

**Title:** Roads Policing

**Briefing number:** B02/2021/Roads

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## Background

The data below has been extracted from the 2020 Demand Capacity and Welfare Survey in order to support the 2021 PFEW Roads Policing Conference. This was at the request of Anoushka Dovey on behalf of the Communications Team.

## Health and wellbeing

### *Exposure to potentially traumatic experiences, injury, and violence*

- 26% of respondents that indicated that they work within a Roads Policing role also reported *one or more injuries* requiring medical attention due to *work-related violence* in the last year; this was 10 percentage points higher than in the full sample (16%).<sup>1</sup>
- Similarly, 20% of respondents working within a Roads Policing role reported *one or more injuries* requiring medical attention due to *work-related accidents* over the previous year; this was 9 percentage points higher than in the full sample (11%), and Roads Policing was the role with the largest proportion of officers reporting such an injury.
- 24% of respondents that indicated that they work within a Roads Policing role also reported that they had been subject to an attack using a vehicle (e.g., deliberately being driven at) over the last year.
- Moreover, 17% of respondents that indicated that they work within a Roads Policing role reported that over the previous year they had acquired an injury whilst attempting to get a member of the public out of a vehicle.
- Exposure to potentially traumatic incidents was assessed via a bespoke scale developed for the 2018 iteration of the survey. The scale consists of 20 incidents that could be considered extremely stressful, upsetting, or dangerous. Below are some key figures relating to those respondents that identified as holding a Roads Policing role:
  - 69% said that, in the line of duty, they had **witnessed** a violent or unnatural death, including accident, suicide or homicide; 7 percentage points higher than in the full sample (62%).

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<sup>1</sup> Full sample refers to all respondents regardless of the role they identified as holding.

- 56% said that, in the line of duty, they had been present at an incident that resulted in **multiple fatalities**. This was **double** than the full sample (28%).
- 44% said that, in the line of duty, they had **been involved** in a serious road traffic accident; 11 percentage points higher than in the full sample (33%).
- 68% said that, in the line of duty, they had **witnessed** a serious road traffic accident; 8 percentage points higher than in the full sample (60%).
- Almost all officers that identified as having a Roads Policing role also indicated that they had attended to the victim(s) of a serious road traffic accident in the line of duty (95%); 12 percentage points higher than in the full sample (83%).

### Wellbeing

- 60% of respondents that indicated that they work within a Roads Policing role also reported that, over the past month, they had found it difficult to carry out certain duties and responsibilities at work because they had been too fatigued; 5 percentage points higher than the full sample (55%).
- 61% of respondents that indicated that they work within a Roads Policing role also reported that, over the past month, they had been so fatigued it had interfered with their family or social life; 4 percentage points higher than the full sample (57%).
- 46% of respondents that indicated that they work within a Roads Policing role also agreed with the statement '*Current levels of fatigue amongst my colleagues poses a significant risk to officer safety.*'<sup>1</sup>
- 20% of respondents that indicated that they work within a Roads Policing role also reported low overall life satisfaction.<sup>2</sup>
- 24% of respondents that indicated that they work within a Roads Policing role also reported low levels of happiness,<sup>3</sup> whilst 30% reported high levels of anxiety.<sup>4</sup>
- 26% of respondents that indicated that they work within a Roads Policing role also reported that they found their job to be '*very*' or '*extremely*' stressful.

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<sup>2</sup> Respondents were asked to rate their overall life satisfaction on a scale from 0 to 10, where 0 was '*Not at all satisfied*' and 10 was '*Completely satisfied*.' When reporting this item, responses were grouped into four categories with 'low life satisfaction' representing scores of 0-4.

<sup>3</sup> Respondents were asked to rate how happy they had been the previous day on a scale from 0 to 10, where 0 was '*Not at all happy*' and 10 was '*Completely happy*.' When reporting this item, responses were grouped into four categories with 'low levels' of happiness representing scores of 0-4.

<sup>4</sup> Respondents were asked to rate how anxious they had been the previous day on a scale from 0 to 10, where 0 was '*Not at all anxious*' and 10 was '*Completely anxious*.' When reporting this item, responses were grouped into four categories with 'high levels of anxiety' representing scores of 6-10.

## Demand and Capacity

### *Workloads and pressures*

- 38% of respondents that indicated that they work within a Roads Policing role also reported low overall job satisfaction.<sup>5</sup>
- 40% of respondents that indicated that they work within a Roads Policing role also reported that their workload was *'too high'* or *'much too high.'*
- 73% of respondents that indicated that they work within a Roads Policing role also reported that, in their experience, they generally do not have enough officers to manage all the demands being made on them as a team/unit.
- 68% of respondents that indicated that they work within a Roads Policing role did not feel as though there were enough officers in their team/unit for them to do their job properly
- Over one in three (36%) respondents that indicated that they work within a Roads Policing role also indicated that they do not have time to engage in proactive policing in their team/unit.
- 13% of respondents that indicated that they work within a Roads Policing role also reported that they were *'often'* or *'always'* pressured to work long hours.
- 18% of respondents that indicated that they work within a Roads Policing role also reported that they have unrealistic time pressures.

### *Working arrangements and overtime*

- 15% of respondents that indicated that they work within a Roads Policing role also reported that their usual shifts are meant to last 12 hours or more; this was over double than the full sample (7%).
- The average (trimmed mean)<sup>6</sup> number of overtime hours worked by respondents indicating that they work within a Roads Policing role was 3.
- The most frequent reason for working overtime reported by respondents that indicated that they work within a Roads Policing role was *'There was an emergency situation'* (27%), followed by *'There weren't enough officers on shift in my team/unit'* (23%).
- The average (trimmed mean) number of hours spent driving per shift by respondents indicating that they work within a Roads Policing role was 5.

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<sup>5</sup> Respondents were asked to rate their overall job satisfaction on a scale from 0 to 10, where 0 was *'Not at all satisfied'* and 10 was *'Completely satisfied.'* When reporting this item, responses were grouped into four categories with 'low job satisfaction' representing scores of 0-4.

<sup>6</sup> The trimmed mean is the mean after removing the top and bottom 5% of responses to reduce the likelihood of outliers skewing the result.

- 58% of respondents that indicated that they work within a Roads Policing role also reported that they were *'often'* or *'always'* single crewed over the previous year.

### *Rest and recuperation*

- 28% of respondents that indicated that they work within a Roads Policing role also reported that they *'never'* or *'rarely'* are able to take their full rest break entitlement.
- 71% of respondents that indicated that they work within a Roads Policing role also reported that they had rest days cancelled *twice or more* over the last 12 months; 17 percentage points higher than reported by the full sample (54%).
- 63% of respondents that indicated that they work within a Roads Policing role also reported having a request for annual leave refused *at least once* over the previous year.
- 61% of respondents that indicated that they work within a Roads Policing role also reported that they were *dissatisfied* with their current sleeping pattern; 7 percentage points higher than the full sample (54%).
- 37% of respondents that indicated that they work within a Roads Policing role also reported that on average, they got *less than six hours sleep* before their shifts over the previous month; 4 percentage points higher than the full sample (33%).
- 89% of respondents that indicated that they work within a Roads Policing role also indicated that, on average, over the previous month they got less sleep before their shifts than they need per night to wake up feeling refreshed and alert.

## NOTES

Please be aware that the total number of responses for each item may vary slightly as not all items were answered by all respondents, and all percentages are rounded to the nearest whole number. In addition, the actual differences between any and all groups may be quite small, and these details should be considered when interpreting the data. For further information about the survey method and data analysis please refer to the 2020 Demand, Capacity and Welfare Survey Technical Annex R098/2020.