total to 18. Their efforts have been largely concentrated on consolidating the work of the now fully established juvenile bureaux, and more particularly on co-ordinating the local efforts of the 70 race relations liaison officers. They are all closely involved with local community leaders and this association has brought about an improved understanding of the difficulties experienced by various groups, especially the coloured communities.

The Community Relations Branch has arranged a number of divisional seminars to which local community leaders and others have been invited and these have afforded opportunities for frank and open discussion of matters of common interest. In addition, the annual 2 day conference at Headquarters provides the opportunity for prominent speakers to address a representative police audience on a wide range of community matters.

Many visitors from home and abroad have visited the branch to discuss methods and exchange ideas and experience. My officers have received a large number of invitations to speak at universities, training colleges and similar institutions, and I am sure this has led to a better understanding of the police role and effort in this field. They have also received invitations to meet and discuss problems with the leaders of many religions. Not least in this field has been the opportunity for police to address adherents of those religious faiths which play such an important part in the lives of certain sections of the community. This has led to a greater understanding of problems facing police and the immigrant community.

In relation to young offenders, the juvenile bureaux scheme has established valuable liaison and strengthened the co-operation between the Force and the children's departments and Probation Service. The new method of dealing with young offenders has been widely accepted and earned considerable praise, particularly from the parents of those involved. My officers have also welcomed the opportunity to meet and exchange ideas with other groups concerned with the problems of juvenile delinquency. We share a common aim to prevent delinquency but it is only through close co-operation and understanding that we can achieve this aim.

A considerable amount of time was spent by officers in the East End of London in the spring investigating reports of a number of unconnected offences of alleged violence against Pakistanis living in that area.

The inflated publicity given to some reports that groups of youths were deliberately assaulting Pakistanis gave origin to the unfortunate term "paki-bashing". Indeed, this prolonged emphasis by the publicity media appeared to stimulate assaults on this section of the community in other areas of London. However, the result of the investigation into all the alleged cases in east London revealed no pattern of racial conflict; indeed, the Pakistani members of the community figured proportionately below average as victims of violence in the area.

It was apparent, however, that Pakistanis in this community had some difficulty in communicating with police and other social agencies because of the language barrier, which was enhanced by a natural reserve. In addition, very few had knowledge of the powers of the police in this country. To assist these members of the community to overcome their difficulties a special "clinic" was set up in Toynebee Hall, Whitechapel. This was staffed by the police community liaison officer of "H" Division together with the community relations officer for the area and experts in the legal and social fields. The "clinic" gave advice and assistance in solving many of the problems that faced members of the Pakistani community.

A special language instruction class in Bengali was started for police officers in the area, which it is hoped will enable police to be of still further assistance to this community in overcoming the barriers and problems which they face and which are increased by their inability to express themselves adequately.

A lack of understanding of beliefs and customs as between different ethnic groups and basic differences in cultures have helped to accentuate tensions in areas where inadequate and sub-standard housing conditions exist. In 1970 a total of 1,279 cases of landlord and tenant disputes and incidents which were reported to police involved allegations of criminal offences against Section 30 (unlawful evictions and harassment) of the Rent Act 1965. Although in a small number of these cases, most of which were quite minor incidents, racial disharmony was found to be a contributory factor, it is comforting to note that intolerance directed towards members of the coloured community occurred in only a small proportion.

Apart from the incidents I have referred to, the Community Relations Branch has enjoyed a successful and progressive year and without wishing to appear complacent I am hopeful that our pioneering work in this sphere of police duty will bring fruitful and lasting benefits to the whole community, given time and understanding on all sides.

Operational developments

Your approval was sought in September to implement a scheme for the use of a helicopter for various police tasks. Later in the month the scheme became operational and a helicopter has been used on a number of occasions in the areas of crime and traffic.

Experiments have been carried out with a view to co-ordinating and grouping together all operational functions at police stations with emphasis on communications, control and deployment of manpower. A simulated operations area has been designed and experiments are continuing.

Revised methods of policing were introduced in 10 of the 11 inner divisions during the year as more personal radios and beat motor cars became available. The various methods of policing are being carefully analysed and readjusted as necessary to meet changing needs. Coincidental with new policing arrangements a change in the structure of operational command has been proposed which will affect all but 8 stations in the inner divisions and should result in more positive leadership and improved efficiency.

A model administration unit was designed and installed at a station, with purpose-built furniture. Typing services were pooled, work flow was studied and staffing requirements assessed. The results are being taken into account in the design of new police stations and stations where major amelioration works are being carried out.

Gaming

The main provisions of the Gaming Act 1968 became effective on 1st July when bingo halls and casinos were required to be licensed in order to continue operating. Whilst bingo may be played commercially under licence at premises in any part of London, casino games such as roulette, blackjack and craps can now only be played under licence in part of central London. Despite these restrictions, first indications are that casino gaming has not gone underground elsewhere—the gaming tables are neither easily disguised nor suitable for frequent moves from one address to another—and where unlawful gaming has come to notice card gaming has mostly been involved. Much card gaming is not in itself unlawful and it is only when a charge to take part or a levy on winnings is made that an offence under the Gaming Act can arise. For example, poker is a lawful game, but it is also liked by the professional gambler and it attracts high stakes. Clearly the organizers of some poker parties are making profits from such gaming but without some evidence of this warrants to enter the premises cannot be readily obtained. Nevertheless, where illegal gaming parties are suspected all possible appropriate action will continue to be taken against the organizers.

Further details, including proceedings taken and fines imposed, are given in Chapter 3, page 42.

Traffic

In my last two Reports I have drawn special attention to a deterioration in the effectiveness of the arrangements for enforcing parking controls. This continued to be a source of anxiety: too many people are still evading both payment of fixed penalties and excess charges and court proceedings, which is manifestly unfair to the majority of drivers, who comply with parking controls.

In an effort to bring down the evasion rate, traffic wardens have been employed in making door-to-door enquiries for the Central Ticket Office in respect of vehicle owners who ignore written communications. In February,

50 wardens began to carry out these duties in support of the police in the 3 inner London divisions with the heaviest loads of this kind of work. Their performance was satisfactory and the scheme was later extended to other divisions, some 50 wardens being employed full-time on enquiry work by November. It is intended to extend the scheme still further to cover the remaining divisions as circumstances permit.

The number of traffic tickets issued continues to rise as controlled parking is extended, and with the rise goes an increase in the amount of enquiry work, much of it relating to unpaid excess charges incurred at parking meters. These charges are payable to local authorities. In the early days of controlled parking, when there were few meters and these were supervised by council employees, the councils themselves took action to recover the monies due to them: this is still the procedure in a few London Boroughs. Early in the year, after discussions with the London Boroughs Association and Westminster City Council, I informed all local authorities concerned that neither personal enquiries nor the institution of court proceedings for failure to pay excess charges or to give information as to the identity of the driver would be undertaken by this Force after 31st March, 1971. Traffic wardens will continue for the time being to be available for issuing excess charge tickets, however, and the Central Ticket Office for performing certain functions in respect of these tickets with the aid of its computer.

Employing further traffic wardens on enquiries and limiting wardens to work in connection with unpaid fixed penalties should help to bring down the evasion rate, but tactical measures like these can do little to remedy what is now universally recognised to be a serious defect in the present system of enforcing parking controls in London—in its low overall effectiveness in relation to the cost of the large resources involved.

The waiting and loading restrictions in controlled parking zones are enforced by traffic wardens, but there are many restricted streets outside the zones where the restrictions are still enforced by foot police. In some areas, owing to other demands on the police, only limited attention has been possible, with the result that drivers have tended to disregard yellow lines and their vehicles have impeded the free flow of traffic and often caused dangerous situations. By way of experiment, 2 small mobile teams of traffic wardens were formed at the beginning of December to enforce waiting restrictions in such areas at the request of the local police.

Your approval in principle was received in April for this Force to co-operate with the Greater London Council in setting up a joint traffic control centre for the purposes that were described in some detail in last year's Report. Suitable vacant premises were located but the Council's negotiations for a lease proved to be more involved than had been expected. To avoid delaying the introduction of the area traffic control scheme planned for central London, it was agreed that the computer equipment for controlling the 300 sets of traffic signals to be included in the first phase of the scheme should be installed at County Hall. Access to the computer will still be available through remote terminals, however, and the police will thus be able to take part in signal control and obtain traffic data as required.

I refer later in this chapter to the disappointingly low rate of increase in the strength of the Force, and with the pressures for extra manpower for ordinary duty and various specialist branches I have not found it possible to add to the strength of the Traffic Division. Nevertheless the indications are that the division is holding its own in keeping accidents in check and traffic movement fluid despite a growth rate of 6 per cent per annum in vehicle mileage. This is no doubt due partly to the division's own success in deploying its resources to the best advantage and partly to the beneficial effects of road improvements and traffic management measures. Although I have decided that for the time being it is not possible to increase the number of male constables employed on traffic patrol duties, thought is being given to ways in which women police officers might be employed on the operational side of traffic law enforcement.

With this limitation being placed on further expansion of the Traffic Division, and local authorities being urged to strengthen their road safety staffs, the role of the police as road safety instructors came under review. The conclusion was reached that this Force could no longer afford to employ 9 teams each of 5 fully trained traffic patrol officers solely on giving talks and demonstrations at schools and otherwise participating in local road safety training activities. Formal notice was therefore given to all local authorities in the Metropolitan Police District that the teams would be disbanded at the end of the 1970/71 school year and the personnel redeployed on direct accident prevention duties requiring police powers and training. I greatly regret the necessity for this move. Full-time road safety teams were formed in 1965 when no other organisation was providing instruction in road safety at schools and the efforts of the police in this direction were unco-ordinated and uneven in quality. There can be no doubt that the teams have had a marked influence on their young audiences, not only in teaching them the principles of good road behaviour but also in fostering goodwill and a better understanding of the role of the police in the community. It was foreseen that it would be desirable to maintain links with the schools after the disbandment of the teams, and arrangements were put in hand for local officers to visit the schools on their beats in support of the local authority road safety officer's training programme. These beat officers are closely involved in the affairs of the neighbourhood and familiar with its traffic problems and hazards, and their visits, though less spectacular than those of the teams, should be just as instructive, more frequent and perhaps even more valuable from the public relations point of view. They will be fortunate in having the solid foundation of the teams' achievements to build upon. The manner in which the teams have carried out their duties has won universal admiration and the highest praise.

The House of Commons Select Committee on Estimates 1968/69 suggested in its second report that it might be worth investigating whether there would be any advantage in transferring to local authorities the responsibility laid upon me by Section 24 of the Road Traffic Regulation Act 1967 for arranging for the patrolling of school crossings in the Metropolitan Police District. This course clearly offered a potential saving of police manpower and it was thought to have some advantages in recruiting patrols also. The case for a transfer was put to the authorities concerned but they were unanimously opposed to any change in the existing arrangements.

Strength

The attested strength of the Force rose by 410 men and women to 21,307. Compared with 1969 this is an improvement but the rate of increase is disappointing having regard to the intensive efforts, including an augmentation to the careers section of my Recruiting Branch, to bring to wider notice the attractions of a police career.

The position would have been better but for a steep rise in premature retirements. The number of men qualifying for pension during the period under review has been relatively small, but this is unlikely to be so in 1971 when many officers will complete 25 years' service. The loss of senior C.I.D. officers to industry is one that we can ill afford, but the rewards offered are too attractive for us to hold them. Unless the high rate of voluntary resignations can be checked there will be little hope of a more rapid growth in manpower in future years. The disruption in domestic arrangements caused by shift and weekend duties, especially when wives are also working, is a handicap difficult to overcome.

The widespread publicity associated with the special spring recruitment campaign in London created considerable interest and stimulated a large number of enquiries. Nearly 100 of the men and women who were attracted in this way were accepted into the Force. However, this impetus was not maintained and applications in the autumn fell short of the usual number at that time of the year. In the summer months when many people are on holiday fewer candidates present themselves, and it may be that the intensive publicity in May had the effect this year of drawing forward some candidates who would otherwise have applied later. As a follow-up, television was used in October for advertising for recruits. This led to many inquiries but the initial result in terms of applications was not encouraging.

Although the rate of increase in the number of police officers was disappointing, there was a satisfactory increase in the strength of full-time civil staff. The total strength at the end of the year was just over 10,000, including 3,168 on general administration and support work in Headquarters' departments, over 1,100 clerical and typing staff in divisions and some 1,100 professional, technical and scientific staff. The traffic warden force had reached a total of 1,585.

There has always been a strong body of civilian support in the Metropolitan Police but the scope and responsibility of the tasks undertaken by the civil staff have increased considerably in recent years. In these times of difficulty in recruiting police officers in sufficient numbers it is reassuring that we are able to continue to build up civilian strengths.

Training

Steps have been taken to implement the report of the working party on probationer training to which I referred last year. The revised training scheme came into effect with the first intake of recruits in January, 1971. A group of instructors received special training to enable them to handle the new introductory stage of the initial course dealing with the social, behavioural and constitutional aspects which provide the "back-cloth" for a policeman's daily work. The initial residential course will now last for 16 weeks (instead

of the previous 13 weeks) and the probationers will spend the twelfth week on attachment to the division to which they will be posted at the end of the course.

Personnel Management

During the year I received a report from the senior psychologist who is a member of my staff containing a number of recommendations on procedure relating to recruitment and tests for use in the screening of applicants. A report was also received from the Research Division of the Civil Service Department recommending 6 initial recruiting tests for police. It is hoped to introduce these during 1971.

A scheme was prepared for the detailed evaluation of posts within the Metropolitan Police, which involved isolating a number of factors for analysing responsibilities, skills and work content. The results will be applied to a review of the rank structure of the Force now being undertaken on guidelines provided by the Police Advisory Board joint working party on this subject.

In the early part of 1971, a pilot scheme will be started for putting personnel records for the Force on a computer, as foreshadowed in last year's Report, and it is hoped to incorporate all the necessary records during the year.

Management Services Department

For the Management Services Department 1970 was a year of consolidation and good progress was made in the major projects which are now nearing completion (see Chapter 6). The trend for operational departments to consult Management Services has continued and several new studies have been started.

The department has examined two major areas which have concerned me for some time. Firstly, the growth of paper work is beginning to choke both the operational and the administrative machinery and the streamlining of procedures should produce significant savings in police and civil staff time and a marked improvement in efficiency and morale.

Secondly, the benefits obtained from our statistics are not commensurate with the effort put into their collection and processing. This is due largely to the fact that our statistics have been collected primarily for record purposes. The tendency in industry and commerce today is to put much more emphasis on the collection of statistics which will assist directly with day-to-day administration and operational control. We must take advantage of these new concepts and Management Services Department is studying the problem.

The department has during the year produced 3 issues of its management information sheets, the object of which is to keep divisional commanders and senior officers at New Scotland Yard informed of the department's activities. This provides a useful link between my research staff and operational officers.

Automatic Data Processing

The Metropolitan Police have continued to help the Home Office with work on preparing systems for the computer for national criminal records to be installed at Herdon in 1971. Close liaison has been maintained with representatives of other forces through joint committees at various levels.

The use of a computer for such large and complex records involves incursions into some areas of unknown territory and much hard work lies ahead before the computer undertakes operational work.

Work for both the Home Office and the Metropolitan Police continues to be carried out on the computers at Tintagel House and at Portman Square. The former is entering a period of obsolescence and arrangements are in hand to transfer the work gradually to the Portman Square installation. Proposals have been agreed for the acquisition of extra equipment to meet this increased load. A start is being made with a computerized management scheme for the fleet of police vehicles. It is hoped that the scheme will lead to financial savings, particularly in establishing a more economical and efficient policy for replacement of police vehicles.

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 20,686 men, leaving a deficiency of 4,713 in the authorised establishment of 25,399 men. The net increase in the strength of the Force was 381 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 621, a deficiency of 29 on the increased authorized establishment of 650.

During the year 5 graduates, including 1 woman, joined the Force. There were no entrants under the special scheme for the recruitment of those with higher educational qualifications.

Recruitment

There was a decrease in the number of applications received from men (2,892 compared with 3,395 in 1969).

The numbers of men and women examined were 1,860 and 223 respectively, compared with 2,036 men and 176 women in 1969. The numbers of men and women joining the Force were 1,157 and 124 respectively—35 fewer men and 22 more women than in 1969. These figures include 38 men re-engaged after previous resignation, 13 who re-joined on transfer, 126 who transferred from other forces and 5 who had previously served as cadets in other forces. Former Metropolitan Police cadets accounted for 316 of those joining, of whom 309 (27 per cent of the total recruits) were serving cadets attested on reaching the age of 19.

The average age of recruits, at 22 years 1 month, was slightly higher than in 1969, and 67 per cent of those who joined were single men, the same proportion as in the previous year.

The average weekly intake to the Training School was 22, a decrease of 1 on the 1969 figure.

Secondments

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

One commander was seconded to the Royal Ulster Constabulary and re-joined the Force during the year.

Engagements under the Police Act 1964

At the end of the year, 14 officers were engaged for a period of central service under Section 42 of the Police Act 1964. Nine were with the Home Office, 4 at the Police College and 1 as National Co-ordinator of Regional Crime Squads in England and Wales.

The following engagements took place during the year:—

one deputy assistant commissioner as Commandant of the Police College, 1 deputy assistant commissioner as National Co-ordinator of Regional Crime Squads, 2 commanders as H.M. Advisers on Prison Security, 2 chief superintendents to the Police College, 1 chief superintendent to the Home Office Police Research Services Branch and 1 chief superintendent and 1 chief inspector to H.M. Inspectorate of Constabulary.

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

one assistant commissioner (Commandant of the Police College), 1 deputy assistant commissioner (National Co-ordinator of Regional Crime Squads), 2 commanders (H.M. Advisers on Prison Security), 1 chief superintendent from the Police College, 1 chief superintendent from the Home Office Police Research Services Branch and 2 chief superintendents and 1 constable from H.M. Inspectorate of Constabulary.

Engagements under the Police (Overseas Service) Act 1945

Throughout 1970 officers of the Force continued to serve in Anguilla and at the end of the year 75 officers remained engaged for a period of service with the Anguilla Police Unit. The unit has retained the goodwill of the local populace and in difficult circumstances has continued to discharge its unusual role with efficiency and good humour. Close co-operation has been maintained with the armed forces and all three services have continued to give active and welcome support.

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

one chief superintendent, 5 chief inspectors, 21 inspectors, 3 detective inspectors, 4 sergeants (1st Class, C.I.D.), 31 sergeants, 10 sergeants (2nd Class, C.I.D.) and 270 constables.

The following officers returned from a period of engagement:—

one chief superintendent, 4 chief inspectors, 24 inspectors, 4 detective inspectors, 4 sergeants (1st Class, C.I.D.), 38 sergeants, 12 sergeants (2nd Class, C.I.D.) and 277 constables.

Engagements under the Police (Overseas Service) Act 1958

One sergeant began a period of service in Malawi and 1 chief superintendent completed a short term of service in Jamaica.

Police College

Inspectors' courses were attended by 41 inspectors, 8 detective inspectors and 2 women inspectors.

Eleven chief inspectors and 7 detective chief inspectors attended intermediate command courses.

Fourteen officers, including 2 from the C.I.D., are attending the ninth special course, which commenced on 4th October.

Retirements

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

Awards to widows and children

There were 362 widows' pensions granted during the year, compared with 433 in 1969. Allowances were granted in respect of 26 children.

Training

Hendon Training School

The station sergeant on the instructional staff who was mentioned in my Report for 1969 completed the 1 year sandwich course at Garnett College and obtained the University of London Institute of Education teacher's certificate with distinctions in theory of education and practical teaching. Two further instructors are now taking the same course. A total of 14 members of the staff obtained the further education teacher's certificate of the City & Guilds of London Institute and 12 others are now studying for this award. These activities, which demand a great deal of private study in the officers' own time, have undoubtedly raised the standard of teaching in the school.

The 13 weeks' initial course was completed by 947 men and 100 women, a decrease of 70 men but an increase of 2 women as compared with the previous year. On 31st December, 265 men and 24 women were still under training. Voluntary resignations during training totalled 86 men and 14 women, an increase of 4 men and 9 women as compared with 1969. One man was returned medically unfit for further training. Two officers from overseas forces and 47 officers of the British Transport Police also completed the basic recruits' course.

The final course for probationers at 20 months' service was attended by 918 officers (1,515 in 1969), of whom 180 obtained over 85 per cent of the final examination marks. Only 8 officers failed the examination at the first attempt, of whom 2 resigned and 6 passed at the second attempt. The substantial reduction in the number taking the course reflects both the lower recruitment figures for 1968 as compared with 1967 and a higher level of retirements in the early years of service.

Two courses for non-gazetted officers from overseas forces were completed during the year and a third course which began in September ended in February, 1971. A total of 66 officers attended these 3 courses.

As in previous years, courses were held for constables, sergeants and inspectors about to be promoted. Once again a course was 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 re-joined after having served previously in this Force.

Training was also given to recruits to the Metropolitan Special Constabulary, to traffic wardens and to park-keepers of the Royal Parks.

Detective Training School

During the year, 1,268 officers attended the various courses of detective training, a decrease of 142 on the 1969 figure.

The advanced course of 6 weeks' duration was attended by 139 officers, of whom 60 were Metropolitan and 2 from police forces overseas. The initial (senior) course of 10 weeks' duration was attended by 57 officers, of whom 34 were from other home forces and 23 from police forces overseas. The number of officers attending the initial (junior) course, also of 10 weeks' duration, was 581, of whom 365 were Metropolitan. The comparable figures for 1969 were 578 and 385 respectively.

With the considerable reduction in the length of time between the appointment of temporary detective constables and their attendance on the initial (junior) course, it was decided in July to discontinue the 2 week introductory course and as a result only 219 students attended.

Fingerprint courses were attended by 40 students and photographic courses by 35 students. A further 91 students, of whom 20 were Metropolitan officers and 34 civil staff, attended scenes of crime courses. A total of 106 Metropolitan sergeants (2nd Class, C.I.D.) attended refresher training.

In addition to these courses, instruction in beat crimes investigation for probationer constables of the uniform branch continued throughout the year, and 1,088 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	460	6	536
Car, intermediate	235	118	353
Car, advanced	155	13	168
Car, Group "C" conversion	682	15	697
Car, reclassification	56	—	56
Civilian vehicle removal officers	13	—	13
Traffic wardens	128	25	153
Instructors	5	—	5
Motor cycle, lightweight	177	21	198
Motor cycle, standard	12	—	12
Motor cycle, advanced	143	5	148
Traffic patrol, standard	123	2	125
Traffic patrol, advanced	61	20	81
Traffic patrol, refresher	35	—	35

In addition to the above, instruction was given to 10 officers from provincial police forces, 4 officers from overseas forces, 4 officers from Government Departments and 10 members of H.M. Forces.

Driving tests on cars and vans were given at the Driving School to 230 officers, of whom 179 passed. However, due to the expansion which I announced last year in the divisional driver training scheme most testing of drivers is now carried out in divisions, and in this way 4,490 officers were tested, of whom 4,177 passed. Riding tests on motor cycles were given to 123 officers, of whom 54 passed.

The school continued to receive many requests for visits and a total of 2,196 visitors were entertained. In addition, lectures were given to motoring clubs and similar organizations.

Defensive weapons

The 4 day basic training courses in the use of pistols and revolvers continued and 442 officers qualified in the use of these weapons during the year, as compared with 636 in 1969. This number included 221 men selected for service with the Anguilla Police Unit. The decrease in the number of officers attending basic courses is accounted for by the increasing number of officers who have already qualified, for whom refresher training has to be provided. In addition, 107 officers were trained in the use of rifles.

Two courses were held for potential instructors (including 7 officers from 6 other forces).

Four instructors attended 1 week specialist pistol courses with the Special Air Service Regiment and 2 others attended a marksmanship course at Bitley held under the auspices of the Army Rifle Association. The chief instructor attended a sniper instructor course held by the Skill-at-Arms Division of the School of Infantry, Warminster, a 3 week course on weapons and defensive tactics at the Federal Bureau of Investigation Academy, Quantico, Virginia, and a further week as an observer with Washington and New York City Police Forces. An instructor was seconded overseas for 3 months in an advisory capacity on police firearms training.

In July, a team of firearms instructors won the "Mander" Trophy police pistol team competition at Bitley at the first attempt.

I must express my gratitude to the Officer Commanding the Guards' Depot, Pirbright Camp, the Officer in Charge of the Ministry of Defence ranges at Purfleet and the Inspectorate of Fighting Vehicles and Mechanical Equipment at Woolwich Arsenal for the facilities made available.

Two training films were completed and I am grateful to the Greater London Council and the Port of London Authority for the facilities which they kindly placed at our disposal in their production.

Civil defence

Probationers continued to receive 10 hours' basic civil defence instruction and the 1 day supplementary courses at the end of the probationary period were attended by 921 officers. Sergeants attending pre-promotion courses were also given training.

A total of 41 police officers and 1 member of the civil staff attended courses held at the Civil Defence School at Easingwold, 2 officers attended a 4 day police war duties study at Churchill College, Cambridge, arranged by the Chief Constable of Hertfordshire, and 2 officers attended a field hygiene course held by the Royal Army Medical Corps at Aldershot.

Eight officers attended a course in civil defence air observation duties at Oxford University Air Squadron, Bicester, and officers of various ranks took part in regional and sub-regional exercises.

Telecommunications

At the Telecommunications School 253 officers, including 2 provincial officers, attended teleprinter operator courses and 1,171 officers were trained in the use of radio-telephony. The training of probationers in the use of personal radio equipment during their initial training course and the lectures to stilled phase cadets, followed by field exercises, were continued.

Swimming and life saving

Recruits joining the Force during the year included 101 who were unable to swim. Of these, 74 had attained a satisfactory standard on posting to divisions and the remainder should become proficient with further practice.

A total of 45 recruits and members of the staff gained 2 awards of merit, 1 teacher's certificate, 39 bronze medallions and 3 bars to bronze medallions awarded by the Royal Life Saving Society.

First aid

The police national first aid competition was won by "P" Division and the national competition for policewomen was won by the team representing No. 1 area of this Force. Later in the year both these teams represented the police service in the St. John Ambulance Association's Grand Priors Trophy competitions.

Promotion examinations in police subjects

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

	Candidates	Successful
Sergeants		
Competitive	369	84
Qualifying	392	100
Constables		
Competitive	1,628	417
Qualifying	425	61

The 369 sergeants who took the competitive examination had between 5 and 23 years' service. The length of service of the 84 successful candidates ranged from 6 to 19 years, all having joined as constables since 5th March, 1951.

Complaints against police officers

During the year, 3,509 persons made complaints against police officers as compared with 3,296 in 1969, an increase of 63 per cent or only a little more than half the percentage increase recorded in 1969. In 204 cases (58 per cent) the complaint was held to be substantiated (1969: 253 or 77 per cent).

For many years the largest single category of complaints has been that relating to the attitude of officers towards members of the public and 1970 proved no exception. Regrettably, the number of such complaints again

rose and the proportion found to be substantiated showed a fractional increase over that for 1969. The numbers of complaints of bribery and false evidence, and also of assault, rose considerably during 1970. However, none of the allegations of bribery and false evidence was held to be substantiated and the number of complaints of assault which was found to be substantiated was the same as in the previous year.

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 1,446 complaint cases, of which 1,422 were sent to the Director of Public Prosecutions. In 1,305 cases the Director recommended no criminal proceedings, but in 21 of these disciplinary action was subsequently taken.

Proceedings against the officers concerned were taken in 117 cases (110 of which involved traffic offences). In 59 cases involving only traffic offences the officers were found guilty. In 30 of the 58 remaining cases the officers were found not guilty and in 28 cases the proceedings had not been completed.

In addition, 11 officers were charged forthwith with criminal offences without the papers being referred to the Director. In 5 of the cases the officers were found guilty, 4 officers were found not guilty and 2 cases had not been completed.

A total of 43 other officers were allowed to retire from the Force before the completion of the criminal or disciplinary investigation.

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 160, compared with 137 in the previous year. Disciplinary boards dealt with 55 officers, an increase of 2 compared with 1969. Twelve officers were dismissed from the Force and 1 was required to resign.

Health

Men

The number of days' work lost to the Force through sickness and injury was 259,794, compared with 272,459 in 1969. Allowing for the increase in strength of the Force, the loss was 61 per cent less than in 1969 and was equivalent to having 712 men off the strength throughout the year. The number of days lost per man on the strength decreased from 137 in 1969 to 128, the same figure as in 1968.

Uncertificated absences for periods not exceeding 3 days accounted for the loss of 62,725 days, 24.1 per cent of the total and 4.8 per cent less than in 1969. The loss through certificated absences was 4.6 per cent less than in the previous year.

The average length of spells of sickness (5.5 days) was lower than in 1969 and the number of spells dropped from 48,730 to 47,369. 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 352, compared with 375 in 1969 and 349 in 1968.

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

There were 30 deaths during the year, of which 14 were attributable to illnesses in the circulatory diseases group and 8 to the growths group. Three officers were killed in road accidents, 2 of whom were on duty. The remaining deaths were due to various causes.

In the respiratory diseases group, the number of days lost through un-certificated sickness was 30,528, or 37.7 per cent of the total for the group, but the average length of spell was only 7.1 days. In the digestive diseases group, 21,932 days were un-certificated, or 61.8 per cent of the group total, but the average length of spell was only 1.7 days. In the other groups, the proportion of un-certificated sickness was relatively small, ranging from 2.6 per cent in the circulatory and blood diseases group to 20.3 per cent in the allergies group. Of the 78,450 days lost through injury (17.5 per cent more than in 1969), 36,146 or 46.1 per cent were from injuries on duty and 42,304 or 53.9 per cent from injuries off duty. Although no doctor's certificate is required for absences of up to 3 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, 8,796 were due to assaults by prisoners (22.3 per cent more than in 1969); 5,336 due to motor cycle accidents when the injured officer was riding (18.8 per cent less than in 1969); 5,841 days due to accidents where the injured officer was driving a car or was a car or motor cycle passenger (39.1 per cent more than in 1969); and 1,592 days due to accidents while an officer was examining premises (39.4 per cent more than in 1969).

Of absences arising from injuries off duty, the largest single cause was injuries suffered in sport and games which accounted for 11,003 days (5.7 per cent less than in 1969). The next most frequent cause was accidents involving vehicles of which the injured officer was either the driver or a passenger, which accounted for 2,812 days (7.7 per cent more than in 1969).

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	
	Certified	Uncertified	Certified	Uncertified	Certified	Uncertified
Under 25 years ..	0.64	2.08	10.14	1.71	1.77	0.58
25-29 years ..	0.48	1.75	11.26	1.88	1.40	0.50
30-39 years ..	0.42	1.50	14.04	2.30	1.63	0.94
40-49 years ..	0.38	1.96	16.75	1.56	1.74	0.45
50 years and over ..	0.39	1.84	21.48	2.12	1.73	0.49
All ages ..	0.45	1.91	13.27	1.93	1.66	0.80

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 un-certificated sickness was lower than in 1969, the average length of spells of certificated absence was higher.

Women

The sickness rate for women police was 54 per cent. The rate for certificated sickness was 4.3 per cent and for un-certificated sickness 1.1 per cent. Respiratory and digestive ailments accounted for nearly half the days lost.

Medical and Dental services

During the year, 1,142 officers (compared with 1,277 in 1969) were admitted to hospital, 218 of them to St. Thomas' Hospital and its associate hospitals. The Police Nursing Home admitted 281 patients, comprising 183 men, 26 women and 72 cadets (compared with 281 men, 26 women and 37 cadets in 1969), and the Convalescent Home at Hove received 225 patients from this Force (197 men, 25 women and 3 cadets) compared with 318 patients in 1969.

Dental inspections of cadets at 6 monthly intervals and of probationers during their initial and final training courses have continued, as also have regular medical checks of cadets.

Welfare

The amount of work undertaken in the Welfare Branch has continued to increase and the total number of problems referred from all sources, including widows and pensioners, was 655 (compared with 643 in 1969). More than half of the problems of serving officers continued to relate to the breakdown of marriages.

Cases dealt with on behalf of the Committee of Management of the Police Dependents' Trust numbered 295, 10 fewer than in 1969. However, there were 18 new cases compared with 13 in the previous year.

In April the branch gained an additional officer who is giving special attention to the resettlement (i.e. placing in suitable employment) of officers retired prematurely on grounds of ill-health. Because placing these officers can sometimes be difficult, they are interviewed immediately the decision to retire them medically has been taken so that they can be given all possible advice and assistance. The initial results of this work have been most encouraging. Attention has also been concentrated on getting into touch with and interviewing reliable employers with suitable work available and on interviewing and advising officers who have retired or are about to retire. In addition, efforts have been directed at those officers who will be retiring in several years' time in order to advise them on the courses of study necessary in preparation for their intended new careers.

Civil Staff

The total number of full-time civil staff employed at 31st December was 10,037, comprising the following broad groups:—

General administration and support staff in Headquarters' departments	3,168
Professional, technical and scientific staff	1,104
Industrial workers in garages, maintenance depots, stores, etc.	1,295
Catering staff (including industrial grades)	1,248
Clerks, typists, telephonists, etc., in divisions	1,637
Traffic warden grades	1,585

At 31st December the total number of part-time and casual staff was 3,352, including 315 telephonists, 1,508 cleaners and 1,370 school crossing patrols.

I stated in Chapter 1 that the substantial growth in the number of civil staff in recent years has been accompanied by a considerable increase in the range and responsibility of the work undertaken by civilians. This has been particularly marked as regards the executive grades, of which the basic rank is staffed by direct recruitment through the Civil Service Commission as well as by promotion from within the Metropolitan Police organization. It is also noteworthy that there has been a large increase in the number of posts in divisions taken over by members of the civil staff, enabling police officers to be released for more active duty. With the full effects now being felt of the merger of the Commissioner's and Receiver's Offices in 1968, there are good career prospects and a great variety of responsible work for young men and women joining the civil staff.

The civil staff training programme was again widened by the inclusion of a 3 day course in written communication for traffic warden controllers and supervisors. By the end of the year the training programme comprised 7 courses held regularly, ranging in length from 1 day to 3 weeks and in content from basic clerical techniques to advanced management training. During the year a total of 1,762 civil staff officers attended these courses.

The impending introduction of decimal currency made it necessary to conduct short but intensive courses of instruction for all civil staff who handled money or who were concerned with accounting procedures. In the 3 months preceding 3-day 175 such courses were attended by more than 1,700 members of the civil staff.

By the end of the year plans were well advanced for the commencement of both local and central training of civil staff serving in administration units in divisions.

During the year 263 officers attended external day release or block release courses, either in furtherance of their general education or with a view to the acquisition of academic, professional or technical qualifications. A total of 165 officers were granted financial assistance for further education at evening classes. In addition, 131 officers attended specialist seminars and courses, mainly in senior management and in the scientific and technical fields.

Sport and police functions

Metropolitan Police Athletic Association

The Association continued to expand during 1970 and now comprises 37 sections. The previous high standards of performance have been generally maintained and the athletics, basketball, boxing and swimming sections and the golf society all enjoyed an exceptionally successful year.

Three members of the Association were selected to represent their countries at the Commonwealth Games held in Edinburgh. Sergeant McNamara represented England at wrestling and won a bronze medal; Constable Banham took part in the boxing, captaining the England team; and Constable Sutherland represented Scotland in the 20 mile walk, gaining a bronze medal. In addition, Constable Whyte and two honorary life members of the Association, Mr. Bissell and Mr. Sutton, officiated at the Games in various capacities.

There were many other representative honours. Constable Sutherland represented Great Britain in walking matches against Germany, the U.S.A. and France. Constable Banham represented the A.B.A. and the London A.B.A. in various boxing matches. Constable Mahoney played water polo for Wales against Holland, Luxembourg and Belgium and also in the home countries' tournament, in which Constable Davies represented England. Constable Rees represented Wales at soccer against Holland (twice), England, Ireland and Scotland. Constable Ross represented Scotland at walking against the Midland Counties. Members of British Police teams were Station Sergeant Barr and Constables Bevis and Short at rugby; Constables Parker, Martin and Whitman at judo; Constables Cole and Ritchie at badminton; Station Sergeant Mockitt, Sergeants Fogg and Soddon and Constables Flint, Sutherland, Taylor and Ward at walking; and Constables Crowley and Small in the European police athletic championships at Helsinki.

There were also a number of individual and sectional honours. Inspector Johnson refereed the Franco v. Ireland international rugby match and also the second half of the England v. Wales match. Sergeant McNamara won the London, Southern Area and British heavyweight wrestling championships. Sergeant Pooley was a member of the successful pair in the Middlesex county bowls championships. Sergeant Fogg won the Barking to Southend walk for a record tenth time. Constable Sutherland became the Scottish 7 mile walking champion. In the London Business Houses' badminton championships Constable Amey won the men's singles handicap and Constable Ritchie was a member of the winning pair in the men's doubles. The hockey club won the London six-a-side tournament for the first time. The tennis bowling club won the London Business Houses' competition and represented that organization in an international tournament in Geneva. The tug-of-war club won the Middlesex championships.

Horse Shows

The 42nd Metropolitan Police Horse Show and Tournament was held at Amber Court on 31st July and 1st August. Provincial police forces and the City of London Police competed in the various classes. The armed services were represented by contingents from the Royal Marines, the Royal Military Police, the Royal Military Academy, Sandhurst, and the Royal Army Veterinary Corps' Training Centre.

The Mounted Branch competed at 12 horse shows during the year and did extremely well to win the sword, lance and revolver competition at the Royal Tournament, the individual and team tent-pegging competitions at the Greater London Horse Show, the individual tent-pegging competition at the Royal Windsor Horse Show, and the team tent-pegging competitions at the Aldershot Show and the Epsom & Ewell Horse Show. The branch also won the 1 day event at the Crookham Horse Trials, the Riding Club's team jumping competition and the individual open competition at the Taplow Horse Show, and both the King George V Champion Challenge Cup for the best trained police horse and the sword, lance and revolver competition at the South of England Agricultural Show.

The Mounted Branch musical ride was performed at the Great Yorkshire Show and the Greater London Horse Show and the activity ride at the Suffolk and Colchester Military Tattoos.

Metropolitan Police Band

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

In addition to performances at Bournemouth and Folkestone, the band provided music at the Jubilee reception given by the National Council of Women of Great Britain at the Banqueting House, Whitehall.

Honours

The following honours and awards were received in 1970.

Royal Victorian Order

To be a Commander (C.V.O.):

Mr. F. G. D. Smith, D.F.C., Deputy Assistant Commissioner, "C" Department.

Order of the British Empire

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

Mr. C. P. Attwood, Q.P.M., Deputy Assistant Commissioner, Inspectorate.

Colonel N. A. C. Croft, D.S.O., M.A., Commandant, Metropolitan Police Cadet Corps.

Mr. T. H. Williams, Deputy Assistant Commissioner, Inspectorate.

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

Commandant L. E. Clow, Metropolitan Special Constabulary.

Commander F. R. Davies.

Detective Inspector G. C. G. Fryer.

Police Constable H. F. A. Heath, as Secretary of the Constables' Branch Board, Police Federation (since deceased).

Police Sergeant P. S. Joiner, as Treasurer of the Joint Central Committee, Police Federation.

Commander H. Mitchell.

Commander C. J. Renshaw, O.P.M.

Mr. F. A. Stroudley, Higher Clerical Officer, "B" Department.

Order of St. John

Promoted to the Grade of Officer (Brother):

Police Constable W. J. Powell.

Admitted in the Grade of Serving Brother:

Police Constable T. R. Constable.

Police Constable R. J. Phillis.

Police Sergeant T. W. D. Venning.

Admitted in the Grade of Serving Sister:

Woman Inspector R. M. Knight, Metropolitan Special Constabulary.

Woman Police Constable M. J. Wilson.

British Empire Medal (Civil Division)

For Gallantry:

Police Constable A. M. Greaves.

Police Constable J. M. Griffiths.

Police Constable R. A. Jones.

Police Constable J. Miller.

Police Constable R. Shacklock.

For Meritorious Service:

Mr. W. F. Bowley, Chargehand, Printing Branch, "G" Department.

Mr. F. W. Byway, Technical Officer Grade II, Chief Engineer's Department.

Detective Inspector V. Claise.

Police Sergeant G. L. J. Gurnham.

Chief Inspector R. A. W. Jeffrey.

Chief Inspector G. D. Kirk.

Detective Inspector J. H. Mitchell, A.M.

Mr. N. J. Mowbray, Electrician, Chief Engineer's Department.

Police Sergeant K. A. Ferryman.

Inspector S. Powers.

Mr. E. R. Vaughan, Telecommunications Technical Officer Grade II, Chief Engineer's Department.

Bar to the British Empire Medal

For Gallantry:

Police Sergeant (2nd Class, C.I.D.) P. G. Gibbins, B.E.M.

Queen's Police Medal

For Distinguished Service:

Commander D. B. S. Adams (since deceased).

Commander G. H. Burgoyne.

Commander P. V. Collier.

Commander C. J. Dace.
 Commander N. J. H. Darke.
 Detective Chief Superintendent T. M. Edwards.
 Mr. R. Linge, Deputy Assistant Commissioner, Inspector.
 Commander F. J. Sheppard, M.C.

Royal Victorian Medal (Silver)

Police Constable L. Hyson.
 Police Constable D. McC. Scott.

Commendation by Her Majesty The Queen

Police Constable (C.I.D.) B. K. Barnes.
 Police Constable N. J. Lewis (now Temporary Police Constable (C.I.D.)).
 Police Constable S. Morris (now Temporary Police Constable (C.I.D.)).
 Temporary Police Constable (C.I.D.) B. R. Munro.
 Police Constable (C.I.D.) H. H. Parker (now Police Sergeant (2nd Class, C.I.D.)).
 Police Constable D. H. Price.
 Police Constable M. R. Tarling.
 Temporary Police Constable (C.I.D.) D. Tucker.

Changes among senior officers

Police

Mr. J. C. Alderson, Deputy Assistant Commissioner, was appointed Commandant of the Police College.
 Mr. J. C. Bliss, O.P.M., Deputy Assistant Commissioner, returned from service as National Co-ordinator of Regional Crime Squads in England and Wales and assumed responsibility for Forward Planning in Management Services. He was later appointed Head of Management Services.
 Mr. J. Lawlor, C.V.O., Q.P.M., Deputy Assistant Commissioner, retired from the Force.
 Mr. J. V. R. Du Rose, O.B.E., Deputy Assistant Commissioner, retired from the Force.
 Mr. E. J. E. Tickle, O.B.E., Deputy Assistant Commissioner, "D" Department, assumed responsibility for Training.
 Mr. R. J. Mastel, C.B.E., Deputy Assistant Commissioner, was transferred to "D" Department and assumed responsibility for Personnel.
 Mr. I. Forbes, O.P.M., Commander, was appointed Deputy Assistant Commissioner for service as National Co-ordinator of Regional Crime Squads in England and Wales.
 Mr. J. H. Gerrard, M.C., Commander, "A" Department, was appointed Deputy Assistant Commissioner and assumed responsibility for Operations.
 Mr. R. C. Chis, Commander, "C" Department, was appointed Deputy Assistant Commissioner and assumed responsibility for Headquarters Operations.

Civil Staff

Mr. A. J. Jones, P.C., Assistant Secretary, Home Office, was appointed to a new post of Deputy Receiver, Customs and Excise, under the Receiver of the Directorate of Administration and Finance.
 Mr. S. R. Walker, C.B., Deputy Receiver and Director of Administration, retired.
 Mr. H. L. Emmott, Director of Finance, returned to the Ministry of Defence on completion of his secondment.
 Mr. P. J. G. Backley, Senior Chief Executive Officer, was appointed Director of Administration.
 Mr. J. Lait, Senior Chief Executive Officer, was appointed Director of Finance.
 Mr. E. G. David, Chief Executive Officer, was promoted to Senior Chief Executive Officer, "F" Department.
 Mr. R. H. Bower, Chief Executive Officer, was promoted to Senior Chief Executive Officer, "G" Department.
 Mr. B. J. Cullford, B.Sc., Principal Scientific Officer, was promoted to be a Senior Principal Scientific Officer in the Metropolitan Police Laboratory.

CHAPTER 3

Public Order: Operations: Other Police Duties

Public order

On Sunday 25th January, a demonstration was organized by the Vietnam Solidarity Campaign Ad-Hoc Committee as a protest against the Prime Minister's proposed visit to the United States of America. About 900 persons assembled on the Victoria Embankment and after marching through the West End returned to Whitehall, where an attempt was made to break the police cordon at Downing Street. There were some scuffles and 11 persons were arrested; 3 police officers received slight injuries.

On Saturday 31st January, the last match of the South African rugby tour took place at Twickenham and the Anti-Apartheid Movement, supported by similar associations, again organized large-scale demonstrations. Prior to the match about 7,000 people took part in a march to the ground and stood at the main gates displaying banners and chanting. Minor outbreaks of disorder took place and some arrests were made. Inside the ground, demonstrators attempted to invade the pitch but were prevented from doing so. Other diversionary tactics adopted in an attempt to stop the game included the throwing of tin-tacks and pepper. Throughout the afternoon there were scuffles between demonstrators and rugby supporters and as a result 28 persons were arrested. A total of 20 police officers were injured, of whom 3 required hospital treatment.

The annual march by supporters of the Campaign for Nuclear Disarmament took place in stages from Crawley, Sussex, to Trafalgar Square between 27th and 29th March. The largest number of marchers present was approximately 700 and there was no disorder. The activities of the C.N.D. over the Easter weekend concluded with a "pop" concert in Victoria Park, E.9, attended by about 5,000 people. Although the crowd was generally well-behaved, some minor outbreaks of disorder resulted in the arrest of 9 juveniles and 1 adult. Support for the event as a whole has declined in recent years.

On Sunday 26th April, the Vietnam Solidarity Campaign April 26th Ad-Hoc Committee organized a meeting at Speakers' Corner, Hyde Park, after which some 500 persons, headed by a contingent of Black Power supporters, marched to the offices of the High Commission for Trinidad and Tobago in Belgrave Square. In the course of the march one of the escorting police officers was attacked in Park Lane, sustaining serious head injuries. When the marchers subsequently returned to Speakers' Corner via Grosvenor Square a person was identified and arrested for the assault. This action provoked a series of attacks on the escorting police officers, as a result of which 8 officers were injured and a further 20 arrests were made.

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On Saturday 9th May, a demonstration was organized by the British Campaign for Peace in Vietnam, supported by similar associations, to protest against American involvement in Cambodia and the shooting of 4 students at Kent University in the United States. Following a meeting in Trafalgar Square, 4,000 people marched to Grosvenor Square. Although not violent the demonstrators were noisy and unco-operative and at Duke Street a group of several hundred people left the main body of marchers and attempted to approach the American Embassy by way of North Audley Street, where they were halted by foot and mounted police officers. The demonstrators then turned along the north side of Grosvenor Square, and after failing in an attempt to enter the gardens re-joined the main body of marchers. Further attempts by militants to break through the police cordon on the south side of the square were thwarted. A few minor incidents involving a small break-away group took place outside the premises of DOW Chemicals at Wignam Street and Hanover Square and some arrests were made. During the demonstration a total of 50 persons were arrested and 65 police officers were injured, 2 of whom were detained in hospital.

On Sunday 17th May, a meeting was held in Trafalgar Square by the Palestine Solidarity Campaign to protest against the alleged assistance being given to Israel by the United States of America, after which those present marched to the United States and Israeli Embassies. On their arrival at Kensington Palace Gardens a counter-demonstration was taking place, and a police cordon was placed between the opposing factions. No physical contact was made, but there were heated verbal exchanges between the groups. A straw effigy of the Israeli Minister of Defence was set alight, but was extinguished by police. Scuffles then broke out and a group of Arab demonstrators were involved in an outbreak of disorder with an opposing faction, as a result of which a man was seriously injured. A total of 13 persons were arrested and one police officer was injured before order was restored.

Several marches and demonstrations by Irish extremist organizations took place in protest against the imprisonment of Miss Bernadette Devlin in Northern Ireland. In particular, on 28th June about 1,000 supporters of the various organizations made a determined but unsuccessful attack on the police cordon in an attempt to get to the Ulster Office. Scuffles broke out and missiles were thrown at police; 8 officers were injured and 30 persons arrested before the area was cleared. About a month later a man in the Strangers' Gallery of the House of Commons threw two canisters of CS gas into the Chamber of the House. Several Members of Parliament were overcome by fumes and the Chamber was temporarily cleared. A man was detained and later charged with offences under the Firearms Act.

On Saturdays 18th July and 12th September, "pop" concerts similar to those held in 1969 took place in Hyde Park. The first concert was attended by some 85,000 people. There were minor outbreaks of disorder and 12 persons were arrested, several of them for possessing drugs. The concert on 12th September was less popular and the crowd of about 10,000 was well-behaved. However, 12 persons were arrested, mainly for drug offences and illegal trading. A disturbing feature of these events was the number of casualties: a man was drowned in the Serpentine, a girl badly burned, 30

people sent to hospital for treatment and over 70 given first aid, several of whom were suffering from an overdose of drugs.

On Sunday 9th August, a demonstration was organized by the Black Power Movement outside police stations in the Notting Hill area in protest against alleged local victimization of coloured people. About 100 supporters assembled in All Saints Road and were escorted by police, who were without knowledge of the proposed destination. The marchers were very troublesome and insulting to the accompanying police officers. At Portnall Road, the demonstrators attacked the police with various missiles and several officers were injured. Order was restored after about 10 minutes and a number of arrests were made, but at the junction of Shirland Road and Ashmore Road further disorder broke out. A total of 24 persons were arrested and 20 police officers were injured, 2 of whom were detained in hospital.

On Saturday 26th September, a demonstration was organized by the Palestine Solidarity Campaign and was supported by like-minded organizations. Some 300 persons assembled at Speakers' Corner, Hyde Park, and marched to the United States and Jordanian Embassies. On arriving at the Jordanian Embassy, the demonstrators made a rush at the police cordon and missiles were thrown, including a large number of eggs. Thirteen arrests were made and 8 police officers were injured, 2 of whom required hospital treatment.

On Sunday 25th October, a demonstration was organized by the Anti-Apartheid Movement, supported by numerous other organizations, in protest against the proposed sale of arms to South Africa. The demonstration commenced with a march from Victoria Embankment to Trafalgar Square, where about 4,000 persons arrived for a meeting. Whilst this meeting was in progress a previously unannounced march by members of the International Maples Organization took place from Speakers' Corner to Canada House to demonstrate support for the Quebec Liberation Front in Canada. On reaching their destination these demonstrators attacked the police cordon and scuffles broke out and arrests were made. During this short outbreak of disorder, several tennis balls filled with red paint were thrown at police. The incident provoked a small group of anarchists to leave the main body of anti-apartheid demonstrators, who then numbered about 8,000, and an attempt was made to gain access to South Africa House. However, the breakaway group were contained by police and further arrests were made. At the end of the meeting, some 2,000 anarchists and militants marched to premises in St. James's Square, where a model aircraft with a lighted firework attached was launched at the police cordon. Several arrests were made and police then cleared St. James's Square of demonstrators, but further incidents followed. A total of 65 persons were arrested and 35 police officers were injured, 4 of whom required hospital treatment.

Following riots in Poland and the trial of 16 Basques in Spain, two demonstrations were organized on Sunday 20th December. The first started with a meeting at Speakers' Corner and concluded with a march to the Polish Embassy by approximately 1,400 persons. The second group of demonstrators met at Horse Guards Avenue and marched to the Spanish Embassy. Minor outbreaks of disorder occurred outside the two Embassies and 18 arrests were made.

Industrial disputes

A total of 202 industrial disputes occurred, compared with 164 in 1969. As in previous years, the majority were of a minor nature, but some required extra supervision by police.

A national dock strike which began on 14th July lasted until 3rd August, when there was a complete return to work. Numerous meetings and marches took place, but without serious incident.

On 29th September, a strike of borough council workers started which eventually involved sewerage and refuse disposal workers in almost all local authority areas within the Metropolitan Police District. Large quantities of refuse which accumulated in the London Borough of Tower Hamlets were declared a hazard to health and were removed by the Army. After a difficult industrial period during which arrests were made at a number of incidents, normal conditions were resumed on 16th November.

A work to rule and ban on overtime by electricity workers caused frequent and widespread interruptions to power supplies during the period from 7th to 16th December. Consequent failures of automatic traffic signals caused some disruption to traffic.

Women Police

The establishment of women in the Force increased from 629 to 650 and the total strength rose by 29 to 621. The number of women who joined was 124, of whom 7 transferred from other forces. There were 95 resignations, mainly for domestic reasons, compared with 73 in each of the two previous years. Resignations at the Training School accounted for 11 of the total, compared with 5 in 1969. Premature resignations of young officers are always a matter of concern but there has been a slight reduction in such wastage in recent years and an increase in the number of young women continuing to serve for a time after marriage. The number of married women serving at the end of the year was 111.

Women police officers have continued to be employed on a wide variety of work. In addition to their involvement in the general policing of divisions and their work in the specialist field of dealing with women and children they have undertaken special duties in connection with public security, demonstrations and public order.

New fields of work have been opened to women police during the year, notably crime prevention, the Mounted Branch, the Dogs Section and the Serious Crime Squad. The fact that those women who intend to make a career in the service are now able to take advantage of a wider variety of duties is reflected in the increased number of women sitting promotion examinations. In 1970, 17 women constables passed the examination for promotion to sergeant and 6 women sergeants passed the qualifying examination for promotion to inspector.

Mounted Branch

At the end of the year the strength of the branch, at 210 officers, was up to establishment.

During the year, 22 horses were purchased, 1 was sold, 1 was retired as unfit for further duty and 13 were humanely put down. The strength of horses on 31st December was 206, against an establishment of 201.

The training of recruits continued 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, Sussex Constabulary, Leeds City Police, Nepal, Nigeria and Saudi Arabia attended courses of instruction at Imber Court.

During 1970, the branch was responsible for 120 arrests, 3,291 summonses, 3,958 verbal warnings and 986 stops.

Because of the continuing increase in the cost of purchasing new mounts, I approved an experiment to breed from 2 of the branch's mares and I am happy to report that as a result 1 filly and 1 colt foal were taken on the strength of horses. It is my intention to continue with this breeding programme.

During the year 3 women officers were assigned to the branch, and after completing their equitation course were posted to ordinary mounted patrol duty in the Whitehall area. It is my intention to pursue this new scheme.

Thames Division

During the year patrols rescued 24 persons from drowning and 22 others were rescued by private persons. Police recovered 59 bodies from the river, of which 55 were identified.

The commercial life of the river continued to decline. The Surrey Docks were closed in October and several well-established firms moved elsewhere. Some tug and lighterage companies went out of business and others amalgamated. The St. Katharine and London Docks are being redeveloped to include an hotel and yacht marina and this is expected to result in a large increase in the number of private craft operating in the area of the Pool of London.

Underwater Search Unit

The unit dealt with 79 calls, involving 202 days of searching, and a further 82 days were spent in routine searches. During their searches the unit recovered 9 bodies, 8 motor vehicles, 4 motor cycles, 4 safes, 6 pistols and numerous other items, including a large quantity of jewellery and silverware.

Dogs Section

The working party recommendations to which I referred in my last Report were implemented, and as a result the day-to-day operational control of the Dogs Section has substantially improved. Steps are being taken to ameliorate the central office accommodation and transport facilities of the section.

At the end of the year 252 dogs were on the operational strength, compared with 235 in 1969, and a further 12 dogs were under training. A total of 36 dogs were disposed of due to age or illness. Of the 48 puppies reared during the year, 18 were being walked in divisions and 8 were disposed of as unsuitable. A further 22 were still at the Dog Training Establishment.

During the year 2 Labrador dogs were trained to detect explosives and 1 of these joined the operational strength.

The 6 dogs specially trained in the detection of dangerous drugs attended 552 calls, resulting in the arrest of 567 persons. These dogs and their handlers were again called upon to assist officers of H.M. Customs and Excise.

A total of 135 handlers were trained during the year, of whom 61 were from other forces.

During the year 3 police officers from Paris, 2 from Rome and 6 from provincial forces were supplied with Labrador dogs and trained to employ them in the detection of dangerous drugs.

Two Home Office courses for instructors were attended by 25 officers, all of whom reached the required standard. Specially designed instructors' courses were attended by 21 senior officers of H.M. Prison Service Dogs Section.

In response to enquiries from various official bodies about the use of dogs for detecting drugs, a short course of instruction was arranged for representatives of H.M. Customs and Excise, H.M. Prison Service and the Royal Air Force, as well as officers from 6 provincial police forces, the Royal Ulster Constabulary and the Finnish Police.

Aliens

The number of registered aliens living in the Metropolitan Police District on 31st December, 1970, was 101,707, compared with 98,429 at the end of 1969, an increase of 3,278 or 3.3 per cent. United States citizens again headed the list with 13,915 (13.7 per cent of the total) and Spaniards were again a close second with 12,635. There were 7,817 Italians, 7,426 French, 6,334 Germans and 5,249 Swedes, the numbers for each of these nationalities showing a slight reduction compared with 1969. The only other nationalities with more than 3,000 residents were South African (3,990), Portuguese (3,766), Iranian (3,080) and Greek (3,009).

During the year, 173 persons were dealt with by the courts for offences against the Aliens Acts and Orders. A total of 92 were recommended for deportation, of whom 29 were first sentenced to imprisonment, 13 received suspended sentences, 49 were fined and 1 received a conditional discharge.

Of the aliens required to leave the United Kingdom under deportation orders enforced by the Metropolitan Police, 90 were men and 16 were women.

Commonwealth citizens

Deportation orders in respect of 193 men and 21 women (235 men and 10 women in 1969) were enforced by the Metropolitan Police. In addition, 183 male and 3 female Commonwealth citizens were repatriated, compared with 207 and 24 respectively in 1969.

Arrests and summonses

The number of persons arrested in the Metropolitan Police District and dealt with by the courts in 1970 was 140,619, a decrease of 313 or 0.2 per cent compared with 1969.

Of these, 45.1 per cent were dealt with for indictable offences, 28.2 per cent for drink-driving offences and 26.7 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 1970 was 212,016 compared with 217,263 in 1969. Further details are given in Appendix 4, Table 3.

Betting, gaming and lotteries

During the year 4 warrants were executed in respect of unlawful betting, as compared with 6 in 1969, and 1 further case was dealt with by way of summons. Four cases (including 1 arising in 1969) were decided and the fines and costs imposed by the courts totalled £969.

The number of gaming warrants executed was 101, compared with 104 in 1969. Of this total, 37 related to gaming on machines or machine and other gaming together, 38 to cards, 18 to pai-kau, 1 to dice, 4 to roulette or roulette and other games together and 3 to bingo (or its variations). In addition, 9 cases of various kinds of gaming were dealt with by way of summons. During the year 110 gaming cases (some of which arose from raids carried out in 1969) were decided, fines and costs imposed by the courts totalled £13,243, and orders were made for the forfeiture of 17 machines.

Whilst no warrants were executed in connection with lotteries, proceedings were taken by way of summons in respect of 4 lotteries and 2 prize competitions and fines and costs totalling £1,114 were imposed.

At the end of the year 20 clubs were licensed for gaming other than bingo and 131 clubs for bingo only under the provisions of Part II of the Gaming Act 1968. A further 26 members' clubs were registered for gaming under the Act.

Clubs

At 31st December, 1970, there were 2,892 clubs operating under registration certificates and 592 clubs operating under justices' licences. The combined total of 3,474 clubs showed an increase of 39 on the previous year.

During the year, 13 raids were made on registered clubs, 51 on licensed clubs and 19 on clubs that were neither registered nor licensed. Proceedings were completed in respect of 53 cases (some of which arose from raids carried out in 1969) and fines and costs totalling £6,236 were imposed.

Licensed premises

Apart from the clubs previously mentioned which operate under a justices' licence, at the end of the year there were 8,522 premises licensed for the sale of intoxicating liquor for consumption on the premises, and of these 2,034 had restaurant, residential, or combined restaurant and residential licences. The number of "off" licensed premises was 3,722.

During the year, 60,376 (60,296 in 1969) special orders of exemption were granted to licensed premises and clubs, of which 21,057 (20,480 in 1969) were for the Christmas and New Year period.

Drunkenness

During the year there were 39,674 arrests (36,170 men and 3,504 women) and 34,956 convictions for drunkenness and drunkenness with aggravation, or 429 more arrests and 792 more convictions than in 1969. In addition,

684 persons charged with other offences were also charged with drunkenness, resulting in 576 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.

Of persons convicted of drunkenness, 2,108 were aged between 18 and 21 (2,012 males and 96 females) and 392 were under 18 years of age (372 males and 20 females).

Firearms

The number of new firearm certificates granted was 1,289, and 3,308 expired certificates were renewed. Totals of 149 new applications and 70 applications for variation of certificate were refused, compared with 171 and 33 respectively in 1969. Cancellations of certificates totalled 2,117, including 140 applications for renewal which were refused (93 in 1969) and 8 certificates which were revoked. There were 6 appeals to quarter sessions, of which 5 were dismissed and 1 was allowed. At the end of 1970 there were 13,840 current firearm certificates, a decrease of 823 compared with 1969.

The number of dealers registered with the Force on 31st December was 332, a decrease of 26 from the previous year. A total of 42 dealers had their certificates cancelled because they ceased to trade in firearms and 5 applications for registration were refused.

The number of persons charged or dealt with by summons under the Firearms Act 1968 was 549, and 128 cautions were administered. In addition, 20 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, 2,586 firearms of all descriptions (including 1,234 pistols and revolvers and 270 shot-guns) were surrendered or confiscated, and small shells, grenades and assorted ammunition amounting to 137,320 rounds were received.

The number of shot-gun certificates granted during the year was 4,001, including 131 short-term visitors' certificates, and 6,317 expired certificates were renewed, including 76 visitors' certificates. Refused applications totalled 146 and 15 certificates were revoked. There were 4 appeals to quarter sessions against refusal to grant a shot-gun certificate, of which 3 were dismissed and 1 was allowed.

Missing persons

During the year, 2,930 persons were recorded in the central index as missing, compared with 2,793 in 1969. This total included 207 boys and 135 girls under 14 years of age and 616 boys and 1,315 girls between the ages of 14 and 21. Girls in the latter age-group form nearly half the total of persons reported missing.

Details of 765 missing persons were recorded in the index at the request of provincial forces, compared with 609 in 1969.

At the end of the year 125 persons were still recorded as missing, of whom the largest category was 48 girls in the 14-21 years age-group.

A time-consuming task which has involved an increasing amount of work in recent years is the tracing of relatives and the disposal of property of deceased persons, mainly elderly people, who have either lived alone or been taken ill in the street and who have died subsequently in hospital. During the year the property of 472 deceased persons was disposed of either to relatives who had been traced or through the Treasury Solicitor.

Lost property

There was again a decrease in the number of articles found in cabs and deposited with the police. The number of articles deposited was 12,647 (71 fewer than in 1969), and of these 3,237 (41.4 per cent) were restored to their owners and 3,293 (26 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 police totalled 121,764, an increase of 374 compared with 1969, and the number of losses reported to police, at 130,658, was 8,429 higher than in the previous year. Of the property handed to police, 45,793 items (37.6 per cent) were restored to the losers.

Abandoned vehicles

Police made enquiries about 1,083 apparently abandoned vehicles, 902 fewer than in 1969. The reduction in police involvement was accounted for by the increased activity of local authorities, who removed a large number of vehicles they themselves had found as well as 861 of the 1,083 abandoned vehicles reported by the police.

Abstracts of particulars of street accidents

There were 46,000 applications for particulars of street accidents from parties interested in civil claims, an increase of 3,000 over the 1969 figure.

House-to-house collections

A total of 85 licences (1 less than in 1969) were issued. The number of certificates of exemption issued for local and transitory collections was 455, compared with 486 in 1969.

Street collections

On the recommendation of the Advisory Committee, permits were granted for 77 collections, of which 23 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, 15,234 were sent to the Dogs' Home, Battersea, 1,078 more than in 1969.

Podlars

At the end of 1970 there were 745 podlars' certificates current, a decrease of 44 during the year.

Vagrancy

In 1970, 307 persons (274 men and 33 women) were charged with begging, compared with 200 in 1969. Under the Vagrancy Act 1824, as amended in 1935, a total of 155 persons (140 men and 15 women) were charged with sleeping out, the same number as in 1969.

CHAPTER 4

Crime

As stated in Chapter 1, the total of indictable crimes known to the police, at 321,156, was slightly below the figure for 1969, while the crimes cleared up rose to give an overall clear-up rate of 28.8 per cent, the best since 1957. Arrests also rose, by 7.8 per cent to 80,980. Details are shown in Tables 1, 2 and 3 of Appendix 2.

Despite this overall containment of crime, some of the more serious crimes increased in number compared with the previous year. In the offences against the person group, for instance, with an overall 5.3 per cent increase, all the individual offences, except murder, were above the figures for 1969.

Offences against the person

There were 105 cases of homicide (the general classification for murder, manslaughter and infanticide), 51 of which resulted in a verdict of murder, the same number as in 1969. Three murderers committed suicide and in only 5 other cases had no arrest been made by the end of the year. Of the remaining 54 violent deaths (19 more than last year) 49 were classed as manslaughter and 5 as infanticide.

The Criminal Investigation Department investigated 92 cases in which murder was alleged and these, as I mentioned last year, necessitate lengthy enquiries by expert officers. An outstanding example was the kidnapping and murder of Mrs. Muriel McKay. The report of her disappearance led to enquiries throughout England and, indeed, in other countries as well, and eventually two men were arrested and later convicted of murder. This was a case where co-ordination between various sections of several police forces, coupled with the use of modern technical aids and the skill and detective ability of officers directly involved, brought about a successful conclusion.

Another investigation in which extensive inquiries were made involved the disappearance of a young boy and girl in the Enfield area early in the year. Every available medium, including the Press and television, was used to enlist the help of the general public. A total of 14,000 people were interviewed and over 4,000 houses were visited, half of them being searched from attic to cellar, and many acres of open and woodland areas were searched by helicopters, dogs and large forces of police. It was not until 3 months later that the bodies of the children were found.

Cases of wounding and assault, following a steep rise in the previous year, increased by only 1 per cent, but the total was almost 7,000 and although many were developments of domestic quarrels there have been several disturbing incidents where persons have been attacked by gangs of juveniles for motives other than robbery. One of these resulted in a charge of murder and is included in the figures for that offence.

Cases of rape, though still relatively few (141), were in 1970 nearly three times the total in 1961 and 29 per cent above the 1969 figure. Other offences against women and girls rose by 7.8 per cent.

Burglary and aggravated burglary

An exact comparison under this heading is possible only with 1969 and this shows a decrease in forcible entries and a small increase in burglaries of the walk-in type both for dwellings and non-residential buildings.

In the 24,420 burglaries by forcible entry in houses, flats, etc., property estimated to be worth about £4,130,000 was stolen and about £398,000 worth was recovered. A total of 22,032 non-residential buildings were forcibly entered in the course of burglary and cash and property of an estimated value of nearly £4,230,000 was stolen, of which £486,000 worth was recovered.

Although many burglaries in private dwellings involve a relatively small amount of property, the victims resent this invasion of their privacy as much as the criminal offence of theft and they are justifiably annoyed when the criminal appears to have got clean away. But a crime remains on record. A series of burglaries occurred in south London over a period of 6 years and although at an early stage it was evident that they were being committed by the same person, it was not possible to establish his identity. Towards the end of 1970, however, a man was arrested and, having admitted over 400 burglaries, was sent for trial.

Thefts in dwellings other than by forcible entry, i.e. walk-in burglaries, thefts inside houses or flats and from their precincts and thefts from domestic meters, taken all together decreased by 1,368 (2.6 per cent) to 51,068. Excluding thefts from domestic meters, the estimated value of cash and property stolen in these thefts was £3,195,000 and about £119,000 worth was recovered.

The comparable figure for thefts in non-residential buildings (except shoplifting) was 50,036 compared with 49,431 in 1969, an increase of 1.2 per cent. The estimated value of the property stolen in these thefts was £3,495,000 and about £238,000 worth was recovered.

Other offences against property

Robbery, because of the element of violence inherent in the offence, must be regarded as the most serious crime in this group. Unfortunately, there was a further rise in 1970 to a total of 2,369, 5.9 per cent more than in 1969 and two and a half times the total 10 years ago. Of the cases reported, 136 involved only persons under the age of 17 and one such youth is known to have committed 30 robberies during the year.

Banks and persons and vehicles transporting cash to and from banks are particular targets for gangs of robbers, since often the rewards are considerable. Although only a third of the robberies reported were cleared up, some notable successes were scored by the police in combating them. A bank at Ilford was raided by an armed gang who stole £242,000, but following an intensive investigation 17 persons were arrested and some of the money recovered. The ring-leaders were sentenced, on conviction, to long terms of imprisonment.

The Flying Squad has continued to give high priority among its activities to the offence of robbery, because of its increasing seriousness, and of the total arrests made by the squad 57 were for robbery and 38 for conspiracy to rob. On a number of occasions the criminals were in possession of firearms or other offensive weapons, sometimes both. Indeed, following the receipt of information early in the year that a high-value cash-transporting vehicle might be intercepted, officers of the Flying Squad kept observation for some weeks and their persistence was fully justified when they arrested 4 men who, collectively, were in possession of loaded firearms, ammunition, explosives, detonators and false police identity papers. Three of the men were later convicted of conspiracy to rob and of various offences in respect of the offensive articles found in their possession. This timely action must have prevented the commission of even more serious offences involving not only the loss of a very large sum of money but injury, perhaps fatal, to the guards in the vehicle.

In 338 of the robberies and conspiracies to rob reported the offenders were carrying firearms, real or imitation, or were thought by their victims to be carrying them. The proportion of robberies committed with the aid of firearms, real or supposed, has risen from just over 9 per cent in 1961 to 14.3 per cent in 1970. Indeed, in the same period of 10 years robberies are about two and a half times as numerous as they were, while the number of cases in which firearms are carried is four times as great.

In 659 of the robberies in 1970 offensive weapons other than firearms were used. Blunt instruments, such as coshes and bottles, were used on 256 occasions, and sharp instruments, predominantly knives, on 323 occasions. Pepper, ammonia and like substances were used on 55 occasions.

The estimated value of cash and property stolen in robberies was £2,800,000 of which about £250,000 worth was recovered. The clear-up rate for robberies was 33.6 per cent compared with 32.2 in 1969.

There was a further decrease in thefts from the person (pocket-picking, bag snatching and thefts from open baskets or handbags), the total being 2,814, 15 per cent below the 1969 figure and the lowest since 1964.

There were increases in thefts by employees (+0.4 per cent), thefts of motor vehicles (+4.1 per cent) and shoplifting (+4.4 per cent). The figures for the last-mentioned offence have been steadily increasing over the past few years, partly because of better security and detective measures in large stores resulting in more cases being reported to the police, but probably also because of the growth of supermarkets. The total of shoplifting offences was 13,700 and £163,200 worth of property was stolen, of which £74,500 worth was recovered.

The increase of 4 per cent in thefts of motor vehicles brought the total to 8,399, representing an estimated value of £2,613,000. Vehicles numbering 3,553 of a value of about £1,801,900 were recovered. The trend in stealing motor vehicles now seems to be not in the direction of agricultural and building and construction vehicles, which are in great demand. The Stolen Motor Vehicle Investigation Branch is closely watching the situation. Members of the branch were able to give practical advice to the public

on safeguarding unattended vehicles and on the dangers of buying second-hand cars from non-reputable dealers when they exhibited, at the 1970 Motor Show, a stolen car which had been disguised by obliteration and alteration of various identifying marks. During the year the branch examined 1,003 suspect vehicles, of which 576 were confirmed as stolen, and recovered altogether vehicles to the value of £377,000.

There were appreciable increases in two offences created by the Theft Act 1968: "going equipped to steal" (previously "possessing house-breaking implements"), which went up by 27 per cent to 1,813, and "handling stolen goods" (previously "receiving"), which increased by 11.6 per cent to 7,120. In both categories the figures are undoubtedly affected by the wider definition provided by the new Act and this is particularly noticeable in the case of going equipped to steal, the figure for which is four times the 1968 total for possessing housebreaking implements. In the case of handling stolen goods, the increase over the offence of receiving in 1968 is only 36 per cent.

Cases involving fraudulent activities of various kinds rose by 12.7 per cent to a total of 18,193. Serious frauds are a matter for investigation by the Metropolitan & City Police Company Fraud Squad, a body of expert police officers from both Forces who spend all their time on this very specialized type of crime. Officers of the squad investigated 258 cases during the year, in which the money at risk amounted to something like £36 million, and 221 of these cases were handled by Metropolitan officers. Company frauds are becoming more and more sophisticated and their ramifications sometimes spread beyond this country. I am satisfied, however, that the Fraud Squad is well able to cope with these new developments.

However, the primary object of police is the prevention of crime and officers of the Fraud Squad are deputed to make immediate enquiries whenever a complaint is received that a particular firm is operating a "long firm" fraud. During the year 9 persons were arrested in the early stages of such crimes and property valued at £6,000 was recovered. The action taken undoubtedly helped to save many manufacturers from being defrauded of goods, possibly to the value of as much as £50,000 in each case. This action has its dangers also, however, since to act too soon on an allegation that may be groundless would be disastrous. I am glad to say that the discretion and tact of the officers concerned has prevented the receipt of any complaints on this score.

Forgery, coinage, etc., amounted to 4,360 offences during the year, 11 per cent down on the 1969 figure, which however was 10 per cent up on the previous year's figure: thus the extent of this crime has not varied greatly over the past few years. As I mentioned in last year's Report, foreign currency has recently been attracting forgers working in this country and the search of a printing shop in London in August led to the discovery of forging equipment for the production of 1000 peseta Spanish bank-notes. Four men were arrested and the forged notes found were of a face value of £250,000, an indication of how profitable this activity can be if it is undetected.

During the year there were a number of incidents involving the use of explosive devices which showed complete disregard for life and property and brought no material reward to the criminals. Their motives were obscure but one can only assume that they were in some way political. Innocent persons, quite apart from the intended victims, can be maimed or even killed as a result of these outrages, which must therefore be regarded with the utmost seriousness. Everything possible must be done to prevent the illegal possession of firearms and explosives and a number of arrests during the year resulted in the seizure of a large quantity of arms and ammunition.

Crimes cleared up

Details of crimes cleared up in 1970 and in the two previous years will be found in Table 2 of Appendix 2.

The clear-up rate for crime generally in 1970 in the Metropolitan Police District was 28.8 per cent, the best since 1957, as mentioned at the beginning of the chapter. The general average covers a wide range, from 8.7 per cent in respect of thefts from vehicles in car parks, etc., to 100 per cent in respect of going equipped to steal and handling stolen goods, in which cases the crime does not come to light and cannot be recorded unless someone is arrested.

Arrests

In 1970 arrests for indictable crimes (including summonses) totalled 80,980, 7.8 per cent more than in 1969.

Most groups of offences again showed increases. Arrests for offences against the person rose by 5.4 per cent to 7,065 and those for theft went up by 10 per cent to 37,978. Fraud accounted for 5,096, a rise of 9.3 per cent, and handling stolen goods for 7,105, a rise of 11.7 per cent. The large increase in the number of arrests for the offence of going equipped to steal, which rose by 23.6 per cent to 1,697, reflects favourably on the increased vigilance of the police in this respect.

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.

Although the proportion of arrests for indictable crime among persons under the age of 21 was only marginally higher in 1970 than in 1969 (48.1 per cent against 47.7 per cent), the number of arrests of young persons has continued to grow at a higher rate than that of adults and is still giving cause for concern. The age-group 10-13 had 15 per cent more arrests than in 1969, the total reaching 8,931. The number of persons between 14 and 16 who were arrested was 13,599, 12.2 per cent more than in the previous year, and the arrests of those between 17 and 20 went up by 3 per cent to 16,444. Altogether, the total of 38,974 persons under 21 arrested during the year was 8.7 per cent above the 1969 figure.

Arrests for robbery in the under 21 age-group increased by nearly 20 per cent: 62 per cent of all arrests for robbery were of persons between the ages of 10 and 20, and slightly more than 10 per cent were of children aged from 10 to 13. These figures are all the more disturbing because of the continuing high level of recidivism among children and young persons under the age of 21, to which I referred in my Report last year. The figures in Table 8 of Appendix 2 show that 9.3 per cent of children aged 10-13, 20.3 per cent of young persons aged 14-16 and 34.6 per cent of those aged 17-20 were found on arrest to have criminal records already.

I mentioned last year the growing tendency among juvenile criminals to operate in gangs, both with others of their own age-group and with adults. In 1970, of the 38,974 persons under 21 who were arrested 27,004 (69.3 per cent) were operating in gangs and 6,888 of these were associating with adults. A total of 6,465 (16.6 per cent of the total arrests of persons under 21) were in gangs whose members were all less than 15 years of age, and 5,323 (13.7 per cent) were in groups which included 15 and 16 year olds; the remaining 8,328 (21.4 per cent) were in gangs which included members aged between 17 and 20.

The decision to increase the strength of the Drugs Squad no doubt contributed to the large increase in the number of arrests for offences involving drugs made by the squad last year—389, or 169 more than in 1969. The estimated "black market" value of the drugs recovered was £420,376. The increase in arrests of persons dealing in cannabis led to the seizure of 898 lbs. of this drug, considerably more than the 201 lbs. recovered in 1969. The arrest of 5 persons in the Isle of Wight by my officers led to the recovery of cannabis with a resale value of £150,000, demonstrating the large illicit revenue in this drug. As a result of information passed subsequently to the United States Bureau of Narcotics and the Italian Police a member of an embassy in Rome and 2 internationally known drug traffickers were arrested for possession of 51 kilos of cannabis.

Although the number of illegal immigrants arrested decreased from 71 in 1969 to 41 in 1970, several persons resident in this country were arrested and charged with conspiring to bring these people into the United Kingdom. The ingenuity of those involved in this "trade" was exemplified by the case of an Indian, employed as a cleaner for a private contractor at London Airport, who was arrested for attempting to smuggle a fellow-countryman through immigration control by passing him off as a fellow employee. He later admitted using the same ruse on many previous occasions, for which he had received £12,000 in payment. In co-operation with the immigration authorities determined efforts are being made to detect and arrest this type of offender.

Criminal Investigation in general

The personnel of the Criminal Investigation Department are divided between the various police divisions and Headquarters. The staff in divisions are in daily contact with members of the public and form the spearhead of detective investigation into the more important types of local crime. The Headquarters' staff form approximately one-third of the total

strength of the C.I.D. They are divided among various branches, each of which has expertise in a particular aspect of crime, and most of these branches fulfil an operational role. Behind the army in the field, deployed both from Headquarters and in divisions, lies the technical support group of the Headquarters' organization. This group consists of a number of specialist branches, whose members, both police and civilian, are experts in their own subjects. Increasing mobility and improved techniques in the past few years have enabled these officers to work more closely than ever before with their colleagues in division and they are being encouraged to regard themselves as fully operational officers rather than as experts to be appealed to when more pedestrian methods of criminal investigation have seemed to be failing. As an example, officers from the Fingerprint Branch visited 37,300 scenes of crime during the year. The new technique of "lifting" fingerprints to enable them to be studied in more convenient surroundings has reduced the time between examination at the scene and identification to a fifth or less than it used to be. The Photographic Section of the branch brought new equipment into use during the year in order to keep pace with the demands on its services arising from the new fingerprint techniques, and officers from the section attended nearly 5,000 scenes of crime and prepared 336,000 photographic exhibits.

The Criminal Record Office has continued to play an important part in criminal investigation by ensuring that all pertinent information relating to criminals which may be needed by operational officers throughout the country is readily available and up-to-date. Because of the general increase in crime, the indexes maintained in the branch are becoming increasingly difficult to manage by manual methods and the C.I.D. are looking forward to computerization.

The Forensic Laboratory also renders invaluable assistance to officers throughout the Force. The staff dealt with more than 22,500 cases during the year, and some 8,600 were directly concerned with crime. Those involving drugs increased by 28 per cent, those involving burglary by 22 per cent and those involving biological tests by 12 per cent. Cases of note dealt with by the laboratory during the year included the examination of handwriting and analysis of paper types and dyes during the investigation into the murder of Mrs. McKay. The quantitative chemical analysis of two small pieces of ruby glass (each about 0.25 of a square millimetre in area) by means of the scanning electron microscope was instrumental in securing a conviction for the theft of the Earl Marshall's baton from Arundel Castle. The 6 area liaison officers attended over 2,000 scenes of crime, including 139 cases of suspicious deaths. Many of these involved the personal attendance of various scientists from the laboratory.

Following the successful introduction of civilian scenes of crime officers last year, their number was increased during the year. Their allocation to various divisions of the Force has resulted in a far greater number of scenes of crime being technically examined and in consequence a better use being made of the technical support branches.

The Murder Squad investigated 12 murders, 1 case of arson and 1 of robbery for other police authorities and had to be augmented to meet these

demands. In addition, the squad was requested to deal with 2 cases of arson and 1 of attempted murder which had occurred on board British ships on the high seas.

I have mentioned earlier in the chapter the success of the Flying Squad in dealing with robbers, both executed and planned. Its work extends over the whole field of criminal investigation, however, and the squad made 1,550 arrests for a variety of serious offences during the year. Stolen property valued at over £1 million was recovered as a result of its activities. The arrest of John Roger McVicar, who had escaped from prison in October, 1968, brought to a conclusion long and intensive enquiries by the squad.

The Obscene Publications Squad extended its investigations into the sale of "hard" pornographic literature, from which large profits can be made, to the mail-order business whose normally innocent channels were being increasingly used as a means of distribution. A total of 168 search warrants were executed at various premises and 148,000 articles were seized.

The growing trend for the public to invest in works of art has brought about an active criminal interest in this sphere, with the result that the work of the Arts and Philatelic Unit of the C.I.D. has increased. London is recognized as the art centre of the world, and since the Metropolitan Police have the only unit dealing exclusively with these matters enquiries are referred to it not only from the police forces of the United Kingdom but also from law enforcement agencies throughout the world. Almost £500,000 worth of property was recovered during the year as a result of this unit's activities.

The Metropolitan & Provincial Police Crime Branch co-ordinated enquiries between the Metropolitan and provincial forces and these resulted in 140 arrests being made.

The Criminal Intelligence Branch, which can be described as the "eyes and ears" of the Force, continued to give valuable assistance to other branches by passing on information which it had gathered and evaluated about the activities of prominent criminals. The expertise of the branch in this field has resulted in a number of investigations being successfully concluded.

The Regional Crime Squad, with its high mobility and excellent radio communications, was able to effect 915 arrests and recovered property to the value of £800,000.

Last year I spoke of the increase in "hi-jackings" of lorries, mainly in the provinces, with the leads being disposed of in London. A co-ordinated operation with an adjoining regional crime squad resulted in the arrest of 31 persons who were awaiting trial at the end of the year. Property to the value of some £500,000 was involved and this action may reduce this kind of crime.

Turning to the international scene, 2 more countries joined the International Criminal Police Organization ("Interpol"), bringing the total to 107. The Annual General Assembly of the Organization was held in Brussels in October and the British delegation was led by the Assistant Commissioner (Crime). Various subjects of common interest were debated,

particularly the recently emerged crime of aircraft "hi-jacking". Interpol proved of the greatest assistance on many occasions during the year, particularly in connection with currency and drug offences.

I mentioned in my last Report the amalgamation of the two branches dealing with secretarial and administrative work of the C.I.D. This arrangement has resulted in the streamlining of procedures and the speedier handling of correspondence.

A committee was formed early in the year with instructions to enquire into methods of relieving operational detectives of non-productive enquiries and routine paper work. Even at this early stage the committee has been able to make positive recommendations, particularly in regard to reports prepared for the Solicitor and for the Director of Public Prosecutions. A major experiment is also contemplated, aimed at the setting up of C.I.D. correspondence units in divisions or even sub-divisions. These would be staffed by civilians, who would be trained under the direction of the secretarial branch of the department and would deal with as much as possible of the correspondence now dealt with by operational C.I.D. officers.

Senior officers of the C.I.D. continue to be attached to the Police College, the Prison Department and the Police Research Services of the Home Office, while one of my officers acts as staff officer to H.M. Inspector of Constabulary (Crime). I feel that these contacts are of mutual benefit to this Force and to the authorities to which the officers are attached.

CHAPTER 5

Traffic

Accidents and casualties

Accidents

During the year there were 56,188 accidents in which people were killed or injured, an increase of 295 (0·5 per cent) over the previous year's total. The numbers of accidents involving death, serious injury and slight injury in each of the 10 years up to and including 1970 are shown in Table 1 of Appendix 3. Table 2 shows the distribution of fatal and injury accidents in 1970 by months, together with the corresponding figures for 1969.

The growth rate of vehicle mileage in London is approximately 6 per cent per annum and the current average weekday vehicle mileage on main roads is estimated to be in the order of 33 million. When the annual accident totals, which have been stable now for 4 years, are related to the increasing vehicle mileage, real gains in terms of safety would seem to have been achieved.

Accidents in the area covered by the 12 inner London police divisions numbered 20,316, a reduction of 163 (0·8 per cent). In outer London they increased by 458 (1·3 per cent) to 35,672.

Averaged over the whole year the number of accidents per day was 154: in the 6 month periods from October, 1969, to March, 1970, and from April to September, 1970, the daily averages were 160 and 148 respectively. The available evidence indicates that the traffic flow index is generally much lower between October and March, and the higher daily accident rate recorded during this period is probably attributable to the worse weather and longer hours of darkness encountered by road users at this time of the year.

Over the whole year, 4 p.m. to 6 p.m. was again the worst period of the day for accidents: some 16·3 per cent of the annual total occurred during these 2 hours. Friday was the worst day with 16·8 per cent of the total, followed by Thursday and Saturday with 15·2 and 15·1 per cent respectively.

For every 100 fatal and injury accidents that occurred between 10 p.m. and 2 a.m. in the 12 months immediately before the breath-testing procedure of the Road Safety Act 1967 came into force there were 75, 81 and 83 accidents respectively in the corresponding periods of 1967/68, 1968/69 and 1969/70.

Less than one-fifth of all breath tests are required to be taken in direct consequence of accidents. The great majority are required in connection with observed traffic offences or lapses from safe driving standards. The table below shows, for the critical period 10 p.m. to 2 a.m., how the accident index varied throughout the week, and how police effort, as represented by the index of breath tests required to be taken, has been on a scale commensurate with the accident situation each night.

Night of	Injury Accident Index*	Requirement Index†
Monday/Tuesday	67	76
Tuesday/Wednesday	73	72
Wednesday/Thursday	72	85
Thursday/Friday	94	103
Friday/Saturday	157	156
Saturday/Sunday	152	147
Sunday/Monday	85	60

* 100 = Average daily figure (19·4).

† 100 = Average daily figure (32·9).

Compared with the previous year, fatal and injury accidents showed a reduction during the Spring Bank Holiday period of 24 (4·3 per cent). During the Easter, Late Summer and Christmas Bank Holiday periods, however, there were increases of 62 (10·0 per cent), 46 (9·7 per cent) and 105 (20·8 per cent) respectively.

On the 11 mile length of the M4 motorway within the Metropolitan Police District there were 89 injury accidents (1 fatal, 12 serious and 76 slight). This was 39 fewer than in the previous year. Of the total, 21 accidents (23·6 per cent) occurred on the elevated section of the motorway, compared with 46 in 1969. Damage only accidents on the M4 numbered 159; this was 57 fewer than in 1969. On the 8½ mile length of the M1 motorway patrolled by this Force there were 56 injury accidents, including 3 involving deaths. The total was 1 more than in 1969. Damage only accidents numbered 61.

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. Some 29 per cent of accidents at junctions involved a pedestrian and a single vehicle. More than 7 per cent of all injury accidents involved pedestrians on or within 50 yards of a crossing. About 1 in 6 of all injury accidents involved a single vehicle only.

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 during 1970, 64·2 per cent were cars and cabs. The number of cars and cabs involved was 2·6 per cent higher than in 1969.

Casualties

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

A total of 72,634 persons were killed or injured in road accidents. This was 902 (1·3 per cent) more than in the previous year. Fatalities went up by 65 (8·7 per cent) to 809 but there was a reduction of 569 (3·0 per cent) in serious casualties, and the proportion of all casualties that were fatal or serious dropped from 16·8 per cent in 1969 to 15·9 per cent in 1970. Drivers of, and passengers in, motor vehicles constituted all but one of the increase in the number of fatalities.

The table below gives indices of the number of casualties there were among different classes of road user in 1970 for every 100 casualties there were in those classes in 1965, the year in which the present boundary of the Metropolitan Police District was established.

1965=100			
Pedestrians .. .. .	..	..	104
Pedal cyclists .. .. .	..	..	62
Motor cyclists .. .. .	..	..	48
Drivers and passengers .. .. .	..	..	104
All road users .. .. .	..	..	89

Child casualties

Road casualties among children amounted to 12,223; this was an increase of 60 compared with 1969 but there were 18 fewer deaths. Full details are shown in Table 6 of Appendix 3.

Whilst casualties among child pedestrians accounted for 63 per cent of the total, the spread of car ownership and family travel was reflected in an increase from 2,687 to 2,889 in casualties among child passengers in motor vehicles.

More than half of all children who were killed or injured were between 5 and 10 years old and nearly one-fifth were under school age.

A comprehensive study by the Accident Research Unit into the circumstances in which children are involved in road accidents was completed during the year and this has been circulated through the Royal Society for the Prevention of Accidents to all London Boroughs. The report draws attention to the risks to which children are exposed when playing in residential streets that are little used by traffic and to the need for more planned play spaces to be provided in and around multi-storey dwellings. The study includes the results of an investigation of a sample of 77 accidents in which children had been knocked down by motor vehicles. Some 22 per cent of the vehicles involved would need to have been travelling at less than 10 m.p.h. for the driver to have been able to avoid hitting the child. In another 3 per cent of cases the speed would need to have been below 15 m.p.h. and in a further 27 per cent less than 20 m.p.h.

Accident prevention

Application of accident intelligence

As in previous years traffic units, with the co-operation of divisional police, carried out a number of special accident prevention campaigns designed to influence road user behaviour at high risk situations. The results show that concentrated police activity usually leads to an improvement in the accident situation. A reappraisal of the existing accident intelligence system is being carried out to ensure that resources are applied to the situations most in need of them.

One of the many social factors which face police in their difficult task of influencing road user behaviour was revealed by a survey carried out concurrently with 4 recent road safety campaigns by means of a questionnaire.

Out of some 1,800 drivers who were asked to identify 5 road signs in common use, only 1 person in 12 was able to recognise all 5 signs correctly. The level of correct identification varied between 44 per cent for a "No Stopping—Clearway" sign to 92 per cent for a "No Left Turn" sign. On average, any one sign could not be identified by 1 driver in 3.

Education in road safety

As is mentioned in Chapter 1, the Traffic Division's 9 road safety teams are to be disbanded in 1971 and the personnel redeployed on direct accident prevention duties in the streets. During 1970, the last full year of their existence, the teams visited 3,990 schools on 4,390 occasions to give road safety demonstrations and lectures. Primary schools again received priority attention and nearly 90 per cent of such schools were covered.

In addition, the teams continued to give demonstrations and lectures to motor and motor cycle clubs, youth organizations, fire and ambulance service personnel, etc., to assist in the R.A.C./A.C.U. scheme for training motor cyclists, and to help with the running of a variety of local road safety activities such as exhibitions and quiz competitions.

The amount of time spent by members of the road safety teams on training and testing child cyclists taking part in the national cycling proficiency scheme showed a further reduction as more local authorities succeeded in recruiting their own personnel to undertake this work. Of the 45 local authorities in the Metropolitan Police District, 21 sought assistance with both training and testing and 8 with testing only.

Full-scale Roadcraft Exhibitions were staged at 13 different locations for periods ranging from 7 to 16 days and the attendances totalled over 277,000 people of all ages. The exhibitions were manned by a unit of 1 police sergeant and 3 constables with occasional augmentation from the local road safety team. The so-called mini-exhibition, which consists of 8 exhibits, was staged at 29 locations where it was impracticable to display the main exhibition. At most of the locations the mini-exhibition was on show for less than a week.

The Metropolitan Police are involved in two road safety competitions for young people. These are the "Rosebowl" Trophy competition, which is organized by the Royal Society for the Prevention of Accidents and judged by members of the Force, and the "Clearway" Trophy competition, which is organized by the Force. In the "Rosebowl" competition, Junior Accident Prevention Councils compete to mount the best static display on a road safety theme. It was won in 1970 by the Council from the Urban District of Banstead. The "Clearway" Trophy competition is a quiz competition for school-children under the age of 15 in which the questions are based on the Highway Code. The winners in 1970 were the Southgate Upper School, representing the London Borough of Enfield.

Matters affecting traffic circulation

Traffic census

The manpower can no longer be spared to undertake biennial traffic censuses on even the reduced scale of the 1968 counts, and the police

census has in any case now been largely superseded by the comprehensive Greater London Council survey programme. However, at the request of the Greater London Council, sample counts were taken between 8 a.m. and 8 p.m. on consecutive Tuesdays during June and July at Hyde Park Corner, Parliament Square, Trafalgar Square, Piccadilly Circus and Marble Arch in order to maintain an indicator for these junctions, the 5 most sensitive in central London.

Altogether 485,559 vehicles were counted as they entered the junctions. This was 1,641 (0·3 per cent) fewer than in 1968. The only classes of vehicles in which increases were recorded were private cars (+1·4 per cent) and heavy commercial vehicles with two axles (+12·4 per cent). Pedal cycles were down by 5·0 per cent, motor cycles by 12·2 per cent, taxis by 1·0 per cent, light vans by 2·5 per cent, heavy commercial vehicles with three axles or more by 15·4 per cent, articulated lorries by 21·2 per cent and buses and coaches by 11·5 per cent.

When these census results are related to the numbers of personal injury accidents at each of the junctions the accident rate per million vehicles on weekdays during 1970 works out as follows:—

Hyde Park Corner	1·1
Marble Arch	1·0
Trafalgar Square	1·5
Parliament Square	1·2
Piccadilly Circus	0·5

Controlled parking

New controlled parking zones were introduced during the year in the Lisson Grove area of Marylebone (City of Westminster), the Pentonville area (London Borough of Islington) and the town centre of Wembley (London Borough of Brent). Systematic surveys are being carried out in the older zones to see if changes in traffic conditions since they were introduced have made it advisable to alter the balance of restricted lengths of street and parking places, and recommendations are being made to the local authorities concerned.

Automatic traffic signals

Traffic signals were installed at 49 new sites and 26 existing sets of signals were removed. The net increase of 23 sets brought the total number in operation in the Metropolitan Police District to 1,473 at the end of the year. Modifications were made to 217 sets of signals.

In the course of 7,634 routine inspections of traffic signals, 6,643 instances of faulty operation were found and reported for attention.

Cab ranks

Four new cab ranks were appointed, 14 existing ranks were altered and 16 were cancelled with the prior agreement of the cab trade. As in 1969, several of the cancelled ranks had ceased to be needed because they were in the vicinity of ground being stadiums that had closed down. The net reduction of 12 ranks brought the total at the end of the year to 461. These provided 2,668 cab spaces, or 128 less than in the previous year.

Bus and coach operations

The Transport (London) Act 1969, which came into operation on 1st January, brought a new London Transport Executive into being and transferred to the Executive functions in respect of the regulation of bus services in Greater London that had previously been the responsibility of the Traffic Commissioner for the Metropolitan Traffic Area. In consequence, there were changes in the arrangements for consultation with the police on routes, stopping places, etc.

Police views were sought by the Executive in respect of 269 proposals concerning the operation of the central (red) bus services. These related mainly to the introduction of new routes and the variation of existing ones, changes in the type of bus used on routes and the siting of stopping places and bus standings. Many of the consultations were connected with stages in the implementation of the Executive's long-term programme for converting their bus fleet to one-man operated vehicles with the entrance at the front. A change in the type of bus on a route often entails a considerable amount of work for the police and the highway authorities concerned in resurveying the route and reviewing the positions of the bus stops.

The Traffic Commissioners for the Metropolitan Traffic Area continue to be responsible for the grant, renewal and variation of road service licences relating to bus and coach services on routes in their area which lie outside, or partly outside, Greater London and to excursions and tours anywhere within the area. The published particulars of licensing applications are studied by the police and any comments in respect of routes, stopping places, etc., in the Metropolitan Police District are sent to the Traffic Commissioners.

Traffic offences

The number of traffic offences dealt with by arrest was 48,306, an increase of 2,485 (5·4 per cent) on the previous year's figure.

Offences dealt with by summonses numbered 200,700, a decrease of 9,666 (4·6 per cent). This total includes 8,132 summonses (12,292 in 1969) for the offence of failing to pay an excess charge secured at a parking meter.

Offences dealt with by written caution numbered 21,943, a decrease of 10,567 (32·5 per cent) compared with 1969.

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

The number of verbal warnings given was 285,764 (21·2 per cent fewer than in 1969). Of these, 14,554 were given for inconsiderate driving or riding, 23,055 for excessive speed, 153,924 for causing obstruction and 23,712 for infringements of the vehicle lighting regulations. Pedestrians were given 7,405 verbal warnings.

Prosecutions for causing death by dangerous driving numbered 63, compared with 93 in 1969, and all cases were sent for trial. The higher courts tried 79 cases, including some outstanding from the previous year, and 56 convictions were recorded. In 1969 there were 100 trials and 76 convictions.

For all the traffic offences in respect of which disqualification could have been ordered, disqualification was imposed in 14,561 cases compared with 16,196 in 1969, 15,885 in 1968 and 16,487 in 1967.

Fixed penalty and excess charge tickets

The number of traffic tickets issued during the year was 1,341,390. Of this total, 887,342 were fixed penalty tickets, an increase of 76,762 (9.5 per cent) on the 1969 figure, and 454,048 were excess charge tickets issued in controlled parking zones in which the meters are supervised by traffic wardens on behalf of the local authority. The latter figure was 46,399 (9.3 per cent) lower than in 1969. The number of fixed penalty tickets that were issued by police officers and traffic wardens are shown by offences in Table 8 of Appendix 3.

By 31st December, action had been completed in respect of 77.5 per cent of the fixed penalty tickets and 85.5 per cent of the excess charge tickets issued during the year, compared with 76.0 per cent and 82.0 per cent respectively in 1969. The results of those completed cases are shown below in percentage terms with the 1969 figure for comparison.

	Fixed penalty tickets		Excess charge tickets	
	1970	1969	1970	1969
Paid	57.1	56.6	69.5	70.6
Payment unenforceable* or excused, or offender not identified, etc., within time-limit for proceedings ..	41.5	42.0	28.9	28.2
Proceedings instituted ..	1.4	1.4	1.6	1.2
	100.0	100.0	100.0	100.0

* e.g. the recipient was entitled to diplomatic privilege or was an overseas visitor and had left the country

In last year's Report, reference was made to an experiment that had been introduced at the Central Ticket Office in which registered keepers of vehicles who fail to disclose the driver's identity in response to a postal request are prosecuted for this offence. The conventional procedure in these circumstances is to seek to obtain the information by means of personal enquiries so that the driver can be prosecuted for the traffic offence. The experimental procedure has proved slightly more effective than the conventional one in bringing cases to a satisfactory conclusion and it makes less demands on operational manpower. It is, however, administratively cumbersome and is far from being the complete answer to the problem of bringing down to an acceptable level the proportion of ticket recipients who do not pay the fixed penalty or excess charge and avoid being prosecuted. I do not regard it as a substitute for the procedure I have been advocating for some time under which liability to conviction for the traffic offence would fall on the registered keeper of the vehicle involved, whether or not he was using it at the material time.

Drink and driving

Experience during the year has shown that although the House of Lords judgment in the case of the Director of Public Prosecutions v. Carey—to which I referred last year—has been helpful, it has not removed the possibility of cases being defended on technical grounds, and since that judgment there have been 34 decisions of the Divisional Court or Court of Criminal Appeal on points arising from the Road Safety Act and over 50 appeal judgments in all. Although many defendants plead "guilty", if a case is contested or is a little out of the ordinary serious difficulty can arise. For instance, there is a doubt as to when a driver who has stopped loses the "quality" of driving and thus cannot be required to take a breath test. It is found increasingly that if the defence take a point, counsel for the prosecution may be unaware of a point of law unless it has been specifically drawn to his attention in his instructions. It is very difficult for an ordinary constable to find his way through the maze of requirements and conditions and it is unreasonable that he should be burdened with this detail. The police are continuing to maintain a vigorous enforcement effort successfully in spite of difficulties but the law is far too complicated and there is an ever-increasing need for amending legislation to simplify it.

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 8,286 cases, an increase of 223 on the 1969 figure. There were 6,695 convictions at magistrates' courts and 572 cases were sent for trial. A total of 501 cases, including some outstanding from 1969, were heard at higher courts, and 376 convictions were recorded. The number of persons sentenced to imprisonment was 126 (128 in 1969) and in another 145 cases (119 in 1969) the sentences of imprisonment were suspended for varying periods up to the maximum of 3 years. There were 6,587 disqualifications for varying periods for holding or obtaining a driving licence. There were 31 prosecutions (31 in 1969 also) for being under the influence of drink or drugs when riding or being in charge of a bicycle, and these resulted in 29 convictions.

The number of drivers who were required to take a breath test during the year was 19,062—an average of 52 a day—compared with 14,172 (an average of 39 a day) in 1969. Of these drivers, 82.9 per cent were required to take a test following police action in stopping a vehicle, etc., and 17.1 per cent following an accident. Of the total tests taken, 11,908 (66.7 per cent) were positive and 5,936 (33.3 per cent) negative. In about 72 per cent of the blood or urine specimens given by drivers the alcohol concentration was found to be above the limit. Detailed results of breath tests, analyses of specimens, etc., are shown in Table 9 of Appendix 3.

Offences involving private hire cars

The effect of a judgment of the Divisional Court given in December in *Breane v. Anderson* and another is that until further legislation is introduced action can be taken in regard to signs displayed on private hire cars only if they show the words "taxi" or "cab" or "for hire" or otherwise directly hold out that the car is immediately available for hire; a sign may lawfully

display only a telephone number or a firm's name, even though this might lead a visitor to London to think that the car could be hailed like a taxi-cab. This ruling has led to an anomalous position in enforcing the ordinary law relating to plying for hire. When cars showing the name of a firm have returned to their base and are parked outside an office displaying similar signs—so that the cars are identified as cars that may be hired from that office—an offence of unlicensed plying for hire is committed. It seems absurd that a driver is permitted to display such a sign whilst driving but must remove it when he returns to his base.

Offences relating to tyres

Following the creation in April, 1968, of separate offences of using an unsuitable combination of tyres or tyres with a worn-down tread pattern, a break in the fabric or a bulge, the numbers of tyre offences reported more than doubled. In April, 1970, a ruling by the Divisional Court in *Saines v. Woodhouse* confirmed that a separate summons is necessary in respect of each defective tyre: a difficulty arises if one tyre has two or three defects because the main defect to be the subject of proceedings has to be selected. There is a need for a simpler regulation providing for one offence instead of several. Although some manufacturers are now marking radial tyres with the word "radial" or the letter "R", the lettering in time becomes worn and many older types of tyres marked by codings—at least one of which could relate to either a radial or a cross-ply tyre—are still in use. An unsafe combination of radial and cross-ply tyres is thus difficult to detect and there is difficulty in proving in court in what circumstances a combination of tyres is unsuitable.

Traffic Division

On 31st December, the police strength of the division was 1,299 against an establishment of 1,329. This total included the staff of the cab law enforcement section and the 9 road safety teams, and officers who were filling posts at traffic warden centres which are due to be filled by traffic warden controllers and senior controllers. The civilian strength consisted of 20 vehicle removal officers, 27 members of the executive, clerical and typing grades and 18 telephonists.

In operational trials that began in 1969, Triumph 2.5 PI cars proved to be suitable for traffic patrol work and they are now being taken into service for this purpose in inner London. The Rover 3500 remains the standard car for traffic patrol work in the outer areas.

Traffic patrols reported 95,835 offences during the year, a decrease of 15,559 on the previous year's figure. Of these offences, 90,728 were dealt with by summonses and 5,107 by written cautions, compared with 101,710 and 9,694 respectively in 1969. (Totals of traffic offences dealt with by summonses and written cautions are shown in Table 7 of Appendix 3.) Verbal warnings given by traffic patrols numbered 60,368, compared with 82,856 in the previous year. Arrests numbered 1,809, of which 1,157 were in connection with crimes.

Escorting abnormal loads, convoys, special vehicles, etc., occupied 16,800 man-hours, or 4,643 fewer than in 1969. The number of abnormal load movements notified to the police rose slightly but the number of such loads escorted fell from 1,743 in 1969 to 1,534 in 1970, the decrease being due to a change in practice in September, aimed at saving manpower, whereby somewhat larger notifiable loads than before were allowed to proceed without escort.

Motorway control and surveillance

The control signals on the length of the M4 motorway within the Metropolitan Police District were put into operation from the police control room at the Heston service area on 443 occasions to indicate closures of lanes or a whole carriageway and on 1,251 occasions to indicate advisory speed limits. For failing to observe "stop" signals on this motorway, 106 drivers were reported and 29 were given verbal warnings. The number of breakdowns recorded was 9,151, of which 1,341 were due to the vehicle running out of fuel, 1,010 to tyre punctures, 906 to electrical faults and 702 to fan-belt breakages, etc.

A control and surveillance system for the Blackwall Tunnel and its southern approach (A.102 (M)), similar to that for the M4 motorway, came into operation in August. From a control room in Naval Row, Poplar, the police controller keeps track of the movement of vehicles in the twin tunnels and on the approach road by means of closed-circuit television cameras, light-beam detectors and loop detectors buried in the road surface. If the traffic slows down or stops, the controller, by operating the appropriate combination of traffic signals and signs, can close either lane in the south-bound tunnel or switch it to two-way operation; or he can close either tunnel and at the same time warn approaching traffic and indicate alternative routes. Drivers in trouble in the tunnels can speak to the controller by emergency telephones, and the controller can summon patrol cars to trouble-spots by radio.

Two other highways of motorway standard were opened during the year: Westway (A.40 (M)), which forms a link between Western Avenue and central London at Paddington, and a part of the West Cross Route running south to Shepherd's Bush from a three-level interchange with Westway at White City. These highways are provided only with closed-circuit television equipment enabling the traffic using them to be monitored at traffic control at New Scotland Yard.

Removal of vehicles

In exercise of their powers under the Removal and Disposal of Vehicles Regulations 1968, police removed or caused to be removed to pounds or police stations 58,658 vehicles which had been left in a dangerous or obstructive position or in contravention of a statutory prohibition or restriction. This was 2,551 fewer than in 1969. Most of the removals were effected by Traffic Division personnel.

Public Carriage Office

Cabs

Cabs licensed during the year numbered 8,990, or 578 more than in 1969. Of this total, 1,512 were new cabs licensed for the first time and 56 per cent were under 5 years old. Of 544 cabs which became due for special inspection 10 years after being first licensed, only 98 were presented and these were all licensed. The operational evaluation began of a new model of cab that was presented for approval by a manufacturer who had not previously made cabs for the London cab market. General approval was given for petrol-engined cabs to be equipped to run on liquefied petroleum gas after operational trials had revealed no technical difficulties or drawbacks for the travelling public. At the end of the year, 56 cabs were so equipped.

Cabs in service on 31st December numbered 8,652, or 471 more than a year earlier. Of these, 3,764 (or 43.5 per cent) were owned by the driver. The other 4,888 cabs were operated by 486 owners, 7 of whom had fleets of 100 or more cabs. In 1969 there were 5 owners of fleets of this size. The number of cabs fitted with two-way radio increased from 885 to 963, of which 873 operated in central London on two separate circuits.

The number of cabs reported unfit during the year was 3,846, the increase of 221 compared with 1969 reflecting the greater number of cabs on the road rather than a deterioration in maintenance standards. Indeed, a much higher proportion of the unfit cabs had relatively minor defects (36.2 per cent compared with 23.1 per cent in 1969) and were allowed to remain in service provided the defects were remedied within 48 hours. The emission of excessive black smoke was again the most common defect, 827 instances of it being reported.

The number of taximeter tests carried out was 13,544. This was 781 more than in 1969, but the number of rejections fell slightly from 156 to 151.

Cab drivers

During the year, 4,878 cab drivers' licences were issued, compared with 4,392 in 1969 and 4,430 in 1968, and 112 applications for licences were refused. Revocations and suspensions of existing licences numbered 26 and 24 respectively. On 31st December there were 13,291 licensed cab drivers, or 154 for every 100 cabs in service.

Cab driving tests totalled 1,170, or 130 more than in 1969. There were 251 failures, representing a failure rate of 21.1 per cent compared with 23.2 per cent in 1969. The number of persons applying for the first time to take the knowledge of London examination was 2,276, an increase of 157 over the previous year's figure. Attendances for oral examination totalled 23,076. There were 951 successful candidates, including 151 who were granted suburban licences and 42 suburban drivers who qualified for full London licences.

Offences by cab drivers

Persons reported under the special laws relating to London cab drivers numbered 516. The totals for each of the main offences involved are shown in the table below.

Offence	1970		1969	
	No. of summonses	No. of convictions	No. of summonses	No. of convictions
Taximeter offences	81	76	91	90
Disregarding cab rank regulations	42	41	35	32
Refusing to be hired	25	20	29	22
Failure to wear badge	17	17	28	25
Flying cabs here than at rank	34	33	43	33
Demanding or taking more than legal fare	10	7	13	12
Using insulting language	34	27	30	23
Carrying excess passengers	6	6	9	6

Drivers and conductors of public service vehicles

During the year, 11,509 drivers' licences were issued, compared with 11,822 in 1969 and 11,620 in 1968, and 35 applications for licences were refused. Revocations and suspensions of existing licences numbered 49 and 25 respectively. Metropolitan Police vehicle examiners conducted 483 driving tests. There were 194 failures, representing a failure rate of 40.2 per cent compared with 34.6 per cent in 1969.

The number of licences issued to conductors was 7,485, compared with 7,634 in 1969 and 7,794 in 1968, and 28 applications for licences were refused. Revocations and suspensions of existing licences numbered 18 and 3 respectively.

CHAPTER 6

Specialist and Support Functions

Solicitor's Department

The number of cases dealt with in the higher courts increased by over 1,300 as compared with 1969 and the back-log of cases to be dealt with at assizes and quarter sessions is a source of concern. The Lord Chancellor's Department has taken steps to set up new courts, a number of which will come into operation in 1971, and other measures are also being taken to meet the situation. The introduction of the extra courts will, of course, impose additional strain on the resources of Solicitor's Department and in consequence more non-professional staff are being recruited. It is difficult to forecast with accuracy what will be the effect of the implementation of the Beeching proposals for the reorganization of the higher courts.

Overall, there was only a very moderate increase in the number of cases dealt with in the department, as the following table shows:—

	1970	1969	Comparison
Total number of cases	28,010	27,609	+ 401
Traffic cases (including drink and driving offences)	12,461	13,398	- 937
Cases at assizes and quarter sessions	10,163	8,918	+1,245
Appeals to quarter sessions	2,212	2,104	+ 108
Appeals to Court of Appeal (Criminal Division)	60	67	- 7
Attendances at courts of summary jurisdiction	18,832	19,266	- 384
High Court (civil)	16	21	- 5
County court actions	6	10	- 4
Disposal Court cases:			
Commenced	48	42	+ 6
Discontinued	17	9	
Concluded	20	18	

Management Services Department

Progress has been made in all the major areas of research activity to which I referred in my Reports for 1968 and 1969.

The vehicle fleet workshops incentive scheme, which has been developed by a firm of consultants, was introduced early in 1971, and the development and implementation of the management control system for the collection, processing and selective dissemination of information on all aspects of vehicle fleet management is well advanced.

The study on the functions of police stations has been extended to examine in much greater depth the activities of the collator, his position in the command structure and his communication links.

A considerable amount of research has been undertaken into the effect on the work of the Criminal Record Office of the introduction of the police national records computer. The department was asked initially to advise on the size of building required to house the Criminal Record Office and from this study it became clear that changes in the procedures of the office could be made with advantage.

A major O. & M. study of process work started towards the end of the year. Process work occupies about 200 constables and 400 clerical staff full-time and takes up most of the time of 200 typists, apart from the considerable time spent by Headquarters staff on the more serious cases. The O. & M. team is studying process work from the time a constable makes out a process report to the time of the court hearing, and I am hopeful that a considerable streamlining of the procedures and a substantial reduction in paper work can be achieved. An examination is also in progress of the procedures for noting reports of property lost and for dealing with property found and handed to the police.

Other O. & M. and work study projects carried out during the year have included studies of typing services, furnishing stores, document reproduction, microfilming, record storage and visual display equipment.

A considerable amount of work has been undertaken in the field of operational equipment. Progress has been made in obtaining helicopter support for the Force, and emergency call-out procedures have been developed in conjunction with "A" Department. The helicopters have been used successfully on a number of occasions.

During the year the department has continued to develop liaison with the Greater London Council and other bodies in respect of changes affecting the Metropolitan Police District and to draw the attention of senior officers to the probable effect of such changes on the policing of the Metropolis. I welcome this activity since our planning should not be restricted to immediate problems but should be forward-looking.

The Force suggestion scheme produced 164 suggestions during the year, a decrease of 9 as compared with 1969. There was a small decrease in the proportion of suggestions which were adopted. I have agreed to a proposal by the Police Federation that from 1971 onwards monetary awards should be made for particularly useful suggestions, as is the practice in other organizations. The scheme will continue to be administered by Management Services Department, which will advise an adjudicating committee on the merit of suggestions and the level of awards.

Public Relations Department

During the past year it has become clear that our efforts to interact the public, through the media of the press, television and radio, in the real objects and achievements of the Force have been successful. In the press a truer understanding of the aims of the Force and of the work of individual officers has been evident.

To a large extent this achievement has stemmed from engaging the personal interest of editors, news editors and television controllers, who have been encouraged to discuss and seek guidance on matters of interest to them, whether immediately newsworthy or material for treatment in serious features.

More London suburban newspapers now carry regular features devoted to police matters, many of which are based on news and information collated at divisional and sub-divisional levels. London television and radio have shown an increased and rewarding interest in working with the Force on matters of general public interest.

In general, there has also been an accelerated interest among journalists seeking information and guidance on police matters outside the sphere of current crime, and where security has allowed it has been possible to grant them facilities which have resulted in the publication of between 50 and 60 features and articles every week in various areas of the press.

The Metropolitan Police fortnightly newspaper, "The Job", continues to serve a most useful purpose as a means of communication between all elements of the Force. The Weekly News Summary, which is now circulated among 250 representatives of boroughs and civic organizations in London, is also very useful in providing up-to-date factual information of police activities in divisions.

Television and radio

I have commented in Chapter 1 on the success of the weekly television programme "Police 5", which returned to the screen in July. The 24 "Police 5" programmes transmitted during the year included appeals for public help in 127 separate cases and in 73 per cent of these a response was elicited from the public. In 22 per cent of the cases the response was of positive help to the investigating officers. Witnesses came forward in 2 murder cases and in one of these cases the murder weapon was found very quickly. A car used in a case of stabbing was found within 5 minutes of the screening of the programme and 150 people telephoned to identify an unknown and unconscious victim of assault who was in hospital. A total of 8 persons were arrested as a direct result of the public response to the programme.

Since being launched in October, B.B.C. Radio London has been offered every possible assistance with news and features and has proved a most valuable medium for passing messages and information to the London public.

Films

The first of a new series of films commissioned by the Public Relations Department was completed and put on view early in the year. The quality of this film, entitled "Policeman", is such that it won a gold medal at the British Industrial Film Festival, and it has been very well received both by the public and among all the police forces which have seen it. The film has been shown to public audiences on several hundreds of occasions and 26 copies have been sold to police forces and public bodies.

In addition to planning and designing films commissioned for the Force's own publicity and recruitment purposes, the department has devoted considerable effort to arranging facilities for film-makers with a professional interest in portraying police work. Much detailed work has been involved in assisting in the preparation of B.B.C. and I.T.V. presentations, including full-length documentaries, children's serials, scientific programmes, programmes involving individual and group appearances by police officers and general news coverage.

During the year assistance of this kind has been given in respect of about 50 films for television, not all of which, when edited, could be regarded as being beneficial to the police. However, the vast majority of the films have served to interest the public, in an effective and responsible manner, in the work of the police. Filming facilities have also been arranged for various other organisations, including the Central Office of Information, and in connection with a full-length documentary film for the National Broadcasting Corporation of America to be shown to television audiences in England and America in the spring of 1971.

Exhibitions

During the year publicity displays demonstrating the role of the police were put on view at 46 exhibitions and police station open days. The most important of these displays were arranged at the International Motor Show at Earls Court and at Brunel University, Croydon Technical College and large stores in Croydon and Epsom.

On the police stand at the Motor Show a sophisticated television technique was used to illustrate in a practical manner a wide range of motoring problems and hazards and was accompanied by the skilled commentary of specially selected officers from the Traffic Division. The police stand also included a stolen car which had been disguised by obliteration and alteration of various identifying marks and car security displays presented by officers of the Stolen Vehicle Investigation Branch, with the object of bringing to the notice of drivers the precautions they should take to prevent car thefts. The police display drew the largest audiences of the show and it was calculated that the stand was seen by more than a half of the vast number of visitors to the Motor Show.

During July, a 10 day open air police exhibition was held in Battersea Park both as a continuation of the earlier "Mansize '70" recruitment campaign and to help improve the relationship and understanding between the public, and particularly young people, and the police. This large exhibition, of which a considerable proportion was housed under canvas, occupied a total area of 160,000 square feet. It drew upon the skills of most sections of the Force in the staging of non-stop arena events and standing displays covering the Force's achievements and all elements of its work. The exhibition was planned to coincide with the end of the school examination period, when teachers seek suitable end-of-term activities for children. The total audience, estimated at 155,000 people, included over 300 bus loads of children and many organized parties from London and the home counties.

General publicity

A recruitment campaign termed "Mansize '70" was launched in May, which is normally an unseasonable time of the year for recruitment. The timing of the campaign was a calculated risk taken as soon as the necessary finance was available in an attempt to remedy a poor level of recruitment. Other forces have confined recruitment exercises to their own areas so the decision to restrict "Mansize '70" to London did not break new ground. However, the idea of employing all police stations throughout the Metropolitan Police District as recruiting centres was almost certainly novel. It enabled a scheme of advertising and promotion to be mounted through the London evening papers, suburban papers and London television with the aim of getting the right sort of young man sufficiently interested in the Force as to call in at his local police station to hear from working policemen about the advantages of joining the Metropolitan Police. The result was a dovetailing of public relations resources with those of the designated officer at each police station, who used his individual talents in dealing with the interested enquirer. In consequence the campaign achieved more than a straightforward advertising exercise could have done, not only proving a success in terms of recruits but also producing a considerable dividend in terms of improved public relations.

A special editorial campaign to publicise the crime prevention service was staged in the autumn to coincide with the Home Office's National Crime Prevention Campaign. A personal profile of each crime prevention officer, together with photographs, prepared press notices and literature, was sent to every suburban newspaper covering his area. The campaign was a great success in terms of the extensive editorial coverage given both to the individual officers and to the crime prevention campaign generally.

Visitors

The administration of the Metropolitan Police Historical Museum and the Scotland Yard Crime Museum was taken over by the Public Relations Department in September. Although it has not yet been opened to the general public the new Historical Museum was visited by 1,500 members of the Force and of provincial and overseas forces.

The total number of visitors to New Scotland Yard during 1970 was 7,336, an increase of 1,019 compared with the previous year. Visits have continued to be restricted to police officers or to those who have a professional interest in police work. The total included 1,349 overseas visitors from 79 different countries. Among police officers attached to the department for press and publicity purposes were officers from provincial police forces, the Royal Ulster Constabulary, Japan, Hong Kong and several African states. Other visitors directly interested in the development of police/press relations included most newly appointed Fleet Street news executives, foreign, Commonwealth and provincial press representatives and groups of B.B.C. editorial trainees.

Catering

Catering facilities were provided in 177 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 occasions, demonstrations, and sporting and other events. New canteens and restaurants were opened during the year at Kensington traffic warden centre and Alperton traffic unit garage and workshop, and facilities for snacks were provided at Marlrow House, Sidcup. A new articulated mobile canteen was taken into use in June.

A programme of improvements in catering at section houses of the old type which are being ameliorated, and also in a number of recently built detached section houses, will result in the provision of set meals for breakfast, lunch and dinner, with a modified table service. Dining rooms will be suitably furnished with large and small tables and it is planned to provide an adjacent coffee room. The new arrangements should lead to better catering standards for residents and create a more informal environment.

It will be necessary to expand the training programme for catering staff in 1971, and to this end additional accommodation has been provided at Kennington police station. A number of trials and demonstrations in respect of foodstuffs and catering equipment were carried out at the catering school.

Police buildings and residential accommodation

A divisional station at Leman Street, a sectional station at Southgate (incorporating married quarters and a women police hostel), police offices with married quarters at Dobden and Hainault, stables at West Hendon and a traffic unit garage and workshop at Alperton were completed and taken into use.

Work was in progress on new divisional stations at Wembley and Paddington (the latter incorporating a section house, and also a career information and selection centre to replace the existing recruiting centre in Borough High Street), a sub-divisional station at Chiswick, a sectional station at Acton, a sectional station and stables at West Hampstead and a traffic unit garage and workshop at Finchley. Many of these buildings will be operational by the end of 1971. The reconstruction of the former Vine Street police station, which has been used as offices since its closure as an operational police station in 1939, has continued and should be completed well before the end of 1971. Demolition of the existing buildings on the site required for the rebuilding of Marylebone sub-divisional police station was completed during the year.

Work on the erection of the residential blocks of the new police training school on the Hendon Estate has progressed satisfactorily and is expected to be completed in July, 1972. Work on the next stage, the erection of the class-room and administration block, commenced early in 1971.

Difficulty continues to be experienced in obtaining suitable sites for the erection of police buildings in the Metropolitan Police District.

At the end of 1970 the number of married quarters was 4,871, a decrease of 53 compared with the previous year. Five sets of quarters were acquired and 58 quarters were disposed of as sub-standard or taken over as office accommodation. During the year, 584 officers vacated quarters to rent accommodation or to purchase their own homes, compared with 654 in 1969.

At the end of the year the section houses, women police hostels and cadet residential training centres provided accommodation for 3,926 officers.

Work has started on a 4 year programme to achieve modern standards of comfort and amenity at 13 older section houses.

Supplies

The purpose-built clothing exchange vans mentioned in last year's Report were delivered at the end of the year and have been taken into use. The new system will permit the closure of divisional stores, producing a saving of some 45 staff. The new vehicles will carry up to 1,200 garments of various types and will call at every division once a fortnight. It is hoped that the wide range of articles carried and the frequency of the visits to divisions will eliminate almost completely the need for police time to be spent in visits to the central clothing store.

Trials of new outerwear and other types of uniform clothing have continued under the general supervision of the Clothing and Appointments Board. Experimental types of materials have continued to be tested and one, a mixture of wool and terylene, is to be given an extended trial on a sub-divisional basis. As an interim arrangement, a 21 oz. baruthea cloth used by the Army for its best walking-out dress is to replace the wool/rayon serge mixture which the Force has used for sergeants' and constables' uniforms for the last 20 years. The new material is lighter in weight and as it is less prone to shine should give the uniform of members of the Force a generally smarter appearance.

Motor cyclist helmets of a new pattern have been introduced; they conform to the highest requirements of the British Standards Institution and its American equivalent and are designed to meet the exacting requirements of those worn by racing car drivers. The helmets will ensure that police motor cyclists are afforded an even higher standard of protection than in the past.

Other articles of police uniform clothing which were redesigned or of which new types were introduced during the year included boots for motor cyclists, special protective clothing for officers employed on training police dogs and a uniform for the small body of women police officers who joined the Mounted Branch.

The system used for stock control and the posting of stores ledgers is being mechanized and when this work is completed it is hoped to carry out most of the operations, including the preparation and placing of stores orders, by mechanical means.

Communications

Police national computer—New Scotland Yard bureau and facsimile equipment

It is intended to set up a computer bureau at New Scotland Yard as a link between the existing communications network of the Force and the police national computer in order to enter for the initial period of the national computer's operation during which terminal devices will be available only centrally. The visual display units and teleprinters installed in the bureau will enable the staff to interrogate the computer on behalf of radio-car crews and police officers on duty in the streets or at police stations.

The experimental link by means of visual display units between the information rooms at New Scotland Yard and at Guildford (Surrey Constabulary) continues to provide much useful information for the police national computer project.

Under the auspices of the police national computer unit, experiments are being conducted using high definition facsimile equipment for the transmission of fingerprints. Transmitters have been installed at the headquarters of Leeds City Police and Kent Constabulary and an automatic receiver has been housed at New Scotland Yard. The results of the experiments are being studied. During the year trials with similar equipment have been undertaken in an attempt to expedite the transfer of information relating to cases for hearing at Inner London Sessions and the Central Criminal Court.

Information Room

During the year, 481,080 calls were received in Information Room from private persons. Emergency calls generally from police officers and members of the public totalled 459,171, an increase of 36,933 compared with the 1969 figure.

Teleprinters

The number of outstations operating on the Metropolitan Police teleprinter network is now 119. Arrangements are in hand to install teleprinters for reception only in a further 23 sectional stations. The internal telegraph traffic of the Force continued to increase; over 3 million messages were handled in the telegraph office and a further 113,097 messages were transmitted over the Telex system, an increase of 10,889 over the previous year's figure. Totals of 91,164 messages were received from and 21,933 messages sent to other forces in the United Kingdom and abroad.

Radio

The number of vehicles and boats equipped with Force radio increased by 272 to a total of 2,256.

A total of 24 wireless stations continue to operate in the Europe-Mediterranean Region of the International Criminal Police Organization, and during the year 7,767 messages were transmitted to and 7,855 messages received from other member countries.

In my last Report I referred to an experiment in connection with the integration of Force and personal radio schemes whereby Information Room was provided with the facility to inject information into the personal radio networks at Hounslow and Romford. This system proved very successful and it is hoped to extend it to all sub-divisions during 1971.

As a result of reorganization within the Force, the number of sub-divisional personal radio networks has been reduced by 4 to a total of 80. A total of 6,125 personal radio sets were in use at the end of the year, by which time the distribution of sets for the use of specialist branches was well advanced.

A satisfactory inter-force radio system linking this Force with the Hertfordshire and Surrey Constabularies was introduced during the year and it is hoped to extend the scheme to incorporate the other contiguous forces of Essex, Kent and Thames Valley.

Automatic alarms

At the end of the year, 26,850 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 1970 was 2,481, while the number of removals was 236. Altogether, 67,430 calls from these alarms were received in Information Room, compared with 60,108 in 1969. The 1970 figure includes 2,508 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 693 cases (937 in 1969) the calls were the result of either actual or attempted breakings.

Calls from those alarms connected by private wires to central stations operated by the alarm manufacturing companies are forwarded verbally by the central station staff to Information Room, using the "999" system. The exact number of central station alarms is not known to police, but during 1970 a total of 26,784 calls were forwarded from them. In 147 cases (185 in 1969) the calls were the result of either actual or attempted breakings.

The total number of calls received from the two alarm systems was 94,214. The number of false calls was 90,866, and these continue to present a very serious problem.

Central vehicle index

During the year, 575,373 searches were made in the index, compared with 476,269 in the previous year. Many provincial forces continue to make use of the services of the index.

Transport

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

Police section

Cars, vans, etc.	..	..	..	1,820	
Motor cycles	..	..	..	578	
					2,398

Support services

Cars, coaches, vans, etc., including spare vehicles	..	..	..	932	
					3,330

The number of cars employed in unit beat schemes was increased by 49 to a total of 386.

At the end of the year a total of 2,061 police officers were authorized to use their private cars on duty, an increase of 217 over the previous year's figure. In addition, during the year 398 officers were temporarily authorized to use their private cars for special enquiries.

Accidents

Police operational vehicles were involved in 3,014 accidents of all kinds on the highway. The mileage per accident was 18,524 for cars, 15,026 for motor cycles and 18,203 for the whole of this part of the fleet. After detailed examination, police drivers were held to be entirely or partly to blame for 1,264 accidents, giving a mileage per blame-worthy accident of 44,515 for cars, 35,026 for motor cycles and 43,404 for all operational vehicles.

Prison van service

During the year, 135,411 male and 9,290 female prisoners, a total of 144,701, were conveyed by the prison van service. These figures represent increases of 7,057 men and 502 women compared with the totals for 1969.

Juvenile bus service

During 1970, a total of 12,187 juveniles were conveyed by the juvenile bus service, consisting of 9,570 males and 2,617 females. These figures represent decreases of 270 males and 108 females compared with the totals for 1969.

CHAPTER 7

Auxiliary Formations

Cadet Corps

As in 1969, over 1,500 applications to join the Cadet Corps were received. During the year 965 candidates were examined and 355 joined, of whom 54 in the 17½ to 18½ years age-group attended the short course of 14 weeks' duration; the remainder stayed at Hendon Cadet School for periods of either 8 or 12 months before passing on to second and third phase training. The number of cadets attested as constables was 309 (as compared with 343 in 1969) and 118 cadets left the Corps (compared with 106 in 1969).

It is a matter for concern that the rate of recruitment was low and that wastage reached a record high level for the second successive year, but an analysis of wastage statistics has failed to reveal any common factor. The strength of the Corps at the end of the year was 535.

I mentioned in last year's Report that I had agreed to a request from the Chief Constable of Kent that the residential part of his cadets' training should be conducted at Hendon and Ashford. During this year I agreed to similar requests from the Chief Constables of Surrey and of the Royal Ulster Constabulary. By the end of the year a further 41 cadets from Kent, 29 from Surrey and 8 from the Royal Ulster Constabulary had undergone or were undergoing such training.

Community service continues to be regarded as of special importance within the Corps and every cadet is required to make some contribution in this field. The attachments arranged provide an opportunity for cadets to meet sections of the community in need of voluntary help, such as the elderly and infirm and the mentally or physically handicapped. In addition, cadets are enabled to meet members of youth organizations, including young people from the coloured immigrant community, on the field of sport and at social gatherings at the various cadet establishments.

All cadets are encouraged to further their general education and to achieve academic qualifications. In the summer examination for the General Certificate of Education, 135 cadets entered for a total of 206 subjects at ordinary level and 6 cadets entered for 7 subjects at advanced level. A total of 116 passes were obtained at ordinary level and a total of 6 passes at advanced level. In the autumn, 159 cadets entered for a total of 202 subjects at ordinary level and 11 cadets entered for 13 subjects at advanced level.

Adventure training constitutes an essential part of the curriculum and a full programme of outdoor activity was maintained throughout the year. The Corps entered 6 crews in the junior section of the Devices to Westminster canoe race and certificates were gained for second place in the team event, medals by a crew taking third place and a trophy and medals by a crew in the fastest home-built canoe. During the year cadets obtained 323 swimming awards of the Royal Life Saving Society.

Since the conditions governing the Duke of Edinburgh's Award Scheme were revised in September, 1969, cadets have entered and trained solely for the gold award. The total number of gold awards gained since the inception of the Corps is now 235.

The Corps continues to provide the Metropolitan Police Athletic Association with new and accomplished recruits for its sporting sections, thus fulfilling one of the primary objects of the Cadet Corps sports clubs, which comprises 15 sections catering for all tastes. Weekend coaching courses are frequently held at Lippitts Hill in Epping Forest and the cadet centres in London.

The Corps is now taking part in national competitions against other cadet forces under the auspices of the Police Athletic Association. Two teams of third phase cadets were entered for the cadets' national life saving competition for the "West Riding" Cup and in the final round the "A" team was narrowly defeated by the City of London.

Special Constabulary

Against an establishment of 10,522 men and 180 women special constables, the strength at the end of the year was 1,681 men and 125 women, a total of 1,806 (102 lower than in 1969). The total number of men and women recruited, at 273, was slightly higher than in 1969 and it is encouraging to note that there was a considerable reduction in the rate of wastage through resignations. As in previous years, every opportunity was taken to publicize the special constabulary by means of recruiting exhibitions and local press reports. It is hoped that the forward planning undertaken in this field will result in a further increase in the number of recruits in the coming year.

Both men and women special constables have again performed many hours of routine and ceremonial police duties, and for the second successive year the policing of the carnival of the Festival of London Stores was undertaken primarily by the special constabulary. In addition, many volunteers undertook duties in divisions in connection with the usual bank holiday festivities, local functions, football matches and film premieres, as well as giving valuable assistance in central London on the occasions of Trooping the Colour and the two rehearsals for it, and of the State Opening of Parliament, the annual Remembrance Day ceremony at the Cenotaph and the Lord Mayor's procession.

The good relationship between the regular and volunteer members of the Force has been maintained and the loyalty and devotion of all ranks of the special constabulary remain strong.

The total numbers of 4 hour tours of duty performed and of hours spent in training were as follows:—

	1970	1969
	Duty	
Men	59,362 hours	45,814 hours
Women	3,668 hours	2,828 hours
	Training	
Men	32,168 hours	35,768 hours
Women	1,840 hours	1,748 hours

Traffic Wardens

At the end of the year the total strength of the traffic warden service was 1,585, an increase of 191 compared with the 1969 figure. This total was made up as follows:—

	Men	Women	Total
Senior traffic warden controllers	4	—	4
Traffic warden controllers	15	—	15
Traffic warden supervisors	103	21	124
Traffic wardens	532	910	1,442
All grades	654	931	1,585

The proportion of women in the service (58.7 per cent) was almost the same as in 1968 and 1969.

In April, 2 week refresher training courses were introduced for traffic warden supervisors and a total of 84 supervisors had attended 7 such courses by the end of the year. The first traffic warden controllers were appointed in February and these officers attended a 5 week training course, 3 weeks of which were spent on attachments to give them practical experience of the duties and responsibilities of an officer in charge of a traffic warden centre. Supervisors and controllers also attended short courses on report writing and procedures relating to staff.

The training as instructors of specially selected traffic warden supervisors started in October when 13 attended a 2 week course at Hendon Training School. Those showing most promise are subsequently being attached to the Traffic Warden Training School at Gaysa Inn Road for their teaching ability to be assessed in practice. By the end of the year, 2 supervisors had successfully completed this further training.

Traffic wardens were successfully employed for the first time to aid police in implementing the special arrangements for controlling traffic in the West End over the busy Christmas shopping period. They also made a valuable contribution when automatic traffic signals were put out of action by power cuts resulting from industrial action and traffic wardens exercised manual control over traffic at busy junctions. The absence of street lighting often made this duty especially hazardous and it was gratifying to receive from members of the public expressions of appreciation of the wardens' competence and helpfulness.

School Crossing Patrols

At the end of the year the number of school crossings approved for supervision was 1,905. This was one more than at the end of 1969, approval having been given in respect of 37 new crossings and withdrawn from 36 existing ones. Of the total, 100 crossings were approved for supervision by police and 1,805 for supervision by school crossing patrols, compared with 105 and 1,799 respectively in 1969.

By 31st December the number of adult patrols in post had increased by 59 to 1,370, whilst the number of crossings supervised by groups of sixth-form pupils under the "schoolboy patrol" scheme had risen by 4 to a total of 28. Overall, there was a deficiency of 407 patrols compared with 464 at the end of 1969.

The 28 crossings covered by the "schoolboy patrol" scheme were supervised by senior boys and girls from 19 schools in 11 local education authority areas. The scheme continues to work very satisfactorily and opportunities to extend it are constantly being sought. At the end of the year proposals in respect of an additional 4 crossings were awaiting implementation and a further proposal was under discussion.

I mentioned in my last Report the introduction of a new type of "Stop—Children" sign with mixed fluorescent and retro-reflective properties and this has proved highly effective at the selected school crossings where it was taken into use.

TABLE 1
Indictable * offences known to police (a)

Offence	1970	1969	1968	Increase or decrease in 1970 compared with 1969	
				Number	Per cent
<i>Offences against the person:</i>					
Murder	51	51	57	—	—
Attempts, threats, etc., to murder ..	102	77	59	+ 25	+32.5
Manslaughter and infanticide	54	35	32	+ 19	+54.3
Causing death by dangerous driving ..	100	83	99	+ 17	+20.5
Wounding and assault	6,897	6,670	5,300	+ 77	+ 1.1
Rape	141	109	115	+ 32	+29.4
Other offences against females	2,095	1,513	1,642	+ 151	+ 7.8
Unnatural offences	837	667	604	+ 160	+24.4
Bigamy	51	39	48	+ 12	+30.8
Other offences against the person ..	20	16	8	+ 4	+25.0
<i>Burglary and aggravated burglary:</i>					
in dwellings:					
forfeible, etc., entries	24,420	23,590	22,119	+ 170	+ 0.7
other entries (walk-ins)	19,801	19,368	—	+ 433	+ 2.2
(a) in non-residential buildings:					
forfeible, etc., entries	22,032	24,521	21,528	+ 2,469	+10.2
other entries (walk-ins)	8,655	7,983	—	+ 670	+ 8.4
<i>Other offences against property:</i>					
Robbery and assault with intent to rob ..	2,369	2,236	1,910	+ 133	+ 5.9
Theft (formerly larceny):					
from the person	2,814	3,314	3,444	—	—
(b) in a dwelling (except from meters) ..	17,216	17,823	28,314	—	—
by employees	5,205	5,185	3,597	+ 0.4	+ 0.4
of pedal cycles	10,497	10,753	10,694	+ 256	+ 2.4
of motor vehicles	8,399	8,065	7,018	+ 334	+ 4.1
from vehicles in street	34,205	36,036	38,201	+ 341	+1.0
(c) from vehicles off street	13,315	13,639	11,715	+ 324	+ 2.4
(d) by shoplifting	13,700	12,679	8,522	+ 821	+ 6.4
(e) from meters, telephone boxes and automobile machines	9,773	12,274	8,350	+ 2,501	+20.4
(f) Other thefts, etc., not separately classified:					
in non-residential premises	41,381	41,446	45,551	—	—
elsewhere	20,553	18,428	29,947	+ 63	+ 0.2
(g) Unauthorised taking of motor vehicles	23,664	24,408	23,645	+ 744	+ 3.0
(h) Fraud	18,193	18,149	13,135	+ 2,044	+12.7
(i) Going equipped to steal (formerly possessing housebreaking tools)	1,813	1,426	446	+ 387	+27.1
(j) Handling stolen goods (formerly receiving)	7,120	6,378	5,215	+ 742	+11.6
Other indictable offences	—	—	1,607	—	—
Forgery, counterfeiting and uttering ..	4,360	4,898	4,468	—	—
Miscellaneous	1,233	1,200	947	+ 33	+ 2.8
Total indictable offences	321,156	321,431	298,867	—	—

* Including, for each year shown, unauthorised taking of motor vehicles (see page 42).

(a) The offences enumerated are classified according to the original police statement with the exception of murder, which includes those cases (41 in 1970) in which the defendants were dealt with by the courts for lesser offences.

(b) Classification affected by changes in the law made on 1.1.69 by the Theft Act 1968.

(c) Included as an indictable offence from 1.1.68.

(d) Larceny, theft and larceny—by force and other aggravated larceny (retention by thieves, concealment, retention of postal letters, larceny of cash and shop and lottery from ships and docks).

(See also Chapter 4, pages 45-50.)

APPENDIX 2

TABLE 2
Indictable * offences cleared up (a)

Offence	Offences reported in 1970	Number cleared up in 1970	Percentage cleared up		
			1970	1969	1968
<i>Offences against the person:</i>					
(b) Murder	51	46	90.2	96.1	96.5
Attempts, threats, etc., to murder ..	102	98	96.1	89.6	91.3
Manslaughter and infanticide	54	52	96.3	97.1	98.3
Causing death by dangerous driving ..	100	100	100.0	100.0	100.0
Wounding and assault	6,897	4,781	69.3	67.4	67.6
Rape	141	120	85.1	79.8	76.5
Other offences against females	2,095	1,366	65.2	68.9	62.1
Unnatural offences	837	736	87.9	82.7	85.9
Bigamy	51	44	86.3	89.7	89.6
Other offences against the person ..	20	18	90.0	81.3	83.5
<i>Burglary and aggravated burglary:</i>					
in dwellings:					
forfeible, etc., entries	24,420	4,532	18.6	17.9	22.2
(c) other entries (walk-ins)	19,801	1,978	10.0	8.9	not comparable
in non-residential buildings:					
forfeible, etc., entries	22,032	4,869	22.1	20.6	21.7
(e) other entries (walk-ins)	8,655	1,284	14.8	17.5	not comparable
<i>Other offences against property:</i>					
Robbery and assault with intent to rob ..	2,369	796	33.6	32.2	31.7
Theft (formerly larceny):					
from the person	2,814	508	18.1	14.2	13.7
(d) in a dwelling (except from meters) ..	17,216	3,073	17.9	16.5	8.5
by employees	5,205	5,022	96.5	94.6	98.3
of pedal cycles	10,497	241	2.3	7.0	8.2
of motor vehicles	8,399	1,275	15.2	13.8	11.9
(f) from vehicles in street	34,205	3,218	9.4	8.6	8.2
(g) from vehicles off street	13,315	1,161	8.7	8.2	6.1
(h) by shoplifting	13,700	12,563	91.3	87.6	94.9
(i) from meters, telephone boxes and automobile machines	9,773	1,509	16.5	14.6	13.7
(j) Other thefts, etc., not separately classified:					
in non-residential premises	41,381	5,417	13.1	13.1	12.6
(k) elsewhere	20,553	5,512	26.8	24.1	19.2
(l) Unauthorised taking of motor vehicles ..	23,664	6,138	25.9	23.1	23.3
(m) Fraud	18,193	11,106	61.1	71.7	75.1
(n) Going equipped to steal (formerly possessing housebreaking tools)	1,813	1,811	100.0	100.0	100.0
(o) Handling stolen goods (formerly receiving) ..	7,120	7,120	100.0	100.0	100.0
(p) Other offences now reclassified	—	—	—	—	78.3
<i>Other indictable offences:</i>					
Forgery, counterfeiting and uttering ..	4,360	2,168	49.7	53.9	51.8
Miscellaneous	1,233	635	51.5	54.9	55.0
Total indictable offences	321,156	92,341	28.8	26.8	24.7

* Including, for each year shown, unauthorised taking of motor vehicles (see page 42).

(a) Includes all offences cleared up during 1970, irrespective of the year in which they were committed.

(b) Includes cases (41 in 1970) in which defendants were dealt with by the courts for lesser offences.

(c) Classification affected by changes in the law made on 1.1.69 by the Theft Act 1968.

(d) Larceny, theft and larceny—by force and other aggravated larceny (retention by thieves, concealment, retention of postal letters, larceny of cash and shop and lottery from ships and docks).

(See also Chapter 4, pages 45-50.)

TABLE 3
Arrests for indictable offences*

Offence	1970	1969	1968	Increase or decrease in 1970 compared with 1969	
				Number	Per cent
Offences against the person:					
(a) Murder	67	66	84	+ 1	+ 1.5
Attempt, threats, etc., to murder ..	119	52	80	+ 67	+128.8
Manslaughter and infanticide	42	30	52	+ 13	+23.3
Causing death by dangerous driving ..	97	77	94	+ 20	+26.0
Wounding and assault	5,142	4,988	3,755	+ 159	+ 3.2
Rape	100	91	76	+ 9	+ 9.9
Other offences against females	785	821	628	- 36	- 4.4
Unnatural offences	665	552	427	+ 113	+20.5
Bigamy	24	9	8	+ 15	+166.7
Other offences against the person ..	14	15	13	- 1	- 6.7
Burglary and aggravated burglary:					
in dwellings:					
forcible, etc., entries	3,475	3,200	3,044	+ 275	+ 8.6
other entries (walk-in)	1,404	1,343	—	+ 61	+ 4.5
in non-residential buildings:					
forcible, etc., entries	4,996	5,148	4,477	- 152	- 3.0
other entries (walk-in)	1,728	1,607	—	+ 121	+ 7.5
Other offences against property:					
Robbery and assault with intent to rob ..	1,319	1,263	966	+ 56	+ 4.4
Theft (formerly larceny):					
from the person	571	544	521	+ 27	+ 5.0
in a dwelling (except from meters) ..	2,446	2,281	1,693	+ 165	+ 7.2
by employee	4,936	4,579	3,581	+ 357	+ 7.8
of pedal cycles	899	774	712	+ 125	+16.1
of motor vehicles	1,111	1,126	821	+ 185	+16.4
from vehicles in street	2,512	2,475	2,655	+ 37	+ 1.5
from vehicles off street	1,639	1,868	599	- 21	- 2.0
by shoplifting	11,608	10,225	7,232	+ 1,382	+13.5
from meters, telephone boxes and automatic machines	1,585	1,880	1,156	- 295	-15.7
(c) Other thefts, etc., not separately classified:					
from non-residential premises	5,685	5,159	5,410	+ 526	+10.2
elsewhere	5,385	4,416	5,047	+ 970	+22.0
(d) Unauthorised taking of motor vehicles	7,233	7,184	6,644	+ 49	+ 0.7
(e) Fraud	5,096	4,661	3,258	+ 435	+ 9.3
(f) Going equipped to steal (formerly possessing housebreaking tools) ..	1,697	1,373	415	+ 324	+23.6
(g) Handling stolen goods (formerly receiving)	7,105	6,363	5,044	+ 742	+11.7
Other offences now reclassified:					
—	—	—	999	—	—
Other indictable offences:					
Forgery, coinage and uttering	1,161	1,064	1,119	+ 97	+ 9.1
Miscellaneous	721	697	503	+ 26	+ 3.7
Total arrests	80,930	75,128	61,184	+ 5,832	+ 7.8

* Including, for each year shown, unauthorised taking of motor vehicles (see note (c)).
 (a) Excludes persons (42 in 1970) dealt with for minor offences.
 (b) Classification adopted for changes in law made on 1.1.70 by the Theft Act 1968.
 (c) Before 1969 classified as "mischellaneous simple larcenies".
 (d) Classified as an indictable offence from 1.1.69.
 (e) Larceny—pick and snatch—bribe and other gain and larceny (except by threat, embezzlement, receipt of postal letters, receipt of goods and money and larceny from ships and docks).
 (See also Chapter 4, pages 47-50.)

APPENDIX 2

APPENDIX 2

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

Offence	Percentage of persons arrested aged 16 and over		Percentage of persons arrested aged 15 and under	
	16-24	25 and over	15-16	17 and over
Burglary and aggravated burglary:				
in dwellings:				
forcible, etc., entries	1.47	1.46	0.00	0.00
other entries (walk-in)	0.43	0.43	0.00	0.00
in non-residential buildings:				
forcible, etc., entries	1.47	1.46	0.00	0.00
other entries (walk-in)	0.43	0.43	0.00	0.00
Robbery and assault with intent to rob	0.74	0.74	0.00	0.00
Theft (formerly larceny):				
from the person	0.11	0.11	0.00	0.00
in dwelling (except from meters)	0.11	0.11	0.00	0.00
by employee	0.11	0.11	0.00	0.00
of pedal cycles	0.11	0.11	0.00	0.00
of motor vehicles	0.11	0.11	0.00	0.00
from vehicles in street	0.11	0.11	0.00	0.00
from vehicles off street	0.11	0.11	0.00	0.00
by shoplifting	0.11	0.11	0.00	0.00
from meters, telephone boxes and automatic machines	0.11	0.11	0.00	0.00
Other thefts, etc., not separately classified:				
from non-residential premises	0.11	0.11	0.00	0.00
elsewhere	0.11	0.11	0.00	0.00
Unauthorised taking of motor vehicles	0.11	0.11	0.00	0.00
Fraud	0.11	0.11	0.00	0.00
Going equipped to steal (formerly possessing housebreaking tools)	0.11	0.11	0.00	0.00
Handling stolen goods (formerly receiving)	0.11	0.11	0.00	0.00
Other offences now reclassified	0.11	0.11	0.00	0.00
Other indictable offences:				
Forgery, coinage and uttering	0.11	0.11	0.00	0.00
Mischellaneous	0.11	0.11	0.00	0.00
Total arrests	0.11	0.11	0.00	0.00

APPENDIX 2

TABLE 5
Percentages of arrests, by age-groups

Offense	Percentage of persons arrested aged				
	10-13	14-16	17-20	21 and over	Total
Burglary and aggravated burglary:					
in dwellings:					
forcible entry	17.4	31.0	22.3	29.3	100.0
walk-in	15.7	23.1	20.9	18.3	100.0
non-residential buildings:					
forcible entry	20.5	22.7	21.5	35.3	100.0
walk-in	27.9	21.8	15.6	34.7	100.0
Robbery	10.2	22.2	29.7	37.9	100.0
Theft:					
from the person	15.2	18.4	22.4	44.0	100.0
in dwelling	9.8	15.1	23.1	52.0	100.0
by employee	0.2	6.9	16.3	76.6	100.0
of postal cycles	22.5	31.5	7.4	8.8	100.0
of motor vehicles	3.4	15.4	28.4	52.8	100.0
from vehicles in street	13.3	17.1	28.0	41.4	100.0
from vehicles off street	15.3	20.6	31.0	33.1	100.0
by shoplifting	12.8	14.0	13.9	59.3	100.0
from notices, etc.	30.9	29.4	17.3	22.4	100.0
other thefts not separately classified:					
from non-residential premises	18.5	19.5	17.1	44.9	100.0
elsewhere	15.4	17.2	20.3	47.1	100.0
Unauthorized taking of motor vehicles	5.5	32.4	56.8	25.3	100.0
Handling stolen goods	5.8	8.7	15.3	70.2	100.0
All other indictable offences	2.9	8.6	18.9	69.6	100.0
Total arrests for indictable offences	11.0	16.8	20.3	51.9	100.0

APPENDIX 2

TABLE 6
Arrests for indictable offences
By age under 21

Age given at date of arrest	Number of arrests in		Increase or decrease in 1970 compared with 1969	
	1970	1969	Number	Per cent
Children —				
10	1,018	790	+ 228	+28.9
11	1,563	1,389	+ 174	+15.4
12	2,590	2,267	+ 323	+14.4
13	3,717	3,317	+ 400	+12.1
Sub-totals (10-13)	8,931	7,763	+1,168	+15.0
Young persons —				
14	4,658	3,960	+ 698	+17.6
15	4,422	4,148	+ 274	+ 6.6
16	4,119	4,011	+ 108	+2.7
Sub-totals (14-16)	13,599	12,119	+1,480	+12.2
17	4,364	4,100	+ 264	+ 6.4
18	4,531	4,258	+ 273	+ 6.4
19	4,054	4,001	+ 53	+ 1.3
20	3,855	3,602	+ 253	+ 7.0
Sub-totals (17-20)	16,804	15,961	+ 843	+ 5.3
Totals 10-20	39,934	35,853	+4,081	+11.4
Totals 21 and over	42,006	39,285	+2,721	+ 6.9
Totals 10 and over	80,940	75,128	+5,812	+ 7.8

APPENDIX 2

TABLE 7

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

Offence	Number of persons arrested aged			
	10-13	14-16	17-20	Total under 21
Burglary and aggravated burglary:				
In dwellings:				
forcible entry	606	1,078	774	2,458
walk-in	220	353	293	866
non-residential buildings:				
forcible entry	1,026	1,131	1,016	3,233
walk-in	483	376	269	1,128
Robbery	135	293	391	819
Theft:				
from the person	87	105	128	320
in dwelling	240	368	566	1,174
by employee	8	342	804	1,154
of pedal cycles	472	281	67	820
of motor vehicles	32	202	372	606
from vehicles in street	338	429	704	1,471
from vehicles off street	159	214	322	695
by shoplifting	1,491	1,622	1,610	4,723
from meters, etc.	490	466	274	1,230
other thefts not separately classified:				
from non-residential premises	1,049	1,108	974	3,131
elsewhere	810	924	1,093	2,847
Unauthorized taking of motor vehicles	401	2,342	2,659	5,402
Handling stolen goods	414	615	1,091	2,120
All other indictable offences	450	1,350	2,977	4,777
Total arrests for indictable offences	8,531	13,599	16,444	38,974

APPENDIX 2

TABLE 8

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

Age group at time of arrest	Number of arrests					Percentage				
	Prisoners with previous criminal record arrested for			Total	Proportion of prisoners with criminal record to total arrests for	Prisoners without previous criminal record			Total	Proportion of prisoners with criminal record to total arrests for
	Forcible entries	Other indictable offences	All indictable offences			Forcible entries	Other indictable offences	All indictable offences		
	10-13	14-16	17-20			10-13	14-16	17-20		
10	12	24	26	62	0.018	1,018	1,023	1,016	3,057	98.2
11	18	30	36	84	0.021	1,251	1,263	1,254	3,768	97.9
12	60	144	161	365	0.039	1,120	1,093	1,114	3,327	96.1
13	142	314	416	872	0.041	7,341	7,717	7,717	23,775	87.7
Totals (children)	242	512	639	1,393	0.041	8,098	8,511	8,511	25,120	95.9
14	231	508	519	1,258	0.048	1,019	1,019	1,019	3,297	96.2
15	271	610	714	1,595	0.051	1,213	1,213	1,213	3,737	94.9
16	271	610	714	1,595	0.051	1,213	1,213	1,213	3,737	94.9
Totals (young persons)	703	2,046	2,764	5,513	0.051	12,399	12,399	12,399	39,711	94.9
17	296	1,084	1,364	2,744	0.054	1,019	1,019	1,019	3,297	94.6
18	218	1,201	1,411	2,830	0.053	1,019	1,019	1,019	3,297	94.7
19	153	1,243	1,601	2,997	0.051	1,019	1,019	1,019	3,297	94.9
20	203	1,173	1,375	2,749	0.053	1,019	1,019	1,019	3,297	94.7
Totals (17-20)	770	4,711	5,661	11,142	0.054	12,399	12,399	12,399	39,711	94.6
Totals (under 21)	1,918	7,248	8,364	17,530	0.051	19,497	19,497	19,497	58,831	94.9
21-40	1,182	3,545	3,729	8,456	0.058	11,497	11,497	11,497	34,749	94.2
41-50	119	1,064	1,489	2,672	0.044	1,019	1,019	1,019	3,297	96.4
51-60	48	725	771	1,544	0.031	1,019	1,019	1,019	3,297	98.3
61 and over	13	272	381	666	0.019	1,019	1,019	1,019	3,297	99.1
Totals (all ages)	3,433	20,933	24,624	54,990	0.051	25,919	25,919	25,919	80,909	94.9

TABLE 1
Accidents involving death or personal injury since 1961

Year	Number of accidents involving death or personal injury				Increase or decrease on previous year	
	Fatal	Serious	Slight	Total	Number	Pct cent
1961	825	10,519	45,714	58,059	—	—
1962	771	9,952	46,816	56,533	-1,526	-2.6
1963	748	10,650	50,266	59,474	+1,941	+3.4
1964	853	10,598	50,200	61,651	+1,169	+1.9
				*63,200		
1965	849	10,950	52,234	64,033	+2,370	+3.8
1966	837	10,311	50,609	60,756	-3,277	-5.1
1967	790	9,521	49,459	57,770	-3,076	-5.1
1968	693	9,404	45,063	55,066	-2,704	-4.7
1969	718	9,817	46,365	56,899	+1,833	+3.3
1970	761	9,422	43,603	53,188	-3,711	-6.5

* Takes into account accidents in 1954 in that part of Essex now within the Metropolitan Police District.

TABLE 2
Monthly accident totals

Month	1970	1969	Increase or decrease	
			Number	Per cent
January	4,671	4,897	-219	-4.5
February	4,052	4,130	-78	-1.9
March	4,183	4,343	-160	-3.8
April	4,237	4,254	-23	-0.5
May	4,536	4,379	+157	+3.6
June	4,229	4,203	+26	+0.6
July	4,610	4,624	-14	-0.3
August	4,336	4,283	+53	+1.2
September	4,698	4,369	+329	+7.5
October	4,618	4,188	+430	+10.0
November	3,494	3,468	+26	+0.7
December	5,065	4,842	+223	+4.6

TABLE 3
Accident characteristics

One	Vehicles per accident							Total
	One motor- cyclist	Two	Three	Four	Five	Six	Seven	
172	270	753	59	2	3	1	1	1,445
4,624	9,431	2,640	1,027	110	10	—	—	20,464
1,022	3,247	1,158	3	6	—	—	—	5,436
1,022	3,247	1,158	3	6	12	—	—	5,436
202	396	545	47	3	4	—	—	1,159
202	396	545	47	3	4	—	—	1,159
17	191	501	59	11	2	—	—	739
17	191	501	59	11	2	—	—	739
4,008	6,536	5,896	1,064	254	23	3	1	17,490
8,785	17,756	26,089	3,148	337	59	13	1	56,118
778	78	78	1	—	—	—	—	779
1,115	115	115	1	—	—	—	—	1,119
2,859	2,859	172	17	2	—	—	—	3,060
3,850	174	19	3	—	—	—	—	4,086
Totals	3,850	174	19	3	—	—	—	4,086

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

APPENDIX 3

TABLE 4
Vehicles involved in accidents

Types of vehicle	Numbers involved in		Percentage of total in		Percentage increase or decrease in 1970
	1970	1969	1970	1969	
Pedal cycles	4,866	3,272	5.4	5.8	- 7.7
Mopeds	1,127	1,018	1.2	1.2	+ 8.6
Motor scooters	2,481	3,014	2.8	3.3	-17.6
Motor cycles	5,291	5,339	5.9	5.9	- 0.9
Motor cycle, scooter or moped combinations	242	320	0.3	0.4	-24.4
Cars and cabs	57,691*	56,207	64.2	63.3	+ 2.6
Buses and coaches	5,455	5,816	6.1	6.4	- 6.2
Goods vehicles— not over 1½ tons†	7,301	7,320	8.1	8.1	- 0.3
over 1½ tons but not over 3 tons	1,993	2,131	2.2	2.6	-14.5
over 3 tons	2,169	2,162	2.4	2.4	+ 0.3
Other motor vehicles	1,215	1,317	1.3	1.5	- 7.7
Other non-motor vehicles	61	61	0.1	0.1	—
All types	89,898	90,197	100.0	100.0	- 0.3

* One or more cabs were involved in 1,078 accidents in 1970 and in 1,209 accidents in 1969.

† Unladen weight.

APPENDIX 3

TABLE 5
Deaths and injuries by classes of road users

Class of persons killed or injured	Deaths	Serious injuries	Slight injuries	Total casualties
Pedestrians				
1970 totals	416	4,223	14,761	19,422
Comparison with 1969:				
Number	+4	-66	+173	+111
Per cent	+0.9	-1.5	+1.2	+0.6
Pedal cyclists				
1970 totals	38	567	4,034	4,639
Comparison with 1969:				
Number	-4	-113	-279	-396
Per cent	-9.5	-16.6	-6.5	-7.9
Motor cyclists				
1970 totals	63	1,416	6,406	7,887
Comparison with 1969:				
Number	+1	-186	-232	-417
Per cent	+1.6	-11.6	-3.5	-5.0
Other road users*				
1970 totals	270	4,539	35,877	40,686
Comparison with 1969:				
Number	+64	-294	+1,744	+1,504
Per cent	+31.1	-6.3	+5.1	+4.1
All road users				
1970 totals	809	10,745	61,080	72,634
Comparison with 1969:				
Number	+65	-569	+1,406	+902
Per cent	+8.7	-5.0	+2.4	+1.3

* Mainly drivers of, and passengers in, vehicles.

TABLE 6

Child casualties

Age	Number killed			Number injured			Total casualties		
	Pedestrians	Pedal cyclists	Others	Pedestrians	Pedal cyclists	Others	Pedestrians	Pedal cyclists	Others
Under 2 years	1	1	1	64	1	240	67	1	241
2 years	1	1	1	245	1	250	248	1	250
3 years	1	1	1	411	1	700	413	1	702
4 years	1	1	1	862	1	333	864	1	335
5 years	1	1	1	813	1	1,021	815	1	1,023
6 years	1	1	1	813	1	1,021	815	1	1,023
7 years	1	1	1	813	1	1,021	815	1	1,023
8 years	1	1	1	813	1	1,021	815	1	1,023
9 years	1	1	1	813	1	1,021	815	1	1,023
10 years	1	1	1	813	1	1,021	815	1	1,023
11 years	1	1	1	813	1	1,021	815	1	1,023
12 years	1	1	1	813	1	1,021	815	1	1,023
13 years	1	1	1	813	1	1,021	815	1	1,023
14 years	1	1	1	813	1	1,021	815	1	1,023
15 years	1	1	1	813	1	1,021	815	1	1,023
Totals (under 17 years)	15	12	6	73	7,654	14,311	2,683	12,130	7,689
1969	14	10	7	91	7,345	13,847	2,640	12,072	7,618
Totals	29	22	13	164	14,999	28,158	5,323	24,202	15,307

APPENDIX 3

TABLE 8
Fixed penalty notices issued

Offences	By Police		By Traffic Wardens		Totals	
	1970	1969	Difference in 1970	1970	1969	Difference in 1970
Parking place offences in controlled parking zones ..	13,520	15,520	-2,000	371,168	337,256	+34,912
Restricted entry offences in controlled parking zones ..	27,039	40,728	-13,689	323,442	336,962	-13,520
Restricted entry offences outside controlled parking zones (not driveway) ..	17,009	20,163	-3,154	83,816	59,783	+24,033
Chimney offences ..	5,462	12,653	-7,191	24,906	56,515	-31,609
Vehicle lighting offences ..	3,545	5,007	-1,462	64	91	-27
Waiting offences on rail tracks ..	16	357	-341	2,330	953	+1,377
Unspecified ..	66,991	102,638	-35,647	153	153	-128
All offences ..	118,538	189,542	-71,004	887,342	810,380	+76,962

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APPENDIX 3

TABLE 9

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

	1970					1969
	Jan.-March	April-June	July-Sept.	Oct.-Dec.	Total	
At Scene. Breath tests and arrests						
Total of persons required to take a breath test or arrested under S. 6, R.T. Act 1960 ..	4,190	4,594	4,607	6,005	19,396	14,527
Breath test negative ..	1,265	1,389	1,297	1,983	5,936	3,457
Breath test positive ..	2,734	2,789	2,933	3,462	11,908	9,707
Breath test refused ..	266	267	290	393	1,218	1,008
Arrests without breath test (S. 6, R.T. Act 1960) ..	123	109	97	163	494	355
Total persons arrested/ reported	3,125	3,165	3,310	4,020	13,620	11,070
At Station. Negative breath tests at stations and specimens for analysis						
Breath test negative ..	401	427	409	423	1,660	1,444
Blood specimen given ..	2,470	2,506	2,628	3,233	10,837	8,703
Urine specimen given ..	157	161	182	228	728	491
Specimens refused ..	96	62	85	134	377	404
Totals ..	3,124	3,156	3,304	4,020	13,604	11,042
Analysis of specimens						
Under 80 milligrams ..	689	711	727	815	2,942	2,128
Over 80 milligrams ..	1,873	1,910	2,625	2,569	8,377	6,692
Still to be analysed at end of month ..	68	46	58	77	246	374
Insufficient or spoiled, etc. ..						
Total analyses, etc. ..	2,627	2,667	2,810	3,461	11,565	9,194

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TABLE I
Sickness losses

[illegible]

* Actual differences.

† Percentages adjusted to allow for changes in strength.

APPENDIX 4

TABLE 2
Persons arrested for all offences

Year	Total number of persons arrested	Dealt with at magistrates' courts				Dealt with at sessions or quarter sessions				Otherwise disposed of	
		Convicted		Charge withdrawn or dismissed	Sum for trial	Convicted	Acquitted	Acquitted	Acquitted	Otherwise disposed of	
		Charge withdrawn or dismissed	Sum for trial								Convicted	Acquitted
1961	110,684	90,896	4,414	6,207	839	1,308	1,308	1,308	1,308	1,308	
1962	112,296	92,511	4,411	6,215	835	1,308	1,308	1,308	1,308	1,308	
1963	114,298	94,592	4,411	6,215	835	1,308	1,308	1,308	1,308	1,308	
1964	117,761	97,077	6,417	6,619	6,609	5,124	1,485	1,485	1,485	1,485	
1965	117,694	96,446	6,399	10,833	4,191	10,660	9,123	1,537	1,537	1,537	
1966	119,787	98,666	6,399	10,833	4,191	10,660	9,123	1,537	1,537	1,537	
1967	123,573	100,387	7,359	11,662	5,002	11,257	9,478	1,779	1,779	1,779	
1968	125,573	102,387	7,359	11,662	5,002	11,257	9,478	1,779	1,779	1,779	
1969	140,912	109,985	10,134	13,713	7,060	13,683	12,028	1,655	1,655	1,655	
1970	140,619	108,777	10,122	14,635	7,505	14,585	12,717	1,868	1,868	1,868	

[illegible]

APPENDIX 4

TABLE 3
Summaries for all offences, based on application of police, with results

Year	Summaries based on report of officers concerned with					Dealt with at magistrates' and higher courts ¹		
	Mechanical damage to property or vehicles ²	Homicide, drugs, and other offences involving vehicles ³	Road traffic offences ⁴	Miscellaneous offences involving vehicles ⁵	Total summarised	Conviction or disposal ⁶	Withdrawn or dismissed ⁷	Otherwise disposed of ⁸
1961	168,665	563	1,038	4,746	175,012	164,499	4,835	2,678
1962	185,504	477	876	6,020	192,877	182,905	5,986	2,719
1963	196,277	430	572	6,781	204,060	193,780	7,796	2,124
1964	212,798	936	577	5,595	220,306	211,021	7,481	667
1965	206,660	122	243	3,665	210,726	207,726	8,101	499
1966	216,846	122	243	3,665	221,116	217,141	8,101	544
1967	216,846	122	243	3,665	221,116	217,141	8,101	544
1968	216,846	122	243	3,665	221,116	217,141	8,101	544
1969	216,846	122	243	3,665	221,116	217,141	8,101	544
1970	216,846	122	243	3,665	221,116	217,141	8,101	544

¹ For details, see Appendix 1, Table 7.
² Prior to January 1964, the number of persons arrested on summary and dealt with at justices for quarter sessions during the same year were counted.
³ From January 1964 onwards, a new method of recording was introduced whereby a count is made of the number of persons dealt with at justices or quarter sessions for the same year.
⁴ Includes cases of dangerous driving, careless driving, and other offences involving vehicles.
⁵ Includes cases of dangerous driving, careless driving, and other offences involving vehicles.
⁶ Includes cases of dangerous driving, careless driving, and other offences involving vehicles.
⁷ Includes cases of dangerous driving, careless driving, and other offences involving vehicles.
⁸ Includes cases of dangerous driving, careless driving, and other offences involving vehicles.

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
1961	30,319	8,151,750	3.719
1962	30,319	8,151,750	3.719
1963	30,319	8,151,750	3.719
1964	30,319	8,151,750	3.719
1965	30,319	8,151,750	3.719
1966	30,319	8,151,750	3.719
1967	30,319	8,151,750	3.719
1968	30,319	8,151,750	3.719
1969	30,319	8,151,750	3.719
1970	30,319	8,151,750	3.719

