## Appendices

### Appendix A  The number of street accidents and injuries in Birmingham, 1912–1933

<table>
<thead>
<tr>
<th>Year</th>
<th>Trams</th>
<th>Bus</th>
<th>Car</th>
<th>Motorcycles</th>
<th>Pedal cycles</th>
<th>Others</th>
<th>Totals</th>
<th>Killed</th>
<th>Injured</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1912</td>
<td>424</td>
<td>20</td>
<td>877</td>
<td>31</td>
<td>–</td>
<td>1,224</td>
<td>2,576</td>
<td>40</td>
<td>1,213</td>
<td>1,253</td>
</tr>
<tr>
<td>1913</td>
<td>501</td>
<td>118</td>
<td>861</td>
<td>334</td>
<td>539</td>
<td>715</td>
<td>3,068</td>
<td>44</td>
<td>1,539</td>
<td>1,583</td>
</tr>
<tr>
<td>1914</td>
<td>472</td>
<td>85</td>
<td>860</td>
<td>384</td>
<td>–</td>
<td>1,187</td>
<td>2,986</td>
<td>38</td>
<td>1,510</td>
<td>1,548</td>
</tr>
<tr>
<td>1915</td>
<td>517</td>
<td>127</td>
<td>1,087</td>
<td>352</td>
<td>437</td>
<td>648</td>
<td>3,168</td>
<td>69</td>
<td>1,532</td>
<td>1,601</td>
</tr>
<tr>
<td>1916</td>
<td>682</td>
<td>134</td>
<td>1,173</td>
<td>306</td>
<td>346</td>
<td>590</td>
<td>3,231</td>
<td>70</td>
<td>1,566</td>
<td>1,636</td>
</tr>
<tr>
<td>1917</td>
<td>599</td>
<td>121</td>
<td>1,188</td>
<td>217</td>
<td>280</td>
<td>538</td>
<td>2,943</td>
<td>54</td>
<td>1,336</td>
<td>1,390</td>
</tr>
<tr>
<td>1918</td>
<td>555</td>
<td>79</td>
<td>1,011</td>
<td>55</td>
<td>438</td>
<td>251</td>
<td>2,389</td>
<td>61</td>
<td>1,137</td>
<td>1,198</td>
</tr>
<tr>
<td>1919</td>
<td>248</td>
<td>69</td>
<td>1,042</td>
<td>367</td>
<td>395</td>
<td>304</td>
<td>2,425</td>
<td>74</td>
<td>1,150</td>
<td>1,224</td>
</tr>
<tr>
<td>1920</td>
<td>207</td>
<td>74</td>
<td>1,338</td>
<td>433</td>
<td>358</td>
<td>353</td>
<td>2,763</td>
<td>65</td>
<td>1,246</td>
<td>1,311</td>
</tr>
<tr>
<td>1921</td>
<td>96</td>
<td>46</td>
<td>1,548</td>
<td>547</td>
<td>554</td>
<td>343</td>
<td>3,134</td>
<td>57</td>
<td>1,426</td>
<td>1,483</td>
</tr>
<tr>
<td>1922</td>
<td>128</td>
<td>48</td>
<td>1,858</td>
<td>558</td>
<td>603</td>
<td>379</td>
<td>3,574</td>
<td>49</td>
<td>1,582</td>
<td>1,631</td>
</tr>
<tr>
<td>1923</td>
<td>195</td>
<td>107</td>
<td>2,169</td>
<td>633</td>
<td>689</td>
<td>404</td>
<td>4,197</td>
<td>66</td>
<td>1,787</td>
<td>1,853</td>
</tr>
<tr>
<td>1924</td>
<td>322</td>
<td>160</td>
<td>2,727</td>
<td>818</td>
<td>922</td>
<td>527</td>
<td>5,476</td>
<td>73</td>
<td>2,248</td>
<td>2,321</td>
</tr>
<tr>
<td>1925</td>
<td>293</td>
<td>137</td>
<td>3,415</td>
<td>1,109</td>
<td>1,305</td>
<td>519</td>
<td>6,778</td>
<td>88</td>
<td>2,956</td>
<td>3,044</td>
</tr>
<tr>
<td>1926</td>
<td>287</td>
<td>251</td>
<td>3,883</td>
<td>1,371</td>
<td>1,393</td>
<td>488</td>
<td>7,673</td>
<td>106</td>
<td>3,611</td>
<td>3,717</td>
</tr>
<tr>
<td>1927</td>
<td>351</td>
<td>313</td>
<td>4,477</td>
<td>1,621</td>
<td>1,488</td>
<td>484</td>
<td>8,734</td>
<td>104</td>
<td>4,211</td>
<td>4,315</td>
</tr>
<tr>
<td>1928</td>
<td>378</td>
<td>383</td>
<td>5,007</td>
<td>1,632</td>
<td>1,378</td>
<td>454</td>
<td>9,232</td>
<td>126</td>
<td>4,260</td>
<td>4,386</td>
</tr>
<tr>
<td>1929</td>
<td>345</td>
<td>346</td>
<td>5,333</td>
<td>1,804</td>
<td>1,338</td>
<td>476</td>
<td>9,642</td>
<td>151</td>
<td>4,504</td>
<td>4,655</td>
</tr>
<tr>
<td>1930</td>
<td>312</td>
<td>414</td>
<td>5,274</td>
<td>1,670</td>
<td>1,292</td>
<td>437</td>
<td>9,849</td>
<td>149</td>
<td>4,761</td>
<td>4,910</td>
</tr>
<tr>
<td>1931</td>
<td>315</td>
<td>618</td>
<td>9,562</td>
<td>2,167</td>
<td>1,822</td>
<td>488</td>
<td>14,972</td>
<td>137</td>
<td>5,553</td>
<td>5,690</td>
</tr>
<tr>
<td>1932</td>
<td>276</td>
<td>449</td>
<td>9,024</td>
<td>2,178</td>
<td>2,400</td>
<td>454</td>
<td>14,781</td>
<td>134</td>
<td>5,918</td>
<td>6,052</td>
</tr>
<tr>
<td>1933</td>
<td>270</td>
<td>527</td>
<td>8,463</td>
<td>1,878</td>
<td>2,874</td>
<td>420</td>
<td>14,432</td>
<td>159</td>
<td>6,121</td>
<td>6,280</td>
</tr>
</tbody>
</table>

*Source: From the Chief Constable of Birmingham, *Annual Reports, of the City of Birmingham Police, 1912–1933.*
Appendix B  Number of accidents and deaths caused by traffic in Birmingham, 1934–1939

<table>
<thead>
<tr>
<th>Years</th>
<th>Accident in which injury occurred</th>
<th>Fatal</th>
<th>Non-fatal injuries</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1934</td>
<td>6,631</td>
<td>159/165*</td>
<td>6,121</td>
<td>6,280</td>
</tr>
<tr>
<td>1935</td>
<td>5,106</td>
<td>149</td>
<td>5,500</td>
<td>5,649</td>
</tr>
<tr>
<td>1936</td>
<td>4,889</td>
<td>140</td>
<td>5,295</td>
<td>5,435</td>
</tr>
<tr>
<td>1937</td>
<td>4,790</td>
<td>125</td>
<td>5,229</td>
<td>5,354</td>
</tr>
<tr>
<td>1938</td>
<td>4,736</td>
<td>118</td>
<td>5,142</td>
<td>5,260</td>
</tr>
<tr>
<td>1939</td>
<td>4,838</td>
<td>178</td>
<td>5,305</td>
<td>5,483</td>
</tr>
</tbody>
</table>

* The annual report for Birmingham in 1934 suggested 159 but the figure 165 appears in the tables of subsequent annual reports.
Source: From the Chief Constable of Birmingham, Annual Reports, of the City of Birmingham Police, 1912–1933.

Appendix C  Accidents, deaths and injuries in Bradford, 1926–1934

<table>
<thead>
<tr>
<th>Year</th>
<th>Accidents</th>
<th>Deaths</th>
<th>Injuries</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Non-fatal</td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>1926</td>
<td>20</td>
<td>558</td>
<td>578</td>
<td>29</td>
</tr>
<tr>
<td>1927</td>
<td>19</td>
<td>651</td>
<td>670</td>
<td>19</td>
</tr>
<tr>
<td>1928</td>
<td>34</td>
<td>654</td>
<td>688</td>
<td>34</td>
</tr>
<tr>
<td>1929</td>
<td>37</td>
<td>741</td>
<td>788</td>
<td>39</td>
</tr>
<tr>
<td>1930</td>
<td>36</td>
<td>725</td>
<td>761</td>
<td>37</td>
</tr>
<tr>
<td>1931</td>
<td>33</td>
<td>944</td>
<td>977</td>
<td>33</td>
</tr>
<tr>
<td>1932</td>
<td>35</td>
<td>1,038</td>
<td>1,073</td>
<td>35</td>
</tr>
<tr>
<td>1933</td>
<td>33</td>
<td>990</td>
<td>1,023</td>
<td>34</td>
</tr>
<tr>
<td>1934</td>
<td>43</td>
<td>1,157</td>
<td>1,200</td>
<td>44</td>
</tr>
</tbody>
</table>

Source: From the Annual Reports of the City of Bradford Police, 1926–1934.
Appendix D  Location of accidents in relation to the City of Bradford Town Hall, 1928

<table>
<thead>
<tr>
<th>Accidents</th>
<th>Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
</tr>
<tr>
<td></td>
<td>Killed</td>
</tr>
<tr>
<td>Within 1 mile</td>
<td>14</td>
</tr>
<tr>
<td>Within 2 miles</td>
<td>11</td>
</tr>
<tr>
<td>Beyond 2 miles</td>
<td>9</td>
</tr>
<tr>
<td>Total</td>
<td>34</td>
</tr>
</tbody>
</table>


Appendix E  Location of accidents in relation to the City of Bradford Town Hall, 1934

<table>
<thead>
<tr>
<th>Accidents</th>
<th>Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
</tr>
<tr>
<td></td>
<td>Killed</td>
</tr>
<tr>
<td>Within 1 mile</td>
<td>18</td>
</tr>
<tr>
<td>Within 2 miles</td>
<td>13</td>
</tr>
<tr>
<td>Beyond 2 miles</td>
<td>12</td>
</tr>
<tr>
<td>Total</td>
<td>43</td>
</tr>
</tbody>
</table>


Appendix F  Motorists exceeding the speed limit, 1938–1951

<table>
<thead>
<tr>
<th>Year</th>
<th>Finding of guilt</th>
<th>Disqualification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1938</td>
<td>116,040</td>
<td>672</td>
</tr>
<tr>
<td>1947</td>
<td>54,431</td>
<td>73</td>
</tr>
<tr>
<td>1948</td>
<td>61,713</td>
<td>56</td>
</tr>
<tr>
<td>1949</td>
<td>52,215</td>
<td>43</td>
</tr>
<tr>
<td>1950</td>
<td>67,065</td>
<td>93</td>
</tr>
<tr>
<td>1951</td>
<td>75,454</td>
<td>134</td>
</tr>
</tbody>
</table>

Source: From HO 310/1, statistics presented to the Traffic Committee of the Chief Constables’ Association.
### Appendix G  Reckless or dangerous driving, 1938–1951

<table>
<thead>
<tr>
<th>Year</th>
<th>Finding of guilt</th>
<th>Disqualification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1938</td>
<td>5,072</td>
<td>1,258</td>
</tr>
<tr>
<td>1947</td>
<td>3,408</td>
<td>606</td>
</tr>
<tr>
<td>1948</td>
<td>1,978</td>
<td>377</td>
</tr>
<tr>
<td>1949</td>
<td>3,955</td>
<td>358</td>
</tr>
<tr>
<td>1950</td>
<td>2,812</td>
<td>660</td>
</tr>
<tr>
<td>1951</td>
<td>3,912</td>
<td>1,073</td>
</tr>
</tbody>
</table>

*Source:* From HO 310/1, statistics presented to the Traffic Committee of the Chief Constables’ Association.

### Appendix H  Careless driving, 1938–1951

<table>
<thead>
<tr>
<th>Year</th>
<th>Finding of guilt</th>
<th>Disqualification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1938</td>
<td>23,644</td>
<td>1,258</td>
</tr>
<tr>
<td>1947</td>
<td>15,248</td>
<td>403</td>
</tr>
<tr>
<td>1948</td>
<td>17,781</td>
<td>232</td>
</tr>
<tr>
<td>1949</td>
<td>13,973</td>
<td>233</td>
</tr>
<tr>
<td>1950</td>
<td>20,251</td>
<td>459</td>
</tr>
<tr>
<td>1951</td>
<td>22,862</td>
<td>761</td>
</tr>
</tbody>
</table>

*Source:* From HO 310/1, statistics presented to the Traffic Committee of the Chief Constables’ Association.

### Appendix I  Traffic fatalities, 1938–1951

<table>
<thead>
<tr>
<th></th>
<th>1939</th>
<th>1950</th>
<th>1951</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total killed</td>
<td>6,618</td>
<td>4,781</td>
<td>5,128</td>
</tr>
<tr>
<td>Pedestrians only</td>
<td>3,031</td>
<td>2,262</td>
<td>2,312</td>
</tr>
<tr>
<td>Pedal cyclists only</td>
<td>959</td>
<td>741</td>
<td>956</td>
</tr>
</tbody>
</table>

*Source:* From HO 310/1, statistics presented to the Traffic Committee of the Chief Constables’ Association.
## Appendix J  Traffic and road safety, 1953–1963

<table>
<thead>
<tr>
<th></th>
<th>1953</th>
<th>1962</th>
<th>1963</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of vehicles registered</td>
<td>4,995,000</td>
<td>10,052,000</td>
<td>10,919,000</td>
</tr>
<tr>
<td>Number of accidents</td>
<td>186,304</td>
<td>264,032</td>
<td>271,531</td>
</tr>
<tr>
<td>Persons killed</td>
<td>5,090</td>
<td>6,709</td>
<td>6,922</td>
</tr>
<tr>
<td>Persons injured</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Serious</td>
<td>56,522</td>
<td>83,915</td>
<td>87,776</td>
</tr>
<tr>
<td>Slight</td>
<td>165,158</td>
<td>251,072</td>
<td>261,481</td>
</tr>
</tbody>
</table>

*Source: From MT 92/72 Her Majesty’s Chief of Constabulary Report for 1952 (HC Paper 259), Chapter 5 on road and traffic safety.*
Notes

1 The Challenge of Automobility and the Response of Policing in Britain: An Overview of a New Vista

5. The Department of Transport GOV.UK website gives constant updates of figures, usually annually based to the end of June each year. These figures indicate that the average death rate was 2,816 between 2005 and 2009, 1,785 in the year to the end of June 2012 and 1,730 to the year ending June 2013. The average total of casualties was 246,050 between 2005 and 2009, and 199,091 in 1912 and 185,500 in 2013. They also give the number of vehicles on British Roads. There were about 4 million vehicles in 1950, 8 million in 1960, 14.6 million in 1970 and 34 million in 2010.
6. Some of these figures are drawn from National Archives, MT34/142, Final Draft, Reducing the Number of Road Accidents. Some are from the MoT UK GOV website, and others drawn from the Bill Luckin article cites in endnote 4. There are no accurate figures until the MoT began drawing them up in 1926. Thereafter, slightly different figures for the same year appear in MT files in the early 1930s. Luckin and Sheen, ‘Defining Early Modern Automobility’, 214 and Report Road Accidents Statistics, SN/SG/2198, Matthew Keep and Tom Rutherford, Social and General Statistics Section.
7. Proceedings (Alness Committee), paragraph 3428.
8. Ibid., paragraph 3430. There were cartoons in Punch and other magazines and papers of the 1930s depicting cars running on rails.
16. Laybourn and Taylor, Policing in England and Wales, 1918–1939, Table 1.2, p. 8.
17. Ibid., Chapter 3, ‘Policing Public Order in the Inter-War Years’.
21. This Act was innovative in that it required drivers holding a driving licence costing five shillings (25p) and in that they also had to display a vehicle registration licence.
26. Royal Commission on Transport, 1st Report: The Control of Traffic on the Roads, Parl. Papers 1929–1930 (Cmd 3365), p. 6. Opinion was equally divided among county and borough chief constables, although surprisingly 18 county chief constables were not in favour of abolition of all speed limits.
27. Proceedings, Alness Committee, 31 May 1938, 10 May 1938, C. T. Foley, of the Pedestrians’ Association, paragraph 3444. It was suggested that the number of deaths caused by coach and bus accidents fell from 701–569 in the first year that the Act operated.
28. Ibid., 31 May 1938, Mr T. Rawson, Chief Constable of Bradford, p. 395, paragraph 5113.
29. Ibid., 31 May 1938, Mr John Maxwell, CC of Manchester, p. 399, paragraph 5166.
34. *Autocar*, 29 July 1938.
40. Ibid.
41. National Archives, HO 271/64, evidence of the Royal Automobile Association [sic] to the Royal Commission on the Police 1960–1961. The file was compiled by, amongst others, T. A. Critchley, a leading historian of police history. This will be dealt with in more detail in a later chapter. In a more constructive mood, from 1906 the AA had erected thousands of roadside danger and warning signage. *The Automobile Association Handbook, 1926*. Indicated that the AA installed 6,500 direction signs and 15,000 village signs.
42. MT 92/72, Traffic Committee of the Central Conference of Chief Constables (CCoCC), 7 October 1960, p. 7.
43. *The Times*, 5 November 1929. At this time *The Times* was running a ‘Road Deaths of the Week’ column.
44. The Pedestrians’ Association became the Pedestrians’ Association of Road Safety in 1952 and is now called Living Streets. In 1950, Hore-Belisha, one-time Minister of Transport, became its vice-president.
47. *Proceedings*, Alness Committee, 10 May 1938, paragraph 3385.
48. Ibid., 10 May 1938, particularly paragraphs 3387, 3391.
49. Ibid., 10 May 1938, particularly paragraphs 3487–500.
52. Luckin, ‘Out and About’.
53. *Annual Reports of the City of Liverpool Police, 1927–1951*.
57. Ibid., p. 394, paragraph 5099.
58. Ibid., paragraph 5267.
59. The 1835 Highways Act paid surveyors to work for the districts, or groups of parishes, to maintain roads. There was a Highways Act of 1862 but it was 1878 before properly constituted highway authorities were formed. Also Carlton Reid, Roads Were Not Built for Cars (Kindle: 2014).

63. Annual Report of the Wigan Police, 1946, p. 8 indicates that there were 48 Play Streets for children and the report for 1954, p. 28 indicates that this number had risen to 53.
70. Police Review, 1 March 1957.

2 Historiography and Argument

2. R. Davis (1997), Death on the Street: Cars and the Mythology of Road Safety (Victoria: Leading Edge Press and Publishing), makes many of these type of points, pp. 9–10.
23. Ibid., p. 133.
30. Home Office Experimental Motor Patrol Scheme: Report of the Chief Constable of Lancashire on the Progress of the Scheme during the first twelve months of the Experimental Period (1939) [hereafter Experimental Motor Patrol Scheme, first twelve months], p. 12, paragraph 45.
31. Home Office Experimental Motor Patrol Scheme: Report of the Chief Constable of Lancashire on the Progress of the Scheme during the first six months of the Experimental Period (1938) [hereafter, Experimental Motor Patrol Scheme, first six months]; Experimental Motor Patrol Scheme, twelve months. There are copies in the Lancashire County Record office and in the Greater Manchester Police Museum, Newton Street, Manchester.
33. Experimental Motor Patrol Scheme, first six months, p. 37, paragraph 79.
34. Ibid., p. 37, paragraph 81.
35. Ibid., p. 48, paragraph 89.
36. Ibid., p. 39, plate 29.
41. Ibid., p. 193; Liverpool City Police Chief Constable’s Disciplinary Reports, 10 January 1935.
3 ‘An Unwanted but Necessary Task’: Traffic Policing and the Enforcement of the Law, c.1900–1939

1. HMI Inspector, Annual Report, 29 September 1931, by Sir Llewellyn Atcherley, HM Inspector of Constabulary. This indicated that there were 18,513 county police and 18,849 borough police at that point in England and Wales, though it did not include the Metropolitan Force, which hovered around 19,000–20,000.


7. The Metropolitan Police were to the forefront of Q-car patrolling from the mid-1930s onwards, whilst many of the smaller forces, such as Wigan, were involved in traffic policing with a force of four Austin cars and three motorcycles as late as 1954, Annual Report of Wigan Police, 1954, p. 20.

8. Annual Report of the City of Birmingham Police, 1959, p. 77. At the same time it had 12 officers employed in road safety duties, p. 75.

9. Ibid., p. 78.


11. Ibid., p. 54.

12. Ibid., p. 55.


20. Ibid.

21. Ibid.

22. Ibid.

23. Ibid.


25. HO 45/1117, a file on the AA and the Motor Car Acts.


27. MEPO 2/121. The file contains various reports on the police and witnesses on the events.

28. MEPO 2/1215, evidence on PC 145 E Beck.

29. Ibid., a file dealing with the Metropolitan Police prosecution of an AA Scout, Thomas Ditton.

30. Ibid., letter of 11 November from Amery Parker, solicitor of the Automobile Association, in the file.

31. Ibid., a paper listing another dozen or so examples of the interference of AA scouts.

32. Ibid.


35. HO 45/1117, quoting from the Parliamentary debates (Hansard).

36. Ibid.

37. Ibid., letter from Chief Constable of West Sussex to the Home Secretary, 2 September 1909.

38. Ibid., letter from the Chief Constable of West Sussex to the Home Secretary, 7 October 1909.

39. Ibid., the notes of Edward Troup.

40. Ibid.


42. Ibid., Notes on instructions to JPs, 23 October 1912.

43. Ibid., Home Office Circular 23 October 1912. The item is mainly taken from an unattributed and undated newspaper cutting in the file.

44. Ibid., a file on AA Scouts and Accidents connected with ‘Signal by Failure to Salute’, reported in a newspaper clipping from the *Daily Chronicle*, 21 September 1920.

45. MT 34/31 for 1919.

46. MT 34/31.

47. *The Times*, 23 September 1926.


49. HO 45/1117.

50. Ibid., letter of Lord Curzon to the Home Secretary, 13 September 1920.


54. HMIC Report, 1928, p. 15.
56. Ibid.
57. Chief Constable, City of Liverpool, Annual Report of the City of Liverpool Police, 1922, p. 6. This view was reiterated in the 1926 Annual Report, although it was suggested that some auxiliary control would be possible in rural areas.
58. HO 45/24785, Atcherley memorandum and the minutes on traffic wardens.
59. Ibid.
60. MT 34/62, Cabinet Economy Committee meeting, 26 February 1926.
61. Police Review, 29 January 1926, article on 'The Blues and the Buffs'.
62. Ibid.
63. Ibid.; HO 45/24785, minutes on traffic wardens.
64. Laybourn and Taylor, Policing in England and Wales, 1918–1939, p. 41.
66. The Times, 29 August 1927, letter from D. M. Kirby.
67. Ibid.
68. Ibid., 23 September 1926.
69. HO 45/24785.
70. Ibid.
71. HO 45/24785, memo to Home Office, 12 March 1926.
73. HMIC Annual Report, 1928, p. 7.
74. HO 45/24785, letter to Home Office, 12 March 1926.
75. The Times, 13 November 1928.
76. Ibid., 16 November 1928.
79. Ibid., pp. 22–3.
80. The Times, 15 January 1930.
82. HO 45/24785, minutes on traffic wardens.
84. Ibid., 1929, p. 11.
87. Annual Reports of the City of Leeds Police, 1932, p. 17 and 1933, p. 17.
88. Ibid., 1935, p. 16.
89. Ibid., 1940, p. 16.
91. Ibid., p. 24; M. Anderson (1926), How Manchester is Managed (Manchester: Manchester City Council), p. 200.
105. Ibid., 5 February 1932.
106. Ibid.
107. Ibid., 23 September 1932.
111. HO 144/16175, letter, 18 October 1931, on flying squads and cars, noting the payment of £290 for an Invicta and £723/2/6d for a Bentley.
113. Laybourn and Taylor, *Policing in England and Wales 1918–1939*, pp. 197–200, particularly Table 8.1 and Table 8.2.
114. MEPO 3/1207, case of a smash and grab raid on 27 July 1939, dealt with by the Kew Flying Squad.
115. MEPO 3/481.
119. Ibid., 13 April 1937.


124. MEPO 2/2649 deals with ‘The District Cover Scheme: Use of Q Cars at Strategic Fixed Points in Co-operation with Information Room’, dealing with the years 1936 to 1938.

125. Ibid., two-page report from two chief inspectors dated 3 March 1938.

126. Ibid., report on the first six months District Crime Scheme by Inspector Doughty, 11 March 1938.

127. Ibid., Memorandum from DAC 4, 14 December 1936.

128. MEPO 2/2649 deals with ‘The District Cover Scheme: Use of Q Cars at Strategic Fixed Points in Co-operation with Information Room’, dealing with the years 1936 to 1938.

129. Ibid., DAC Memorandum to the Superintendent, 12 March 1938.

130. MEPO 2/2649, two-page report from two chief inspectors, 3 March 1938.


132. Ibid.


134. Ibid., Committee on Road Safety file, covering the years 1944–1947 and 1950; ‘Memorandum on Road Safety: The Problem of Road Safety: The Police Function’, by H. Alker Tripp (Assistant Metropolitan Police Commissioner), pp. 25–6.

135. There is a scrapbook of his newspaper cuttings, many without dates, deposited by his widow in the Greater Manchester Museum, Newton Street, Manchester.


137. MEPO 2/2649, ‘The District Crime Scheme: Use of Q Cars at Strategic Fixed Points in Connection with Information Room’.

138. Home Office letter to Salford Chief Constable [Godfrey], 18 February 1937, though the same words were used by Sir John Simon, Home Secretary, when addressing Parliament on the same day.


140. *Chief Constable of Lancashire, Scheme during the first six months*, p. 37, paragraphs 82 and 83.

141. MT 55/336, in a report presented to the Committee on Road Safety, 23 April 1944, reporting upon the Lancashire Motor Patrol Scheme and the information presented to the Alness Committee. It suggests that this scheme was good for the simple setting-up of traps but would raise the number of prosecutions and thus not foster co-operation with the public.
142. Chief Constable of Lancashire, Scheme during the first six months, p. 1, paragraph 2.
143. Ibid., p. 6.
144. Ibid., pp. 6–7.
145. Ibid., p. 7, paragraph 15.
146. Ibid., p. 23, paragraph 75.
147. Ibid., p. 24, paragraph 80.
148. Ibid., p. 15, paragraph 57.
149. Ibid., p. 9, paragraph 25.
150. Ibid., p. 39, paragraph 85, plate 29.
151. Ibid., p. 27, paragraph 103.
152. Chief Constable of Salford Notes for Chief Constables’ Meeting, Liverpool, 4 August 1938, regarding the Home Office Motor Patrol Scheme, p. 1.
153. Chief Constable of Salford Notes for Chief Constables’ Meeting, Liverpool, 4 August 1938, regarding the Home Office Motor Patrol Scheme, p. 2.
157. The Times, 15 and 23 August 1923.
158. Laybourn and Taylor, Policing in England and Wales, pp. 162–4, including Table 7.7.
159. Laybourn and Taylor, Policing in England and Wales, p. 164.
160. The Times, 24 October 1932.
163. Ibid.
164. The Times, 29 January 1937, p. 11.
165. Ibid., 29 January 1939, p. 4.
166. Ibid., 2 December 1935.
171. Ibid., 4 September 1936, an article entitled ‘Motorists, Magistrates and the Law’.
172. Ibid.
173. Ibid.
174. The Times, 22, 23 September 1936; 8 May 1937.
175. Ibid.
177. Ibid., p. 118.
178. Ibid., Dr Ralph Rimmer, p. 78.
179. Ibid., particularly pp. 74–85.
183. Ibid., pp. 180–1, indicates an increase in cases for failing to have third-party insurance rose from 11,616 in 1931 to 15,199 in 1938; that failure to observe police signals fell from 4,124 in 1935 to 3,229 in 1938; failure to observe pedestrian crossings rose from 7,503 in 1935 to 8,592 in 1920; and that there were also significant increases in lighting offences, though identification offences, brake (17,717 in 1931 and 13,306 in 1938) and noise offences (26,129 in 1931 and 9,129 in 1939) generally fluctuated downwards as the 1930s progressed.
184. Ibid., pp. 156–62.

4 Policing the New Age of Mass Motoring c.1940s–1970: Motor Patrolling, to Q Cars, Z Cars and Unit Beat Policing

1. MT 55/336, report c.1960 from Chief Constable of Lancashire, Col. E. S. Johnstone, reiterating the three Es idea developed in the 1930s and reiterated in 1944 by H. Alker Tripp.
2. MT 55/336, includes numerous reports from police chief constables to the Road Safety Committee as referred to in Chapter 1, including one by H. Alker Tripp.
4. MT 92/226, letter to Mr Scott from R. J. Shaw, 25 October 1966, in which, supporting the Law Society demand for special traffic courts, it was suggested that magistrates’ courts have to change.
5. Ibid., note to Mr Scott from R. J. Stone, 25 October 1968, in which it was stated that traffic offences rose from 62 per cent of all offences to 65 per cent between 1960 and 1965.
7. HO 186/435, a report on a meeting to discuss high death rates on 5 March 1941 gives the lower figures, but the MoT GOV.UK website gives the higher figure for 1940.
11. KA 235/10 (West Yorkshire Archives, Kirklees Office), Chief Constable of Dewsbury Report to Watch Committee, 8 February 1940.
12. HO 186/435, report of 5 March 1941 of the meeting under the chairmanship of Sir Alexander Maxwell; MEPOL 2/2649, General 21/71, A 51, Traffic also contains the same report.
13. HO 186/435, reference 863,571/5, report received from Chief Constables, informing the Traffic Conference, 5 March 1941, statement made by Mr C. G. Markbrester.

14. Ibid.


17. Ibid., pp. 217–18.

18. Ibid., p. 219; Herbert Alker Tripp (1938), *Road Traffic and Its Control* (London), and (1942) *Town Planning and Road Traffic* (London); Manchester Chief Constable, *Chief Constables’ Annual Report 1935*, p. 9, and the same for 1937, p. 44. (Sir) Herbert Alker Tripp (1883–1954) was a civilian who became Secretary to the Metropolitan Police in 1928, and an Assistant Commissioner between 1932 and 1947. He was a specialist in traffic policing, a member of the London and Home Counties Traffic Advisory Board/Committee from 1938 until 1947, and a member of the MoT Committee on Road Safety from 1943 until 1947.


26. Ibid., pp. 4, 75–6.


30. MEPO 2/8517, material on American parking meters.

31. Ibid., letter from Nott-Bower to Newsam.


33. MEPO 2/9755 deals essentially with discussions about appointing traffic wardens under the 1960 Road Traffic Act. HO 291/1041 contains material on the Road Traffic and Road Improvement Bill of 1960. MEPO 2/9983 contains material from the House of Lords debate on 17 November 1960 and on the Traffic Improvement Bill, 1960. MT 92/226, Memorandum on the Enforcement of Traffic Law, quotes the Royal Commission on Police, which approved the idea of traffic wardens ‘so as to relieve the police of as much traffic work as possible’.

34. MEPO 2/9755 deals mainly with the setting up of the force and the application forms.

35. HO 291/1041, dealing with a meeting at the MoT on 6 October 1960.

36. MT 92/226, Memorandum on the Enforcement of Traffic Law.

37. MEPO 2/10399, statistics on fixed penalty notices.

38. Ibid., report of the CCoCC, 7 May 1964.

39. MEPO 2/1030.
41. HO 29/1041, meeting at the MoT, 6 October 1960, regarding the support by the Transport Minister for the fixed penalty system.
42. MEPO 2/9983, details of the system gathered from the House of Lords debate on the Traffic and Road Improvements Bill, 1960.
43. MEPO 2/10399, sheets on statistics and fixed penalty notices.
44. Ibid.
45. Ibid., letters to and from N. F. Cairncross.
46. MT 92/226, the Law Society Memorandum by the Council of the Law Society, a ten-page document outlining the need for the centralisation of traffic offences in specialised courts where magistrates were used to dealing with motoring offences.
47. MEPO 2/10399, Statistics on Fixed Penalty Fines.
48. Ibid.
51. MEPO 2/1030 contains material on the police supervision of traffic wardens, covering the years 1860 to 1974.
52. MEPO 2/1020, Police Reports May 1964, 11 June 1964.
53. Ibid.
54. Minutes of the CCoCC, 7 May 1964, also copy in MEPO 2/10399.
55. MEPO 2/11294, details of training for traffic wardens.
56. MEPO 2/10838, file on 'Employment of Traffic Wardens and Their Duties', and details of meetings in 1966.
57. HO 286/694 contains a report on 'Specifications for a Preliminary Design Study of Methods of Improving the Allocation of Police Traffic Resources, 4 March 1971', which discusses the use of the Plessey radar system and police cars in a Sussex traffic experiment, noting the 'tactical use of police cars to influence driver behaviour and to check speed'. A comment made in Chapter 13. Also, MEPO 2/9978 contains material on the Marconi radar equipment being tested by the Home Office. Further, MT 111/109 on traffic control with CCTV, and HO 377/141, CTTV for Police Purposes 1973.
59. Ibid.
60. MT 92/72, Her Majesty's Chief of Constabulary for 1963, p. 56.
62. Ibid., p. 7.
63. MT 92/72, Her Majesty's Chief of Constabulary for 1963, p. 57.
64. MEPO 2/9556 file, which includes a copy of The Security Gazette, 7, 2, February 1965, which offers an article that examines the new initiatives of the Liverpool Police Force which was 540 under strength at that time.
65. Ibid.
66. MEPO 2/9556, the Liverpool file.
68. Chris A. Williams (2003), 'Police Surveillance and the Emergence of CTTV in the 1960s', Crime Prevention and Community Safety, 5, 3, 27–38; Chris

69. HO 377/52 and HO 377/64 contain material on the Home Office Police Research and Development Board on the Manning of Traffic Patrols. It examines the effectiveness of one or two men in a car, noted that one-man cars were often used in the day rather than at night, and suggests that there was no evidence to suggest that one-manned cars were less effective, indeed the contrary seems to have been the case.

70. MEPO 2/8960, extract from the CCoCC, 31 January 1951.

71. Ibid.

72. Ibid.

73. Ibid., quoting the Chief Constable of Oxfordshire on 4 January 1951.

74. Ibid., from a report on the Chief Superintendents’ Conference, 6 February 1951.

75. Ibid., extract from a report connected with the CCA Conference, 30 January 1951.

76. Ibid., initial report in the file and on the cover notes. The file contains discussions on Q cars from about 1951 to 1959, when the summary report was written.

77. Ibid., summary report on Q cars and the CCoCC, 31 January 1951.

78. Ibid., initial report in the file and on the cover notes on Q cars.

79. Ibid.

80. Ibid.


82. Ibid., Standing Inter-Departmental Crime Committee, Extension of Q cars in September 1958, and report on subsequent events, pp. 1–2. Also, HO 281/1522 contains an ‘omnibus’ letter on this committee and its findings.

83. Ibid., Standing Inter-Departmental Crime Committee, Extension of Q cars in September 1958, and report on subsequent events, p. 2.

84. MEPO 2/9766, Report of 17 November 1959 for the Commissioner’s Office.

85. Ibid., Standing Inter-Departmental Crime Committee, 13 January 1961.

86. MT 92/72 contains a number of reports of CCA Central Conferences for the early 1960s, and other related reports.

87. HO 287/1522 (formerly POL 65/650/7/40), report on ‘Unit Beat Policing: An Examination of the Present Situation in the North West Police Area’ (Plyd Gwynedd), p. 1.

88. Ibid., Report of HM Chief Inspector of the Constabulary of Scotland.

89. Ibid., the supporting information to the Staff Officers’ Conference, 25 July 1968.

90. Ibid.

91. Ibid., Report on Unit Beat Policing: North-East Region.

92. MEPO 2/10598, Chief Inspector Booth, of the Metropolitan Police, reporting upon his investigations in the workings of the Cheshire, Manchester and Birmingham Police.


95. Ibid., p. 3.

96. Ibid., pp. 9–10.

98. Daily Mail, 6 February 2014. This is an article drawn from Peter Hitchen’s new book, A Brief History of Crime, published 11 April 2014.


100. Ibid., pp. 4–5.

101. Ibid., p. 6.

102. Ibid., Report of Unit Beat Policing No. 4 District [Midlands], p. 2.

103. Ibid., Report of Unit Beat Policing in the South-East Region, p. 8.

104. Ibid., Thames Valley Constabulary Divisional Collators’ Bulletin, E. Division.


106. Ibid., ‘Unit Beat Policing: An Example of the Present Situation in the North West Police Area (Plus Gwynedd)’, p. 6.

107. HO 272/64, 8ii.


109. Ibid.

110. Ibid.

111. Ibid., p. 2.

112. Ibid.

113. Ibid.

114. Ibid., pp. 2–3.

115. Ibid., p. 4.

116. Ibid.

117. MT 92/371, a short paper from Mr Madge, 28 October 1966.

118. Ibid.

119. Ibid., a reply to Mr Madge prepared by Mr Scott.

120. Ibid.

121. Ibid.; Briefing on the Enforcement of Traffic Law for the Minister of Transport for her Meeting with the Home Secretary, early 1967; MT 92/226, a Memorandum on the Enforcement of Traffic Laws about 1962/3. The Royal Commission on the Police approved the idea of traffic wardens to relieve the police of unnecessary duties.


124. Ibid., pp. 9–10.

125. Ibid., Draft item on Traffic Costs. Referring to the views of the Law Society.

126. Ibid.

127. Ibid.

128. Ibid.

129. Ibid., Memorandum on the Enforcement of Traffic Law, November 1963, commenting on the report of a working party of the Road Safety Division.

130. The Times, 8 October 1963; Daily Mail, 19 October 1963; Sunday Telegraph, 20 October 1963.

131. The Times, 8 October 1963.

132. Ibid.

133. MT 92/72, Report on motor patrolling, table dealing with enforcement of traffic laws, p. 55.
134. MT 92/72, from the Traffic Sub-Committee of the Central Conference of the CCA, 19th Meeting, Friday 28 September 1956. The main members seem to have been Mr T. H. Lewis, Chief Constable of Carmarthen, and Mr D. M. McLaughlin, Chief Constable of Coatbridge. The main item was Item 17.


136. Ibid., Traffic Committee of CCoCC, 36th meeting, 15-page report on the A1/Great North Road, p. 7.


140. MEPO 2/7794, article by Wallis, ‘Segregation’; also a paper on the police meeting to discuss the M1, where six people were killed and 92 injured in 1959–1960, compared with a 17-mile stretch on the A1 where 13 were killed and 207 injured.


142. MT 92/105, letter from J. Garleck, 14 December 1960.


144. Ibid., p. 8.

145. Ibid., p. 10.

146. MEPO 287/698 mainly contains documents relating to the policing of motorways in the early 1970s.


148. The Times, 2 October 1946, a letter referring to comments made by Lord Chief Justice Goddard to the CCA.

149. Police Review, 20 January 1956, article on ‘What Shall We Do with Drunken Drivers’.


152. MT 102/290, Daily Mail, 27 September 1964. The interview was conducted by Dennis Holmes.

153. Police Review, 10 March 1967, a cutting of which is MT 92/371.


155. Ibid., Police (Chief Constable) Circular No. 25/1967. Circulated by the Scottish Home and Health Department.

5 Engineering the Environment c.1900–1970: Congestion, Meters and Redefining the Urban Landscape

13. Bradford Watch Committee, 20 June 1924, stands as one piece of evidence of the contacts which all watch committees made with local highway authorities in the redesigning of the roads.
14. B. R. Mitchell and P. Deane (1962), *Abstract of British Historical Statistics* (Cambridge: Cambridge University Press), p. 230. There were 330,000 motor vehicles in Britain in 1919 (110,000 of them cars), 2.2 million and 981,000, respectively, in 1929 and 3,085,000 and 1,994,000, respectively, in 1938.
16. *General Orders* [of the Metropolitan Police Force], 7 September 1838 and 1 November 1847.
17. *City of Birmingham Police: Bye Laws, Local Acts, etc.* (1903), p. 71, issued to the full police force; Watch Committee Minutes, City of Manchester, located in the Greater Manchester Police Museum, Newton Street, along with the watch committee minutes of Salford and other Lancashire towns.


30. KA 235/10 (West Yorkshire Archives, Kirklees), Chief Constable of Dewsbury reports to Watch Committee, 14 May 1934.


34. Bradford Watch Committee, Minute Book, 17 October 1924.


36. KA 235/9 (West Yorkshire Archives, Kirklees), Chief Constable of Dewsbury reports to Watch Committee, 15 April 1926.


39. Ibid., 14 October 1932, 7 June 1935.

40. *The Times*, 7 February 1933.


42. Huddersfield Watch Committee, Minute Books, 5 October 1931, April 1931 and 3 October 1933.

43. KA/23 (West Yorkshire Archives, Kirklees), Chief Constable of Dewsbury reports to Watch Committee, 30 February 1931.
44. There is an extensive collection of these reports in the Greater Manchester Police Museum, Newton Street, Manchester, as well as a more or less full run of the Police Review.

45. *The Times*, 4 March 1924; Annual Report, Metropolitan Police, 1921, p. 22.

46. Annual Report, Metropolitan Police, 1931, p. 22; *The Times*, 10 January 1932.

47. *The Times*, 10 January 1932.


49. *The Times*, 16 November 1937.

50. Annual Reports, Metropolitan Police, 1933, p. 38, and 1937, p. 57.

51. Ibid.; The increasing problem of negligent cyclists was noted in the 1935 Annual Report, p. 51.

52. Ibid., 1936, p. 53.

53. Ibid., 1932, p. ix.

54. Annual Reports of the City of Manchester Police, 1932, p. viii; 1933, p. ix.

55. Ibid., 1928, p. vii; 1929, p. viii.

56. Ibid., 1936, p. 36.

57. Ibid., 1929, p. vii.

58. Ibid., 1929, p. viii; 1933, pp. xv–xxi.


61. Ibid., 1928, 1933 and 1935.

62. Ibid., 1931, p. 23.

63. *The Times*, 7 April 1933 and 17 August 1933.

64. Ibid., 10 July 1934.


67. Ibid., 29 January 1935.


70. Annual Report of the City of Leeds Police, 1936, p. 27.

71. Ibid., 1936, pp. 27–8.

72. Luckin, ‘Out and About’.


75. Ibid.

76. Annual Report of the Wigan Police, 1946, p. 9. The number of play streets remained the same in the annual report 1950, p. 24, despite the hope of extending the number of play streets by ten in the 1946 report.

77. MT 37, London and Home Counties Traffic Advisory Committee, minutes and papers 1924–1963, 60 files.


83. MEPO 2/10399, Working Party on Traffic Wardens and the Fixed Penalty System, section VIII.
85. Wallis, ‘Segregation’.
88. Ibid.
89. MEPO 2/8517, in a letter written on traffic apparently about 1956, from John Nott-Bower to Sir Frank Newsam.
91. Ibid., 1954, p. 40.
92. Ibid., 1955, p. 42.
95. Annual Report of the City of Liverpool Police, 1954, p. 40; MEPO 2/8517 also contains evidence of the extensive lengths to which the Metropolitan Police went to gather evidence on the work, practice and effectiveness of traffic meters.
96. MEPO 2/8517, contains a considerable amount of material on American parking meters.
97. CCoCC, 80th Meeting, 4 December 1950, receiving evidence from the 29th meeting of its Traffic Sub-Committee of 30 January 1959, attended by a dozen chief constables including Captain Sir Henry Studdy (West Riding), Mr G. E. Parfitt (Barnsley), Mr A. J. Mathieson (Aberdeen) and Mr R. S. Allen (Renfrew and Bute).
98. Moran, ‘Crossing the Road in Britain, 1931–1976’.
101. Annual Report of the City of Liverpool Police, 1951–1953; Minutes of the City of Liverpool Road Safety Committee for 1951–1953, which cover most of the 1950s and up to 1960.
104. City of Liverpool Road Safety Brochure (1953) (Liverpool: Liverpool Road Safety (Special Committee)), p. 66.
106. Ibid., p. 21; The Guardian, 3 April 1962.
114. Wallis, ‘Segregation’.

6 Traffic Accidents and Road Safety: The Education of the Pedestrian and the Child, 1900–1970

1. MT 34/101, letter from Herbert Morrison to the Home Secretary.
3. K. Laybourn and D. Taylor (2011), *Policing in England and Wales, 1918–1939: The Fed, Flying Squads and Forensics* (Basingstoke: Palgrave Macmillan), p. 105. In 1919, there were 331,000 motor vehicles in use in Britain, 110,000 private cars, 115,000 motorcycles, 44,000 buses and coaches and 62,000 goods vehicles. In 1939, the total was 3,085,000, including 1,944,000 cars, 462,000 motorcycles, 53,000 buses and coaches and 495,000 goods vehicles.
4. Ibid.; The Royal Commission on Transport sat between 1929 and December 1930 before producing three reports in 1931. They were: *The Control of Traffic on the Road*, *The Licensing and Regulation of Public Service Vehicles* and *The Co-ordination and Development of Transport*.
7. Luckin, ‘Out and About’, pp. 147, 150. Also H. Hendricks (1997), *Children, Childhood, and English Society* (Cambridge: Cambridge University Press), pp. 83–4, 94. It is essentially the first attempt to provide a historiography of a topic which really had no historiography at the time. He argues that inter-war and post-1945 Britain has been neglected in the study of child histories, even with regard to studies of childhood and the family, class, health and other areas. Also Harry Hendricks (1997), ‘Construction and Reconstruction of Childhood’ in Allison Jones and Alan Proust (eds), *Constructing and Reconstructing Childhood: Contemporary Issues in the Sociological Study of Childhood* (London: Falmer Press), pp. 83–4, 94; H. Cunningham (1995), *Children and Childhood in Western Society since 1500* (London: Longman).
9. MEPO 2/7794 contains many reports upon the moves to segregation between 1944 and 1967, many reflecting on the experience of the 1930s.


11. Under the Act, the minimum age for motorcyclists was 17 years of age, which became the minimum age for all other vehicle drivers. However, no one was required to take a driving test, or to show competency in driving, until 1935.


21. As a result of this road anarchy, the Road Traffic Act of 1930 authorised local authorities to regulate bus services, and made it illegal for vehicles on the road to have no insurance.


25. MT 34/142, NSFA: ‘summary of draft scheme for conduct of an educational campaign against accidents’, July 1933.


27. MEPO 2/7794, Pedestrian Segregation Experiment: Recommendation of the Committee on Road Safety, a committee which included Mr S. Chamberlain of Scotland Yard.


29. Ibid.

30. Ibid., 30 January 1920.


32. *Annual Reports of the City of Liverpool Police, 1929*, pp. 15–16; *1930*, pp. 15–16.
33. *Annual Report of the City of Leeds Police, 1931*, p. 26, suggests that pedestrians caused 55.41 per cent of the 74 fatal road accidents that year, and 46.61 per cent of non-fatal road accidents.

34. Returns from coroners in the last six months of 1928, gathered together by the NSFA; Chief Constables’ Association General Conference, 19 June 1930, p. 54, indicates also that 9 per cent of deaths were caused by cyclists, 30 per cent motor drivers, 20 per cent by motorcyclists and 5 per cent by buses, trams and lorries; Laybourn and Taylor, *Policing in England and Wales, 1918–1939*, p. 132.


36. Ibid. It is possible that these figures relate only to schoolchildren because Luckin, ‘Out and About’, p. 141, gives different figures. Child fatalities were indicated at 1,232 in 1926 and 1,685 in 1930.


40. Ibid., p. 261, paragraphs 3409–11.


44. MT 32/101, report in the MoT file for the Home Department, 25 March 1931.


49. *Annual Report, Metropolitan Police, 1938*, p. 44.


52. (Manchester) *Evening News*, 10 May 1928; MT 32/142, final draft of ‘Reducing the Number of Accidents’.


54. ED 11/189, National Safety Week Council.

55. Ibid.


58. The annual reports for Bradford, Leeds, Sheffield and other towns for 1931 all reports on these events.


62. ED 11/189, report by (Lt. Col.) J. A. Pickard, Hon Secretary of the National Safety Week Council, 7 January 1932. He was also a leading figure in the NFSA.


64. Godfrey, Road Sense for Children, p. 57.

65. Ibid., pp. 57–8.

66. Ibid., p. 53.


68. MEPO 2/6701, two-page list of the ‘Road Safety Talks given by the police other than in Elementary Schools’.

69. MEPO 2/6701, London (Metropolitan) Safety Week Programme.

70. HO 45/16662 contains numerous road accident reports from the Scottish Office, Oxfordshire and other counties, and from Birmingham and the main cities.

71. Ibid., letter from Chief Constable Rafter, of Birmingham, to A. L Dixon at the Home Office, dated 27 October 1934.

72. HO 45/16662, letter from Chief Constable Rafter to A. L. Dixon, and attached cited report.

73. The Times, 2 August 1934.


75. MT 34/142, for the years 1933–1935. Sir Henry Pigott was a affiliated to the NSFA, which represented the interests of the motorists, along with Sir Cyril Hurcomb, Mr G. Stewart (Hon. Treasurer), Mr Sydney Walton and Lieutenant Colonel J. A. A. Pickard (General Secretary) and Sir Gerald Bellhouse.

76. MT 34/142, ‘Final Draft of ‘Reducing the Number of Road Accidents’.

77. Police Review, 2 June 1939.


79. Annual Report, Metropolitan Police, 1933, p. 40; 1936, p. 54; and 1937, p. 53.

80. (Manchester) Evening News, 18 May 1931. It is not known how long this experiment at Lingard Road, Northenden, lasted.


83. Godfrey, Road Sense for Children, pp. 17–18.


86. Police Review, 1 May 1936.
87. Ibid.
88. Ibid.
89. Ibid., 2 June 1939, p. 7, for the autumn of 1938.
94. Ibid.
95. INF 2/132, file CL 501/7.
98. INF 2/132, ‘History of Road Safety Campaigns for the MFT, Prepared for the COI’ by J. White Thompson, July 1948.
100. INF 2/131, p. 3.
101. MEPO 2/6718 contains extensive correspondence on the preparation made for the United Motion Picture road safety film, mainly between 24 February and 30 May 1944. For other wartime road safety activities look at MEPO 2/6708, Road Safety Commission Correspondence and Papers.
102. MEPO 2/6718.
104. Ibid., p. 4.
105. Ibid., p. 3.
106. Ibid., p. 3.
107. Ibid., p. 4.
108. Ibid., p. 44.
109. Ibid., pp. 6, 9, and at other points in the report.
113. MEPO 2/9301, Metropolitan Police, seven-page document on the Problem of Road Safety.
114. Ibid., p. 3, suggests that whilst funds were made available for road restructuring they were ‘pitifully inadequate’.
115. Ibid., p. 3, indicates that, in 1951, for the Metropolitan areas, fines for dangerous driving averaged £8 13s. 0d (against a limit of £50), £3 19s 6d for careless driving (£20), £1 4s 0d for disregard of traffic lights (£20) and £1 2s 0d for defective breaks (£20). In some cases, the case was simply dismissed,
as in the case of a motorist, Cooper, whose car hit a car driven by the Duke of Edinburgh coming in from a side road, DPP 2/3869. Cooper was going to be charged with speeding but the case was dropped. The Queen was in the car.


117. Ibid. Also MEPO 2/9297 on Road Safety Crossing and Road Policing; MEPO 2/7783, Road Safety Campaign 1946–1947; MEPO 2/8216, Metropolitan Road Safety Demonstration Model; MEPO 2/11258, Metropolitan Public Relations Safety Team Lectures to Schools.


119. MT 92/94, ‘Road Accidents (Cause and Prevention) Children under Five Clubs’.

120. Ibid.


122. Ibid., p. 76.


126. Ibid., p. 48.

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