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Report of the
Commissioner of Police
of the Metropolis
for the year
1972

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

1st June 1973

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REPORT OF THE COMMISSIONER OF POLICE OF
THE METROPOLIS FOR THE YEAR 1972

New Scotland Yard
Broadway
London
SW1H 0BG
25th April, 1973.

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, 1972.

I have the honour to be,

Sir,

Your obedient Servant,

ROBERT MARK

CONTENTS

CHAPTER 1

	Page
Introduction	7
Manpower	9
Women Police	11
Public order	11
Protection duties	13
Special Patrol Group	13
Crime	14
Complaints	15
Traffic	16
Public Relations Department	18
Community relations	20
Statistics	21
Conclusion	21

CHAPTER 2

Personnel and Training

Manpower	23
Recruitment	23
Rank structure	23
Central and overseas service and secondments	24
Police College	24
Retirement	24
Awards to widows and children	24
Training	24
Field training	24
Bandoo Training School	25
Deductive Training School	25
Motor Driving School	26
Defensive weapons	27
Horse defence and war defence training	27
Telecommunications	28
Technology and life saving	28
First aid	28
Promotion examinations for police subjects	28
Complaints against police officers	28
Discipline	29
Health	29
Men	29
Women	31
Medical and dental services	31
Civil Staff	31
Sport and police functions	32
Metropolitan Police Athletic Association	32
Horse shows	32
Metropolitan Police Band	33
Honours	33
Changes among senior officers	33

CHAPTER 3

Public Order: Operations: Other Police Duties

Public order	34
Demonstrations, marches, etc.	34
Industrial disputes	36
Major incidents	36
Public events	37
Special Patrol Group	37

	PAGE
Crime prevention service	38
Mounted Branch	39
Thames Division	39
Underwater Search Unit	39
Dogs Section	40
Helicopters	40
Aliens and Commonwealth citizens	41
Arrests and summonses	41
Betting, gaming and lotteries	41
Clubs	41
Licensed premises	42
Drunkennes	42
Obscene publications	42
Firearms	43
Missing persons	43
Lost property	43
Abandoned vehicles	43

CHAPTER 4

Crime

Introduction	44
Crimes of violence	44
Homicides	45
Woundings and serious assaults	45
Robberies	45
Sexual assaults	45
Fraud	45
Other crime	46
Criminal Investigation Department	47
Headquarters organization	47
Interpol	48
National Drugs Intelligence Unit	48
National Immigration Intelligence Unit	48
Drops Squad	48
Drug offences	48
Serious Crime Squad	48
Counterfeit currency	48
Involved Fraud Squad	49
Metropolitan & City Police Company Fraud Branch	49
No. 9 District Regional Crime Squad	49
Flying Squad	49
Bomb Squad	49
Scenes of crime officers	49
Fingerprint Branch	49
Criminal Intelligence Branch	50
Metropolitan Police Forensic Laboratory	50

CHAPTER 5

Traffic

Accidents and casualties	51
Accidents	51
Accident characteristics	52
Casualties	52
Child casualties	53
Accident prevention	53
Application of accident intelligence	53

	PAGE
Traffic management	53
Automatic traffic signals	54
Speed limits	54
Bus lanes	54
Controlled parking	55
Cab ranks	55
Bus and coach operations	55
Liaison with overseas forces	56
Traffic offences	56
General	56
Proceedings for causing death by dangerous driving	56
Disqualifications	56
Fixed penalty and cross charge tickets	57
Traffic Division	57
Removal of vehicles	57
Removal methods	58
Public Carriage Office	58
Cabs	58
Cab drivers	59
Offences by cab drivers	59
Cab arrangements at London (Heathrow) Airport	59
Drivers and conductors of public service vehicles	59
Police Transport	59
Accidents	60

CHAPTER 6

Specialist and Support Functions

Solicitor's Department	61
Management Services Department	62
Public Relations Department	62
News and information	62
Television and radio	63
Young People's "Help the Police" Competition	63
Film and television production	64
Exhibitions and displays	64
Crime prevention publicity	65
Recruitment publicity	66
General publicity	66
Visitors	66
Catering	67
Police buildings and residential accommodation	69
Supplies	69
Police publications	69
Communications	69
Automation of the telephone network	69
Facsimile equipment	70
Information Room	70
Control vehicle index	70
Automatic alarms	70
Teleprinters	70
Radio	70

CHAPTER 7

Auxiliary Formations

Cadet Corps	72
Special Constabulary	73
Traffic Wardens	73
School Crossing Patrols	74

APPENDICES

	PAGE
PERSONNEL MATTERS	
Appendix 1 Establishment and strength of the regular Force	75
Appendix 2 Removals from the Force	77
Appendix 3 Sick leave	78
Appendix 4 Metropolitan Police Athletic Association—representative and individual honours	79
Appendix 5 Honours and awards received	80
Appendix 6 Changes among senior officers	84
ARRESTS AND SUMMONSES	
Appendix 7 Persons arrested for all offences	86
Appendix 8 Summonses for all offences, issued on application of police, with results	87
Appendix 9 Persons arrested for simple drunkenness and drunkenness with aggravation, and the proportion per 1,000 of the estimated population	88
CRIME	
Appendix 10 Indictable offences known to police	89
Appendix 11 Indictable offences cleared up	90
Appendix 12 Arrests for indictable offences	91
Appendix 13 Arrests for specified indictable offences, by age-groups	92
Appendix 14 Estimated values of cash and property known to be stolen and recovered	93
Appendix 15 Drug offences 1969-1972	94
Appendix 16 The outcome of convicted cases in the higher courts	95
Appendix 17 (jury trials) in the Metropolitan Police District completed between 1st September and 31st December, 1972 (a period of 16 weeks)	
TRAFFIC	
Appendix 18 Accidents involving death or personal injury since 1963	97
Appendix 19 Monthly accident totals	97
Appendix 20 Accident characteristics	98
Appendix 21 Vehicles involved in accidents	99
Appendix 22 Deaths and injuries by classes of road users	99
Appendix 23 Child casualties	100
Appendix 24 All traffic offences and traffic dealt with	101
Appendix 25 Traffic offences dealt with by summons or written caution	102
Appendix 26 Proceedings for drink and driving	104
Appendix 27 Quarterly statistics of breath tests, analysis of specimen, etc.	105
Appendix 28 Fixed penalty notices issued	106
TELEVISION APPEALS	
Appendix 29 Results of appeals made on the London Weekend Television programme "Police 5"	107

CHAPTER 1

Introduction

My predecessor, Sir John Waldron, introduced his final Annual Report (for 1971) by reviewing developments during his period of service as Assistant Commissioner, Deputy Commissioner and Commissioner. I feel that it is fitting to begin this my first Annual Report by paying tribute to him especially for his contribution to the Force in the field of public order, in which its reputation now stands so high, and for his notable earlier work in the development of the Traffic Department, in promoting better liaison between the Force and local authorities by bringing into line divisional and local authority boundaries and in the detailed implementation of changes recommended by management consultants during the tenure of office of the late Sir Joseph Simpson.

The year saw also the retirement of Mr. P. E. Brodie, O.B.E., Q.P.M., Assistant Commissioner (Crime), after a distinguished police career. The Force suffered another loss by the appointment as Her Majesty's Chief Inspector of Constabulary for England and Wales of Mr. J. M. Hill, C.B.E., D.F.C., Q.P.M., the Deputy Commissioner, who was succeeded by Mr. James Starritt, C.V.O.

My first action when I became Commissioner on 17th April, 1972, was to put in train a number of administrative changes in the control and supervision of the Force agreed with my senior colleagues and approved by you. A brief statement outlining the immediate changes was published in a Police Order issued on 24th April in which I made clear my profound admiration for the high standards and ideals of public service of the Force and for its efficiency in operations and administration. I believed, however, that better co-ordination of effort and better supervision would be achieved by reducing the sharp separation of the work of officers engaged in maintaining public order, in criminal investigation and in traffic control. In particular, I felt it necessary to give effect to the fundamental principle that divisional commanders should be responsible for all aspects of policing their divisions in place of the practice then prevailing of the control of C.I.D. work in divisions being exercised through the 4 area commanders (C.I.D.) at Headquarters and the 23 divisional detective chief superintendents.

A further step in this reorganization was the placing of the 4 area commanders (C.I.D.) under the command of the 4 deputy assistant commissioners comprising the Force Inspectorate, so ensuring that the Inspectorate would have a continuing interest in the deployment of both uniformed and C.I.D. officers in divisions and be in a position to maintain close consultation with and provide guidance to divisional commanders in serious cases.

I am glad to say that these changes have been implemented without any major difficulty.

As indicated in last year's Annual Report, you had already agreed to the setting up of a Headquarters branch to handle serious complaints against

Metropolitan officers. This new branch within "A" Department became operational on 1st June and details of its work are contained later in this chapter under the heading of complaints.

In my initial statement I also referred to the important principle of interchange of officers between the various branches of the Force—uniform, C.I.D. and traffic—to ensure that officers destined for intermediate and higher rank could obtain a wider experience and a broader concept of the police role. A working party under the chairmanship of the Deputy Commissioner is considering this complex matter in detail in consultation with the staff associations.

I asked the Assistant Commissioner (Crime) to review the organization, deployment and supervision of operational detectives based at New Scotland Yard and its overflow offices and I have accepted the recommendations in the report he has submitted to me. The previous allocation of duties among the deputy assistant commissioners of the department involved a division in the responsibility for C.I.D. operations between two posts, both of which also carried administrative responsibilities entailing a good deal of paper work. The revised organization provides for one officer to act as second in command to the Assistant Commissioner, handling administrative and policy work and having a general responsibility for C.I.D. personnel matters, including supervision. Another officer will be responsible for co-ordinating the work of operational detectives at Headquarters and in divisions, in the case of the latter in consultation with divisional commanders whose direct responsibility for the control of their C.I.D. officers remains unchanged. The role of the deputy assistant commissioner previously responsible for technical support will be extended to take in all functions of a support nature, including criminal intelligence and the effective use of specialist civilian aids. Other changes in "C" Department are dealt with in Chapter 4.

Perhaps the most important administrative change was the setting up of a Policy Committee comprising the Deputy Commissioner, the Receiver, the 4 Assistant Commissioners, the Deputy Receiver and the Secretary to consider at an early stage plans or proposals likely to affect Force policy. The Committee meets fortnightly and has been invaluable to me. I am most grateful for the co-operation of its members in dealing with the many problems brought before them.

The five main problems of the Metropolitan Police at present are:

- (1) Severe shortage of operational manpower aggravated by a continuing loss of men to industry and other forces.
- (2) Public order, viz. the handling of political or trade disputes and demonstrations, counter-terrorist activities (including protection duties) and hooliganism relating to sport and otherwise.
- (3) The continuing increase in crimes of violence motivated by theft, viz. robbery and assault with intent to rob.
- (4) Complaints against police.
- (5) A system of parking control, extending ever further, although its enforcement is inefficient and wasteful of manpower.

Manpower

The attested strength of the Force decreased by 37 to 21,460, the number of men dropping by 65 and the number of women increasing by 28. This meant that against the authorized establishment of 26,049 officers there was a deficit of 4,589 at the end of the year.

While recruitment of men, women and cadets has shown an improvement as compared with 1971, the exceptionally large number of men leaving the Force has outstripped the intake. This has occurred in spite of a vigorous recruitment drive backed by the most extensive police publicity campaign ever launched in London, using all the mass media including press, television, cinema and posters, and the announcement in the autumn of a substantial pay increase. The slow build-up in manpower evident in the early months was later eroded by a sharp rise in premature retirements which has resulted in the heaviest net reduction of strength in any one year since 1958. In the last 6 months of the year the overall wastage of 688 men exceeded recruitment by 172 and it is ominous that during the first 3 months of 1973, the quarter during which wastage is usually at its lowest, the overall net loss of men was at an even higher rate, totalling 116.

These figures are most unsatisfactory in themselves but it is even more disturbing that the manpower situation in the Force relative to the police service as a whole is deteriorating seriously. In the service generally there was a substantial increase in strength during 1972 and in this connection I feel it is significant that during the year the number of men who transferred to this Force from other forces was 52 while the transfers out numbered 172. In the last 6 months of 1972 the net loss of men to the Force as a result of transfers was 96 and the rate continued at much the same level in the first 3 months of 1973 when there was a net loss on transfers of 55 men.

The check in manpower growth suffered in 1972 and the serious outlook for the future have, I feel sure, developed from the special and mounting problems we are facing in the Metropolis. The situation underlines the urgent need for greater public awareness and more material recognition of the vital service the men and women in the Force give to the community, often in unpleasant, difficult and dangerous circumstances.

The demands on police in London are exceptional in two respects. In the first place, living and travelling conditions are less congenial and yet housing and transport are more expensive than elsewhere, and although these are drawbacks common to all workers in the capital the travelling difficulties of police officers are accentuated because of the requirement for shift duties. Secondly, service in the Metropolitan Police brings burdens that are different in kind or scale from those met in provincial forces. In 1972 there were 470 demonstrations and processions in central London, most of them at weekends and many making heavy demands on police manpower. Visitors to this country from overseas now exceed 6 million a year, and nearly all of them come to London. The number of royal occasions and national sporting fixtures in London and its environs is very much greater than in any other area. Protection duties, which involve long periods of usually inactive watch, are undertaken by the Metropolitan Police and not by provincial forces, and have increased substantially in scale.

All these and other tasks create a demand, often at short notice, for stoppage of leave, for overtime and, more particularly, for weekend working. Many wives of police officers go out to work and the demands of weekend and overtime working intrude considerably into the time during which police officers and their wives can be together with their families. The uncertainty whether it will be possible to spend any weekend together can be particularly irksome. To this is added the anxiety of wives of policemen that their husbands may be injured while engaged at demonstrations or on protection duties. Finally, it must not be overlooked that the severe shortage of men at a time when commitments are increasing rather than diminishing itself places a very real strain on the members of the Force. Work in some other forms of employment may not be as interesting or rewarding as police work but it may offer much greater freedom from uncertainty and disturbance for the officer and his wife in their family life, and this uncertainty and disturbance is greater in the Metropolitan Police than elsewhere.

Everything possible has been done to improve recruitment to the Force, and to reduce the calls on police manpower by large-scale recruitment of civil staff and the supply of extra equipment, but the Force is still seriously short of men for duties which only police can carry out. The need of the Metropolitan Police for additional manpower is long-lasting but while an unusual net loss of strength has been recorded 19 times in the last 60 years the danger of the present unsatisfactory and steadily worsening situation lies in the continually increasing demands on decreasing police resources at a time when personal standards and respect for law and order in many parts of society are declining.

Not altogether unexpectedly in view of the fact that more men from the large intakes of the immediate post-war years are now coming into the relevant service range and with the introduction in the spring of more favourable pension terms, the retirement rate of men attaining 25 years' service increased in the second half of the year. It is even more disappointing that so many other experienced officers have decided to leave before becoming pensionable. It appears likely that heavier losses of manpower as a result of more officers retiring at the earliest opportunity will be an additional worrying aspect over the next few years. Among the more significant reasons for this trend would seem to be the anxiety of some to take up a new occupation with better pay and less onerous conditions before reaching the age of 50, after which alternative employment becomes increasingly difficult to find, coupled with the fact that there are plenty of posts, especially in the security field, for which men with sound police experience are particularly well suited.

There is no doubt that shortage of manpower is the most serious problem now confronting the Force. At a time when the service throughout the country is expanding and offers more career opportunities and interest than ever before the reasons for our lack of adequate growth call for renewed examination and a full-scale review of the causes of wastage is being undertaken by my Management Services Department.

It is encouraging to be able to report that the year has seen the highest ever intake of cadets and that interest in the Cadet Corps is growing in schools and among young people.

The Careers Section has carried out recruiting tours in Scotland and Wales and taken part in the National Careers Exhibition ("Careers '73") in Manchester. For their field work both locally and in the provinces a new purpose-built vehicle is being designed. This will enable the careers teams to extend their activities at exhibitions, fairs, open days and the many other events where suitable audiences are present.

Women Police

The position of women police in the Force, which had been a matter of some concern to my predecessor, has been given careful consideration and you have now agreed that there will no longer be a separate establishment nor a separate rank structure for women in this Force. They will compete for promotion by examination and before selection boards on equal terms with men. Women officers will be employed in any sphere of work for which their individual qualities fit them. I hope before long to have the women police fully integrated into the Force.

I have been heartened by the support the Branch Boards of the Police Federation have given to these changes, and I have no doubt that the greater opportunities for advancement and for diversity of work will be in the best interests of both the women officers and the Force as a whole. Some of the women have understandable reservations but I am confident that these will disappear.

The year produced a modest increase in the number of women serving, from 631 to 659. The proportion of serving officers who are married continued to rise slightly, from 20.6 per cent to 21.7 per cent. Those coming forward for recruitment were of generally good educational standard and included 4 graduates. They also included a number of women between 30 and 35 years of age whose family commitments now enable them to embark on a career. I hope that the pay of women, which is now 95 per cent of that of the men, the knowledge that equal pay is not far distant and the increased opportunities for promotion and variety of work may in the coming year make the Metropolitan Police even more attractive as a career for women. More emphasis will be placed on the recruitment of women officers.

Public order

Public order is a matter of constant concern. Not only is it difficult to maintain the nice balance between freedom and restriction—preserving the rights of ordinary citizens as well as the right to demonstrate—but there is the continual interference with police duty rosters and entitlement to time off and the constant strain on the tolerance of police officers in dealing with those who seek to achieve political objectives by coercion and force.

There were 470 major events requiring special police arrangements during the year. Once again the events in Northern Ireland dominated the scene in the early months following the deaths in Londonderry on Saturday 30th January. In the ensuing week a number of protests took place in central London culminating in a large demonstration organized by the Anti-Internment League on Saturday 5th February, 1972. After a march to Whitehall in which 6,000 people participated the militant mood of the supporters turned

to disorder, resulting in the arrest of 128 persons and in 105 police officers, 24 civilians and 11 police horses being injured. The police arrangements involved the deployment of 1,743 officers. Three of the organizers were subsequently arrested on warrants for conspiracy to contravene Section 5 of the Public Order Act 1936. After the Alderhot bomb explosion and the reduction in tension in Northern Ireland following "Motorman" the level of public interest appeared to diminish considerably.

The Government's decision to reorganize student unions' management and financial affairs brought about a march to Trafalgar Square on Sunday 23rd January, followed by a protest meeting. The subject aroused a genuine interest among students generally as opposed to the usual minority involved at demonstrations unconnected with student affairs. The demonstration was the largest of the year, involving approximately 20,000 members of the National Union of Students. The march was slightly disrupted at one point but the meeting passed off peacefully.

The ever-changing pattern of foreign affairs was, as always, reflected by protest. During the early part of the year Bangladesh supporters demanding the establishment of a sovereign state demonstrated repeatedly (in relatively small numbers) and it was not until official recognition of Bangladesh was given that the meetings ceased. On Sunday 13th February the Rhodesia Emergency Action Committee expressed their disapproval of an anticipated settlement of the Rhodesia problem by organizing a series of marches culminating in a meeting in Trafalgar Square attended by some 6,000 supporters. A subsequent violent confrontation with police outside Rhodesia House ended in disorder; 43 persons were arrested and 27 police officers and 4 members of the public were injured. The Vietnam conflict attracted the usual demonstrations against the United States Government in the shape of protests to the American Embassy. Information about other demonstrations, which included protests in connection with the expulsion of Asians from Uganda and their admission to this country, entry into the European Economic Community and the introduction of value added tax, is given in Chapter 3.

Industrial unrest in 1972 was widespread and diverse and police were faced with the new phenomena of "moss picketing" and "flying pickets". The strike of miners in February affected policing in London both in controlling various marches and a lobby of Members of Parliament and in dealing with "flying pickets". The latter development took the form of groups of pickets who gathered speedily at various power stations and coal depots and yards in London intent upon preventing deliveries of coal. Their activity was controlled by a central picketing office and police arrangements had to be very flexible to ensure the maintenance of order. Moss picketing took place during a prolonged and widespread strike of building workers between April and September and again mobile pickets moved swiftly between sites in an effort to persuade other workers in the building and allied trades to support the strike.

The dispute of the dockers over the development of container depots began in June and continued until mid-August, when work was resumed. During this period a considerable amount of picketing was carried out by dockers at container depots, directed in particular at the Chobham Farm Depot in east London. This activity led to the arrest of 3 prominent dockers

on 21st and 22nd July on warrants issued by the National Industrial Relations Court for contempt of court. The 5 men were detained in Pentonville Prison (which then became the focal point of demonstrations by supporters) until their release on 26th July. The dispute continued until 16th August when a National Dock Delegates' Conference was held at Transport House, Smith Square, S.W.1. The decision at the meeting for a resumption of work was received with mixed feelings by the militant element in the crowd gathered outside Transport House and there was hostility towards certain delegates on their departure from Transport House so that police had to be deployed to assist their passage. The following day dockers met and voted to resume work.

My officers have displayed tact, forbearance and basic commonsense in dealing with demonstrations arising from industrial disputes. There has been no interference with the right to demonstrate but breaches of the law, including threatening behaviour, have been firmly handled.

Reference was made in last year's Report to the rise in the incidence of bomb hoax calls to public and commercial buildings. Although there have been some convictions for this offence, the work-load has not diminished; no call can be ignored. Advice and guidance on how to deal with the problem have been given to Government Departments and industrial undertakings.

Football hooliganism, which was prevalent in former years, has at last shown a marked decline. This is undoubtedly due to a much closer liaison between police forces and an increased police mobility to deal with fragmented hooligan groups. The strong line taken by referees in the conduct of the game and by clubs in relation to the behaviour of their supporters has done much to reduce soccer violence. It is noticeable that the age-group now causing disruption at football matches has risen to the 16-18 year group.

Protection duties

The level of protection being given by uniformed officers to persons and buildings considered to be at risk increased to an unprecedented level during the year. In connection with industrial disputes, the Angry Brigade trials and Northern Ireland protection has been given to a large number of persons who would not otherwise be at risk. The atrocity at the Munich Olympic Games demonstrated how far fanatical groups are prepared to go to try to achieve their objectives. Subsequent acts by the Black September group have emphasized the need for increased vigilance.

Requests by foreign states for protection of their diplomatic premises and accredited representatives, in the majority of cases supported by evidence of specific threats, place a severe strain on our resources. The officers performing this tedious duty deserve special praise. In view of the effect on morale of the considerable number of uniformed officers now being employed daily on protection duties, I have set up a working party to examine this problem.

Special Patrol Group

The sixth unit of the Special Patrol Group was formed in April, bringing the group up to full establishment. The group has been effective and flexible in operation, particularly successful in areas with a high incidence of crime and extremely valuable as an emergency reserve.

Following the Lydda massacre, 2 units of the group were employed on protection duties within London Airport during the months of June and July to assist the British Airports Authority Constabulary. Although it was possible to withdraw the units in July, it was necessary to retain there some Metropolitan Police officers from divisions adjacent to the airport. A summary of the work of the group is to be found in Chapter 3.

Crime

A detailed analysis of the crime figures is given in Chapter 4 and the following paragraphs do no more than highlight the most significant trends.

There was a predictable growth in recorded crime but the disproportionate increase in violent crime motivated by theft and the extent of the involvement of young people in it were disturbing. Violent crime is now without question a cause for public unease. Much of the increase consists of robberies after sudden attacks in the open, known commonly as "mugging", but robberies of banks and business premises have also been numerous enough to provoke comparisons with cities abroad. The fact that the comparisons are usually favourable to London, where the odds against personal involvement are very high, does not reconcile the public to this trend.

The deliberate wrongdoer naturally takes police deployment into account if he is able to discern it. A growing realization that breaking offences are now riskier because of better crime prevention techniques and the concentration of police effort may cause diversion to other forms of criminal activity. There is an increasing awareness that fraud can be easily and profitably carried out provided it is not too protracted, and that investigation so strains police resources that detection, if it occurs at all, may be long delayed. This is perhaps one explanation for the marked increase in the whole field of fraud from simple cheque cases to large commercial transactions. Fraud can provide goods of considerable value to be disposed of quickly at "knock-down" prices. The culprit then disappears. Crimes of this kind are now a major and increasing problem. New methods of detection and additional manpower are necessary to enable fraud to be discovered before the principals disappear.

Gangs of professional "strong-arm" criminals are bigger, though membership changes frequently. Some of these gangs now cover their activities by establishing legitimate businesses with the proceeds of crime and their improved standards of living are thus given plausibility. This technique has been well demonstrated by those involved in organized crime overseas. The bribing of disloyal staff to provide intelligence, the planning of crimes on the basis of "inside" information and the sale of the result as a package deal to hardened criminals willing to take the risks are activities no longer confined to the crime writer's imagination. Those resorting to this kind of behaviour are not as yet so numerous as to cause widespread public alarm but they are likely to increase in number.

It became apparent early in the year that our measures for countering bank robberies were not satisfactory. In 1971 the number of bank robberies in which a bank itself was the loser doubled to 40 without any corresponding increase in arrests. This adverse trend continued and there were more of

these bank robberies in the first 6 months of 1972 (42) than in the whole of the previous year. An experienced team of detectives was formed to co-ordinate our efforts against the robbers. The effect initially was a fall in the quarterly total of such robberies from 22 to 7. In the last quarter, however, a further outbreak of these bank robberies took place, and at the end of the year they had reached a total of 65, more than 50 per cent of which involved the use of firearms. However, arrests for these robberies increased from 5 in 1971 to 13 in 1972. Increased police effort was also reflected in the number of cases of various types leading to arrests for conspiracy to rob and accessory to robbery, which rose from 49 to 59. Concentration of effort in this way is essential if progress is to be made against professional bank robbers. If criminal intelligence fails the police have usually no more than 2 or 3 minutes in which to arrive at the scene. If the robbers are not intercepted and witnesses are not available, lengthy and protracted enquiries must follow. Even when an alert member of the public records the index numbers of getaway cars the odds are heavily in favour of the fleeing criminals. We have discussed security arrangements with the banks and I would like to record that their co-operation has been of the highest order. We have also revised communications systems. It would not be right to leave the subject of robberies in general without mentioning areas in which the citizens of London have reason to be pleased with their own measure of self-protection. The wages snatch which was a very prominent feature of the mid-'60s is no longer so troublesome. This is due to the sensible counter-measures of those responsible for carrying valuables, making it more difficult for robbers to penetrate their security and increasing the variation of their transport arrangements. The same trend is apparent in respect of smaller sums of money taken to banks on foot, etc. Such improvements emphasize the need to change daily routes and routines in conveying money and valuables, and for not paying wages in cash if this can be avoided.

As I have mentioned the disproportionate increase in violent crime and the extent of involvement of young people in it are causes for real concern. So, also, is the extent to which the present system of investigation and trial allows immunity from the law for a high proportion of those prosecuted for these offences. Statistics of the acquittals in converted cases at the higher courts in the Metropolitan Police District for a period of 16 weeks are to be found in Appendices 16 and 17. It is of real significance that the more notorious criminals of recent years have been characterized by a sense of immunity from, or contempt for, the law, and this it is no less evident today in a number of known professional criminals, particularly those presently engaged in bank robbery.

Despite these disturbing trends, however, it should not be overlooked that London is not, as so many suggest, a crime-ridden city. The Londoner is in more danger from the motor car than from the criminal, a factor which perhaps induces a complacency that suggests reform in the law to be unnecessary.

Complaints

As I have already mentioned, a new branch within "A" Department, designated A.10, with responsibility for investigating serious complaints including all allegations of crime by police officers, became operational on

1st June with a police establishment of 60 officers. It rapidly became apparent that due to a substantial increase in complaints the number of investigating officers in the branch was insufficient and in August the establishment was increased to 84 police officers of all ranks.

The number of complaints against police has reached a higher level this year than ever before. This situation is undoubtedly due in part to the publicity given to the formation of A.10 Branch but it is too early yet to say whether the trend will continue.

Since it started to operate A.10 Branch has undertaken the investigation of 451 cases where persons have made complaints against police. By the end of the year 162 of these investigations, which involved 254 complaints, had been completed. Four complaints were investigated at my request by officers from the Birmingham, Mid-Anglia, Surrey and Thames Valley Constabularies. Two cases of wasting police time were successfully prosecuted.

The setting up of the new branch has brought about more efficient handling of serious complaints besides relieving busy divisional officers of many complicated and protracted enquiries. I am gratified not only with the smooth working of the new branch but also at the way it has been accepted by the Force as a whole.

Since 1964 the law has required that complaints against the police should be recorded and investigated in much the same way as reports of crime. It is a common misconception that the police are judges in their own cause. In fact there is a considerable measure of scrutiny of the manner in which the investigations are carried out and the Director of Public Prosecutions plays an important part in the procedure. However, the machinery still does not appear to obviate doubts about the thoroughness and impartiality of an investigation. As you know, I have advocated the setting up of a complaints review authority which would examine, at the instance of a complainant, of a police officer against whom a complaint has been made or of the chief officer of the police force, the way in which a complaint against the police had been dealt with, and I am glad that you have decided to enter into consultations with representatives of the police service and police authorities with a view to working out and introducing arrangements with an independent element for *ex post facto* reviews of the handling of complaints.

Traffic

Complaints about traffic congestion in the streets of London are often accompanied by vague criticisms of lack of police action to deal with the situation. The critics can have little idea of the efforts required of police to deal with the many aspects of traffic control. In addition to enforcement of the law relating to moving traffic officers, the police have to supervise controlled parking zones and restricted streets and deal with parking elsewhere in obstructive or dangerous positions in order to keep traffic moving freely and minimize the chance of congestion. Keeping traffic moving would be difficult enough if all roads were fully usable at all times, but they are not. Diversions and other arrangements have constantly to be introduced in connection with road improvements and maintenance work, ceremonial, sporting events, demonstrations and processions. In addition there are emergencies (122

in 1972), e.g. burst water-mains, for which diversions have to be arranged without prior notice. Every effort is made to give wide advance publicity to any traffic arrangements which are likely to have more than a local effect, and we are especially indebted to the B.A.C. for including traffic bulletins in the daily "Rush Hour" programme and for interrupting other programmes to give advice to motorists when emergencies arise. The broadcasts are even more effective now that Radio London is transmitted on medium wave and can be picked up by drivers already on the road.

Every officer on a beat or patrol is sure to become involved with traffic matters in some way during each tour of duty, but the main burden of enforcing the law and keeping the traffic moving falls on the 1,200 specially trained officers of the Traffic Department supported by some 2,000 traffic wardens. Nevertheless the situation is so finely balanced, particularly in the central area, that a downpour of rain or an accident or breakdown at a critical point can quickly cause widespread congestion and require a major effort to get traffic moving again.

I am glad to note progress with construction of new primary roads and the application of computer traffic control to existing main roads as these will assist traffic flow without increasing demands on police manpower. On the other hand, schemes that require enforcement for their success can create difficulties for the police if they are introduced without adequate regard being paid to the availability of enforcement personnel, the efficacy of their enforcement procedures and their repercussions elsewhere. While schemes such as the Oxford Street experiment, bus lanes, and controlled parking schemes near suburban railway stations for the protection of residential amenities are commendable in many ways they are difficult to enforce and require a considerable manpower commitment to make them work, particularly in the early stages, and often the manpower can only be provided by reducing the level of enforcement elsewhere. For example, during the first 2 months of the Oxford Street experiment it was necessary to employ at least 65 traffic wardens each day on the approaches and diversionary routes to control traffic and advise drivers of the new arrangements.

The present system of parking control is unfair because the anti-social motorist who does not comply with the fixed penalty procedure and whom the police must find within a fixed period if they are to prosecute suffers no disadvantage additional to that suffered by the complainant. The likelihood that he will escape prosecution altogether is high (about 23 per cent) and this is becoming more widely known. Removal of vehicles is effective for a comparatively small number of very persistent offenders or to relieve actual and flagrant obstruction but has no significant effect on the problem as a whole, and the wide extension of this activity is not possible. The consequences in terms of wasteful employment of manpower and expenditure are considerable. Just as bad is the implicit unfairness and consequent disrespect for law arising from a system which increasingly tends to punish only the complainant. The effectiveness of the system would be radically improved by the introduction of "owner liability" and I am therefore relieved to see that you have announced that the Government intends to introduce legislation, to secure that the registered owner of a vehicle as well as the driver should be liable for parking offences and certain other offences where fixed penalty notices have been issued.

In last year's Report reference was made to the use of a new technique for investigating the causes of and responsibility for accidents by a process of mathematical reconstruction. There was a steady progress during 1972 in the development of the technique. Basic training was given to 436 officers, including 68 from other forces, and a further 30 officers of this Force were trained to an advanced level. In order to spread knowledge of the technique more widely and promote a better understanding of its aims and methods talks have been given to groups of magistrates, traffic engineers, insurance assessors and scientists connected with the motor industry. Evidence based on mathematical reconstruction was successfully used on several occasions at crown, magistrates' and coroners' courts. While manpower considerations must limit its use it seems likely that the technique will in due course be accepted as standard practice in appropriate cases.

Women are playing an increasingly important role in the fields of traffic control and road safety. By the end of the year 8 women police officers were already employed on specialist duties in the Accident Prevention Unit and 3 as members of the Traffic Division were performing the full range of traffic patrol duties except those which involve riding heavy motor cycles. The employment of women officers as traffic specialists will increase as a result of my decision that the women police will no longer be a separate element of the Force. In the traffic warden service women constitute about 60 per cent of the total strength and 98 of them have achieved promotion above the basic grade. One woman was advanced during the year to senior traffic warden controller, the second highest rank in that service. Among school crossing patrols also the majority are women and, as recorded in Appendix 5, the important part played by them in ensuring the safety of children was recognized by the award of the British Empire Medal to one of their number.

Public Relations Department

The effectiveness of the Force is largely dependent upon the support and assistance it receives from the public, and this in turn is very much influenced by the scale and nature of the coverage of police activities by the press, television and radio. It is therefore of great importance that the Force should maintain good relations with the news media. The Public Relations Department in its present form was set up in 1967 and the arrangements for the supply of information and for liaison with the news media have served the Force well but there has been continued criticism, particularly from the press, and it has become clear that both sides would have much to gain from some revision of the system.

Accordingly, I invited the editors of the national press and of television and radio news to a meeting held at New Scotland Yard in September to discuss with me and my senior officers how a better relationship might be established. I reminded the editors that there were a number of natural difficulties in this respect, notably the restrictions upon the disclosure of information stemming from judicial processes, the confidentiality of investigations and security requirements. I explained my view that the ability to improve the situation lay to a large extent with the force itself. Many police officers found some difficulty in accepting that the press had an important part to play in reporting on the affairs of the Force and there was a

strong tendency to play safe and withhold information unnecessarily. To try to correct this I said it had been resolved to delegate authority to disclose information to the news media to a lower level; to insist on a greatly improved flow of information from the Force to the Press Bureau; to demonstrate an increased willingness to provide facilities for feature articles; to place much greater emphasis on the role of the press in the training programme, both for recruits and serving officers; and to train a large number of police officers at all levels in the technique of television and radio interview.

The meeting proved most fruitful. The editors made many useful suggestions for the improvement of relations between the Force and the news media. It was agreed that the press should provide speakers on police/press relations at seminars and courses. It was also agreed that there should be immediate joint reviews of the existing press pass system operated by the Metropolitan and City of London Police Forces and of the facilities provided for the news media at the site of major incidents, such as air or rail disasters. With the help of senior representatives of the press, television and radio, for which I am most grateful, both reviews were completed satisfactorily before the end of the year.

The meeting with editors was followed by 3 further meetings held in October and November, the first attended by news editors and staff executives of the national daily press, television and radio, the second by similar representatives of the Sunday press and the third by senior representatives of the provincial and London suburban papers. The outcome of these meetings was equally encouraging and when the various measures to improve relations with the news media have been put into effect it is hoped to hold follow-up meetings to review progress.

An initial year's programme of courses for 200 officers in television and radio interview began in December. The courses are designed to increase the confidence and general effectiveness of police officers chosen from all ranks and departments when confronted by a television camera or radio microphone. My intention is that the Force should speak for itself with officers directly concerned with incidents taking increased advantage of opportunities to appear on television or radio.

News coverage of Metropolitan Police matters was far more extensive than in previous years. This was in part the outcome of the new policy of working more closely with the news media, which began to take effect in the latter part of the year, but also the result of appreciably greater interest shown by the press, television and radio in organizational and policy changes in the Force, such as the formation of A10 Branch. There was also an increase in the coverage of major criminal cases, of traffic matters and of the problems of recruitment and wastage.

The well-established London Weekend Television programme "Police 5" continued to prove of much assistance to the C.I.D. The programme led directly to 157 arrests (compared with 121 in 1971), as well as providing a great deal of useful information about other cases and playing a part in the recovery of large quantities of stolen property. Further details are given in Chapter 6. A new television programme entitled "Junior Police 5",

designed for teenage children, was started in September and has proved to be a successful innovation.

Following the outstanding success of the first Young People's "Help the Police" Competition in 1969, a similar campaign was held in the spring of 1972 which encouraged 150,000 London school-children to visit their local police station and to meet their local policemen. An example of how the resources of the Force can be brought together to stage a major publicity scheme was the large-scale "Signing for Safety" exhibition held at the Crystal Palace road racing circuit in April in association with the Department of the Environment with the aim of promoting road safety. Both events are dealt with in greater detail in Chapter 6.

Community relations

During the year emphasis has been laid on the development of internal training. A total of 76 chief superintendents and chief inspectors have now undergone community relations courses of 5 days' duration and over 700 officers of all ranks have attended 1 day seminars in divisions. We are alive to the need to keep our training methods under constant review and the large divisional seminars will in the near future be replaced by smaller seminars at sub-divisional level with a view to achieving a greater degree of individual participation.

Evidence was given to the Parliamentary Select Committee on Race Relations and Immigration by Headquarters staff and by divisional officers from Notting Hill, Islington and Wandsworth. I welcomed the opportunity to contribute to this extensive scrutiny of police/immigrant relationships, and to supply information about our energetic efforts to improve relations. When the committee's findings were published it was gratifying to find that the majority of their recommendations had already been implemented within this Force.

Unfortunately police efforts in this field can be undermined by destructive criticism, distortion and exaggeration of facts. I was, therefore, glad to see that the Select Committee recognized the danger of this type of activity and appealed to responsible immigrant leaders to counter distortion and exaggeration.

It is of interest that out of a total of 1,090 cases of alleged harassment and/or unlawful eviction reported to police under Section 30 of the Rent Act 1968 only 21 revealed an apparent element of racial antagonism against coloured tenants by white landlords. In 47 cases there appeared to be a degree of racial hostility against white tenants by coloured landlords, included in the overall total of 68 cases which reflected varying degrees of racial antagonism were many relatively minor incidents. There were 51 assault cases reported to police in which racial animosity was suspected or indicated; in 39 cases a coloured person was assaulted and in 12 cases a white person was the victim. A large number of the assaults were of a minor nature.

Commonwealth Foundation bursaries were awarded to 4 officers during the year 2 of whom have visited Barbados and Kenya. This makes a total of 7 officers from this Force who have been awarded bursaries since their introduction in 1970.

The schools' community relations programme was extended to secondary schools and a further extension into colleges of education has reached an advanced stage of planning. Over 700 home beat and juvenile bureau officers have now undergone special training for the schools' programme, and the course has been extended from 3 to 5 days. The programme reflects the age and abilities of the pupils. For younger pupils it may be confined to a visit from a local home beat officer to discuss in simple terms a day in the life of a policeman but bringing to their attention the need for rules of conduct. For older pupils participation by way of projects, discussion groups or panels on such related subjects as freedom under the law, social deviance, the policeman's place in the British constitution, etc., is encouraged. Of particular success has been role-playing, especially by middle and senior pupils, in such situations as stopping suspects in the street and identification parades and in mock trials. This has brought a realism to the explanation of the difficulties facing the forces of law and order and demonstrated to pupils by self-education their own responsibilities to the community.

The juvenile bureaux which were established in each division 4 years ago are now fully accepted as an appropriate method for deciding the action to be taken regarding children and young persons who come into conflict with the law. The decision whether to prosecute or caution the young person is carefully considered after full consultation with the various statutory authorities and an interview with the parents and the offender in the relaxed privacy of his home. A caution is administered formally by a chief inspector in uniform at the offender's local police station.

Statistics

I have been dissatisfied for some time with the nature and quality of operational statistics and information relating to the Force; there has been a lack in particular of expert advice on the provision, evaluation and interpretation of statistical material for management purposes. To remedy this, a professional statistician is now in post and he is engaged in bringing about substantial changes in the content and presentation of our operational statistics, particularly on the crime side; he will also be making recommendations for improvement in the whole system for collecting and processing these statistics, as well as always being available to assist in the analysis and interpretation of statistics for senior officers. I am grateful to Sir Claus Moser, Head of the Government Statistical Service, for his assistance in making this appointment. As part of this new approach Management Services Department are engaged on studies of the statistical requirements of the Force, including the provision of more pertinent statistics for use within divisions and in the management of criminal investigations.

Conclusion

The outline I have given in this chapter of the main features of organizational and operational developments and of the more serious problems we have faced shows, I think, that the year has been one of more than usual change and interest. I cannot finish without saying how conscious I am of the support I have received from the Force at every level

—It has taken changes in its stride and carried out its duties with efficiency, loyalty, tolerance and restraint; and of the invaluable contribution of the Receiver and all the members of the civil staff, whether in the administrative, professional or technical fields or in a supporting operational role. Bearing in mind our manpower difficulties I am indeed thankful that we were able to maintain civilian recruitment at satisfactory levels.

I should also like to acknowledge the untainted co-operation we have received from our colleagues in the City of London Police, with whom we look forward to an even closer association in the operational field.

It is of the greatest importance that there should be good communication with the staff associations. They have a vital contribution to make to the well-being of the Force and have been most helpful in discussion of many important issues.

Finally, I would like to make known how much my senior colleagues and I appreciate the help and support we receive from you, your senior advisers and the staff of the Police Department of the Home Office.

CHAPTER 2

Personnel and Training

Manpower

The establishment and strength of the regular Force are set out in Appendix 1. The strength at the end of the year was 20,801 men, leaving a deficiency of 4,598 in the authorized establishment of 25,399 men. There was a net decrease in the strength of the Force of 65 men.

There was a net increase of 28 in the strength of the women police and the total strength at the end of the year was 659. In anticipation of the merging of the establishments for men and women officers in 1973 women police were recruited in excess of the existing separate establishment of 650.

During the year 26 graduates joined the Force, of whom 3 entered under the special scheme for the recruitment of those with higher educational qualifications.

Recruitment

There was a further slight decrease in the number of applications received from men (2,788 compared with 2,808 in 1971).

The numbers of men and women who attended for examination were 1,681 and 221 respectively, compared with 1,558 men and 163 women in 1971. The numbers of men and women joining the Force were 1,110 and 116 respectively—75 more men and 20 more women than in 1971. These figures include 37 men re-engaged after previous resignation, 10 who re-joined on transfer, 42 who transferred from other forces and 8 who had previously served as cadets with other forces. Former Metropolitan Police cadets accounted for 278 of those joining, of whom 271 (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 2 months, was slightly lower than in 1971 and 69 per cent of those who joined were single men, 5 per cent higher than in the previous year.

The average weekly intake into the Training School was 21, an increase of 1 on the 1971 figure.

Rank structure

Following the publication of the report of the joint working party on rank structure in April 1972, a revised rank structure for the Force was agreed by the Home Office. The major changes were the re-introduction of the rank of superintendent and increases in the numbers of chief inspectors and inspectors, coupled with the abolition of the station sergeant rank. The overall number of supervisory posts remains basically unchanged.

It was decided that the consequential promotions to the ranks of superintendent, chief inspector and inspector should be phased in gradually. The first batches were selected and some officers were promoted in the latter part of the year. Officers will continue to hold the rank of station sergeant until they are promoted or resign.

Central and overseas service and secondments

A total of 41 officers were engaged on duties away from the Force, serving with H.M. Inspectorate of Constabulary, the Police College, the International Criminal Police Organization, the Home Office, the Department of Health and Social Security and overseas police forces. At the end of the year 21 officers were still so engaged. During the year all the remaining officers returned from service in Anguilla.

Police College

Inspectors' courses were attended by 26 inspectors, 12 detective inspectors and 1 woman detective inspector.

Ten chief inspectors and 8 detective chief inspectors attended intermediate command courses.

Five chief superintendents and 2 detective chief superintendents attended the ninth senior command course from 4th April to 16th September.

Eleven officers, including 2 from the C.I.D. and 1 woman, are attending the eleventh special course, which commenced on 1st October.

Retirements

Retirements, etc., are classified in Appendix 2.

Awards to widows and children

There were 351 widows' pensions granted during the year, compared with 265 in 1971. Allowances were granted in respect of 42 children.

Training

Field training

The proposals for field training mentioned in Chapter 1 of last year's Report have been worked out in detail and this training started on 1st January, 1973. The main modification of the working party's proposals was to limit, for manpower considerations, the attendance of each uniformed sergeant and constable on ordinary duty to 1 full day every 6 months instead of the recommended 4 months. I remain of the opinion that a 4 monthly cycle is desirable and hope that it may be possible to achieve it in time.

During August and September a survey was conducted among operational officers of varying ranks and duties to identify immediate training needs. The result of the survey will be reflected in the content of the first 6 month cycle of the scheme. Nine continuation training centres have been staffed and equipped to accommodate a field training class on 4 days of each week.

The instruction will be less formal than in other spheres of training and by allowing for discussion after presentation of the various items the collective experience of the class, which could well include officers of from 2 to 30 years' service, should be of benefit to all. By the same token the fact that it has not been found practicable to arrange separate classes for sergeants and for constables may not be entirely disadvantageous.

Hendon Training School

The initial training course was completed by 985 men and 88 women, an increase of 180 men and 13 women as compared with the previous year. On 31st December 303 men and 49 women were still under training. During initial training 115 men and 12 women resigned voluntarily, 51 men and 6 women more than in 1971. One man was retired as medically unfit.

The final course for probationers at 20 months' service was attended by 918 officers (923 in 1971), of whom 90 obtained over 85 per cent of the final examination marks. The average mark attained in the examination was 74 per cent. There were 30 failures at the first attempt, but of the officers concerned 28 passed at the second attempt and 1 at the third: 1 probationer who failed once later resigned.

Two courses for non-gazetted officers from overseas forces were completed during the year and a third course began on 29th September. A total of 56 officers attended. A further 2 officers from overseas completed the basic recruits' 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. Two more station sergeants are now studying for the certificate. In addition, 12 members of staff gained the City and Guilds teacher's certificate at the Hendon College of Technology and 8 others are now studying for this award.

As in previous years, courses were held for constables, sergeants and inspectors about to be promoted. Courses of instruction were also held for potential Training School instructors and for officers who transferred from other forces or re-joined after having served previously in this Force. Another 3 advanced courses on community relations for senior officers and 6 more courses for "parent" constables under the probationer training programme were also held. The established courses for traffic warden instructors, supervisors and controllers were continued and a course for senior controllers was introduced.

Among the new courses which were introduced during the year were two for overseas police instructors, arranged at the request of the Foreign and Commonwealth Office. It seems likely that these residential courses, which are of 14 weeks' duration, will be continued. Short courses of 3 days' duration in gaming techniques were also introduced, following a pilot course held in 1971. These courses, which were mounted with the co-operation and active assistance of the Gaming Board, were attended by 65 members of this Force and 41 officers from provincial forces. A further scheme has been planned for 1973. Basic training continued to be given to recruits to the Metropolitan Special Constabulary and the traffic warden service, as well as to park-keepers of the Royal Parks.

Detective Training School

During the year 801 officers attended the various courses of detective training, a decrease of 42 on the 1971 figure.

The advanced course of 6 weeks' duration was attended by 120 officers, of whom 50 were Metropolitan. The initial (senior) course of 10 weeks' duration was attended by 42 officers, of whom 28 were from other home forces and 14 from police forces overseas. The number of officers attending the initial (junior) course, also of 10 weeks' duration, was 376, of whom 216 were Metropolitan; the comparable figures for 1971 were 413 and 249 respectively.

Basic fingerprint courses of 6 weeks' duration were attended by 35 students. In addition, 13 students from other home forces attended advanced fingerprint courses and 42 civil staff of the Fingerprint Branch attended special 3 day courses. Photographic courses were attended by 23 students. A further 58 students, of whom 9 were civil staff, attended scenes of crime courses. A total of 92 Metropolitan detective sergeants 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 1,126 officers received this training.

Fifteen courses in the supervision of beat crimes investigation were attended by 279 uniformed section sergeants and eight 4 day courses on this subject were attended by 206 constables of the uniform branch who were about to be promoted.

Courses of 5 days' duration to provide an insight into the work carried out by the C.I.D. were attended by 49 civil staff of "C" Department.

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	225	25	250
Car, intermediate	473	85	558
Car, advanced	172	6	178
Car, Group "C" convention	1,525	52	1,577
Vehicle removal officers	6	—	6
Instructors	2	2	4
Traffic wardens, car	106	4	110
Traffic wardens, motor cycle	28	2	30
Motor cycle, lightweight	19	2	21
Motor cycle, standard	37	2	39
Motor cycle, advanced	74	4	78
Traffic patrol, standard	61	1	62
Traffic patrol, advanced	72	8	80
Traffic patrol, refresher	22	—	22

In addition to the above, 12 officers from the Japanese Police were trained as motor cycle instructors and instruction was given to 11 officers from Government Departments and to 3 ambulance driving instructors at the request of the Ambulance Service Advisory Committee.

Driving tests on cars and vans were given at the Driving School to 113 officers, of whom 91 passed. However, most testing of drivers was carried out in divisions and of 2,602 officers tested in this way 1,967 were successful.

Driver training for traffic wardens was continued and 30 wardens attended courses of instruction on the lightweight motor tricycles which are now in use on an experimental basis in some divisions.

During the year the Driving School has set an example in a concerted attempt to educate police drivers in the use of seat-belts and a further re-education programme is planned for 1973.

Exchange attachment arrangements with other driving schools were continued and an inspector and a sergeant spent 3 days at the Scottish Police College. As expected, these visits have proved mutually beneficial.

Despite the restrictions imposed by the building programme at Hendon, the school received over 1,500 visitors during the year. I have little doubt that with the opening of the new Driving School in 1973 there will be an increase in the number of requests for permission to visit the school.

Defensive weapons

A total of 349 officers qualified in the use of pistols and revolvers after attending a 4 day basic training course. Two firearms instructors were attached to the Royal Marine Commando Unit at Exeter for a period of 5 weeks for sniper training and a potential instructors' course included 7 officers from five other forces.

A team of firearms instructors won the "Police Rifle" competition at Bisley.

During the latter part of the year some concern was felt regarding the possible health hazard to firearms instructors arising from contamination of the atmosphere in indoor ranges. Pending investigation, all firearms training was transferred temporarily to the Ministry of Defence outdoor ranges at Rainham and Pufflet and I am grateful to the Officer in Charge of these ranges for the extra facilities that were made available.

Home defence and war duties training

A total of 2,258 officers attended the 1 day refresher course for sergeants and constables with between 5 and 20 years' service.

The 3 day war duties courses for senior ranks, which had been suspended in January, 1968, were restarted in October and attended by 72 officers. As these courses have a regional application the Commissioner of the City of London Police accepted an invitation to nominate officers of his force to attend. Probationers continued to receive 10 hours' basic war duties instruction.

A 2 day refresher course was provided for 60 officers nominated as divisional home defence instructors/borough liaison officers.

Six officers attended the air observers' course held at the Oxford University Flying Training Squadron at Blestet and 13 officers attended war duties courses at the Civil Defence School at Eastingwold.

Telecommunications

The installation of additional teleprinter equipment enabled more officers to be trained: 420 officers attended 5 day teleprinter operating courses and a further 18 officers attended a special 2 day course.

The 2 day courses in radio-telephony were extended by a day in order to provide for instruction in personal radio procedures and were attended by 613 officers. One day courses were attended by 332 members of specialist branches.

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.

Swimming and life saving

There were 222 non-swimmers among recruits to the Training School during the year. Of these, 174 had attained a satisfactory standard on passing to divisions and the remainder should become proficient with further practice.

A total of 26 recruits and members of staff gained 18 bronze medallions, 6 awards of merit, 1 teacher's certificate and 1 advanced teacher's certificate awarded by the Royal Life Saving Society.

First aid

In the police national first aid competition "Z" Division, winners of the Parsons Shield, were placed second.

Promotion examinations for police subjects

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

	Candidates	Successful
Sergeants		
Qualifying	600	210
Constables		
Competitive	1,701	214*
Qualifying	306	56

* In addition 353 constables who sat as competitors reached the qualifying standard.

In anticipation of the abolition of the rank of station sergeant, no competitive examination for sergeants was held in 1972. A competitive examination for promotion from sergeant to inspector will be introduced in 1973.

Complaints against police officers

During the year 3,922 persons made a total of 5,364 complaints against police officers, as compared with 3,163 persons who made 4,314 complaints in 1971. These figures represent increases of 23.9 per cent in the number of complainants and almost 20 per cent in the total number of complaints. Of the complainants, 241 (6.1 per cent) were found to have made substantiated complaints, compared with 217 (6.9 per cent) in 1971. Some 1,400 complainants (almost 36 per cent of the total) had been arrested or reported for an offence, compared with 1,246 (40 per cent) in 1971.

It is very likely that the considerable increases in the numbers of complainants and complaints as compared with the previous year were in some measure due to the publicity given to the formation of the Complaints Against Police Investigation Branch on 15th May. However, it would be unsafe to regard this as the most significant factor and when making comparisons with 1971 it should be borne in mind that the numbers of complainants and complaints during that year were the lowest for 3 years and represented decreases of 9.8 per cent and 11.9 per cent respectively as compared with 1970.

The largest single category of complaint was that involving allegations about the attitude of officers towards members of the public, but although the total number of such allegations was greater than in the previous year it was little different from the figure for 1970. Allegations of assault, of bribery and of false evidence increased during the year, but in the assault and bribery categories the position was again little changed from that in 1970. There was a reduction in the proportion of substantiated complaints relating to the attitude of police officers, to assault and to bribery, but there was an increase in respect of the false evidence category.

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 1,630 complaint cases, in 11 of which I was satisfied that no possible criminal offence had been committed. The remaining 1,639 cases were sent to the Director of Public Prosecutions; in 1,517 cases he recommended no criminal proceedings, but in 65 of these cases disciplinary action was taken.

Proceedings against the officers involved were taken in 122 cases (105 of which concerned traffic offences). In 64 cases (58 of which concerned traffic offences) the officers were found guilty. In 13 of the 58 remaining cases the officers were found not guilty and in 45 cases the proceedings had not been completed.

In addition, 9 officers were charged forthwith with criminal offences without the papers being referred to the Director. In 5 of the cases the officers were found guilty and 4 cases had not been completed.

Discipline

The number of officers punished for various defaults, including 4 whose appeals had been outstanding at the end of 1971, was 198, compared with 214 in the previous year. There were 12 appeals outstanding at the end of the year. Disciplinary boards dealt with 82 officers, compared with 97 in the previous year. Fifteen officers were dismissed from the Force and 11 were required to resign.

A total of 80 officers retired from the Force before the completion of a criminal or disciplinary enquiry.

Health

Men

The number of days' work lost to the Force through sickness and injury was 276,218, compared with 267,023 in 1971. Allowing for the variation in

the strength of the Force the loss was 2.4 per cent more than in 1971, and was equivalent to having 755 men off strength throughout the year. The number of days lost per man on the strength increased from 130 in 1971 to 134.

Uncertificated absences for periods not exceeding 3 days accounted for the loss of 109,729 days, 39.7 per cent of the total and 67.1 per cent more than in 1971. The loss through certificated absences was 17.3 per cent less than in the previous year.

Appendix 3 gives details of the sickness losses by groups of diseases.

Of the 32 deaths which occurred during the year, 11 were attributable to illnesses in the circulatory diseases group and 9 to the growths group. Five officers were killed during the course of their duty. One other officer died in a road accident. The remaining deaths were due to various causes.

Of the days lost through injuries on duty, 12,159 were due to assaults by prisoners (22 per cent more than in 1971); 2,927 due to motor cycle accidents when the injured officer was riding (45.7 per cent less than in 1971); 3,241 days due to accidents where the injured officer was driving a car or was a car or motor cycle passenger (30.9 per cent less than in 1971) and 480 days due to accidents while an officer was examining premises (49.2 per cent less than in 1971).

During the year there were 29 instances of officers who were assaulted while on duty sustaining injuries which necessitated their admission to hospital as in-patients. The total number of assaults on members of the Force was 2,609 and in 609 of these cases the officer was placed sick as a result of the assault.

Of absences arising from injuries off duty, the largest single cause was injuries suffered in sport and games which accounted for 9,529 days (4.1 per cent less than in 1971). The next most frequent cause was accidents involving vehicles of which the injured officer was either the driver or a passenger, which accounted for 2,756 days (13.5 per cent less than in 1971).

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

Sickness by age-group (excluding injuries and accidents)

Age-groups	Average number of spells per man on strength		Average length of spell in days		Percentage rate of sickness	
	Certificated	Uncertificated	Certificated	Uncertificated	Certificated	Uncertificated
Under 25 years ..	0.72	2.21	9.71	1.73	1.92	1.04
25-29 years ..	0.56	1.84	10.73	1.92	1.63	0.97
30-34 years ..	0.46	1.60	12.56	2.03	1.39	0.89
35-39 years ..	0.43	1.25	16.91	2.14	1.39	0.73
40 years and over	0.41	1.02	16.65	2.18	1.39	0.61
All ages	0.51	1.61	12.76	1.97	1.77	0.87

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 5.7 per cent. The rate for certificated sickness was 4.5 per cent and for uncertificated sickness 1.2 per cent. Respiratory and digestive ailments accounted for over a half of the days lost.

Medical and dental services

During the year 1,327 officers (compared with 1,048 in 1971) were admitted to hospital, 187 of them to St. Thomas' Hospital and its associate hospitals. The Police Nursing Home admitted 312 patients, comprising 179 men, 30 women and 103 cadets (compared with 177 men, 18 women and 105 cadets in 1971). These patients included 1 man and 15 cadets from other forces. The Convalescent Home at Hove received 212 patients from this Force (191 men and 21 women), compared with 242 patients in 1971. A total of 87 officers (all men) were discharged from the Force for reasons of ill health, compared with 52 officers (51 men and 1 woman) in 1971.

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.

Civil Staff

The total number of full-time civil staff employed at 31st December was 11,639, comprising the following broad groups:—

General administration and support staff in Headquarters departments	3,746
Professional, technical and scientific staff	1,313
Industrial workers in garages, maintenance depots, stores, etc. ..	1,315
Catering staff (including industrial grades)	1,248
Clerks, typists, telephonists, etc., in divisions	1,962
Traffic warden grades	2,055

At 31st December the total number of part-time and casual staff was 3,814, including 408 telephonists, 1,690 cleaners and 1,557 school crossing patrols.

The productivity bonus scheme in the transport workshops of the Chief Engineer's Department which was introduced on a trial basis during 1971 is now on a firm footing. The increased productivity has enabled much work which would otherwise have had to be undertaken by outside firms to be carried out in the workshops without the proportionate increases in staff and accommodation which would previously have been required.

The process of civilianization of administration units has continued and a considerable number of further posts have been taken over by civil staff, enabling police officers to be released for more active duty. By the end of the year 29 of the sergeants in charge of the process sections in these units had been replaced by executive officers.

Training 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, was introduced into the civil staff training programme during 1972. In order to accommodate the large number of officers attending this 1 day seminar other middle management training had to be temporarily discontinued, but plans are in hand to introduce a new 2 week course in 1973 when the bulk of job appraisal review training will have been completed. The number of staff trained on all internal courses organized by the civil staff training section during the year rose to 2,705, an increase of 365 over the figure for the previous year.

Once again a large number of civil staff officers took advantage of the facilities offered to enable them to further their education or to acquire academic, professional or technical qualifications. A total of 351 officers attended courses on release from official duties and a further 71 were granted financial assistance to pursue courses of study at evening classes.

The demand for specialist seminars and short courses was evidenced by the fact that 188 officers were trained in various professional, managerial and craft fields in order to improve their knowledge and skill in areas directly related to their duties.

In line with Civil Service practice, a new system of staff reporting is to be introduced in the near future and by the end of the year plans were well advanced to give supervisory and managerial staff the necessary training.

Sport and police functions

Metropolitan Police Athletic Association

The association enjoyed another eventful and active year and particular success was achieved by the association football, athletics, boxing, cricket and rugby football sections. With the formation of the guild of bell-ringers the association now comprises 39 sections. Details of the many representative and individual honours which were won are given in Appendix 4.

Horse shows

The 44th Metropolitan Police Horse Show and Tournament was held at Imber Court on 28th and 29th 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 Royal Military Police and the Royal Army Veterinary Corps' Training Centre.

The Mounted Branch competed at 8 horse shows during the year and did extremely well to win both the police horse of the year class and the police horse of the year inter-constabulary team competition at the Horse of the Year Show; the King George V Champions Challenge Cup for the best trained police horse and the sword, lance and revolver competition at the South of England Show; and the best trained police horse class and the individual and team tent-pegging competitions at the Royal Windsor Horse Show.

The Mounted Branch musical ride was performed at the Royal Windsor Horse Show and the activity ride at the "Bramshill Cavalcade" at the Police College.

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 Poikestone, the band provided music at the "Bramshill Cavalcade" at the Police College.

Honours

Details of honours and awards received in 1972 are shown in Appendix 5.

Changes among senior officers

Details of changes which took place involving senior police officers and senior members of the civil staff are given in Appendix 6.

Public Order: Operations: Other Police Duties

Public order

I have referred to certain major demonstrations and to aspects of industrial unrest in Chapter 1. As indicated there, the prevailing unrest in Northern Ireland was reflected on the streets of London in numerous demonstrations which attracted varying amounts of support.

Events in the Indian sub-continent also continued to have repercussions in the Metropolis and on Sunday 2nd January 1,000 supporters of the Bangladesh Steering Committee held a meeting in Hyde Park in order to publicize Britain's failure to recognize that country. On Sunday 10th December approximately 1,200 members of the Indian Workers' Association marched from Speaker's Corner to India House. On arriving at India House they found the premises closed and the march quickly dispersed. Both these demonstrations passed off without incident.

The Industrial Relations Bill perhaps generated the largest number of demonstrations during the year. On Sunday 6th February over 7,000 members of the National Union of Mineworkers, who were then involved in a national strike, held a march from Hyde Park to Trafalgar Square. On Tuesday 15th February 9,000 mineworkers assembled at Tower Hill and after holding a meeting marched to the south side of Westminster Bridge, whence they made their way individually to the Houses of Parliament to lobby their Members of Parliament. Because of the large numbers involved there was some minor disorder outside Parliament, but this was effectively dealt with by police.

A new feature in public order came to the forefront on Wednesday 17th May when about 3,000 supporters of the Schools Action Union, protesting against the lack of children's representation in the management of their school life and the educational policies of the Government and local authorities, held a march with the intention of proceeding to County Hall. The majority of those participating were under 17 years of age. After some hours of march and counter-march the aims of the protest became lost in confusion. Although some disorder resulted, only 14 adults and 10 juveniles were arrested.

On Wednesday 14th June the National Dock Delegates' Conference was held at Transport House and 250 dockers assembled outside in Smith Square in order to lobby delegates. As the delegates were leaving minor scuffles broke out during which 4 police officers were slightly injured. The arrest of 5 dockers' leaders in July has been referred to in Chapter 1. On Tuesday 25th July a meeting of approximately 5,000 dockers was held at Tower Hill. The

dockers were supported by employees of Briant Colour Printers, who were in dispute over the intended closure of their works in Old Kent Road. After the meeting those who had assembled marched to Pentonville Prison to show their support for the implicated dockers, and by the time they arrived their numbers had increased to 7,500. After several speeches the majority of the marchers dispersed. However, the employees of Briant Colour Printers, supported by the more militant dockers, returned to the prison later and disorder broke out as a result of which 4 police officers were injured and 4 demonstrators arrested. On Wednesday 26th July the building workers, after a demonstration in support of their wage-claim, reassembled at King's Cross and marched to Pentonville Prison in order to show their support for the jailed dockers.

On Thursday 27th July the National Dock Delegates' Conference reconvened at Transport House and delegates were lobbied by about 400 dockers, of whom 150 later marched to Tower Hill and held a short meeting. On the following day about 100 persons attended a further meeting at Tower Hill to celebrate the release of the 5 jailed dockers and it was decided to give support to the employees of Briant Colour Printers. A total of 750 persons then marched to Green Walk, S.E.1, where another meeting was held outside the premises of Robert Horn & Co., the parent company of Briant Colour Printers. Although the number of people present soon fell to about 200, those who remained attempted to block the roadway and several minor scuffles took place with the result that 7 arrests were made and 7 police officers and 4 civilians were injured.

Three "pop" concerts were held during the year. The first took place at Wembley Stadium on 5th August and was attended by approximately 28,000 persons. The remaining two were held at The Oval and, although well supported, were not on as large a scale as the event held at Wembley. No disorder occurred at these concerts.

On Sunday 3rd September about 5,000 supporters of the Festival for Jesus held a meeting in Trafalgar Square which lasted for 2 1/2 hours. The meeting was well organized and the behaviour of those present was beyond reproach.

Following the Government's announcement of details of value added tax, 2,000 London taxi drivers met at Central Hall on 25th October and agreed to hold demonstrations against the tax early in November. The first demonstration involved some 1,500 taxi drivers, who converged on Piccadilly Circus in their cabs with headlights dipped and horns sounding. For a short period traffic in central London was severely congested, but as a result of the strategic deployment of police conditions soon returned to normal. Seven drivers were reported for minor traffic offences. On 8th November about 200 drivers made their way on foot to the Houses of Parliament where they lobbied their Members of Parliament. Two further motorcades through London in November and December caused only minor traffic congestion.

In order to further the claims of old age pensioners, on Wednesday 22nd November the T.U.C. arranged a lobby of Parliament and the London Trades Council held a meeting in Lincoln Inn Fields which was also supported by members of various trade unions and by students of the London School of

Economics. At the conclusion of the meeting 350 of those who had assembled took part in a spontaneous march, dispersing at Waterloo Bridge and making their way independently to the Houses of Parliament. Although 2,000 people ultimately took part in the lobby, the day passed without untoward incident.

On Thursday 23rd November the National Union of Teachers organized a march from Lincoln's Inn Fields to County Hall in furtherance of their pay-claim. About 9,200 persons took part and on arriving at County Hall the marchers handed in petitions before making their way independently to Parliament in order to lobby their Members of Parliament. Despite the large number of people involved the demonstration was well-conducted and no difficulties arose.

The year ended with a march on 31st December organized by the London European Movement to celebrate Britain's accession to the Common Market. The mood of the marchers was light-hearted and there were no untoward incidents.

Industrial disputes

There were 141 industrial disputes, compared with 86 in 1971. Although most of the disputes were of a minor nature, those involving the miners, dockers and building workers resulted in strikes on virtually a nationwide scale, necessitating extra police supervision.

During January and February the National Union of Mineworkers was involved in industrial action affecting the entire country. Although there were no actual strikes in the Metropolis, 32 power stations, coal depots and other premises were targets for picketing by miners and there were widespread electricity black-outs imposing an extra strain on police manpower and resources.

The building workers' dispute, involving 20,000 workers, began on 24th April and lasted until 18th September; a total of 232 sites were picketed by over 1,000 persons. During this period a large number of meetings and marches took place and, although there was no serious disorder in the Metropolis, the demands on police manpower were considerable.

During the docks dispute, which lasted from 14th June until 21st August, 29 docks and cold stores were either closed or subject to picketing by strikers. The strike was supported by workers in industries closely allied to the docks and approximately 35,000 workers were involved. A total of 11 people were arrested during meetings and marches connected with the dispute.

Details of the major demonstrations which occurred in the course of these disputes have been given in the preceding section.

Major incidents

I regret to report that during the year there were two major incidents which occurred only a week apart.

On Sunday 11th June, at about 9.35 p.m., an excursion train which had been chartered by the British Rail Staff Association, Kenilworth Town, and was returning to London from a day's outing to Margate with about 300 passengers on board left the rails on the bend outside Eltham West Hill Station. Four people were killed, 2 died in hospital later, 36 were seriously injured and 105 slightly injured.

On Sunday 18th June, at approximately 5.10 p.m., a Trident aircraft owned by B.E.A. on a flight from London (Heathrow) Airport to Brussels crashed shortly after take-off in meadow land on the south side of the A.30 Staines by-pass. All 118 occupants, comprising 6 crew members and 112 passengers, were fatally injured.

The Force major accident procedure was put into effect on both occasions and operated successfully.

Public events

There were three State Visits to this country. The first was undertaken by the Queen and Crown Prince of the Netherlands from 11th to 15th April. The second was made from 13th to 16th June by the Grand Duke and Grand Duchess of Luxembourg, whose visit commenced with a State Drive from Victoria Station. The third visit was undertaken from 24th to 27th October by the President of the German Federal Republic, Dr. Gustav Heinemann, and Frau Heinemann, who like the Queen and Crown Prince of the Netherlands drove in a State Carriage Procession from Home Park, Windsor, to Windsor Castle. During his stay the German President made a brief visit to New Scotland Yard.

On November 20th H.M. The Queen and H.R.H. The Prince Philip Duke of Edinburgh celebrated their Silver Wedding Anniversary by attending a special service at Westminster Abbey followed by a Carriage Procession to Guildhall.

Special Patrol Group

The formation of the sixth unit of the Special Patrol Group, to which I referred in Chapter 1, brought the total strength of the group to 203 officers.

The Special Patrol Group was formed in April, 1965, on the initiative of Mr. Douglas Webb, C.V.O., O.B.E., then Deputy Commissioner. It is now a well-established part of the operational organization of the Force.

Although the basic role of the group remains that of a mobile reserve to the Force, supplementing the strength of divisional police and helping to provide saturation coverage in areas with a high incidence of crime or hooliganism, the range of assignments undertaken is being steadily extended. Local police officers of both the uniform branch and the C.I.D. are showing an increasing awareness of the value of the group and in addition to basic divisional assignments assistance was given in a total of 186 individual assignments of 1 or 2 days' duration, an increase of 64 per cent compared with the previous year. These assignments included searches for missing persons, searches and house-to-house enquiries in murder cases, help for the Serious Crime Squad in arresting major criminals, and assistance in combating football hooliganism at grounds or in the vicinity of railway stations.

The employment of 2 units of the group on protection duties at London Airport during June and July has been mentioned in Chapter 1. In addition, from mid-October until the end of the year units patrolled central London in anticipation of possible terrorist activities. At various times the group also acted as a reserve at demonstrations at which militant elements were thought likely to cause disorder and in particular assisted local police in connection with the protracted industrial disputes involving the dockers and the building workers.

The officers of the group pay special attention to offences involving drugs and during the year they arrested and charged numerous persons for supplying or conspiring to supply dangerous drugs. In particular cases the group recovered heroin valued at £27,000, cannabis, cocaine, heroin and LSD valued at £2,600, and cannabis and amphetamines valued at £38,000.

In the course of the year the Special Patrol Group was responsible for 2,246 arrests for crime (an increase of 21 per cent over the 1971 figure), for 896 other arrests for a range of offences including gaming and obstruction of the footway, for 405 serious cases of process, and for 16,340 stops of persons in the street and 25,640 stops and searches of vehicles, mainly under Section 66 of the Metropolitan Police Act 1839.

Crime prevention service

By the end of 1972 the crime prevention service in the Metropolitan Police District had been in operation for a period of 5 years during which time considerable expertise has been acquired. This is now recognized by local authorities, business undertakings and national institutions, as well as by members of the general public.

During October an extensive crime prevention exercise was carried out in the Hampstead area with the intention of awakening an interest among local residents directed particularly at burglary in dwellings and motor vehicle thefts. The local press gave a great deal of assistance. Thousands of residents were given advice by the local police officers and crime prevention literature was distributed on all parked vehicles in the area. There is good reason to believe that this form of concentrated crime prevention activity in crime-prone areas will be of help in reducing crimes in these categories.

In 1973 the Force will have a crime prevention caravan as a base for operations of the kind described.

From 27th November until 24th December the Force was heavily involved in the national crime prevention campaign, the objectives being to encourage the public to co-operate with the police, to report promptly suspicious incidents during the Christmas period, to take simple security precautions in the home and not to advertise absence, and to ensure that motor vehicles left unattended were effectively locked up and valuables and gifts bought for Christmas were not on view.

Considerable time was devoted to lectures at schools pointing out to teachers, parents and children that crime invariably increases during the summer holiday period and advising them how a good deal of it can be prevented.

Mounted Branch

At the end of the year the strength of the branch was 209 officers, 1 below the establishment.

During the year 17 horses were purchased, 1 died, 19 were humanely put down and 4 were sold as temperamentally unsuitable. The strength of horses on 31st December was 197, against an establishment of 201.

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

During 1972 the branch was responsible for 85 arrests, 3,293 summonses and 2,849 verbal warnings, and for 1,056 stops under Section 66 of the Metropolitan Police Act 1839 or Section 4 of the Vagrancy Act 1824.

Thames Division

Except at container wharves in the Blackwall area, there was a further decline in commercial activity on the River Thames. On the other hand, the trend towards increased use of the river for pleasure activities has continued: there has been a marked growth in the number of private craft, marinas at the Albert Dock Basin, St. Katharine's Dock and Thames-mud are at various stages of development and there are now 4 moored vessels providing licensed restaurant facilities.

The embankment walls are being raised as a flood precaution measure and in the first stage they have been heightened by 1½ feet.

During the year patrols rescued 46 persons from drowning and 20 others were rescued by private persons. Police recovered 58 dead bodies from the river, of which 7 were not identified.

Underwater Search Unit

The services of the unit were called upon on 96 occasions, involving 242 days of searching. In addition, 59 days were spent in routine searches and 12 days in training. During its searches the unit recovered 8 bodies, 14 motor cars, 2 motor scooters, 6 bicycles, 9 firearms, a quantity of ammunition and a few other miscellaneous items.

Dogs Section

At the end of the year 248 dogs were on the operational strength, compared with 242 in 1971, and a further 9 were under training. A total of 69 dogs were disposed of due to age or illness. Of the 52 puppies reared during the year, 28 were being walked in divisions, 7 were disposed of as unsuitable and 17 were awaiting allocation.

Efforts have been made to combat hip-dysplasia in the breeding programme and only stock approved as free of the disease or animals of "breeder's letters" standard are now used. All replacement dogs for the Force can now be supplied from the section's own breeding programme.

The 7 dogs trained in the detection of dangerous drugs attended 660 calls, resulting in the arrest of 818 persons, and they were frequently required to assist officers of H.M. Customs and Excise, H.M. Prison Service, the British Airports Authority Constabulary, British Rail and a number of provincial forces. The dogs trained in the detection of explosive substances attended 107 calls and provided valuable assistance in the searching of premises.

During the year officers of the section were responsible for 6,153 arrests and 1,811 summonses; 62 missing persons were found and 260 items of property recovered. The operations unit of the section organized 32 large-scale and numerous smaller searches, in addition to providing security patrols for Heathrow Airport, embassies, prisons, courts and schools.

A total of 73 handlers attended basic training courses, of whom 2 were from provincial forces and 2 from the Royal Bahamas Police Force. In addition, 194 handlers attended refresher, instructors', advanced, multi-handlers' and suitability courses. Twelve prison officers were trained with new dogs and 26 prison officers attended refresher training courses.

During the year 2 police officers from provincial forces and 2 from overseas 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, and 8 senior officers of H.M. Prison Service Dogs Section successfully completed a specially designed instructors' course.

Helicopters

During 1972 a large number of sorties were flown by helicopters hired in accordance with Home Office authority. A 4 month period of extensive use from March to June involved approximately 400 flying hours and attendance at 432 incidents. Among the incidents in which helicopter assistance was given were serious crimes, major fires and searches for missing persons and stolen cars. On-the-spot reports on traffic flow and density confirmed the need for an aerial view of prevailing traffic conditions.

During this period police observers acquired expertise and officers on the ground became accustomed to the availability of the helicopter, with the result that action was being taken on an average of 2 calls every hour.

A total of 24 officers have been selected to act as police observers with helicopters and a number of them have attended a 5 day air observers' course held at R.A.F. Bicester.

Aliens and Commonwealth citizens

The number of registered aliens living in the Metropolitan Police District on 31st December, 1972, was 121,269, compared with 113,677 at the end of 1971, an increase of 7,592 or 6.7 per cent.

Deportation orders in respect of 108 aliens and 321 Commonwealth citizens were enforced by the Metropolitan Police during the year, compared with 95 and 261 respectively in 1971.

Arrests and summonses

The number of persons arrested in the Metropolitan Police District and dealt with by the courts in 1972 was 147,448, an increase of 2,929 compared with 1971.

Of these, 37.9 per cent were dealt with for indictable offences, 30.0 per cent for drunkenness offences and 32.1 per cent for other non-indictable offences. Further details regarding arrests are given in Appendix 7.

The total number of summonses issued at the instance of the Metropolitan Police during 1972 was 184,360, compared with 173,123 in 1971. Further details are given in Appendix 8.

Betting, gaming and lotteries

During the year 12 warrants were executed in respect of unlawful betting, as compared with 5 in 1971, and 2 further cases were dealt with by way of summons. Twelve cases, including 1 arising in 1971, were decided and the fines and costs imposed by the courts totalled £2,050.

The number of gaming warrants executed was 87, compared with 94 in 1971. Of this total, 7 related to gaming on machines or machine and other gaming together, 50 to cards, 28 to pai-kau and 2 to bingo or its variations. In addition, 17 cases of various kinds of gaming were dealt with by way of summons. During the year 101 gaming cases (some of which originated in 1971) were decided; fines and costs imposed by the courts totalled £7,676 and orders were made for the forfeiture of 5 machines.

Three warrants were executed in connection with lotteries and 2 other cases were dealt with by summons. Six cases, including 2 arising in 1971, were decided and the fines and costs imposed by the courts totalled £725.

At the end of the year 26 clubs were licensed for gaming other than bingo and 155 clubs for bingo only under the provisions of Part II of the Gaming Act 1968. A further 38 members' clubs were registered for gaming under the Act.

Clubs

At 31st December, 1972, there were 2,975 clubs operating under registration certificates and 599 operating under justices' licences. The combined total of 3,574 represented an increase of 34 on the previous year.

During the year 21 raids were made on registered clubs, 56 on licensed clubs and 16 on clubs which were neither registered nor licensed. Proceedings were completed in respect of 79 cases (of which 1 arose from a raid in 1970 and others from raids in 1971) and fines and costs totalling £9,087 were imposed.

Licensed premises

Apart from the clubs previously mentioned which operate under a justices' licence, at the end of the year there were 8,976 premises licensed for the sale of intoxicating liquor for consumption on the premises, and of these 2,517 had restaurant, residential, or combined restaurant and residential licences. The number of "off" licensed premises was 3,773.

During the year 64,295 special orders of exemption were granted to licensed premises and clubs, of which 20,119 were for the Christmas and New Year period. The comparable figures for 1971 were 61,883 and 20,722 respectively.

Drunkenness

During the year there were 44,203 arrests (40,451 men and 3,752 women) and 38,527 convictions for drunkenness and drunkenness with aggravation, or 2,105 more arrests and 1,810 more convictions than in 1971. In addition, 386 persons charged with other offences were also charged with drunkenness, resulting in 304 convictions. Further comparative figures of arrests are given in Appendix 9. 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, 2,330 were aged between 18 and 21 (2,187 males and 143 females) and 697 were under 18 years of age (543 males and 64 females).

Obscene publications

In my April statement I announced my intention of transferring responsibility for enforcing the law relating to obscene publications to the uniform branch, thus releasing detective officers for other work more demanding of their specialized training and skills. The framework of this policy was established in November when a new section of A.I. Branch was formed for the purpose of dealing in future with obscene publications, etc. Those C.I.D. officers who are still employed on the work will gradually be replaced as their uniformed colleagues gain the necessary experience.

During the year 259 cases were submitted to the Director of Public Prosecutions. Proceedings were instituted in 51 cases (some of which originated in 1971) against 132 individuals or companies, and on the advice of the Director a further 89 people were cautioned. A total of 184 search warrants issued under the Obscene Publications Act 1959 were executed.

Firearms

The number of new firearm certificates granted was 1,191 and 2,661 expired certificates were renewed. Totals of 227 new applications and 86 applications for variation of certificate were refused, compared with 210 and 115 respectively in 1971. Cancellations of certificates totalled 1,974, including 334 applications for renewal which were refused (216 in 1971) and 9 certificates which were revoked. There were 6 appeals to crown courts, of which 4 were dismissed and 2 allowed. At the end of 1972 there were 11,881 current firearm certificates, a decrease of 783 compared with 1971.

The number of dealers registered with the Force on 31st December was 289, a decrease of 23 from the previous year. A total of 41 dealers had their certificates cancelled because they ceased to trade in firearms and 5 applications for registration were refused.

The number of persons charged or dealt with by summons under the Firearms Act 1968 was 600 and 266 cautions were administered. In addition, 56 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.

During the year 2,616 firearms of all descriptions (including 1,088 pistols and revolvers and 266 shot-guns) were surrendered or confiscated, and small shells, grenades and assorted ammunition amounting to 95,388 rounds were received.

The number of shot-gun certificates granted during the year was 3,416, including 102 short-term visitors' certificates, and 3,404 expired certificates were renewed, including 7 visitors' certificates. Refused applications totalled 315 and 25 certificates were revoked. There were 9 appeals to crown courts against refusal to grant a shot-gun certificate, of which 7 were dismissed and 2 allowed.

Missing persons

During the year 3,815 persons were recorded in the central index as missing, compared with 3,626 in 1971. This total included 233 boys and 216 girls under 14 years of age and 604 boys and 1,505 girls between the ages of 14 and 17.

Details of 983 missing persons were recorded in the index at the request of provincial and overseas forces, compared with 523 in 1971.

At the end of the year 184 persons were still recorded as missing from the Metropolitan Police District, the largest category being 71 girls in the 14-17 years age-group.

During the year the property of 649 deceased persons was disposed of either to relatives who had been traced or through the Treasury Solicitor.

Lost property

The number of articles found in cabs and deposited with the police was 10,929 (88 fewer than in 1971), and of these 4,470 were restored to their owners and 2,671 returned to the cab drivers who deposited them. The remainder, unclaimed, were mainly disposed of by sale.

Articles found in the street and deposited with the police totalled 126,537 (5,006 more than in 1971) and 48,497 items were restored to the losers. The number of losses reported to police was 139,590 (8,404 more than in 1971).

Abandoned vehicles

Police made enquiries about 1,172 apparently abandoned vehicles, 219 more than in 1971. Local authorities removed a large number of vehicles they themselves had found as well as 1,003 of the abandoned vehicles reported by the police.

CHAPTER 4

Crime

Details of the numbers of indictable offences known to police, of offences cleared up, of arrests made for all indictable offences and of arrests for specified offences, by age-groups, are shown in Appendices 10, 11, 12 and 13.

During 1972 the number of indictable crimes which came to the notice of the police was 354,445, an increase of 4.1 per cent over the 1971 figure. However, if it had not been for changes in the classification of offences made following the Criminal Damage Act 1971 the increase would have been only 2.7 per cent. In itself this overall figure, covering a whole range of offences from murder to petty theft, fails to highlight the more serious nature of certain crimes which, although small in number, necessarily require the allocation of a large proportion of police resources. When the number of serious crimes is increasing rapidly, as is at present the case with crimes of violence, the resources of the Force for dealing with crime as a whole are stretched to an extent which is not apparent from the overall numerical increase.

The increasing demands on manpower made by serious crimes leave less and less time for the investigation of the remainder, and there are now on average well over 1,000 new allegations of crime in the Metropolitan on every day of the year. In this context the fact that 107,484 indictable crimes were cleared up, 7.4 per cent more than in 1971 (or 6.4 per cent more allowing for the changes in classification) and 45 per cent more than in 1968, is an indication of the dedication and sheer hard work which is being put into the fight against crime at a time when police manpower in London is at a standstill. The extent of the police effort is also evidenced by the fact that there were 88,132 instances of persons being charged, summoned or dealt with by the juvenile bureaux for indictable crime, an increase of 4.4 per cent compared with 1968.

As indicated in Chapter 1, crimes of violence and fraud are the two main areas in which rapid increases have been occurring in recent years and these are dealt with in greater detail below.

Crimes of violence

The following table shows the number of crimes known over the past 5 years in selected categories. Although they are not strictly crimes of violence "snatchings" are included in the table because there is no great distinction between these offences and those of robbery and because a similar increase is evident in this category over the last 2 years. Homicides include murder, manslaughter, infanticide and child destruction. Robberies include assault with intent to rob and conspiracy to rob.

44

23

Year	Homicide	Attempted murder	Wounding and serious assault	Robbery	Theft from the person ("snatchings")
1968	109	66	5,500	1,910	1,403
1969	86	33	6,820	2,235	1,397
1970	105	40	6,897	2,369	1,392
1971	118	101	7,349	2,727	1,645
1972	115	87	7,861	3,167	1,927

The 113 homicides may be grouped into 101 distinct cases, of which 93 (involving 97 victims) were treated initially as murder. By the end of the year all but 5 of the murder cases had been cleared up. Six cases which were classed as manslaughter involved 14 victims, including 5 in the "Big Dipper" tragedy at Battersea Funfair and 5 in the train crash outside Ritham Well Hall Station. Two cases were classed as infanticide.

Woundings and serious assaults increased by 7 per cent, following a similar increase in 1971. The proportion of these incidents which are of a domestic nature or involve associates rather than total strangers appears to have decreased from approximately a half in 1960 to about a third in 1972.

The following table shows the trends in different types of robbery over the last 5 years.

Year	Of business property		Compulsaries	Of personal property	
	On premises	In transit		Following sudden attack in the open	Otherwise
1968	525	422	31	674	236
1969	540	359	32	841	344
1970	592	384	50	979	354
1971	705	401	49	1,174	397
1972	700	373	61	1,344	489

In 1968 the number of robberies of personal property was almost the same as the number of robberies of business property, but in 1972 there were almost twice as many of the former as of the latter. Robberies of personal property following a sudden attack in the open have increased by 32 per cent over the 1971 figure and by 129 per cent compared with 1968. While the number of robberies aimed at business premises has decreased slightly by comparison with 1971, the proportion of these aimed at banks has continued to increase.

In 380 of the robberies reported (7 less than in 1971) the offenders were carrying firearms, real or imitation, or were thought by their victims to be carrying them; the majority of these were attacks on business property. The proportion of robberies of business property in which firearms were involved was 29 per cent in 1972, 31 per cent in 1971 and 23 per cent in 1968.

The following table shows the proportions of adults and juveniles arrested for robbery in those cases which were cleared up.

45

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Year	Crimes known	Crimes cleared up		No. of arrests by age-groups				
		No.	Per cent.	10-13	14-16	17-20	21 and over	Total
1968	1,010	605	31.7	57(6%)	144(15%)	289(30%)	478(49%)	966
1972	1,167	1,032	32-6	268(14%)	488(27%)	464(16%)	602(33%)	1,801

These proportions do not, of course, necessarily reflect the overall proportions of adults and juveniles involved in robbery since the figures only relate to those who are arrested. Nonetheless, it is clear that a major factor in the increase in robberies is the increased participation of juveniles in this type of crime, an aspect to which I have referred in Chapter 1.

Cases of rape and some other sexual assaults are also of a violent nature. The number of rapes has fluctuated at between 100 and 150 per year over the last 5 years and no definite trend has been apparent. However, this incidence of cases of rape is disturbing when comparison is made with the 5 year period 1958-62, when there was an average of 52 cases a year. The number of other sexual offences known to the police has declined over the past two years, and in 1972 the figure was only 12 per cent higher than in 1968 after showing a 30 per cent increase between 1968 and 1970.

Fraud

The other type of crime in which there has been a rapid increase in recent years is fraud. In 1972 the number of frauds recorded by the police was 23,352, 23 per cent more than in 1971 and 57 per cent more than in 1969. In addition, known offences of forgery, coinage and uttering increased by 37.5 per cent compared with 1971 to 6,435, the distinction between these offences and frauds, particularly with regard to cheques, often being somewhat artificial. The proportion of all these offences which involved cheques has remained almost constant since 1968 at 39 per cent. The same applies to the ratio of frauds and forgeries cleared up to the number known which has remained at between 67 per cent and 70 per cent despite the considerable growth in the number of offences.

One person may commit several acts of fraud or forgery within a relatively short space of time and in 1972 the arrest of 7,759 persons specifically for such crimes and of a number of other persons primarily for theft or other offences led to the clearing up of 22,039 crimes of fraud or forgery.

Other crime

The vast majority of other crime consists of burglaries, "auto-rim" and other thefts.

The total number of burglaries, at 76,625, was within 200 of the 1969 total. There was a marked decline in the number of "walk-in" burglaries, although forcible entries into dwellings, after remaining almost constant for two years, increased by 8 per cent compared with 1971. Forcible entries into other premises have declined by 13 per cent since 1969. The numbers (11,550 in 1972) and age-pattern of persons arrested for burglary are much the same as they were in 1969, the overall clear-up rates for burglary being 17 per cent in 1972 and 16.5 per cent in 1969.

"Auto-rim", that is theft and unauthorized taking of motor vehicles and theft from vehicles, constituted 26 per cent of all crime. The 13 per cent increase in this category in 1971 was not repeated: thefts from vehicles remained at the 1971 level while theft and unauthorized taking of vehicles increased by 5.5 per cent.

Details of the estimated values of cash and property known to have been stolen and recovered are shown in Appendix 14.

Criminal Investigation Department

I have referred in Chapter 1 to the review of the organization of the C.I.D. at Headquarters undertaken by the Assistant Commissioner (Crime) and to the resulting changes in the allocation of duties among the deputy assistant commissioners of "C" Department.

At branch level, an important change in organization has the object of reducing the excessive burden falling upon C.1 Branch, the Central Office, which was previously responsible for a large number of varied matters calling for complicated or lengthy investigations and often a high degree of specialist knowledge and experience, while at the same time fulfilling a reserve role as the Murder Squad. The branch will maintain a general reserve of experienced C.I.D. officers whose task, when not deployed to assist provincial or overseas forces, will be to contribute officers to specialized teams which may be formed or to assist divisions in combating heavy outbreaks of serious crime. Apart from this extended reserve role, the branch continues as the natural home for the Murder Squad and the Serious Crime Squad, while also absorbing the Stolen Motor Vehicle Squad. However, most of the remainder of its previous functions are being transferred to a new C.13 Branch, including responsibility for extradition and fugitive offenders, art and antiques enquiries, counterfeit currency and cheque and credit card offences, dangerous drugs and Post Office enquiries.

Although no change is being made in their organization, the Flying Squad and the No. 9 Regional Crime Squad, whose work has tended to overlap to a considerable extent, are being brought under the control of one commander, who will therefore have a complete knowledge of the operations of both squads. He will also have charge of the recently formed Bank Robbery Squad. The organization of the No. 9 Regional Crime Squad is being streamlined with the agreement of the National Co-ordinator of the Squad.

A new technical equipment unit, designated C.7 Branch, has been formed, bringing together the scenes of crime officers, the explosives officers and the police liaison staff of the Forensic Laboratory.

These and other changes in the organization of "C" Department will produce a far more efficient and flexible deployment of C.I.D. resources at Headquarters.

The gratifying increase in the number of crimes cleared up reflects much credit upon the unstinting efforts of divisional C.I.D. officers, upon whom the main burden of criminal investigation devolves.

The entry of the United Kingdom into the European Economic Community has highlighted the need to establish closer liaison between the police forces of the member countries and in this context the links that the Force has already established through Interpol are assuming even greater importance. New equipment has been installed in the Interpol Bureau of the Force to enable facsimiles of photographs and fingerprints to be transmitted internationally. At the 31st Annual General Assembly of Interpol held in Frankfurt from 19th to 26th September the Assistant Commissioner (Crime), in his capacity as the British representative, was elected to serve on the Executive Committee for 3 years. I am pleased to report that, although we have had a liaison officer at St. Cloud for some years, for the first time an officer of this Force has been appointed head of a branch (Drugs) at the Interpol Headquarters in Paris.

The number of occasions on which officers have travelled overseas, either in connection with our own enquiries or to assist foreign forces, has risen sharply and 133 detectives visited 35 countries during the year.

Although there has been a reduction in the number of requests from provincial forces for assistance in murder enquiries, this has been largely offset by an increase in requests for assistance in the investigation of murder and other crimes committed abroad and on British ships.

The National Drugs Intelligence Unit and the National Immigration Intelligence Unit were inaugurated on 1st September, 1972, with an initial skeleton staff. These units will become fully operational during 1973, employing officers from the provinces as well as members of this Force. The continuing growth in the misuse of drugs, particularly among young people, remains a cause for grave concern. The number of persons who were arrested by the Drugs Squad was 482, 99 higher than in 1971 and more than double the 1969 figure. In an effort to combat the international ramifications of drug trafficking a commander from the Central Office travelled to Hong Kong to establish an effective liaison with the local police; it is expected that the benefits of this visit will become apparent during 1973. I wish to place on record the excellent relationship that has been built up between the Drugs Squad and the Drugs Branch of H.M. Customs and Excise, which has contributed so much to the efficient working of both units.

During the year the total number of persons suspected of drug offences and stopped in the street under Section 6 of the Dangerous Drugs Act 1967 was 12,939 and there were 2,893 resultant arrests.

Appendix 15 shows the number of persons appearing before magistrates' and juvenile courts in the Metropolitan Police District for offences under the Dangerous Drugs Act 1967 and the Drugs (Prevention of Misuse) Act 1964, together with details of the action taken by the courts.

The Serious Crime Squad, which now consists of 30 officers, has continued to be successful in curtailing the activities of some of the worst criminals in London.

During the year the forgery of Bank of England notes created a particularly serious problem, and approximately 30,400 of one forgery alone were uttered

—the largest number of any single forgery ever passed in this country. A total of 77 persons were arrested for uttering or possessing these notes, but the persons responsible for their production have not yet been traced.

In regard to the increasing prevalence of all forms of fraud, it seems clear that the growth of credit facilities is encouraging criminals to venture into this lucrative field. The Involved Fraud Squad alone carried out investigations into crimes involving sums well in excess of £1 million. The Metropolitan and City Police Company Fraud Branch, already extended by a heavy case-load, came under severe pressure when it became necessary to undertake enquiries into the Poulson case; it appears likely that the branch will have to be strengthened during 1973. The duties of the Involved Fraud Squad and the Company Fraud Branch overlap in many areas and it is proposed to amalgamate them in the near future.

The No. 9 Regional Crime Squad had a particularly satisfactory year, being responsible for a total of 827 arrests, including over 25 per cent more arrests for robbery than in 1971, and for the recovery of property worth more than £1 million. It is clear that the squad has got its priorities right in concentrating on the professional violent criminal. The squad has continued to develop its liaison with other branches, notably the Criminal Intelligence Branch, and with provincial forces, and the extent of the co-operation that it has received from other regional crime squads has been noteworthy.

The Flying Squad also had a successful year, making 1,081 arrests for a wide range of serious offences and recovering large quantities of drugs as well as property to the value of £782,000. However, the dedication and determination of the members of the squad is best exemplified by the fact that during the year they received a total of 78 commendations and awards, including one British Empire Medal, in recognition of their work.

The continually changing trends in crime have to be met by the flexible utilization of police manpower and the allocation of sufficient men to meet new threats. The formation of the Bomb Squad was a prime example of this process, for the increasing use of explosives by politically motivated groups has been a feature of recent years and unfortunately there are indications that it will remain so. The successes achieved by this new section, particularly in connection with its enquiries into the Angry Brigade, are well known but in mentioning this field of crime I wish to pay tribute to the highly professional and courageous way in which the explosives officers of the Force have carried out their often hazardous duties.

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

The presence in the field of civilian scenes of crime officers has relieved hard-pressed investigating officers for other duties. Their value has been clearly shown and I propose to increase their strength during 1973.

Mention was made in last year's Report of the research being carried out in the Fingerprint Branch into the development and identification of gloves. This has now reached the stage where such impressions have been

successfully introduced in evidence. The branch is continuing with the mammoth task of computerizing its records, but this has not prevented it from increasing the number of positive identifications of suspect marks to over 6,800, compared with less than 5,000 in 1971. However, the fact that almost 150,000 new criminal records were opened in 1972 highlights the rapid growth of records which poses a constant problem for both this branch and the Criminal Record Office.

The Criminal Intelligence Branch continues to provide vital information on major criminals and crime, thus ensuring that the activities of professional criminals do not escape police notice amid the mass of reported crime.

Several of the scientists at the Metropolitan Police Forensic Laboratory are acknowledged to be the leading world authorities in their respective spheres. The research they have undertaken and the techniques they have developed have undoubtedly assisted innumerable investigating officers. During 1972 the Laboratory dealt with 36,814 cases, an increase of 19 per cent compared with 1971 when there had been a 33 per cent increase over the previous year. The time that the scientists can devote to forensic examinations is clearly governed by their case-loads, and although the acquisition of new equipment has relieved them of some of the more routine examinations a careful watch is being maintained to ensure that case-loads do not become so heavy as to impair efficiency.

CHAPTER 5

Traffic

Accidents and casualties

Accidents

Compared with the previous year, when the annual total had been the lowest for many years, injury accidents increased by 1,971 (3.6 per cent) to 56,223. This total was, however, only 1 per cent above the average annual figure for the previous 3 years. The numbers of accidents involving death, serious injury and slight injury in each of the 10 years up to and including 1972 are shown in Appendix 18. Appendix 19 shows the distribution of fatal and injury accidents in 1972 by months together with the corresponding figures for 1971.

Accidents in the area covered by the 12 inner London police divisions numbered 20,235, an increase of 689 (3.5 per cent). In outer London there was an increase of 1,282 (3.7 per cent) to 35,988.

Averaged over the whole year the number of accidents per day was 154, the average for weekdays being 160 and for Sundays 118. The worst weekday period was 5 p.m. to 6 p.m. which is also the busiest traffic period. On Sundays the worst period for accidents was 2 p.m. to 3 p.m.

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, 86 and 90 accidents respectively in the five corresponding periods between October, 1967, and September, 1972. Plainly, the upward trend gives cause for concern; if it continues all the initial road safety benefits will have been lost within the next 2 or 3 years.

Nearly 76 out of every 100 breath tests required to be taken as a direct consequence of an accident were positive. The table below shows for the critical period 10 p.m. to 2 a.m. how the accident index varied throughout the week and how police effort, as represented by the index of breath tests required to be taken, has been on a scale commensurate with the accident situation each night.

Night of	Injury accident index*	Requirement index†
Monday/Tuesday	73	74
Tuesday/Wednesday	69	75
Wednesday/Thursday	65	87
Thursday/Friday	94	108
Friday/Saturday	151	157
Saturday/Sunday	159	137
Sunday/Monday	89	64

* 100 = Average daily figure (21)

† 100 = Average daily figure (45)

Compared with the previous year, fatal and injury accidents during the Late Summer Bank Holiday period decreased by 39 (8.3 per cent). During the Easter, Spring and Christmas Bank Holiday periods, however, there were increases of 32 (16.8 per cent), 47 (8.7 per cent) and 4 (0.7 per cent) respectively.

On the 11 mile length of the M.4 motorway within the Metropolitan Police District there were 145 injury accidents (1 fatal, 11 serious and 133 slight), 15 more than in the previous year. Of the total, 27 accidents (18.6 per cent) occurred on the elevated section of the motorway, compared with 52 in 1971. Damage only accidents on the M.4 numbered 210; this was 47 more than in 1971. On the 8½ mile length of the M.1 motorway patrolled by this Force there were 79 injury accidents (4 fatal, 11 serious and 64 slight), 13 more than in 1971. Damage only accidents numbered 65.

More than a half of the accidents on the M.4 motorway involved a rear end collision, which reflects not only the increasing density of traffic along this route but drivers' apparent disregard of safety principles. On the M.1 motorway the proportion of rear end collisions within the accident total was 1 in 5. Only 8 of the 499 accidents on the two motorways occurred in conditions of mist or fog.

Accident characteristics

Appendix 20 shows where the injury accidents occurred and how many vehicles were involved. Almost 69 per cent of such accidents occurred at or near a junction of some kind, and about 30 per cent of the accidents at junctions involved a pedestrian and a single vehicle. Some 7 per cent of all injury accidents involved pedestrians on or within 50 yards of a crossing. 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 Appendix 21. Of all the vehicles involved during 1972, 66 per cent were cars and cabs.

Casualties

Casualties by class of road user and degree of injury are given in Appendix 22.

The number of deaths in road accidents was 787 and there were 9,698 serious injuries and 61,555 slight injuries; the total of 72,240 deaths and injuries was 2,157 (3.1 per cent) more than in the previous year but, as with accidents, only about 1 per cent above the average for the 3 preceding years. Fatalities went up by 12 (1.5 per cent), but there was a further reduction of 172 (1.7 per cent) in the number of road users seriously injured. Thus the percentage of all casualties that were fatal or serious decreased for the third successive year, as indicated below.

1969	=	16.8
1970	=	15.9
1971	=	15.5
1972	=	14.8

52

The following table gives indices of the number of casualties there were among different classes of road user in 1972 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	102
Pedal cyclists	57
Motor cyclists	45
Drivers and passengers	105
All road users	88

Child casualties

Road casualties among children amounted to 12,046, an increase of 324 (2.8 per cent) compared with 1971, and deaths rose from 86 to 88. Full details are shown in Appendix 23.

Casualties among child pedestrians accounted for 62 per cent of the total and increased by 210 (2.9 per cent). Child pedal cyclist casualties fell by 46 (2.7 per cent), but other child casualties rose by 160 (5.8 per cent). The latter were mostly passengers in motor cars but included 11 children under the age of 15 who were illegally riding two-wheeled motor vehicles.

Of the child casualties, 17.2 per cent were under school age, 42.6 per cent between 5 and 9 years old and 40.2 per cent in the 10 to 14 age-group.

Accident prevention

Application of accident intelligence

The Accident Prevention Unit has continued to give special attention to sites of high accident risk. It has been found by experiment that 2 weeks of concentrated supervision at each location is the optimum period for stabilizing road user behaviour. "Before" and "after" studies at locations which had been identified by the accident intelligence system outlined in last year's Report and had received attention in this way showed an overall reduction in accidents of 20.4 per cent.

In the course of the year officers of the unit dealt with nearly 177,000 offences by, or instances of bad traffic discipline among, drivers and pedestrians; a verbal warning or advice was given in nearly 96 per cent of these cases.

Traffic management

Automatic traffic signals

Traffic signals were installed at 50 new sites and 10 existing sets of signals were removed. The net increase of 40 sets brought the total number in operation in the Metropolitan Police District at the end of the year to 1,567.

53

The work on central integrated traffic control (CITRAC) referred to in the last 3 Annual Reports continued in 1972. By the end of the year 300 sets of signals were under computer control, including some 200 in central London taken over during the year. As a temporary expedient 2 control positions with visual display units relaying computer information were established in the existing west London control centre at New Scotland Yard. Officers of the City of London Police staff one of the positions, working side by side with their Metropolitan Police colleagues.

In addition, work commenced on the new control centre at New Scotland Yard which will accommodate an enlarged control room and the associated computer equipment. The new centre is due to become operational early in 1974, and unless unforeseen difficulties arise the complete programme to bring a total of 1000 sets of signals under computer control will be completed on schedule by 1976.

Speed limits

During the year officers of the Traffic Department in conjunction with officials of the Department of the Environment and the Greater London Council undertook a review of speed limits on major roads to ascertain whether they were realistic and, if not, whether they could be altered without detriment to road safety. The review will not be completed for some time but by the end of the year the speed limits of 12.2 miles of road had been varied in accordance with the policy of the Department of the Environment and agreement had been reached on draft orders for variations on a further 65 miles of road.

Bus lanes

During the year 11 bus lanes were introduced by the Greater London Council and consultation about the introduction of some 40 more is well advanced.

The bus lanes at present in use have not appreciably affected the capacity of the road network to handle other traffic. Congestion could be caused, however, should bus lanes be introduced solely to facilitate the movement of buses without regard to the effect on other traffic, and this would aggravate the difficulties police already experience in keeping traffic flowing freely at peak periods.

So far the majority of drivers of excluded vehicles have voluntarily complied with the new arrangements and the need for enforcement has been minimal. However, the level of voluntary compliance may well fall when more bus lanes are introduced. As manpower difficulties preclude the use of police officers for enforcement there would be a need for enforcement action to be undertaken by traffic wardens.

Controlled parking

No additional controlled parking zone was introduced but at the end of the year London Borough Councils had several under consideration.

Cab ranks

Twenty new cab ranks were appointed, 31 existing ranks were altered and 5 were cancelled with the prior agreement of the cab trade. At the end of the year the total number of ranks was 478 and these provided 2,571 cab spaces, 1 less than at the end of the previous year.

Bus and coach operations

The normal consultation between police and the London Transport Executive continued during the year on a wide variety of matters including new or altered routes, bus stop clearways and the conversion of further services to one-man operated buses. The programme for conversion to one-man operated vehicles has so far concentrated mainly on services in the suburbs but, as mentioned in previous Reports, the use of these vehicles has created difficulties by reason of their size and the length of time they stand at stops. These difficulties would be aggravated, of course, if the programme were extended to routes in the central area and it is understood that for this reason and also because of the frequency of buses and the large number of passengers the Executive has decided that two-man buses must for the time being continue to operate on the busiest routes working through inner London. I welcome this change of policy.

During the year the Executive introduced or notified the intended introduction of 3 new types of experimental services: mini-bus services using 16 seat vehicles on four routes in outer areas; the "Skypoint Special" service, a door-to-door service carrying airport staff between their homes and London (Heathrow) Airport; and the "Dial-a-Bus" service, which it is planned to operate with 16 seat vehicles in Hampstead Garden Suburb. While the desire to experiment in order to find ways of improving the efficiency of public transport is appreciated, the introduction of these services raised a matter of principle in that some of the routes are not fixed and it is left to the discretion of drivers to decide where to stop for the purpose of picking up or setting down passengers.

In the absence of predetermined routes and stopping places no prior consultation is possible under Section 23(3) of the Transport (London) Act 1969 and Section 135(8) of the Road Traffic Act 1960. As a result there is no real opportunity for police to comment on matters which could be relevant to the safety and convenience of the public and to traffic conditions generally.

The number of coaches carrying parties of tourists and other visitors in central London is increasing. As stated in last year's Report, there is consequently a growing need for one or more strategically placed coach parks with adequate refreshment and toilet facilities. Until this is achieved there will be a steady increase in the obstruction to free traffic movement caused by coaches stopping to set down and pick up passengers and by their being parked in unsuitable places or circulating slowly while waiting for parties to return to the pick-up point.

Liaison with overseas forces

The Traffic Department continued to foster and benefit from its contacts with overseas forces. In November the Assistant Commissioner went to Paris to attend an international symposium on road traffic problems organized by Interpol and during the year 2 senior officers visited the United States of America. One went to examine methods of pedestrian control and the other to examine problems associated with the introduction of pedestrian precincts in cities. The latter visit was made in company with a party from the Greater London Council, which had organized the visit.

Traffic offences

General

Statistics relating to traffic offences which were reported in 1972 or in respect of which proceedings were concluded during the year, and comparisons with 1971, are set out in Appendices as indicated below.

Appendix 24—Numbers of offences dealt with by arrest, summons, written caution and verbal warning, and suspected vehicle excise offences reported to the Greater London Council.

Appendix 25—Numbers of offences, by classes, dealt with by summons or written caution.

Appendix 26—Proceedings for drink and driving offences.

Appendix 27—Quarterly statistics of breath tests, analyses of specimens, etc.

Proceedings for causing death by dangerous driving

Prosecutions for causing death by dangerous driving initiated during 1972 numbered 88, compared with 130 in 1971, and all cases were sent for trial. Statistics relating to the results of cases dealt with during the year were not available when the Report went to press.

Disqualifications

For all traffic offences in respect of which disqualification could have been ordered disqualification was imposed in 20,028 cases, compared with 17,931 in 1971, 14,561 in 1970 and 16,196 in 1969.

Fixed penalty and excess charge tickets

The number of traffic tickets issued during the year was 1,678,920. Of this total, 1,261,116 were fixed penalty notices, an increase of 242,699 (23.8 per cent) on the 1971 figure, and 417,804 were excess charge notices issued at the parking meters which are supervised by traffic wardens on behalf of the local authority. The latter figure was 12,599 (2.9 per cent) lower than in 1971. The numbers of fixed penalty notices that were issued by police officers and traffic wardens are shown by offences in Appendix 28.

By 31st December action had been completed in respect of 80.2 per cent of the fixed penalty notices issued during the year, compared with 76.0 per cent in 1971. The results of completed fixed penalty notice cases are shown below in percentage terms with the 1971 figures for comparison.

	1972	1971
Paid	56.4	60.2
Payment unenforceable* or uncollected or offender not identified, etc., within time limit for proceedings	41.9	38.2
Proceedings instituted	1.7	1.6
	100.0	100.0

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

Traffic Division

On 31st December the police strength of the division was 1,118 against an establishment of 1,329. This total included the staff of the cab 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, including staff employed at traffic warden centres, consisted of 114 members of the administrative and typing grades, 57 vehicle removal officers, 17 telephonists and 2 telephone switchboard operators.

Traffic patrols reported 68,941 offences during the year, an increase of 3,121 on the previous year's figure. Of these offences, 63,896 were dealt with by summonses and 5,045 by written cautions, compared with 60,501 and 5,319 respectively in 1971. (Totals of traffic offences dealt with by summonses and written cautions are shown in Appendix 25.) Verbal warnings given by traffic patrols numbered 211,713, compared with 144,672 in the previous year. Arrests numbered 2,080, of which 1,329 were in connection with crimes.

Escorting abnormal loads, convoys, special vehicles, etc., occupied 12,570 man-hours, or 71 fewer than in 1971. The number of abnormal load movements notified to the police fell from 17,488 to 16,564 and the number of such loads escorted fell from 1,141 in 1971 to 1,092 in 1972.

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 83,866 vehicles which had been left in a dangerous or obstructive position or in contravention of a statutory prohibition or restriction. This was 18,414 more than in 1971. Most of the removals were effected by Traffic Division personnel.

Removal methods

The removal from the streets of obstructive and otherwise offending vehicles has been made even more difficult by the use of steering locks. Vehicles with steering locks can be removed by front lift and tow equipment already in use and a new removal vehicle known as the "Z Wagon", which

was designed by one of the senior staff of the Chief Engineer's Department, will be taken into experimental use early in 1973. The latter uses the lifeboat davit technique to slide hoist vehicles on to a carrying platform. However, since removals by means of such equipment take longer than entering and driving away the Traffic Department is reviewing its removal objectives and reassessing priorities with a view to ensuring that available resources in manpower and equipment are utilized to the best possible advantage.

Public Carriage Office

Cabs

Cabs licensed during the year numbered 10,589, or 551 more than in the previous year. New cabs licensed for the first time totalled 1,876 and although that figure is 94 less than the 1971 total the overall average age of cabs was further reduced, 61·8 per cent being not more than 4 years old. The number of cabs equipped to run on liquefied petroleum gas increased from 146 to 238 but it seems unlikely that many further conversions will be made following the imposition of a tax on this fuel. Diesel-powered cabs still account for 91 per cent of the total licensed.

The number of cabs in service on 31st December was 10,145, or 559 more than a year earlier. These cabs were operated by 3,610 different owners, 5,068 of whom each had only one cab and 7 of whom had fleets of 100 or more. Cabs fitted with two-way radio increased from 1,048 to 1,085, of which 986 operated in central London on two separate circuits.

There was again a slight decrease in the number of cabs found unfit in service, the total being 3,498 compared with 3,667 in 1971. The proportion of these cabs allowed to remain in service provided that minor defects were remedied within 48 hours remained almost constant at 27·6 per cent.

Taximeter tests carried out during the year totalled 15,744. Rejections numbered 201, compared with 151 in the previous year, but the rejection rate was nevertheless only 1·3 per cent.

Cab drivers

During the year 5,145 cab drivers' licences were issued, compared with 4,977 (not 4,542 as erroneously shown last year) in 1971 and 4,878 in 1970, and 185 applications for licences were refused. Revocations and suspensions of existing licences numbered 24 and 35 respectively. On 31st December there were 14,535 licensed cab drivers, compared with 13,819 twelve months before. Because the number of cabs in service increased at an even higher rate, the ratio of drivers per 100 cabs showed a further fall to 143 compared with 144 a year earlier.

Cab driving tests totalled 1,441, or 211 more than in 1971. There were 324 failures, representing a failure rate of 22·5 per cent. The number of persons applying for the first time to take the knowledge of London examination was 2,605 compared with 2,822 in 1971. Despite this slight drop, attendances for oral examination increased from 25,470 in 1971 to 27,202, reflecting the high number of new applicants in the previous year. There were 1,159 successful candidates, including 166 who were granted suburban licences and 47 suburban drivers who qualified for full London licences.

Offences by cab drivers

Persons reported under the special laws relating to London cab drivers numbered 308. The totals for the more serious offences involved are shown in the table below.

Offence	1972		1971	
	No. of summonses	No. of convictions	No. of summonses	No. of convictions
Taximeter offences	26	25	63	41
Disregarding cab rank regulations	39	36	49	45
Refusing to be hired	15	10	23	19
Failing to wear badge	12	10	17	17
Plying elsewhere than at rank	18	17	50	49
Demanding or taking more than legal fare	6	4	5	5
Using insulting language	22	13	7	7
Carrying excess passengers	1	1	3	3

Cab arrangements at London (Heathrow) Airport

The London Cab Order 1972, which came into operation on 7th August, increased from 6 to 20 miles the length of the journey which the driver of a cab who piles for hire at London (Heathrow) Airport is obliged by law, unless he has a reasonable excuse, to undertake within the Metropolitan Police District and the City of London if so required by the hirer. Soon afterwards the British Airports Authority introduced new ranking arrangements whereby cabs may only take up position on the ranks at the terminals via a feeder cab park. These two measures together have done much to protect hirers and law-abiding drivers by curbing the activities of the few unscrupulous drivers who used every device to obtain more than their proper share of the most profitable fares.

Drivers and conductors of public service vehicles

During the year 9,975 drivers' licences were issued, compared with 10,673 in 1971 and 11,599 in 1970, and 28 applications for licences were refused. Revocations and suspensions of existing licences numbered 40 and 75 respectively. Examiners of the Public Carriage Office conducted 571 driving tests, or 237 more than in 1971. There were 217 failures, representing a failure rate of 38 per cent compared with 33·2 per cent in 1971.

The number of licences issued to conductors was 5,160, compared with 5,389 in 1971 and 7,485 in 1970, and 8 applications for licences were refused. Revocations and suspensions numbered 7 and 1 respectively.

Police transport

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

Police section	
Cars, vans, etc.	1,966
Motor cycles	449
<hr/>	
Support services	
Cars, coaches, vans, etc., including spare vehicles	871
<hr/>	
	3,286

At the end of the year 2,707 police officers were authorized to use their private cars on duty, an increase of 217 over the previous year's figure. In addition, during the year 303 officers were temporarily authorized to use their private cars for special enquiries.

Accidents

Police operational vehicles were involved in 2,432 accidents of all kinds on the highway. The mileage per accident was 22,253 for cars, 24,346 for motor cycles and 22,377 for the whole of this part of the fleet. After detailed examination police drivers were held to be entirely or partly to blame for 1,226 accidents, giving a mileage per blame-worthy accident of 41,549 for cars, 44,069 for motor cycles and 41,701 for all operational vehicles.

Two police officers received fatal injuries in accidents involving a police vehicle.

CHAPTER 6

Specialist and Support Functions

Solicitor's Department

During the year 10 new courts were opened at the Central Criminal Court and further new courts for hearing cases tried on indictment will be opened in various parts of London during 1973. Efforts are being made to recruit more staff in order to deal both with the additional work-load arising from the growth in the number of courts and the large increase in the volume of cases handled by the department.

The number of cases dealt with, details of which are given in the table below, continues to rise each year and the increase of 1,868 compared with the figure for 1971 meant that for the first time the total exceeded 30,000.

	1972	1971	Comparison
Total number of cases	30,640	28,781	+ 1,858
Traffic cases (including drink and driving offences)	12,967	12,445	+ 522
Committals to crown courts	11,962	10,663	+ 1,299
Appeals to crown courts	2,972	1,846	+ 1,126
Appeals to Court of Appeal (Criminal Division) and House of Lords	90	79	+ 11
Attendances at courts of summary jurisdiction	21,634	19,703	+ 1,931
High Court (writs)	15	15	
County court sessions	7	6	
Divisional Court cases:			
Continued	40	33	
Discontinued	9	14	
Concluded	16	15	

Management Services Department

The implementation of the vehicle fleet management scheme suffered considerable delay largely because of problems that arose with computer equipment. However, these were almost all resolved and by the end of the year implementation was proceeding well.

The study of the requirements of the Force for statistical information is referred to in Chapter 1. The first set of statistics for use primarily by the Inspectorate was produced at the end of the year and the requirements of divisional commanders are being examined.

A major study of work-loads of constables, aimed ultimately at providing a new basis for deploying manpower, reached the stage where a Force-wide exercise could be put in hand. This will last for 2 years, during which time a large store of information on the tasks carried out by uniformed officers and the times taken to complete those tasks will be accumulated. A similar but smaller study of the duties of C.I.D. officers was begun with the object of determining the most effective operational organization within divisions.

Examination of Criminal Record Office procedures was continued with a view particularly to meeting the requirements of the police national records computer.

Changes in the demand for married quarters and section houses led to the department being asked to consider ways of estimating future needs. Proposals were put forward for the setting up of an information system which should enable changes in demand to be detected and acted upon more quickly than in the past.

The trial of a new method of dealing with reports of property lost and property found and handed to the police was successfully completed during the year. All the anticipated benefits were realized and the new method is being introduced throughout the Force in 1973.

O. & M. work carried out during the year included reviews of the basis of distribution of projectors and films; the arrangements for collecting and disposing of confidential waste paper; the need for a facsimile data transmission link between two buildings; administrative procedures at certain central police stations; and the arrangements for storing, indexing and destroying police station records.

The development of police initial recruitment tests continued during the year and a follow-up study of officers who took the original tests when they were selected for the Force was put in hand. A test was also carried out of the general intelligence of applicants to join the Force. The statistics and other information that is being assembled is proving invaluable in developing new selection techniques.

Assistance was given to other departments in drawing up questionnaires and report forms for the purpose of carrying out various research projects.

The Force suggestion scheme yielded 296 suggestions (an increase of 103 compared with 1971), of which 14 were adopted in full or in part, 110 were rejected and 172 were still under consideration at the end of the year. Awards totalling £100 were made to the originators of the best suggestions.

Public Relations Department

News and Information

I have referred in Chapter 1 to the increased coverage of Metropolitan Police matters arising from the extension of News Branch activities during the year. Another contributory factor in this increase was that more press conferences with senior police officers were arranged, dealing with organizational aspects as well as such matters as the letter-bomb incidents and the Angry Brigade trials.

During the year the Press Bureau dealt with over 10,000 detailed requests for information from the news media. In respect of C.I.D. work the subjects which engaged most interest were cases of murder and other serious crime, the activities of the Flying Squad, and cases and police action involving drugs, riot and antiquities and stolen vehicles. As regards the uniform branch generally, interest centred on public order, the complaints procedure, obscene publications, community relations, and police manpower, recruitment and training; in respect of the Traffic Department particular attention was paid to traffic management and planning.

Television and radio

The News Branch now has available 3 television programmes, all transmitted by London Weekend Television, by means of which appeals may be made for the assistance of the public; "Police 5" and "Junior Police 5" are weekly features whereas "Special Police 5" appears less frequently.

During the year 323 separate appeals were made to the public through the "Police 5" programme, of which 145 produced information of immediate use, leading directly to 137 arrests. A total of 28 appeals concerning thefts of clothing led to 26 arrests, 49 appeals about thefts of food resulted in 41 arrests, and 17 descriptions of stolen paintings and antiques brought about 6 arrests and the recovery of a considerable quantity of valuables. The response to 5 appeals for information about lorry thefts and hijackings was particularly good, contributing directly to 40 arrests.

"Special Police 5" programmes of up to 15 minutes in length have made it possible to deal with serious crimes in greater detail. Two appeals in connection with murders generated a useful response from 200 persons and 60 persons respectively and an appeal about an armed robbery at Wembley produced 150 calls from the public.

Further details of the results of the appeals made on "Police 5" are shown in Appendix 29.

The success of "Police 5" has aroused considerable interest abroad and visitors from a number of countries came to Scotland Yard to discuss the programme's purpose and techniques.

In August the News Branch resumed broadcasting of the daily B.B.C. Radio programme "Scotland Yard Calling". A total of 283 appeals were made, mainly in connection with criminal cases, and the public response was good. An appeal about the theft of a car of which there were only 2 similar models in Britain brought a single response resulting in two arrests while the description of a hijacked whisky consignment produced a response from 12 persons and led to 10 arrests.

A direct radio link has been established whereby the Information Room can send messages about thefts of heavy vehicles for immediate broadcast by B.B.C. Radio London.

Another development has been the introduction of a localized piped television service in the Greenwich area by means of which a police constable whose home base coincides closely with the catchment area of the local audience of 2,000 can talk directly to them on local police matters.

Young People's "Help the Police" Competition

In view of the very great interest aroused by the first "Help the Police" Competition held in 1969 a second competition was organized in conjunction with the Royal Canadian Mounted Police and B.O.A.C. The intention was again to create a more confident and trusting relationship between the police and young people of school age and the competition generated even greater publicity and public support than its predecessor.

The competition was held during the Easter school holiday period and was open to all young people between the ages of 8 and 15 years living in the Metropolitan Police District. The Inner London Education Authority, education officers of the London Boroughs and head-teachers all supported the competition. It was largely as a result of the enthusiasm and initiative of police volunteers, who visited some 2,500 schools throughout London in the early stages, that the scheme proved such a conspicuous success. A total of 150,000 competition folders were distributed to children through their local police stations and over 21,000 completed entries were returned, more than twice the number received in the earlier competition.

The main prize was a 14 day stay with the Royal Canadian Mounted Police for the 4 winners, a boy and a girl from each of two age-groups. Runners-up received shields and certificates of merit and hundreds of other prizes were donated by private persons who wished to demonstrate their enthusiasm for the aims of the competition.

H.R.H. Princess Alexandra, accompanied by her husband, the Hon. Angus Ogilvy, kindly consented to present the main awards at the Queen Elizabeth Hall on 19th July, when over 1,000 competitors and organizers attended to watch the prize-giving and supporting entertainment.

I am most grateful to all the celebrities of stage, television, screen and sport and the local dignitaries who by willingly assisting on judging panels and at local prize-givings helped to stimulate wide public interest in the competition. The attention of millions of people was directed to the competition on the television programme "Opportunity Knocks" and by the disc jockeys on the radio programme "Top of the Pops", who mentioned it regularly during March and April in a manner which encouraged young people to visit their local police station to meet their local policemen.

It is estimated that in the course of the competition some 200,000 children visited Metropolitan Police stations, either individually or in organized school parties. Many hundreds of letters praising the aims of the project were received and requests for information and advice about the organization and administration of this type of competition have been made by police forces throughout the world.

Film and television production

A preview of the new colour film "Police Cadet", designed to encourage cadet recruitment, was arranged early in the year for careers editors of the national London evening and educational press.

Production started on a new film which is intended to promote greater public understanding and support of general police work by focusing on police problems and illustrating the wide variety of tasks undertaken and skills employed by the Force. The film was due to be released early in 1973.

The film "Policeman", produced in 1970, has remained in great demand for showing both in this country and abroad. "Never Go With Strangers", a film concerned with child molestation, gained increasing audiences in schools and from parents' organizations. The film "A Ten Letter Word", produced in 1971, continued to impress its audiences, conveying a dramatic warning about security: 25 copies were purchased by other forces.

The Publicity Branch has been increasingly engaged in assisting with script treatments and filming facilities for a wide range of television films; with radio programmes relating to police matters, particularly those of educational interest; with children's feature programmes; and with documentaries on specialist branches of the service.

Exhibitions and displays

In April the Force, in association with the Department of the Environment, sponsored a 3 day "Signing for Safety at Roadworks" exhibition at the Crystal Palace road racing circuit. The exhibition was aimed at those responsible for ensuring that all works on or adjacent to the highway are planned and signed to interfere as little as possible with normal traffic flow and to ensure the safety of workmen and road users. It included a comprehensive trade section presented by Brintex Exhibitions Ltd., and the racing circuit was used to stage practical demonstrations devised by the Traffic Management Branch and the Department of the Environment to illustrate the appropriate layout and correct signing for a wide variety of simulated roadworks situations.

This was the first major trade event of its kind to be held in this country and it captured nationwide attention, attracting much press comment and television and radio coverage. As a result of the publicity arranged by the organizers and the trade journal "Municipal Engineering" over 20,000 applications for tickets were received, visitors came from far afield and some enquiries were received from overseas. Of the overall audience, representatives of local government formed 45 per cent, of contractors 21 per cent, of public utility companies 20 per cent and of road safety interests 14 per cent. It is pleasing to record that there has subsequently been an appreciable improvement in the standard of signing.

The Metropolitan Police stand at the Motor Show at Earls Court in October was the largest and most ambitious yet designed. A feature of the stand were 2 new multi-screen module units developed and programmed by the Publicity Branch in order to illustrate the work of the Accident Prevention Unit and explain current traffic legislation. The exhibition stand was manned by officers of the Traffic Division and for the first time traffic wardens assisted them in discussing motoring problems with the public. The stand attracted a great deal of attention from the half a million people who attended the show and also from the press, who devoted a lot of editorial comment to it.

During the year the Publicity Branch assisted with the presentation of 37 police exhibitions, organized a special stand for the Dogs Section at the East of England Agricultural Show and arranged general publicity for 53 "open days" at police stations and for the "Bramhill Cavalcade" at the Police College. Publicity was arranged for the traffic warden service at 34 local displays and "open days".

Crime prevention publicity

The production of printed literature for the crime prevention service continued throughout the year. A wide distribution was given to two new leaflets about cheque frauds and caravan security, in the latter case with the help of the organizers of the International Caravan Show at Earls Court.

In support of the national crime prevention campaign, to which I have referred in Chapter 3, the Force mounted a publicity scheme prior to Christmas, using press advertisements and promoting editorial features in the suburban papers, in order to warn Londoners about the particular importance of home and vehicle security at that time of the year.

Seven crime prevention exhibitions were organized in London during the year.

Recruitment publicity

During the year expenditure on recruitment publicity was increased and in September the Force started its biggest advertising campaign under the slogan "Dull it isn't", using television, posters, the local press and cinemas. In addition, special recruitment appeals were made to the immigrant communities by means of press advertisements in the ethnic press.

The Publicity Branch co-operated with the Careers Section in the design and presentation of displays at 11 careers exhibitions.

General publicity

Apart from regular publicity of a general nature produced during the year, press arrangements were made and literature provided in connection with the presentation of the Binney Awards for bravery at the Goldsmiths' Hall and the participation of a team from the Metropolitan Police Motor Club in the R.A.C. International Rally of Great Britain. The Publicity Branch assisted the Traffic Department with the vehicle lighting campaign in October by producing information and leaflets containing advice to motorists. Numerous authors were given assistance in the preparation and publication of books.

A centralized press library was established at New Scotland Yard to cater for the rapid growth in the number of requests made to the department by all sections of the press, by television and radio and by publishing firms for information, pictures and films about the Metropolitan Police.

Visitors

Excluding those on official business, the number of visitors with a professional interest in police work who visited New Scotland Yard during 1972 was 6,895. The reduction of more than a thousand compared with the previous year reflected the additional steps taken to restrict access to those with a genuine need to visit the Force Headquarters rather than any diminution of interest.

Catering

Following a decision mentioned in last year's Report, a firm of specialist consultants, Messrs. Cornwell, Greene, Bertram, Smith and Co., was commissioned to carry out a survey of the organization and methods of catering in the Force from March to July, 1972. Their comprehensive report is now being studied and work to implement many of their recommendations is in hand. Their principal recommendations relate to an experiment in the supply to representative canteens and restaurants from a central production unit of prepared materials and complete quick-frozen meals. It is hoped to learn much from the experiment about the value of this mode of operation in

terms of economics, application in varying situations and acceptability to the customer. In addition, the consultants have made valuable suggestions covering many catering activities, both practical and managerial.

Catering facilities were provided in 180 buildings, including police stations, section houses, recruit and cadet training centres and premises housing Headquarters branches of the Metropolitan Police Office. A canteen-restaurant was opened in the new phase 1 building of the Police National Computer Unit at Hendon and snack services were provided at detached Headquarters offices at Metropolis House, Tottenham Court Road, and Rothschild House, Croydon. In addition, special catering arrangements were made for police officers on duty to preserve public order at State occasions, demonstrations and sporting and other events.

The new concept in catering at detached section houses referred to in the last two Annual Reports has been extended to 2 more buildings, bringing the number operating this system to 3. The proposal to set up a pilot scheme using vending machines and microwave ovens to provide a partly mechanized catering service at 5 units was overtaken by the recommendations of the catering consultants. Improved cooking equipment for individual use has been installed as planned in mess rooms at 4 stations where there are no organized catering facilities. The first report of these trials has revealed that the installations may need to be modified before they can be considered fully acceptable.

During the year an intensive recruitment drive has been maintained with the aim of bringing the catering staff up to establishment and a new system of recruiting staff on a regional basis has been introduced in order to reduce the need for travelling. Nevertheless, owing to the very heavy demand for catering staff in industry recruitment has not come up to expectations, particularly in respect of managers and chefs. In view of the dearth of chefs and cooks, additional courses are being run at the Catering School to provide cookery instruction for more of the present untrained staff in junior grades.

Police buildings and residential accommodation

A sub-divisional station at Chiswick and sectional stations at Acton and West Hampstead were completed and taken into use during the year. An extension to the divisional station at Romford and a police office with 2 married quarters on The Limes Farm Estate, Chigwell, were also completed.

At the end of the year work was in progress on a boat-yard at Wapping, a sub-divisional station at Barnet, a sub-divisional station and a section house for 100 men at Marylebone, and a sectional station at Feltham. The residential blocks of the new Training School at Hendon were nearing completion and had been partly occupied. Work on the medical centre was due to be finished early in 1973, with completion of the class-room and administration block following towards the end of the year. A building on the Hendon Estate acquired from Franco Signs Ltd. was being adapted for the Driving School and was expected to be ready for use by mid-1973. Work on the construction of a swimming pool, a gymnasium and multi-storey car parks is due to start towards the end of 1973. Proposals for an industrial building and for an area of training roads are being considered.

Work on the new Support Headquarters at Lambeth proceeded satisfactorily during the year and, as was forecast in last year's Report, completion is expected in 1973.

Major alterations were completed at West End Central divisional station; at the sectional station at Arbour Square; at detached Headquarters offices at Portman Square; at the Dog Training Establishment's isolation block at Keston; and at the traffic warden centre and offices at Horns Road, Ilford. The conversion of the old section house at Beak Street into offices was also completed during the year. Alteration work was nearing completion at Fulham sub-divisional station and Hyde Park sectional station; on the amelioration of the club-house at Ember Court sports ground; and on the construction of a changing-room block for the No. 3 Area Sports Club at Chigwell. Arrangements were in hand for the modernization of the sub-divisional stations at Tottenham, Harrow Road and Golders Green; for alteration works at Streatham and Edmonton sub-divisional stations; and for the creation of a Mounted Branch establishment in the grounds of the No. 4 Area Sports Club at Hayes.

During the year generators were installed in operational buildings and fuel storage increased.

Progress continued to be made on acquiring sites and extending existing sites, but no notable site acquisitions were made during the year.

At the end of the year section houses, women police hostels and residential training centres provided accommodation for 3,571 officers. This scale of provision appeared to be in excess of future requirements in some areas and a review was undertaken by Management Services Department. As a result the section house modernization programme has been revised and combined with a programme of closures. Both Elizabeth House and Ede House have been re-opened after amelioration and are now providing an excellent standard of accommodation. Harold Scott Section House was closed in July and taken into use as office accommodation, Norman Kendal Section House was closed in November, and the lease on Pembroke Hall was terminated. A further 4 section houses are to be closed in 1973.

At the end of 1972 the number of married quarters was 4,746, a decrease of 95 compared with the previous year. Two sets of quarters were acquired and 97 quarters were disposed of or taken over as office accommodation. During the year 549 officers vacated quarters to rent accommodation or to purchase their own homes, compared with 890 in 1971. In view of the large number of officers who vacated official quarters in 1971 and the resulting rise in the number of quarters vacant, a comprehensive review of married quarters was undertaken. This indicated that the stock of married quarters was in excess of demand and measures are being taken to dispose of the surplus. Future requirements for quarters are the subject of a special study being undertaken by Management Services Department, who will report their findings in 1973, and further quarters will be disposed of if necessary. Feasibility studies were in hand in connection with the possible replacement of outdated married quarters at Crawford Street and Huntley Street.

Supplies

The clothing exchange van service, which continues to operate smoothly, was extended to cater for traffic wardens in the latter part of 1972.

I have decided that diced cap-bands will be introduced progressively on a divisional basis during the early part of 1973, that women police will wear the new style of uniform recommended by a Home Office working party, and that ceremonial uniforms will be withdrawn.

As was envisaged in last year's Report, nylon suits for dog handlers and special suits for officers serving on Thames Division are being taken into general use. Further changes in police uniform are under consideration.

Police publications

I am pleased to say that the problem of keeping General Orders and other Force manuals of instruction up-to-date appears to have been solved. Because of constant changes in the law and in police administrative procedures and practice amendments to such manuals had often lagged seriously behind and many of the published amendments had to be written in manuscript, an irksome and time-consuming task. All Force manuals are now kept up-to-date by the issue of replacement pages within a few weeks of the introduction of any change.

Communications

Automation of the telephone network

Further progress was made during the year in connection with the planned automation of the Metropolitan Police telephones network. The installation of equipment at Paddington Police Station, which will serve as a switching centre for "D" and "E" Divisions, was commenced and it is hoped that this, the first of the centres, will be taken into operational use by the end of 1973. Contracts were placed for automatic equipment to serve "G", "H", "Q" and "X" Divisions and your authority was received for the placing of a contract in respect of "A" and "C" Divisions. Design work was commenced in connection with the automation of the networks to serve "B", "F", "V" and "Z" Divisions.

During 1972 the manually operated telephone switchboards at a number of smaller police stations were replaced, as an interim measure, with small automatic installations.

Facsimile equipment

As has been mentioned in Chapter 4, phototelegraphic equipment has been installed in the Interpol radio station at New Scotland Yard and at a number of European Interpol stations in order to permit the rapid transmission of photographs and fingerprints by wire. Facsimile equipment has also been provided at a number of locations within the Force to enable printed or written material to be passed speedily.

Information Room

During the year 551,999 calls were received in the Information Room from members of the public. Emergency ("999") calls from private persons and police officers in the street totalled 524,380, an increase of 47,462 over the 1971 figure. During 1972 a total of 1,135,299 telephone messages were received in Information Room.

Central vehicle index

During the year 627,311 searches were made in the index, compared with 621,599 in the previous year.

Automatic alarms

At the end of the year 30,115 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 1972 was 2,153, while the number of removals was 505. Altogether, 83,358 calls from these alarms were received in Information Room, compared with 73,115 in 1971. The 1972 figure includes 2,340 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 396 cases (617 in 1971) the calls were the result of either actual or attempted burglaries.

There are also a number of alarms connected directly to commercial central stations operated by alarm companies. During 1972 a total of 47,657 calls from these alarms were forwarded verbally by the central station staff to Information Room, using the "999" system. In 141 cases (187 in 1971) the calls were the result of either actual or attempted burglaries.

The total number of calls received from the two alarm systems was 131,015. False calls totalled 128,138 and these continue to present a most serious problem.

Teleprinters

The number of outstations operating on the Metropolitan Police teleprinter network remained at 117. Following receipt of your authority for the installation at all sectional stations of teleprinters for reception only, the relevant orders have been placed with the Post Office. The internal telegraph traffic of the Force again increased and over 34 million messages concerning divisions were handled in the Telegraph Office during 1972.

During the year 132,410 Telex messages were transmitted, an increase of 7,661 over the figure for 1971. Telex messages received from other forces in the United Kingdom and overseas totalled 106,998, and 25,412 messages were despatched from this Force. The number of express messages circulated by means of the Telex system was 195, an increase of 33 over the 1971 figure.

Radio

At the end of the year the number of vehicles and river craft fitted with Force radio totalled 2,120. It has been necessary to enlarge the stock of portable Force radio equipment held centrally for issue and installation as and when required in vehicles not permanently fitted with radio because the demand for such facilities increased considerably during 1972.

At the end of the year 81 personal radio networks and a total of 6,315 personal radio sets were in use within the Force. The facility to inject information into these networks has now been provided at the central controls at New Scotland Yard and as a result urgent information can be forwarded to an individual sub-division or collectively to a group of sub-divisions. In addition, for major incident purposes several sub-divisions can be brought together to form a larger network.

The number of radio stations operating in the Europe-Mediterranean Region of the International Criminal Police Organization remained at 24; during the year 9,027 messages were received from other member countries and 8,052 messages transmitted from this Force.

CHAPTER 7

Auxiliary Formations

Cadet Corps

A total of 1,567 applications to join the Cadet Corps were received. During the year 1,006 candidates were examined and 427 joined, of whom 98 in the 17 to 19 years age-group attended the short course of 14 weeks' duration at Ashford Cadet School; the remainder stayed at Hendon Cadet School before passing on to divisions for third phase training. The number of cadets attested as constables was 271 (as compared with 251 in 1971) and 74 cadets left the Corps (compared with 86 in 1971).

I am pleased to report that the level of recruitment was the highest since the formation of the Cadet Corps in 1960 and that the rate of wastage was much lower than in recent years. The improvement in recruitment was probably due to the 1972 national campaign and the intensified efforts of the Recruiting Branch. Of those who left the Corps, 14 per cent transferred to other 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 41 cadets from Kent, 33 from Surrey and 19 from the Royal Ulster Constabulary had undergone or were undergoing training.

The Metropolitan Police Cadet School at Ashford, Kent, was closed at the end of the year and, in consequence, the training programme has been modified. A new phase of training has been introduced in which some cadets will spend a term carrying out a programme of community service. The attachments in this programme are additional to the shorter attachments already included in the third phase of training, which afford all cadets the opportunity to meet, and where necessary help, less fortunate members of the community. This type of service is regarded as of particular importance and relevance to police work and to the development of a sense of humanity and compassion.

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.

The Corps maintained its full programme of adventure training, which has proved to be vital in developing both character and confidence. Six teams were entered for the Devises to Westminster canoe race and the Corps took third place in the junior section in a highly competitive race in which cadets from 5 other police forces also participated. In May, 11 out of 12 cadets who participated in the Ten Tors expedition succeeded in obtaining individual medals. Another 2 Metropolitan cadets participated in 2 week training exercises on the Sall Training Association's schooners "Sir Winston Churchill" and "Malcolm Miller"; one has since been invited to take part in a further cruise in the capacity of boatswain's mate.

During the year cadets obtained 428 swimming awards of the Royal Life Saving Society and a further 2 gold awards in the Duke of Edinburgh's Award scheme, bringing the overall total gained by the Corps to 241.

The Corps once again acquitted itself well in all spheres of sporting activity, participating in all the national police cadet championships. The Corps was runner-up in the national police cadet soccer championship and Metropolitan cadets won gold and silver medals in the national judo competition and in both the national wrestling competition and the London Intermediate wrestling championships. Individual honours were again won at shooting and swimming. The high standard of Corps training in all these activities is reflected in the large number of ex-cadets among the successful sportsmen in the regular Force.

Special Constabulary

Against an establishment of 10,522 men and 180 women special constables, the strength at the end of the year was 1,491 men and 103 women, a total of 1,599. I share the concern expressed by my predecessor at the continual decrease in strength and have made it known that I wish to see a special constabulary whose members are better trained and better informed, fulfilling a more active and more useful role and working in close and happy association with their regular colleagues.

This is not to suggest that there has been any deterioration in the loyalty and devotion shown by all ranks in the special constabulary, who have continued to give valuable assistance to the regular Force both locally and at major public events such as the Boat Race, Trooping the Colour, the State Opening of Parliament, the Lord Mayor's procession and Remembrance Day.

The continued importance of the contribution of the special constabulary, despite the reduction in strength, is indicated by the following figures of 4 hour tours of duty performed and of hours spent in training:—

	1972	1971
	Duty	
Men	56,481 tours	61,403 tours
Women	3,095 tours	3,676 tours
	Training	
Men	24,185 hours	24,531 hours
Women	1,730 hours	1,685 hours

Traffic Wardens

At the end of the year the strength of the traffic warden service was 2,055, an increase of 89 compared with the 1971 figure. This total was made up as follows:—

	Men	Women	Total
Area traffic warden controller	1	—	1
Senior traffic warden controllers	11	1	12
Traffic warden controllers	32	7	39
Traffic warden supervisors	96	90	186
Traffic wardens	649	1,168	1,817
All grades	789	1,266	2,055

74

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APPENDIX I

Extra Movement and strength of the regular Force

Can I Grow "Stomach" Fat?

At 31st December the number of crossings covered by adult patrols was 1,557 and a further 30 were covered by senior boys and girls from schools; there was therefore a deficiency of 232, compared with 360 at the end of the previous year. This was the third successive year in which a significant reduction in the number of vacancies was recorded and the deficiency has been halved since the end of 1969. The special efforts by local police and the intensive advertising which produced this pleasing result have not had the desired rate of improvement, probably tend to slow down because many of the remaining vacancies are in the areas where it has always been particularly difficult to persuade suitable applicants to come forward.

[illegible]

Criminal Investigation Department

	D/Asst. Commr.	Commanders	Ch. Supt.	Supt.	Ch. Insptr.	Inspr.	P.Sr.	P.Sr. (C.I.D.)	P.O. (C.I.D.)	Temp. P.O. (C.I.D.)	Total
Effective strength on 31st December, 1972	5	16	66	131	180	290	886	902	881	357	3,527
One establishment	1	2	11	36	72	290	160	48	19	312	512
Actual service	4	16	65	129	178	290	885	854	860	356	3,511
Establishment	1	2	11	36	72	290	160	48	19	312	512
											3,281

76

Women Police

	Ch. Supt.	Supt.	Ch. Insptr.	Inspr.	P.Sr.	P.O.	Total
Effective strength on 31st December, 1972	1	1	1	26	3	46	52
One establishment	1	1	1	26	3	46	52
Actual service	1	1	1	26	3	46	52
Establishment	1	1	1	26	3	46	52

APPENDIX 2

Removals from the Force

Year	Periods										Total removals	
	Service					Not entitled to pension or gratuity					Total	Total
	21 years	22 years	23 years	24 years	25 years	Insured day	23 months or more of service	25 months or more of service	27 months or more of service	29 months or more of service		
Men	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211
Women	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211	11,211

* Figures for service police officers for the years on recruitment from September, 1970, to December, 1981.
 † Includes 1 man consistently rated as reaching the age limit with less than 25 years' service.
 ‡ Consistently rated as reaching the age limit with less than 25 years' service.

77

Sickness losses

Disease group	Total days lost from duty		Increase or decrease in days compared with 1971		Average duration of illness per soldier during 1972		Days of sickness in each group as percentage of total	
	1972	1971	Number*	Per cent	1972	1971	1972	1971
Respiratory (including colds, bronchitis, pharyngitis, tonsillitis, influenza, etc.)	52,687	50,028	+12,659	+14.6	4.3	31.5	28.9	
Diagnosed accidents	72,058	82,413	-5,215	-7.2	12.6	27.9	30.9	
Diagnosed diseases	17,686	47,151	-29,465	-1.6	3.1	17.6	17.7	
Stomach and organs of movement (including lumbago, muscular strain and cellular tissue)	17,580	19,241	-1,661	-7.2	10.9	5.4	6.9	
Newer eye and ear diseases (including nervous disability and neuritis)	17,580	17,580	0	0	7.2	2.6	2.9	
Other diseases	15,549	17,580	-2,031	-8.8	25.4	2.6	5.3	
Contagious diseases	1,628	2,091	-463	-23.6	18.9	0.9	1.3	
Infectious and parasitic diseases (including tuberculosis and poliomyelitis)	3,612	2,091	+1,521	+9.9	12.1	1.4	1.3	
Genito-urinary	3,597	3,568	+29	+0.8	7.2	0.7	0.6	
Genito-urinary and metabolic diseases (including syphilis)	1,884	1,884	0	0	38.3	0.7	0.6	
Growth	1,693	1,693	0	0				
All groups	217,218	227,023	-9,805	-4.3	5.6	100.0	100.0	

* Actual difference.

† Percentages adjusted to allow for changes in strength.

APPENDIX 4

Metropolitan Police Athletic Association—representative and individual honours

Representative honours

Constable Davis represented Great Britain in water polo matches against Bulgaria, France, Greece and Italy, as well as in the Olympic qualifying tournament.

Constable Carver was selected for Great Britain in the European and World field archery championships.

Constable Banham represented the A.B.A. against Scotland and in Poland and captained the team on their visit to Holland.

Constable Boddy was selected to tour South Africa with the England rugby team, having been a travelling reserve for all the season's Home Internationals.

Constable Murray played football for Scotland against Ireland and for the Scottish Football Association in their match against the Scottish Universities.

Members of British Police teams were Sergeant Buckley and Bertman and Constables Beattie, Cameron-Walker, Canham, Crowley, Gray, Greenaway, Gordon, Hutchins, Jeffrey, Lynn, MacCaskill, Maddock, Mathews, Murray, Small, Smith, Smith-Jones, Tank, Tebbutt, Thorne and Von Tersch at athletics; Sergeant Rice and Constables Andrews and Ellis at association football; Sergeant Gibb and Johnson, and Constables Boddy, MacDonald, Montgomery, Morgan and Napier at rugby; Sergeant Magor and Constables Bacon, Crow and Cullen at shooting; Station Sergeant Mockett, Sergeant Fogg, Hodgkinson and Seddon and Constables Clifton, Hazell, Sutherland and Taylor at walking; and Sergeant MacNamara and Constables Harston, Patrick, Sullivan and Weir at wrestling.

Individual honours

Constable Sutherland became the Scottish and Middlesex 10 mile walking champion.

Sergeant Fogg again won the Barking to Southend walk.

Constable Higgs was a member of a team which won the Kent triples flat green bowls championship.

Constable Buchanan won the Middlesex county golf championship.

Constable Carver became the British open archery champion.

Sergeant MacNamara won the British, Southern Area and London heavyweight wrestling titles.

Constable Patrick won the Southern Area middle-heavyweight wrestling title.

Inspector Doughty won the British Gliding Association's de Havilland trophy for the greatest gain of height.

Sergeant Butcher was appointed team manager of the English tug-of-war team at the European championships.

Constable Whyte was appointed coach to the British weightlifting team for its earlier match at Greece and prior match at Van, Cochany.

APPENDIX 5

Honours and awards received

Royal Victorian Order

To be a Commander (C.V.O.):
Commander A. E. Perkins, M.V.O.

To be a Member (M.V.O.):
Mr. O. Gillespie, formerly Chief Superintendent.
Chief Superintendent I. J. Thorning.

Order of the British Empire

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

Mr. R. H. Camplin, C.Eng., M.I.E.E., formerly Deputy Chief Engineer,
Chief Engineer's Department.
Mr. P. J. H. Candy, Deputy Assistant Commissioner, "B" Department.
Mr. J. H. Gerrard, M.C., Deputy Assistant Commissioner, "A" Department.

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

Mr. G. W. Barns, Senior Executive Officer, "B" Department.
Miss E. P. Connolly, Senior Executive Officer, Private Secretary to the
Commissioner (since deceased).
Commander W. J. Hunter.
Mr. A. R. Jarvis, formerly Detective Chief Superintendent.
Mr. A. Marley, Senior Accident Claims Officer, "G" Department.
Chief Superintendent E. W. Payton, "C" Department.

Order of St. John

Promoted to the Grade of Officer (Brother):

Police Sergeant S. B. Baldwin.
Chief Superintendent J. H. Thornton.

Admitted in the Grade of Serving Brother:

Mr. J. R. Galbraith, formerly Police Constable.
Mr. W. F. O. Hale, Inspector, Metropolitan Special Constabulary.
Mr. H. Hodgson, Deputy Assistant Commissioner, Inspectorate.
Police Constable E. G. C. Pyle.
Police Sergeant K. W. Stackwell.
Police Constable H. H. P. J. Thurgood.
Police Constable T. L. Tucker.
Police Sergeant C. Vizey.
Police Constable G. D. Whala.

George Medal

Station Police Sergeant A. H. Garner.

APPENDIX 5 (continued)

British Empire Medal (Civil Division)

For Gallantry:

Police Constable B. Dixon.
Police Constable K. V. Giles.
Police Sergeant B. D. Parsons.

For Meritorious Service:

Police Sergeant K. Hitchcock.
Police Sergeant G. A. J. Jones.
Police Constable L. L. Kitchener.
Police Sergeant A. W. E. Lambkin.
Police Sergeant J. V. Orr.
Inspector E. Overton.
Mr. J. L. Quarne, formerly Police Sergeant (C.I.D.).
Mr. D. C. Thomas, formerly Inspector.
Mrs. C. Trimmer, School Crossing Patrol, "S" Division.
Mr. F. D. Wise, Storekeeper, "G" Department.
Inspector H. J. Wood.

Queen's Police Medal

Commander S. C. Becks, "A" Department.
Commander E. R. Bond (now Deputy Assistant Commissioner), "C"
Department.
Commander W. H. Brown.
Commander F. W. K. Hanson.
Mr. I. E. King, formerly Commander.
Mr. J. E. O'Connell, formerly Commander.
Commander R. A. Peat, "C" Department.

Royal Victorian Medal (Silver)

Police Constable J. McVitty.

Commendation by Her Majesty the Queen

Police Sergeant (C.I.D.) C. J. P. Baker.
Police Sergeant (C.I.D.) N. J. Birch (now Police Sergeant (1st Class,
C.I.D.)).
Police Sergeant (C.I.D.) A. R. Broughton.
Detective Inspector K. L. Davies (now Detective Chief Inspector).
Police Constable J. P. Ferguson.
Police Constable P. J. Holday.
Police Constable P. H. Mackin.
Police Constable A. McKay.
Temporary Police Constable (C.I.D.) K. J. Millett (now Police Constable
(C.I.D.)).
Police Constable H. D. Offord.
Mr. D. E. Peacock, formerly Police Constable.
Police Constable J. A. Piper (now Police Sergeant).
Police Constable M. B. Ross.
Police Constable (C.I.D.) F. A. Snooks (now Police Sergeant (C.I.D.)).
Police Constable D. V. Summerfield.
Mr. B. J. S. Willmott, formerly Police Constable.

APPENDIX Most Honourable Order of the Crown of Nassau

Class III:
Commander A. E. Perkins, C.V.O.
Order of the White Elephant

Class V:
Chief Superintendent I. J. Thorning, M.V.O.

Koninkrijk Nassau
Commander A. E. Perkins, C.V.O.

Class IV:
Commander A. E. Perkins, C.V.O.

Ahli Nassau
Chief Superintendent I. J. Thorning, M.V.O.

Class V:
Chief Superintendent I. J. Thorning, M.V.O.

The Most Distinguished Order of the Defenders of the Realm
Chief Superintendent I. J. Thorning, M.V.O.

The Most Blessed Order of St. George Brakel
Class IV:

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

Chief Superintendent I. J. Thorning, M.V.O.

The Order of Orange Nassau
Chevalier:

Detective Chief Superintendent J. H. R. Trapé

Officier de la Legion d'Honneur
Commander A. E. Perkins, C.V.O.

Officier de l'Ordre Nationale de Merite
Superintendent M. J. Trexler

Order of The Oaken Crown of Luxembourg
Class II:

Mr. Robert Mark, Q.P.M., Commissioner

Chevalier:
Detective Chief Superintendent M. M. Davies, "O" Department

Order of Civil and Military Merit of Adolphe of Nassau
Class IV:

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

Gold Medal:
Inspector E. W. G. Norman

Order of the Crown
Chevalier:

Inspector R. Smith

APPENDIX Most Honourable Order of the Crown of Nassau

Class III:
Commander A. E. Perkins, C.V.O.
Order of the White Elephant

Class V:
Chief Superintendent I. J. Thorning, M.V.O.

Koninkrijk Nassau
Commander A. E. Perkins, C.V.O.

Class IV:
Commander A. E. Perkins, C.V.O.

Ahli Nassau
Chief Superintendent I. J. Thorning, M.V.O.

Class V:
Chief Superintendent I. J. Thorning, M.V.O.

The Most Distinguished Order of the Defenders of the Realm
Chief Superintendent I. J. Thorning, M.V.O.

The Most Blessed Order of St. George Brakel
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The Order of Orange Nassau
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Mr. Robert Mark, Q.P.M., Commissioner

Chevalier:
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Order of Civil and Military Merit of Adolphe of Nassau
Class IV:

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

Gold Medal:
Inspector E. W. G. Norman

Order of the Crown
Chevalier:

Inspector R. Smith

APPENDIX 6

Changes among senior officers

Police

Mr. J. M. Hill, C.B.E., D.F.C., Q.P.M., Assistant Commissioner, was appointed Deputy Commissioner in succession to me. He was later appointed H.M. Chief Inspector of Constabulary for England and Wales.

Mr. J. Sharrit, Assistant Commissioner, was appointed Deputy Commissioner.

Mr. P. E. Brodie, O.B.E., Q.P.M., Assistant Commissioner, retired from the Force.

Mr. C. P. J. Woods, Assistant Commissioner, took charge of "C" Department.

Mr. J. C. Alderson, Commandant of the Police College, was appointed Assistant Commissioner and will take charge of "D" Department.

Mr. H. J. E. Hunt, O.B.E., Deputy Assistant Commissioner, was appointed Assistant Commissioner and took charge of "B" Department.

Mr. R. J. Mastel, C.B.E., Deputy Assistant Commissioner, was appointed Assistant Commissioner and took charge first of "D" Department and later of "A" Department.

Mr. R. C. Chitty, Deputy Assistant Commissioner, retired from the Force.

Mr. T. Forbes, Q.P.M., Deputy Assistant Commissioner, re-joined the Force from central service and subsequently retired.

Mr. H. W. Hudson, O.B.E., Deputy Assistant Commissioner, retired from the Force.

Mr. R. Linge, Q.P.M., Deputy Assistant Commissioner, retired from the Force.

Mr. F. G. D. Smith, C.V.O., D.F.C., Deputy Assistant Commissioner, retired from the Force.

Mr. B. N. Halliday, Deputy Assistant Commissioner, assumed responsibility in "C" Department for Administration and Divisions.

Mr. E. R. Bond, Q.P.M., Commander, was appointed Deputy Assistant Commissioner and assumed responsibility in "C" Department for Headquarters Operations.

Mr. S. Coates, Commander, was appointed Deputy Assistant Commissioner and assumed responsibility in "A" Department for Administration.

Mr. J. W. D. Crane, Commander, "C" Department, was appointed Deputy Assistant Commissioner.

Mr. J. S. Crisp, Commander, was appointed Deputy Assistant Commissioner and transferred to the Inspectorate. He later assumed responsibility in "D" Department for Personnel.

Mr. V. S. Gilbert, Commander, was appointed Deputy Assistant Commissioner and assumed responsibility in "C" Department for Special Branch.

Mr. H. Hodgson, Commander, was appointed Deputy Assistant Commissioner and transferred to the Inspectorate.

Mr. J. S. Wilson, O.B.E., Commander, was appointed Deputy Assistant Commissioner and assumed responsibility in "C" Department for Headquarters Technical Support.

APPENDIX 6 (continued)

Civil Staff

Mr. L. Joughin, M.C., Principal, was promoted to Senior Principal, "G" Department.

Mr. G. B. Vint, A.R.I.B.A., Dip. Arch., Superintending Grade Architect, was appointed Deputy Chief Architect and Surveyor.

Mr. S. J. Nanchet, A.R.I.B.A., A.L.A.S., Superintending Grade Architect, was appointed Assistant Chief Architect.

Mr. H. R. Ewence, O.B.E., F.I.A.S., Senior Surveyor, was promoted to Assistant Chief Surveyor (Building).

Mr. T. R. Jones, C.Eng., M.I.E.E., Deputy Chief Engineer, transferred to the Home Office.

Mr. R. H. Campin, O.B.E., C.Eng., M.I.E.E., Deputy Chief Engineer, retired.

Colonel J. E. Owen, C.Eng., M.I.E.E., A.M.I.E.E., A.M.B.I.M., was appointed Deputy Chief Engineer.

Mr. D. Hale, C.Eng., M.I. Mech.E., M.I.H.V.E., Senior Engineer, was promoted to Assistant Chief Engineer.

Persons arrested for all offences

APPENDIX 7

Year	Total number of persons arrested	Dealt with at magistrates' courts				Dealt with at assizes or quarter sessions*				Otherwise disposed of†
		Convicted		Change withdrawn or discontinued	Sent for trial	Otherwise disposed of‡	Convicted		Acquitted	
		105,092	5,111				4,723	1,453		
1963	119,249									3,258
Dealt with at magistrates' courts										
		Convicted	Change withdrawn or discontinued	Sent for trial	Otherwise disposed of‡	Number of persons originally charged at assizes or quarter sessions		Convicted	Acquitted	Otherwise disposed of†
1964	118,261	99,971	6,417	6,419	3,748	6,659	9,010	5,154	1,480	73
1965	119,076	99,971	6,502	9,413	4,028	9,010	10,669	7,375	1,466	29
1966	117,094	99,566	6,799	10,858	4,191	10,669	11,257	9,125	1,502	35
1967	118,528	100,087	7,269	11,482	5,695	11,257	12,644	9,478	1,597	32
1968	117,528	100,087	7,269	11,482	7,060	10,532	12,644	9,028	1,507	37
1969	118,528	100,087	7,269	11,482	7,060	10,532	12,644	9,028	1,507	17
1970	118,528	100,087	7,269	11,482	7,060	10,532	12,644	9,028	1,507	17
1971	118,528	100,087	7,269	11,482	7,060	10,532	12,644	9,028	1,507	41
1972	118,528	100,087	7,269	11,482	8,233	15,444	15,444	2,760	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, quarter sessions or crown courts, and the number of persons dealt with at magistrates' courts, and therefore it is not possible to reconcile the numbers "sent for trial" with those "tried at assizes, quarter sessions or crown courts".

† Including persons (a) who were handed over to courts, (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 quarter sessions at the end of the year.

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

§ These figures were not available when this report went to press (see also Chapter 3, page 41).

Summons issued in respect of offences committed with

APPENDIX 8

Year	Summons issued in respect of offences committed with				Dealt with at magistrates' and higher courts†	
	Mechanically propelled vehicles	Horse drawn and hand-propelled vehicles	Field cycles	Miscellaneous matters	Conviction	Withdrawn or dismissed
1963	196,297	450	572	6,371	204,090	2,946
Dealt with at magistrates' courts						2,324
					Conviction	Sent for trial
1964	212,298	506	577	5,795	220,166	667
1965	207,803	380	289	3,020	211,494	7,081
1966	212,298	412	144	2,718	211,494	9,451
1967	212,298	412	144	2,718	211,494	10,667
1968	212,298	412	144	2,718	211,494	10,667
1969	212,298	412	144	2,718	211,494	10,667
1970	212,298	412	144	2,718	211,494	10,667
1971	212,298	412	144	2,718	211,494	10,667
1972	212,298	412	144	2,718	211,494	10,667

* For details, see Appendix 25.
 † Prior to January, 1964, the number of persons arrested or summoned and dealt with, at assizes or quarter sessions during the same year, were counted. From January, 1964, onwards, a new method of recording was introduced whereby a count is made of the number of persons dealt with at assizes, quarter sessions or crown courts, and the number of persons dealt with at magistrates' courts, and therefore it is not possible to reconcile the numbers "sent for trial" with those "tried at assizes, quarter sessions or crown courts".

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

§ Includes cases adjourned *sine die* , non-appearances, etc. (See also Chapter 3, page 41).

APPENDIX 9

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

Year	Number of arrests	Estimated population	Number of arrests per 1,000 of population
1963	36,994	8,112,600	4-527
1964	33,109	8,186,830	4-288
1965	32,704	8,419,920	3-884
1966	30,501	8,387,110	3-636
1967	34,455	8,364,150	4-119
1968	37,751	8,250,590	4-576
1969	37,245	8,194,480	4-789
1970	39,674	8,104,050	4-896
1971	42,059	7,902,904	5-327
1972	44,203	7,840,340	5-637

APPENDIX 10

Indictable offences known to police (a)

Offence	1972	1971	1970	Increase or decrease in 1972 compared with 1971	
				Number	Per cent
<i>Offences against the person:</i>					
Murder, manslaughter and infant- killing	113	118	105	- 5	- 4.2
Attempted, threats, etc., to murder	120	131	102	- 11	- 8.4
Causing death by dangerous driving	140	136	180	+ 4	+ 2.9
Wounding and assault	7,651	7,349	6,937	+ 312	+ 7.0
Rape	133	107	141	+ 26	+ 26.2
Other offences against females	1,808	1,853	2,095	- 25	- 1.4
Unnatural offences	196	779	837	- 73	- 9.4
Bribery	48	20	31	+ 19	+ 65.5
Other offences against the person	16	22	20	- 6	- 27.5
<i>Burglary and aggravated burglary:</i>					
in dwellings:					
forcible, etc., entries	26,118	24,258	24,420	+ 1,860	+ 7.7
other entries (walk-in)	20,339	21,929	19,601	- 1,490	- 6.8
in non-residential buildings:					
forcible, etc., entries	21,292	21,565	22,032	- 273	- 1.3
other entries (walk-in)	8,676	10,111	6,655	- 1,235	- 12.2
<i>Other offences against property:</i>					
Robbery and assault with intent to rob	3,167	2,727	2,369	+ 440	+ 16.1
Theft:					
from the person	4,340	3,590	2,814	+ 750	+ 20.9
in a dwelling (except from meters)	17,022	17,271	17,216	- 249	- 1.4
by employee	5,404	5,310	5,203	+ 94	+ 1.8
of pedal cycles	11,230	11,794	10,497	- 564	- 4.8
of motor vehicles	9,673	9,318	8,399	+ 345	+ 3.7
from vehicles in street	38,268	37,896	34,225	+ 372	+ 1.0
from vehicles off street	15,072	15,417	15,315	- 5	-
by shoplifting	15,315	14,857	15,700	+ 656	+ 4.4
from meters, telephone boxes and automotive machines	6,117	7,816	9,773	- 1,699	- 21.7
Other thefts, etc., not separately classified:					
from non-residential premises	40,708	42,503	41,381	- 1,795	- 4.2
elsewhere	20,576	19,533	20,553	+ 1,043	+ 5.3
Unauthorized taking of motor vehicles	29,090	27,419	23,664	+ 1,671	+ 6.1
Fraud	25,332	20,425	18,193	+ 4,727	+ 22.9
Going equipped to steal	2,599	2,135	1,815	+ 664	+ 21.7
Handling stolen goods	7,511	7,557	7,120	- 46	- 0.6
<i>Other indictable offences:</i>					
Forgery, coining and uttering	6,435	4,680	4,360	+ 1,755	+ 37.5
Miscellaneous	8,396	1,575	1,233	+ 6,823	+ 433.1
Total indictable offences	354,445	340,360	321,156	+ 14,085	+ 4.1

(a) The offences enumerated are classified according to the original police assessment.

APPENDIX 11

Indictable offences cleared up (a)

Offence	Offences recorded in	Number cleared up in	Percentage cleared up		
	1972	1972	1972	1971	1970
<i>Offences against the person:</i>					
Murder, manslaughter and infanticide	113	109	96.5	83.9	93.3
Attempt, threats, etc., to murder	120	99	82.5	82.4	86.1
Causing death by dangerous driving	140	140	100.0	100.0	100.0
Wounding and assault	7,851	5,520	70.2	71.1	69.3
Rape	135	99	73.3	84.1	85.1
Other offences against females	1,808	1,095	60.6	62.5	65.2
Unnatural offences	706	613	86.7	87.0	87.9
Bribery	48	49	102.1	117.2	86.3
Other offences against the person	16	12	75.0	77.3	90.0
<i>Burglary and aggravated burglary:</i>					
In dwellings:					
forcible, etc., entries	26,118	4,508	17.6	19.4	18.6
other entries (walk-in)	29,337	2,204	10.8	10.1	10.0
In non-residential buildings:					
forcible, etc., entries	21,202	4,412	20.7	22.8	22.1
other entries (walk-in)	8,876	1,794	20.2	20.3	18.3
<i>Other offences against property:</i>					
Robbery and assault with intent to rob	3,167	1,032	32.6	35.4	33.6
Theft:					
from the person	4,340	828	19.1	20.2	18.1
in a dwelling (except from metres)	17,022	3,096	18.2	18.4	17.9
by employees	1,404	5,215	95.5	95.4	96.5
of pedal cycles	11,320	1,016	9.0	8.3	9.0
of motor vehicles	5,673	1,292	13.4	14.4	15.2
from vehicles in street	3,828	3,711	9.7	9.6	9.4
from vehicles off street	15,472	1,211	7.8	8.5	8.7
by shoplifting	15,513	14,434	93.0	92.2	91.3
from metres, telephone boxes and automatic machines	6,117	768	12.6	17.1	16.5
Other thefts, etc., not separately classified:					
from non-residential premises	40,708	5,723	14.1	13.4	13.1
elsewhere	20,576	5,316	25.8	26.3	26.8
Unauthorized taking of motor vehicles	20,000	8,344	28.3	26.4	21.9
Fraud	23,332	17,909	76.6	71.7	72.0
Going equipped to steal	2,599	2,061	100.2	99.8	100.0
Handling stolen goods	7,511	7,506	99.9	99.9	100.0
<i>Other indictable offences:</i>					
Forgery, coinage and uttering	6,433	4,130	64.2	61.4	49.7
Miscellaneous	8,396	2,684	32.0	40.7	51.3
Total indictable offences	354,445	107,484	30.3	29.4	28.8

(a) Includes all offences cleared up during 1972, irrespective of the year in which they were committed.

APPENDIX 12

Arrests for indictable offences

Offence	1972	1971	1970	Increase or decrease in 1972 compared with 1971	
				Number	Per cent
<i>Offences against the person:</i>					
Murder, manslaughter and infanticide	121	108	119	+ 13	+12.0
Attempts, threats, etc., to murder	80	101	119	+ 21	+20.8
Causing death by dangerous driving	133	130	97	+ 3	+ 2.3
Wounding and assault	5,576	5,550	5,142	+ 26	+ 0.5
Rape	96	103	111	+ 7	+ 6.9
Other offences against females	708	700	785	+ 8	+ 1.1
Unnatural offences	728	831	665	+ 103	+12.4
Bribery	20	9	24	+ 11	+125.2
Other offences against the person	14	24	14	- 10	-41.7
<i>Burglary and aggravated burglary:</i>					
In dwellings:					
forcible, etc., entries	3,563	3,506	3,475	+ 57	+ 1.6
other entries (walk-in)	1,509	1,530	1,404	- 21	- 1.4
In non-residential buildings:					
forcible, etc., entries	4,560	5,230	4,996	- 669	-12.8
other entries (walk-in)	1,918	2,108	1,728	- 190	- 9.0
<i>Other offences against property:</i>					
Robbery and assault with intent to rob	1,801	1,713	1,519	+ 88	+ 5.1
Theft:					
from the person	904	885	571	+ 18	+ 2.0
in a dwelling (except from metres)	2,372	2,599	2,446	- 227	- 8.7
by employees	4,524	4,778	4,936	- 254	- 5.3
of pedal cycles	1,046	942	889	+ 102	+ 10.8
of motor vehicles	1,112	1,261	1,311	- 149	- 11.8
from vehicles in street	2,782	2,748	2,512	+ 34	+ 1.2
from vehicles off street	1,601	1,062	1,030	+ 31	+ 2.8
by shoplifting	13,431	12,860	11,608	+ 571	+ 4.4
from metres, telephone boxes and automatic machines	807	1,087	1,585	- 280	-23.8
Other thefts, etc., not separately classified:					
from non-residential premises	5,133	5,760	5,635	- 627	-10.9
elsewhere	5,299	5,154	5,345	+ 175	+ 3.4
Unauthorized taking of motor or vehicles	5,233	5,323	7,231	- 933	-11.1
Fraud	6,478	5,811	5,096	+ 667	+11.5
Going equipped to steal	2,106	1,953	1,597	+ 153	+ 7.8
Handling stolen goods	6,931	7,570	7,105	- 439	- 5.8
<i>Other indictable offences:</i>					
Forgery, coinage and uttering	1,281	1,131	1,161	+ 150	+13.3
Miscellaneous	2,813	967	723	+ 1,845	+190.9
Total indictable offences	88,132	85,287	80,980	+ 1,845	+ 2.1

APPENDIX 13

Arrests for specified indictable offences, by age-groups

Offence	Number of persons arrested and						Total 2000 2001	Off 2000 2001	Total 2000 2001
	10-15	16-18	19-29	Total 2000 2001	20-30	31-40	41-50	51-60	
Burglary and aggravated burglary:									
in dwellings:									
forcible, etc., entries	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
other entries (walk-in)	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
in non-residential buildings:									
forcible, etc., entries	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
other entries (walk-in)	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
Robbery	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
Theft	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
from the person	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
of motor vehicles	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
of business goods	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
of personal property	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
in all other circumstances	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
Fraud	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
All other indictable offences	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458
Total values	1,410	1,241	2,108	4,759	2,128	2,128	2,128	2,128	1,458

APPENDIX 14

Estimated values of cash and property known to be stolen and recovered

Offence	Value of cash and property		Per cent of value recovered
	Stolen £000	Recovered £000	
Burglary and aggravated burglary:			
in dwellings:			
forcible, etc., entries	4,850	195	4.0
other entries (walk-in)	2,497	61	2.4
in non-residential buildings:			
forcible, etc., entries	3,947	355	9.0
other entries (walk-in)	932	63	6.7
Robbery and assault with intent to rob:			
of business cash	1,991	134	6.7
of business goods	872	285	32.5
of personal property	216	21	9.7
Theft:			
from the person	206	13	6.3
of motor vehicles	3,355	1,633	48.6
from vehicles	3,438	191	5.6
in all other circumstances	6,433	742	11.5
Fraud	3,325	347	10.4
All other indictable offences	10	2	20.0
Total values	32,104	3,861	12.3

Accident characteristics

	Vehicles per accident									
	One	Two	Three	Four	Five	Six	Seven	Eight	Nine	Total
<i>All junctions</i>	466	285	176	77	10	1	1	1	1	1,578
Roundabout	274	10,443	1,117	107	1	1	1	1	1	21,778
Roundabout with "Y" junction	274	10,443	1,117	107	1	1	1	1	1	21,778
Roundabout with "T" junction	274	10,443	1,117	107	1	1	1	1	1	21,778
Roundabout with "X" junction	274	10,443	1,117	107	1	1	1	1	1	21,778
Roundabout with "Z" junction	274	10,443	1,117	107	1	1	1	1	1	21,778
Other junctions	181	2,446	282	4	3	2	1	1	1	11,306
Other junctions not at junction	162	255	38	1	1	1	1	1	1	1,839
Not at junction	3,854	5,824	1,154	187	25	7	1	1	1	13,576
<i>Total</i>	8,575	17,510	3,178	385	47	13	1	1	1	54,223
<i>Pedestrian crossings</i>	85	95	—	—	—	—	—	—	—	95
Light-controlled junction	814	814	—	—	—	—	—	—	—	819
Light-controlled junction, not at junction	2,922	2,922	9	—	—	—	—	—	—	10,075
Uncontrolled	3,054	3,054	174	—	—	—	—	—	—	4,107
<i>Total</i>	—	—	—	—	—	—	—	—	—	—

* 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 21

Vehicles involved in accidents

Types of vehicle	Numbers involved in		Percentage of total in		Percentage increase or decrease in 1971
	1972	1971	1972	1971	
Pedal cycles	4,519	4,719	5.0	5.4	- 4.2
Mopeds	1,337	1,189	1.5	1.4	+ 12.4
Motor scooters	1,347	2,104	1.5	2.4	- 36.0
Motor cycles	3,839	5,437	6.5	6.2	+ 7.4
Motor cycle, scooter or moped combinations	124	188	0.1	0.2	- 34.0
Cars and cabs	59,768*	56,435*	66.1	64.4	+ 3.8
Buses and coaches	5,103	5,154	5.6	5.9	- 1.0
Goods vehicles— not over 15 tons†	7,550	7,166	8.3	8.2	+ 5.4
over 15 tons but not over 3 tons†	1,443	1,894	1.6	2.1	- 23.8
over 3 tons†	2,016	2,063	2.2	2.3	- 2.4
Other motor vehicles	1,366	1,210	1.5	1.4	+ 12.9
Other non-motor vehicles	60	38	0.1	0.1	+ 3.4
All types	90,470	87,567	100.0	100.0	+ 3.2

* One or more cabs were involved in 1,220 accidents in 1972 and in 1,158 accidents in 1971.

† Unladen weight.

APPENDIX 22

Deaths and injuries by classes of road users

Class of persons killed or injured	Deaths	Serious injuries	Slight injuries	Total casualties
<i>Pedestrians</i>				
1972 totals	437	3,881	14,138	19,156
Comparison with 1971:				
Number	+20	-25	+268	+763
Per cent	+4.8	-0.6	+5.5	+4.1
<i>Pedal cyclists</i>				
1972 totals	39	538	3,740	4,317
Comparison with 1971:				
Number	-2	-26	-158	-186
Per cent	-4.9	-4.6	-4.1	-4.1
<i>Motor cyclists</i>				
1972 totals	55	1,271	6,162	7,488
Comparison with 1971:				
Number	-9	-118	-63	-190
Per cent	-14.1	-8.5	-1.0	-2.5
<i>Other road users*</i>				
1972 totals	256	4,208	36,815	41,279
Comparison with 1971:				
Number	+3	-3	+1,770	+1,770
Per cent	+1.2	-0.1	+5.1	+4.5
<i>All road users</i>				
1972 totals	787	9,898	61,555	72,240
Comparison with 1971:				
Number	+12	+2,317	+2,157	+2,157
Per cent	+1.5	+1.7	+3.9	+3.1

* Mainly drivers of, and passengers in, vehicles.

160

All traffic offenses and method dealt with

Dealt with by	Number of offences		Increase or decrease in 1972 compared with 1971	
	1972	1971	Number	Per cent
Arrest	45,664	40,536	+ 5,128	+ 12.7
Summoned	169,832	160,440	+ 9,392	+ 5.9
Written caution	18,740	25,182	- 6,442	- 25.6
Verbal warning; to drivers:				
inconsiderate driving	20,698	18,417	+ 2,281	+ 12.4
exceeding a speed limit . .	28,502	25,064	+ 3,438	+ 13.9
causing obstruction	133,463	150,048	- 16,585	- 11.2
vehicle lighting	30,219	24,197	+ 6,022	+ 24.9
other offences	109,705	72,115	+ 37,590	+ 52.1
total	344,387	288,837	+ 55,550	+ 19.2
to pedestrians:	38,795	45,839	- 7,044	- 15.4
Suspected vehicle class offences reported to the G.L.C.:				
by motor officers	330,039	180,758	+ 149,281	+ 82.7
by traffic wardens	149,934	119,373	+ 30,561	+ 25.6
total	380,023	300,131	+ 79,892	+ 26.6

Traffic offenders dealt with by summons or written caution

Offense	Dealt with by summons			Dealt with by written caution			
	1972	1971	Increase or decrease in 1972 compared with 1971	1972		Increase or decrease in 1972 compared with 1971	
				Number	Per cent	Number	Per cent
<i>Motor vehicle drivers</i>							
Drugs and alcohol driving	12,320	11,564	+ 856	+ 8.27	109	151	- 42
Drink or drugged	1,007	977	+ 30	+ 3.07	—	—	—
Speed or dangerous driving	8,271	6,977	+ 1,294	+ 18.55	—	—	—
Trunk or driver's compartment doors knob	2,162	18,931	- 16,769	- 77.60	—	—	—
Exceeding speed limits	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 10 m.p.h.	15,597	14,197	+ 1,400	+ 9.16	—	414	120
Exceeding speed limits by more than 20 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 30 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 40 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 50 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 60 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 70 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 80 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 90 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 100 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 110 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 120 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 130 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 140 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 150 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 160 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 170 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 180 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 190 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 200 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 210 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 220 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 230 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 240 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 250 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 260 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 270 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 280 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 290 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 300 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 310 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 320 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 330 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 340 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 350 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 360 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 370 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 380 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 390 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 400 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 410 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 420 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 430 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 440 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 450 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 460 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 470 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 480 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 490 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 500 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 510 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 520 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 530 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 540 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 550 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 560 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 570 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 580 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 590 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 600 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 610 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 620 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 630 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 640 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 650 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 660 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 670 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 680 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 690 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 700 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 710 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 720 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 730 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 740 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 750 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 760 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 770 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 780 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 790 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 800 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 810 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 820 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 830 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 840 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 850 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 860 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 870 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 880 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 890 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 900 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 910 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 920 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 930 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 940 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 950 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 960 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 970 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 980 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 990 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,000 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,010 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,020 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,030 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,040 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,050 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,060 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,070 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,080 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,090 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,100 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,110 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,120 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,130 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,140 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,150 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,160 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,170 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,180 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,190 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,200 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,210 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,220 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,230 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,240 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,250 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,260 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,270 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,280 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,290 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,300 m.p.h.	15,597	13,134	+ 2,463	+ 18.75	—	414	120
Exceeding speed limits by more than 1,310 m.p.h.	15,597	13,134	+				

APPENDIX 25—(continued)

[illegible]

Grand total 1972	168,572 = increase of 1.6 per cent.	(Grand total 1971	185,622)
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* Excluding excessive noise by warning instrument.

APPENDIX 26

Proceedings for drink and driving

	1972	1971
<i>Motor vehicles:</i>		
Prosecutions	12,464	11,557
Convictions at magistrates' courts	10,354	9,845
Cases sent for trial	712	814
Completed at higher courts (including some cases from previous year)	*	772
Convictions at higher courts	*	285
Sentences of imprisonment	811	155
Suspended sentences for terms of up to 3 years	148	175
Disqualifications (all cases)	10,492†	9,890
<i>Pedal cycles:</i>		
Prosecutions	26	37
Convictions	23	36

* These figures were not available when the Report went to press.

† These figures relate only to cases at magistrates' and juvenile courts; figures for the higher courts were not available when the Report went to press.

APPENDIX 27

Quarterly statistics of breath tests; analysis of specimens, etc.

	1972					1971
	Jan.- March	April- June	July- Sept.	Oct.- Dec.	Total	Total
<i>At scene. Breath tests and arrests:</i>						
Total of persons required to take breath test or arrested under S.G. R.T. Act 1967	6,108	7,028	6,400	7,400	26,936	24,811
Breath test tentative	1,615	1,643	1,239	1,734	6,248	6,488
Breath test positive	3,863	4,738	4,533	4,912	18,166	16,039
Breath test refused	347	436	439	500	1,722	1,560
Arrests without breath test (S.G. R.T. Act 1967)	185	211	169	234	800	724
Total persons arrested/ reported	4,896	5,385	5,141	5,666	20,688	18,323
<i>At station. Negative breath tests at scene and specimens for analysis:</i>						
Breath test negative	400	507	468	493	1,868	1,733
Blood specimen given	3,682	4,389	4,179	4,394	16,644	14,889
Urine specimen given	283	311	340	367	1,301	1,073
Specimen refused	128	167	147	202	642	605
Totals	4,491	5,374	5,134	5,656	20,655	18,300
<i>Analysis of specimens:</i>						
Under 80 milligrams	1,094	1,337	1,250	1,289	4,970	4,341
Over 80 milligrams	2,831	3,318	3,208	3,390	12,947	11,401
Still to be analysed at end of month	40	45	61	82	228	200
Insufficient or spoiled, etc.						
Total analyses, etc.	1,063	4,700	4,519	4,961	18,145	15,962

* After 1st July 1972, Sec. 9(3) R.T. Act 1972.

APPENDIX 28

Fixed penalty notices issued

Offences	By Police		By Traffic Wardens		Totals	
	1972	Difference in 1972	1972	Difference in 1972	1972	Difference in 1972
Parking place offences in controlled areas	3,219	1,703	446,596	492,354	449,845	404,017
Restricted street offences in controlled areas	14,617	14,899	472,047	381,916	486,664	397,975
Restricted street offences outside controlled parking zones (not clear-trail)	25,011	21,952	293,339	112,992	274,350	179,546
Curfew offences	17,208	13,366	72,064	34,235	86,272	69,222
Vehicle lighting offences	2,096	319	69	69	3,866	4,191
Vehicle licence offences	2,577	2,096	3,572	2,295	5,869	4,510
Waiting offences at bus stops	31	31	108	64	139	74
Unspecified	124	21	108	64	139	74
All offences	66,274	61,193	1,194,842	997,314	1,261,116	1,018,507

106

APPENDIX 29

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 no immediate information was received	Cases in which information was received of result of the investigation
Murders and assaults	41	7	9	28
Arson	1	0	1	0
Robberies	66	7	10	34
Missing person identifications	19	7	4	4
Identification of stolen goods	17	7	4	4
Thefts of paintings, antiques, objects of art	28	7	5	5
Thefts of clothing and accessories	28	7	15	16
Thefts of motor vehicles, bicycles, motor cycles	49	8	22	19
Thefts of food, drink, tobacco, radio and domestic equipment	7	1	1	5
Missing vehicles	25	9	9	15
Property in police possession	323	59	19	18
Associations				
Totals	323	183	109	145
Value of response (per cent)				
1971 figures for comparison:	301	157	127	122
Value of response (per cent)		15.6	43.9	46.5

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