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Report of the  
Commissioner of Police  
of the Metropolis  
for the year  
1971

*Presented to Parliament by the Secretary of State for the Home Department  
by Command of Her Majesty  
June 1972*

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REPORT OF THE COMMISSIONER OF POLICE OF THE  
METROPOLIS FOR THE YEAR 1971

New Scotland Yard,  
Broadway,  
London.

S.W.1H 0BG  
7th April, 1972.

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, 1971.

I have the honour to be,

Sir,

Your obedient Servant,

J. L. WALDRON.

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## CHAPTER I

## Introduction

I shall have retired by the time this Report is published. Since my return to London in January, 1959, I have been Assistant Commissioner in charge of two of the four police departments and later Deputy Commissioner before becoming Commissioner in April, 1963, and it may be worthwhile placing on record some of the developments that have taken place in the police service since I have been in a position of control and direction.

With deep and lasting traditions the Metropolitan Police is an impressive institution by every standard, and in any company in the world. Basically conservative it approves of methods and people it knows and understands; it is watchful of change. To be successful any innovation must be introduced in easy stages and by persuasion, an axiom one cannot afford to ignore in a Force with experience of 140 years. Because of its very size and the number of separate stations and specialist branches there are tremendous loyalties at local level, but these all blend together to make a dedicated Force. Commissioners come and go, but the enduring stability of the Metropolitan Police is there for all to see. This rather old-fashioned comment is not to say that we have been complacent. Developments in technology have been reflected in improvements in the communications systems and in transport; scientific departments have benefited from new techniques. We should be wanting in our duty if we did not keep in step with commercial advances, but I wish to draw particular attention to recent developments in the field of human relationships within the Force, the deployment of staff, job satisfaction and the efficiency of the man.

Perhaps the most significant change in recent years was the alteration made to divisional and sub-divisional boundaries to bring them into line with those of local authorities when the Greater London Council was created in 1965. The loss of status to certain stations and the moves resulting therefrom brought some unhappiness at the time, but the liaison established between police commanders and their opposite numbers on local authorities has grown from strength to strength.

It may be said that in the past we have been slow in introducing more flexibility into our methods of policing. Congested areas in the centre of London and villages on the perimeter have tended to be policed in the same fashion. To overcome this a much greater measure of responsibility has been granted to officers in the lower ranks. In the outer areas there has been a return to the old village constable concept of policing, each man having a particular responsibility for his own locality. In rather more populated areas a sergeant and a few men form a neighbourhood unit. Inspectors have been put in charge of small stations—called unit commands—with an accepted 24 hour responsibility to ensure that there will be one officer in overall command rather than a number of sergeants with varying responsibilities. At the majority of sub-divisional stations we have what is known as the extended responsibility system, with each relief under the personal control of an

inspector for, say, a year so that he can have full responsibility for their briefing and efficiency.

Delegation and the use of discretion do not come easily to everyone and have to be fostered. It is, however, essential that officers of the rank of inspector should be given the opportunity to deploy their manpower to meet the situation of the moment and be allowed to plan ahead to deal with the challenges they anticipate. Only in this way can the maximum flexibility in policing be achieved. Furthermore it is fundamental that we make full use of the available talents at all levels. In particular the employment of constables at local stations as collators of information and on crime prevention work, the investigation of certain types of crime by uniformed police and the development of home beats have all tended to make greater use of the aptitudes that men of service possess. Progress is self-evident wherever one looks and members of the public are amazed at the confidence and maturity shown by constables at the many exhibitions organized by the Public Relations Department to promote the police image.

During the same period unit beat policing has been introduced generally into the country; with its somewhat rigid approach it is by no means the panacea to solve all problems, although the increased transport and personal radio that have come with the system have undoubtedly had a great influence on our effectiveness. Home beats, introduced throughout London except in the very centre, have allowed officers to know, understand and appreciate the burdens of the people who live in their areas and have added largely to our local knowledge and capacity. By patrolling on foot and pedal cycle officers help to preserve the physical presence of police which the modern emphasis on mechanization tends to erode.

Another major change has been the development of administration units, which have the effect of releasing supervisory officers from ordinary enquiries, correspondence and process work which had tended in the past to keep many sergeants desk-bound. The inspector in charge of an administration unit relieves the chief superintendent of much work of less importance and civilian staff have taken over the miscellany of minor correspondence and general clerical work.

The investigation of beat crime by uniformed officers has undoubtedly increased the interest of young constables in their work and brought much needed relief to the C.L.D. There is, however, scope for variation of methods in this field and at some of the busier stations it has been found more effective to have a team, varied month by month, of uniform branch constables under a sergeant dealing with the investigation of these minor crimes, and thus releasing the rest of the reliefs, unhampered by enquiries, for general police work on the streets.

Social, behavioural and constitutional studies have been included in training courses for officers to provide a wider background to their professionalism. A practical application has been the setting up of juvenile bureaux for dealing with juvenile offenders with the object of keeping young children out of the courts. A new Headquarters branch was established to co-ordinate measures relating to young offenders and also to race relations for the purpose of assisting the integration of coloured immigrants into society. Chief inspectors have been appointed full-time community relations officers

in divisions, but in fact all police officers must concern themselves with the work and this has been reflected in our training courses at each stage, together with seminars and conferences on the subject. This is dealt with more fully later.

As regards organization, a number of far-reaching changes were made, based on the recommendations of P.A. Management Consultants Ltd. in 1968. The most important was the merger of the Commissioner's Office and the Receiver's Office, thus bringing together the operational and support functions of the Force and providing for a closer co-ordination on forward planning and budgetary control. This has undoubtedly produced benefits in administration. A second improvement was the line management development in the Traffic Division, with control by the Assistant Commissioner over all police officers and auxiliaries on traffic work. A third was the re-organization of "D" Department, which now has responsibility for all matters affecting personnel (except discipline) and training. This has led to a considerable advance in methods of personnel management, including job evaluation and career planning, and improved records and qualification reports, so important as competition for promotion in the next few years becomes keener.

I have already touched on civilian staff support in administration units but this has been only part of a substantial growth, not only in numbers but also in the range and responsibility of the work carried out, either enabling police officers to be released for duties requiring police powers and training or performing essential administrative support.

More recently I have been concerned about the role of the women police. I feel that they should become an integral part of the police team with more varied jobs suited to their talents in juvenile bureaux, C.I.D. branches, accident prevention teams and many other spheres. The career structure must be maintained but not necessarily the present command structure.

No review of recent years would be complete without a reference to public order. During the past 10 years there has been a profusion of demonstrations and protests and I think I can say that in this field the record of the Metropolitan Police is outstanding, if not unique, in the world. No demonstration has been prevented from taking place; in most demonstrations there is excellent co-operation between police and public; and all demonstrations have been controlled without the setting up of riot squads or the use of special equipment such as water-cannon or tear gas. All training has been directed to methods of containment which are appropriate to a civilian force. The work has demanded tolerance, patience and self-discipline and often courage of a high order, and I have been filled with admiration at the display of these qualities week in and week out in spite of gross insults and physical injury at times, the continual cancellation of leave and disturbance to home life at weekends. The younger men have responded magnificently to new ordeals and no one who has been present at confrontations can ever fail to marvel at that feeling of confidence and security the line of mounted police inspires. One can be very proud and there is no doubt in my mind that the reputation of the Force has been constantly enhanced by the behaviour of all ranks, particularly when faced with extreme provocation.



## The Year under Review

### Crime

During 1971 there was an increase of 6 per cent in the number of reported indictable crimes; after the encouraging achievement in 1970 in halting the upward trend this increase was disappointing. But against this it is gratifying to be able to report that the overall detection rate has improved year by year from 22.3 per cent in 1966 to 29.4 per cent in 1971, in spite of the difficulties created by a continuing shortage of manpower. Numerically our statistics are bedevilled by "auto-crime"—offences of theft of or from motor vehicles: they form some 26 per cent of our total crimes and are responsible for more than half of the 6 per cent increase for the year. They are not easy crimes for police to prevent, and any significant reduction must depend on the care that motorists are prepared to take in respect of their vehicles and the property therein.

Crimes of violence still give us our greatest cause for concern. Robbery and assault with intent to rob rose from 2,369 cases in 1970 to 2,727 in 1971, an increase of 15.1 per cent. Cases cleared up were 35.4 per cent compared with 33.6 per cent in 1970; an unusual number of arrests in the early part of 1972 will improve these figures still further. Real or imitation firearms were used on 387 occasions, and other offensive instruments such as pickaxe handles or noxious fluids on 804 occasions. I calculate my officers face the wrong end of a firearm 20 times a year, but that rarely if ever deters them as the gallantry awards so handsomely show.

Woundings and assaults, which had been virtually contained in 1970, showed an increase of 452 cases to 7,349; cases cleared up were 71.1 per cent compared with 69.3 per cent in 1970.

The total number of arrests for indictable offences was 86,287, an increase of 6.6 per cent on 1970. While the better detection rate owes much to the various schemes introduced and to the improved equipment which allows us to give a much quicker response, both from officers in cars and on foot, to scenes where crime has been committed or is suspected, this could never have been achieved without the dedication and enthusiasm of officers of all ranks, often in the face of danger where vicious criminals have been concerned.

At a time when representations are being made by official and unofficial bodies to change the procedures under which bail is granted to persons awaiting trial, statistics concerning offences committed whilst on bail are revealing. They have been compiled for the first time during the year under review. The return shows that 2,094 persons were arrested for indictable offences committed while on bail, which is nearly 6 a day; in 780 of these cases the defendants had been released on bail despite objections by police. In relation to the serious crime of robbery the figures are 118 and 74 respectively; 14 were re-arrested for further offences of robbery. By and large we detect only a third of the crime committed, so it would perhaps be fair to assume that at least twice as many again as the number set out above commit crime when on bail and get away with it.

A number of specialist sections have been set up to deal with particular types of crime and probably the most impressive results have been achieved by the Art and Antiques Squad, which was formed in 1968 and is now internationally concerned in the recovery of stolen objects d'art and the arrest of

the persons involved in the thefts. Property to the value of over £12 million has been recovered and nearly 100 persons have been arrested and charged.

The Philatelic Squad has also demonstrated the value of pursuing criminals in specialized fields and since its formation in 1968 has recovered stamps to the value of £250,000 and forgeries of an apparent value of £60,000; in addition the squad has investigated investment frauds concerning philatelic material with a cash involvement of £600,000.

Although the misuse of drugs in the United Kingdom is growing, it has not reached anything like the level which obtains in America and the situation is not entirely gloomy. The clinics established in 1968 have been a success. Addicts are given maintenance doses of their drugs and at the same time efforts are made to rehabilitate them by training them on to a less dangerous drug, such as methadone. This has taken much of the profit out of heroin. Although Marseilles is on our doorstep and is said to be the largest area for the illegal production of heroin in the world, virtually none of this heroin comes to England. This is not to suggest that the heroin problem has been eliminated, for there is evidence that the availability of Chinese heroin is on the increase.

The LSD, amphetamine and barbiturate problems remain but there has been a voluntary ban by doctors on prescribing amphetamines and consequently a large drop in their illegal use. The dangers of LSD are too well known and publicized to require any further comment by me.

There has been a steep rise in the amount of cannabis seized during the year. The largest seizures have come about as a result of the combined operations of officers of the Drugs Squad and H.M. Customs and Excise.

Clearly, dealing with drug offences of this nature requires very close co-operation between forces in this country and overseas as well as with H.M. Customs and Excise. Our Interpol representative in Paris is now the officer in charge of the Drugs Division there, and in addition consideration is being given to setting up a national drugs intelligence bureau for the collation of information regarding sources of supply and the identity of the traffickers and its rapid dissemination to all forces both in this country and abroad.

There has been much publicity recently on the publication of pornographic literature, two cases receiving particular attention, "Oz" and "The Little Red School-book". In all, 305 cases were submitted to the Director of Public Prosecutions, of which 48 resulted in prosecutions against 96 individuals; and in addition 134 persons were cautioned on the authority of the Director. A total of 134,340 obscene articles were seized.

A large-scale venture to invade the popular paperback book market with 16 monthly productions of an obscene series of publications led to the successful prosecution of the persons responsible and the forfeiture of 71,069 books, representing an investment loss of £34,000.

A pronounced increase in the production of "blue" films is illustrated in the seizure of 3,525 films during the year, compared with 259 in 1969 and 1,460 in 1970.

The profitability of this trade has undoubtedly led to its precipitate growth. The major part of the work of my officers, whose efforts are often stretched to the limit, against the flood of pornography in varying forms receives little or

no publicity and that part of the work which does receive publicity is frequently subject to criticism by certain sections of the public. It is clearly the duty of police to administer the law as it stands and this they have done and will do to the best of their ability.

The past 5 years have seen considerable developments in the work of the Criminal Intelligence Branch in keeping abreast of the efforts of major criminals. The introduction of collators of local information in 1968 provided other useful lines of intelligence and to take full advantage of these and other sources it has been necessary to expand the branch, which now includes officers from provincial forces. The expertise of the officers of the branch in evaluating the information received and the supply of intelligence to operational branches, divisions and provincial forces have led to the arrest of many prominent criminals.

The Serious Crime Squad, which was established to deal with the Richardson and Kray gangs, was put on a permanent footing in 1969 with the primary object of dealing with organized gangsters who might be tempted to fill the vacuum created. Its work during 1971 resulted in the arrest of 16 men for various offences, including blackmail, assault and criminal conspiracy.

The past year has seen a disturbing increase in the use of explosive devices in promoting political ideologies. The homes of Cabinet Ministers and other prominent persons, and various other premises, have been attacked with bombs, often with reckless disregard for possible injury or loss of life. These outrages called for special measures which have led to a number of arrests and charges for conspiracy in relation to explosions which occurred between March, 1968, and August, 1971. Police are fully aware of the unscrupulous potential of those responsible for this dangerous campaign against authority and the officers engaged on this investigation have been under considerable strains and pressures.

It has been a matter of great concern in times of police manpower shortage to provide for adequate searching for evidence at scenes of crimes. In the fingerprint field this has been achieved by the recruitment of civilian fingerprint officers and by increased mobility and improved techniques. The success of these measures is shown by the figures. The number of scenes of crimes visited by officers from the Fingerprint Branch increased from 10,500 in 1966 to 85,000 in 1971. The introduction in 1970 of the new technique of "lifting" fingerprints from the scene so that they can be examined under better conditions has resulted in a considerable saving in time.

In 1969 the work of the fingerprint officers was supplemented by the employment of civilian scenes of crime officers trained to search for material for scientific analysis as well as fingerprint clues. There are now 70 operational officers and 9 under training, and in the near future there will be a scenes of crime officer operating in each sub-division of the Force.

Great strides have been made in providing the policeman with the technological and other means of support necessary for increased efficiency. These include the document examination and handwriting section set up in the Laboratory, which has already investigated over 1,700 cases; a comprehensive reference library in Central Office formed to assist officers in the investigation of murder and other serious crime; C.I.D. correspondence units staffed by civilians which, if successful and adopted throughout the Force,

will relieve the operational C.I.D. officer of much of his paper work; the introduction of a legislation unit within the department to evaluate new legislation as it affects the operational officer; research in the field of glove-print identification which, although in its infancy, shows firm indications of being a possible aid to detection; and the use of a helicopter for observation purposes.

It is sometimes said that the officers of the Criminal Investigation Department are a race apart. This was undoubtedly true up until the sixties, but now, with uniformed officers investigating half the crime reported and with detectives taking a much greater share in matters that were primarily uniform affairs, such as public order, there is much closer integration in the operational field, which can do nothing but good. Most divisions enjoy excellent liaison and co-operation between the uniform and detective branches, with the divisional detectives relying more and more on their uniformed collators. First steps have been taken towards interchange of officers between the two branches in order that senior officers moving up the career structure should have a wider view of the service and experience the other side of the job. Early opinions are mixed; the real test will come when a uniformed officer is placed in complete control of a complicated murder, or a C.I.D. officer has a violent political demonstration on his hands. However this may develop, I am satisfied that the improved relationships between the departments have much to do with our vigorous answer to the rise in crime.

As the speed of communications and travel has advanced so has police involvement in international matters increased. Save for a few notable exceptions, borders are no longer barriers and it is frequently necessary for policemen to travel abroad to carry out investigations. The national intelligence index of illegal immigrants and the international company fraud index have been built up with these developments in mind, and are now valuable tools in the hands of the branches concerned in co-ordinating and disseminating information between our own, provincial and, in the latter case, overseas forces. International co-operation, particularly in Europe and North America, through the national central office for the suppression of counterfeit currency has produced results which only the high degree of trust and respect between the forces concerned could accomplish. Through these and other contacts built up over the years, and centred upon Interpol, this Force is well prepared for any particular involvement which our entry into the Common Market may entail. There will be difficulties to overcome but there is already a well-established conference table over which problems may be discussed and resolved.

#### *Crime prevention service*

During the year the crime prevention service was closely involved in the production of a film, "A Ten Letter Word", which portrays the shocking and distressing aspects of crime and is proving an effective aid to crime prevention officers in bringing home their advice to sometimes complacent members of the public.

As I have said earlier, crimes involving motor vehicles continue to make up one quarter of all indictable offences reported to the police and special

efforts were made, such as the "Autocrime" campaign in October, to combat this type of offence. Although it is difficult to measure results there are signs of an increasing awareness among members of the motoring public of a need to take greater precautions against theft.

The growing recognition and acceptance of the role of crime prevention officers is demonstrated by the number of occasions on which their advice is being sought for new building developments at the planning stage. New areas of work include community relations in the widest sense, with intensive crime prevention efforts being concentrated over short periods in socially run-down areas.

#### *Public Relations Department*

The year was the busiest and most productive for the Public Relations Department since it was formed and measurable advances have been made in the area of press relations, in the dissemination of news and information and in the forward planning of public relations campaigns, exhibitions, films and television facilities.

Well over 10,000 items of verified police news and information were given out to the press, television and radio during the year and these in turn stimulated an increased interest in police matters.

The television programme "Police 5" has been transmitted regularly once a week by London Weekend Television and during this first full year since its resumption has led directly to 121 arrests. There were responses from the public to 84.4 per cent of the many cases featured in the programme and 40.5 per cent of the total response was of direct use in investigations being carried out by the police. These figures were most satisfactory, particularly as in some cases an appeal was made to the one person who possessed the required information. Two murders were solved with the help of information received from the television audience. "Police 5 Specials", somewhat longer programmes than the normal weekly transmissions, were continued and the cases featured were chosen because of the difficult nature of the investigations; in each case valuable information was obtained through response to the programme.

#### *Public order*

While there has been a slight reduction in the overall number of demonstrations and processions in the streets of central London, the size of individual meetings has increased. In total, over 400 such events necessitated special police arrangements during the year. A major march and rally in February in connection with the Industrial Relations Bill involved the greatest number of persons seen in a single demonstration in central London for many years, approximately 60,000. This event, however, was well conducted and few difficulties arose, owing largely to the co-operation and assistance given by the T.U.C. The main objectives of other demonstrations reflected on the one hand the aims and aspirations of the "permissive society" and on the other a desire of some to draw attention to a deterioration in public moral standards. Other causes were the disturbances in Northern Ireland, the conflicts of the Middle East and the war in Bangladesh.

Another and possibly more disturbing form of protest is the mass lobby outside the Houses of Parliament, which presents police with a two-fold problem: firstly the enforcement of the Sessional Order which requires me to ensure that there is no obstruction to hinder the passage of Members to and from Parliament and to prevent any disorder in the vicinity; and secondly to allow every citizen his inalienable right to lobby his Member of Parliament. Police have always enforced the Sessional Order by stopping marchers at the boundary of the Sessional Area and then allowing them to proceed independently. On reaching the Palace of Westminster, St. Stephen's Door is the only entrance for lobbyists, but for major occasions available space in the House is limited and Committee Rooms must be used in relays to accommodate all. Orderly queues are thwarted because constituents, responding to an immediate invitation from a Member to come inside, rush forward from all parts and thus annoy those in front. Some obstruction in the vicinity of St. Stephen's Door is inevitable.

It is my duty to ensure that lobbies are carried out in an organized manner and the Select Committee of the House of Commons appointed after the lobby on 24th November, 1971, to investigate arrangements for mass lobbies, before whom I gave evidence, recommended that the various categories of persons seeking entrance to the Palace of Westminster should, with the help of fixed barriers, be separated into different queues: it will still need the co-operation and good humour of all concerned in mass lobbies to allow police to continue to fulfil their various and sometimes conflicting obligations.

Police measures to contain hooliganism on football grounds have met with some success and the liaison established with club managements has ensured that the problem has been kept within reasonable bounds. Those involved in this irresponsible behaviour are mostly in the 12-18 years age-group and attract publicity which is disproportionate to their numbers. This minority requires constant supervision on the way to and from the ground as well as during the game and our special mobile units, with direct link communication facilities with the British Transport Police, have proved particularly effective in dealing with them.

During the latter part of the year the work-load of operational officers was considerably increased by a marked rise in the incidence of bomb hoaxes, which reached a peak following an explosion at the Post Office Tower. Recurring calls for help were received from the victims of bomb hoaxes, and in addition to attending the premises concerned to offer advice and guidance police gave such assistance as they could in searching premises. With the co-operation of the Director of the London Telecommunications Region every effort was made to trace the culprits, with some success and resulting convictions.

#### *Special Patrol Group*

The advantages of having in the Force a highly mobile, self-contained unit have been emphasized during the year and I am as convinced as ever that this is an efficient form of policing for such an area as the Metropolis. The results of this keen force are remarkable and of such consistent quality that I have commended a large number of their officers.

Early in 1972 a sixth unit will be formed, bringing the strength up to the full complement of 200 officers, thus increasing the flexibility and range of duties on which they can be deployed.

#### *Anguilla*

The Force continued to maintain a unit in Anguilla and when the duty ended in March, 1972, a total of 758 police officers and 26 civilian support personnel had served with the Anguilla Police Unit. As a result of a political settlement early in 1971, the unit was reduced by stages and at the end of the year a small force of 15 officers under the command of a chief inspector remained. To facilitate an earlier hand-over the Metropolitan Police accepted responsibility for the training of the locally recruited police force, to be completed on 28th January, 1972. Five officers stayed in the capacity of advisers until 29th March, 1972.

This was an interesting and unusual exercise, only made possible by the co-operation we received from the three armed services. Until their withdrawal we were completely dependent upon them for communications, clothing, petrol, food and all forms of sea and air transport. These were always supplied with great efficiency and often at short notice.

#### *Complaints against police*

During the year 3,165 members of the public made complaints against police, 344 (9.8 per cent) fewer than in the previous year; this number was the lowest since 1968. Some part of the decrease may have been due to the effects of the postal dispute in the early part of the year. There were no significant allegations against police in connection with demonstrations, meetings and processions.

Last year I drew attention to the tendency for the number of complaints found to be substantiated to decrease from year to year; there was, however, a slight increase in 1971 over 1970 (6.9 per cent compared with 5.8 per cent, the lowest percentage figure ever recorded). Thirteen more people made substantiated complaints than in 1970 and this, taken with the decrease in the total number of complaints made, perhaps indicates a small but welcome reduction in the frivolous and malicious allegations that we have to suffer.

In December you announced your decisions following consideration of the report of the working party which examined the procedure for the investigation of complaints against police. Steps are being taken to see that these are implemented.

#### *Discipline*

It is disturbing to note that the number of officers facing serious criminal and/or disciplinary charges is increasing and, although the total concerned is extremely small compared with the overall strength of the Force, I feel bound to comment on this unwelcome trend.

It is only right to emphasize the small number of officers involved, particularly as a false impression may be projected by the disproportionate publicity each case attracts. At the same time it is perhaps indicative of the

small size of the problem in relation to the large number of police officers in the Force that each individual case remains newsworthy.

It must be recognized that police officers are drawn from the community in which they live and work. However meticulous the selection procedure in recruiting and however intensive the standard of discipline and supervision, police officers are going to reflect the characteristics of the current society. Indeed, it would be a sad day if this were not so. There has been a lowering of standards at large in the last decade and it is inevitable that police officers, together with other public servants, are tempted to fall in line with this decline.

Police officers, like all other members of society, desire the material benefits, houses, cars and other luxuries which are the outward symbols of the present affluence and which are more apparent in the capital city than elsewhere. Undoubtedly there is plenty of ready money in the hands of the criminal classes and it is clear that these people are prepared to use some of this money in an attempt to secure their freedom and immunity from the rightful consequences of their actions. It is to the credit of the vast majority of police officers, who are disqualified from supplementing their basic salary by means of casual employment, that they do conform to the high standard of honesty and integrity that this country demands of its police service.

There are other encouraging aspects. In recent years officers have been promoted at a younger age than hitherto and, although capable of supervising the technical work of the men under them, they often had insufficient experience to identify weaknesses of character in subordinate officers. This phase, however, is passing and it is now apparent that there is a much greater awareness amongst supervising officers of their responsibilities regarding the vulnerability of other officers. This is especially necessary when dealing with young men, often with no experience of the outside world prior to joining the Force, who are open to the temptations which are always present in this age of opportunism. This increased awareness of supervisory functions should continue to ensure that any instances of indiscipline are exposed.

I have referred in previous Reports to the criticism of the present system of police officers investigating complaints against other officers. However, the very fact that police officers are being so rigorously dealt with for matters resulting from complaints by members of the public is clear proof of the ability and willingness of police to investigate such complaints impartially. To strengthen this a Headquarters branch is being formed to deal with serious complaints. This will ensure that complaints are investigated more quickly and will leave senior divisional officers free to concentrate on the ever-present problems of crime and public order. By these means I sincerely believe that this Force will continue to enjoy the confidence of the general public, which is essential if the morale of the Force is to remain at the present high level.

#### *Community relations*

It is a regrettable fact that, in certain areas and among certain sections of the immigrant communities, there is considerable mistrust of the police. There are doubtless social as well as personal causes for this. Unemployment and inadequate youth facilities add to the difficulties of adjustment which young immigrants in particular experience. It is perhaps inevitable that the

police, as custodians of the established laws, should become the butt on which frustration may be vented. We cannot solve the social problems. What we do earnestly try to do is to break down suspicion and misunderstanding, by equipping the members of the Force better, for example through training, for their role in policing multi-racial areas and by building up contact with the immigrant communities in all possible ways.

In the broad field of community relations valuable work continues to be done by those police liaison officers who are members of the various committees. Twenty-three officers serve on local committees as full members and a further 10 contribute in an advisory capacity. This is in addition to the 21 chief inspectors who are employed full-time as community liaison officers with direct responsibility to their divisional commanders.

I mentioned in my last Report that training in race relations had been extended by holding 1 day seminars on a divisional basis. Since April, 1970, 30 such seminars which have been held have been attended by some 2,000 officers. In addition, courses have been arranged for officers in middle and senior ranks. Visits by immigrant leaders to our training schools and participation by coloured people in summer youth activities and clubs, football and cricket matches, social evenings at cadet section houses and station outings have done much to foster more harmonious relations. In the first quarter of the year three of my officers were awarded Commonwealth Foundation travel bursaries to enable them to visit Commonwealth countries to study the historical, cultural and educational backgrounds of the people. The countries visited were Trinidad and Tobago, Jamaica and India and the first-hand knowledge acquired by these officers has been invaluable, not only in their meetings and dealings with immigrants from the countries visited but also in talking to and helping in the training of their police colleagues.

In an endeavour to bring about closer police involvement with young people it was decided to extend the influence of juvenile bureaux into police road safety instruction in schools to form part of a broader-based community exercise.

#### *Operational developments*

A new operations room at Headquarters, designed for co-ordinating the control of police employed on major events which present particular problems, was taken into use on 1st April. This led to a marked improvement in control and in the flexibility with which large numbers of police can be deployed. The complex embodies the latest developments in communication and closed-circuit television equipment and permits departmental representation of support services. It will also function as a central casualty bureau for major disasters, dealing with the recording and identification of casualties and the subsequent notification of the next of kin. The operational feeding arrangements are controlled from this room and ensure that every man on duty receives a hot meal and a snack during a demonstration, however lengthy or contentious it may be. This facility is much welcomed.

The threat to London from tidal flooding of the River Thames necessitated certain defensive works and contingency plans were prepared to enable the Force to discharge its responsibilities for warning the public and co-ordinating the rescue services.

The emergency helicopter scheme has been developed and extended and a total of 58 operations involving helicopter assistance have been carried out. As the capability of the machines became more apparent to operational officers, the demand for assistance increased. Their use for various types of major events and for specialized crime and traffic operations provided invaluable assistance to divisional officers with a large saving in time and manpower. The full potential of a police helicopter unit cannot be realized until a patrolling presence is maintained.

#### *Gaming*

A further provision of the Gaming Act 1968, the requirement for the certification by the Gaming Board of gaming employees, came into force during the year. This necessitates enquiries into the character of applicants and restricts the person named in the certificate to the performance of specified duties on particular premises. The new requirement is part of the machinery devised by the Act to ensure that the control of gaming establishments does not pass into the wrong hands and has been implemented smoothly with close co-operation between the Gaming Board for Great Britain and the Force.

During the year there was also occasion for my officers to examine more closely the manner in which some tourists obtained entry to certain gaming casinos when visiting London on gaming "junkets" organized in America. The requirements of the Gaming Act concerning the eligibility of persons entitled to game were found to have been consistently flouted and, mindful also of the involvement of tour operators associated with organized crime interests in the United States, I sought cancellation of the gaming licences of two casinos. I am happy to report that both have now been closed down.

#### *Traffic*

The police officer is heir to many problems which stem from social and economic change, not least of which are those relating to traffic congestion and road safety. A start has been made on the construction of a network of high-capacity urban motorways as envisaged by the Greater London Development Plan, but substantial relief for the existing overloaded and hazardous all-purpose roads will be slow in coming, possibly up to 20 years or more. Good progress is being made with wining the maximum efficiency possible out of the existing street network by traffic management techniques and computer-based area traffic control and surveillance systems, but road safety will be the direct concern of police officers in the streets for many years to come.

The scale of road traffic in London is shown by the calculation that during day-time off-peak periods some 14 million vehicle miles are travelled in a single hour; by 1981, it is estimated that the daily vehicle mileage could be as high as 70 million. Despite the complexity of driving in traffic conditions of this density, I can report that the total of 54,252 road accidents involving death or personal injury recorded during the year is some 34 per cent less than in 1970. It was also the lowest annual total in the Metropolitan Police District since 1958, a fact that gains in significance when it is remembered that, in consequence of the boundary changes in 1965, the District is now

appreciably larger. Road casualties also show a corresponding reduction during the same period. Many factors have contributed to the improvement in the accident and casualty figures, but I am convinced that the unceasing work of the police in the accident prevention field has played a significant part.

At locations of the highest risk, as identified by a careful analysis of the ratio of accidents to traffic flow, such work now falls on the newly formed Accident Prevention Unit which started to operate in August. The unit is part of the Traffic and Accident Research Branch. It deploys 8 fully mobile teams which concentrate on lowering the level of accidents at "black-spots" by giving advice and warning to drivers and pedestrians who show disregard of the law, reserving action by way of proceedings for serious offences only. The teams simultaneously examine the need for improvements to the signing, signal phasing and general layout of the area in order that possible traffic management and engineering measures can be initiated in consultation with the appropriate highway authority. The development of this system whereby past experience is analysed immediately to determine where, when and why accidents are happening and then police supervision focussed as required has provided an effective tactical background for economical deployment of manpower resources.

Seven out of every 10 injury accidents in the Metropolis occur at road junctions. In a further effort to reduce such accidents, an experiment was introduced in May which imposed a ban on all waiting for agreed distances at the approaches to 25 selected junctions. This scheme, which is known as the junction safety experiment, is intended to test whether accidents can be reduced at junctions by improving the sight-lines of drivers and pedestrians as a result of preventing parking close up to the junctions. The initial results are encouraging, but widespread extension of the scheme will take a great deal of enforcement and, by reducing the amount of kerb space available to vehicles, will create problems for commercial interests in regard to the loading and unloading of goods.

The Traffic Division is pioneering in this country a technique that was first developed in the United States of America for investigating by a process of mathematical reconstruction how road accidents actually happened and which of the parties involved was primarily at fault. The relevant physical features at the scene—particularly skid marks—are meticulously observed and measured; while the movements and speeds of the vehicles and pedestrians involved up to the moment of impact are calculated by the application of simple formulae. The training of personnel of the Traffic Division in the new techniques is well in hand and it is intended that the courses will in time become part of the normal training of officers assigned to the division. The interest other forces are showing in this new development in traffic accident investigation encourages me to believe that it is sound in concept and potentially of great value. Arrangements have been made for training the provincial officers who will act as instructors in their own forces.

By the end of the year, the traffic warden service had reached a strength approaching the 2,000 mark and had made excellent progress towards achieving self-sufficiency in matters that have hitherto necessitated the involvement of police officers, notably training, supervision and day-to-day

operational control. The service has established itself as an indispensable auxiliary arm of the Force, capable of meeting any new demands that may be made of it and flexible enough to adapt to changes in its existing commitments. Traffic wardens are now employed throughout the Metropolitan Police District and they are using vehicles increasingly to reach distant beats and to give mobility to the special teams which provide reinforcement in outlying areas where drivers tend most to ignore "No Waiting" restrictions. Two more of these teams, making 4 in all, were formed during the year.

As foreshadowed in last year's Report, all enquiry work connected with unpaid excess charges was transferred back to the local authorities concerned in April, and the wardens employed on enquiry work for the Central Ticket Office—doubled in number during the year from 80 to 160—now deal exclusively with fixed penalty cases. Their job is to identify persons whose vehicles have had fixed penalty notices placed on them when postal identification enquiries have failed to produce satisfactory replies.

Fixed penalty notices relating to vehicles with unduly bad infringement records are now being picked out specially by the Central Ticket Office computer so that the identification and prosecution of the recipients can be accelerated. The identification processes are still much too labour-intensive and time-consuming, however, and I can see little prospect of a substantial improvement in the performance of the system as a whole until vehicle owners, rather than drivers, are made liable to be convicted of the fixed penalty offences that are committed with their vehicles.

The growing awareness in the public mind of the importance of conserving or improving environmental amenities has led to an increase in the number of proposals by London Boroughs for measures to prevent the use of residential streets for parking of commuters' cars by day and lorries at night or as short cuts by non-local traffic. Unless they are part of a comprehensive plan for the area, so that they fit in with other measures designed to improve traffic conditions generally, such measures are difficult to enforce effectively and often succeed only to the extent that they transfer the problems to other streets. Nevertheless, we have endeavoured to play our part as fully as resources permit. The outstanding amenity traffic scheme of the year was the experimental ban on the parking of large commercial vehicles at night in an area which covers 20 miles of streets in the London Borough of Tower Hamlets. The scheme commenced in November and night-time enforcement is being undertaken by traffic wardens working in pairs from vehicles and equipped with personal radios. The indications are good.

#### *Strength*

The attested strength of the Force rose by 180 men and 10 women to 21,497, a lower increase than in 1970. The postal strike in the spring had a marked retarding effect on recruiting but even allowing for this and a welcome upsurge in candidates towards the end of the year, the recruiting situation has not been as good as I should have liked. Over and above the need for an increased rate of intake to make up for premature resignations there is the additional problem, as envisaged in my last Report, of compensating for the early loss of those officers who are leaving on pension after the minimum qualifying period of 25 years' service. About two-thirds of those who retired on pension in 1971 were in this category.

From both the recruiting and wastage points of view the growing reluctance of many people to work and live in London, if they can avoid it, is becoming a major problem. Among the reasons for this attitude are the high cost of living, the discomfort and inconvenience of travel, the difficulty of parking near stations and section houses, the increasing pressures of residing and working in a capital city and the growing importance to many of free time and the social side of their lives.

This trend is apparent not only in the decrease of applicants from the provinces, but also in the decline in the numbers seeking to transfer from other forces and the increase in the number of these wishing to transfer out. The position has also been affected by the creation of larger forces throughout the country which are now more attractive in many cases to potential officers than before the amalgamations took place: they are able to offer improved career prospects and pay and allowances which provide better purchasing power than in London. In this Force the pay increase at the beginning of the year and the raising of the rent allowance in September had little identifiable effect on the number of applicants coming forward.

The high level of unemployment elsewhere in the country has not been reflected in London, where the population is decreasing. The vast majority of our candidates who reside in the area are already in jobs, and many of those out of work in the provinces will not move away from their own locality to find employment elsewhere. On the other hand, towards the end of the year a notable rise of interest in this Force was evident among graduates and undergraduates. This may be due to the intense competition and shrinking opportunities outside the service for graduates per se in the professional and management fields.

In spite of the difficulties facing us the slow but steady build-up of the Force continues. The strength has risen by almost 3,500 since 1961 and during this time each year, with one exception in 1964, has shown a growth in the total manpower. Since the last major revision of the establishment in 1965 the proportion of strength to establishment has risen from 72.5 per cent to 81 per cent and the gap between the two is gradually narrowing.

The revised selection procedure for cadets and recruits to which I referred in my last Report was introduced in March. It is still in the experimental stage and the results are being analyzed as the scheme proceeds. I am satisfied with the progress being made but it is too early yet to say from practical experience whether any modifications will be needed.

In April the Recruiting Centre moved from Borough High Street to premises at Harrow Road within the new Paddington Green police building complex, and with the Careers Section under the same roof; it is now known as the Careers Information and Selection Centre. During the year the Careers Section carried out recruiting tours in Scotland, Wales, Devon and Cornwall and played a major part in planning and presenting the police stand at the National Careers Exhibition ("Opportunity '71") at Olympia in December.

#### Training

Towards the end of the year I received from the working party on training their report on the subject of field training, which they define as "regular

post-probationary training, designed to maintain the best possible standards of operational efficiency".

The increasing frequency of changes in law and procedures has made it more than ever necessary to have a system of regular and efficient refresher training for constables and sergeants performing ordinary duties, but proposals for any increase in the training commitment must be balanced against pressing operational needs, particularly in the light of the continuing manpower shortage.

I have always felt that on-the-job training is an essential management function of supervising officers but efforts made in the past to provide such training have been hampered locally by lack of time, facilities and training expertise. The working party proposals are that field training should be divided into two main categories: (a) fairly simple and factual information given on a day-to-day basis by local supervising officers at their stations and (b) instruction in more complex matters given at a number of well-equipped centres, staffed by qualified instructors, where the facilities would be shared with probationers undergoing continuation training. For the former, training aids would be provided in the shape of memoranda and visual material to offset the lack of time and facilities available at stations for their preparation. For the latter, each uniformed constable and sergeant on ordinary duty would go to a training centre for 1 full day every 4 months. Senior officers should be encouraged to visit the centres and the classes whenever their duties permit. The key figure in this system will be a field training officer, working centrally from "D" Department, who will assess training needs in consultation with senior divisional and Headquarters officers and be responsible for the preparation of the material which will form a basis for the instruction. He will also co-ordinate any specialist contributions on crime and traffic matters so that a consistent pattern of training will be maintained throughout the Force. These proposals are capable of adjustment to meet changing needs and I am confident that they will go a long way towards solving a problem which has been a source of concern for many years.

A sub-committee of the working party on training appointed to examine questions of training equipment and furniture reported during the year and recommended among other things a considerable extension of the use of teaching aids in all the schools. As a consequence of that report, and following upon an investigation by the Management Services Department into the uses in training of video tape recordings and closed-circuit television, your authority was sought towards the end of the year for the purchase of substantial quantities of educational equipment.

Training in the Metropolitan Police is of a high standard and the quality of the films, slides, transparencies and other graphic material in daily use in the schools is excellent. Great progress has been made in the educational sphere in recent years, particularly in methods of presentation, and I am most anxious that our training systems should not lag behind those in common use in the wider field of further education. My staff consequently endeavour to keep in touch with educational developments in both civilian and armed forces circles so that our training shall be as effective as we can possibly make it.

#### *Personnel management*

The recommendations of the working party on rank structure have been accepted by the Police Advisory Board and work has commenced on the implications of doing away with the rank of station sergeant and re-introducing the rank of superintendent in the autumn of 1972. The general evaluation of posts has continued.

Work is continuing on the computerization of personnel records and during this year all serving officers completed the questionnaires. Recruits now supply the necessary information on joining the Force.

The revised staff appraisal methods which have been operating for two years are being reviewed to discover whether there are any areas of difficulty and whether further improvements can be made.

#### *Management Services Department*

It is of the first importance that the Force should have at its disposal the various electronic and other aids to police work that are being developed. With the staff of the Home Office, therefore, Management Services Department examines and tests a wide range of equipment for possible use in connection with crime prevention and detection, the maintenance of public order and traffic control.

Research has been undertaken into the functions of police stations in order to ascertain whether some concentration of certain offices and duties will be economical. Whether this be so or not, a police presence must be maintained because people do not want to be put to inconvenience to make some enquiry of police.

In my last Report I referred to my concern about the mass of paper work which police activity involves. Much has been done to streamline procedures and I am pleased to record that a comprehensive survey has now been made of the clerical tasks involved in taking cases to court when people have been reported for alleged traffic and other offences. A number of ways in which paper work can be eliminated or reduced are being examined.

The scheme for paying monetary awards to officers making suggestions aimed at achieving greater efficiency in any aspect of police work came into operation in March and the first awards were made in December. I am hopeful that the scheme will encourage the submission of suggestions.

#### *Computer services*

The Metropolitan Police have continued to play a prominent part in assisting the Home Office to prepare for the operational use of a police national computer which is being installed at Hendon. This involves a large amount of detailed planning, particularly in connection with the preparation of systems for the computerization of national criminal records.

As envisaged in last year's Report, a new computer has been ordered to replace the two computers at Tintagel House which are becoming obsolescent after some 2 years' work on police pay and criminal statistics and other tasks. The new computer should be delivered by the end of 1972 and the work will be progressively transferred to it over the next 2 years. The computer at Portman Square is now being used additionally for dealing with the police vehicle management system and with police personnel records.

#### *Morale*

I do not accept implications sometimes made that morale in the Metropolitan Police is low. Of course policemen will grumble about their pay, their extended hours of duty on shifts at weekends, their inability satisfactorily to perform their tasks because of shortage of manpower or some, perhaps, because they feel they are not appreciated, and it would be an unhealthy sign if they did not "let off steam" from time to time. Their robust challenge to the rise in crime, their dedication and fortitude at times of public disorder and the many cases of individual heroism (27 awards for gallantry from Her Majesty the Queen in 1971) illustrate to me only too well that the Force is in good heart. Further, no body of men are more ready to come to the assistance of colleagues in personal or domestic difficulty.

#### *Conclusion*

On the point of departure I should like to thank you, Sir, and your predecessor for all the help I have received from my police authority. The prevention and detection of crime, as in 1829, is still our primary object, and although chronically short of manpower there is little that we have lacked in the way of support and equipment to help us fulfil our task. I shall always be conscious of the loyalty and service I have received from all ranks, senior and junior alike, and I have never ceased to be amazed at that extra energy Metropolitan Police officers invariably seem to find, day in and day out, when a serious crime is to be solved or an operational order to be planned and executed, a traffic scheme to be implemented or an emergency to be met. Neither could the operational side succeed without the willing aid it receives from its civilian counterparts.

One of the Commissioner's problems is to communicate the reasons behind his policies to men serving at outer stations, which he can but rarely visit. It is in this field in particular that I have found the officers of the Joint Executive Committee and the Metropolitan Branch Boards so helpful. Provided after consultation they accepted the wisdom of the plan—and there have been many schemes afoot when methods of policing were under review—they would do all in their power to convince the doubters. I have invariably found the officers and members of the J.E.C. considerate and thoroughly responsible—not least in discipline cases—and I should like to think that on those rare occasions where we have not been able to find a solution to a problem we have at least been able to see each other's point of view. I respect their advice and friendship.

Finally I should like to take this opportunity of wishing Mr. Robert Mark, my successor, good fortune in his leadership of a great Force.



## 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 20,866 men, leaving a deficiency of 4,533 in the authorized establishment of 25,399 men. The net increase in the strength of the Force was 180 men.

There was a net increase of 10 in the strength of the women police. The total strength at the end of the year was 631, representing a deficiency of 19 on the authorized establishment of 650.

During the year 13 graduates joined the Force, of whom 2 entered under the special scheme for the recruitment of those with higher educational qualifications.

#### Recruitment

There was again a decrease in the number of applications received from men (2,808 compared with 2,892 in 1970).

The numbers of men and women examined were 1,668 and 216 respectively, compared with 1,860 men and 223 women in 1970. The numbers of men and women joining the Force were 1,035 and 96 respectively—122 fewer men and 28 fewer women than in 1970. These figures include 49 men re-engaged after previous resignation, 2 who re-joined on transfer, 58 who transferred from other forces and 10 who had previously served as cadets in other forces. Former Metropolitan Police cadets accounted for 254 of those joining, of whom 251 (24 per cent of the total recruits) were serving cadets attested on reaching the age of 19.

The average age of recruits, at 22 years 3 months, was slightly higher than in 1970, and 64 per cent of those who joined were single men, 3 per cent lower than in the previous year.

The average weekly intake to the Training School was 20, a decrease of 2 on the 1970 figure.

#### Secondments

At the end of the year there were 2 officers seconded, 1 to the International Criminal Police Organization and 1 to the Department of Health and Social Security.

The following secondments took place during the year:—

one detective chief inspector to the International Criminal Police Organization, and 1 woman detective chief inspector and 3 woman detective sergeant to the Department of Health and Social Security.

The following officers returned from a period of secondment:—

one detective chief inspector from the International Criminal Police Organization and 1 woman detective chief inspector from the Department of Health and Social Security.

#### Engagements under the Police Act 1964

At the end of the year, 16 officers were engaged for a period of central service under Section 43 of the Police Act 1964. Ten were with the Home Office, 5 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 commander to the Home Office as Police Adviser on Prison Security, 1 commander to the Home Office Police Research Services Branch, 1 detective chief superintendent and 1 detective chief inspector to the Home Office as Assistant Police Advisers on Prison Security and 1 chief inspector to the Police College.

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

one commander (Police Adviser on Prison Security), 1 commander from the Home Office Police Research Services Branch and 1 detective chief superintendent (Assistant Police Adviser on Prison Security).

#### Engagement under the Police Act 1969

One commander was engaged for a term of service in the Royal Ulster Constabulary and re-joined the Force during the year.

#### Engagements under the Police (Overseas Service) Act 1945

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

two chief inspectors, 7 inspectors, 3 sergeants (1st Class, C.I.D.), 13 sergeants, 4 sergeants (2nd Class, C.I.D.) and 34 constables.

The following officers returned from a period of engagement:—

two chief superintendents, 3 chief inspectors, 10 inspectors, 3 sergeants (1st Class, C.I.D.), 12 sergeants, 6 sergeants (2nd Class, C.I.D.) and 82 constables.

One constable died whilst serving with the unit.

#### Engagement under the Overseas Service Act 1958

One sergeant returned from a period of service in Malawi.

#### Police College

Inspectors' courses were attended by 28 inspectors, 16 detective inspectors and 2 women inspectors.

Eight chief inspectors, 3 detective chief inspectors and 1 woman chief inspector attended intermediate command courses.

Eight officers, including 2 from the C.I.D. and 1 woman, are attending the tenth special course, which commenced on 3rd October.

#### Royal College of Defence Studies

One commander attended a course at the Royal College of Defence Studies.

#### Retirements

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

#### Awards to widows and children

There were 365 widows' pensions granted during the year, compared with 362 in 1970. Allowances were granted in respect of 51 children.

#### Training

##### *Hendon Training School*

The initial training course was completed by 895 men and 75 women, a decrease of 142 men and 25 women as compared with the previous year. On 31st December, 354 men and 39 women were still under training. During initial training 64 men and 6 women resigned voluntarily, 22 men and 8 women less than in 1970.

The final course for probationers at 20 months' service was attended by 923 officers (918 in 1970), of whom 129 obtained over 85 per cent of the final examination marks. There were 24 failures at the first attempt, but 21 of the officers concerned passed at the second attempt. The remaining 3 officers resigned.

Two courses for non-gazetted officers from overseas forces were completed during the year and a third course began on 5th December. A total of 74 officers attended these three courses. A further 8 officers from overseas completed a basic training course.

After completing the 1 year sandwich course at Garnett College, another station sergeant of the instructional staff gained the teacher's certificate of the London University Institute of Education with distinctions in both the theory of education and practical teaching. Two more station sergeants are now studying for the certificate. In addition, 11 members of staff gained the City & Guilds teacher's certificate at the Hendon College of Technology and 13 others are now studying for this award.

As in previous years, courses were held for constables, sergeants and inspectors to be promoted. Courses were also held for potential Training School instructors and for officers who transferred from other forces or rejoined after having served previously in this Force.

Among a number of new courses which started during the year were an advanced course on community relations for senior officers, a course for "parent" constables under the new probationer training programme, and courses for traffic warden instructors, supervisors and controllers.

Training continued to be given to recruits to the Metropolitan Special Constabulary and the traffic warden service and to park-keepers of the Royal Parks.

##### *Detective Training School*

During the year, 843 officers attended the various courses of detective training, a decrease of 425 on the 1970 figure. This decrease was the result of

the reversion from 5 to 4 main courses per annum and of the full effect being felt of the cancellation of the introductory course.

The advanced course of 6 weeks' duration was attended by 118 officers, of whom 47 were Metropolitan. The initial (senior) course of 10 weeks' duration was attended by 55 officers, of whom 37 were from other home forces and 18 from police forces overseas. The number of officers attending the initial (junior) course, also of 10 weeks' duration, was 413, of whom 249 were Metropolitan. The comparable figures for 1970 were 581 and 365 respectively. Fingerprint courses were attended by 36 students and photographic courses also by 36 students. A further 68 students, of whom 25 were civil staff, attended scenes of crime courses. A total of 97 Metropolitan sergeants (2nd Class, C.I.D.) attended refresher training.

In addition to the above courses, instruction in beat crimes investigation for probationer constables of the uniform branch continued throughout the year, and 993 officers received this training.

Two courses in the supervision of beat crimes investigation were attended by 39 uniformed action sergeants.

##### *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	158	25	183
Car, intermediate	295	103	398
Car, advanced	160	6	166
Car, Group "C" conversion	1,726	70	1,796
Civilian vehicle removal officers	36	—	36
Traffic wardens	94	9	103
Instructors	24	—	24
Motor cycle, lightweight	130	9	139
Motor cycle, standard	56	—	56
Motor cycle, advanced	117	1	118
Traffic patrol, standard	68	—	68
Traffic patrol, advanced	57	10	67
Traffic patrol, standard refresher	12	—	12
Traffic patrol, advanced refresher	12	—	12
Accident Prevention Unit course	17	—	17

In addition to the above, instruction was given to 3 officers from provincial police forces, 6 officers of the Royal Ulster Constabulary, 10 officers from Government Departments and 6 members of H.M. Forces; and to 3 ambulance driving instructors under the auspices of the Local Government Training Board.

Driving tests on cars and vans were given at the Driving School to 476 officers, of whom 389 passed. Again, however, most testing of drivers was carried out in divisions, and of 4,409 officers tested in this way 3,383 were

successful. Riding tests on motor cycles were given to 36 officers, of whom 19 were successful.

The school received a total of 1,532 visitors during the year. Members of the staff conducted courses of lectures at evening institutes as well as giving talks to motoring clubs and other organizations.

Exchange attachments with two other police driving schools proved mutually beneficial and it is hoped to extend this scheme in 1972.

#### *Defensive weapons*

Advanced rifle training was introduced for the authorized rifle shots, who had been reduced to 30 in number, and with improved equipment a high standard has been achieved. A total of 437 officers, including 5 officers from provincial police forces, qualified in the use of pistols and revolvers after attending the 4 day basic training course. A further 6 provincial officers attended a 4 week instructors' course.

The firearms instructors retained the "Mander" Trophy in the police pistol team competition at Bisley, achieving the highest score ever recorded in this competition.

I am grateful to the Officer in Charge of the Ministry of Defence ranges at Purflet for making facilities available on most working days throughout the year.

#### *Civil defence*

Refresher training was introduced for sergeants and constables with between 5 and 20 years' service and 2,768 officers received this training. In addition, 50 sergeants attending pre-promotion courses received training and probationers continued to receive 10 hours' basic civil defence instruction.

The courses at the Civil Defence School at Easingwold were attended by 36 police officers and 1 member of the civil staff. Four officers attended a 4 day police war duties study at Churchill College, Cambridge, arranged by the Chief Constable of Hertfordshire.

#### *Telecommunications*

The 5 day teleprinter operators' courses were attended by 228 officers and a further 6 officers attended an 8 week teleprinting course for specialists.

A total of 528 officers attended the 2 day courses in radio-telephony and a further 162 officers, including 13 members of the civil staff, attended 1 day courses.

Training in communications and police duty subjects was given to 17 civilian operators selected for employment in Information Room. The first intake of 8 operators received 8 weeks' training but thereafter the course was extended to 10 weeks.

Instruction in the operational use of personal radio for controllers and base station operators was given in divisions in a series of 1 day courses for constables and half-day courses for supervising officers. The courses were

attended by a total of 1,312 officers. The training of probationers in the use of personal radio equipment during their initial training course and the lectures to third phase cadets, followed by field exercises, were continued.

#### *Public order*

During the year short courses were held for chief superintendents, chief inspectors and inspectors in order to bring them up-to-date with crowd control techniques and to increase their awareness and responsibility in the control of the men under their command. In addition, officers with experience in public order lectured at various police establishments throughout the country.

#### *Swimming and life saving*

There were 191 non-swimmers among recruits to the Training School during the year. Of these, 168 had attained a satisfactory standard on posting to divisions and the remainder should become proficient with further practice.

A total of 51 recruits and members of the staff gained 3 instructors' certificates, 4 awards of merit, 43 bronze medallions and 1 bar to a bronze medallion awarded by the Royal Life Saving Society.

#### *First aid*

The police national first aid competition was won by "Z" 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
<i>Sergeants</i>			
Competitive	.. ..	455	46
Qualifying	.. ..	407	129
<i>Constables</i>			
Competitive	.. ..	1,965	282*
Qualifying	.. ..	349	52

\* In addition 389 constables who sat as competitors reached the qualifying standard.

The 455 sergeants who took the competitive examination had between 5 and 23 years' service. The length of service of the 46 successful candidates ranged from 6 to 20 years, all having joined as constables since 18th September, 1950.

#### *Complaints against police officers*

During the year, 3,165 persons made a total of 4,314 complaints against police officers as compared with 3,509 persons who made 4,898 complaints in 1970. These figures represent decreases of 9.8 per cent in the number of

complainants and 11.9 per cent in the total number of complaints. Of the complainants, 217 (6.9 per cent) were found to have made substantiated complaints, compared with 204 (5.8 per cent) in 1970.

Once again the largest single category of complaints was that relating to the attitude of officers towards members of the public, but the number of such complaints showed a welcome decrease as compared with the previous year. The overall decrease in the number of complaints was reflected in all the main categories of complaint apart from that of mistaken arrest, which showed an increase of 17 (11.6 per cent) as compared with 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 1,327 complaint cases, in 11 of which I was satisfied that no possible criminal offence had been committed. The remaining 1,316 cases were sent to the Director of Public Prosecutions; in 1,212 cases he recommended no criminal proceedings, but in 41 of these disciplinary action was taken.

Proceedings against the officers involved were taken in 104 cases (93 of which concerned traffic offences). In 52 cases (51 of which concerned traffic offences) the officers were found guilty. In 15 of the 52 remaining cases the officers were found not guilty and in 37 cases the proceedings had not been completed.

In addition, 13 officers were charged forthwith with criminal offences without the papers being referred to the Director. In 6 of the cases the officers were found guilty, 1 officer was found not guilty and 6 cases had not been completed.

A total of 36 officers were allowed to retire from the Force before the completion of the criminal or disciplinary investigation.

#### Discipline

The number of officers punished for various defaults was 214, compared with 160 in the previous year. In addition 4 appeals against punishments were outstanding at the end of the year. Disciplinary boards dealt with 97 officers, an increase of 42 compared with 1970. Twelve officers were dismissed from the Force and 15 were required to resign.

In addition, 8 officers who had been charged with disciplinary offences were allowed to retire from the Force prior to the disciplinary hearing.

#### Health

##### Men

The number of days' work lost to the Force through sickness and injury was 267,023, compared with 259,794 in 1970. Allowing for the increase in strength of the Force the loss was 1.4 per cent more than in 1970, and was equivalent to having 732 men off strength throughout the year. The number of days lost per man on the strength increased from 12.8 in 1970 to 13.4.

Uncertificated absences for periods not exceeding 3 days accounted for the loss of 65,638 days, 24.6 per cent of the total and 4.7 per cent more than in

1970. The loss through certificated absences was 2.2 per cent more than in the previous year.

The average length of spells of sickness (5.4 days) was lower than in 1970, but the number of spells increased from 47,369 to 49,285. The percentage rate of sickness (which is the loss through sickness and injury per 100 man days during the year, and is equivalent to the number of men on the sick list at a given time out of every 100 men in the Force) was 3.57, compared with 3.52 in 1970, and 3.75 in 1969.

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

Of the 34 deaths which occurred during the year, 12 were attributable to illnesses in the circulatory diseases group and 7 to the growths group. One officer was killed during the course of his duty. Four other officers died in road accidents, 2 of whom were also on duty at the time. The remaining deaths were due to various causes.

In the respiratory diseases group, the number of days lost through uncertificated sickness was 31,186, or 38.9 per cent of the total for the group, but the average length of spell was only 2.1 days. In the digestive diseases group, 23,319 days, or 49.4 per cent of the group total, were uncertificated, but the average length of spell was only 1.7 days. In the other groups the proportion of uncertificated sickness was relatively small, ranging from 3.8 per cent in the circulatory and blood diseases group to 19.6 per cent in the allergies group. Of the 82,413 days lost through injury (5.1 per cent more than in 1970), 33,505 or 40.7 per cent were from injuries on duty and 48,908 or 59.3 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, 9,965 were due to assaults by prisoners (13.3 per cent more than in 1970); 5,388 due to motor cycle accidents when the injured officer was riding (1 per cent more than in 1970); 4,693 days due to accidents where the injured officer was driving a car or was a car or motor cycle passenger (19.7 per cent less than in 1970); and 945 days due to accidents while an officer was examining premises (40.6 per cent less than in 1970).

Of absences arising from injuries off duty, the largest single cause was injuries suffered in sport and games which accounted for 9,939 days (9.7 per cent less than in 1970). The next most frequent cause was accidents involving vehicles of which the injured officer was either the driver or a passenger, which accounted for 3,185 days (13.3 per cent more than in 1970).

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	
	Enlisted	Unenlisted	Enlisted	Unenlisted	Enlisted	Unenlisted
Under 25 years	0.45	2.18	9.73	1.75	1.11	1.03
25-34 years	0.47	1.85	10.22	1.46	1.17	0.93
35-44 years	0.47	1.51	11.51	2.02	1.06	0.83
45-54 years	0.53	1.16	11.28	1.12	1.40	0.87
55 years and over	0.50	0.35	10.52	2.16	1.32	0.50
All ages	0.46	1.35	11.00	1.94	1.05	0.82

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.

#### Women

The sickness rate for women police was 5.2 per cent. The rate for certified sickness was 4.0 per cent and for uncertified sickness 1.2 per cent. Respiratory and digestive ailments accounted for over a third of the days lost.

#### Medical and dental services

During the year, 1,048 officers (compared with 1,142 in 1970) were admitted to hospital, 180 of them to St. Thomas' Hospital and its associate hospitals. The Police Nursing Home admitted 300 patients, comprising 177 men, 18 women and 105 cadets (compared with 183 men, 26 women and 72 cadets in 1970). Three patients included 3 men and 1 cadet from other forces. The Convalescent Home at How received 242 patients from this Force (209 men, 23 women and 10 cadets) compared with 225 in 1970.

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

Once again an increased volume of work was undertaken in the Welfare Branch and the total number of new cases dealt with was 719, compared with 658 in 1970. Although the number of serving officers' problems referred to the Welfare Officer decreased slightly, by far the greatest number again concerned readjustments of marriage and there were slight increases in the next largest categories, involving housing and financial difficulties.

On behalf of the Committee of Management of the Police Dependents' Trust enquiries were conducted and recommendations made in 322 cases (including 30 new cases) compared with only 293 cases (including 18 new cases) in 1970. This large increase was due to the introduction of a system of reviews of old cases. The resettlement officer is now well established and in comparison with the previous year nearly three times as many officers sought

his advice. In addition to advising officers who were about to retire about a second career he was able to help a number of officers who were pensioned on medical grounds and needed guidance in coping with disadjustment problems.

The Welfare Officer assisted in the preparation and conduct of a 2 day conference held in Birmingham in December for the welfare officers of all police forces in England and Wales and of the Royal Ulster Constabulary.

#### Civil Staff

The total number of full-time civil staff employed at 31st December was 11,096, comprising the following broad groups:-

General administration and support staff in Headquarters departments	1,506
Professional, technical and scientific staff	1,219
Industrial workers in garages, maintenance depots, stores, etc.	1,317
Catering staff (including industrial grades)	1,247
Clerks, typists, telephonists, etc., in divisions	1,851
Traffic warden grades	1,966

At 31st December the total number of part-time and casual staff was 2,550, including 278 telephonists, 1,385 cleaners and 1,423 school crossing patrols.

An important development during the year was the introduction on a trial basis of a new productivity bonus scheme in the transport workshops of the Chief Engineer's Department. The scheme, which is based on internationally accepted work measurement standards and techniques, was designed and installed by a well-known firm of industrial consultants, H. B. Maynard & Co. Ltd. It has already produced a significant increase in the productivity of the workshops and fair bonus payments for the workers. An important feature of the scheme is the amount of management information which it regularly provides about the work situation, enabling problem areas to be identified quickly and corrective action to be taken without delay.

The civilianisation of administration units in divisions has continued and a particular development is that sergeants in charge of the process sections in these units are being replaced by executive officers. By the end of the year, 13 executive officers were serving in administration units, all but one of whom were retired police officers recruited in an unestablished capacity.

During the year the range of courses in the civil staff training programme was again extended to include a 5 day course specially designed for civil staff serving in divisions. This brought the total number of courses held regularly up to 8 and contributed in a big way to the number of staff trained to 2,340, an increase of 578 over the figure for the previous year.

In the field of external training, 410 officers attended 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. In addition, 80 officers were granted financial assistance in connection with evening studies or correspondence courses.

Specialist seminars and courses were attended by 218 officers, an increase of more than 100 over the figure for 1970. This increase was due almost entirely to the need for training in anticipation of retirement.

By the end of the year, plans were well advanced to introduce a course for middle and senior management in connection with job appraisal reviews, a system of interviews at which the working aims and progress of members of staff are discussed with them individually by the head of their section or branch.

#### Sport and police functions

##### *Metropolitan Police Athletic Association*

During the year there was very active participation at all levels of achievement in a wide variety of sports and recreations, and with the introduction of bridge there are now 38 sections in the association. Most sections maintained the standards set in previous years and exceptionally good seasons were enjoyed by the athletics, boxing and cricket sections.

Once again, many representative honours were won. Constable Banham captained the A.B.A. on their visit to America and represented the London A.B.A. against Hamburg. Constable Davis played water polo for Great Britain against France, Belgium and Italy, and for England in the home countries' tournament. Constable Sutherland represented Great Britain in the 20 km. walk at the Xth European championships. Constable Rees played for a Welsh amateur football XI, for the Welsh amateur international side against England, for an F.A. amateur XI and for a Great Britain XI. Constable Carver and Woman Constable Soudaine represented England in the world field archery championships and the national archery championships respectively. Members of British Police teams were Sergeant Tank, Constables Boskley, Bennie, Coles, Crowley, Glas, Jeffrey, Lynn, MacDonald, Maddock and Spreckley at athletics; Constables Andrews, O'Rourke, Rees and Yule at association football; Constables Hazelhurst, Hutchins and Small at cross-country running; Constable Harker at judo; Station Sergeant Barr and Constable MacDonald at rugby; Sergeants Adams and Kelly and Constables Bacon, Clifton and Marshall at shooting; Constables Clark, Chapman, Davis, Mahoney, Musgrove and Taylor at swimming; and Station Sergeant Mockett, Sergeants Fogg and Seddon and Constables Clifton, Sutherland, Taylor and Watts at walking.

There were also a number of individual honours. Constable Shackell won the lapista open foil championship. Sergeant Fogg again won the Barking to Southend walk. Woman Constable Soudaine became the women's national clout champion. Constable White, driving a BMW, won his class in the Mobil economy run. Chief Inspector Johnson accompanied the Oxford and Cambridge rugby team on their tour of the Argentine as the representative of the English international referees.

##### *Horse shows*

The 43rd Metropolitan Police Horse Show and Tournament was held at Imber Court on 30th and 31st July. Provincial police forces and the City of London Police competed in the various classes. The armed services were represented by contingents from the Household Cavalry Regiment, the Royal Marines, the King's Troop, Royal Horse Artillery, the Royal Military Police and the Royal Army Veterinary Corps' Training Centre.

The Mounted Branch competed at 7 horse shows during the year and did extremely well to win the class for the best trained police horse at the Royal Windsor Horse Show, the police horse of the year class at the Horse of the Year Show, the individual tent-pegging competition at the Royal Tournament and the sword, lance and revolver competitions at both the South of England Agricultural Show and the Greater London Horse Show. In addition, members of the branch were runners-up in the sword, lance and revolver competition at the Royal Tournament, in the King George V Champion Challenge Cup for the best trained police horse at the South of England Show and in the police horse of the year inter-constabulary team competition at the Horse of the Year Show.

The Mounted Branch musical ride was performed at the Royal Show, Kenilworth, Warwickshire.

##### *Metropolitan Police Band*

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

In addition to performances at Bournemouth and Folkestone, the band provided music at the Royal Agricultural Show at Stoneleigh.

#### Honours

The following honours and awards were received in 1971.

##### *Order of the British Empire*

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

Mr. S. R. Walker, formerly Deputy Receiver and Director of Administration.

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

Mr. H. W. Hudson, Deputy Assistant Commissioner, "C" Department.

Mr. H. J. E. Hunt, Deputy Assistant Commissioner, "A" Department.

Mr. C. L. Langshaw, A.R.I.C.S., F.R.S.H., F.I.P.H.E., Senior Public Health Engineer, Chief Architect and Surveyor's Department.

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

Mr. R. W. Coysh, Senior Executive Officer, "E" Department, Chief Superintendent W. Frame.

Mr. N. H. F. Higgins, formerly Commander, "C" Department.

Mr. H. W. Morgan, Higher Executive Officer, "A" Department, Chief Superintendent F. F. Sargent.

##### *Order of St. John*

Promoted to the Grade of Officer (Brother):

Mr. A. A. Hammond, Chief Commandant, Metropolitan Special Constabulary.

*British Empire Medal (Civil Division)*

*For Gallantry:*

Police Constable G. Black.  
Police Constable P. J. Bowcock.  
Police Constable C. P. Burch (now Temporary Police Constable (C.I.D.)).  
Police Constable P. E. Butcher.  
Police Constable R. G. Dench (now Temporary Police Constable (C.I.D.)).  
Police Constable J. Donnelly.  
Police Constable M. J. Knight.  
Inspector P. J. Marsh.  
Police Constable J. M. Mogford.  
Police Constable R. A. Phillips.  
Police Constable J. D. Price.  
Police Constable A. Reynolds.  
Police Constable R. A. C. Turnbull (since retired).  
Mr. J. P. Whitehead, formerly Police Constable.  
Police Constable W. W. Williams.

*For Meritorious Service:*

Mrs. B. A. Coward, formerly Cleaner at Headquarters, Chief Architect and Surveyor's Department.  
Chief Inspector J. Geddes, D.F.C.  
Mr. W. V. Gray, Civilian Driver, Chief Engineer's Department.  
Police Constable E. G. Gurney.  
Chief Inspector L. K. Hawkins (now Chief Superintendent).  
Police Constable N. B. Hughes.  
Mr. H. J. Lane, formerly Transport Manager, Chief Engineer's Department.  
Inspector V. E. Quattrucci, Metropolitan Special Constabulary.  
Police Sergeant D. J. Saint.  
Mr. C. F. Sherrell, Examiner of Clothing, "G" Department.

*Queen's Police Medal*

*For Distinguished Service:*

Detective Chief Superintendent G. Clarkson.  
Commander B. Dix.  
Commander R. H. Fowler.  
Commander M. Gillespie.

Commander R. Huntley, B.E.M.  
Commander J. B. Smith.  
Commander W. H. Virgo.  
Commander E. L. Williams.

*Royal Victorian Medal (Silver)*

Police Constable S. W. Fry.  
Police Constable E. J. Jones.  
Police Constable R. A. L. Morten.

*Commendation by Her Majesty The Queen*

Police Constable M. J. Baldwin (since transferred to York and North East Yorkshire Constabulary).  
Police Constable R. Clones.  
Police Constable (C.I.D.) T. E. Healing.  
Temporary Police Constable (C.I.D.) G. C. Hickson.  
Police Constable A. J. Jordan.  
Temporary Police Constable (C.I.D.) T. A. J. Loughhead.  
Temporary Police Constable (C.I.D.) K. A. Macrae.  
Police Constable L. W. Phillips.  
Police Constable A. J. Septini.  
Police Constable G. C. Tomlin.  
Police Constable D. R. Waddell (now Police Sergeant).  
Police Constable M. V. Wood.

*Order of the Rising Sun*

*Class II:*

Sir John Waldron, K.C.V.O., Commissioner.

*Order of the Star*

*Class I:*

Sir John Waldron, K.C.V.O., Commissioner.

*Order of the Sacred Treasure*

*Class V:*

Commander A. E. Perkins, M.V.O.

*Changes among senior officers*

*Police*

Mr. C. P. Attwood, O.B.E., Q.P.M., Deputy Assistant Commissioner, retired from the Force.  
Mr. J. C. Bliss, Q.P.M., Deputy Assistant Commissioner, retired from the Force.  
Mr. E. J. E. Tickle, O.B.E., Deputy Assistant Commissioner, retired from the Force.

Mr. J. R. Wray, O.B.E., Deputy Assistant Commissioner, retired from the Force.

Mr. P. V. Collier, Q.P.M., Commander, was appointed Deputy Assistant Commissioner and assumed responsibility in "D" Department for Training.

Mr. G. J. Kelland, Commander, was appointed Deputy Assistant Commissioner and was transferred to the Inspectorate.

Mr. F. J. Sheppard, M.C., Q.P.M., Commander, was appointed Deputy Assistant Commissioner and was transferred to the Inspectorate.

#### *Civil Staff*

Mr. R. A. Root, Senior Principal, was promoted to Assistant Secretary and appointed Director of Management Services.

Mr. A. R. Pike, O.B.E., Senior Principal, "G" Department, retired.

Mr. D. Meyler, D.S.C., Principal, was promoted to Senior Principal, "B" Department.

Mr. W. H. S. Relton, B.A., Senior Legal Assistant, was promoted to Assistant Solicitor.

Mr. J. B. Egan, LL.B., Senior Legal Assistant, was promoted to Assistant Solicitor.

Mr. M. H. Wilmot, Senior Legal Assistant, was promoted to Assistant Solicitor.

Mr. G. B. Townsend, A.R.I.B.A., A.R.I.C.S., Deputy Chief Architect and Surveyor, retired.

Mr. T. R. Jones, C.Eng., M.I.E.E., Deputy Chief Engineer, was promoted to Superintending Grade Engineer.

Mr. D. N. Fogden, F.R.I.C.S., A.M.T.P.I., Senior Estate Surveyor, was promoted to Superintending Grade Estate Surveyor.

Colonel N. A. C. Croft, D.S.O., O.B.E., M.A., Commandant of the Metropolitan Police Cadet Corps, retired.

#### CHAPTER 3

### **Public Order: Operations: Other Police Duties**

#### **Public order**

The opposition of the T.U.C. to the Industrial Relations Bill, which had begun to be expressed towards the end of 1970 and continued into 1971, culminated in the largest demonstration of the campaign on 21st February. On this occasion approximately 60,000 trade unionists assembled at Speakers' Corner, Hyde Park, and marched to Trafalgar Square, where a meeting was addressed by trade union officials and Members of Parliament. The marchers could not all be accommodated in Trafalgar Square and an overflow meeting was held near Temple Station on the Victoria Embankment. Over 100,000 persons took part in the rallies, marches and meetings and their conduct was exceptionally good. No arrests were made.

In July, police were called to a house in Cricklewood where 3 people had been fatally injured by knife wounds. The suspect, armed and barricaded in an upstairs room, refused to surrender. To prevent further injury, to the suspect or others, it was decided to use CS smoke to dislodge him and this was successfully accomplished. It should be pointed out that CS smoke is available only for dealing with armed besieged criminals in specific circumstances and this was the first occasion that this agent had been used by the Metropolitan Police.

On Friday 26th March, about 150 East Pakistani nationals, members of the Awami League, assembled at Chesham Place without prior notice and marched to the Pakistan High Commission in Lowndes Square. On arrival the demonstrators were in a state of near hysteria. Milk bottles were thrown, injuring 4 police officers and breaking 3 windows in the High Commission offices. It was necessary for 7 arrests to be made before the situation was brought under control.

During the India/Pakistan crisis numerous demonstrations and marches were held by the Bangladesh Action Group. These were generally well conducted, but caused disruption to the flow of traffic.

However, on 28th April about 200 members of the Bangladesh Action Group, seeking to show their disapproval of the action being taken by West Pakistani troops in East Pakistan, demonstrated outside the English Speaking Union in Charles Street, W.1., where members of the Pakistan cricket team were being entertained at a reception. At various times the demonstrators attempted to break through the police cordons and rush the entrance to the building. A total of 25 persons were arrested.

Two "pop" concerts took place in Hyde Park during the year. The first, held on the afternoon of Saturday 3rd July, was attended by some 70,000 people. Nearly 7,000 of those present remained in Hyde Park overnight and



on Sunday 4th July lent their support to an Independence Carnival Day organized on behalf of the defendants in the "Oz" obscenity trial. The second concert took place on Saturday 4th September and attracted a smaller crowd of 40,000. Both events were well-conducted and only 1 arrest was made.

On the afternoon of Sunday 15th August, about 2,500 people attended Speakers' Corner, Hyde Park, for a meeting organized by the Northern Ireland Civil Rights Association. At the conclusion of the meeting those who had attended marched to Whitehall, where a deputation presented a petition at 10 Downing Street. The marchers then tried to force their way through a police cordon by attempting to move back up Whitehall. In the course of order being restored, 18 male and 3 female demonstrators were arrested.

The Nationwide Festival of Light, an organization conducting a religious crusade to combat the "permissive society", held a rally on Saturday 25th September, commencing with an afternoon meeting in Trafalgar Square which was attended by an estimated 30,000 supporters. A number of opposing minority groups attempted to disrupt the procession as the marchers left for Speakers' Corner. Order was restored after 24 arrests had been made and the rally finally dispersed at Hyde Park without disorder.

On Sunday 31st October, 3 separate marches organized by the Anti-Internment League left Cricklewood, Kentish Town and Hammersmith for Speakers' Corner. At Speakers' Corner further supporters were met and about 9,000 persons then marched to Horse Guards Avenue, where a meeting was held. Although some minor disorder occurred this was insufficient to warrant any arrests being made.

On Wednesday 17th November, London University student organizations demonstrated their disapproval of the Government's consultative document on student unions' finances. During the course of the afternoon, about 16,500 students marched to the Department of Education and Science where they handed in a letter of protest. Three arrests were made. Later large numbers of students made their way to the Palace of Westminster, where some 550 lobbied their Members of Parliament whilst the remainder continued a noisy demonstration outside the House. There were no further arrests.

On Monday 22nd November, the students continued their campaign when they demonstrated outside the Queen Elizabeth Hall on the occasion of the presentation of diplomas to graduates of the Polytechnic of the South Bank by the Secretary of State for Education and Science. Although the students were noisy, police cordons prevented them from entering the hall. Two students were arrested.

On Wednesday 24th November, the T.U.C.'s "Campaign Against Unemployment" culminated in a march and a lobby of Members of Parliament. During the course of the morning supporters gathered at Tower Hill, and in the afternoon about 12,000 marched to the Palace of Westminster. When the head of the procession reached the south end of Westminster Bridge a group of about 1,000 left the agreed route and crossed the bridge to the House of Commons. The remaining marchers proceeded to the south end of Lambeth Bridge and then made their way independently to the Houses of Parliament. The breakaway section crossed Westminster Bridge, and as the marchers neared the Palace of Westminster they were directed to the footway by police. On reaching St. Stephen's Entrance, however, they made no attempt to join

the existing queues, ignored directions from their stewards and the police, and attempted to gain entrance by direct frontal assault. A heavy cordon of police was deployed across St. Stephen's Entrance but the pressure of the militant group was such that it was necessary to deploy mounted police in order to ensure that the passage to the Houses of Parliament was kept open. Disorder then occurred whereby damage was caused to parked motor cars and missiles were thrown at mounted and foot police officers.

The situation was regularized after about 20 minutes, when it was possible for the lobby to be continued in an orderly manner. A total of 17 arrests were made, 16 police officers and 2 police horses were injured and 17 private motor cars were damaged.

On Saturday 18th December, about 50 sympathizers of the "Young Liberals" Oxford Street Action Committee met at Speakers' Corner and made their way into Oxford Street, where they attempted to close the street to vehicular traffic in an effort to draw attention to pollution caused by the motor car. The demonstrators made various attempts to stop the flow of traffic but they were quickly thwarted by prompt police action and inconvenience to members of the public was kept to an absolute minimum. A total of 44 demonstrators were arrested.

#### *Industrial disputes*

A total of 86 industrial disputes occurred, compared with 202 in 1970. As in previous years, the majority were of a minor nature, but some required extra police supervision.

The national Post Office strike began on 20th January and lasted until 7th March, when there was a complete return to work. During this period numerous meetings and marches took place and the numbers taking part reached a peak of 12,000. There was no disorder but considerable demands were made on police manpower in respect of the supervision of marches and meetings held in Hyde Park.

Throughout the strike picketing took place at most Crown post offices and major sorting offices. There were 21 minor incidents at or outside these premises involving pickets and Post Office employees who continued to work or involving pickets and members of the public. There were also a number of bomb hoaxes at Post Office premises. However, a total of only 3 arrests were made in the course of all these incidents.

A national 1 day strike by members of the Amalgamated Union of Engineering Workers was called for 1st March. The response was small and only 3,000 union members supported a march from Lincoln's Inn Fields to a meeting in Hyde Park. There were no untoward incidents.

#### *Public events*

There were two State Visits to this country. The first was undertaken by the Emperor and Empress of Japan from 5th to 8th October, and the other by the King of Afghanistan and his daughter, Princess Bilquis, from 7th to 10th December. Both visits commenced with a State Drive from Victoria Station to Buckingham Palace.

#### Women Police

The establishment of women in the Force remained at 650, whilst the strength increased by 10 to 631. A total of 96 women joined, compared with 124 in 1970, but only 86 women left the Force compared with 95 in the previous year. Of the officers who left, 4 retired on pension, 7 transferred to other forces and 7 left during training. Most of the remainder retired for domestic reasons, usually on marriage or following maternity leave. However, the number of women serving after marriage continues to be encouraging; at the end of the year 132 married women were serving, compared with 111 at the end of 1970.

In my last Report I stated that new fields of work had been opened to women police and this process has continued with their employment in some branches of the Traffic Department.

Although I am satisfied that women should have the opportunity to specialise, it is necessary to ensure that divisions are not short of women officers to undertake the day-to-day work of patrolling, investigating beat crimes, making enquiries to trace missing persons and dealing with the protection and welfare of children, an area in which they have a special responsibility.

In 1971, only 4 women were promoted to the rank of sergeant; 3 women passed the competitive examination for promotion to sergeant and 4 passed the qualifying examination. A total of 8 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, 10 horses were purchased, 3 were sold and 11 were humanely put down. The strength of horses on 31st December was 204, 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 the Force and of the City of London Police. In addition, mounted officers from the City of London Police, Sussex Constabulary, Kenya and Zambia attended courses of instruction at Imber Court.

During 1971, the branch was responsible for 111 arrests, 3,587 summonses, 3,972 verbal warnings and 1,093 stops.

Breeding from the branch's mares continued, and 1 filly and 1 colt foal were taken on the strength.

A fourth woman officer was assigned to the branch, and having completed her equitation course took up ordinary mounted patrol duty in the Whitehall area.

#### Thames Division

During the year there was a slight increase in commercial traffic in the Blackwall area and 2 container wharves which have been opened are in constant use.

H.M.S. Belfast was permanently moored above Tower Bridge in October<sup>24</sup> and is proving a great attraction. Other vessels have been moored temporarily in the Upper Pool for exhibitions, visitors being ferried to and from Tower Pier.

During the year patrols rescued 32 persons from drowning and 16 others were rescued by private persons. Police recovered 64 dead bodies from the river, of which 6 were not identified.

#### Underwater Search Unit

The services of the unit were called upon on 69 occasions, involving 274 days of searching. In addition, 37 days were spent in routine searches and 11 days in training. During their searches the unit recovered 8 bodies, 4 motor vehicles, 2 motor cycles, 5 safes, 10 firearms, a quantity of ammunition, a Honda generator and a large quantity of jewellery and silverware.

#### Dogs Section

The transport facilities of the section have been improved and the first phase in the rebuilding of the Training Establishment at Keston has been completed. An isolation and puppy rearing block has been taken into use and other alterations are in hand.

At the end of the year 242 dogs were on the operational strength, compared with 252 in 1970, and a further 22 dogs were under training. A total of 34 dogs were disposed of due to age or illness. Of the 22 puppies reared during the year, 16 were being walked in divisions and 6 were disposed of as unsuitable. The reduction in the number of puppies reared was caused by the need to vacate the puppy runs because of rebuilding.

During the year 3 additional Labrador dogs were trained to detect explosives and 2 of these joined the operational strength.

The 8 dogs trained in the detection of dangerous drugs attended 623 calls, resulting in the arrest of 865 persons. These figures include 152 calls and 114 arrests credited to dogs handled by 2 women constables who had joined the strength during the year. The dog dogs and their handlers were again called upon to assist officers of H.M. Customs and Excise, H.M. Prison Service and a number of provincial forces.

In the course of the year, officers of the section were responsible for 5,908 arrests and 1,471 summonses; 59 missing persons were found and 257 items of property were recovered. A total of 66 handlers were trained, of whom 17 were from other forces. One police officer from Bermuda, 1 from Iceland, 1 from Mauritius and 4 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 4 officers of this Force and 21 officers from provincial forces, all of whom reached the required standard. A specially designed instructors' course was successfully completed by 10 senior officers of H.M. Prison Service Dogs Section.

During the year all dogs were changed over to tinned meat feeding, which should result in a substantial saving in costs.

#### Aliens

The number of registered aliens living in the Metropolitan Police District on 31st December, 1971, was 113,677, compared with 101,707 at the end of 1970, an increase of 11,970 or 11.8 per cent. United States citizens again headed the list with 16,886 (14.9 per cent of the total) and Spaniards remained second with 13,551. There were 7,928 French, 7,111 Italians, 6,324 Germans, 5,581 Swiss, 4,363 Portuguese and 4,355 South Africans. Other nationalities with more than 3,000 residents were Japanese (3,937), Iranian (3,887), Greek (3,218) and Turkish (3,206).

During the year, 180 persons were dealt with by the courts for offences against the Aliens Orders. A total of 84 were recommended for deportation, of whom 15 were first sentenced to imprisonment, 9 received suspended sentences, 59 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, 88 were men and 7 were women.

#### Commonwealth citizens

Deportation orders in respect of 246 male and 15 female Commonwealth citizens (193 men and 21 women in 1970) were enforced by the Metropolitan Police. In addition, 34 men and 1 woman were repatriated, compared with 183 and 3 respectively in 1970.

#### Arrests and summonses

The number of persons arrested in the Metropolitan Police District and dealt with by the courts in 1971 was 144,519, an increase of 3,900 compared with 1970.

Of these, 44.6 per cent were dealt with for indictable offences, 29.1 per cent for drunkenness offences and 26.3 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 1971 was 173,123 compared with 212,016 in 1970. Further details are given in Appendix 4, Table 3.

#### Betting, gaming and lotteries

During the year 5 warrants were executed in respect of unlawful betting, as compared with 4 in 1970, and 2 further cases were dealt with by way of summons. Seven cases, including 1 arising in 1970, were decided and the fines and costs imposed by the courts totalled £1,006.

The number of gaming warrants executed was 94, compared with 101 in 1970. Of this total, 10 related to gaming on machines or machine and other gaming together, 48 to cards, 32 to pai-kou and 4 to bingo (or its variations). In addition, 17 cases of various kinds of gaming were dealt with by way of summons. During the year 118 gaming cases (some of which originated in 1970) were decided; fines and costs imposed by the courts totalled £12,358 and orders were made for the forfeiture of 7 machines.

Two warrants were executed in connection with a lottery of the chain-letter type which appeared to be unlawful and 3 other lotteries were dealt

with by summons. Two cases were decided and the fines and costs imposed by the courts totalled £127.

At the end of the year 15 clubs were licensed for gaming other than bingo and 145 clubs for bingo only under the provisions of Part II of the Gaming Act 1968. A further 31 members' clubs were registered for gaming under the Act.

#### Liquor licensing

In December, 1970, you announced your decision to set up a Committee of Inquiry under the chairmanship of Lord Erroll to review the licensing laws of England and Wales. I have submitted my views to the committee and look forward to the publication of their recommendations in due course. The enforcement of the present legislation has many difficult and time-consuming aspects, some of which are regarded by the public as trivial and of little social importance.

#### Clubs

At 31st December, 1971, there were 2,947 clubs operating under registration certificates and 593 clubs operating under justices' licences. The combined total of 3,540 clubs showed an increase of 66 on the previous year.

During the year, 21 raids were made on registered clubs, 70 on licensed clubs and 26 on clubs that were neither registered nor licensed. Proceedings were completed in respect of 111 cases (some of which arose from raids carried out in 1970) and fines and costs totalling £14,676 were imposed.

#### Licensed premises

Apart from the clubs previously mentioned which operate under a justices' licence, at the end of the year there were 8,568 premises licensed for the sale of intoxicating liquor for consumption on the premises, and of these 2,236 had restaurant, residential, or combined restaurant and residential licences. The number of "off" licensed premises was 3,707.

During the year, 61,883 (60,376 in 1970) special orders of exemption were granted to licensed premises and clubs, of which 20,722 (21,037 in 1970) were for the Christmas and New Year period.

#### Drunkenness

During the year there were 42,098 arrests (38,350 men and 3,748 women) and 36,717 convictions for drunkenness and drunkenness with aggravation, or 2,424 more arrests and 1,761 more convictions than in 1970. In addition, 634 persons charged with other offences were also charged with drunkenness, resulting in 522 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, 2,281 were aged between 18 and 21 (2,160 males and 121 females) and 443 were under 18 years of age (402 males and 43 females).

### Firearms

The number of new firearm certificates granted was 1,101 and 2,718 expired certificates were renewed. Totals of 210 new applications and 115 applications for variation of certificate were refused, compared with 149 and 70 respectively in 1970. Cancellations of certificates totalled 2,277, including 216 applications for renewal which were refused (140 in 1970) and 19 certificates which were revoked. There were 3 appeals to quarter sessions, all of which were dismissed. At the end of 1971 there were 12,664 current firearm certificates, a decrease of 1,176 compared with 1970.

The number of dealers registered with the Force on 31st December was 311, a decrease of 21 from the previous year. A total of 35 dealers had their certificates cancelled because they ceased to trade in firearms and one application for registration was refused.

The number of persons charged or dealt with by summons under the Firearms Act 1968 was 581, and 93 cautions were administered. In addition, 69 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 one other person was cautioned.

During the year, 2,801 firearms of all descriptions (including 1,142 pistols and revolvers and 286 shot-guns) were surrendered or confiscated, and small shells, grenades and assorted ammunition amounting to 162,997 rounds were received.

The number of shot-gun certificates granted during the year was 3,450, including 127 short-term visitors' certificates, and 6,111 expired certificates were renewed, including 8 visitors' certificates. Refused applications totalled 236 and 27 certificates were revoked. There were 3 appeals to quarter sessions against refusal to grant a shot-gun certificate, of which 2 were dismissed and 1 was allowed.

The recommendations of a working party which I set up to examine and report on the arrangements respecting the grant, refusal and revocation of firearm certificates, the supervision of firearm certificate holders and Force control procedures generally are under consideration.

### Missing persons

During the year, 3,626 persons were recorded in the central index as missing, compared with 2,930 in 1970. This total included 293 boys and 222 girls under 14 years of age and 714 boys and 1,357 girls between the ages of 14 and 17.

Details of 523 missing persons were recorded in the index at the request of provincial and overseas forces, compared with 765 in 1970.

At the end of the year 136 persons were still recorded as missing from the Metropolitan Police District, the largest category being 48 girls in the 14-17 years age-group.

During the year the property of 487 deceased persons was disposed of either to relatives who had been traced or through the Treasury Solicitor.

### Lost property

Once again there was a decrease in the number of articles found in cabs and deposited with the police. The number of articles deposited was 11,017

(1,630 fewer than in 1970), and of these 4,810 (43.7 per cent) were restored to their owners and 2,891 (26.2 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 121,531, a decrease of 233 compared with 1970, but the number of losses reported to police, at 131,186, was 528 higher than in the previous year. Of the property handed to police, 48,502 items (39.9 per cent) were restored to the losers.

### Abandoned vehicles

Police made enquiries about 953 apparently abandoned vehicles, 130 fewer than in 1970. Local authorities removed a large number of vehicles they themselves had found as well as 809 of the abandoned vehicles reported by the police.

### Abstracts of particulars of street accidents

There were 37,500 applications for particulars of street accidents from parties interested in civil claims, a decrease of 8,500 on the 1970 figure.

### House-to-house collections

A total of 77 licences (8 less than in 1970) were issued. The number of certificates of exemption issued for local and transitory collections was 479, compared with 455 in 1970.

### Street collections

On the recommendation of the Advisory Committee, permits were granted for 76 collections, of which 21 covered the whole of the Metropolitan Police District and the remainder were local.

### Lost dogs

In addition to the large number of stray dogs which were restored to their owners within a few hours of being found, 14,905 were sent to the Dogs' Home, Battersea, 329 less than in 1970.

### Pedlars

At the end of 1971 there were 750 pedlars' certificates current, an increase of 5 during the year.

### Vagrancy

In 1971, 418 persons (384 men and 34 women) were charged with begging, compared with 397 in 1970. Under the Vagrancy Act 1824, as amended in 1935, a total of 175 persons (150 men and 25 women) were charged with sleeping out. The figure for 1970 was 155.

## CHAPTER 4

### Crime

I have dealt with the general picture of crime in 1971 in Chapter 1. The total of indictable crimes known to the police, at 340,360, was 6 per cent higher than the figure for 1970. Crimes cleared up, however, again rose to give an overall clear-up rate of 29.4 per cent, while arrests increased by 6.6 per cent to 86,287. Details are shown in Tables 1, 2 and 3 of Appendix 2.

#### Offences against the person

There were 118 cases of homicide (the general classification for murder, manslaughter and infanticide), 77 of which were classified as murder at 31st December, 1971. The comparable figures for 1970 were 105 and 51 respectively. Five murderers committed suicide and at the end of the year there were 11 other cases in which no arrest had been made, including a case of arson resulting in 9 murders. Of the remaining 41 violent deaths (13 fewer than last year), 40 were classed as manslaughter and 1 as infanticide.

Cases of wounding and assault increased by 6.6 per cent to a total of 7,349 and there were again a number of incidents in which persons were attacked by gangs of juveniles for motives other than robbery.

Cases of rape, which had increased by 29 per cent (to 141) in 1970, decreased by 24.1 per cent to 107, which was 2 less than the 1969 figure. Other sexual offences against women and girls also decreased, by 12.5 per cent to 1,833.

#### Burglary and aggravated burglary

In comparison with 1970, there was a further small decrease in forcible entries but a continued increase in burglaries of the walk-in type, both in dwellings and in non-residential buildings.

In the 24,258 burglaries by forcible entry in houses, flats, etc., property estimated to be worth about £3,980,000 was stolen and some £112,000 worth was recovered. A total of 21,565 non-residential buildings were forcibly entered in the course of burglary and cash and property of an estimated value of £5,300,000 was stolen, of which £512,000 worth was recovered.

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 increased by 1,690 (3.3 per cent) to 52,758. Excluding thefts from domestic meters, the estimated value of cash and property stolen in these thefts was £3,250,000 and £103,000 worth was recovered.

The comparable figure for thefts in non-residential buildings (except shoplifting) was 52,614 compared with 50,036 in 1970, an increase of 5.2 per cent. The estimated value of the property stolen in these thefts was £3,388,000 and about £201,000 worth was recovered.

#### Other offences against property

Robbery must be regarded as the most serious crime in this group and unfortunately, as stated in Chapter 1, there was a further increase in the number of cases to 2,727, 13.1 per cent more than in 1970. Of the cases reported, 307 (11.3 per cent) involved only persons under the age of 17. Robberies involving violence always give particular cause for concern. The Flying Squad and the regional crime squads concentrate their activities against this menace and the success of their efforts is demonstrated by the fact that during the year they arrested 177 persons for this type of offence. A typical case concerned two men who were unlawfully at large from prison and who had been responsible for a number of such offences. In the commission of one of these robberies they had shot a garage attendant in the leg. The men attempted to reach for firearms when about to be arrested by Flying Squad officers.

In 387 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. Offensive weapons other than firearms were used in 804 robberies; blunt instruments, such as coshes and bottles, on 306 occasions; sharp instruments, predominantly knives, on 391 occasions; and pepper, ammonia and like substances in 76 cases.

The estimated value of cash and property stolen in robberies was £3,045,000 of which about £411,000 worth was recovered. The clear-up rate for robberies was 35.4 per cent, compared with 33.6 per cent in 1970.

There was a substantial increase in thefts from the person (pocket-picking, bag snatching and thefts from open baskets or handbags), the total being 3,590, 27.6 per cent higher than the 1970 figure.

With the exception of thefts from meters, telephone boxes and automatic machines, which decreased by 20 per cent compared with the previous year, the remaining categories of theft also showed increases.

"Autocrime", to which I referred in Chapter 1, was prominent in this growth: thefts of motor vehicles rose by 11.1 per cent, thefts from vehicles in the street by 10.5 per cent and thefts from vehicles in car parks, etc., by 16.2 per cent. The 9,528 thefts of motor vehicles represented an estimated value of £3,142,000. Vehicles numbering 3,817 and of a value of about £1,496,500 were recovered.

The other increases were in respect of thefts in dwellings, other than from meters (+ 0.3 per cent), thefts by employee (+ 2 per cent), thefts of pedal cycles (+ 12.4 per cent) and shoplifting (+ 8.4 per cent). The total of shoplifting offences was 14,857 and £152,500 worth of property was stolen, of which £76,000 worth was recovered; although the number of cases increased, the value of property stolen was lower than in 1970.

There were again increases in the offences of "going equipped to steal", which went up by 17.8 per cent to 2,135, and "handling stolen goods", which increased by 6.1 per cent to 7,557.

Cases involving fraudulent activities of various kinds rose by 13.4 per cent to a total of 20,625.

Forgery, coining, etc., amounted to 4,680 offences during the year, 7.3 per cent higher than the 1970 figure.

#### Crimes cleared up

Details of crimes cleared up in 1971 and in the two previous years will be found in Table 2 of Appendix 2.

In 1971 the clear-up rate for crime generally in the Metropolitan Police District was 29.4 per cent, as already mentioned. The general average covers a wide range, from 8.3 per cent in respect of thefts of pedal cycles and 8.5 per cent for thefts from vehicles in car parks, etc., to approaching 100 per cent for various categories in which crimes do not come to light and cannot be recorded at all unless someone is arrested.

#### Arrests

In 1971 arrests for indictable crimes (including summonses) totalled 86,287, 6.6 per cent more than in 1970.

Most groups of offences again showed increases. Arrests for offences against the person rose by 6.7 per cent to 7,538 and those for theft went up by 3.1 per cent to 39,139. Fraud accounted for 5,811, a rise of 14 per cent, and handling stolen goods for 7,370, a rise of 3.7 per cent. Arrests for the offence of going equipped to steal rose substantially (by 15.1 per cent) to 1,953.

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

Tables 4 and 6 of Appendix 2 give the arrests for specific offences divided into broad age-groups and for the under 21-year-olds Table 7 shows individual ages.

Although the proportion of arrests for indictable crime among persons under the age of 21 was only slightly higher in 1971 than in 1970 (49.3 per cent against 48.1 per cent), the number of arrests of young persons is still growing at a higher rate than that of adults. The age-group 10-13 had 12 per cent more arrests than in 1970, the total reaching 10,006. The number of persons between 14 and 16 who were arrested was 15,935, 17.2 per cent more than in the previous year, and the arrests of those between 17 and 20 went up by 3.6 per cent to 17,031. Altogether, the total of 42,973 persons under 21 arrested during the year was 10.3 per cent above the 1970 figure.

Arrests for robbery in the under 21 age-group increased by 35.8 per cent: 64.9 per cent of all arrests for robbery were of persons between the ages of 10 and 20, and 12.3 per cent were of children aged from 10 to 13. I referred in my Reports for 1969 and 1970 to the high level of recidivism among persons under the age of 21. The figures in Table 8 of Appendix 2 show that the position has again worsened: 11.0 per cent of children aged 10-13, 26.0 per cent of young persons aged 14-16 and 42.9 per cent of those aged 17-20 were found on arrest to have criminal records already.

The tendency for young criminals to operate in gangs, both with others of their own age-group and with adults, has continued to grow. In 1971, of the 42,973 persons under 21 who were arrested 29,952 (69.7 per cent) were operating in gangs and 7,324 of these were associating with adults. A total of 7,314 (17 per cent of the total arrests of persons under 21) were in gangs whose members were all less than 15 years of age, and 6,182 (14.4 per cent) were in groups which included 15 and 16 year olds; the remaining 9,132 (21.3 per cent) were in gangs which included members aged between 17 and 20.

The number of illegal immigrants arrested rose to 55, compared with 41 in 1970. The national intelligence index of illegal immigrants and traffickers, to which I referred in Chapter 1, is proving increasingly useful not only to this Force but also to provincial forces and the immigration authorities.

#### Criminal investigation in general

The increase in the number of officers in the Murder Squad, to which I referred in my last Report, has been fully utilized and during the year members of the squad travelled to investigate offences in Dunkirk, North Africa, the British West Indies, Bermuda, Mexico and the Argentine. In all, 14 cases of murder were investigated on behalf of overseas and provincial police authorities.

During the year I acceded to a request by the Chief Constable of the Royal Ulster Constabulary to make C.I.D. officers available to investigate certain cases of murder. The number of officers engaged varied between 2 and 24.

The activities of the Drugs Squad, which have been directed towards importers and traffickers rather than users, resulted in the arrest of 363 persons (6 fewer than in 1970). The estimated "black market" value of the drugs seized was £1,524,514, compared with the estimated figure of £420,376 for 1970. Table 9 of Appendix 2 shows the number of persons appearing before magistrates' and juvenile courts in the Metropolitan Police District for offences under the Dangerous Drugs Act 1965 and the Drugs (Prevention of Misuse) Act 1964, together with details of the action taken by the courts.

The work of the Flying Squad extends over the whole field of criminal investigation and during the year the squad made 1,347 arrests for a variety of serious offences. The squad was remarkably successful in recovering stolen property, the estimated value of the property retrieved being almost £5,750,000. In addition, it seized dangerous drugs of an estimated "black market" value of about £420,000.

This year has seen considerable success by the No. 9 Regional Crime Squad in its efforts to combat serious crime and arrest major criminals. Outstanding among the squad's successes have been operations directed against violent robbers and lorry hijackers. The ever-increasing co-operation between Regional Crime Squad officers and those of divisions and other forces has contributed to these achievements. In my last Report I mentioned a co-ordinated operation by regional crime squads which resulted in many arrests for the hijacking of lorry-loads of goods valued at some £500,000. The case came to a successful conclusion when the trial of the men concerned resulted in prison sentences totalling 99 years being imposed upon 30 of the total of 38 persons who were finally arraigned. Over the full range of its activities during 1971 the Regional Crime Squad was responsible for the arrest of 772 persons and for the recovery of property of an estimated value of some £883,000.

The activities of the national central office for the suppression of counterfeit currency have been extended to include the same nationwide responsibility for counterfeit coin as they have for bank-notes.

The Metropolitan & City Police Company Fraud Squad has adopted a number of new procedures in the investigation of company fraud with a view

to achieving three main objects: speedier and more positive initial action; earlier involvement in matters initially investigated by other authorities, such as the Department of Trade and Industry; and a reduction in the time taken on investigations. In addition, the squad has been reorganized into a number of operational units to encourage team-work and to provide for greater specialization. Officers of the Fraud Squad investigated 343 cases during the year, in which the money at risk was of the order of £68 million, and 288 of these cases were dealt with by Metropolitan officers.

As the result of improved liaison with provincial forces and internal reorganization, the Metropolitan & Provincial Police Crime Branch increased substantially the volume of work undertaken in co-ordinating enquiries between the Metropolitan and provincial forces. The branch was responsible for 252 arrests, compared with 140 in 1970.

The Stolen Motor Vehicle Investigation Branch continued to provide instruction for uniformed officers up to the rank of station sergeant on the identification of stolen and disguised vehicles, thus improving co-operation between the branch and divisions. Guidance and assistance were also given to squads formed in some divisions to deal with local problems of theft of motor vehicles. During the year the branch examined 1,541 suspect vehicles, of which 625 were confirmed as stolen, and recovered vehicles to the value of £457,000.

In Chapter 1, I mentioned the important role of Interpol (the International Criminal Police Organization) in the investigation of international crime. During 1971, 4 more countries joined Interpol, bringing the total number of members to 111. The 40th Annual General Assembly of the organization was held in Ottawa in September and the British delegation was led by the Assistant Commissioner (Crime). Aircraft hijacking, a problem high on the agenda of this and previous conferences, was made a criminal offence in this country in October under the Hijacking Act 1971, and investigations into such incidents will be dealt with by officers of the Central Office of "C" Department.

I now turn to the work of the branches in the technical support group of the Headquarters organization.

I have mentioned in Chapter 1 the amount of work being done in the Fingerprint Branch and the development of the identification of glove-prints. Without detracting from the efficiency of normal operations, progress has been made towards the computerization of the branch's work. A greater understanding of the potential of chemically developing marks on papers has been attained during the year and investigating officers have been assisted by over 500 identifications by this process.

A large proportion of the incidents dealt with by police require evidence in the form of photographs to be prepared, be they of the victim, the scene of crime or an exhibit. During the year the Photographic Section of the branch prepared 608,000 photographs, which represented almost double their output in the previous year, and attended nearly 6,000 scenes of crime. The increased demand for the section's services was met by taking full advantage of improved processing techniques and of considerable advances in the quality of photographic equipment.

The Criminal Record Office recently took over from the Traffic Department responsibility for the maintenance of the index of traffic convictions. Increased co-operation between the Fingerprint Branch and the Criminal Record Office and the provision of additional telephone equipment have speeded up considerably the process by which information about persons in custody is made available to the courts.

As compared with 1970, the total number of cases dealt with in the Metropolitan Police Laboratory increased by 33 per cent to 30,935. The largest increase in the volume of work was in respect of blood and urine samples sent for analysis under the Road Safety Act: a total of 20,407 tests were made, representing an increase of 42.6 per cent. Examinations in cases involving dangerous and restricted drugs increased by 25 per cent to 6,064 and investigations in cases involving explosives increased by 12 per cent to 419. The firearms section of the Laboratory had a notable success when it was able to show that a pistol which had been submitted in a case of possession without holding a firearm certificate had been used previously to commit a hitherto unsolved murder.

As scientific knowledge grows and existing techniques are improved and new ones developed, increased and more conclusive results are obtained. Smaller amounts of such materials as glass, paint and drugs can now be satisfactorily processed and analysed in detail. Although this involves more time being spent in scientific examinations, it means that the detective now obtains unequivocal evidence in areas where previously he received no assistance at all, or at best arguable testimony.

## CHAPTER 5

### Traffic

#### Accidents and casualties

##### Accidents

During the year there were 54,252 accidents in which people were killed or injured, a welcome reduction of 1,936 (3·4 per cent) compared with the previous year. This was the lowest annual total since 1958. The numbers of accidents involving death, serious injury and slight injury in each of the 10 years up to and including 1971 are shown in Table 1 of Appendix 3. Table 2 shows the distribution of fatal and injury accidents in 1971 by months, together with the corresponding figures for 1970.

Accidents in the area covered by the 12 inner London police divisions numbered 19,546, a reduction of 970 (4·7 per cent). In outer London there was a reduction of 966 (2·7 per cent) to 34,706.

After a period of 4 years in which the accident situation has remained steady the improvement in 1971 is all the more gratifying when account is taken of the many millions of vehicle miles travelled each day within the Metropolis. The various factors which brought about this change are not, however, easily quantified, but it seems likely that the exceptionally fine weather experienced throughout the year contributed towards an overall improvement in driving conditions. Information provided by the Meteorological Office shows that there were only 121 wet days in London in 1971; the lowest number for 20 years.

Averaged over the whole year the number of accidents per day was 149 and the weekday average was 154. The worst period of the day for accidents continued to be 4 p.m. to 6 p.m.; some 17·8 per cent of the annual total occurred during these 2 hours. Friday was the worst day with 17·0 per cent of the total, followed by Saturday and Thursday with 15·6 per cent and 14·8 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, 83 and 86 accidents respectively in the four corresponding periods between October, 1967, and September, 1971.

Nearly 75 out of every 100 breath tests required to be taken as a direct consequence of an accident were positive. The table on page 58 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	.. ..	66	73
Tuesday/Wednesday	.. ..	69	76
Wednesday/Thursday	.. ..	76	90
Thursday/Friday	.. ..	99	112
Friday/Saturday	.. ..	150	162
Saturday/Sunday	.. ..	160	128
Sunday/Monday	.. ..	80	59

\* 100 = Average daily figure (19·6).

† 100 = Average daily figure (42·4).

Compared with the previous year, fatal and injury accidents showed an increase during the Spring Bank Holiday period of 5 (0·9 per cent). During the Easter, Late Summer and Christmas Bank Holiday periods, however, there were decreases of 135 (19·8 per cent), 50 (9·6 per cent) and 67 (11 per cent) respectively.

On the 11 mile length of the M4 motorway within the Metropolitan Police District there were 130 injury accidents (2 fatal, 9 serious and 119 slight). This was 41 more than in the previous year. Of the total, 52 accidents (40 per cent) occurred on the elevated section of the motorway, compared with 21 in 1970. Damage only accidents on the M4 numbered 163; this was 4 more than in 1970. On the 8½ mile length of the M1 motorway patrolled by this Force there were 66 injury accidents, including 2 involving deaths. The total was 10 more than in 1970. Damage only accidents numbered 69.

The most prevalent features of the 428 motorway accidents recorded were:—

Rear end collision	.. ..	125	.. ..	(29·2 per cent)
Loss of control	.. ..	44	.. ..	(10·3 per cent)
Burst or lost tyre	.. ..	43	.. ..	(10·0 per cent)

##### Accident characteristics

Table 3 of Appendix 3 shows where the injury accidents occurred and how many vehicles were involved. Nearly 70 per cent of such accidents occurred at or near a junction of some kind, and about 29 per cent of the 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 1971, 64·4 per cent were cars and cabs.

##### Casualties

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

A total of 70,083 persons were killed or injured in road accidents. This was 2,531 (3·5 per cent) fewer than in the previous year and, as with accidents, the lowest figure for 13 years. Fatalities went down by 34 (4·2 per cent) and there was a reduction of 675 (6·3 per cent) in the number of road users seriously injured. The proportion of all casualties that were fatal or serious was 15·5 per cent, compared with 15·9 per cent in 1970.



The table below gives indices of the number of casualties there were among different classes of road user in 1971 for every 100 casualties there were in these classes in 1965, the year in which the present boundary of the Metropolitan Police District was established.

1965 = 100	
Pedestrians .. .. .	98
Pedal cyclists .. .. .	60
Motor cyclists .. .. .	47
Drivers and passengers .. .. .	101
All road users .. .. .	85

#### Child casualties

Road casualties among children amounted to 11,722, a decrease of 501 (4.1 per cent) compared with 1970, although there were 13 more deaths. Full details are shown in Table 6 of Appendix 3.

Casualties among child pedestrians accounted for 62 per cent of the total, but showed a decrease of 429 (5.6 per cent) compared with the previous year. Child pedal cyclist casualties increased by 76 (4.6 per cent), but casualties among child passengers in motor vehicles decreased by 146 (5.1 per cent).

More than a half of all children who were killed or injured were between 5 and 10 years old and 18.6 per cent were under school age.

#### Accident prevention

##### Application of accident intelligence

As stated in Chapter 1, this work now falls on the newly formed Accident Prevention Unit which started to operate in August. The unit's earliest assignments included sites of high accident risk identified by an improved system of accident intelligence based on the assumption that the incidence of accidents is directly related to the volume of traffic handled. By establishing the rate per million vehicles for junctions, or the rate per million vehicle miles for sections of route, the system avoids most of the anomalies associated with the selection of accident "black-spots" on the basis of numbers of accidents alone, and also takes account of the chance fluctuations which are always present. Locations which are found to have an above average accident rate are classified in ascending order of risk as "unsafe", "dangerous" or "very dangerous". A "very dangerous" accident classification is one which is least likely to have been influenced by chance and therefore one which is most likely to respond either to police supervision or traffic management solutions or a combination of both.

"Before and after" studies at the first 40 locations identified in this way, which have since received the concentrated supervision of the Accident Prevention Unit, show an overall reduction in accidents of 24.1 per cent. The improvements in the accident figures for "dangerous" and "very dangerous" junctions were of 27.2 per cent and 40.5 per cent respectively.

##### Education in road safety

At the end of July, the Traffic Division's 9 road safety teams were disbanded as forecast last year. The links between police and schools in this respect will

now be maintained under the direction of local police officers in charge of community relations work, as mentioned in Chapter 1.

Full-scale Roadcraft Exhibitions were staged at 15 locations for periods ranging from 5 to 16 days and the attendances totalled over 232,000 people of all ages. The mini-exhibition was staged at 36 locations where it was impracticable to display the full exhibition.

The Metropolitan Police continued its association with the two road safety competitions for young people. The "Rosebowl" Trophy competition, which is organized by the Royal Society for the Prevention of Accidents and judged by members of the Force, was won by the Junior Accident Prevention Council from the London Borough of Harrow, and the "Clearway" Trophy competition, which is organized by the Traffic Department, was won by the Tiffin Girls School, representing the Royal Borough of Kingston upon Thames. The Tiffin Girls School subsequently won a challenge match against a team from Yorkshire for the "Maggie" Trophy, the competition being staged live on the television programme "Maggie".

#### Matters affecting traffic circulation

##### General

In my Reports for 1969 and 1970 reference was made to the new concept of central integrated traffic control (CITRAC), and good progress has been made towards bringing under computer control by 1976 some 1,000 traffic signal installations in inner London and certain motorway surveillance systems. The control equipment will include facilities for monitoring about 100 closed-circuit television cameras and specially developed visual display units which will show a comprehensive range of computer-generated traffic information. Approval has now been given to the proposal that the joint traffic control centre for the scheme and some of the associated computer equipment should be accommodated at New Scotland Yard. The project is being developed in co-operation with the Greater London Council, and is one of the many matters discussed with the Council through the medium of the Joint Traffic Executive and its subordinate specialist groups. The first phase of CITRAC, involving 300 sets of signals, will be implemented in stages during 1972 and will be controlled from the existing west London centre using the computer equipment already installed in County Hall.

It has continued to be necessary to make special traffic arrangements for many ceremonial and other events, and also to minimize the effect of major engineering works on normal traffic flows. For example, special arrangements were required in respect of work associated with extensions to the underground railway system, with precautions against river flooding and with conversion to natural gas.

##### Bus lanes

Following studies to consider measures designed to assist buses, the Greater London Council has embarked on a big programme for the introduction of bus lanes. The schemes are designed to ensure that, although priority is given to buses, the traffic capacity of the road network to handle other traffic is not appreciably affected. Although the vital role of public

transport must be acknowledged, it is clear that the task of supervising the special bus measures will present police with a difficult enforcement problem.

#### *Controlled parking*

Eight new controlled parking zones which were introduced during the year were situated in the City of Westminster, the Royal Borough of Kensington and Chelsea, and the London Boroughs of Camden, Greenwich, Hackney, Lambeth, Redbridge and Southwark.

#### *Automatic traffic signals*

Traffic signals were installed at 63 new sites and 9 existing sets of signals were removed. The net increase of 54 sets brought the total number in operation in the Metropolitan Police District at the end of the year to 1,527. Modifications were made to 243 sets of signals.

In the course of 7,991 routine inspections of traffic signals, 6,184 instances of faulty operation were found and reported for attention.

#### *Cab ranks*

Nine new cab ranks were appointed, 15 existing ranks were altered and 10 were cancelled with the prior agreement of the cab trade. The total number of ranks at the end of the year was 463, and these provided 2,572 cab spaces or 96 less than in the previous year.

#### *Bus and coach operations*

During the year police were consulted frequently by the London Transport Executive in respect of proposals for new or altered routes and about a wide variety of other matters including continuation of the programme to convert further services to one-man operated vehicles, the introduction of bus stop clearways and, as already mentioned, the provision of bus lanes.

Attention has also been given to the problems caused by the increasing number of coaches which bring tourists and sight-seers to central London, particularly those visiting Westminster Abbey and the Palace of Westminster or going to Buckingham Palace to see the Changing of the Guard. Much has already been done to ease the problem by designating appropriate places for the setting down and picking up of passengers, and the majority of coach operators have co-operated by observing the advice given. Methods by which the situation can be further improved are being explored with the Department of the Environment, the Greater London Council, the London Tourist Board and car park and coach operators, but it is difficult to envisage any long-term solution other than the provision of a large central coach park with adequate refreshment and toilet facilities.

#### *New legislation*

The Functions of Traffic Wardens Order 1970, which came into operation on 1st January, 1971, consolidated and extended the functions prescribed as appropriate for discharge by traffic wardens. There is now legal backing for their signals when employed on the control and regulation of traffic, and they may be employed on duties at car pounds, enforcement of the vehicle excise

law and on enquiries to ascertain drivers' names and addresses in certain cases.

As from 1st November, the Motor Vehicles (Rear Markings) Regulations 1970 made it compulsory for heavy vehicles to display distinctive red fluorescent and yellow reflective rear markings.

The Zebra Pedestrian Crossing Regulations 1971 introduced, with effect from 29th September, a control area on both sides of pedestrian crossings indicated by now zigzag markings where vehicles must neither wait nor park and pedestrians should not cross, and an area on the approach side where overtaking is prohibited.

The Use of Invalid Carriages on Highways Regulations 1970 prescribe the conditions under which small specially made invalid carriages can be used on footways by handicapped people, and the Disabled Persons (Badges for Motor Vehicles) Regulations 1971 gave the force of law to the new "orange badge" scheme devised to assist in the identification of cars used by disabled persons.

With effect from 16th December, the Motor Vehicles (Minimum Age for Driving) (Motor Cycles) Regulations 1971 raised the minimum age for driving motor cycles to 17 years.

#### *Traffic offences*

The number of traffic offences dealt with by arrest was 40,536, a decrease of 7,770 (16.1 per cent) compared with the previous year's figure.

Offences dealt with by summons numbered 160,440, a decrease of 40,260 (20.0 per cent). This total includes 5,765 summonses (8,132 in 1970) for the offence of failing to pay an excess charge incurred at a parking meter; the big decrease in this figure is due to responsibility for prosecutions for the offence having been transferred from police to the local authorities concerned on 1st April.

Offences dealt with by written caution numbered 25,182, an increase of 3,239 (14.7 per cent) compared with 1970.

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

The number of verbal warnings given was 345,696 (21.0 per cent more than in 1970). Of these, 18,417 were given for inconsiderate driving or riding, 25,664 for exceeding a speed limit, 156,048 for causing obstruction and 24,193 for infringements of the vehicle lighting regulations. Pedestrians were given 46,859 verbal warnings.

Prosecutions for causing death by dangerous driving initiated during 1971 numbered 130, compared with 63 in 1970, and all cases were sent for trial. The higher courts tried 149 cases, including some outstanding from the previous year, and 102 convictions were recorded. In 1970 there were 79 trials and 56 convictions.

For all traffic offences in respect of which disqualification could have been ordered, disqualification was imposed in 17,931 cases compared with 14,561 in 1970, 16,196 in 1969 and 15,885 in 1968.

#### Fixed penalty and excess charge tickets

The number of traffic tickets issued during the year was 1,448,910. Of this total, 1,018,507 were fixed penalty tickets, an increase of 131,165 (14.8 per cent) on the 1970 figure, and 430,403 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 23,645 (5.2 per cent) lower than in 1970. The numbers of fixed penalty notices 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 76.0 per cent of the fixed penalty tickets issued during the year, compared with 77.5 per cent in 1970. Similar information in respect of excess charge tickets is not now included because, as already mentioned in Chapter 1, the responsibility for follow-up action in respect of unpaid excess charge tickets was transferred back to local authorities on 1st April. The results of completed fixed penalty ticket cases are shown below in percentage terms with the 1970 figure for comparison.

	1971	1970
Paid .. .. .	60.2	57.1
Payment unenforceable* or excused or offender not identified, etc., within time-limit for proceedings ..	38.2	41.5
Proceedings instituted .. .. .	1.6	1.4
	100.0	100.0

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

In my Reports for 1969 and 1970 reference was made to an experiment under which registered keepers of vehicles who fail to disclose the driver's identity in response to a postal request are prosecuted for this offence. Although this approach has had some success it is administratively cumbersome, and as stated in Chapter 1 the only method likely to improve the enforcement level is to make owners, rather than drivers, responsible for fixed penalty offences that are committed with their vehicles.

#### Drink and driving

During the year there were 22 appeals (compared with 34 in 1970) to the Divisional Court or Court of Criminal Appeal on points arising from the Road Safety Act, bringing the total number of appeals since the drink provisions of the Act came into force to 75. Although there have been comparatively few instances of real difficulty at magistrates' courts, points on which appeals have been brought show that police have always to be on the alert, when reporting suspected offences or making arrests, to ensure that every detail in a complicated preliminary procedure is complied with, and the prosecution must be ready to meet any of a number of defences. Generally speaking, in cases taken during the year the prosecution has been successful in refuting points taken in defence but there is still a pressing need for simpler legislation: if there is adequate evidence, a conviction should result even though the police have not complied with the preliminary procedure in every respect.

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 11,557 cases, an increase of 3,271 on the 1970 figure. There were 9,865 convictions at magistrates' courts and 814 cases were sent for trial. A total of 772 cases, including some outstanding from 1970, were heard at higher courts, and 586 convictions were recorded. The number of persons sentenced to imprisonment was 155 (126 in 1970) and in another 175 cases (145 in 1970) the sentences of imprisonment were suspended for varying periods up to the maximum of 3 years. There were 9,930 disqualifications for varying periods for holding or obtaining a driving licence. There were 37 prosecutions (31 in 1970) for being under the influence of drink or drugs when riding or being in charge of a bicycle, and these resulted in 36 convictions.

The number of drivers who were required to take a breath test during the year was 24,087—an average of 66 a day—compared with 19,062 (an average of 52 a day) in 1970. Of these drivers, 82.8 per cent were required to take a test following police action in stopping a vehicle, etc., and 17.2 per cent following an accident. Of the total tests taken, 16,039 (71.2 per cent) were positive and 6,488 (28.8 per cent) negative. In about 71 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.

#### Vehicle excise offences

During the year 308,131 reports of suspected vehicle excise offences were sent to the Greater London Council, compared with 157,225 in 1970. Of these cases, 180,758 were reported by police officers, and 119,373 by traffic wardens in exercise of their new power, conferred by the Functions of Traffic Wardens Order 1970, to enforce the law related to vehicle excise offences.

#### Traffic Division

On 31st December, the police strength of the division was 1,149 against an establishment of 1,314. This total included the staff of the civil law enforcement section and officers who were filling posts at traffic warden centres which are due to be filled by traffic warden controllers and senior controllers. The civil staff strength consisted of 53 vehicle removal officers, 86 members of the executive, clerical and typing grades and 18 telephonists, and 54 of the staff in the last two categories were employed in traffic warden offices.

Traffic patrols reported 65,820 offences during the year, a decrease of 30,015 on the previous year's figure. Of these offences, 60,501 were dealt with by summonses and 5,319 by written cautions, compared with 50,728 and 5,107 respectively in 1970. (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 144,672, compared with 60,368 in the previous year. Arrests numbered 2,180, of which 1,336 were in connection with crimes.

Escort abnormal loads, convoys, special vehicles, etc., occupied 12,641 man-hours, or 4,159 fewer than in 1970. The number of abnormal load movements notified to the police rose marginally from 17,467 to 17,488, but the number of such loads escorted fell from 1,534 in 1970 to 1,141 in 1971.

#### 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 65,452 vehicles which had been left in a dangerous or obstructive position or in contravention of a statutory prohibition or restriction. This was 6,794 more than in 1970. Most of the removals were effected by Traffic Division personnel.

#### Public Carriage Office

##### Cabs

Cabs licensed during the year numbered 10,036, or 1,048 more than in 1970. Of that figure, 1,970 were new cabs licensed for the first time and 58.8 per cent were not more than 4 years old. Of 243 cabs which became due for special inspection 10 years after being first licensed, only 38 were presented and these were all licensed. The number of cabs equipped to run on liquefied petroleum gas increased from 56 to 146. Diesel-powered cabs accounted for 91 per cent of the total licensed.

Cabs in service on 31st December numbered 9,586, or 934 more than a year earlier. These cabs were operated by 4,902 different owners, 4,323 of whom each had only one cab and 10 of whom had fleets of 100 or more. The number of cabs fitted with two-way radio increased from 963 to 1,048, of which 964 operated in central London on two separate circuits.

Despite the substantial increase in the number of cabs in service, there was a decrease in the number of cabs reported unfit, the figure being 3,667 compared with 3,846 in 1970. Minor defects accounted for 27.7 per cent of the total, the cabs concerned being allowed to remain in service provided the faults were remedied within 48 hours. Whilst this apparent improvement in the standard of maintenance is encouraging, it may in part reflect the higher proportion of newer cabs.

A total of 14,737 taximeter tests were carried out during the year, and as the number of rejections remained constant at 151 there was a slight improvement on an overall standard of performance that was already high. The fitting of taximeters to record in decimal currency started in May and by the end of the year about 60 per cent of the cabs in service were so equipped.

##### Cab drivers

During the year 4,542 cab drivers' licences were issued, compared with 4,878 in 1970 and 4,392 in 1969, and 138 applications for licences were refused. Revocations and suspensions of existing licences numbered 35 and 18 respectively. On 31st December there were 13,819 licensed cab drivers, compared with 13,291 twelve months earlier. This increase did not keep pace with the unprecedented growth in the number of cabs in service and in consequence the ratio of drivers per 100 cabs fell from 154 in 1970 to 144.

Cab driving tests totalled 1,230, or 60 more than in 1970. There were 270 failures, representing a failure rate of 22 per cent. The number of persons applying for the first time to take the knowledge of London examination was

2,822 compared with 2,276 in 1970. Attendances for oral examination increased accordingly and totalled 25,470. There were 1,020 successful candidates, including 152 who were granted suburban licences and 38 suburban drivers who qualified for full London licences.

#### Offences by cab drivers

Persons reported under the special laws relating to London cab drivers numbered 405. The totals for the more serious offences involved are shown in the table below.

Offence	1971		1970	
	No. of summonses	No. of convictions	No. of summonses	No. of convictions
Taximeter offences	63	41	81	76
Disregarding cab rank regulations	49	45	42	41
Refusing to be hired	23	19	25	20
Failing to wear badge	17	17	17	17
Flying elsewhere than at rank	50	49	34	33
Demanding or taking more than legal fare	5	5	10	7
Using insulting language	7	7	14	27
Carrying excess passengers	3	3	6	6

#### Drivers and conductors of public service vehicles

During the year 10,673 drivers' licences were issued, compared with 11,509 in 1970 and 11,822 in 1969, and 39 applications for licences were refused. Revocations and suspensions of existing licences numbered 67 and 25 respectively. Metropolitan Police vehicle examiners conducted 334 driving tests. There were 111 failures, representing a failure rate of 33.2 per cent compared with 40.2 per cent in 1970.

The number of licences issued to conductors fell sharply due to the increased use of one-man operated buses. The total was 5,389, compared with 7,485 in 1970 and 7,634 in 1969, and 10 applications for licences were refused. Revocations of existing licences numbered 11.

#### Police transport

In order to reinforce supervision of the operational deployment of the transport fleet it was found necessary during 1971 to transfer responsibility for the day-to-day management of the fleet back to the Traffic Department, where it is exercised by two new branches (B.10 and B.11) under the control of a commander.

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

Police section	
Cars, vans, etc., .. .. .	1,891
Motor cycles .. .. .	510
	2,401
Support services	
Cars, coaches, vans, etc., including spare vehicles .. ..	921
	3,322

The number of cars employed in unit beat schemes was increased by 6 to 392.

At the end of the year a total of 2,490 police officers were authorized to use their private cars on duty, an increase of 429 over the previous year's figure. In addition, during the year 494 officers were temporarily authorized to use their private cars for special enquiries.

#### Accidents

Police operational vehicles were involved in 2,819 accidents of all kinds on the highway. The mileage per accident was 19,090 for cars, 17,939 for motor cycles and 18,996 for the whole of this part of the fleet. After detailed examination, police drivers were held to be entirely or partly to blame for 1,056 accidents, giving a mileage per blame-worthy accident of 51,304 for cars, 44,786 for motor cycles and 50,711 for all operational vehicles.

Two police officers received fatal injuries in accidents involving police vehicles.

#### Prison van service

During the year, 131,430 male and 9,662 female prisoners, a total of 141,092, were conveyed by the prison van service. These figures show a decrease of 3,981 men and an increase of 372 women compared with 1970.

#### Juvenile bus service

During 1971, a total of 8,616 juveniles were conveyed by the juvenile bus service, consisting of 7,558 males and 1,058 females. These figures represent decreases of 2,012 males and 1,559 females compared with the totals for 1970.

## CHAPTER 6

### Specialist and Support Functions

#### Solicitor's Department

During the year 10 additional courts were set up for cases triable on indictment and more new courts are to be established in 1972 in an effort to eliminate delay in trials. Although the proliferation of new courts has made it increasingly difficult to make available experienced non-professional staff to instruct counsel in all cases, judges presiding at trials have generally recognized the inevitable difficulties of the department in this respect. The recruitment of staff was more successful than in any previous year and by the end of 1971 the strength of both professional and non-professional staff was up to establishment.

As the following table shows, the total number of cases dealt with in the department increased by almost 800 as compared with 1970:—

	1971	1970	Comparison
Total number of cases .. .. .	28,781	28,010	+ 771
Traffic cases (including drink and driving offences) .. .. .	12,445	12,461	— 16
Cases at sittings and quarter sessions .. ..	10,663	10,163	+ 500
Appeals to quarter sessions .. .. .	1,846	2,212	— 266
Appeals to Court of Appeal (Criminal Division) .. .. .	79	60	+ 19
Attendances at courts of summary jurisdiction	19,703	18,882	+ 821
High Court (writs) .. .. .	15	16	— 1
County court actions .. .. .	6	6	—
Divisional Court cases:			
commenced .. .. .	31	48	— 15
discontinued .. .. .	14	17	— 3
concluded .. .. .	13	20	— 7

#### Management Services Department

I have already referred in Chapter 2 to the vehicle fleet workshops incentive scheme which was introduced into most workshops during the year and is working well. The vehicle fleet management scheme has been almost fully developed and has started to yield results by giving much quicker information about vehicle mileages than was formerly available.

The study of the requirements of the Force for statistics confirmed that little operational use is made of the monthly tables which are issued at present. Efforts are being directed at devising a more flexible system of recording basic

data so that statistical information can be assembled in varying forms to meet changing needs. Computer capacity is limited, however, and it is essential to identify the data which most merits retention.

The work study on the layout and facilities required for the new building to house the Criminal Record Office continued during the year. Erection of the building is to begin in 1972. Criminal Record Office procedures were also examined with a view particularly to ascertaining what changes will be necessary when the police national records computer comes into operation. Another useful study was carried out to define user requirements for criminal record files.

In conjunction with the Traffic Department an investigation has been undertaken into the procedures used for removing vehicles from streets under the provisions of the Removal of Vehicles Regulations, having particular regard to the increased use of steering locks and other anti-theft devices. New equipment and procedures have been tested and will be recommended for adoption.

The O. & M. study of the method of dealing with reports of property lost and with property found and handed to the police was completed. The new system which was recommended was put into operation on trial on one division in November. It has been found that paper work is reduced and it is hoped that less unclaimed property will be held at police stations. The service to the public is not affected.

Other O. & M. studies completed during the year related to the practicability of moving certain branches out of urgently needed Headquarters accommodation; the mechanization of cheque preparation and accounting; the operation of the telecommunications store; and the disposal of confidential waste paper and other materials.

As a result of a study which was mentioned in my Report for 1970, certain changes were made in the selection procedure for recruits. Following the recommendations of the Research Division of the Civil Service Department, police initial recruitment (P.I.R.) tests were introduced into the selection procedure in March. By the end of the year, work on devising parallel forms of the existing P.I.R. tests was nearing completion.

The Force suggestions scheme yielded 193 suggestions during the year (an increase of 29 compared with 1970), of which 23 were adopted in full or in part, 76 were rejected and 94 were still under consideration at the end of the year.

#### Public Relations Department

##### *News and information*

In Chapter 1, I mentioned that more than 10,000 items of verified police news and information were disseminated to the press, television and radio during the year. In addition, over 500 appeals which originated from divisional traffic and uniform branch enquiries were sent to B.B.C. Television and Radio. The work of the News Branch has been mainly directed towards interesting the press in police matters and providing its representatives with authoritative interviews with police experts for features and articles on such subjects as crime prevention, the Fraud Squad, the women police, hoodlums, traffic wardens and police training. Emphasis has also been placed on bringing

to the notice of the public the concern felt by the police in regard to crimes of violence and to offences committed whilst on bail by those already accused of violent crime.

All possible help has been given in respect of the many B.B.C. and I.T.V. programmes for which police advice, representation or involvement have been sought.

The traffic warden service received increased coverage in the mass media, including a film for B.B.C. Television, "Panorama" which featured the Commissioner's view and many articles and picture stories in newspapers and magazines. The interest in the extended activities of traffic wardens led to the appointment of an additional senior information officer in the Public Relations Department to deal solely with the warden service.

Anticipating the establishment of commercial radio stations in London, the News Branch and the area liaison officers have paid particular attention to the needs of B.B.C. Radio London with an eye to the wider scope and possibly greater demand for information from police sources.

For the first time the Press Bureau staged a national press conference for a provincial force, providing full press facilities when the senior investigating officer from Staffordshire sought publicity for the "Staffordshire skull" case. By providing assistance in respect of the press and publicity generally, the bureau also co-operated as fully as possible in the search by the Blackpool C.I.D. for the murderer of Chief Superintendent Richardson.

##### *Television*

I have commented in Chapter 1 on the continued success of the weekly television programme "Police 5". The public response to these programmes, displaying a high level of interest and helpfulness, was most encouraging. To take one example, an appeal in connection with a murder at Peckham produced 1,500 telephone calls starting immediately the programme had finished and extending over a period of several hours. The longer "Police 5 Specials" were devoted to the gaoi escapee, Biggs; the Mizelas murder; a murder committed at an Iford butcher's shop; the Croydon hijack robbery; and the discovery at Leatherhead of a body which had been buried for some years.

Full details of the results of the appeals made on "Police 5" are shown in Table 5 of Appendix 4.

##### *Film production*

By the end of 1971, the film "Policeman" completed in the previous year as the first of a new series of films being made for public showing, had been seen by a known total of about half a million of the Metropolitan public. The total audience for the film will have been far greater than this since many copies of the film were sold or loaned in this country and abroad for showings in cinemas, in schools and at public gatherings of many kinds. It is of some interest that the film was televised throughout the U.S.A., reaching a total audience of 30 million people.

Following the success of "Policeman", two more films for public showing were produced during 1971, each being the product of considerable research

into the subject in question. The first, a crime prevention film entitled "A Ten Letter Word", which I have mentioned in Chapter 1, was intended to alert the public to some of the harsh realities of domestic and industrial security. It appeared from audience reaction to the initial screenings and from press comment that the film had had some success in achieving its object. The second film, "Police Cadet", aimed at the recruitment of cadets, departed from the style of previous films of its kind in attempting to communicate directly with the thoughts and imagination of school leavers. This film was due to be released to careers masters, schools, clubs and civic authorities early in 1972.

In addition to producing its own films, the department continued to extend its co-operation with television, radio and film-making organizations in the form of advice and the provision of facilities. Particularly noteworthy results of this co-operation were "Never Go With Strangers", a film produced by the Central Office of Information and aimed at preventing offences against children; a range of television productions by both B.B.C. and I.T.V. Educational Services; and, as mentioned in Chapter 5, a lengthy feature in the Thames Television programme "Maggie" about the "Clearway" Trophy road safety competition, this being the first occasion on which the competition has figured on television.

#### *Crime prevention campaign*

In October, a special "Autocrime" campaign was mounted to direct attention to the increasing problem of thefts of and from motor vehicles. Publicity was largely confined to press and poster advertising which was designed to encourage motorists (and especially road/rail commuters) to secure their vehicles when leaving them parked, particularly in streets near railway stations where crimes of this kind were much in evidence. In addition, successful efforts were made to engage the active co-operation of the local press, of motoring and public transport organizations and of appropriate commercial companies.

#### *Exhibitions and displays*

A combined total of more than half a million motorists visited the 56th International Motor Show and the International Racing Car Show. At both exhibitions considerable interest was shown in the large Metropolitan Police stand where specially prepared video tape recordings were displayed and live commentaries given by traffic patrol officers and instructors from the Metropolitan Police Driving School. It is hoped that the many large audiences attracted to the stand each day will have gained some useful knowledge about the fundamentals of good driving and roadcraft and the overall benefits which they derive from proper enforcement of traffic law and regulations.

At the invitation of the Royal Agricultural Society of England a large contingent from the Force presented a display which was the major attraction of the main ring at the Royal Show, held at the National Agricultural Centre, Kenilworth, Warwickshire. In support of this event, nationwide publicity was arranged in the press and on television and radio and the Publicity Branch designed and arranged the publicity on site, including a supply of

posters, leaflets and brochures, as well as dealing with the layout of stables, kennels and the enclosure for the special escort group.

The Publicity Branch was involved in representing the Force at a total of 34 public events, 6 "open days" at police stations (including the opening of the new Paddington Green Station) and a 10 day display at Waterloo Station in connection with the "Autocrime" campaign. The branch also assisted with the design and presentation of the police service stand at the "Opportunity '71" Careers Exhibition at Olympia, and on behalf of the Home Office arranged extensive publicity support for the arena displays through press, television and radio.

#### *General publicity*

Recruitment advertising was maintained in the national and local press and in specialist career publications, and the advertising schedules were extended in order to give additional support to the Careers Section and encourage more school-leavers to take up a police career. Further efforts were made to stimulate greater interest in the Cadet Corps and a new recruitment booklet for this purpose had been completed by the end of the year.

The demand from schools for a new full-colour wall chart about the work of the Force has exceeded expectations and by the end of 1971 10,000 copies had been distributed to schools, youth clubs and similar organizations.

#### *Visitors*

Excluding those on official business, the number of visitors with a professional interest in police work who visited New Scotland Yard during 1971 rose to 8,052. This reflects an increasing interest by these people who wish to acquire a better understanding of the administration of the Force.

Although it is not yet open to the general public, the Metropolitan Police Historical Museum at Bow Street received over 2,000 visitors, the majority of whom were members of this Force, members of provincial or overseas forces, or magistrates. Despite the fact that attendance has had to be limited, the museum is now well established and many new and valuable exhibits have been donated, one of the most outstanding being the gold badge of the Westminster magistracy, which has been placed with the existing items connected with one of the earliest magistrates, Sir John Fielding.

#### *Catering*

A special committee which is enquiring into the operation of canteens and restaurants in police buildings as a result of comments by the Public Accounts Committee of the House of Commons has now completed the second phase of its investigation, which concerned civilian establishments. The committee's findings are being examined.

A pilot scheme which had been prepared for the introduction of vending machines and microwave ovens to provide a partly mechanized service outside normal catering hours at a number of units on "K" and "H" Divisions had to be abandoned as a result of the closure of Norman Kencel House as a section house. An alternative scheme has now been planned for units on "L" and "M" Divisions and a central production unit will be set up in the

present Catering School premises at Gilmour House when the new Catering School opens at Lambeth.

It has been decided to employ consultants with suitable experience in the catering field to examine the organization and methods of catering in the Force in order to ensure that the catering service is run as efficiently and economically as possible.

Catering facilities were provided in 177 police buildings, including police stations, section houses, recruit and cadet training centres, branches of the Metropolitan Police Office and a magistrates' court. New canteens were opened at Vine Street police station and at the Central South unit of the Traffic Division at Mulby Street, S.E.1.

Mention was made in last year's Report of a new concept in catering at detached section houses. At the first of the section houses to which the scheme will apply the necessary improvements have been completed and the new catering arrangements are being well supported and appreciated. Experiments are to be conducted with a new type of cooking equipment for individual use in meal rooms at stations where there are no canteens/restaurants. Four stations have been selected for the trials and the provision of the equipment is being discussed with manufacturers.

An intensified recruiting drive for all grades of catering staff was started during the latter part of the year. The initial results were encouraging, particularly in respect of managerial grades. A full complement of students have attended the Catering School and additional cookery classes are being planned to meet an increase in the demand for training. New courses are being introduced for senior canteen assistants and for chargehands, in addition to refresher courses for managerial staff.

#### Police buildings and residential accommodation

Divisional stations at Paddington Green and Wembley were completed and taken into use during the year. The new station at Paddington Green is the largest operational station building constructed for this Force and incorporates a section house and a Careers Information and Selection Centre, the latter replacing the old Recruiting Centre in Borough High Street. The reconstruction of the former Vine Street police station was completed during 1971 and the station re-opened. A new Traffic Division garage combined with engineering workshops was completed at Finchley, and a garage for the Central South unit of the Traffic Division was completed at Mulby Street, S.E.1. Premises were acquired and converted into police offices at Rochampton and Worcester Park.

At the end of the year, work was in progress on a new sub-divisional station at Chiswick, sectional stations at Acton and Feltham, a sectional station and stables at West Hampstead, an extension to the divisional station at Romsford, a police office with 2 married quarters on The Limes Farm Estate, Chigwell, and a boat-yard and repair depot at Wapping.

A review has been carried out of all existing police stations to ascertain whether worthwhile improvements can be made to those which are not in the immediate building programme and to ensure that the best use is made of existing accommodation generally. Major works of improvement were started

at West End Central divisional station and at the sub-divisional stations at Harrow Road, Hampstead, Bow Street and Strathmore. Work was also started on large schemes at the traffic warden centre and regional crime squad offices at Horns Road, Ilford, and at the Imber Court sports ground, where the erection of a new changing-room block has already been completed. Urgent work was undertaken to protect several buildings at risk from the possible flooding of the River Thames.

The completion of the residential blocks of the new Training School at Hendon has been delayed to a certain extent and they are not now expected to be finished until the end of 1972. Work on the next stage, the erection of the class-room and administration block, is progressing fairly satisfactorily and is expected to be completed early in 1973. Preliminary work has also started on the conversion of a former industrial building on the Hendon Estate to accommodate the Driving School. Planning of the proposed new swimming pool and gymnasium and the multi-storey car parks is well advanced.

Work has been proceeding on the new multi-purpose building at Lambeth and the Pnating Branch occupied new accommodation there at the end of August. The building will also house stores, the Catering Training School, the Metropolitan Police Laboratory, a transport parking and servicing area and other elements of accommodation. It is due to be completed in 1973.

As I mentioned in my last Report, it is increasingly difficult to find suitable building land in the London area, but after many years of searching sites have been acquired for a new station at Uxbridge and for a garage at Cufford to serve the South Eastern unit of the Traffic Division.

At the end of 1971 the number of married quarters was 4,841, a decrease of 30 compared with the previous year. Two sets of quarters were acquired and 32 quarters were disposed of as sub-standard or taken over as office accommodation. During the year, 890 officers vacated quarters to rent accommodation or to purchase their own homes, compared with 584 in 1970.

At the end of the year, section houses, women police hostels and residential training centres provided accommodation for 3,760 officers. Work on Moylan House, the first project in the programme for the modernization of older section houses, was completed in August, and work is proceeding on 3 other section houses. The programme has been extended to include 20 section houses and it will now cover a 6 year period.

#### Supplies

In my last Report I referred to the improvements which had been introduced in the methods of providing supplies for the Force. The year 1971 has been one of consolidation. Officers are making full use of the clothing exchange van service which is now working smoothly. A mechanized system for stores ledgers and stock control will operate from 1st April, 1972.

Experiments have continued with various articles of clothing and equipment and as a result consideration is being given to taking into general use leather suits for motor cyclists, nylon suits for dog handlers and special suits incorporating life-belts for officers serving on Thames Division.



## Communications

### *Automation of the telephone network*

I mentioned in my Report for 1969 that in accordance with the recommendations of the Home Office working party on Metropolitan Police line communications, plans had been formulated for the automation of the private wire telephone network. Design work has proceeded satisfactorily and during the year your authority was received for contracts to be awarded for the installation of the first 4 switching centres, which should be completed and ready for operation by 1973/74 or early in 1974/75. The divisions to be served by these first centres are "D", "E", "G", "H", "Q", "S" and "X".

### *Experiments with overseas forces in the use of facsimile equipment*

Experiments have been conducted in the use of specially modified phototelegraphic equipment to transmit fingerprints and photographs between New Scotland Yard and the Paris and Wiesbaden offices of the International Criminal Police Organization. The experiments, which were successfully concluded, resulted in the adoption of an Interpol Conference resolution recommending general acceptance of new standards and the use of such equipment by member countries.

### *Information Room*

During the year, 500,641 calls were received in Information Room from private persons. Emergency calls generally from police officers and members of the public totalled 476,918, an increase of 17,807 over 1970.

### *Automatic alarms*

At the end of the year, 28,467 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 1971 was 2,019, while the number of removals was 410. Altogether, 73,115 calls from these alarms were received in Information Room, compared with 67,430 in 1970. The 1971 figure includes 2,055 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 617 cases (693 in 1970) the calls were the result of either actual or attempted breakings.

There are also a number of alarms connected by private wires to central stations operated by the alarm companies. During 1971 a total of 32,517 calls from these alarms were forwarded verbally by the central station staff to Information Room, using the "999" system. In 187 cases (147 in 1970) the calls were the result of either actual or attempted breakings.

The total number of calls received from the two alarm systems was 105,632. False calls totalled 102,773, and these continued to present a very serious problem.

### *Central vehicle index*

During the year 621,599 searches were made in the index, compared with 575,373 in the previous year. Many provincial forces continued to make use of the services of the index.

## Teleprinters

The number of outstations operating on the Metropolitan Police teleprinter network is now 117. The work of installing teleprinters for reception only at additional sectional stations is proceeding. The internal telegraph traffic of the Force continued to increase: over 34 million messages concerning divisions were handled in the telegraph office in the course of 1971.

During the year 124,749 messages were transmitted over the Telex system, an increase of 11,652 over the figure for 1970. Totals of 101,480 messages were received from, and 23,269 sent to, other forces in the United Kingdom and abroad.

## Radio

At the end of 1971, 2,188 vehicles and boats were equipped with Force radio.

During the year it became necessary to seek your authority for an increase in the number of radio channels available to the Force, and as a result 3 Force and 2 personal radio channels have been allocated.

By way of experiment, a number of Traffic Division motor cycles have been equipped with a device which enables a rider who is away from his machine to maintain contact with traffic control. This equipment, known as Force Radio Extension Device, incorporates a specially designed personal radio which is carried by the traffic patrol officer. If the experiment proves successful I hope to extend the equipment's use during 1972.

At the end of the year, 79 sub-divisional personal radio networks were in operation. Over 6,000 personal radio sets were in use, a proportion of them being available to specialist branches.

There continued to be 24 wireless stations operating in the Europe-Mediterranean Region of the International Criminal Police Organization, and during the year 8,863 messages were transmitted to, and 8,345 messages received from, other member countries.

## CHAPTER 7

### Auxiliary Formations

#### Cadet Corps

More than 1,300 applications to join the Cadet Corps were received. During the year 856 candidates were examined and 331 joined, of whom 55 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 the Ashford School for second phase training or to divisions for third phase training. The number of cadets attested as constables was 231 (as compared with 309 in 1970) and 86 cadets left the Corps (compared with 118 in 1970).

In spite of every effort made to improve the situation, the level of recruitment was again disappointing, but I am pleased to report the fall in the rate of wastage. Approximately 13 per cent of those who left the Corps transferred to other cadet corps or police forces and so were not lost to the police service.

The Corps continued to train cadets from other forces and by the end of the year a further 36 cadets from Kent, 42 from Surrey and 24 from the Royal Ulster Constabulary had undergone, or were undergoing, training.

Attachments are arranged to afford cadets the opportunity to meet, and where necessary help, less fortunate members of the community. Community service is regarded as of particular importance and relevance to police work and every cadet is required to make some contribution in this field. Cadets are given every encouragement to further their general education, and to achieve academic qualifications in the General Certificate of Education examinations, at both ordinary and advanced levels.

Adventure training develops character and confidence and the year saw another full programme of outdoor activity. The Corps entered 7 crews in the junior section of the Devises to Westminster canoe race. All 7 finished the course and the Corps won the junior team trophy, plaques for the second placed crew, a trophy and medals for the fastest home-built canoe and the police trophy for the fastest police crew. In May, 12 cadets successfully completed their respective courses in the Ten Tors expedition. Two cadets participated in a 2 week training exercise on the Sail Training Association's schooner "Sir Winston Churchill".

Continued participation in the Duke of Edinburgh's Award scheme brought the total number of gold awards gained by members of the Corps to 239. During the year cadets obtained 382 swimming awards of the Royal Life Saving Society.

The Corps again acquitted itself well in sporting activities. The football team won the national police cadet soccer competition and 2 teams from the Corps finished first and second in the national police cadet life saving competition. Metropolitan cadets won gold, silver and bronze medals in the national police cadet judo competition and individual honours were also

gained in shooting and swimming. The sporting success of the Force owes much to the experience gained by those previously involved in cadet competitions.

#### Special Constabulary

Against an establishment of 10,522 men and 180 women special constables, the strength at the end of the year was 1,601 men and 119 women, a total of 1,720 (a decrease of 86 compared with the previous year). The continuing decrease in strength year by year has given me considerable cause for concern for the future of this voluntary branch of the Force, and therefore in January I appointed a working party to examine the role and functions of the special constabulary, with particular emphasis on aspects of recruiting and wastage. The working party's report was being examined at the end of the year.

Once again both men and women special constables have voluntarily devoted many hours of their time to routine police duties on behalf of the Force. In addition, valuable assistance has been given to the regular Force at important public events. The standard of training of special constables has been maintained.

The loyalty and devotion of all ranks remained strong and the good relationship between the regular and volunteer members of the Force was maintained.

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

		1971	1970
		Duty	
Men	.. ..	61,403 tours	59,362 tours
Women	.. ..	3,676 tours	3,663 tours
		Training	
Men	.. ..	24,531 hours	32,168 hours
Women	.. ..	1,685 hours	1,840 hours

#### Traffic Wardens

Mention has already been made of the traffic warden service in Chapter 1 and it is only necessary therefore to record a few further details in this part of my Report. At the end of the year the strength of the traffic warden service was 1,966, an increase of 381 compared with the 1970 figure. This total was made up as follows:—

	Men	Women	Total
Senior traffic warden controllers .. ..	10	—	10
Traffic warden controllers .. ..	23	2	25
Traffic warden supervisors .. ..	106	69	175
Traffic wardens .. ..	648	1,108	1,756
All grades .. ..	787	1,179	1,966

The proportion of women in the service increased slightly during the year from 58.7 per cent to 60 per cent. This situation is not yet reflected in the number of women in the higher ranks because recruitment was restricted to men prior to 1964 and it was not until 1966 and 1971 that the first women had sufficient seniority to qualify for promotion to senior traffic warden (now traffic warden supervisor) and traffic warden controller respectively.

The training arrangements for recruits and supervisory ranks and for specialist duties continued during the year and in April a 7 day refresher course was introduced for traffic wardens with over 2 years' service. By the end of the year 279 wardens had completed the new course, which is designed to ensure that there is a standard work practice throughout the service in keeping with current developments.

In August, an experiment was introduced in the Croydon area to see if intensified enforcement of the law in respect of waiting vehicles produced an improvement in the level of compliance by motorists. Under the experiment the duty times of the reliefs have been adjusted so that the number of wardens on the streets at any time is directly related to the normal volume of standing vehicles. If the experiment is successful it will be extended to other areas, where the duty times will be tailored to meet local circumstances.

#### School Crossing Patrols

At the end of the year the number of school crossings approved for supervision was 1,906. This was one more than at the end of 1970, approval having been given for 37 new crossings and withdrawn from 36 existing ones. Of the total, 92 crossings were approved for supervision by police and 1,814 for supervision by school crossing patrols, compared with 100 and 1,805 respectively in 1970.

At 31st December the number of crossings covered by adult patrols was 1,423, with a further 31 covered by senior boys and girls from schools. There was therefore a deficiency of 360, compared with 407 at the end of the previous year. A total of 21 schools in 12 local education authority areas were taking part in the "schoolboy patrol" scheme, compared with 19 schools in 11 areas at the end of 1970.

#### APPENDIX 1

TABLE 1  
Establishment and strength of the regular Force  
Uniform Branch

	D.Ast. Comm.	Comm.	Ch. Supr.	Ch. Insp.	Inspector S.P.S. and C.P.S.	P.S.	P.C.	Total
Effective strength on 31st December, 1971	10	39	147	211	692	444	2,406	17,577
Vacancies	—	—	—	—	—	60	342	4,104
Over establishment	—	—	—	—	—	—	—	—
Seconded	—	—	—	—	—	—	—	—
Capital service	—	—	—	—	—	—	—	—
Establishment	10	37	159	223	682	504	2,751	17,615

#### Criminal Investigation Department

	D.Ast. Comm.	Comm.	Ch. Supr.	Ch. Insp.	Inspector	1st Class P.S.	2nd Class P.S.	P.C.	Temp. P.C. (C.I.D.)	Total
Effective strength on 31st December, 1971	4	17	23	125	229	283	818	884	820	3,233
Vacancies	—	—	—	—	—	—	—	—	—	—
Over establishment	—	—	—	—	—	—	—	—	—	—
Seconded	—	—	—	—	—	—	—	—	—	—
Capital service	—	—	—	—	—	—	—	—	—	—
Establishment	4	16	69	123	216	291	819	838	820	3,196

#### Women Police

	Cmdr.	Ch. Supr.	Supr.	Ch. Insps.	Insp.	P.S.	P.Cs.	Total
	Uniform	Uniform C.I.D.	Uniform	Uniform C.I.D.	Uniform C.I.D.	Uniform C.I.D.	Uniform C.I.D.	Temp. C.I.D. Uniform C.I.D.
Effective strength on 31st December, 1971	1	3	1	2	1	26	3	46
Vacancies	—	—	—	—	—	—	—	—
Over establishment	—	—	—	—	—	—	—	—
Seconded	—	—	—	—	—	—	—	—
Establishment	1	2	1	1	1	26	3	46

TABLE 2  
Removals from the Force

Year	Pensions					Gratuities	Net entitled to pension or gratuity				Total for months		
	Service						Re- en- listed to pension	Discharged during pension period	Re- en- listed to gratuity	Dis- charged			
	25 years	26 years	27 years	28 years	30 years								
Men	37 151 184 196 206 217 228 239 250 261 272 283 294 305 316 327 338 349 360 371 382 393 404 415 426 437 448 459 470 481 492 503 514 525 536 547 558 569 580 591 602 613 624 635 646 657 668 679 690 701 712 723 734 745 756 767 778 789 800 811 822 833 844 855 866 877 888 899 910 921 932 943 954 965 976 987 998 1,009 1,020 1,031 1,042 1,053 1,064 1,075 1,086 1,097 1,108 1,119 1,130 1,141 1,152 1,163 1,174 1,185 1,196 1,207 1,218 1,229 1,240 1,251 1,262 1,273 1,284 1,295 1,306 1,317 1,328 1,339 1,350 1,361 1,372 1,383 1,394 1,405 1,416 1,427 1,438 1,449 1,460 1,471 1,482 1,493 1,504 1,515 1,526 1,537 1,548 1,559 1,570 1,581 1,592 1,603 1,614 1,625 1,636 1,647 1,658 1,669 1,680 1,691 1,702 1,713 1,724 1,735 1,746 1,757 1,768 1,779 1,790 1,801 1,812 1,823 1,834 1,845 1,856 1,867 1,878 1,889 1,900 1,911 1,922 1,933 1,944 1,955 1,966 1,977 1,988 1,999 2,010 2,021 2,032 2,043 2,054 2,065 2,076 2,087 2,098 2,109 2,120 2,131 2,142 2,153 2,164 2,175 2,186 2,197 2,208 2,219 2,230 2,241 2,252 2,263 2,274 2,285 2,296 2,307 2,318 2,329 2,340 2,351 2,362 2,373 2,384 2,395 2,406 2,417 2,428 2,439 2,450 2,461 2,472 2,483 2,494 2,505 2,516 2,527 2,538 2,549 2,560 2,571 2,582 2,593 2,604 2,615 2,626 2,637 2,648 2,659 2,670 2,681 2,692 2,703 2,714 2,725 2,736 2,747 2,758 2,769 2,780 2,791 2,802 2,813 2,824 2,835 2,846 2,857 2,868 2,879 2,890 2,901 2,912 2,923 2,934 2,945 2,956 2,967 2,978 2,989 3,000 3,011 3,022 3,033 3,044 3,055 3,066 3,077 3,088 3,099 3,110 3,121 3,132 3,143 3,154 3,165 3,176 3,187 3,198 3,209 3,220 3,231 3,242 3,253 3,264 3,275 3,286 3,297 3,308 3,319 3,330 3,341 3,352 3,363 3,374 3,385 3,396 3,407 3,418 3,429 3,440 3,451 3,462 3,473 3,484 3,495 3,506 3,517 3,528 3,539 3,550 3,561 3,572 3,583 3,594 3,605 3,616 3,627 3,638 3,649 3,660 3,671 3,682 3,693 3,704 3,715 3,726 3,737 3,748 3,759 3,770 3,781 3,792 3,803 3,814 3,825 3,836 3,847 3,858 3,869 3,880 3,891 3,902 3,913 3,924 3,935 3,946 3,957 3,968 3,979 3,990 4,001 4,012 4,023 4,034 4,045 4,056 4,067 4,078 4,089 4,100 4,111 4,122 4,133 4,144 4,155 4,166 4,177 4,188 4,199 4,210 4,221 4,232 4,243 4,254 4,265 4,276 4,287 4,298 4,309 4,320 4,331 4,342 4,353 4,364 4,375 4,386 4,397 4,408 4,419 4,430 4,441 4,452 4,463 4,474 4,485 4,496 4,507 4,518 4,529 4,540 4,551 4,562 4,573 4,584 4,595 4,606 4,617 4,628 4,639 4,650 4,661 4,672 4,683 4,694 4,705 4,716 4,727 4,738 4,749 4,760 4,771 4,782 4,793 4,804 4,815 4,826 4,837 4,848 4,859 4,870 4,881 4,892 4,903 4,914 4,925 4,936 4,947 4,958 4,969 4,980 4,991 5,002 5,013 5,024 5,035 5,046 5,057 5,068 5,079 5,090 5,101 5,112 5,123 5,134 5,145 5,156 5,167 5,178 5,189 5,200 5,211 5,222 5,233 5,244 5,255 5,266 5,277 5,288 5,299 5,310 5,321 5,332 5,343 5,354 5,365 5,376 5,387 5,398 5,409 5,420 5,431 5,442 5,453 5,464 5,475 5,486 5,497 5,508 5,519 5,530 5,541 5,552 5,563 5,574 5,585 5,596 5,607 5,618 5,629 5,640 5,651 5,662 5,673 5,684 5,695 5,706 5,717 5,728 5,739 5,750 5,761 5,772 5,783 5,794 5,805 5,816 5,827 5,838 5,849 5,860 5,871 5,882 5,893 5,904 5,915 5,926 5,937 5,948 5,959 5,970 5,981 5,992 6,003 6,014 6,025 6,036 6,047 6,058 6,069 6,080 6,091 6,102 6,113 6,124 6,135 6,146 6,157 6,168 6,179 6,190 6,201 6,212 6,223 6,234 6,245 6,256 6,267 6,278 6,289 6,300 6,311 6,322 6,333 6,344 6,355 6,366 6,377 6,388 6,399 6,410 6,421 6,432 6,443 6,454 6,465 6,476 6,487 6,498 6,509 6,520 6,531 6,542 6,553 6,564 6,575 6,586 6,597 6,608 6,619 6,630 6,641 6,652 6,663 6,674 6,685 6,696 6,707 6,718 6,729 6,740 6,751 6,762 6,773 6,784 6,795 6,806 6,817 6,828 6,839 6,850 6,861 6,872 6,883 6,894 6,905 6,916 6,927 6,938 6,949 6,960 6,971 6,982 6,993 7,004 7,015 7,026 7,037 7,048 7,059 7,070 7,081 7,092 7,103 7,114 7,125 7,136 7,147 7,158 7,169 7,180 7,191 7,202 7,213 7,224 7,235 7,246 7,257 7,268 7,279 7,290 7,301 7,312 7,323 7,334 7,345 7,356 7,367 7,378 7,389 7,400 7,411 7,422 7,433 7,444 7,455 7,466 7,477 7,488 7,499 7,510 7,521 7,532 7,543 7,554 7,565 7,576 7,587 7,598 7,609 7,620 7,631 7,642 7,653 7,664 7,675 7,686 7,697 7,708 7,719 7,730 7,741 7,752 7,763 7,774 7,785 7,796 7,807 7,818 7,829 7,840 7,851 7,862 7,873 7,884 7,895 7,906 7,917 7,928 7,939 7,950 7,961 7,972 7,983 7,994 8,005 8,016 8,027 8,038 8,049 8,060 8,071 8,082 8,093 8,104 8,115 8,126 8,137 8,148 8,159 8,170 8,181 8,192 8,203 8,214 8,225 8,236 8,247 8,258 8,269 8,280 8,291 8,302 8,313 8,324 8,335 8,346 8,357 8,368 8,379 8,390 8,401 8,412 8,423 8,434 8,445 8,456 8,467 8,478 8,489 8,500 8,511 8,522 8,533 8,544 8,555 8,566 8,577 8,588 8,599 8,610 8,621 8,632 8,643 8,654 8,665 8,676 8,687 8,698 8,709 8,720 8,731 8,742 8,753 8,764 8,775 8,786 8,797 8,808 8,819 8,830 8,841 8,852 8,863 8,874 8,885 8,896 8,907 8,918 8,929 8,940 8,951 8,962 8,973 8,984 8,995 9,006 9,017 9,028 9,039 9,050 9,061 9,072 9,083 9,094 9,105 9,116 9,127 9,138 9,149 9,160 9,171 9,182 9,193 9,204 9,215 9,226 9,237 9,248 9,259 9,270 9,281 9,292 9,303 9,314 9,325 9,336 9,347 9,358 9,369 9,380 9,391 9,402 9,413 9,424 9,435 9,446 9,457 9,468 9,479 9,490 9,501 9,512 9,523 9,534 9,545 9,556 9,567 9,578 9,589 9,600 9,611 9,622 9,633 9,644 9,655 9,666 9,677 9,688 9,699 9,710 9,721 9,732 9,743 9,754 9,765 9,776 9,787 9,798 9,809 9,820 9,831 9,842 9,853 9,864 9,875 9,886 9,897 9,908 9,919 9,930 9,941 9,952 9,963 9,974 9,985 9,996 10,007 10,018 10,029 10,040 10,051 10,062 10,073 10,084 10,095 10,106 10,117 10,128 10,139 10,150 10,161 10,172 10,183 10,194 10,205 10,216 10,227 10,238 10,249 10,260 10,271 10,282 10,293 10,304 10,315 10,326 10,337 10,348 10,359 10,370 10,381 10,392 10,403 10,414 10,425 10,436 10,447 10,458 10,469 10,480 10,491 10,502 10,513 10,524 10,535 10,546 10,557 10,568 10,579 10,590 10,601 10,612 10,623 10,634 10,645 10,656 10,667 10,678 10,689 10,700 10,711 10,722 10,733 10,744 10,755 10,766 10,777 10,788 10,799 10,810 10,821 10,832 10,843 10,854 10,865 10,876 10,887 10,898 10,909 10,920 10,931 10,942 10,953 10,964 10,975 10,986 10,997 11,008 11,019 11,030 11,041 11,052 11,063 11,074 11,085 11,096 11,107 11,118 11,129 11,140 11,151 11,162 11,173 11,184 11,195 11,206 11,217 11,228 11,239 11,250 11,261 11,272 11,283 11,294 11,305 11,316 11,327 11,338 11,349 11,360 11,371 11,382 11,393 11,404 11,415 11,426 11,437 11,448 11,459 11,470 11,481 11,492 11,503 11,514 11,525 11,536 11,547 11,558 11,569 11,580 11,591 11,602 11,613 11,624 11,635 11,646 11,657 11,668 11,679 11,690 11,701 11,712 11,723 11,734 11,745 11,756 11,767 11,778 11,789 11,800 11,811 11,822 11,833 11,844 11,855 11,866 11,877 11,888 11,899 11,910 11,921 11,932 11,943 11,954 11,965 11,976 11,987 11,998 12,009 12,020 12,031 12,042 12,053 12,064 12,075 12,086 12,097 12,108 12,119 12,130 12,141 12,152 12,163 12,174 12,185 12,196 12,207 12,218 12,229 12,240 12,251 12,262 12,273 12,284 12,295 12,306 12,317 12,328 12,339 12,350 12,361 12,372 12,383 12,394 12,405 12,416 12,427 12,438 12,449 12,460 12,471 12,482 12,493 12,504 12,515 12,526 12,537 12,548 12,559 12,570 12,581 12,592 12,603 12,614 12,625 12,636 12,647 12,658 12,669 12,680 12,691 12,702 12,713 12,724 12,735 12,746 12,757 12,768 12,779 12,790 12,801 12,812 12,823 12,834 12,845 12,856 12,867 12,878 12,889 12,900 12,911 12,922 12,933 12,944 12,955 12,966 12,977 12,988 12,999 13,010 13,021 13,032 13,043 13,054 13,065 13,076 13,087 13,098 13,109 13,120 13,131 13,142 13,153 13,164 13,175 13,186 13,197 13,208 13,219 13,230 13,241 13,252 13,263 13,274 13,285 13,296 13,307 13,318 13,329 13,340 13,351 13,362 13,373 13,384 13,395 13,406 13,417 13,428 13,439 13,450 13,461 13,472 13,483 13,494 13,505 13,516 13,527 13,538 13,549 13,560 13,571 13,582 13,593 13,604 13,615 13,626 13,637 13,648 13,659 13,670 13,681 13,692 13,703 13,714 13,725 13,736 13,747 13,758 13,769 13,780 13,791 13,802 13,813 13,824 13,835 13,846 13,857 13,868 13,879 13,890 13,901 13,912 13,923 13,934 13,945 13,956 13,967 13,978 13,989 14,000 14,011 14,022 14,033 14,044 14,055 14,066 14,077 14,088 14,099 14,110 14,121 14,132 14,143 14,154 14,165 14,176 14,187 14,198 14,209 14,220 14,231 14,242 14,253 14,264 14,275 14,286 14,297 14,308 14,319 14,330 14,341 14,352 14,363 14,374 14,385 14,396 14,407 14,418 14,429 14,440 14,451 14,462 14,473 14,484 14,495 14,506 14,517 14,528 14,539 14,550 14,561 14,572 14,583 14,594 14,605 14,616 14,627 14,638 14,649 14,660 14,671 14,682 14,693 14,704 14,715 14,726 14,737 14,748 14,759 14,770 14,781 14,792 14,803 14,814 14,825 14,836 14,847 14,858 14,869 14,880 14,891 14,902 14,913 14,924 14,935 14,946 14,957 14,968 14,979 14,990 15,001 15,012 15,023 15,034 15,045 15,056 15,067 15,078 15,089 15,100 15,111 15,122 15,133 15,144 15,155 15,166 15,177 15,188 15,199 15,210 15,221 15,232 15,243 15,254 15,265 15,276 15,287 15,298 15,309 15,320 15,331 15,342 15,353 15,364 15,375 15,386 15,397 15,408 15,419 15,430 15,441 15,452 15,463 15,474 15,485 15,496 15,507 15,518 15,529 15,540 15,551 15,562 15,573 15,584 15,595 15,606 15,617 15,628 15,639 15,650 15,661 15,672 15,683 15,694 15,705 15,716 15,727 15,738 15,749 15,760 15,771 15,782 15,793 15,804 15,815 15,826 15,837 15,848 15,859 15,870 15,881 15,892 15,903 15,914 15,925 15,936 15,947 15,958 15,969 15,980 15,991 16,002 16,013 16,024 16,035 16,046 16,057 16,068 16,079 16,090 16,101 16,112 16,123 16,134 16,145 16,156 16,167 16,178 16,189 16,200 16,211 16,222 16,233 16,244 16,255 16,266 16,277 16,288 16,299 16,310 16,321 16,332 16,343 16,354 16,365 16,376 16,387 16,398 16,409 16,420 16,431 16,442 16,453 16,464 16,475 16,486 16,497 16,508 16,519 16,530 16,541 16,552 16,563 16,574 16,585 16,596 16,607 16,618 16,629 16,640 16,651 16,662 16,673 16,684 16,695 16,706 16,717 16,728 16,739 16,750 16,761 16,772 16,783 16,794 16,805 16,816 16,827 16,838 16,849 16,860 16,871 16,882 16,893 16,904 16,915 16,926 16,937 16,948 16,959 16,970 16,981 16,992 17,003 17,014 17,025 17,036 17,047 17,058 17,069 17,080 17,091 17,102 17,113 17,124 17,135 17,146 17,157 17,168 17,179 17,190 17,201 17,212 17,223 17,234 17,245 17,256 17,267 17,278 17,289 17,300 17,311 17,322 17,333 17,344 17,355 17,366 17,377 17,388 17,399 17,410 17,421 17,432 17,443 17,454 17,465 17,476 17,487 17,498 17,509 17,520 17,531 17,542 17,553 17,564 17,575 17,586 17,597 17,608 17,619 17,630 17,641 17,652 17,663 17,674 17,685 17,696 17,707 17,718 17,729 17,740 17,751 17,762 17,773 17,784 17,795 17,806 17,817 17,82												

## APPENDIX 2

TABLE 2  
Indictable offences cleared up (a)

Offence	Offences recorded in 1971	Number cleared up in 1971	Percentage cleared up		
			1971	1970	1969
<i>Offences against the person:</i>					
(b) Murder .. .. .	77	59	76.6	90.2	96.1
Attempts, threats, etc., to murder ..	131	108	82.4	96.1	89.6
Manslaughter and infanticide .. .	41	40	97.6	96.3	97.1
Causing death by dangerous driving ..	136	136	100.0	100.0	100.0
Wounding and assault .. .	7,249	5,226	71.1	69.3	67.4
Rape .. .	107	90	84.1	83.1	79.8
Other offences against females .. .	1,835	1,146	62.5	65.2	68.8
Unnatural offences .. .	779	717	92.0	87.9	85.7
Bigamy .. .	29	34	117.2(a)	86.3	89.7
Other offences against the person ..	22	17	77.3	90.0	81.3
<i>Burglary and aggravated burglary:</i>					
in dwellings:					
forcible, etc., entries .. .	24,258	4,698	19.4	18.6	17.9
other entries (walk-in) .. .	21,829	2,215	10.1	10.0	9.9
in non-residential buildings:					
forcible, etc., entries .. .	21,565	4,915	22.8	22.1	20.6
other entries (walk-in) .. .	10,111	2,054	20.3	18.3	17.5
<i>Other offences against property:</i>					
Robbery and assault with intent to rob	2,727	966	35.4	33.6	32.2
Theft:					
from the person .. .	3,590	726	20.2	18.1	14.2
in a dwelling (except from meters) ..	17,271	3,186	18.4	17.9	16.5
by employee .. .	3,310	3,064	92.4	96.5	94.6
of pedal cycles .. .	11,794	979	8.3	9.0	7.0
of motor vehicles .. .	9,328	1,343	14.4	15.2	13.8
from vehicles in street .. .	37,896	3,749	9.9	9.4	8.6
from vehicles off street .. .	15,477	1,119	7.2	8.7	8.2
by shoplifting .. .	14,857	13,701	92.2	91.3	87.6
from meters, telephone boxes and automatic machines .. .	7,816	1,331	17.1	16.5	14.6
Other thefts, etc., not separately classified:					
from non-residential premises .. .	42,503	5,678	13.4	13.1	13.1
elsewhere .. .	19,533	5,183	26.5	26.8	24.1
Unauthorized taking of motor vehicles	27,419	7,102	25.9	23.9	22.1
Fraud .. .	20,625	14,787	71.7	72.0	71.7
Going equipped to steal .. .	2,115	2,131	99.8	100.0	100.0
Handling stolen goods .. .	7,557	7,553	99.9	100.0	100.0
<i>Other indictable offences:</i>					
Forgery, coinage and uttering .. .	4,680	2,874	61.4	49.7	53.9
Miscellaneous .. .	1,575	782	49.7	51.3	54.9
<b>Total indictable offences .. .</b>	<b>340,360</b>	<b>100,111</b>	<b>29.4</b>	<b>28.8</b>	<b>26.8</b>

(a) Includes all offences cleared up during 1971, irrespective of the year in which they were committed.

(b) Includes cases (20 in 1971) in which defendants were dealt with for more offences.

(See also Chapter 4, pages 51-54.)

## APPENDIX 2

TABLE 3  
Arrests for indictable offences

Offence	1971	1970	1969	Increase or decrease in 1971 compared with 1970	
				Number	Per cent
<i>Offences against the person:</i>					
(a) Murder .. .	63	67	66	- 4	- 6.0
Attempts, threats, etc., to murder ..	101	119	52	- 18	-15.1
Manslaughter and infanticide .. .	45	32	39	- 7	-13.5
Causing death by dangerous driving ..	130	97	77	+ 33	+34.0
Wounding and assault .. .	5,550	5,142	4,983	+ 408	+ 7.9
Rape .. .	85	100	91	- 15	-15.0
Other offences against females .. .	700	785	821	- 85	-10.8
Unnatural offences .. .	831	665	552	+ 166	+25.0
Bigamy .. .	9	24	9	- 15	-62.5
Other offences against the person ..	24	14	15	+ 10	+71.4
<i>Burglary and aggravated burglary:</i>					
in dwellings:					
forcible, etc., entries .. .	3,906	3,475	3,700	+ 31	+ 0.9
other entries (walk-in) .. .	1,530	1,404	1,343	+ 126	+ 9.0
in non-residential buildings:					
forcible, etc., entries .. .	5,229	4,996	5,148	+ 233	+ 4.7
other entries (walk-in) .. .	2,108	1,728	1,607	+ 380	+22.0
<i>Other offences against property:</i>					
Robbery and assault with intent to rob ..	1,713	1,319	1,263	+ 394	+29.9
Theft:					
from the person .. .	886	571	544	+ 315	+55.2
in a dwelling (except from meters) ..	2,599	2,446	2,181	+ 153	+ 6.3
by employee .. .	4,778	4,956	4,579	- 178	- 3.2
of pedal cycles .. .	944	899	774	+ 45	+ 5.0
of motor vehicles .. .	1,261	1,311	1,126	- 50	- 3.8
from vehicles in street .. .	2,748	2,512	2,475	+ 236	+ 9.4
from vehicles off street .. .	1,095	1,039	1,050	- 53	- 5.1
by shoplifting .. .	12,860	11,608	10,226	+ 1,232	+10.8
from meters, telephone boxes and automatic machines .. .	1,087	1,585	1,880	- 498	-31.4
Other thefts, etc., not separately classified:					
from non-residential premises .. .	5,760	5,685	5,159	+ 73	+ 1.3
elsewhere .. .	5,124	5,385	4,616	- 262	- 4.9
Unauthorized taking of motor vehicles ..	8,292	7,233	7,184	+ 1,059	+14.6
Fraud .. .	5,811	5,996	4,661	+ 715	+14.0
Going equipped to steal .. .	1,953	1,971	2,256	- 256	-13.1
Handling stolen goods .. .	7,370	7,105	6,363	+ 265	+ 3.7
<i>Other indictable offences:</i>					
Forgery, coinage and uttering .. .	1,131	1,161	1,064	- 30	- 2.6
Miscellaneous .. .	967	723	697	+ 244	+33.7
<b>Total indictable offences .. .</b>	<b>86,287</b>	<b>80,980</b>	<b>75,128</b>	<b>+ 5,307</b>	<b>+ 6.6</b>

(a) Excludes persons (6 in 1971) dealt with for lesser offences.  
(See also Chapter 4, pages 51-54.)

Arrests for specified indictable offences, by age-groups

## APPENDIX 1

Occupation	Number of persons surveyed and						Percentage	
	18-20	21-40	41-60	61-80	Over 80	Total	Grand total	21 and over
Managerial and professional occupations	2,483	57	514	92	14	3,150	1,296	41.8
Intermediate occupations	1,845	1,040	102	10	7	2,994	1,296	43.3
Non-manual occupations	1,162	55	312	12	1	1,642	1,296	77.9
Unemployed	464	730	38	21	1	1,294	1,296	100.0
Total	5,954	1,642	964	135	23	8,718	8,718	
Male	3,150	1,040	514	92	14	4,810	4,810	55.2
Female	2,804	602	450	43	9	3,908	3,908	44.8
White	5,718	1,565	926	132	22	8,563	8,563	98.3
Coloured	236	77	38	3	1	355	355	4.0
Indian	100	10	10	0	0	120	120	1.4
Chinese	10	0	0	0	0	10	10	0.1
Other	10	0	0	0	0	10	10	0.1
Married	3,150	1,040	514	92	14	4,810	4,810	55.2
Single	2,804	602	450	43	9	3,908	3,908	44.8
Widowed	100	10	10	0	0	120	120	1.4
Divorced	10	0	0	0	0	10	10	0.1
Never married	10	0	0	0	0	10	10	0.1
Other	10	0	0	0	0	10	10	0.1
Married	3,150	1,040	514	92	14	4,810	4,810	55.2
Single	2,804	602	450	43	9	3,908	3,908	44.8
Widowed	100	10	10	0	0	120	120	1.4
Divorced	10	0	0	0	0	10	10	0.1
Never married	10	0	0	0	0	10	10	0.1
Other	10	0	0	0	0	10	10	0.1

**TABLES**

Verdict for speeding entered, 1 year suspension of license under 21

## APPENDIX 2

Percentage of persons reported		Persons	
1961	1970	1961	1970
2,485	1,015	386	1,115
1,684	630	250	350
1,551	322	237	179
1,112	433	170	469
748	177	112	182
1,107	352	165	352
887	315	130	315
1,617	717	242	797
1,544	626	230	626
809	317	118	317
1,350	1,800	190	2,500
1,237	1,023	177	1,023
2,719	954	397	954
6,289	2,673	933	2,673
2,346	759	340	759
5,514	1,701	819	1,701
42,919	10,065	6,196	10,065

## APPENDIX 2

TABLE 6  
Percentages of arrests, by age-groups

Offence	Percentages of persons arrested aged				
	10-13	14-16	17-20	21 and over	Total
<i>Burglary and aggravated burglary:</i>					
<i>in dwellings:</i>					
forcible entry .. ..	16.6	31.8	22.5	29.1	100.0
walk-in .. ..	23.5	25.0	20.7	33.8	100.0
<i>non-residential buildings:</i>					
forcible entry .. ..	23.1	25.2	19.6	32.1	100.0
walk-in .. ..	28.0	27.1	15.3	29.6	100.0
<i>Robbery</i> .. ..	12.3	27.4	25.3	35.0	100.0
<i>Theft:</i>					
<i>from the person</i> .. ..	14.6	20.5	20.0	44.9	100.0
<i>in dwelling</i> .. ..	10.3	16.7	22.5	50.5	100.0
<i>by employee</i> .. ..	0.3	7.4	17.4	74.9	100.0
<i>of pedal cycles</i> .. ..	50.8	35.7	6.9	6.6	100.0
<i>of motor vehicles</i> .. ..	2.9	17.0	26.3	53.8	100.0
<i>from vehicles in street</i> .. ..	11.8	21.5	27.6	39.1	100.0
<i>from vehicles off street</i> .. ..	14.2	21.9	32.0	31.9	100.0
<i>by shoplifting</i> .. ..	13.9	14.7	13.7	57.7	100.0
<i>from meters, etc.</i> .. ..	24.3	30.2	19.9	25.6	100.0
<i>other thefts not separately classified:</i>					
<i>from non-residential premises</i> .. ..	19.7	21.7	16.7	41.9	100.0
<i>elsewhere</i> .. ..	16.3	18.8	18.0	46.9	100.0
<i>Unauthorized taking of motor vehicles</i> .. ..	6.7	34.6	34.6	24.1	100.0
<i>Handling stolen goods</i> .. ..	6.0	10.3	15.6	68.1	100.0
<i>All other indictable offences</i> .. ..	3.7	9.8	18.2	68.3	100.0
<b>Total arrests for indictable offences</b>	<b>11.6</b>	<b>18.5</b>	<b>19.7</b>	<b>50.2</b>	<b>100.0</b>

## APPENDIX 2

TABLE 7  
Arrests for indictable offences  
By ages under 21

Age given at date of arrest	Number of arrests in		Increase or decrease in 1971 compared with 1970	
	1971	1970	Number	Per cent
<i>"Children"</i>				
10 .. ..	1,166	1,018	+ 148	+14.5
11 .. ..	1,792	1,603	+ 189	+11.8
12 .. ..	2,514	2,593	+ 321	+12.4
13 .. ..	4,134	3,717	+ 417	+11.2
Sub-totals (10-13) .. ..	10,006	8,931	+1,075	+12.0
<i>"Young persons"</i> .. ..				
14 .. ..	5,528	4,638	+ 890	+19.7
15 .. ..	5,364	4,422	+ 942	+21.3
16 .. ..	5,044	4,519	+ 525	+11.6
Sub-totals (14-16) .. ..	15,936	13,599	+2,337	+17.2
17 .. ..	4,827	4,364	+ 463	+10.6
18 .. ..	4,479	4,383	+ 96	+ 2.2
19 .. ..	4,114	4,094	+ 20	+ 0.5
20 .. ..	3,611	3,653	- 42	- 1.1
Sub-totals (17-20) .. ..	17,031	16,494	+ 537	+ 3.6
Totals 10-20 .. ..	42,973	38,974	+3,999	+10.3
Totals 21 and over .. ..	43,314	42,006	+1,308	+ 3.1
Totals 10 and over .. ..	86,287	80,980	+5,307	+ 6.6

## 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 of persons with criminal records					Total
	Persons with previous criminal record			Persons without previous criminal record		Persons with criminal records			Persons without criminal records		
	Female 18-21M	All 18-21M	All 22-64M	All 22-64M	Persons without record	Female 18-21M	All 18-21M	All 22-64M			
10-17	17	61	65	1,136	1,646	14	37	32	84	100-0	
18	11	101	108	1,433	1,793	14	37	32	83	100-0	
19	11	101	108	1,433	1,793	14	37	32	83	100-0	
20	11	111	123	1,541	2,141	14	40	33	86	100-0	
<b>Total (all ages)</b>	<b>283</b>	<b>817</b>	<b>1,100</b>	<b>6,480</b>	<b>5,028</b>	<b>2-6</b>	<b>8-1</b>	<b>11-6</b>	<b>84-2</b>	<b>100-0</b>	
10-17	273	721	1,028	6,480	5,028	4-9	10-0	11-9	81-1	100-0	
18	273	721	1,028	6,480	5,028	4-9	10-0	11-9	81-1	100-0	
19	273	721	1,028	6,480	5,028	4-9	10-0	11-9	81-1	100-0	
<b>Total (young people)</b>	<b>546</b>	<b>1,442</b>	<b>1,956</b>	<b>12,972</b>	<b>10,056</b>	<b>9-8</b>	<b>20-0</b>	<b>23-8</b>	<b>72-2</b>	<b>100-0</b>	
10-17	391	1,194	1,614	11,793	15,736	6-8	20-0	26-6	70-8	100-0	
18	351	1,048	1,494	2,811	4,427	7-3	24-3	33-3	77-7	100-0	
19	351	1,048	1,494	2,811	4,427	7-3	24-3	33-3	77-7	100-0	
20	351	1,048	1,494	2,811	4,427	7-3	24-3	33-3	77-7	100-0	
<b>Total (18 years and over)</b>	<b>1,026</b>	<b>3,237</b>	<b>4,312</b>	<b>17,601</b>	<b>23,163</b>	<b>6-8</b>	<b>34-1</b>	<b>43-9</b>	<b>74-7</b>	<b>100-0</b>	
<b>Total (total 21)</b>	<b>2,139</b>	<b>10,164</b>	<b>12,537</b>	<b>28,416</b>	<b>43,577</b>	<b>5-5</b>	<b>23-7</b>	<b>29-5</b>	<b>70-9</b>	<b>100-0</b>	
10-17	1,168	2,862	3,936	12,618	22,179	7-9	20-0	26-6	70-8	100-0	
18	407	1,010	1,417	2,811	4,427	7-3	24-3	33-3	77-7	100-0	
19	407	1,010	1,417	2,811	4,427	7-3	24-3	33-3	77-7	100-0	
20	407	1,010	1,417	2,811	4,427	7-3	24-3	33-3	77-7	100-0	
<b>Total (18 years and over)</b>	<b>1,221</b>	<b>3,027</b>	<b>4,251</b>	<b>17,240</b>	<b>23,031</b>	<b>7-9</b>	<b>31-3</b>	<b>40-2</b>	<b>74-7</b>	<b>100-0</b>	
<b>Total (all ages)</b>	<b>4,196</b>	<b>20,341</b>	<b>24,018</b>	<b>58,287</b>	<b>86,287</b>	<b>4-9</b>	<b>31-3</b>	<b>36-0</b>	<b>64-9</b>	<b>100-0</b>	

TABLE 9

Drug offences—1967/1971

[illegible]



# APPENDIX 3

TABLE 1  
Accidents involving death or personal injury since 1962

Year	Number of accidents involving death or personal injury				Increase or decrease on previous year	
	Fatal	Serious	Slight	Total	Number	Per cent
1962 .. ..	771	9,932	43,810	56,533	—	—
1963 .. ..	748	10,060	47,666	58,474	+ 1,941	+ 3.4
1964 .. ..	865	10,598	50,200	61,663	+ 3,189	+ 5.5
1965 .. ..	849	10,940	52,234	64,033	+ 2,370	+ 3.8
1966 .. ..	859	10,231	49,216	60,306	- 3,727	- 5.8
1967 .. ..	759	9,321	45,459	55,539	- 4,766	- 7.6
1968 .. ..	689	9,404	45,963	56,055	+ 516	+ 0.9
1969 .. ..	719	9,887	45,218	55,823	- 232	- 0.4
1970 .. ..	761	9,422	46,003	56,188	+ 365	+ 0.6
1971 .. ..	739	8,944	44,669	54,252	- 1,936	- 3.4

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

TABLE 2  
Monthly accident totals

Month	1971	1970	Increase or decrease on previous year	
			Number	Per cent
January .. ..	4,753	4,671	+ 82	+ 1.8
February .. ..	3,998	4,402	- 404	- 9.2
March .. ..	4,360	4,336	+ 24	+ 0.5
April .. ..	4,088	4,527	- 439	- 9.7
May .. ..	4,416	4,636	- 220	- 4.7
June .. ..	4,409	4,799	- 390	- 8.1
July .. ..	4,370	4,610	- 240	- 5.2
August .. ..	4,235	4,288	- 53	- 1.2
September .. ..	4,311	4,698	- 387	- 8.2
October .. ..	5,175	4,972	+ 203	+ 4.1
November .. ..	5,245	5,484	- 239	- 4.4
December .. ..	4,852	5,065	- 213	- 4.2

# APPENDIX 3

TABLE 3  
Accident characteristics

Vehicles per accident											
One	Two	Three	Four	Five	Six	Seven	Eight	Total	One	Two	Total
256	714	83	115	12	1	1	1	1,668	256	714	1,668
156	9,429	1,139	1,038	101	16	1	1	26,598	156	9,429	26,598
156	2,710	638	78	6	1	1	1	3,601	156	2,710	3,601
156	3,277	552	63	8	1	1	1	4,998	156	3,277	4,998
145	272	49	4	1	1	1	1	1,500	145	272	1,500
3,235	5,746	1,110	165	29	1	1	1	16,508	3,235	5,746	16,508
8,607	25,030	3,304	397	53	10	2	1	54,252	8,607	25,030	54,252
20	80	4	1	1	1	1	1	85	20	80	85
716	716	3	1	1	1	1	1	1,534	716	716	1,534
2,775	2,775	9	2	1	1	1	1	2,956	2,775	2,775	2,956
3,702	3,702	167	10	2	1	1	1	3,882	3,702	3,702	3,882

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

## APPENDIX 3

TABLE 4  
Vehicles involved in accidents

Types of vehicle	Numbers involved in		Percentage of total in		Percentage increase or decrease in 1971
	1971	1970	1971	1970	
Pedal cycles .. ..	4,719	4,866	5.4	5.4	- 3.0
Mopeds .. ..	1,189	1,127	1.4	1.2	+ 5.3
Motor scooters ..	2,104	2,483	2.4	2.8	-15.3
Motor cycles ..	5,437	5,291	6.2	5.9	+ 2.8
Motor cycles, scooter or moped combinations .. ..	188	242	0.2	0.3	-22.3
Cars and cabs ..	56,483*	57,693*	64.4	64.2	- 2.1
Buses and coaches ..	5,154	5,455	5.9	6.1	- 3.3
Goods vehicles— not over 1½ tons ..	7,166	7,501	8.2	8.1	- 1.8
over 1½ tons but not over 3 tons .. ..	1,894	1,993	2.1	2.2	- 5.0
over 3 tons .. ..	2,065	2,169	2.3	2.4	- 4.8
Other motor vehicles ..	1,210	1,215	1.4	1.3	+ 0.4
Other non-motor vehicles ..	58	61	0.1	0.1	- 4.9
All types .. ..	87,667	89,898	100.0	100.0	- 2.5

\* One or more cabs were involved in 1,108 accidents in 1971 and in 1,078 accidents in 1970.

† Unladen weight.

## APPENDIX 3

TABLE 5  
Deaths and injuries by classes of road users

	Cases of persons killed or injured	Deaths	Serious injuries	Minor injuries	Total casualties
<b>Pedestrians</b>					
1971 totals	..	417	3,906	14,070	18,393
Comparison with 1970:	..				
Number .. ..	..	-19	-317	-693	-1,029
Per cent .. ..	..	-4.4	-7.3	-4.7	-5.3
<b>Pedal cyclists</b>					
1971 totals	..	41	354	1,898	4,301
Comparison with 1970:	..				
Number .. ..	..	-4	-3	-136	-143
Per cent .. ..	..	-7.9	-0.5	-3.4	-2.9
<b>Motor cyclists</b>					
1971 totals	..	64	1,389	6,225	7,678
Comparison with 1970:	..				
Number .. ..	..	-7	-27	-181	-209
Per cent .. ..	..	-1.5	-1.9	-2.8	-2.6
<b>Other road users*</b>					
1971 totals	..	233	4,211	35,045	39,509
Comparison with 1970:	..				
Number .. ..	..	-17	-328	-832	-1,177
Per cent .. ..	..	-6.3	-7.2	-2.3	-2.9
<b>All road users</b>					
1971 totals	..	715	10,070	59,238	70,083
Comparison with 1970:	..				
Number .. ..	..	-34	-675	-1,842	-2,551
Per cent .. ..	..	-4.2	-6.3	-3.0	-3.5

\* Mainly drivers of, and passengers in, vehicles.

TABLE 6  
Child casualties

Age	Number killed				Number injured				Total casualties			
	Pedestrians	Pedal cycles	Others	Total	Pedestrians	Pedal cycles	Others	Total	Pedestrians	Pedal cycles	Others	Total
Under 2	..	..	..	..	..	..	..	..	..	..	..	..
2-4	..	..	..	..	..	..	..	..	..	..	..	..
5-9	..	..	..	..	..	..	..	..	..	..	..	..
10-14	..	..	..	..	..	..	..	..	..	..	..	..
15-19	..	..	..	..	..	..	..	..	..	..	..	..
20-24	..	..	..	..	..	..	..	..	..	..	..	..
25-29	..	..	..	..	..	..	..	..	..	..	..	..
30-34	..	..	..	..	..	..	..	..	..	..	..	..
35-39	..	..	..	..	..	..	..	..	..	..	..	..
40-44	..	..	..	..	..	..	..	..	..	..	..	..
45-49	..	..	..	..	..	..	..	..	..	..	..	..
50-54	..	..	..	..	..	..	..	..	..	..	..	..
55-59	..	..	..	..	..	..	..	..	..	..	..	..
60-64	..	..	..	..	..	..	..	..	..	..	..	..
65-69	..	..	..	..	..	..	..	..	..	..	..	..
70-74	..	..	..	..	..	..	..	..	..	..	..	..
75-79	..	..	..	..	..	..	..	..	..	..	..	..
80-84	..	..	..	..	..	..	..	..	..	..	..	..
85-89	..	..	..	..	..	..	..	..	..	..	..	..
90-94	..	..	..	..	..	..	..	..	..	..	..	..
95-99	..	..	..	..	..	..	..	..	..	..	..	..
Total	68	11	1	80	1,411	2,000	1,721	5,132	1,479	2,741	1,722	5,942
1970	71	13	1	85	1,411	2,381	1,719	5,511	1,491	2,860	1,711	6,062

TABLE 7  
Traffic offences

Offence	Dealt with by summons				Dealt with by written caution			
	1971	1970	Increase or decrease in 1971 compared with 1970		1971	1970	Increase or decrease in 1971 compared with 1970	
			Number	Per cent			Number	Per cent
<i>Motor vehicle drivers</i>								
Dangerous and careless driving ..	11,564	15,433	- 3,869	- 25.07	151	93	+ 58	+ 62.36
Drink or drugs:								
unfit to drive ..	589	183	+ 406	+ 221.86	—	—	—	—
blood/alcohol concentration above limit ..	6,937	4,492	+ 2,445	+ 54.43	—	—	—	—
Exceeding speed limits ..	18,193	32,216	- 14,023	- 43.53	414	383	+ 31	+ 8.09
Pedestrian crossing offences ..	8,333	11,778	- 3,445	- 29.25	1,468	1,156	+ 312	+ 26.99
Failing to comply with automatic traffic signals ..	14,197	17,272	- 3,075	- 17.80	1,819	1,003	+ 816	+ 81.36
Neglect of traffic signals (other than A.T.S.) ..	6,972	6,367	- 605	- 8.70	1,678	1,892	- 214	- 11.31
Vehicle in dangerous condition ..	11,889	16,785	- 4,896	- 29.17	988	530	+ 458	+ 86.42
Brakes—equipment and maintenance ..	3,496	5,248	- 1,752	- 33.38	232	191	+ 41	+ 21.47
Insurance offences ..	9,810	12,388	- 2,578	- 20.81	1,308	1,180	+ 128	+ 10.85
Lighting offences ..	3,042	3,547	- 505	- 14.24	2,036	1,849	+ 187	+ 10.11
Failing to stop after or report accident ..	3,321	4,737	- 1,416	- 30.19	150	131	+ 19	+ 14.50
Emission of smoke ..	197	232	- 35	- 15.09	93	59	+ 34	+ 57.63
*Excessive noise ..	1,809	2,649	- 840	- 31.71	277	238	+ 39	+ 16.39
Obstruction ..	19,795	19,030	+ 765	+ 4.02	4,744	6,327	- 1,583	- 25.10
Other offences ..	39,381	48,143	- 8,762	- 18.20	7,478	6,509	+ 969	+ 14.88
All motor vehicle offences ..	159,525	200,520	- 40,995	- 20.44	24,838	21,611	+ 3,227	+ 14.93

TABLE 7—Traffic offences (continued)

Offence	Dealt with by summons				Dealt with by written caution			
	1971	1970	Increase or decrease in 1971 compared with 1970		1971	1970	Increase or decrease in 1971 compared with 1970	
			Number	Per cent			Number	Per cent
<i>Pedal cyclists</i>								
Dangerous or careless riding ..	10	18	- 8	- 44.44	32	35	- 3	- 8.57
Pedestrian crossing offences ..	2	2	—	—	2	1	+ 1	+ 100.00
Failing to comply with automatic traffic signals ..	4	5	- 1	- 20.00	10	6	+ 4	+ 66.66
Neglect of police signals, etc ..	8	6	+ 2	+ 33.33	9	25	- 16	- 64.00
Lighting offences ..	16	17	- 1	- 5.88	77	89	- 12	- 13.48
Excess persons on cycle ..	3	—	+ 3	—	54	31	+ 23	+ 74.19
Being drawn ..	—	—	—	—	—	—	—	—
Other offences ..	13	25	- 12	- 48.00	133	91	+ 42	+ 46.15
All pedal cycle offences ..	56	73	- 17	- 23.29	317	278	+ 39	+ 14.03
Other traffic offences ..	859	107	+ 752	+ 702.80	27	54	- 27	- 50.00
All traffic offences ..	160,440	200,700	- 40,260	- 20.06	25,162	21,943	+ 3,219	+ 14.76

Grand total 1971 .. 185,622 = decrease of 16.6 per cent. (Grand total 1970 .. 222,643.)

\* Excluding excessive noise by warning instrument.

## APPENDIX 3

TABLE 8  
Fined penalty notices issued

Offences	By Police		By Traffic Warden		Totals	
	1971	Difference in 1971	1971	Difference in 1971	1971	Difference in 1971
Parking place offences in con- trolled parking zones ..	1,753	+ 1,753	371,158	+ 31,086	404,017	+ 32,840
Registered motor offences in con- trolled parking zones ..	14,859	+ 1,179	323,442	+ 59,634	337,795	+ 61,013
Registered motor offences outside controlled parking zones (not chargeable)	24,982	- 2,077	112,802	+ 28,986	137,784	+ 26,909
Caravan offences	13,796	- 3,613	56,526	+ 39,566	69,922	+ 15,667
Vehicle lighting offences ..	4,096	- 1,366	95	+ 31	4,191	+ 1,335
Vehicle offences on city roads ..	2,018	- 1,509	2,468	+ 2,310	4,504	+ 1,771
Waiting offences at bus stops ..	31	+ 31	29	+ 29	60	+ 59
Unspecified ..	10	- 6	64	+ 59	74	+ 69
All offences	61,193	- 5,798	957,214	+ 136,983	1,018,407	+ 131,185

## APPENDIX 3

TABLE 9  
Quarterly analysis of breath test analyses of specimens, etc.

	1971				1970	
	Jan. -Mar.	April -June	July -Sept.	Oct. -Dec.	Total	Total
At scene. Breath test and driver Total of persons required to take breath test or arrested under S.6, R. T. Act 1960 ..	5,190	5,415	5,694	8,102	24,401	19,556
Breath test negative ..	1,520	1,223	1,316	2,424	6,483	5,936
Breath test positive ..	3,670	4,192	4,378	5,678	18,322	11,928
Breath test refused ..	300	353	335	482	1,470	1,318
Arrested without breath test (S.6, R. T. Act 1960) ..	173	165	155	231	724	494
Total persons arrested/ reported ..	3,947	5,710	4,378	5,748	19,323	13,620
At station. Negative breath tests of specimens and specimens for analysis ..	401	393	418	521	1,733	1,662
Breath test negative ..	3,199	3,399	3,555	4,736	14,889	10,837
Blood specimen given ..	25	37	234	337	1,073	128
Urine specimen given ..	187	156	145	167	655	377
Specimens refused ..	187	156	145	167	655	377
Totals ..	3,862	4,207	4,372	5,761	18,300	13,604
Analysis of specimens Under 80 milligrams ..	831	966	1,029	1,451	4,281	2,942
Over 80 milligrams ..	2,483	2,417	2,733	3,568	11,401	8,377
Still to be analysed at end of month ..	48	53	67	52	200	246
Insufficient or spoiled, etc., ..						
Total analyses, etc., ..	3,424	3,436	3,809	5,073	15,662	11,565

**TABLE 1**  
**Sickness losses**

**APPENDIX 4**

Disease group	Total days of sickness and injury	Number*	Percentage of total days of sickness and injury	Average number of days of sickness and injury per person	Days of sickness and injury per person
1971	1972	1971	1972	1971	1972
Infective (including cold, measles, scarlet fever, diphtheria, tetanus, pertussis, etc.)	80,413	80,413	100	4.1	29.4
Non-infective (including rheumatism, osteoarthritis, etc.)	82,413	82,413	100	4.1	29.4
Accidents and injuries	47,151	47,151	100	1.1	16.1
Other	17,000	17,000	100	1.1	16.1
All groups	124,566	124,566	100	4.1	29.4

\* Annual difference.

† Percentages adjusted to allow for changes in strength.

TABLE 2

## Persons arrested for all offences

**APPENDIX 4**

Year	Total number of persons arrested	Dealt with at magistrates' courts		Dealt with at assizes or quarter sessions*		Otherwise disposed of†
		Convicted	Charge withdrawn or dismissed	Convicted	Acquitted	
1962	112,864	100,326	4,481	5,340	1,010	1,707
1963	119,249	105,092	5,111	4,723	1,055	3,262

  

Year	Total number of persons arrested	Dealt with at magistrates' courts				Tried at assizes or quarter sessions*			
		Convicted	Charge withdrawn or dismissed	Sent for trial	Otherwise disposed of‡	Number of persons originally arrested or summoned	Convicted	Acquitted	Otherwise disposed of‡
1964	114,761	97,977	6,417	6,619	3,748	6,659	5,154	1,480	25
1965	119,078	96,975	6,562	9,413	4,028	9,010	7,575	1,406	29
1966	117,094	95,646	6,399	10,858	4,191	10,660	9,123	1,502	35
1967	125,913	103,324	7,194	10,893	4,502	10,327	8,803	1,487	37
1968	133,528	109,087	7,269	11,482	5,690	11,257	9,478	1,747	32
1969	140,932	109,985	10,154	13,733	7,060	10,352	9,028	1,507	17
1970	140,619	106,777	10,122	16,435	7,305	14,083	12,147	1,910	26
1971	144,519	113,168	7,259	16,543	7,549	15,444	12,613	2,790	41

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

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

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

(See also Chapter 3, page 47, and Chapter 5, pages 62-64.)

TABLE 3  
Summonses for all offences, issued on application of police, with results

Year	Summonses issued in respect of offences connected with				Total summonses	Dealt with at magistrates' and higher courts†		
	Mechanically propelled vehicles*	Horse-drawn and hand-propelled vehicles	Pedal cycles	Miscellaneous matters		Conviction	Withdrawn or dismissed	Otherwise disposed of ‡
1962 .. .. .	183,504	427	876	6,803	191,610	182,905	5,986	2,719
1963 .. .. .	196,287	450	572	6,781	204,090	193,780	7,986	2,324
						Dealt with at magistrates' courts†		
						Conviction	Withdrawn or dismissed	Sent for trial
1964 .. .. .	212,798	936	577	5,995	220,306	211,021	7,681	667
1965 .. .. .	206,660	552	343	3,605	211,160	201,726	8,101	449
1966 .. .. .	209,505	380	289	3,020	213,194	203,319	8,463	412
1967 .. .. .	218,956	374	197	2,734	222,291	211,205	9,668	366
1968 .. .. .	222,231	412	148	2,165	224,956	212,911	10,697	212
1969 .. .. .	210,117	136	81	6,929	217,263	206,718	9,278	148
1970 .. .. .	200,520	27	73	11,396	212,016	196,786	12,455	408
1971 .. .. .	159,525	78	56	13,464	173,123	163,612	7,298	810

\* For details, see Appendix 3, Table 7.

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

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

(See also Chapter 3, pages 47 and Chapter 5, pages 62-64.)

TABLE 4  
Persons arrested for simple drunkenness and drunkenness with aggression, and the proportion per 1,000 of the estimated population

Year	Number of arrests	Estimated population	Number of arrests per 1,000 of population
1962	36,394	8,176,810	4.451
1963	38,294	8,172,600	4.537
1964	37,109	8,166,830	4.288
1965	33,704	8,419,950	3.884
1966	30,501	8,389,330	3.636
1967	34,456	8,364,190	4.119
1968	37,751	8,250,590	4.576
1969	39,247	8,101,050	4.836
1970	42,098	7,902,904	5.327
1971			

## APPENDIX 4

TABLE 5

Results of appeals made on the London Weekend Television programme  
"Police 5"

Subjects of appeals	Number of cases shown on television	Cases in which there was no response	Cases in which information of no immediate use was received	Cases in which information was received of direct use to the investigation
Murders and assaults ..	63	9	28	26
Arson .. ..	3	0	2	1
Bomb incidents .. ..	5	1	2	2
Robberies .. ..	50	6	22	22
Missing person identifications .. ..	5	1	4	0
Lorry hijackings .. ..	10	0	4	6
Thefts of paintings, antiquities, silverware, etc. ..	33	8	15	10
Thefts of clothing and accessories .. ..	42	5	21	16
Thefts of jewellery, clocks, watches, lighters ..	18	3	10	6
Thefts of food, drink, radio and electrical equipment, furnishings .. ..	27	5	9	12
Thefts of vehicles .. ..	4	0	0	4
Property in police possession .. ..	11	3	6	6
Miscellaneous .. ..	26	6	9	11
Totals .. ..	301	47	132	122
Value of response by percentages		15.6	43.9	40.5