

ANALYTICAL SERVICES

agilysis



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SUMMARY

This report is an analysis of reported road casualties and collisions for West Berkshire for 2021. Analysis covers the period 2012 to 2021, with five year averages calculated for 2017 to 2021.

The analysis found:

- West Berkshire injury collisions have been falling since 2012, with a slight rise in 2021
- The increase in 2021 was on urban roads
- Most collisions are on rural roads
- The highest urban collision rates are in Newbury Central & Greenham and Calcot North & Little Heath
- The highest rural collision rates are in Hungerford, east Theale & Beenham, south-east Streatley & Pangbourne and south-west Burghfield Common.
- 59% of drivers/riders in crashes in West Berkshire are from West Berkshire
- 58% of West Berkshire resident casualties were injured in West Berkshire
- Urban collisions often involve rear vehicle impact, when vehicles making a right turn or slowing or stopping
- Single vehicle collisions are more likely on rural roads
- Young people, aged 17 to 24 years, are most likely to be injured in West Berkshire, and this age group is over-represented when looking at the local population of this age group
- The numbers of resident young drivers involved in collisions was reducing but has remained constant in recent years
- The severity of injury involving young drivers has reduced significantly, however
- Child casualty numbers are low
- Resident pedal cyclist casualties had increased in 2020 when lockdown restrictions were in place but reduced in 2021
- There was a steady reduction in the number of older drivers involved in collisions but an increase occurred in 2021, with collision resulting in serious injury increasing significantly
- The number of motorcycle riders involved in collisions also increased in 2021
- Nearly half of all collision-involved motorcycle riders on West Berkshire's urban roads was a young rider (17-24 years)
- On rural roads, young riders and those aged 45-54 years account for over half of those involved in fatal or serious collisions
- The number of all pedal cyclists involved in collisions had remained fairly stable over the decade, with numbers falling in 2021
- The numbers of speed-related, impairment, road surface condition, control error, distraction, close following and medically unfit related collisions are all relatively low
- All but medically unfit related collisions have reduced since 2021
- The percentage of collisions which involved speed, impairment, road surface condition, and close following collisions are higher in West Berkshire than the national and regional rates.
- The largest numbers of collisions involved unsafe behaviour contributory factors, but there has been a steady decline since 2016 and the proportions are similar to elsewhere

INTRODUCTION

This report is a summary of analysis undertaken by Agilysis on road injury collisions which occurred on the roads of West Berkshire, as well as casualties and drivers involved in collision anywhere in Britain who reside in West Berkshire. The focus is on the most recently published collision data for 2021, exploring trends back to 2012. Rates are annual averages for 2017 and 2021.

Injury collisions are reported to the police using a STATS19 form, which collects comprehensive information on the participants involved and the circumstances leading to each collision. This wealth of data has been collated and analysed by experts within Agilysis. The data tables and charts for all of this analysis are provided outside of this report, in a catalogue which is available to download here; [West Berkshire – Agilysis](#) These tables and charts are therefore available for reference.

This report includes the analysis deemed most relevant by Agilysis' analysts for informing policy makers and practitioners in West Berkshire as to the risks facing their residents and users of their road network. The purpose is to make the comprehensive analysis accessible to inform road safety actions.

International best practice proposes that road death and serious injury would be eliminated if road travel is undertaken on 'Safe Roads', with 'Safe Speeds', using 'Safe Vehicles' and involving 'Safe Roads Users', and where good quality 'Post Collision Response' is in place if a collision were to occur.

This summary highlights where areas of the system could be strengthened to reduce the likelihood of injury collisions occurring.

WEST BERKSHIRE COLLISIONS

This analysis summarises collisions which occurred on West Berkshire's roads.

Trends

The number of reported injury collisions in West Berkshire had been falling since 2012, however, there has been a slight rise in collision numbers from 170 in 2020 to 193 in 2021. The most recent fatal or serious injury collision numbers have remained consistent with 2020 figures.

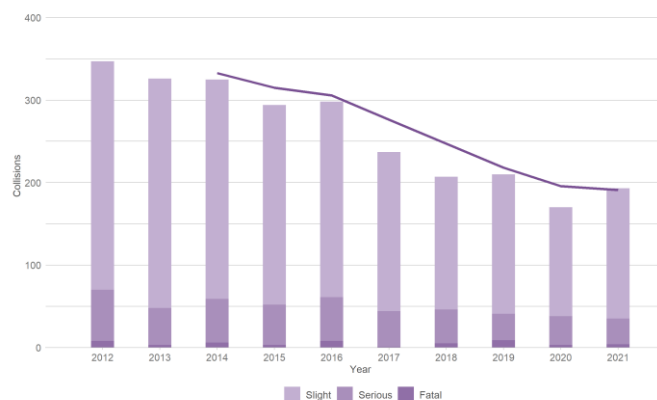


Figure 1 - Casualty trend 2012 - 2021

Analysis of the number of collisions on West Berkshire's rural roads shows that there has been no change between 2020 and 2021 and therefore the increase in 2021 collisions numbers has occurred on the authority's urban roads. The number of serious injury collisions on West Berkshire's urban roads has, however, hit its lowest level in the last ten years.

Rural and Urban roads

West Berkshire is predominantly a rural authority, with 77% of the network classed as 'rural'. Of the 193 collisions in West Berkshire in 2021, 68% were categorised as rural collisions and 32% as urban collisions, reflecting the nature of the network.

Considering the number of collisions against total road network length in West Berkshire, between 2017 and 2021, West Berkshire had a collision rate of 14.3 collisions per year, per 100km of road. On its urban roads only, the collision rate was 19.3 collisions per year, per 100km of road whilst on the rural roads the collision rate was 12.9 collisions per year, per 100km.

Collision Rates

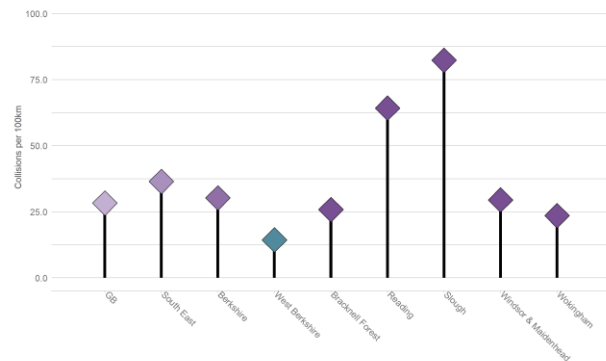


Figure 2 - Collision Rate

Comparing West Berkshire's collision rates to neighbouring authorities, it has the lowest collision rates of Berkshire as a whole and is significantly below the regional average and national average for its urban roads. The rural roads' collision rate is only 12% below the national average.

The highest collision rates on West Berkshire's urban roads can be found in Newbury Central & Greenham and Calcot North & Little Heath, whilst the highest rural road collision rates can be seen in Hungerford, east Theale & Beenham, south-east Streatley & Pangbourne and south-west Burghfield Common.

Residency

Postcode data enables analysis of the home location of drivers involved in collisions on West Berkshire's roads. Nationally, an average of 59% of collisions involve drivers/riders that reside in the same authority in which the collision occurs. This is the case in West Berkshire too, although a slightly higher percentage of local residents are injured on West Berkshire's urban roads than rural. Residents of Hampshire, Reading, and Oxfordshire represent the highest percentages of non-resident drivers/riders involved in collisions on West Berkshire's roads.

Collision Dynamics

Interrogation of the dynamics of the collisions occurring on West Berkshire's roads show that on its urban roads, multiple vehicle collisions are most prevalent, typically resulting in rear vehicle impact, often when vehicles are making a right turn or slowing or stopping. On its rural roads, however, single vehicle collisions are more likely, as a result of vehicle runoff to the nearside of the carriageway.

Time of Day

The morning peak period, and specifically between 8am and 9am is when the highest number of collisions occur on West Berkshire's urban roads, over 200. The evening peak, between 5-6pm, is when the second highest number of collisions occur on the authority's urban roads.

Vehicle Types

Cars have been and continue to be involved in the majority of collisions across all roads. The hierarchy of vehicle involvement across rural roads is the same as all roads. This hierarchy is cars, goods vehicles, motorcycles, pedal cycles.

The vehicle involvement on urban roads is different, however, with motorcyclists second most likely to be involved in collisions on the urban road network, followed by pedal cycles and then goods vehicles.

CASUALTIES INJURED IN COLLISIONS

This analysis summarises people injured in collisions, either on West Berkshire's **roads**, or as West Berkshire's **residents**.

Trends

As a result of the 193 reported injury collisions in West Berkshire in 2021, 257 casualties suffered injury as a result of those collisions. 135 (53%) of those casualties were residents of West Berkshire, with the remaining 122 residents from elsewhere in the country.

As with the pattern in collision numbers, the fall in casualty numbers on West Berkshire's roads since 2012 has stalled in 2021 as casualty numbers rose from 212 to 257 in 2021. The number of killed and seriously injured casualties has seen little change between 2020 and 2021.

Just like all casualty numbers across the county, the number of resident casualty numbers has been falling since 2012 but rose in 2021. Of the total 214 residents involved in collisions, there were no fatalities, 27 residents seriously injured and 187 slightly injured.

Casualty Rates

West Berkshire's resident casualty rate for 2021 is 142.5 casualties per year, per 100,000 population. This is 37% below the national casualty rate and 38% below the South East regional casualty rate. Only two of the comparator authorities – Wokingham and South Oxfordshire – have a lower resident casualty rate than West Berkshire.

The highest casualty rates are seen amongst residents from Upper Lambourn, with high rates also found in Hungerford, Hermitage and Cold Ash (north of the M4), Mortimer, around Theale and parts of Thatcham.

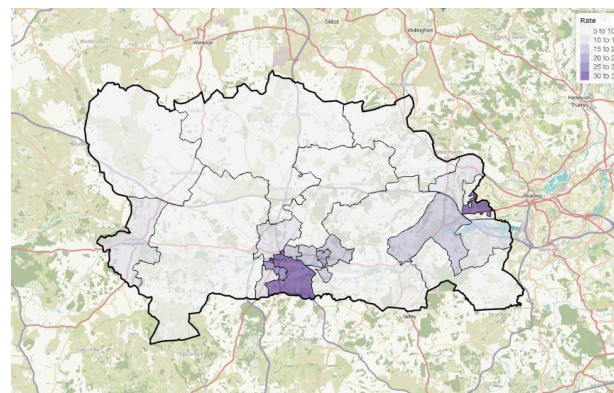


Figure 3 - Casualty rate by Area

Residency

Fifty-eight per cent of West Berkshire residents injured in road traffic collisions were injured in incidents inside the authority's borders. Of the remaining 42%, the majority were injured in Hampshire (23%), Reading (22%), Oxfordshire (9%), Wiltshire (7%) and 5% in Surrey and Wokingham respectively.

Rural and Urban Roads

Despite no change in the number of collisions on rural roads between 2020 and 2021, the number of casualties injured on West Berkshire's rural roads has increased from 165 to 186. Casualties injured in collisions on rural roads in 2021 represent 72% of all casualties injured in West Berkshire during the last 12 months.

Casualty Class

Nearly three quarters of all casualties injured on West Berkshire's roads are the driver or rider of the vehicle(s) involved. The percentage of

pedestrians involved in collisions is unsurprisingly higher in the urban area, compared to rural roads, where pedestrian footfall is likely to be higher.

Casualty Age

Road users aged 17-24 years are most likely to be injured in collisions in West Berkshire, based on the age distribution of casualties injured over the last 5 years. Although on rural roads alone, the percentage of casualties aged 25-34 years is slightly higher than 17–24-year-olds.

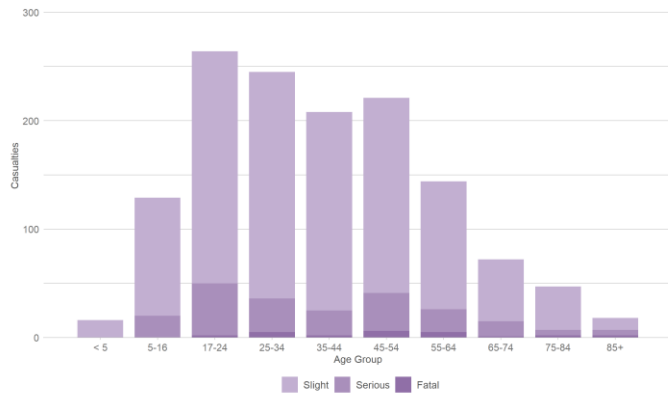


Figure 4 - Casualty Distribution by Age

Having found that just over half of all resident casualties were injured in West Berkshire, it is of little surprise therefore that the age distribution of the resident casualties closely mirrors that of all West Berkshire casualties, with resident drivers or riders aged 17-34 years accounting for the highest number of casualties. However, when considered against local population composition, the high numbers of residents aged 17-24 years injured in collisions is almost 30% over-representative of the respective national

index. Likewise, casualties aged 25 – 44 years are also over-represented against the national index.

Child Casualties

Child casualties constitute a small proportion of total casualties on West Berkshire’s roads, and this number has been falling over the last 5 years, despite some single year increases in 2016 and 2019. Of all child casualties recorded in West Berkshire in 2021, 70% of them occurred on rural roads where over the last 3 years there has been a plateauing of child casualty numbers to around 15 per annum.

West Berkshire’s resident child casualty numbers have been falling over the last 5 years with no child fatalities since 2014, and just two seriously injured casualties from a total of 13 child casualties in 2021. As such, the child casualty rate has fallen to 62 child casualties per year, per 100,000 child population. This is 43% below the national rate and 41% below the South East regional rate, placing West Berkshire residents in between comparator authorities, with Reading and Aylesbury Vale’s child casualty rate higher, but Bracknell Forest and South Oxfordshire’s lower.

The highest resident child casualty rate can be found in north-west Thatcham with high child casualty rates also in Upper Lambourn, parts of Theale and Upper Basildon.

Unsurprisingly, over three quarters of West Berkshire resident child casualties were injured in West Berkshire and the rest injured in neighbouring authorities and a small percentage across the South West.

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Pedestrian Casualties

Following a sharp fall in pedestrian casualty numbers in 2020 in West Berkshire, numbers have increased again in 2021, however, they still remain below the annual average for the last decade. Of those pedestrians injured on West Berkshire's roads, over half are injured when in the carriageway, away from a crossing and as might be expected, a greater proportion of pedestrians injured on the authority's rural roads are injured when walking along, either facing or with their back to traffic.

Motorcycle Casualties

Motorcycle casualty numbers across West Berkshire roads as a whole have also increased in 2021, although this increase has been seen on the urban road network only, since motorcycle casualties as a result of collisions on the rural road network have fallen across the same time period.

Pedal Cycle Casualties

In contrast to other road user groups, the number of pedal cyclist casualties in West Berkshire fell by 35% from 2020 to 2021, having seen a steady rise since 2017. This reduction has applied to pedal cyclist collisions on rural roads only as the number of pedal cyclist collisions on urban roads has remained unchanged. No fatal pedal cycle casualties have been reported since 2014 and the number of seriously injured pedal cyclists has fallen to a new low for the decade of just two casualties in 2021.

Following a rise in pedal cyclist casualties in 2020 associated with a rise in local active travel during Covid-related restrictions, the downward trend in pedal cyclist casualties seen since 2015 has returned in 2021, with a further reduction in numbers in 2021 compared to both 2020 and 2019. The number of seriously injured West Berkshire resident pedal cyclist casualties has also fallen with just one recorded serious casualty in 2021. The resultant pedal cyclist casualty rate for West Berkshire is 17.8 casualties per year, per 100,000 population. This is approximately one third lower

than the national and regional rate and lower than most of the comparator authorities.

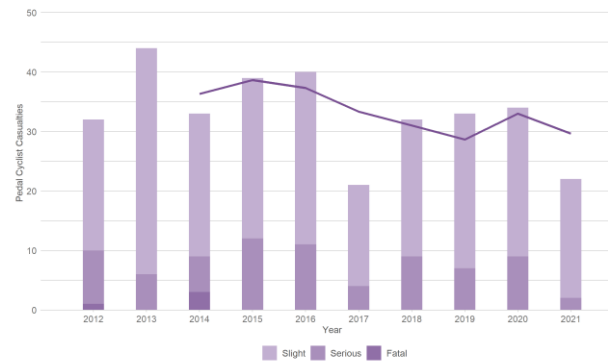


Figure 5 - Pedal Cycle Casualties 2012 - 2021

The highest pedal cyclist resident casualty rate is found in the north east of Newbury Wash Common with high rates also found in parts of Thatcham Town, Hermitage & Cold Ash, Newbury North West, Burghfield Common, Calcot South and Calcot North & Little Heath.

Like resident child casualties, almost three quarters of West Berkshire's pedal cyclist casualties were injured on West Berkshire's roads. Fifteen per cent of the remainder were injured in adjoining authorities and the rest on roads across the South East region.

Sociodemographic Profiles

Looking in more detail at who the resident casualties are that have been involved in collisions, based on the postcode in which they live, it is possible to determine the casualty Mosaic groups and the typical characteristics of those communities.

There is little change in the socio-demographics of the authority's casualties from previous years, with the Mosaic groups Wealthy Landowners (C10) – *prosperous owners of country houses including affluent families, successful farmers and second-home owners* and Solid Economy (I36) – *stable families with children, renting higher value homes from social landlords* accounting for the most casualties.



Figure 6 - Mosaic Group C10 - Wealthy Landowners

Those from communities of *rural families living in affordable village homes who are reliant on the local economy for jobs* (Type D15) account for the smallest number of resident casualties, however, the 46 casualties from this Mosaic Group are over-representative of the local population, with an index value of 168.

In a change from previous years, the 2021 data shows that residents of Mosaic group G29, communities of *professional families with children in traditional mid-range suburbs where neighbours are often older* are now under-represented, which might suggest that the relative population

numbers have increased in the area as well as the number of casualties reducing.

Socio-demographic information also enables the comparison of casualty postcodes against the Index of Multiple Deprivation. The data illustrates that the majority of West Berkshire resident casualties come from communities in the less deprived IMD deciles, but these deciles are under-represented in terms of the relative population. The one exception to this is residents of the least deprived 40% decile who account for some of the highest numbers of resident casualties and are over-represented relative to the local population.

The number of resident casualties who are in the more deprived 50% decile has fallen significantly from 2020 to 2021, but these 40 casualties are now over-representative of the local population suggesting the population levels in this decile have increased over the same time period.

DRIVERS INVOLVED IN COLLISIONS

This analysis summarises drivers involved in collisions which occurred on West Berkshire's **roads**, and which involved West Berkshire's **residents**.

MOTOR VEHICLES

This section covers drivers of motor vehicles involved in collisions. This excludes both motorcycle riders and pedal cyclists, who are covered in subsequent sections.

Trends

Given the dominance of motor vehicle involvement in collisions in West Berkshire, it is as expected to see the pattern of driver collision involvement virtually mirroring the pattern of change in all collisions by year, with both reporting a minimum year-on-year reduction of 44% since 2012. Resident driver collision involvement increased by 25% in 2021, compared to 2020, whilst all collisions increased by just 14% in the same period.

A distinct rise in driver collision involvement on West Berkshire's urban roads from 48 in 2020 to 85 in 2021 is likely to be a reflection of the increase in traffic volumes following the lifting of Covid-related travel restrictions.

Rates

Resident involved driver numbers were showing a gradual reduction since 2012, with a low of 182 casualties in 2020. Resident drivers aged 17-24 years have seen the greatest reduction in collision involvement, with a fall of 63%. However, 2021 has seen a rise in numbers, not only above 2020's figure but also slightly higher than 2019 with a total of 227 resident drivers involved in collisions. This pattern is replicated in the number of resident drivers involved in collisions resulting in serious injury although the

number of fatal collisions remains low with just 2 involving resident drivers in 2021. These numbers lead to a resident driver involvement rate of 152 drivers per year, per 100,000 population.

West Berkshire's resident driver involvement rate remains at a similar level as in 2020 relative to the national and regional rates being 43% and 38% below each respectively. Within Berkshire, its rate is broadly equivalent to Windsor and Maidenhead, with just Wokingham reporting a lower resident driver involvement rate. Across a wider area and against similar comparator authorities, West Berkshire is higher than South Oxfordshire but lower than Horsham, East Hampshire and Aylesbury Vale.

Residency

The highest resident driver involvement rates are found in east Lambourn & Great Shefford, east Kintbury & Boxford, north-east and east Theale and Beenham and west Burghfield Common.

The national average percentage of resident involved drivers involved in collisions in their home authority remains at 49% and West Berkshire continues to be consistent with that national average with a local value of 47%. Of those drivers resident of West Berkshire but involved in collisions elsewhere, 12% occur in Hampshire, 10% in Reading, 5% in Oxfordshire and 3% in each of Wiltshire, Surrey and Wokingham.

Driver Age

The majority of drivers involved in collisions are aged 25 to 54 years. Just 23% of all drivers are aged over 55 years and 16% aged 17-24 years so the risk of injury is very much linked to the driver's exposure with the majority of driving licence holders in the local population being of the same age.

Drivers aged 25-34 years account for the highest number of West Berkshire resident drivers involved in collisions, followed closely by 17-24-year-olds, drivers aged 45-54 years, and then 35-44-year-old drivers. Resident drivers aged 65+ years account for just 13% of the total number of drivers involved in collisions from West Berkshire.

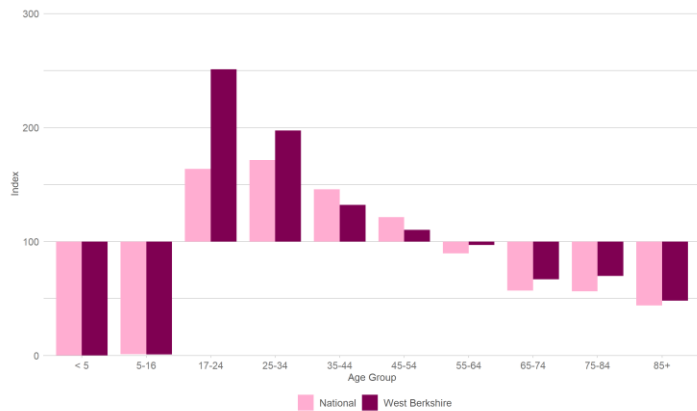


Figure 7 - Driver Casualty Index by Age

The number of 17-24- and 25-34-year-old resident drivers involved in collisions are over-representative of each of the relative populations, with 17-24-year-olds also 54% higher than the national index. All other drivers are under the national index and the number of under 17-year-old drivers and drivers aged 65 and over under-represented against the local population.

Sociodemographic Profiles

The largest number of resident-involved drivers come from communities in the less deprived IMD deciles. This is particularly true of the less deprived

20%, and to a lesser extent the less deprived 40%. The least deprived 10% is notably under-represented, however, with an index value of 81, whilst the less deprived 50 and 40% deciles are over-represented with index values of 114 and 119 respectively. The number of resident drivers involved in collisions from the more deprived 40% decile is under-represented against the relative population with an index value of 79.

Casualty Class

Unsurprisingly, the majority of casualties resulting from collisions involving West Berkshire resident drivers are the recorded driver or rider of the vehicle involved with only 23% of casualties the passenger and 10% a pedestrian.

Gender

As is typical of the collision trend by gender at a national level, male drivers account for 66% of total casualties in West Berkshire. The percentage of men involved in collisions on the rural roads is fractionally higher at 68%, whilst fractionally lower on urban roads (60%).

YOUNG DRIVERS

Focusing on young drivers (specifically those aged 17 to 24), following a reduction in the number of young drivers involved in collisions of 27% between 2017 and 2018, the numbers have fallen less substantially from 2018 to 2019, and remained constant since. However, the severity of injury has reduced significantly, with the number of young drivers involved in serious collisions having fallen from 10 in 2020 to just 4 in 2021. Since 2019, there have been no fatal collisions involving a young driver.

West Berkshire's resident young driver involvement rate is 324 drivers per year, per 100,000 population.

West Berkshire's resident young driver involvement rate remains consistent in 2021 to its position against the national and regional rates in

2020, at 8% and 18% below each respectively. Only Slough reports a higher resident young driver involvement rate of all neighbouring authorities. Against similar comparator authorities, West Berkshire continues to be lower than East Hampshire and Horsham, but higher than South Oxfordshire, Aylesbury Vale, and Vale of White Horse.

The highest resident young driver involvement rates are found in east Lambourn & Great Shefford, east Kintbury & Boxford, north-east and south-east Theale & Beenham and south-west Burghfield Common.

The number of resident young drivers involved in collisions in 2021 rose slightly on 2020 figures to a total of 37, representing a change from the sustained downward trend since 2012. There has been no change in the number of fatal or serious collisions involving resident young drivers, so the increase is in collisions resulting in slight injury.

Of West Berkshire’s resident young drivers, 46% were involved in collisions in West Berkshire. This has fallen since 2020 and during the same time the national average percentage of resident young adult collisions involvement in their home authority has increased to 59%, increasing the disparity between the two. Of those West Berkshire resident young drivers involved in collisions outside their home authority, 10% occur in Reading, 8% in Hampshire, 6% in Oxfordshire and 3% in Wiltshire.

The socio-demographic distribution of young adult drivers involved in collisions remains largely unchanged from 2020, with young drivers from communities of *prosperous owners of country houses including affluent families, successful farmers and second-home owners* (Type C10) and *high achieving families living fast-track lives, advancing careers, finances and their school-age kids’ development* (Type B07) most prevalent. In a change from previous years Mosaic Type G29 – *professional families with children in traditional mid-range suburbs where neighbours are often older* has

been replaced by Type G28 – *Modern Parents; busy couples in modern detached homes juggling the demands of school-age children and careers*.

The largest number of resident young drivers come from communities in the less deprived IMD deciles. The least deprived 50% and 40% deciles are over-represented with index values of 119 and 127 respectively.

Overwhelmingly, resident young drivers in West Berkshire are involved in collisions when there are no other injured passengers in the involved vehicle. The 35 passengers injured as a result of a collision involving a resident young driver is over-representative of the national index with a value of 121.

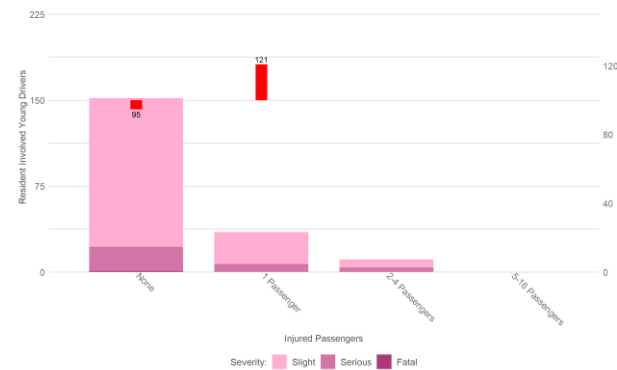


Figure 8 - Young driver casualties with passengers

OLDER DRIVERS

Turning the focus to older drivers aged 60 and over, there has been a steady reduction in the number of older drivers involved in collisions up to 2020, based on the 3-year rolling average. However, a 72% increase in the number of older drivers involved in collisions in 2021, from 2020, has

flattened this trend line. Whilst the number of older drivers involved in fatal collisions has remained very low (just one) the number of older drivers involved in collisions resulting in serious injury to someone has increased 400%. This pattern is most likely reflective of older drivers' exposure to risk following the lifting of restrictions following the Covid pandemic and represents a return to older driver casualty numbers seen in 2019 and earlier. Consistent with the majority of West Berkshire's collisions happening on rural roads, 81% of older drivers are involved in collisions on the authority's rural roads.

MOTORCYCLISTS

This road user group also saw an increase in collision involvement in 2021. The proportion of motorcycle riders involved in collisions on West Berkshire's rural roads has been variable over the last decade, ranging between 52% in 2018 and 82% in 2016. With 14 motorcycle riders involved in collisions on West Berkshire's urban roads in 2021, the split between urban and rural was 42:58 percent.

The resident motorcyclist involvement rate for West Berkshire is 18 riders per year, per 100,000 population.

West Berkshire's resident motorcyclist involvement rate continues to be approximately one third lower than the national and regional rate and 14% below the rate for Berkshire overall. Of the neighbouring authorities, just Wokingham has a lower rate, whilst the motorcyclist involvement rate for Reading and Slough is around 30% higher. Comparing West Berkshire to other similar comparator authorities, just South Oxfordshire and Aylesbury have lower motorcyclist involvement rates. Vale of White Horse and East Hampshire are very similar while Horsham's is much higher and similar to Reading.

The highest motorcyclist involvement rates are found in Burghfield Common and Newbury Clay Hill with high rates also in Mortimer & Aldermarston North, Westwood and Hungerford.

Resident involved motorcyclist numbers have been in steady decline since 2012, with the greatest reduction between 2018 and 2020. However, with a total of 25 resident motorcyclists involved in collisions in 2021, this represents an increase from 2020. The number of motorcyclists involved in serious collisions has also increased from 3 in 2020 to 8 in 2021.

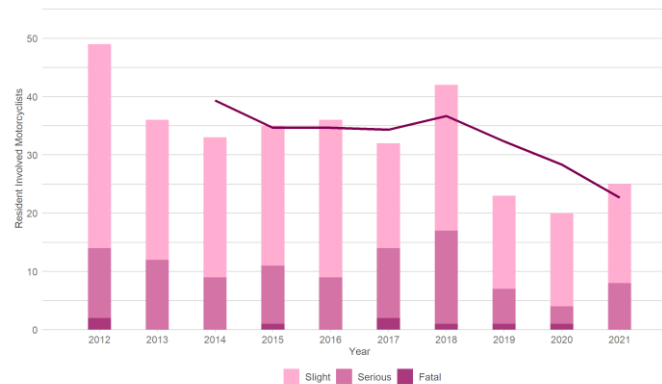


Figure 9 - Motorcycle Involved Collisions 2012 - 2021

Of West Berkshire's resident involved motorcyclists, 54% occurred in West Berkshire. This is still slightly above the national average percentage of resident involved motorcyclist collisions occurring in the home authority of 52%. Of the remaining 46%, the majority occurred in Hampshire (11%), 7% in Reading, 5% in Oxfordshire, and 3% in Swindon.

The greatest proportion of motorcycle riders involved in collisions are aged 17-24 years, with nearly half of all collision-involved motorcycle riders on West Berkshire's urban roads a young rider. The age distribution of motorcycle riders involved in collisions on the authority's rural roads is less dominated by young riders. However, young riders and those aged 45-54 years account for over half of the motorcycle riders involved in a fatal or serious collision on rural roads and the number of young motorcycle riders involved in collisions on urban roads where at least one person is killed or seriously injured is almost the same as the total of the second highest represented age category of 25-34-year-olds.

Similar patterns are observed for resident motorcyclists. The highest number of resident motorcyclists involved in collisions are aged 17-24 years, at nearly twice the number of resident collision-involved motorcyclists aged 25-34 or 35-44 years. The age group 17-24-year-olds also represent the highest number of resident collision-involved motorcyclists in fatal or serious collisions, followed by those aged 45-54 years.

The high number of resident collision-involved motorcyclists aged 17-24 years is over-representative of the relative population at 46% above the national index for this age group. Resident collision-involved motorcyclists aged 25-44 years are also over-represented against their respective local populations with casualties aged 35-44 years also above the national index. Resident collision-involved motorcyclists of all other ages are under-represented relative to the local population.



Figure 10 - Motorcycle Rider Index by Age

The related casualties of West Berkshire's resident motorcycle riders have been analysed and reveals that overwhelmingly the related casualties are the resident involved motorcycle riders themselves, with a small but significant proportion of related casualties being pedestrians.

Whilst male motorcycle riders account for the majority of riders involved in collisions in all circumstances, female motorcycle riders are involved in a larger proportion of collisions on rural roads at 13%, compared to urban and all roads in West Berkshire.

PEDAL CYCLISTS

The number of pedal cyclists involved in collisions had been fairly consistent between 2018 and 2020 (inclusive) but numbers have fallen in 2021 to 24, just a little higher than the decade low of 21 in 2017. This fall in numbers is due to a 57% reduction in the number of pedal cyclists involved in collisions on West Berkshire's rural roads, although it also means a return in the pattern of pedal cyclists being most at risk when

travelling on the Authority's urban roads, with 13 of the total 24 collisions occurring within the urban area.

Pedal cyclists aged 45-54 and 5-16 years are most frequently involved in collisions, with the younger age group most at risk on urban roads (where 62% of all under 17-year-olds on bikes are injured). Severity of injury is highest for pedal cyclists aged 45-54 years, which is consistent with the pattern of their involvement in collisions on rural roads.

CONTRIBUTORY FACTORS

This analysis summarises trends in reported collisions on West Berkshire's roads involving groups of contributory factors (CFs). For each group, the total number of collisions in which any CF in the group was recorded has been determined.

SPEED RELATED

Following a small rise in the number of speed choice attributed collisions in 2020, the downward trend evident over the last ten years has returned in 2021 with just 13 collisions attributed with CF306 – *Exceeding speed limit* or CF307 – *Travelling too fast for conditions*, of which one resulted in a fatality and two involved serious casualties. When indexed over a 2012 baseline and compared against the number of collisions attended by a police officer, the number of speed related CF attributed collisions is higher and rising against the 2012 baseline.

Of all collisions in West Berkshire between 2017 and 2021 with police officer attendance, 11.1% of collisions were attributed a speed related CF. This is higher than the percentages seen nationally and regionally in the South East. West Berkshire had the highest percentage of speed related attributed collisions of all the authorities in Berkshire. This percentage was also higher than all but two of the similar external comparator authorities, with the exceptions being South Oxfordshire and East Hampshire.

UNSAFE BEHAVIOUR

The number of collisions attributed a CF linked with unsafe behaviour saw approximately a 30% variation each year from 2012 to 2016, however, since then the trend has been in steady decline with just 30 collisions with an unsafe behaviour CF recorded in 2021, down from 47 in 2012. Since 2016, the rate of collisions attributed CF601 and/or CF602 has followed a

very similar pattern to the number of police attended collisions over the same time period, albeit at a higher level.

West Berkshire's percentage of collisions attributed unsafe behaviour CFs is very similar to that for Great Britain as a whole, the South East region and the neighbouring authorities of Reading, Windsor & Maidenhead and Wokingham. Bracknell Forest and Slough have higher rates alongside Aylesbury Vale, Horsham, South Oxfordshire and Vale of White Horse.

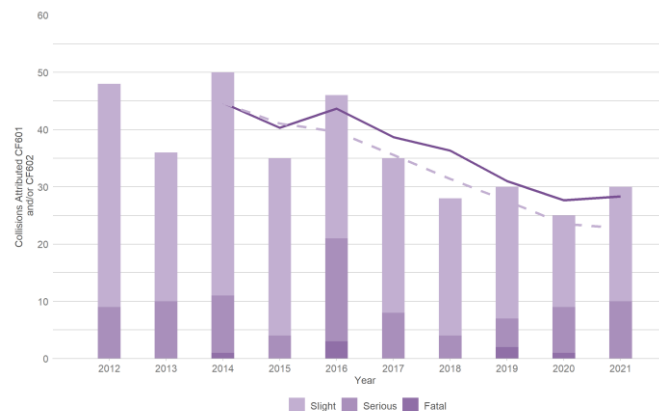


Figure 11 - Collisions attributed Unsafe Contributory Factors 2012 - 2021

IMPAIRMENT

The number of impairment CF attributed collisions has been variable over the last ten years with annual variations most likely down to random fluctuation due to the small number of collisions in question. In 2021, there were 15 collisions to which impairment related contributory factors were attributed, of which just 4 resulted in serious injury to the casualties involved. Whilst the total number of collisions has increased from 2020,

Commented [SC2]: Regression to mean?

Commented [TF3R2]: Potentially. Small numbers fluctuate so make it very difficult to draw conclusions from

the number of serious casualties due to impairment related factors has reduced. With 2012 as a baseline, the trend of police officer attended collisions being lower than the rate of collisions against which impairment CFs were recorded, evident since 2018, continues in 2021.

The percentage of collisions with officer attendance and attributed impairment CFs between 2017 and 2021 remains virtually the same as previous years at a rate of 7.7%. This continues to be higher than the national average, fractionally higher than the percentage seen across Berkshire as a whole, and very similar to the percentage for the South East region. Within Berkshire, just Bracknell Forest and Slough have lower rates together with the external comparator authorities of Aylesbury Vale, East Hampshire and Vale of White Horse.

ROAD SURFACE CONDITIONS

The number of collisions on West Berkshire's roads to which road surface condition CFs have been attributed over the last decade have been declining, with only 2019 reporting fewer collisions than the 14 collisions in 2021. However, the last three years have reported the highest ratios of severe consequences, with a quarter or more of the collisions attributed a road surface condition CF resulting in fatal or serious injury. Since 2017, the rate of collisions attributed CFs 101 – *Poor or defective road surface*, 102 – *Deposit on road (e.g oil, mud, chippings)* and/or 103 – *Slippery road (due to weather)* has been lower than the rate of police attended collisions.

Despite the low number of collisions attributed road surface condition CFs in West Berkshire, the percentage to total collisions is higher than the national and regional rates, and all other authorities within Berkshire. Only South Oxfordshire reports a higher percentage of collisions attributed with road surface condition CFs of the wider comparative authorities.

CONTROL ERRORS

The number of collisions to which a control error contributory factor was recorded have been in steady decline since 2014, with 2021 reporting the lowest number for the decade. Fatal and serious collisions attributed with the same CFs have also been in decline since 2016. Of all the collisions attributed contributory factors of specific categories, those attributed control error CFs have seen the greatest reduction by 76% from 2012 to 2021. Consistent with this decline, the rate of collisions attributed control error CFs has also been below the rate of police attended collisions since 2014.

Similar to road surface condition related CFs, South Oxfordshire are the only authority to have a higher rate than West Berkshire, although the rates in Vale of White Horse and East Hampshire are very similar. Reading and Slough report the lowest rate of control error related collisions which is likely related to the more built-up, slower speed characteristics of these urban road networks.

MEDICALLY UNFIT

In stark contrast to collisions attributed to other contributory factors that have seen reductions in numbers over the last decade, the number of collisions attributed to factors relating to a driver's fitness to drive have increased since 2012, although they remain in very small quantities. The increase from just 6 collisions attributed to medically unfit factors in 2012 to 14 in 2021 can generally be linked with a rise in the number of slight collisions rather than those resulting in more severe injury, however, there was 1 fatal, 4 serious collisions in 2021, up from just 2 serious collisions in 2020. From a baseline of 2012, the rate of collisions attributed to medical-related factors has remained above the rate of officer attended collisions over the ten-year period.

The national rate for medically unfit related collisions is 2.5%, however, West Berkshire's rate is 5.1%, higher also than the overall county rate of 3.4% and rates for Reading and Slough, which are lower than the national rate. East Hampshire and South Oxfordshire have the closest rates to that of West Berkshire at 4.8% and 4.7% respectively.

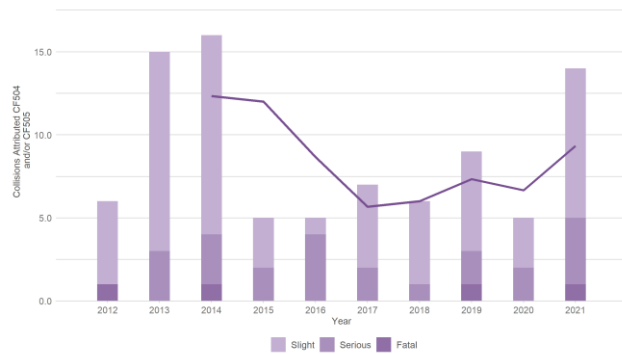


Figure 12 - Collisions Attributed Medically Unfit Contributory Factors 2012 - 2021

DISTRACTION

There was a distinct fall in the number of collisions attributed a distraction related CF in West Berkshire between 2016 to 2017 from 18 to 8, however the levels have remained in single figures since, recording just 6 in 2021. This represents a 66% reduction for the decade as a whole. Since the sharp fall in 2017, the rate of collisions attributed CF509 and/or CF510 is lower than the rate of police attended collisions in West Berkshire.

The rate of distraction CF attributed collisions in West Berkshire is the third lowest in Berkshire, above just Bracknell Forest and Reading. It is lower

than the national and regional average and lower than all other external comparator authorities, with the exception of East Hampshire.

CLOSE FOLLOWING

The number of collisions in which 'Following too close' was attributed have roughly halved between 2012 and 2021, although like distraction related contributory factors the rate of reduction has increased since 2017. Few collisions attributed to close following result in the most severe consequences with just 1 fatal and 1 serious collision in the last 5 years. The rate of collisions attributed to CF308 is lower than the rate of police officer attended collisions, although the pattern of each over the decade has tracked a very similar trend. CF308 attributed collisions saw a steeper decline from 2017 to 2018 than officer attended collisions but a rise in 2019 returned numbers to similar proportions as pre-2017.

The rate of collisions attributed to CF308 'following too close' across Berkshire and external comparator authorities shows more variation than other contributory factors. West Berkshire has a rate of 5% which is slightly higher than the GB rate, South East regional rate and rates of neighbouring authorities Bracknell Forest, Reading and Wokingham. West Berkshire's rate is also higher than Aylesbury Vale, Horsham and South Oxfordshire. This leaves Slough, Windsor & Maidenhead, East Hampshire and Vale of White Horse with rates higher than West Berkshire.



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