

60
Chief Constable's Office

*Proposals for Force Reorganisation
to take effect on 4/9/67*

July 1967

TO ALL MEMBERS OF
THE LIVERPOOL & BOOTLE CONSTABULARY

TO ALL MEMBERS OF
THE LIVERPOOL & BOOTLE CONSTABULARY

TO ALL MEMBERS OF
THE LIVERPOOL & BOOTLE CONSTABULARY

TO ALL MEMBERS OF
THE LIVERPOOL & BOOTLE CONSTABULARY

TO ALL MEMBERS OF
THE LIVERPOOL & BOOTLE CONSTABULARY

TO ALL MEMBERS OF
THE LIVERPOOL & BOOTLE CONSTABULARY

The Chief Constable's Report on Force Reorganisation

Shortly after being appointed to the post of Chief Constable of the former Liverpool City Force I caused to be set up a number of working parties charged with the task of examining and making recommendations on various aspects of force organisation, administration and operational duties.

All members of the working parties were drawn from the federated ranks and through the medium of general orders each and every member of the force was invited to forward any suggestions they might have for improvements. Many valuable ideas were received and it became obvious that the force at large was keenly anxious to join in forming a completely new organisation.

Tasks allotted to the various working parties were:

- (a) Divisional organisation
- (b) Dock policing
- (c) The organisation and operational requirements of 'T' Division and an assessment of the types and numbers of vehicles for the force
- (d) Force communications
- (e) Force correspondence
- (f) Detective training.

The following pages tell the story of their findings and of the changes I have made already and also include for your information my proposals for the reorganisation of the force to take effect on 4th September, 1967.

The reports of the various working parties were submitted in 1966, and were followed closely by the announcement of the Secretary of State forecasting large scale amalgamations of police forces. Although the possibility of force amalgamations and city boundary extensions had already been considered in general terms it became necessary to re-examine the working party proposals in the light of the impending amalgamation between the Liverpool and Bootle Forces. This was of particular importance in connection with the recommendations on divisional boundaries and stations.

In all cases the working parties were instructed to approach their tasks with the twin objectives of increasing efficiency and improving welfare, and the full implementation of their recommendations, when allied to the proposals at present under examination nationally for a completely reorganised police service, should make the Liverpool and Bootle Constabulary one of the premier forces in the country and instil a feeling of pride in all associated with it.

DIVISIONAL REORGANISATION (including the Dock Estate)

The basic divisional organisation in the Liverpool city area is at the present time the same as that which was introduced by Mr. J. W. Nott-Bower, the newly appointed Head Constable, in 1885. At that time there were five divisions ('A' to 'E'), all of which covered very much the same territory as they do today. In 1895 city boundary extensions more than doubled the area of the city. This problem was solved by creating two new divisions ('F' and 'G'). 'F' Division was made responsible for the more populated area around Aigburth, and the rural areas of Wavertree, Old Swan, Tuebrook and Walton were made the responsibility of 'G' Division. Since that time successive extensions to the city boundaries have brought within the police area such places as Hale, Speke, Croxteth and Fazakerley and on each occasion the newly attached territory has been allocated to the division adjacent to it. This can only be described as a 'first aid' method of integrating newly acquired areas into the existing divisional organisation, but at the same time it must be recognised that certain factors militated against any extensive reorganisation at frequent intervals. Foremost among these is of course the provision of stations. For that reason the present review has of necessity included within its terms of reference the police stations in the area and the possibility of introducing in the future a substantial building programme.

Alongside the divisional organisation it was also necessary to examine the policing of the dock estate. Under the present arrangements the docks are policed by the four divisions abutting the estate. This arrangement has existed since 1858, when the Watch Committee became the responsible authority for dock security, but because of the many disadvantages inherent in this arrangement the working party charged with examining dock policing reported in favour of a separate docks division. Their recommendations were subject to the co-operation of the Mersey Docks and Harbour Board in the matter of the supply of buildings and resiting of the boundary wall of the estate to permit the reduction of gates requiring twenty-four hour police cover. Co-operation of the Board was immediately forthcoming and arrangements for the introduction of a new docks

division are being pressed ahead. A divisional headquarters building for the new division is to be sited at Sandon goods yard and will be completed for occupation in the near future. One of the objects of the review of dock policing has been a reduction in the frustrating and uninteresting duties imposed by the necessity to police those gates where there is little activity outside normal working hours. With the closure of many of the twenty-four hour gates it will be possible to reduce the incidence of three-shift duty while increasing the amount of day duty worked by personnel. The division will be a self-contained unit of the force and the present practice of subsidising the dock police with town men for refreshment reliefs and other abstractions will no longer be necessary. It is not intended that personnel posted to the dock division should serve long periods of their service there and frequent postings should ensure that all personnel have experience of both town and dock duty.

Having disposed of the dock estate as a separate entity it was then possible to examine the town divisions with a view to ensuring as far as possible that they were equable in size, workload and conditions.

It is apparent that a system of divisions which radiate from a focal point in the centre of the city is the only way in which these conditions can be satisfied and adoption of such a method will ensure that each of the divisions contains not only a proportion of the central industrial and high density housing areas but also a share of the outer residential estates and of the network of major roads which serve the area. Adoption of such a system would ensure that personnel would enjoy a wide variety of experience within a single division.

The city centre, however, presented peculiar problems. While its resident population is only 15,000, this rises during the daytime to figures in excess of 250,000. With few exceptions the buildings are commercial or industrial, the shopping centre caters for twenty-six per cent of the retail needs of the conurbation, and one in eight jobs on Merseyside are to be found here. During the evening the heavily concentrated entertainment facilities attract people from a wide area of Merseyside and North Wales. These factors make the continuance of a central division a necessity for the future organisation of the force and for that reason the present 'A' Division is to be retained but with some extension of its area to ensure that it contains the true centre of the city together with the central traffic area.

With the exception therefore of the central division, the divisions of the force will follow a radial pattern.

Maps of the new divisions have been circulated and a detailed outline of each division, together with a map, can be found later in this booklet.

SUB-DIVISIONAL COMMAND

In conjunction with the new somewhat larger and elongated divisions there will be a new level of command. Each of the territorial divisions, which will be under the control of a chief superintendent with a superintendent as deputy, is to be divided into two sub-divisions each under the command of a chief inspector. This officer will be responsible for the deployment of personnel within his sub-division and for the arranging and supervision of leave rotas and rest day rotas. He will deal with all reports and correspondence of a minor nature, but important matters such as process, complaints against the police, disciplinary reports and licensing will be forwarded to the Divisional Chief Superintendent. The normal channel of correspondence will be through the divisional office where all reports will be sent for registration and filing.

The hours of duty of this officer will not be specified but will be eight hours daily. He will be responsible to the Chief Superintendent of the Division for the efficient running of his sub-division and will work in close liaison with the divisional detective chief inspector and sub-divisional detective inspector in all matters concerning crime.

ROAD TRAFFIC

There is no doubt that road traffic conditions make the existence of a special traffic department a necessity. This was recognised as long ago as 1934 when the Home Office inaugurated the Police Road Fund Grant to meet the expense of supplying vehicles for this purpose. 'T' Division was formed to deal with road traffic and all its associated problems. The emergency '999' system on its inception was also laid on the shoulders of 'T' Division and while this worked well for a time it has now become apparent that the division can no longer fulfil its dual role properly. It was therefore recommended by the working party that 'T' Division should revert to its true role and devote its time to the supervision of road traffic, and that additional vehicles under the command of the divisional chief superintendents, but controlled by radio through the information room, should be provided to handle all '999' calls not connected with road traffic.

As a direct result of these recommendations a fleet of new vehicles was purchased and has been fully operational since April, 1967.

The traffic department or division has been supplied with Mini-Cooper saloons and they are in use as singly manned main road traffic patrol cars. In addition, the

number of motor-cyclists has been almost doubled and these men, also patrolling main roads, work as a team, each co-operating with the appropriate patrol car. To handle the special traffic problems existing in the city centre a Central Traffic Squad has been formed. It is equipped with motor-cycles for easy filtration in heavy traffic 'build-ups' and its task is to co-operate with the City Engineer's Department in maintaining traffic flow, particularly in the peak traffic periods. The motor-cycles are Triumph 'Saint' 650 c.c. machines of distinctive colouring and fitted, in the interests of the riders, with full Avon fairings.

Within the traffic department itself a considerable reorganisation has taken place. For administrative reasons the Chief Superintendent and his divisional office staff have vacated Spekeland Street and moved to a suite of offices in Hardman Street. A charge-hand fitter has been appointed to assist the garage foreman and the staff of mechanics has been increased. In addition a civilian receptionist has been appointed to liaise between garage staff and police personnel in the matter of repair, maintenance and servicing of vehicles.

Finally, certain specialist vehicles have been purchased or are being considered for purchase in the future. These include a breakdown vehicle, mobile police station and specialist radar vans.

COMMUNICATIONS

In the field of communications, changes are being introduced in both radio and telephonic equipment.

In place of the former single channel radio we are now in process of equipping all radio cars with two-channel sets. In normal circumstances the traffic patrol cars will operate on one frequency which will be used for all matters connected with road traffic while cars devoted to dealing with crime and public order will operate on the second frequency. This will relieve the increasingly heavy radio traffic which has tended to hamper the efficient handling and despatch of cars to reported incidents. There will, of course, be facilities in each car to enable all vehicles to be switched to a single frequency in times of emergency or on the occasion of major public processions and other like events. Likewise there will be facilities in the information room for both channels to be operated simultaneously.

Personal radios, which can now be said to have passed through the experimental stage, are at present of three main types. One of these is gradually emerging as the most

suitable for our purposes and in the near future a decision will be taken on the set which is to become the standard issue in this force. One of the major problems with these sets is the incidence of 'blind spots' and it is of major importance, if we are to obtain maximum efficiency from this form of communication, that the cover should be complete. To this end, Home Office radio technicians are presently conducting a survey of possible sites for the divisional transmitters in the new divisions and it is hoped that problems of this nature which have occurred in the past will be overcome. In the near future it is expected that there will be sufficient sets available to make complete cover possible.

The existing manually operated telephone system is shortly to be replaced by a new automatic dial operated scheme. This will dispense with the necessity for the small manual switch boards at divisional stations and will enable telephone calls to be made between offices within the force or outward via the G.P.O. telephone exchanges by the operation of a dial.

Incoming exchange calls will be routed through the force headquarters switchboard, accepted by the operator there and fed into the internal force automatic system. There will obviously be an increase in the load of incoming telephone calls on the headquarters switchboard but this will be adequately compensated for by the absence of internal traffic which the new automatic equipment will be handling.

The new equipment will not only make possible a considerable saving in the manpower which is at present necessary to man the numerous small switchboards throughout the force but will also reduce to a minimum the many frustrations and delays which have become so much a part of daily life.

FORCE CORRESPONDENCE

In the case of the working party concerned with force correspondence numerous innovations have already been introduced. These include a refinement of forms and procedures and a new summons heading book together with new procedure for application for summons. A central dictation unit is being introduced at force headquarters which if successful will be extended to the whole of the force. With this type of unit it would be possible for a constable on the beat to dictate by telephone to a recording bank where audio typists will type the report and forward it direct to the appropriate department. An automatic data processing unit is also in process of being installed at headquarters which will provide a central index of all information concerning crime, traffic accidents and other police records. Other projects under review are procedures for streamlining the

handling of property, the charging of prisoners and reporting of crime. A revised beat book is in course of production and consideration is being given to the introduction of a central library stocked with books and papers of a professional nature and offering reference or lending facilities to members of the force.

DETECTIVE TRAINING

Training for the C.I.D. has also been subjected to a close examination. The former C.I.P.D. course has disappeared and a Home Office detective training course has been introduced in its place. The new course is residential and is accommodated at the Training School, Mather Avenue. It is open to members of forces throughout the country and the commonwealth. Members of this force will not only have the opportunity to attend this course but places will also be available at similar courses run by other forces.

In conjunction with the introduction of the new training procedure the system of entry into the C.I.D. has also been altered. In the future there is to be provision in the establishment of each division for a minimum of three C.I.D. aides. These will be drawn from men with between two and four years' service as well as officers with more than four years' service who have qualified by examination for promotion.

Aides will serve in this capacity for one month at headquarters and three months on outside detective duties at the end of which they will return to uniformed duty. The divisional detective chief inspector will submit an assessment report on each officer's capabilities and potential as a detective officer and it is from these officers that C.I.D. personnel will be chosen. During their first twelve months service in the C.I.D. these officers will have the benefit of a Home Office detective training course in London, Birmingham, West Riding, Lancashire or Liverpool.

STATIONS

With few exceptions the police stations in the combined police area are antiquated and inefficient for modern needs. Many are badly sited and can be closed without loss of efficiency while others although on good sites must be replaced as a matter of urgency.

Eleven stations are scheduled for closure. They are: Olive Street, Wavertree, West Derby, Higher Lane, Athol Street, Aigburth Hut, Kingsley Road, Woolton, Edge Lane, Everton Terrace and Fairfield Hut.

In conjunction with these closures an ambitious building programme has been prepared to which the Police Authority has already given approval in principle. It

provides for the replacement of fourteen stations in the combined area, ranging in size from section stations up to divisional headquarters stations. It is hoped that this programme can be completed within the next seven years, but this of course will be subject to both local and national economic considerations.

Force headquarters are in due course to be housed in the new Civic Centre which is at present in the planning stages. Current building projects, together with the future programme, are set out below.

CURRENT PROJECTS

1. **TUEBROOK—SUB-DIVISIONAL STATION, 'G' DIVISION**
This station is in the process of erection at the rear of the existing station in West Derby Road which is scheduled for demolition in the new road widening scheme. The building should be completed by August, 1967.
2. **LOWER LANE—'E' DIVISION HEADQUARTERS**
Work commenced on the site on 3rd April, 1967, and is expected to finish in approximately eighteen months.
3. **COPPERAS HILL—SUB-DIVISIONAL STATION, 'A' DIVISION**
Tenders have been accepted, subject to Home Office approval, and work is expected to commence in the near future.
4. **38/38A HOPE STREET—EXTENSION TO FORCE HEADQUARTERS**
Tenders have been accepted, subject to Home Office approval, and work is expected to commence in the near future.
5. **LARK LANE—'C' DIVISION HEADQUARTERS—CANTEEN EXTENSIONS**
In March, 1966, the City Council approved extensions to the canteen at Lark Lane which has been inadequately housed for many years. The work, which is to be undertaken by the Works Department and is expected to commence later this year, will entail absorption of the adjoining police house and appropriate adaptations.

Of the twenty-four stations being retained for use in the combined police area, fourteen, as previously stated, are for various reasons unsuitable and in urgent need of replacement.

The latter number has, however, been reduced by the current building programme which is catering for the replacement of Westminster Road and Warren Street stations by the Lower Lane and Copperas Hill projects respectively and mentioned above.

In order of priority, therefore, the following programme, which includes eleven projects involving twelve police stations, has been approved by the Police Authority.

1st Year Programme

Build

6. 'A' DIVISION HEADQUARTERS

To be sited in the vicinity of the existing Rose Hill divisional headquarters and to cater for the requirements of the new Central 'A' Division. The station will replace the one scheduled for the Rotunda site to replace Rose Hill but subsequently declared unsuitable by the City Planning Officer.

7. 'B' DIVISION HEADQUARTERS

To be sited in the vicinity of Marsh Lane, junction with new relief road west of Stanley Road, in the new Strand development area two-thirds of which will be completed within the next few months. Bootle Borough Council have agreed on the site's allocation for police purposes subject to work commencing within twelve months.

Replace

(a) HATTON GARDEN—'A' DIVISION HEADQUARTERS

Built prior to 1891 and scheduled for demolition in the central area re-development scheme.

(b) ROSE HILL—'D' DIVISION HEADQUARTERS

Built prior to 1839; antiquated, inadequate and in view of merging of 'A' and 'D' Divisions territorially unnecessary.

(c) PROPERTY OFFICE

Adjacent to magistrates' courts; very poor condition and extremely overcrowded.

BOOTLE DIVISION HEADQUARTERS

A building adjacent to the Town Hall; outdated and completely inadequate as a headquarters of a division considerably larger than the original Bootle Borough Force area.

2nd Year Programme

Build

8. SUB-DIVISIONAL STATION— 'E' DIVISION

To be built on or near to existing site at Rice Lane which is strategically placed on the A59. Will cater for section of new division, the headquarters of which is being constructed at Lower Lane.

9. SUB-DIVISIONAL STATION— 'B' DIVISION

To be built in the area of Melrose Road and Stanley Road to cater for the southern half of the new 'B' Division.

Replace

SUB-DIVISIONAL STATION— RICE LANE, WALTON

A well sited station but built prior to 1891 and in poor condition. Does not measure up to the present day requirements of an efficient sub-divisional headquarters.

DERBY ROAD POLICE STATION

A very old building built prior to 1868. Structurally sound but poorly designed and strategically unsuitable in the new 'B' divisional area.

3rd Year Programme

Build

10. SUB-DIVISIONAL STATION

To be built in the area of Fleetwoods Lane and Almonds Turn, Sefton, to serve the northern end of 'B' Division. The Bootle Borough Council have approved in principle the allocation of the site. The Council is aware that development is unlikely to be commenced inside three years and make the proviso that if approved the site be maintained in clean and tidy condition.

11. SECTION STATION—'C' DIVISION

To be built on or near existing site in Heald Street and cater for this very busy Garston section.

Replace

MARIAN WAY—SECTION STATION

A number of rented rooms at the rear of shops. Totally inadequate from the aspect of space, accessibility, efficiency and site, considering the potential increase in population and responsibility by the probable inclusion of the Sefton Estate, in the borough boundary. An increase of population in the region of 14,000 is anticipated, bringing the total population in this sub-division to 40,000.

SECTION STATION—GARSTON

Built prior to 1908. Structurally sound but accommodation poorly laid out. Two police houses adjoining.

4th Year Programme

Build

12. SUB-DIVISIONAL STATION—
'C' DIVISION
To be built in the Windsor Street—
North Hill Street area and to house the
divisional canteen.

13. SECTION STATION—'G' DIVISION
To be built on the existing Old Swan,
St. Annes Institute site. Although only
a section station is required, if all the
remaining area was available the site
could accommodate the Traffic Division
headquarters garage (see item 19).

Replace

SUB-STATION—ESSEX STREET

This station was built prior to 1891; it
is in extremely poor condition and in an
area scheduled for clearance and con-
version to an open space.

SUB-STATION—OLD SWAN

Former divisional headquarters. Built
prior to 1890. It is on an excellent site
and a police station is a necessity in this
area.

5th Year Programme

Build

14. SECTION STATION—
'G' DIVISION
To be built in the Boaler Street—West
Derby Road area, to section standard.
The City Planning Officer has agreed in
principle to a site in Upper Baker Street.

15. SECTION STATION—'E' DIVISION
To be provided either by reconstruc-
tion or addition to existing Anfield
Road station.

Replace

'B' DIVISION HEADQUARTERS—

PRESCOT STREET

Built prior to 1891; will not be required
as a divisional headquarters in the new
'G' Division. The building is anti-
quated and poorly designed. The site is
affected by a road widening scheme and
area redevelopment.

SECTION STATION—ANFIELD ROAD

A substantial building built prior to
1891. On a potentially good site in the
new 'E' Division.

6th Year Programme

Build

16. SECTION STATION— 'C' DIVISION

On a site yet to be defined in the vicinity of Aigburth Road and Ullet Road.

Replace

'C' DIVISIONAL HEADQUARTERS— LARK LANE

Not required as a headquarters in new 'C' Division. Built prior to 1891 with three adjoining police houses. A rambling building structurally sound but not ideally sited in new divisional set-up. Accommodates the divisional canteen.

In addition to the above I have drawn the attention of the Police Authority to the following projects which I consider of vital importance to force efficiency:

17. EXTENSIONS TO TRAINING SCHOOL—MATHER AVENUE

The Training School, Mather Avenue, houses a Home Office junior detective training course which now attracts students from all forces in England and Wales and other residential courses. The Chief Constable is anxious to accommodate all training at Mather Avenue which will comprise senior and junior detective training courses, motor-car and motor-cycle driving school, probationary training, refresher courses, cadet training and traffic wardens' courses. The structure and layout of the existing building lends itself to extensions along the front and rear of the building which would not conflict with the general design. Approval has been obtained in principle to this scheme and the City Architect authorised to prepare the necessary drawings and estimates of cost.

18. DRIVING SCHOOL

The driving school is currently housed in the old police buildings at Old Swan where facilities are very poor indeed. Efforts have been made for many years to obtain a modern and permanent base for this very important branch of the Traffic Division and in January, 1966, the then Watch Committee agreed that a new driving school building which would include classrooms and instructional workshops should be combined with the new extensions for the Training School at Mather Avenue. Approval is given to include these proposals in the latter project (see No. 17).

19. SPEKELAND STREET—TRAFFIC DIVISION GARAGE

For some years now accommodation at Spekeland Street garage has become increasingly inadequate due to the large number of vehicles with the consequent need for an increase of space for maintenance, repair and equipment. In August, 1966, the then City Planning Officer indicated that the Chatsworth Street area in which the garage is situated was scheduled for redevelopment and future police requirements were requested. I made it clear at that time that in the event of use of the garage being denied to the police in the forthcoming development an alternative site in the area was essential. At a subsequent meeting of my representatives and the City Planning Officer, the necessity of providing facilities for the Transport Section of the Traffic Division from the derelict Seel Street premises was also made clear and accepted in principle, when a site large enough to combine all the Traffic Division operational requirements was tentatively proposed by the City Planning Officer in the Chatsworth Street—Chandos Street area.

I have stressed the urgency of this project either in this area or in association with the project No. 13 at Old Swan or for consideration on some suitable site and within the programme for the following reasons:

- (a) The inadequacy of the present accommodation together with the scheduled redevelopment of the Chatsworth Street area affecting the present building;
- (b) The dangerous condition of the transport garage in Seel Street which H.M. Inspector of Constabulary referred to in 1964 and which is within the land take area of the proposed inner motorway.

20. As a result of the closure of some of the police stations it will be necessary to provide certain additional accommodation at some police stations as a matter of extreme urgency. Generally this will be achieved by the absorption into the stations of police houses or by a small additional structure on the site.

The stations concerned and the recommendations are as follows:

	<i>New Function</i>	<i>Requirement</i>
(a) Rice Lane	Sub-Divisional Station	Absorb adjacent police house
(b) Lawrence Road	Sub-Divisional Station	Absorb adjacent residence —2 Lawrence Grove
(c) Garston—Heald Street	Section Station	Absorb adjacent house

- (d) Anfield
- (e) Allerton

Section Station Absorb adjacent residence
 Divisional Headquarters Additional accommodation
 to be built on single-storey
 structure of existing build-
 ing

ESTABLISHMENT

The present authorised establishment of the combined force is:

Chief Constable	...	...	...	1
Assistant Chief Constables	...	...	...	4
Chief Superintendents	...	...	...	10
Superintendents	...	...	...	10
Chief Inspectors	...	...	...	29
Inspectors	...	...	...	106
Sergeants	...	...	...	397
Constables	...	...	...	1,990
Total				2,547

Application for a new authorised establishment has been approved by the Police Authority and submitted to the Home Office where it is still under consideration. However, approval has already been obtained for the appointment of one additional assistant chief constable and there are now three assistants in addition to the deputy chief constable.

Under the general direction of the Chief Constable these four officers are responsible for supervising every facet of police activity in the force.

Territorial divisions are listed below showing their boundaries and the stations which will be allocated.

'A' Division

Boundaries: Parliament Street, Upper Parliament Street, Crown Street, Pembroke Place, Daulby Street, Moss Street, Shaw Street, Netherfield Road South, Netherfield Road North, Buckingham Street, Bostock Street, Hopwood Street, Lightbody Street, Walter Street, Regent Road, Waterloo Road, Bath Street, New Quay, Georges Dock Gate, Saint Nicholas Place, Georges Pier Head, Mann Island, Strand Street, Wapping, Chaloner Street to Parliament Street.

Stations: Divisional Headquarters ... Hatton Garden
 Sub-stations Rose Hill, Warren Street, Duke Street, Pier Head

'B' Division

Boundaries: Walter Street, Lightbody Street, Hopwood Street, Bostock Street, Buckingham Street, Netherfield Road North, Walton Road, County Road, Stuart Road to main Liverpool to Preston railway line to Cheshire railway line then follow Bootle and Lancashire Constabulary boundary to Shore Road, then south to Regent Road to Walter Street

Stations: Divisional Headquarters ... Oriel Road
 Sub-stations Derby Road, Magdalene Square, Westminster Road

'C' Division

Boundaries: Parliament Street, Upper Parliament Street, Smithdown Lane, Smithdown Road to railway lines near Garmoye Road, south along railway to Booker Avenue, Mather Avenue, Springwood Avenue, Hillfoot Road, School Lane, northern boundary of Woolton Golf Course to city boundary, west along boundary to the river then north to the boundary of the Dingle oil area to Dingle Lane, Dingle Road, Garswood Street, Grafton Street, Horsfall Street, Caryl Street, Park Street, Sefton Street to Parliament Street

Stations: Divisional Headquarters ... Speke
 Sub-stations Lark Lane, Garston, Essex Street

'D' Division

Boundaries: The boundaries of this division follow the line of the existing dock estate

Stations: Divisional Headquarters ... Sandon Goods Yard
 Sub-stations On sites to be supplied

'E' Division

Boundaries: Browside, Rupert Lane, Breck Road, Townsend Lane, Townsend Avenue, south along Queens Drive, Muirhead Avenue, Muirhead Avenue East, Oak Lane, north-west boundary of Croxteth Estate to city boundary, north to Cheshire railway line then south to main Preston to Liverpool line to Stuart Road then to Walton Road, Netherfield Road North, Netherfield Road South to Browside

Stations: Divisional Headquarters ... Westminster Road (pending completion of the new station at Lower Lane)
 Sub-stations Rice Lane, Anfield Road, 'Dog and Gun' (to be closed on completion of Lower Lane)

'F' Division

Boundaries: Upper Parliament Street, Smithdown Lane, Smithdown Road, to railway line near Garmoyle Road, south along railway line to Booker Avenue, Mather Avenue, Springwood Avenue, Hillfoot Road, School Lane, northern boundary of Woolton Golf Course, to city boundary, north along this boundary to Bowring Park Road, Broadgreen Road, Edge Lane Drive, Edge Lane, North View, Mount Vernon, Mount Vernon Road, West Derby Street, Crown Street to Upper Parliament Street

Stations: Divisional Headquarters ... Allerton
 Sub-stations Belle Vale, Lawrence Road.

'G' Division

Boundaries: Pembroke Place, Daulby Street, Moss Street, Shaw Street, Netherfield Road South, Browside, Rupert Lane, Breck Road, Townsend Lane, Townsend Avenue, south along Queens Drive, Muirhead Avenue, Muirhead Avenue East, Oak Lane, north-west boundary of Croxteth Estate, city boundary then south to Bowring Park Road, Broadgreen Road, Edge Lane Drive, Edge Lane, North View, Mount Vernon, Mount Vernon Road, West Derby Street to Pembroke Place.

Stations: Divisional Headquarters ... Eaton Road
 Sub-stations Old Swan, Tuebrook, Prescott Street

CRIMINAL INVESTIGATION DEPARTMENT

Under the command of a detective chief superintendent who is assisted by a detective superintendent the work of the C.I.D. will be distributed as follows:

Operational C.I.D.

COMMERCIAL BRANCH.—This department will be responsible for the investigation of all cases of fraud and in addition will conduct all enquiries made at the request of outside forces.

SPECIAL BRANCH.—This department will deal with national security, port security and the protection of important personages visiting the city.

CRIME PREVENTION DEPARTMENT.—Under the direction of an officer at headquarters, there will be a crime prevention officer attached to each division. His duty will include visiting and advising commercial and other interested parties in matters of crime and security of premises. In addition he will be responsible for the collection, evaluation and dissemination of all information concerning crime and criminals within the division. Information obtained will be fed back to the patrolling officers and the operational detectives.

CRIMINAL INTELLIGENCE SECTION.—Consisting of a small staff, this department will operate at headquarters, and a force index of information will be maintained concerning criminals, their associates and their habits. All information should normally be fed to this department via the divisional crime prevention officer and the full co-operation of all ranks is necessary to ensure success of the scheme.

DIVISIONAL C.I.D.—In each division there is a staff of detectives under the command of a detective chief inspector who is responsible to the divisional chief superintendent for the investigation of crime.

C.I.D. Headquarters

This is the administrative and specialist branch of the C.I.D. and is commanded by a superintendent. It includes the Statistical Branch, Aliens Registration Office, Fingerprints and Photography Departments, Coroner's Office, Property Office, Prosecutions and Summary Offences Departments and Warrants Departments. There has been a large measure of civilianisation here with the result that approximately forty-five per cent of the staff are non-police personnel. This process will continue until a correct balance is achieved.

WOMEN POLICE

Full use will be made of the Women Police Department and personnel will be attached to all divisions. Members of this department will also be attached to C.I.D., Traffic Department and certain of the specialist departments in headquarters.

TRAFFIC WARDENS

There are now 147 traffic wardens appointed to the city and there is no doubt that these men and women are performing a very useful task in removing from the police many of the duties which have in recent years been allowed to distract us from a primary function of prevention and detection of crime, protection of life and property, and preservation of the peace. The strength of the corps is continually under review and the establishment will be increased as and when desirable.

CIVILIAN STAFF

The strength of the civilian staff is also under review and it is intended that police officers shall be released for operational duties wherever possible. In due course a proper civilian career structure will be introduced in accordance with the recommendations of the Police Advisory Board Working Party reports.

The chart shows the present disposition of the civilian staff attached to the force.

PERSONNEL

As part of the scheme to provide a wider and more interesting experience for members of the force it is intended that there should be a constant flow of personnel between divisions and departments. This will entail frequent postings of men to the C.I.D. as aides and periodic changes in the personnel allocated to the dock division which have already been mentioned. It will also apply to the traffic department and every man will be in a position to take full advantage of the opportunities for a wider and more varied experience.

Beat patrol will also vary according to the area. In the city centre and the inner belt of more densely populated property the traditional methods of foot patrol will operate, while in the outer residential areas patrols will be supplemented by cycle or motorised units. The possibility of introducing the new concept of unit beat policing is also being considered and an experimental scheme will be introduced after 4th September next.

CANTEENS

Canteens will continue to be available in all divisions. For the immediate future the canteen at Westminster Road will cater for both 'B' and 'E' Divisions. The 'E' Division canteen will eventually be situated in the new station at present being built in Lower Lane and a new canteen will be provided for 'B' Division in the new station planned in the vicinity of Marsh Lane. For the time being the canteen at Prescot Street will continue to operate and will cater for those personnel serving in the surrounding areas.

DISTRIBUTION OF CIVILIAN STAFF

	Clerks	Typists	Telephonists	Telex Operators	Fingerprint Officers	Photographic Assistants	Rotaprint Operators	Data Process Operator	Director of Music	Storekeeper	Domestic Supervisor	Draughtsmen	Foreman Mechanic	Canteen Staff	Porters, etc.	Cleaners	Wardresses	Printers	Mechanics	Car Cleaners	Drivers	Farrier	Gardener	Traffic Wardens
'A' Division	1	2												13	6	15	8							88
'B' Division	1	1												8	2	3								14
'C' Division	1	1												9	3	3								13
'D' Division	1	1												9	2	2								6
'E' Division	1	1												8	5	3								12
'F' Division	1	1												9	6	5								
'G' Division	2	2												8	5	6								14
'T' Division	5	10	7	5						1			1		3	4			12	12	23			
Training School		3									1			11	3	9						1	1	
Headquarters	10	8										2		14	4	25		1						
C.I.D. H/Q.	23	18			12	2	2																	
C.I.D. (Operational)		12																						
Stores															1	4		4						
Band									1															
Bootle	7																							
	53	60	7	5	12	2	2	—	1	1	1	2	1	89	40	79	8	5	12	12	23	1	1	147

Total: Clerical 147 Manual 270 Traffic Wardens 147 GRAND TOTAL 564

JOINT BRANCH BOARD

At the present time the branch boards of the former Liverpool and Bootle Forces continue to operate under the umbrella of the Liverpool and Bootle Guardian Board. This situation will continue until elections can be arranged at an appropriate time, when a new board will be constituted.

WELFARE

Divisional superintendents are responsible for the welfare of their men but they may call on the assistance of the superintendent 'K' Division who is also responsible for the welfare of retired police officers and their dependants and any of these cases coming to the notice of any member of the force should be referred to him direct.

SPECIAL CONSTABULARY

The corps is formed under the provisions of the Police Act, 1964, and the Special Constables Regulations, 1965, but there has been legislation providing for the recruitment of such a corps since 1823. The objects of the corps are to equip and train citizens for use in times of emergency. The present strength of the corps is 448 men and fifty-two women and it forms a useful reserve of men and women who have never failed to answer calls made on them when the regular force has been under stress.

Initial training takes the form of lectures, practical work and discussions on such subjects as force organisation, current legislation and court procedure. Further continuation courses are arranged during which all aspects of police duty are discussed in greater detail.

Members of the corps are expected to perform at least twelve two-hour periods of duty per year and these duties are arranged so that the fullest insight into police work is obtained.

In this way members of the corps are fitted to exercise their function of supporting and assisting the regular police on those occasions of stress and emergency such as outbreaks of serious disorder, royal visits and major public processions.

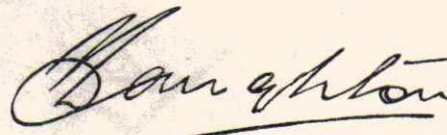
GENERAL

Much is yet to be done; in particular a force uniform and badge must be designed and brought into use. This has been deferred pending the publication of the report of the

Sub-Committee of the Police Council on Uniform, which it is understood contains many innovations.

It will also be necessary to re-allocate personnel to the new divisions and this must be done with as little inconvenience as possible.

Further, divisional general purpose funds will have to be re-allocated and this must be done in a manner which is satisfactory to all.

A handwritten signature in cursive script, reading "Sam Apton". The signature is written in dark ink and is positioned above a horizontal line.

Chief Constable.

