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West Berkshire Area Profile

Version 1.0

Lyndsey Owen, May 2024

Area Profiles

2024

West Berkshire Area Profile

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1 Executive Summary

This Area Profile presents a systematic overview of resident and road risk in West Berkshire. The insight derived from this report can inform the design and development of road safety interventions, underpin local road safety strategies and support local authorities and their stakeholders to secure safer roads and healthier communities across the area. Area Profiles are compiled using analytical techniques which, not only compare long term trends but also use rate-based measures derived from a range of datasets.

West Berkshire's **overall resident casualty rate** is 38% lower than the national rate and 40% lower than the rate for the South East region. Resident casualty numbers have remained more or less static in 2021 and 2022. ***Forty three percent of West Berkshire's resident casualties are injured outside of the county.*** The greatest and over-represented number of West Berkshire's resident casualties are from acorn type M37; *restricted residents socially renting*. West Berkshire's resident casualties are most likely to come from the least deprived 10% of the population. Resident casualties have been broken down into the following cohorts:

1. **Resident child casualty** numbers from West Berkshire have seen a downward trend since 2016 and despite the pandemic. Following a low in 2021 of just 13 resident casualties, there has been a slight increase in 2022. No resident children have been killed since 2014. Just under three quarters of West Berkshire's child casualties were injured in West Berkshire.

2. **Resident pedal cyclist casualty** numbers have increased noticeably in 202, more in line with pre-pandemic levels. With the exception of 2020, the percentage of KSI's was greater in 2022 than has been seen since 2015. In fact 2022 saw the first resdient pedal cyclist fatality from West Berkshire since 2014. Over three quarters of West Berkshire's pedal cyclist casualties were injured on West Berkshire's roads.

3. **Collision involved resident drivers** from West Berkshire inreased in 2021 and 2022. Of particular concern is the fact that the percentage of those killed or seriously injured as a result is higher in 2022 than in the last 10 years. The rate per 100,000 population is 43% lower than the national rate and 39% lower than the rate for the South East region. The rate for West Berkshire is lower than all other Berkshire authorities apart from Wokingham. Most of the collision involved drivers are of working age (17-65) and are more likely to come from communities of acorn type D11, *mature and moneyed out-of-towners, or type J27, professional families and couples in suburban, owner-occupied areas*.

An extra section has been added to this study to specifically look at **young drivers** (aged 17 to 24). Collision involved resident young drivers decreased on 2021 figures to a total of 32 representing a downward trend overall since 2012. The rate per 100,000 population is 14% lower than the national rate and 27% lower than the regional rate. Fifty percent of West Berkshire's resident young drivers were involved in collisions in Berkshire.

The number of West Berkshire's **resident motorcycle riders involved in collisions** has fluctuated over the last decade. However with a total of 25 resident motorcyclists involved in collisions in 2021 and 35 in 2022, this represents a significant increase from 2020. The number of resident

motorcyclists involved in serious collisions has also increased from 8 in 2021 to 15 in 2022. The largest number of riders can be found in the 17 to 24 age group. Sixty percent of them were involved in collisions on West Berkshire's roads. West Berkshire's motorcyclist collision involvement rate was approximately a third below the national rate and regional rates.

As well as reviewing the risk to residents, this Area Profile has considered collision rates on the local road network. **Collisions on West Berkshire's road network** have increased in 2022 to a level similar to that which we saw in 2019. The collision rate per 100km road on West Berkshire's road network was half that the national rate and 60% lower than the rate for the South East region. West Berkshire's collision rate is lower than that of all the other Berkshire authorities.

Collision numbers on **urban roads** in West Berkshire saw a sharp reduction in 2016, followed by another in 2020. However 2021 and 2022 have seen a rise in collision numbers consistent with pre-pandemic levels. In 2022, the number of serious injury collisions on the authority's roads hit the highest level since 2018. The collision rate between 2018 and 2022 was lower than all other Berkshire authorities. Analysis of the collision dynamics at the time of the collision show that just over a third of collisions on urban roads resulted in no vehicle-to-vehicle impact. Where multiple vehicles were involved, 18% involved rear vehicle impact, 16% side impact and 8% head on or another point of the vehicle. The driver actions at the time of the collision show that the highest percentage of collisions on urban roads were when making a right turn followed by a slow manoeuvre such as stopping. Fifty-six percent of collisions on West Berkshire's urban roads took place on unclassified roads. Higher urban collision rates are found in north-west Newbury Central & West as well as the area of Newbury East of Ampere Road and Kennetside.

Collision numbers on **rural roads** in West Berkshire had been steadily falling since 2012, despite a small increase in 2016. The extent of the reduction has reduced however since 2018 with no change between There was no change between 2020 and 2021. However 2022 has seen an increase of 16% from 132 collisions in 2021 to 153 in 2022. The collision rate between 2018 and 2022 was 9% below the national average and 52% below the rate for the South East. Within Berkshire, West Berkshire has the lowest rural road collision rate. Analysis of the collision dynamics at the time of the collision show that just over a third of collisions on rural roads resulted in no vehicle-to-vehicle impact. Where multiple vehicles were involved, 20% of collisions on rural roads result in rear impact and 13% head on impact. The driver actions at the time of the collision show that the highest percentage of collisions on rural roads involved runoff and runoff to the nearside of the carriageway. Thirty-seven percent of collisions on West Berkshire's rural roads took place on unclassified roads. Higher rural collision rates are found in Hungerford, east Theale & Beenham, and south-west Burghfield Common.

The factors that contribute towards crashes are also measured. It is entirely possible that a combination of factors led to a collision taking place and the results do not produce figures that represent the number of incidents 'caused' by a single factor. Speeding, as measured by the factor **'exceeding speed limit'** or **'traveling too fast for conditions'** has increased a little on West Berkshire's roads. Together these factors still play a part in 11% of all collisions, a percentage that is similar to national and the South East region.

Factors that relate to the road environment have also been measured. **Road surface factors** including slippery, icy and defective roads are summarised and show a static trend. Despite this, the last three years have reported the highest ratios of severe consequences with a quarter or more

collisions attributed a road surface condition CF resulting in fatal or serious injury. These factors play a part in almost 12% of all collisions which is higher than the national percentage and the South East region. The recording of **'loss of control'**, **'close following'** and **'distraction'** factors in West Berkshire all follow a declining trend. **'Unsafe behaviour'**, **'impairment'** and **'medically unfit'** factors have been variable over the last ten years and annual fluctuations are most likely due to the small number of collisions in question.

In summary the road safety risk rates for West Berkshire's residents are, for the most part, lower than the national and regional norm and have decreased over the last ten years. Resident drivers have a lower risk rate than many of the comparator authorities.

2 Introduction

2.1 Overview

2.1.1 Background

Area Profiles from Agilysis provide overviews of road safety performance within specific local areas. This profile delivers detailed analysis and insight on all injury collisions reported to the police in West Berkshire, as well as casualties and drivers involved in collisions anywhere in Britain who reside in West Berkshire.

Area Profile formats are modular, which affords the flexibility to select topics for inclusion to reflect local needs and allows each section of the report to be used independently if required. Profile design allows authorities to understand general casualty and collision trends affecting their residents and roads, as well as selecting particular topics based on local issues. Experts from Agilysis work with commissioning authorities to ensure that selected topics provide an accurate and relevant assessment. After production of a first Area Profile, updates can be produced in future years covering the entire document or selected existing sections, whilst new topics can also be introduced in response to latest trends and concerns.

2.1.2 Aims and Objectives

The aim of this document is to provide a comprehensive profile of road safety issues affecting West Berkshire's road network and West Berkshire's residents, primarily using STATS19 collision data[1] and Acorn socio-demographic classification. Annual trends are presented and analysed for key road user groups, predominantly based on data from the last five full years of available statistics but referring to older figures where appropriate.

The Road Safety Analysis (RSA) analysis tool MAST Online has also been used to investigate trends for West Berkshire's residents involved in road collisions anywhere in the country, including socio-demographic profiling of casualties and drivers. MAST has been used to allow comparison of West Berkshire's key road safety issues with those of comparator regions and national figures. The aim is to allow West Berkshire to assess its progress alongside other areas, and work together with neighbours to address common issues.

2.1.3 Analytical Techniques

The analytical techniques employed throughout this Area Profile are detailed in Section 5.1 on Analytical Techniques. Please refer to this section for information on the terminology and data sources used as well to understand methodologies utilised and the structure and scope of the report.

[1] For further information, go to https://www.gov.uk/government/publications/road-accidents-and-safety-statistics-guidance

2.2 Profile Configuration

2.2.1 Structure

The Area Profile has been divided into separate analysis of key road user groups. The aim is to allow each section to be used independently if required. This will also allow West Berkshire to update selected sections when appropriate, without a requirement to update the entire document.

Section 3 explores Resident Risk. Resident risk analysis includes examining all of West Berkshire's resident casualties and resident motor vehicle users in terms of rates, comparisons with other relevant police forces and authorities; residency by small area; trends and socio-demographic analysis. Specific road user groups will also be analysed against these measures. The focus of this section is on how the people of West Berkshire are involved in collisions, rather than what happens on local roads.

Section 4 provides analysis of Road Network Risk. It also examines rates; comparisons; location by small area; and trends on West Berkshire's roads. Breakdowns by rurality classification of road are also included in this section.

Section 5 includes Appendices detailing all Acorn Types and the profile and distribution of specific Acorn Types relevant to West Berkshire. It also contains data tables for all analysis referred to in this Area Profile.

2.2.2 Scope

All figures included in this report are based on STATS19 collision data. The residents section covers casualties and motor vehicle users involved in collisions who are residents of West Berkshire, regardless of where in Britain the collision occurred. Resident analysis in this profile is based on the national STATS19 dataset as provided to Road Safety Analysis by the Department for Transport for publication in MAST Online over the five-year period between 2018 and 2022 inclusive. For a more complete explanation, please refer to 5.1.1 on methodology for calculating resident risk.

In contrast, the road network section covers collisions which occurred on West Berkshire's roads, regardless of where those involved reside. Network analysis is also based on the national STATS19 dataset over the five-year period between 2018 and 2022 inclusive. For a more complete explanation, please refer to 5.1.1 on methodology for calculating network collision risk.

3 West Berkshire Resident Risk

For information about the provenance and scope of data included in this section, please refer to section 2.2.2. For an explanation of the methodologies employed throughout this section, please refer to 5.1.1.

3.1 West Berkshire Resident Casualties

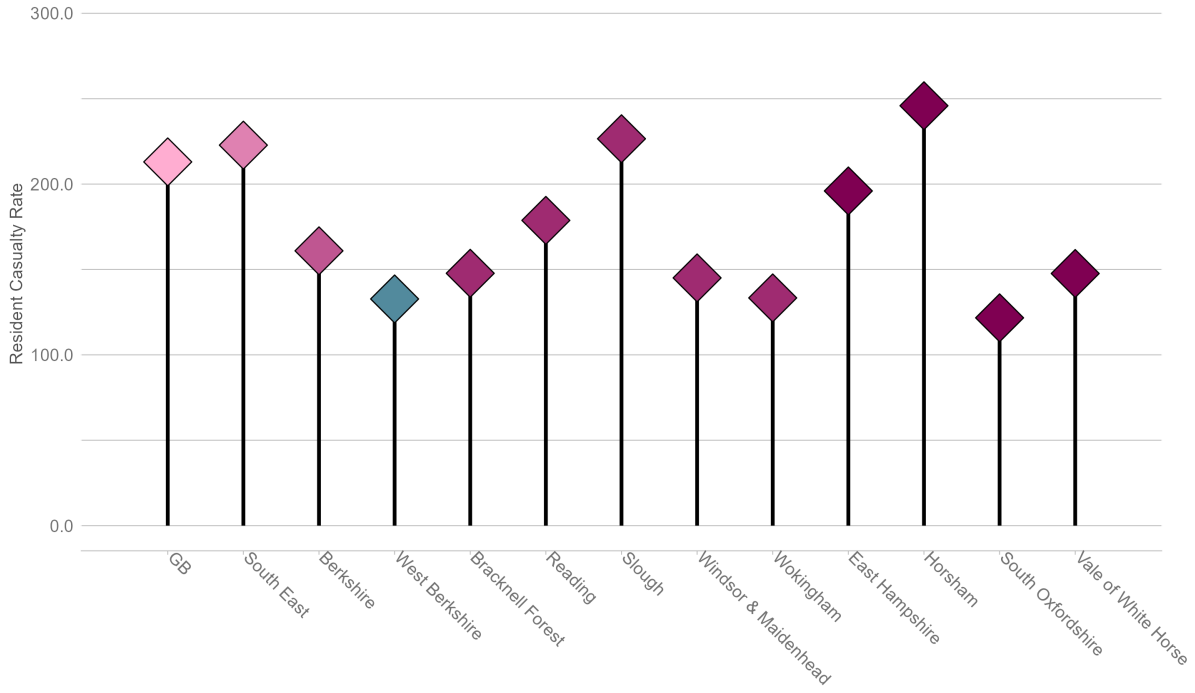
This section examines all casualties who were residents of West Berkshire at the time of injury. For information about West Berkshire's resident motor vehicle users involved in collisions on all roads, please refer to section 3.2.

3.1.1 All Resident Casualties

3.1.1.1 Rates Figure 1 shows the resident casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire's resident casualty rate for 2022 is 132.7 casualties per year, per 100,000 population.

Figure 1: Annual average West Berkshire resident casualties per 100,000 population (2018 - 2022)

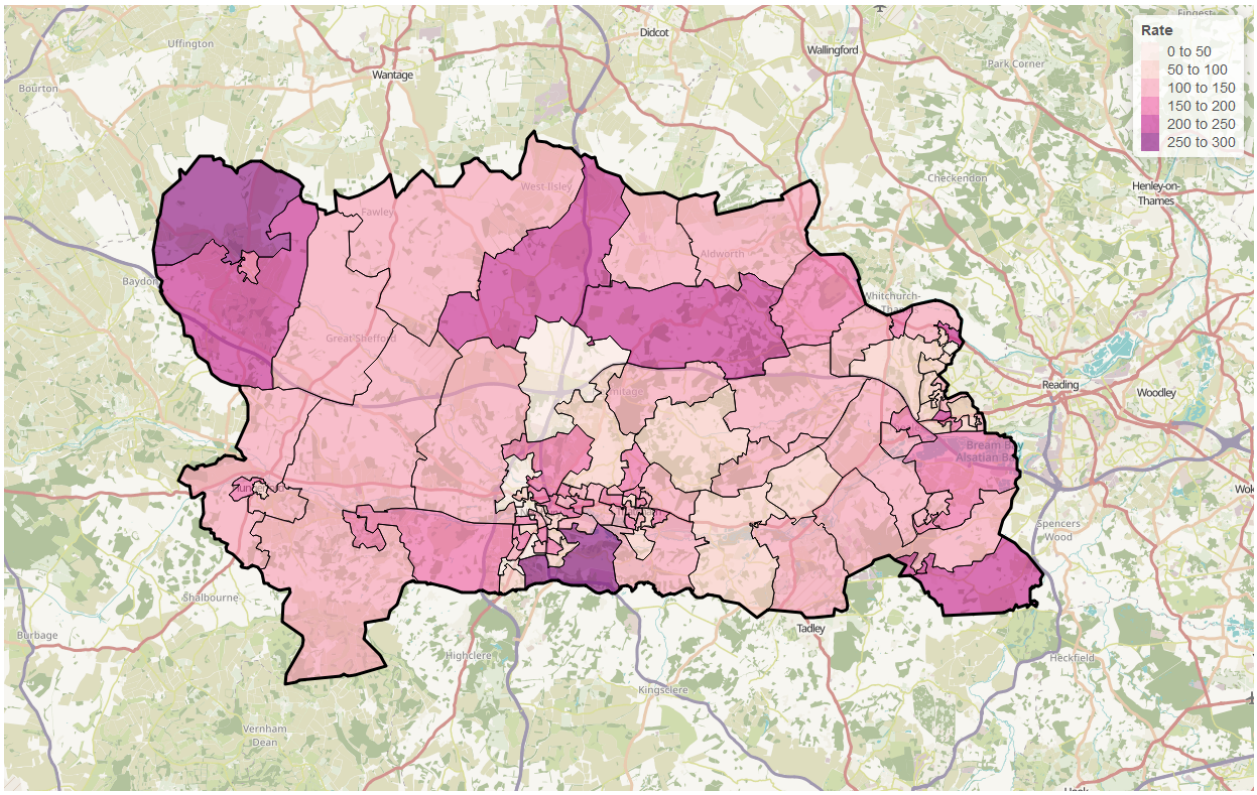


3.1.1.2 Comparisons West Berkshire's casualty rate is 38% below the national casualty rate and 40% below the South East regional rate. It is 18% lower than the overall rate for Berkshire and any of the Berkshire comparators. Likewise against other similar comparator authorities, just South Oxfordshire has a lower casualty rate than West Berkshire.

3.1.1.2.1 Residency by Small Area Figure 2 shows the home location of West Berkshire's resident casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

The highest casualty rates are South of Newbury racecourse. High rates also found in Upper Lambourn and Mile End,Stanmore, Leckhampstead and Hampstead Norreys, and Beech Hill in the south east of the county.

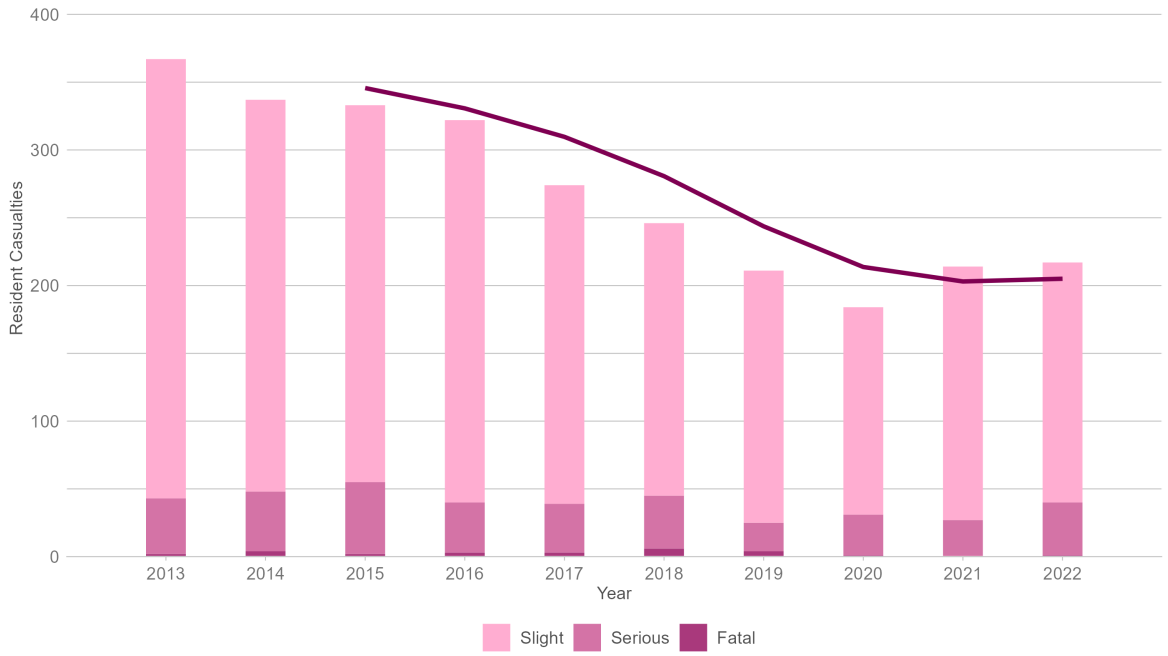
Figure 2: West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)



3.1.1.3 Trends Figure 3 shows West Berkshire's annual resident casualty numbers since 2013, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Following a clear downward trend in resident casualty numbers since 2013, the number of West Berkshire residents injured in collisions has remained more or less static in 2021 and 2022, however a greater proportion were killed or seriously injured in 2022. Of the 217 resident casualties in 2022, 1 was killed, 39 were seriously injured and 177 were slightly injured.

Figure 3: West Berkshire resident casualties, by year and severity (2013-2022)



3.1.1.3.1 Resident Casualties occurring in other areas Fifty seven per cent of West Berkshire's resident casualties were injured in West Berkshire. Of the remaining 43%, the majority were injured in Hampshire (11%), Reading (9%), Oxfordshire (4%) and Wokingham respectively.

3.1.1.4 Socio Demographic Analysis

3.1.1.4.1 Age Figure 4 shows the numbers of resident casualties by ten specified age groups.

The highest number of resident casualties come from the 17-24 years and 25-34 years age groups. There are few resident casualties aged under 17 years or over 65 years. Residents aged 17-24 and 45-54 years account for the most killed and seriously injured casualties.

It is more informative to consider Figure 5 which shows resident casualty numbers by age group indexed by the population of those age groups in West Berkshire. There is also a national index value for comparison.

This shows that residents aged 17 to 44 are over-represented when population is taken into account and resident casualties aged 17-24 years are over represented in West Berkshire by 20% higher than the national index. Casualties in the 25-34, and 35-44 year age groups are over represented to a lesser amount. Resident casualties in the age group 45-54 years are slightly over represented although their numbers are very similar to what we would expect to see given the

relative population. Casualties aged 5-16 years and 55+ years are under represented in collisions in West Berkshire the under representation is very similar to that seen nationally.

Figure 4: West Berkshire resident casualties, by age group (2018-2022)

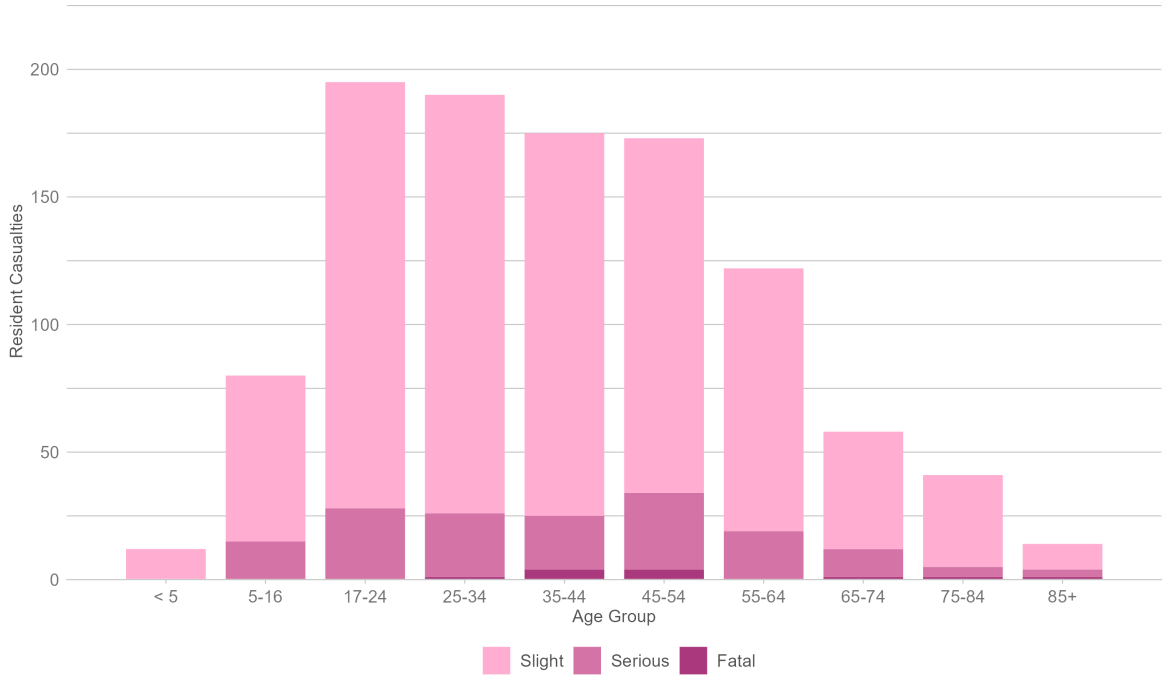


Figure 5: West Berkshire resident casualties, by age group and indexed by population (2018-2022)

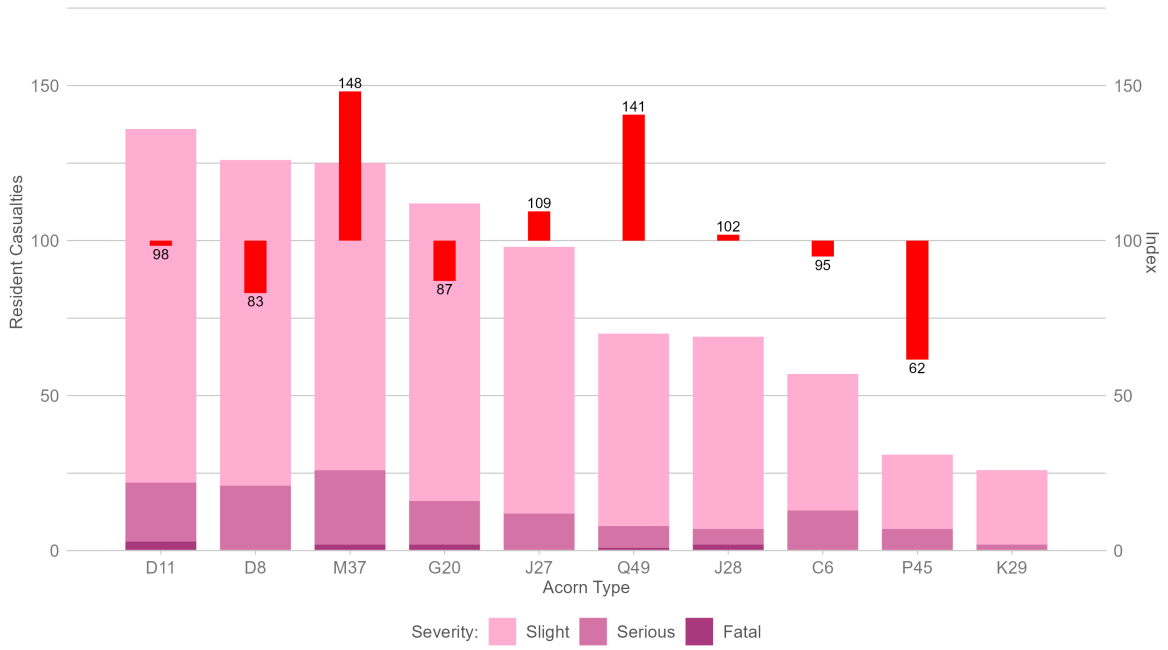
3.1.1.4.2 Segmentation Analysis of the Acorn communities in which West Berkshire's resident casualties live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

Figure 6 shows the Acorn types of West Berkshire's resident casualties based on the postcode in which they live. Acorn types D11 *Mature and moneyed out-of-towners*, D8 *Affluent, older home-owners* and M37 *Restricted residents socially renting* account for the most casualties and the latter is significantly over-represented in terms of relative population. (Index value of 148)

Those from communities of *Professional families and couples in suburban, owner-occupied areas* (Type J27) account for a smaller number of resident casualties however the 98 casualties from this Acorn type Group are over-representative of the local population, shown by an index value of 109. This is also the case with casualties from communities of Acorn type Q49 *Socially renting single adult households* which are over representative of the local population (Index of 141).

West Berkshire residents from 3 Acorn groups are significantly under-represented as casualties injured in road traffic collisions - Type D8: *Affluent, older homeowners*, G20 - *Mixed life stages in semi-detached homes* & P45 - *Privately-renting squeezed professionals in flats*.

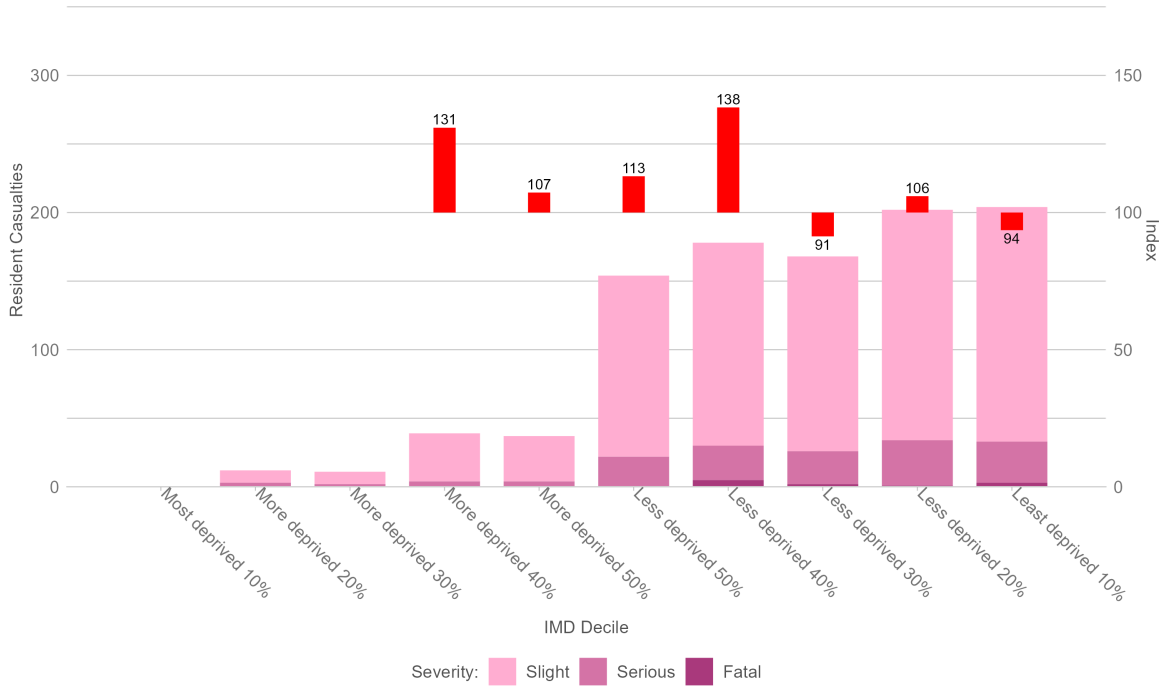
Figure 6: West Berkshire resident casualties, by Acorn Type (2018-2022)



3.1.1.4.3 Deprivation Figure 7 shows resident casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The majority of resident casualties come from communities in the less deprived IMD deciles and whilst residents from the least deprived 10% - 30% deciles account for some of the highest numbers of casualties they are under-represented in terms of the relative population. By comparison residents of the least deprived 40% decile also account for some of the highest number of resident casualties but are over-represented relative to the local population. Whilst there are lower resident casualties from the more deprived 40% decile, these are over-represented in terms of relative population.

Figure 7: West Berkshire resident casualties, by Index of Multiple Deprivation (2018-2022)



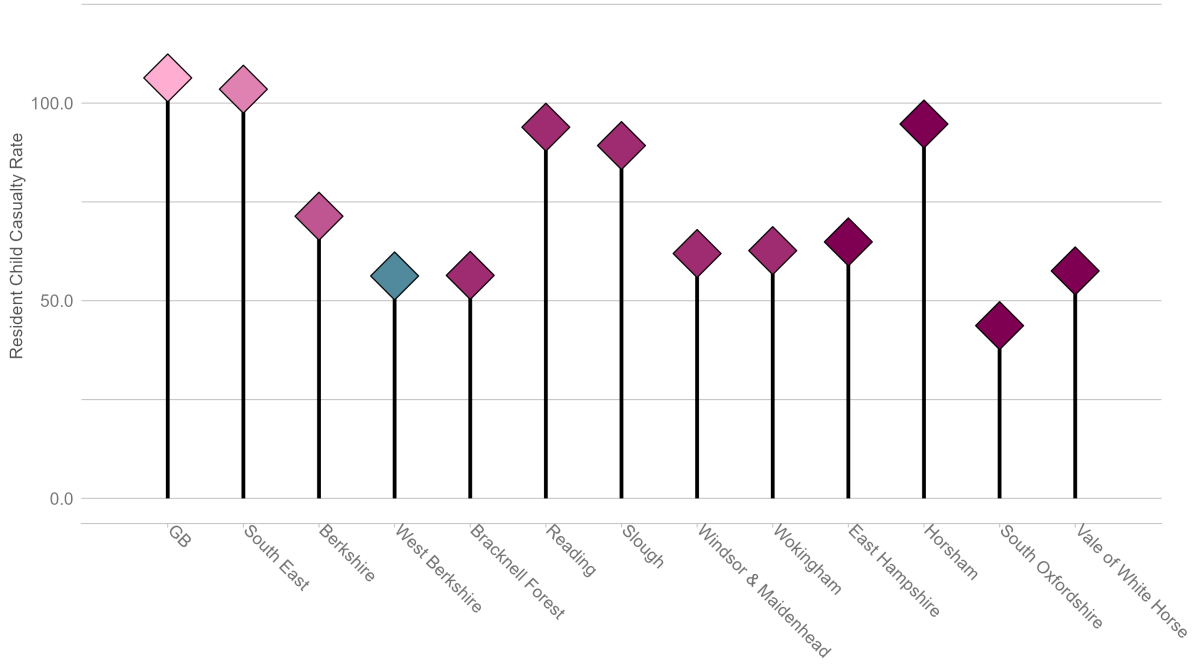
3.1.2 Resident Child Casualties

This section examines child casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 5.1.1.

3.1.2.1 Rates Figure 8 shows West Berkshire resident child casualty rate compared to the national and regional rates, and to the most similar comparators.

West Berkshire's child casualty rate has decreased since 2021 to 56 child casualties per year, per 100,000 child population.

Figure 8: Annual average West Berkshire resident child casualties per 100,000 population (2018-2022)

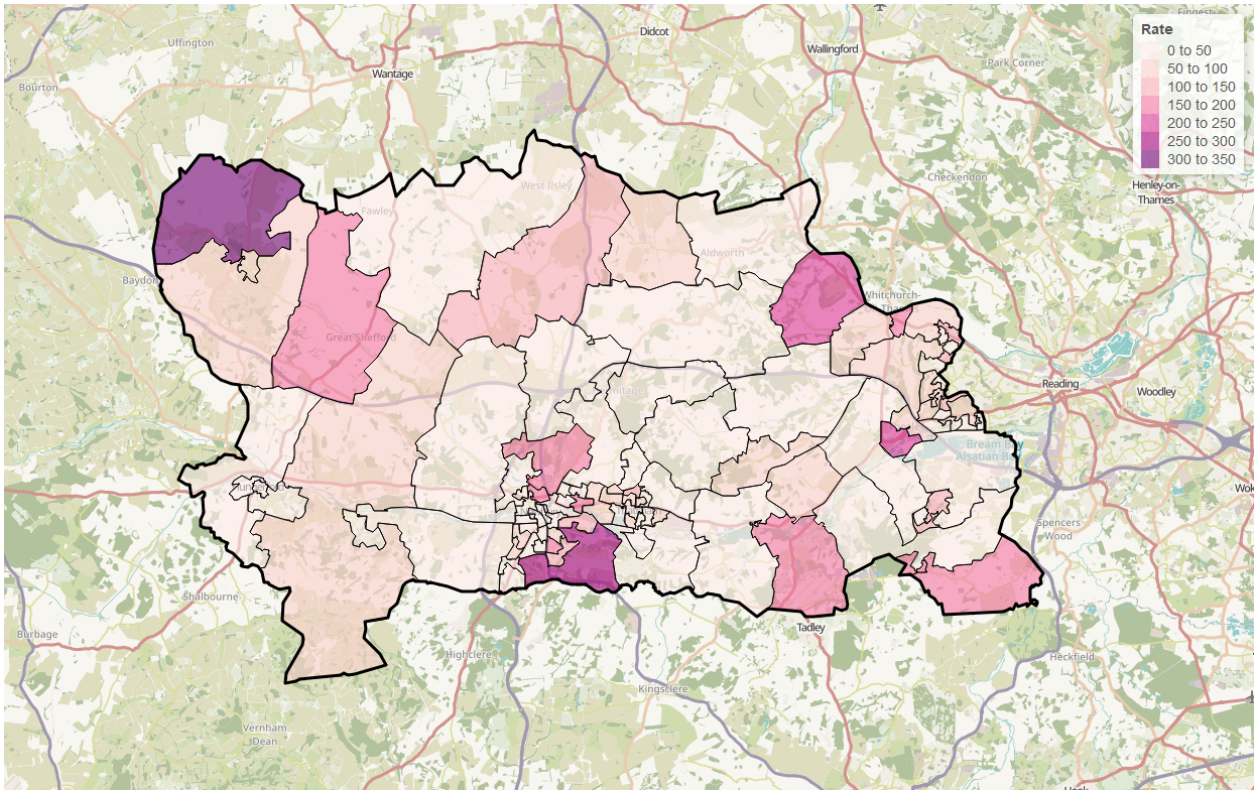


3.1.2.2 Comparisons The resident child casualty rate for West Berkshire was 47% below the national rate and 46% below the South East regional rate. It is has also fallen against the overall Berkshire rate dropping to 21% lower, and the lowest rate in the whole county. When considered against similar comparator authorities West Berkshire's rate was lower than East Hampshire, Horsham and the Vale of White Horse but higher than South Oxfordshire.

3.1.2.2.1 Residency by Small Area Figure 9 shows the home location of West Berkshire's resident child casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

The highest resident child casualty rate can be found in Upper Lambourn and Mile End with high child casualty rates also found in Greenham and Cookham Commons (South of Newbury Racecourse), Upper Basildon and Theale.

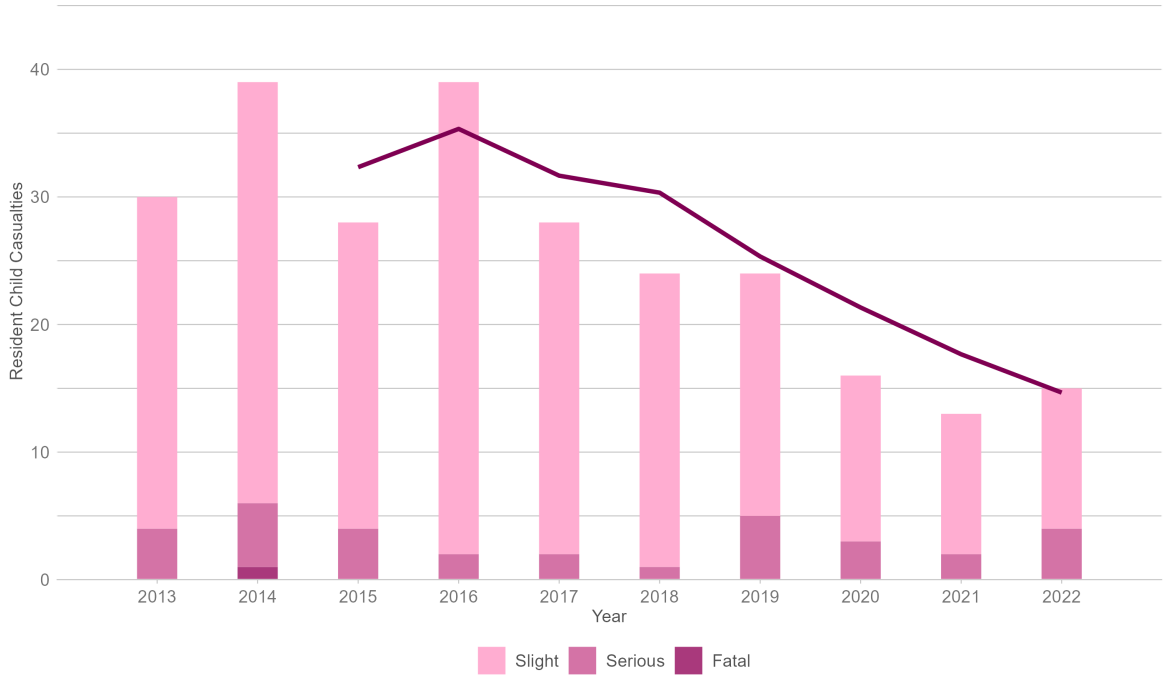
Figure 9: West Berkshire resident child casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)



3.1.2.3 Trends Figure 10 shows West Berkshire's annual resident child casualty numbers since 2013, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since a peak in 2016 resident casualty numbers have fallen. Following a low in 2021 of just 13 resident child casualties, there has been a slight increase in 2022. There continue to have been no child fatalities, a record maintained since 2014 and four resident child casualties seriously injured in 2022, which has doubled from 2021.

Figure 10: West Berkshire resident child casualties, by year and severity (2013-2022)



3.1.2.3.1 Resident Child Casualties occurring in other areas Just under three quarters of West Berkshire's resident child casualties were injured on the roads in West Berkshire. Of the remainder, 8% were injured in the neighbouring authorities of Hampshire, 5% in Oxfordshire, and 4% Reading.

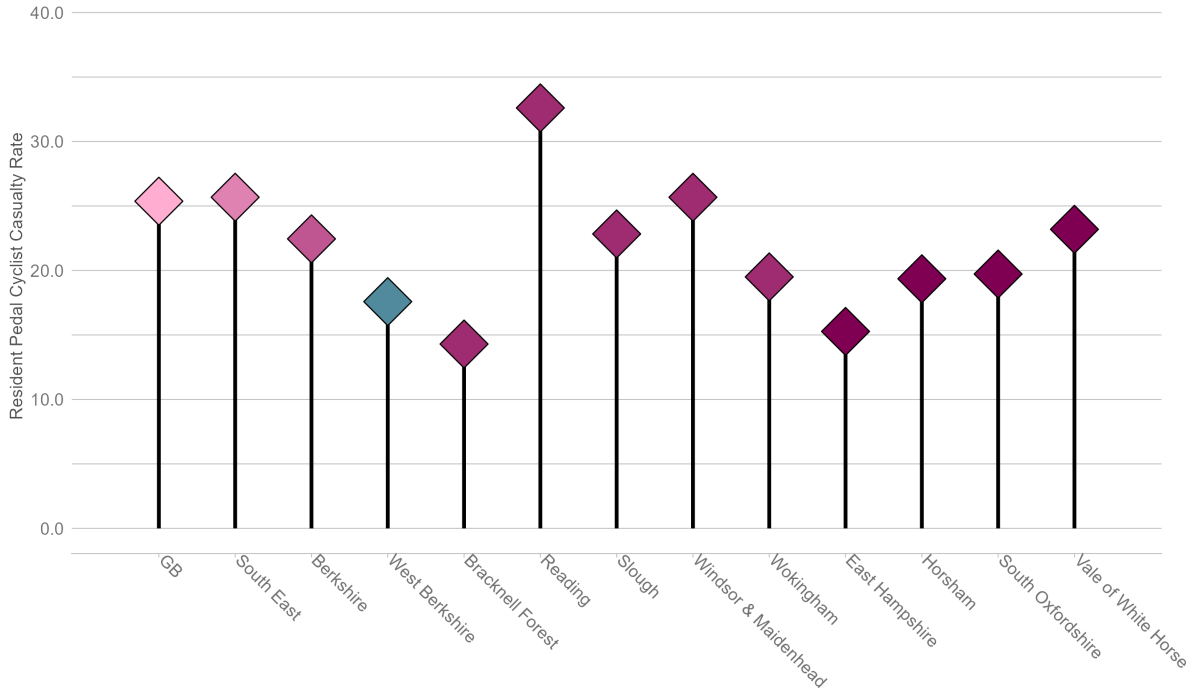
3.1.3 All West Berkshire Resident Pedal Cyclist Casualties

This section examines pedal cyclist casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 5.1.1.

3.1.3.1 Rates Figure 11 shows the resident pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

The pedal cyclist casualty rate for West Berkshire is 17.6 casualties per year, per 100,000 population.

Figure 11: Annual average West Berkshire resident pedal cyclist casualties per 100,000 population (2018-2022)

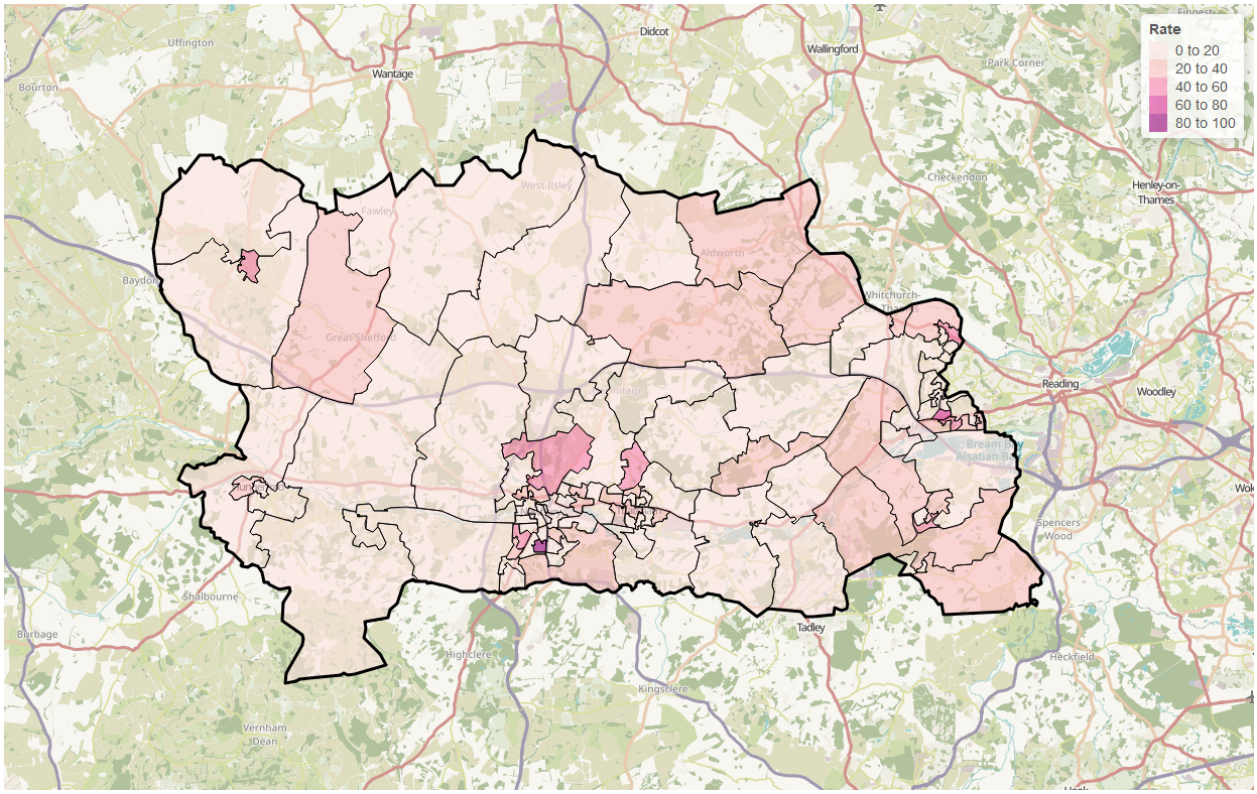


3.1.3.2 Comparisons The resident pedal cyclist casualty rate for West Berkshire was 31% below the rate for Great Britain and 32% below the South East regional rate. West Berkshire's rate is higher than Bracknell Forest but they are both lower than the overall rate for Berkshire. Compared to other similar authorities West Berkshire's pedal cyclist casualty rate is higher than East Hampshire but lower than South Oxfordshire, Vale of White Horse and Horsham.

3.1.3.2.1 Residency by Small Area Figure 12 shows the home location of West Berkshire's resident pedal cyclist casualties by lower layer super output area (LSOA). The thematic map is coloured by resident pedal cyclist casualties per year per population of LSOA.

The highest pedal cyclist casualty rate is found to the south of Newbury (the residential ares to the North of Monks Lane) and 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.

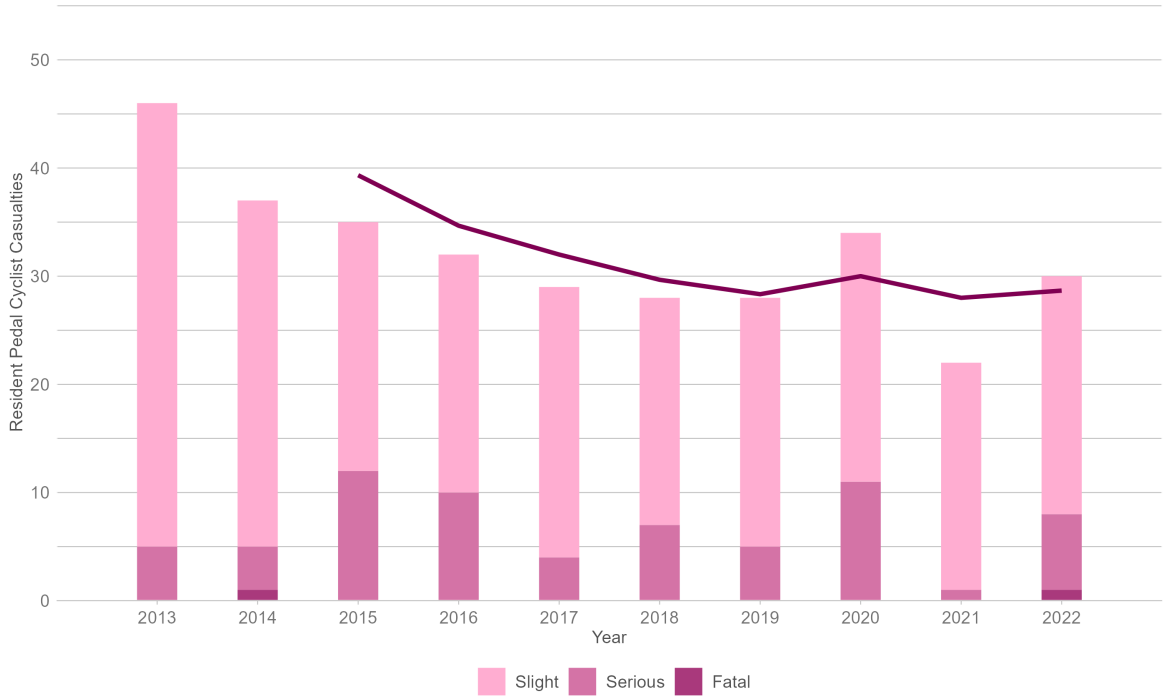
Figure 12: West Berkshire resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)



3.1.3.3 Trends Figure 13 shows West Berkshire's annual resident pedal cyclist casualty numbers since 2013, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Following a downward trend in pedal cyclist casualties in 2021, levels in 2022 increased noticeably more in line with pre-pandemic levels. With the exception of 2020 (pandemic effect) the percentage of KSI's was greater in 2022 than has been seen since 2015. In fact 2022 saw the first resident pedal cyclist fatality from West Berkshire since 2014. In 2022, there was 1 fatality and 7 seriously injured resident casualties from West Berkshire.

Figure 13: West Berkshire resident pedal cyclist casualties, by year and severity (2013-2022)



3.1.3.3.1 Resident Pedal Cyclist Casualties occurring in other areas Over three quarters of West Berkshire's pedal cyclist casualties were injured on West Berkshire's roads. Nine per cent of the remainder were injured in Reading, 4% in Hampshire, 4% in Oxfordshire and the rest on roads across the South East region.

3.2 West Berkshire Resident Drivers involved in Collisions

This section refers to all drivers of motor vehicles and motorcycles involved in collisions and who are residents of West Berkshire.

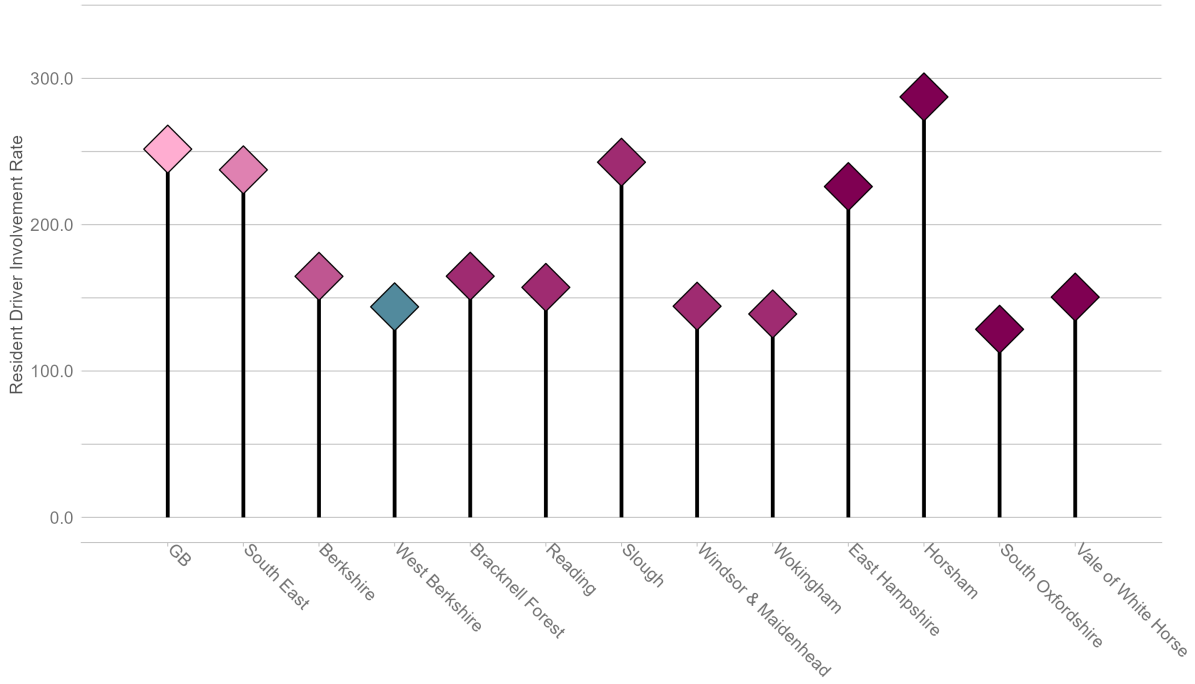
3.2.1 All Resident Motor Vehicle Driver Involvement (excluding motorcycle riders)

This section analyses all persons recorded as being [a] West Berkshire resident in charge of a motor vehicle (other than a motorcycle or moped) involved in a collision, regardless of age. Therefore, it includes a small number of drivers recorded as being under the age of seventeen.

3.2.1.1 Rates Figure 14 shows the resident driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire has a resident driver involvement casualty rate of 144 drivers per year, per 100,000 population.

Figure 14: Annual average West Berkshire resident involved drivers per 100,000 population (2018-2022)

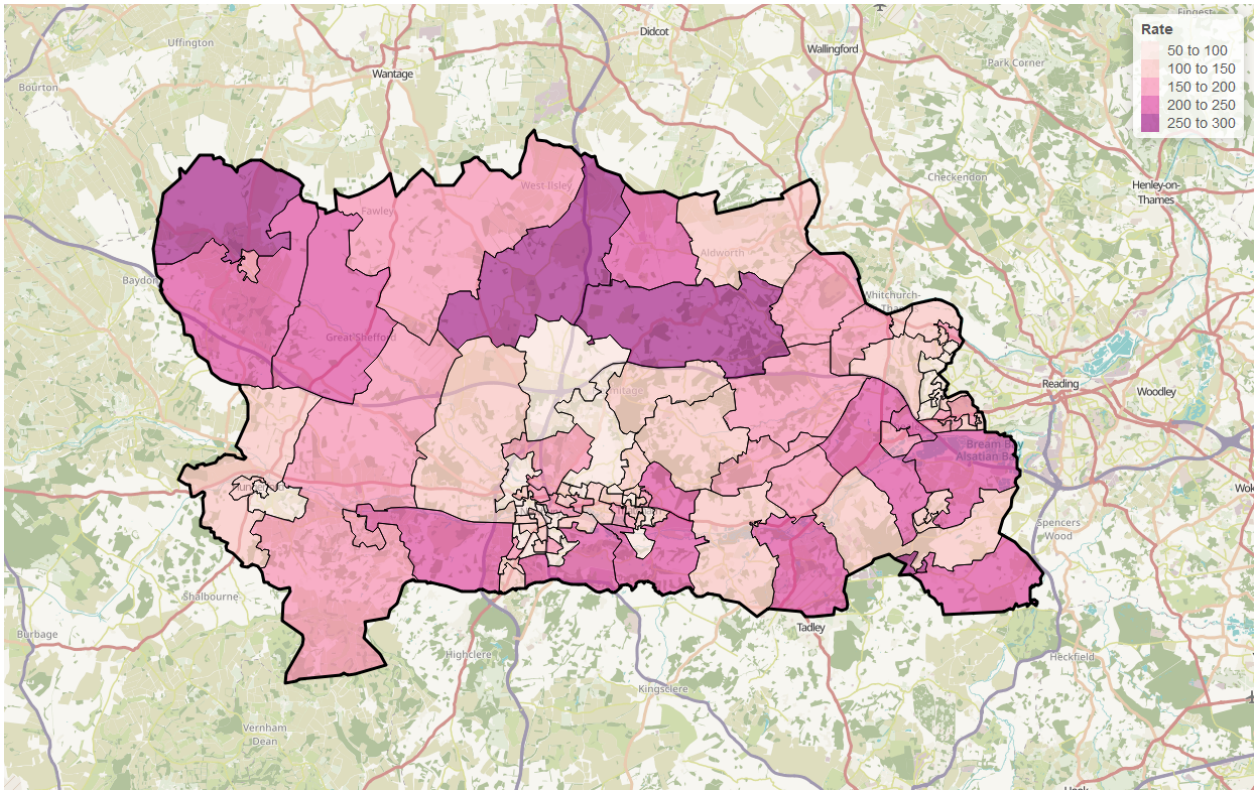


3.2.1.2 Comparisons West Berkshire's resident driver collision-involvement rate remains at a similar level as in 2021 relative to the national and regional rates being 43% and 39% below each respectively. Within Berkshire, its rate is broadly equivalent to Windsor and Maidenhead with just Wokingham reporting a lower resident driver rate. Across a wider area and against similar comparator authorities, West Berkshire is higher than South Oxfordshire but lower than Horsham, East Hampshire and Vale of White Horse.

3.2.1.2.1 Residency by Small Area Figure 15 shows the home location of West Berkshire's collision-involved resident drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved drivers per year per population of LSOA.

The highest resident driver involvement rates are found in Peasemore, Leckhampstead, Hampstead Norreys, Upper Lambourn, Crookham Park (south of Thatcham), Aldermaston and Theale.

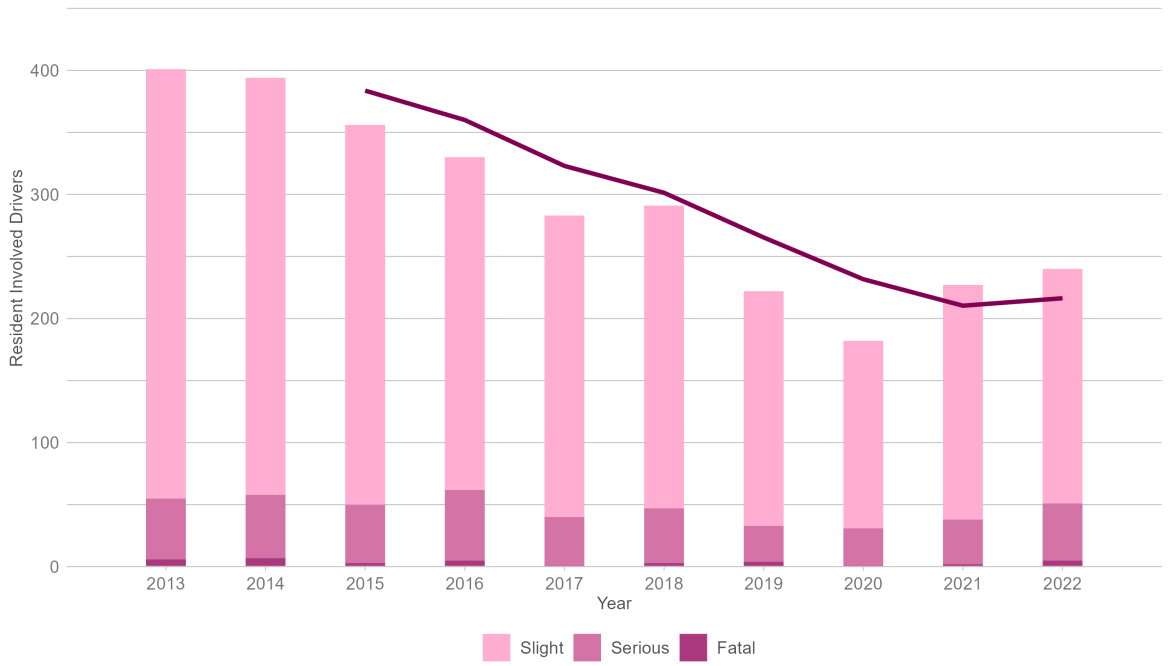
Figure 15: West Berkshire resident involved drivers home location by LSOA, drivers per year per 100,000 population (2018-2022)



3.2.1.3 Trends Figure 16 shows West Berkshire's annual collision-involved resident driver numbers since 2013, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Resident involved driver numbers were showing a gradual reduction since 2012 with a low of 182 casualties in 2020. However 2021 and 2022 saw a rise in numbers. 2022 was higher than 2021 and of particular concern is the fact that the percentage of those killed or seriously injured as a result is higher in 2022 than in the last 10 years (21%). In 2022, there were 5 fatal and 46 seriously injured collisions involving resident drivers from West Berkshire.

Figure 16: West Berkshire resident involved drivers, by year and severity (2013-2022)



3.2.1.3.1 Resident driver collision involvement in other areas The national average percentage of resident involved drivers involved in collisions in their home authority is 50% and West Berkshire is slightly lower than this with a local value of 46%. Of those drivers that are residents of West Berkshire but involved in collisions elsewhere, 12% occurred in Hampshire, 10% in Reading, 5% in Oxfordshire and 3% in each of Surrey and Wokingham.

3.2.1.4 Socio Demographic Analysis

3.2.1.4.1 Age Figure 17 shows the numbers of resident involved drivers by ten specified age groups.

Drivers aged 25-34 years account for the highest number of West Berkshire resident drivers, followed closely by 17-24 year olds, drivers aged 35-44 years and then 45-54 year old drivers. Resident drivers aged 65+ years account for just 14% of the total number of drivers involved in collisions from West Berkshire.

It is more informative to consider Figure 18 which shows resident involved driver numbers by age group indexed by the population of those age groups in West Berkshire. There is also a national index value for comparison.

Figure 18 shows that the number of collision-involved 17-24 and 25-34 year old resident drivers are over-representative of each of the relative populations with 17-24 year olds and also significantly

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.

Figure 17: West Berkshire resident involved drivers, by age group (2018-2022)

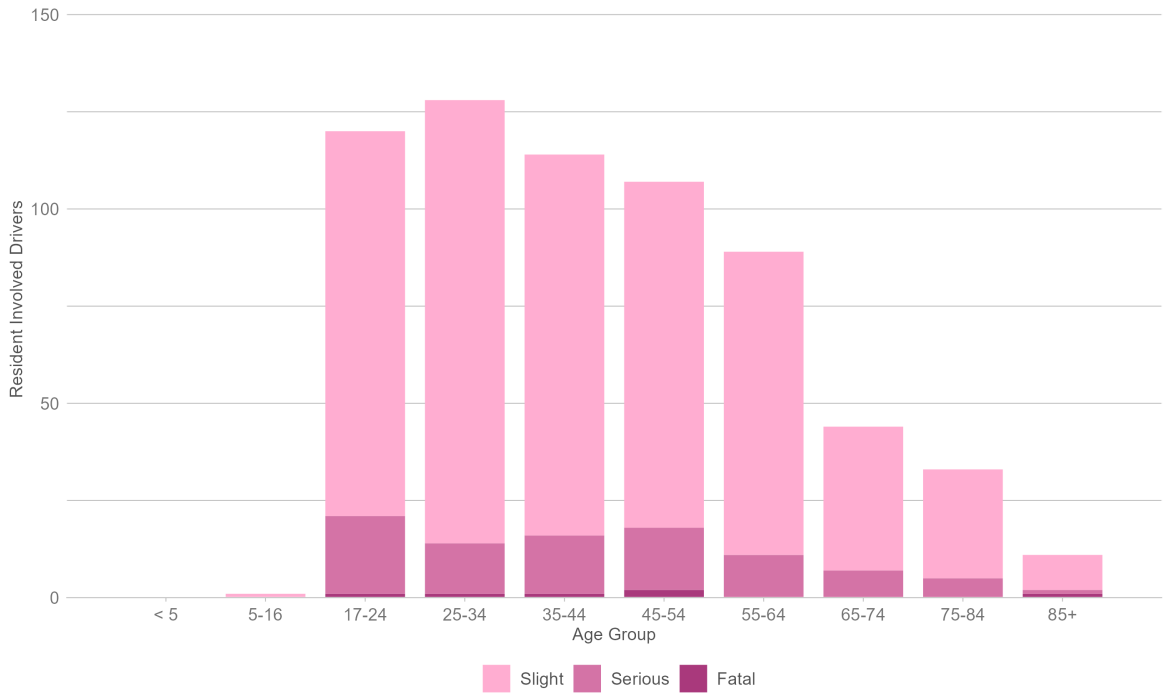
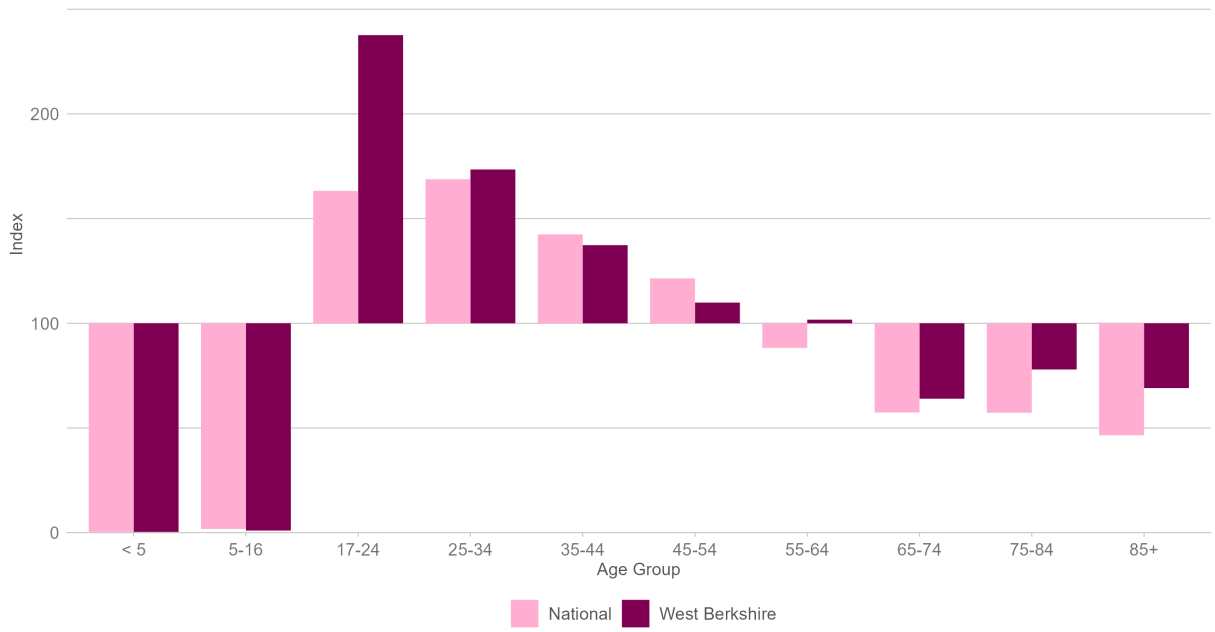


Figure 18: West Berkshire resident involved drivers, by age group and indexed by population (2018-2022)



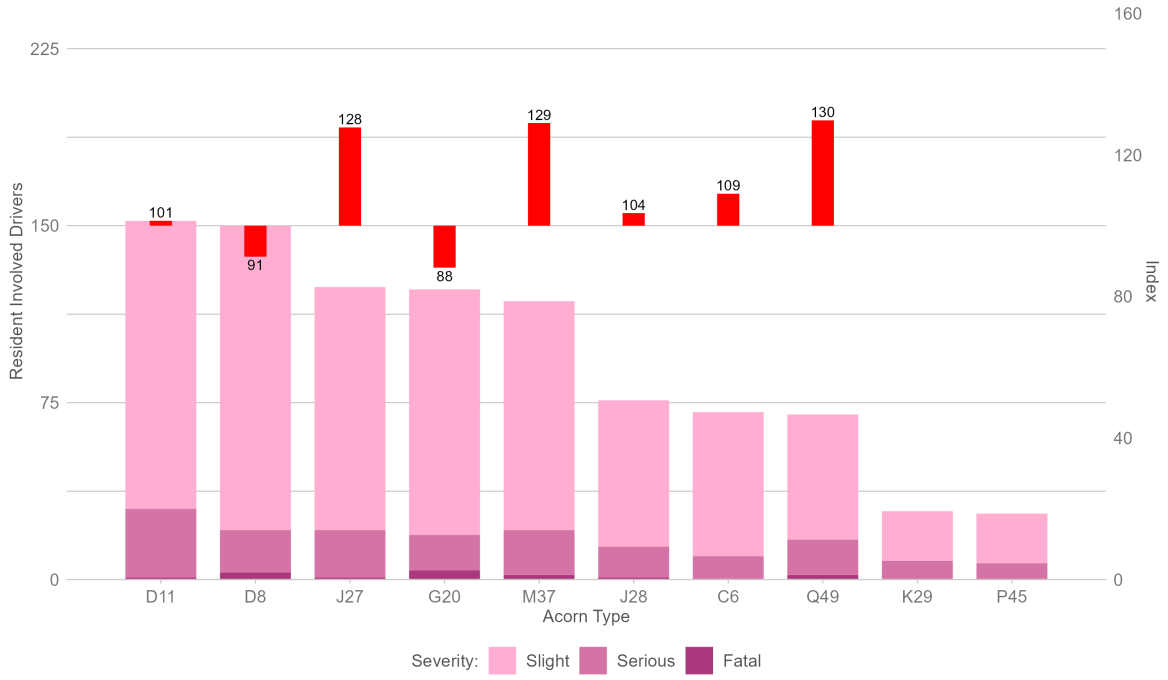
3.2.1.4.2 Segmentation Analysis of the Acorn communities in which West Berkshire's resident drivers live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

Acorn types D11 *Mature and moneyed out-of-towners* and D8 *Affluent, older homeowners* account for the most resident drivers however the latter is under-represented in terms of relative population. (Index value of 91)

Those from communities of *Professional families and couples in suburban, owner-occupied areas* (Type J27) and *Restricted residents socially renting* (Type M37) account for a smaller number of resident casualties however the resident drivers from this Acorn type Group are over-representative of the local population, shown by an index values of 128 and 129. This is also the case with casualties from communities of Acorn type Q49 *Socially renting single adult households* which are over representative of the local population (Index of 130).

West Berkshire residents from 2 Acorn groups are significantly under-represented as casualties injured in road traffic collisions - Type D8: *Affluent, older homeowners* and G20 - *Mixed Life Stages in semi-detached homes*.

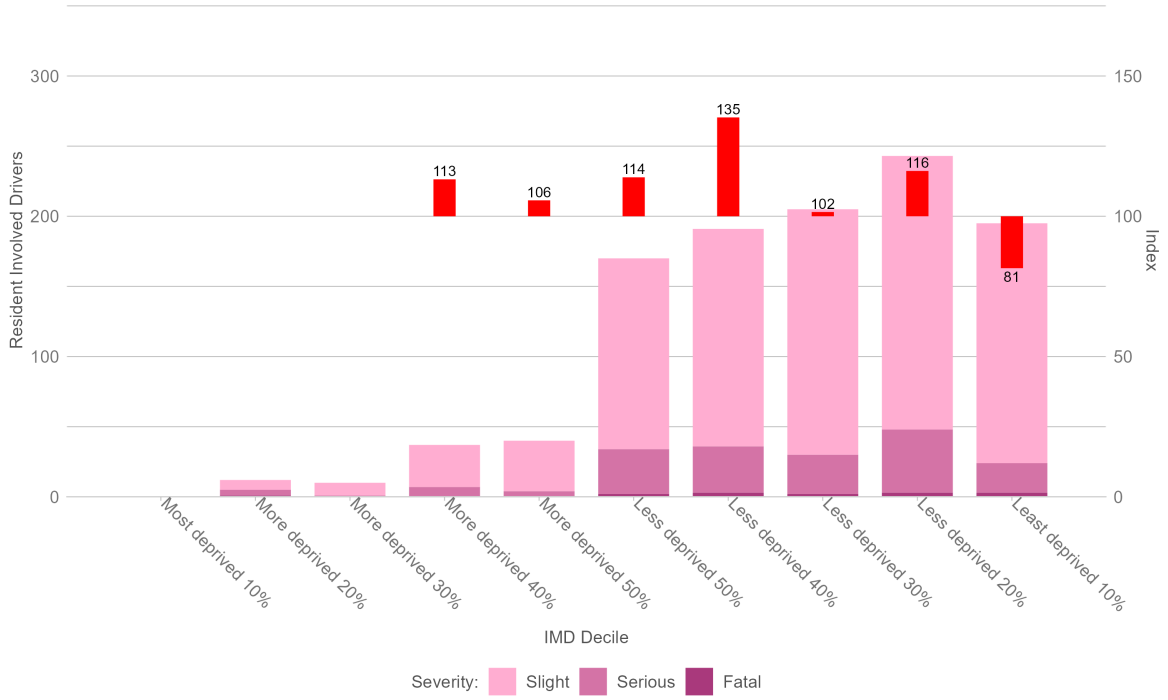
Figure 19: West Berkshire resident involved drivers, by Acorn Type (2018-2022)



3.2.1.4.3 Deprivation Figure 20 shows resident involved drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

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 30%. 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 135 respectively. The number of resident drivers involved in collisions from the less deprived 10% decile is under-represented against the relative population with an index value of 81.

Figure 20: West Berkshire resident involved drivers, by Index of Multiple Deprivation (2018-2022)



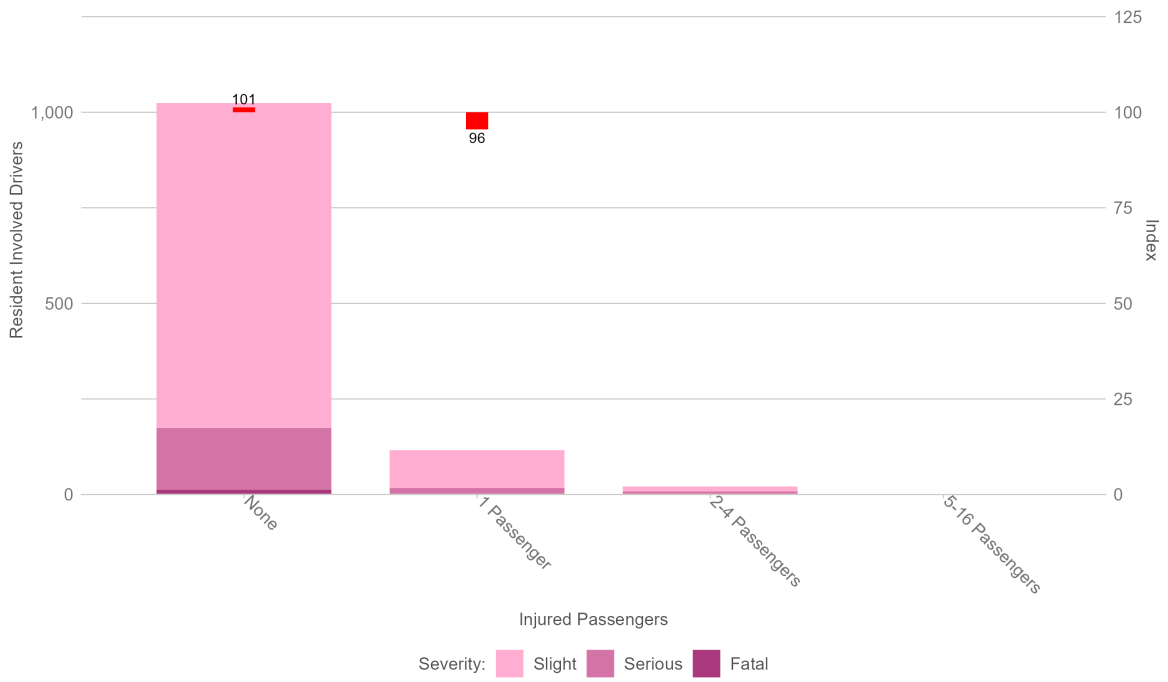
3.2.2 Related Casualties

3.2.2.1 Passenger and pedestrian casualties The related casualties of West Berkshire's resident drivers have been analysed. Related casualties can be the driver themselves; an injured passenger; or a pedestrian struck by the driver's vehicle. Consequently, injured drivers and passengers of other vehicles are not included in the analysis.

For West Berkshire's resident drivers, 71% were the drivers themselves. A further 19% were their passengers and 9% were pedestrians who were injured after the driver's vehicle hit them. It should be noted that the related casualties of West Berkshire's resident drivers could live anywhere in the country and have been injured anywhere.

Figure 21 shows the number of drivers and the quantity of injured passengers in their vehicle. The red bars are indices comparing drivers to the figures for injured passengers for all drivers. It shows that most drivers do not have injured passengers in their vehicle. However, the red bars indicate that this is in line with the national proportion of involved drivers with no injured passengers.

Figure 21: Injured passengers in West Berkshire's resident involved drivers' vehicles, compared to all drivers (2018-2022)



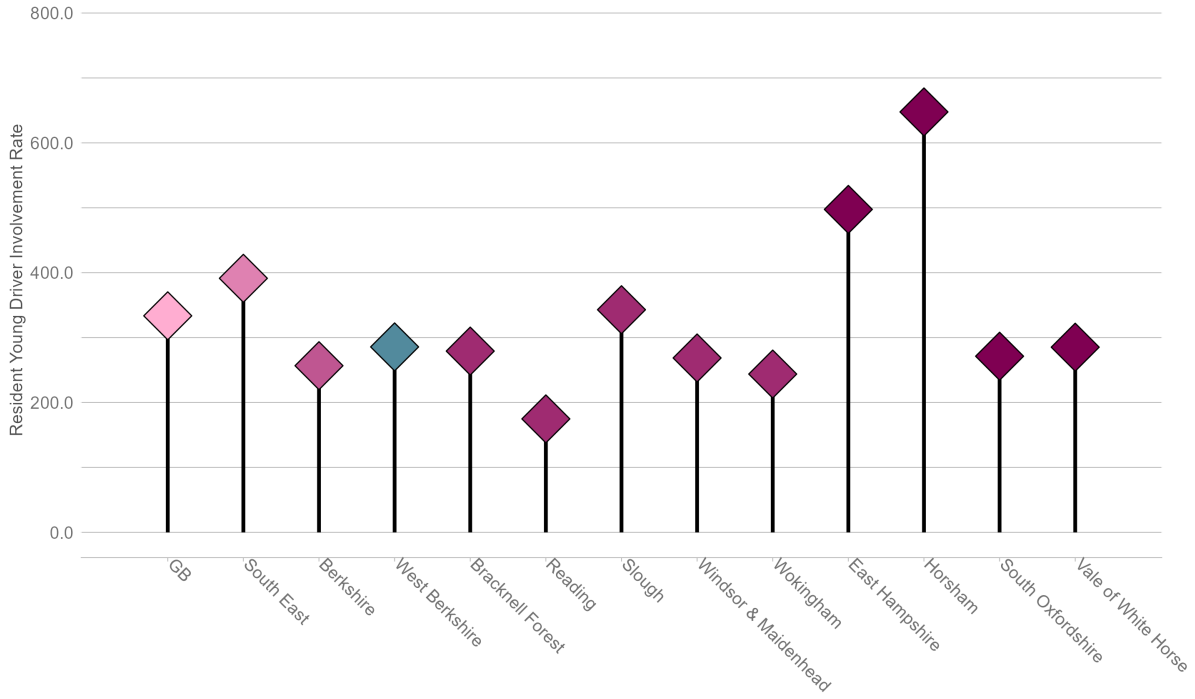
3.2.3 Resident Young Driver Involvement (aged 17 to 24)

This section analyses all young West Berkshire resident drivers involved in a collision.

3.2.3.1 Rates Figure 22 shows the resident young driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire's resident young driver involvement rate is 286 drivers per year, per 100,000 population.

Figure 22: Annual average West Berkshire resident young involved drivers per 100,000 population (2018-2022)

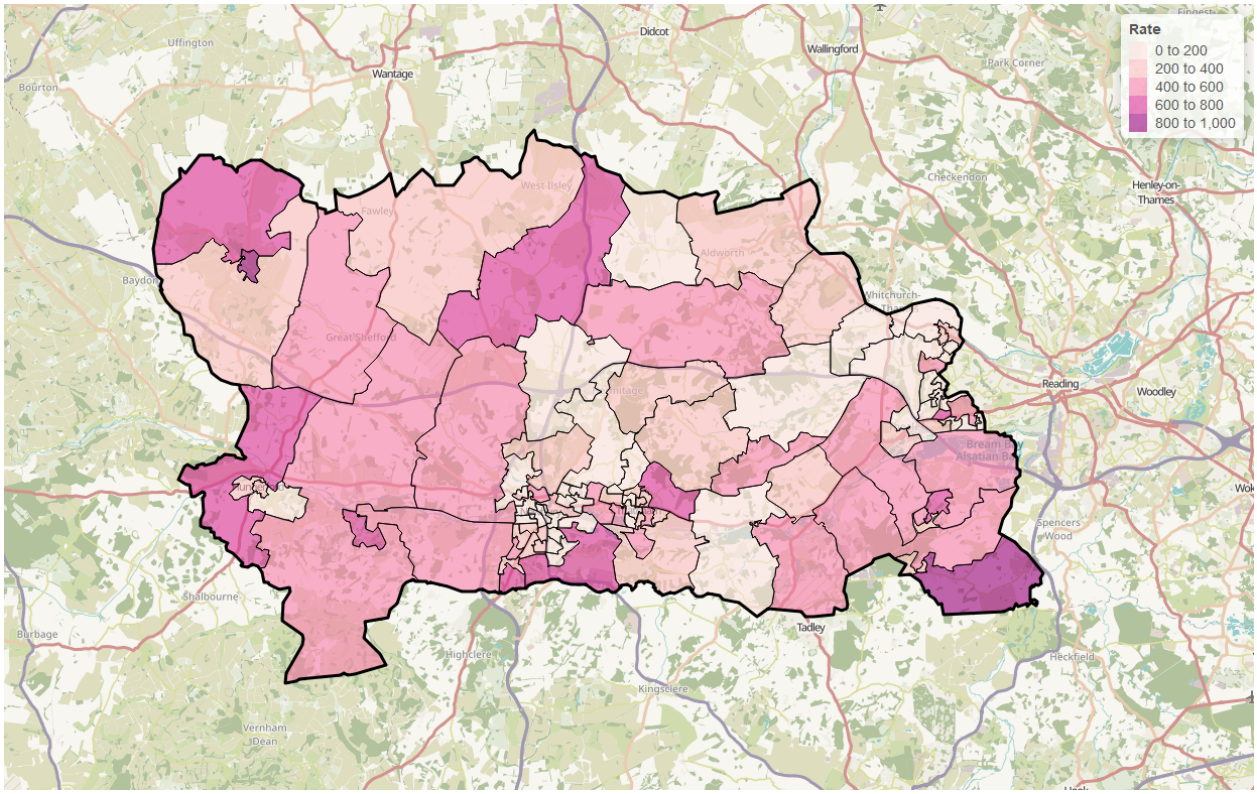


3.2.3.2 Comparisons West Berkshire's resident young driver involvement rate remains lower in 2022 against the national and regional rates, at 14% and 27% below each respectively. Its rate is slightly higher against the wider Berkshire rate at 11% above; only Slough reports a higher resident young driver 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 and Vale of White Horse.

3.2.3.2.1 Residency by Small Area Figure 23 shows the home location of West Berkshire's collision-involved resident young drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved young drivers per year per young adult population of LSOA.

The highest resident young driver involvement rates are found in east Lambourn, Stratford Mortimer and Beech Hill.

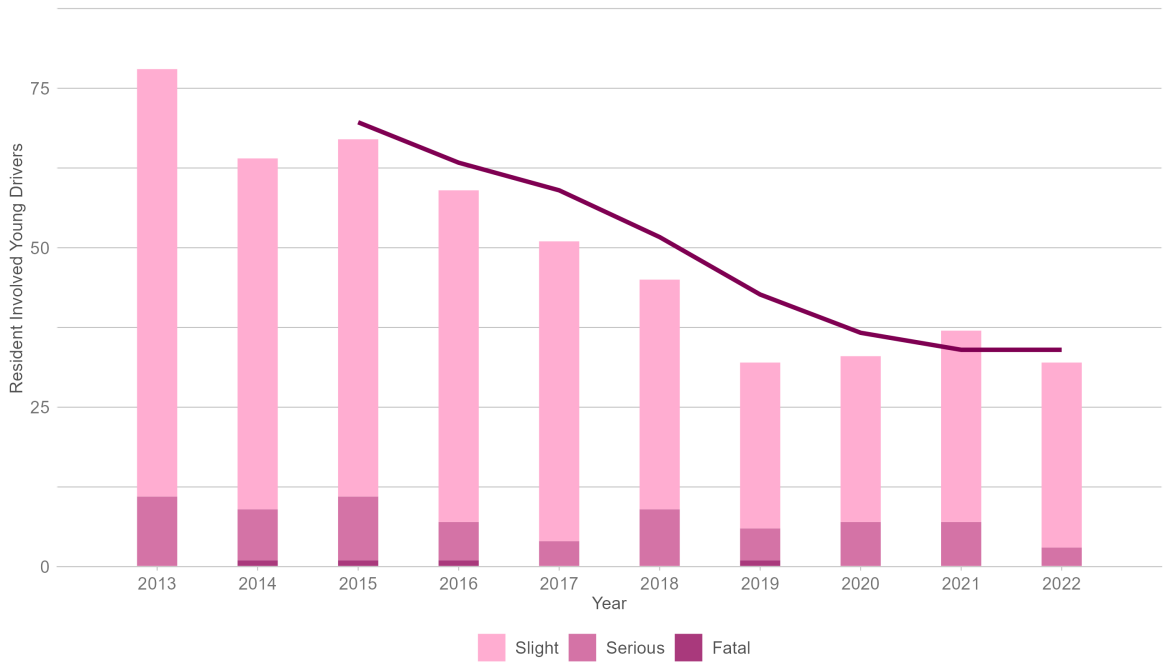
Figure 23: West Berkshire resident young involved drivers home location by LSOA, young drivers per year per 100,000 population (2018-2022)



3.2.3.3 Trends Figure 24 shows West Berkshire's annual collision-involved resident young driver numbers since 2013, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

The number of resident young drivers involved in collisions in 2022 decreased on 2021 figures to a total of 32 representing a downward trend overall since since 2012. There were no resident young drivers involved in fatal collisions and the greatest decrease was in those involved in serious collisions.

Figure 24: West Berkshire resident young involved drivers, by year and severity (2013-2022)



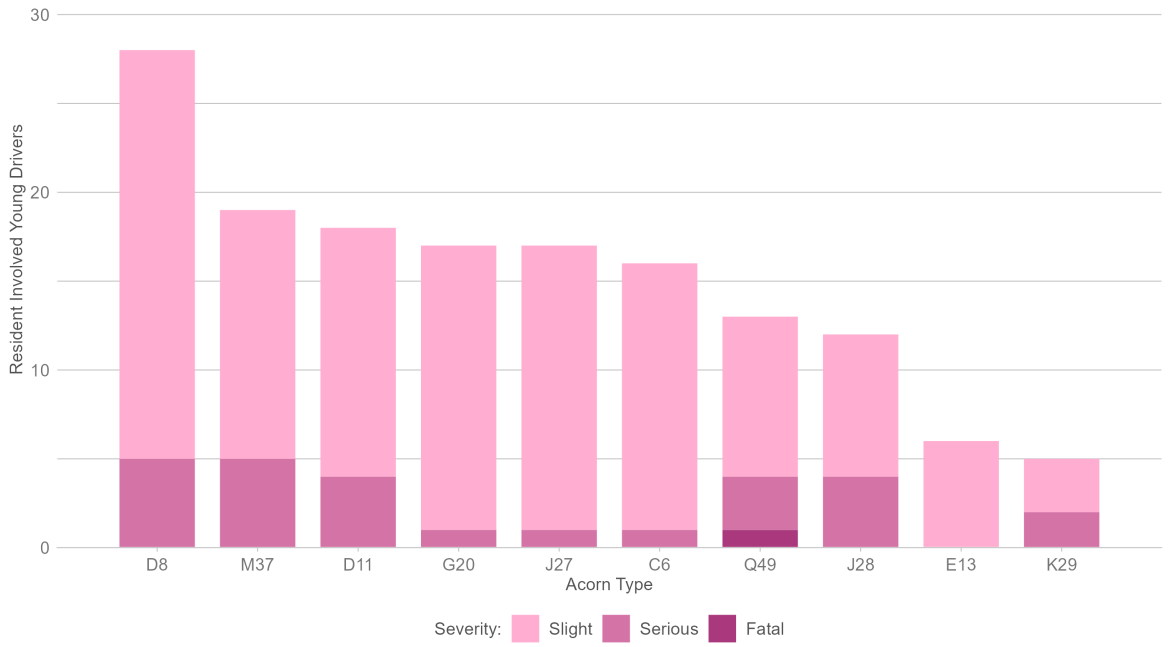
3.2.3.3.1 Resident young driver collision involvement in other areas Of West Berkshire's resident young drivers, 50% were involved in collisions in West Berkshire. This has increased since 2021 and during the same time the national average percentage of resident young adult driver collision involvement in their home authority has increased to 61%. Of those West Berkshire resident young drivers involved in collisions outside their home authority, 15% in Hampshire, 8% in Reading and 4% in Oxfordshire.

3.2.3.4 Socio Demographic Analysis

3.2.3.4.1 Segmentation Analysis of the Acorn communities in which West Berkshire's resident young drivers live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

Acorn types D8 *Affluent, older homeowners*, D11 *Mature and moneyed out-of-towners*, G20 - *Mixed Life Stages in semi-detached homes*, M37 - *Restricted residents socially renting* and J27 - *Professional families and couples in suburban, owner-occupied areas* account for the most resident young drivers. Because the numbers are spo low (less than 30) we are unable to calculate the 100-based index against the relative population for this cohort.

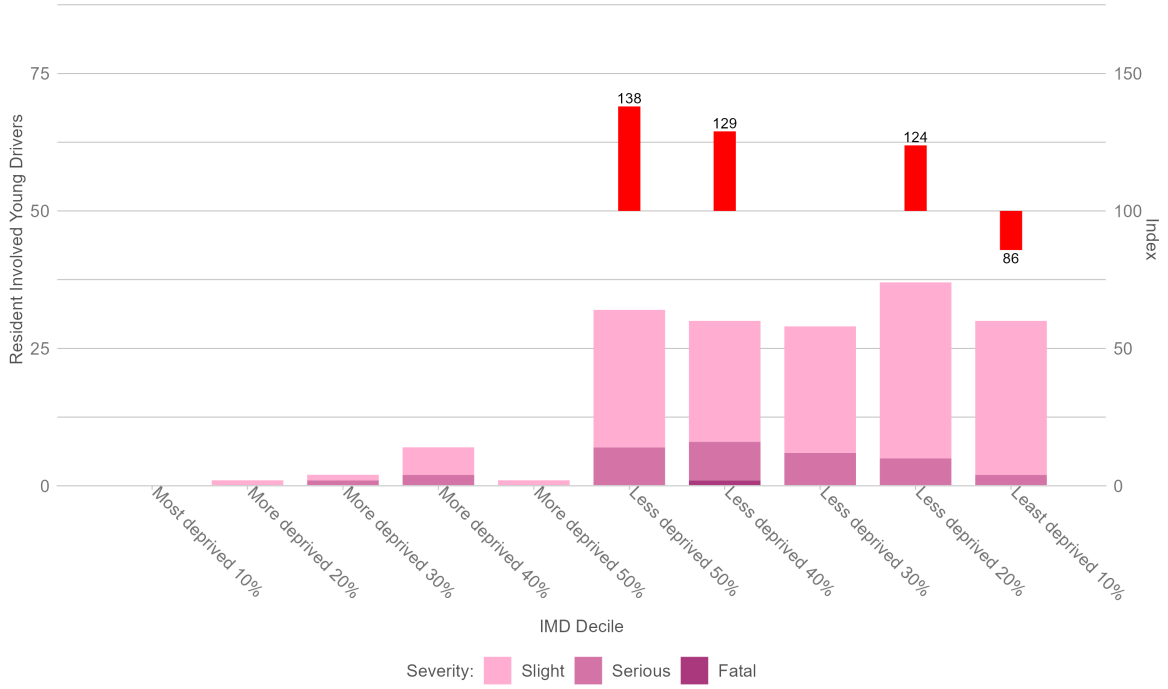
Figure 25: West Berkshire resident young involved drivers, by Acorn Type (2018-2022)



3.2.3.4.2 Deprivation Figure 26 shows resident involved young drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident young drivers come from communities in the less deprived IMD deciles. This is particularly true of the less deprived 20% and to a slightly lesser extent the least deprived 40% and least deprived 10% deciles. The less deprived 30% continues to be represented at broadly the level that would be expected based upon population, whilst the least deprived 50% and 40% deciles are over-represented with index values of 138 and 129 respectively.

Figure 26: West Berkshire resident young involved drivers, by Index of Multiple Deprivation (2018-2022)



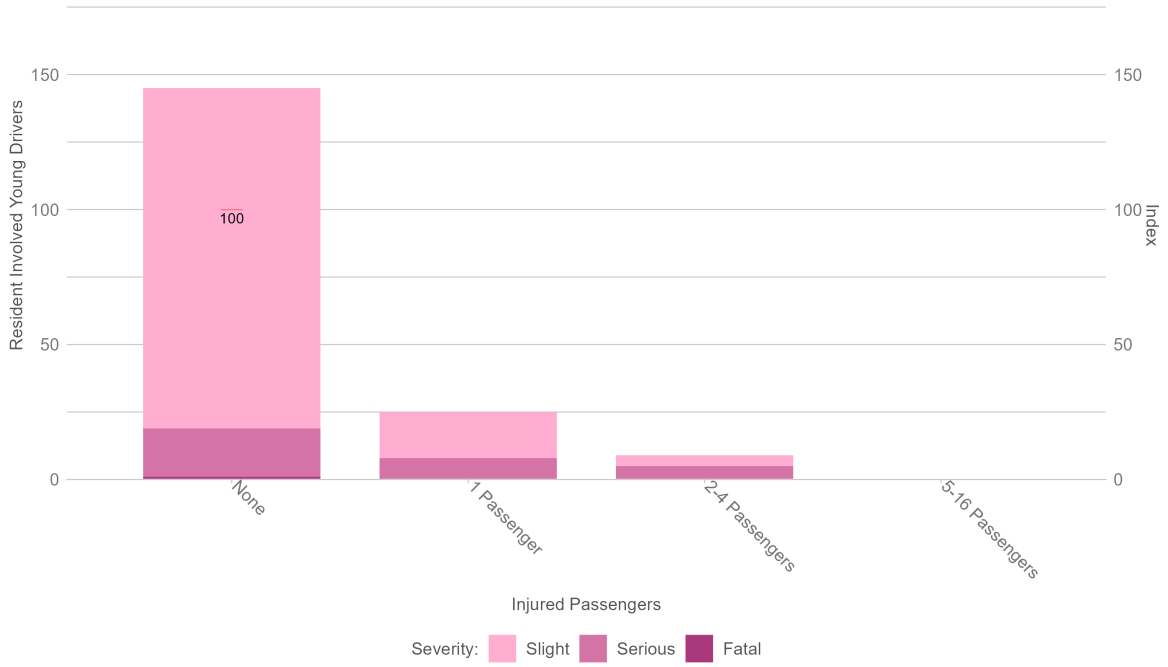
3.2.4 Related Casualties

3.2.4.1 Passenger and pedestrian casualties The related casualties of West Berkshire's resident young drivers have been analysed. Related casualties can be the driver themselves; an injured passenger; or a pedestrian struck by the driver's vehicle. Consequently, injured drivers and passengers of other vehicles are not included in the analysis.

For West Berkshire's resident young drivers, 65% were the drivers themselves. A further 28% were their passengers and 6% were pedestrians who were injured after the driver's vehicle hit them. It should be noted that the related casualties of West Berkshire's resident drivers could live anywhere in the country and have been injured anywhere.

Figure 27 shows the number of drivers and the quantity of injured passengers in their vehicle. The red bars are indices comparing drivers to the figures for injured passengers for all drivers. It shows that most drivers do not have injured passengers in their vehicle. However, the red bars indicate that this is in line with the national proportion of involved drivers with no injured passengers.

Figure 27: Injured passengers in West Berkshire's resident involved young drivers' vehicles, compared to all young drivers (2018-2022)



3.3 West Berkshire resident motorcycle riders involved in collisions

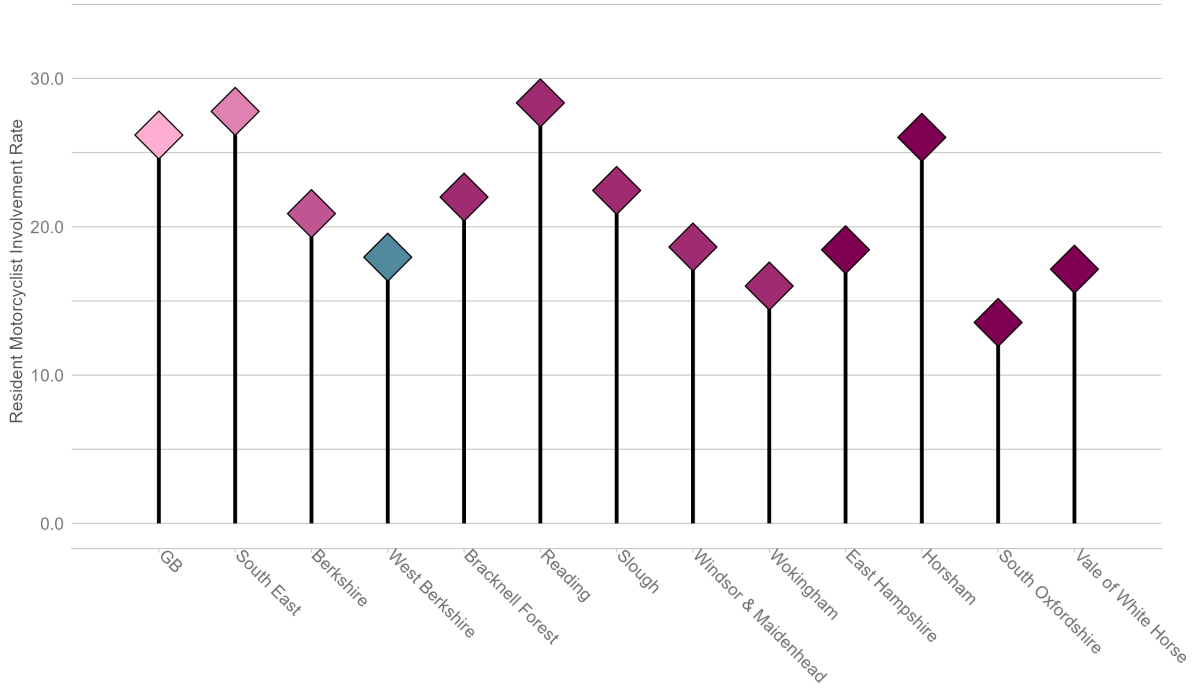
3.3.1 Resident Motorcyclist Involvement

This section refers to motorcyclists involved in collisions and who are residents of West Berkshire.

3.3.1.1 Rates Figure 28 shows the resident motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

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

Figure 28: Annual average West Berkshire resident involved motorcyclist per 100,000 population (2018-2022)

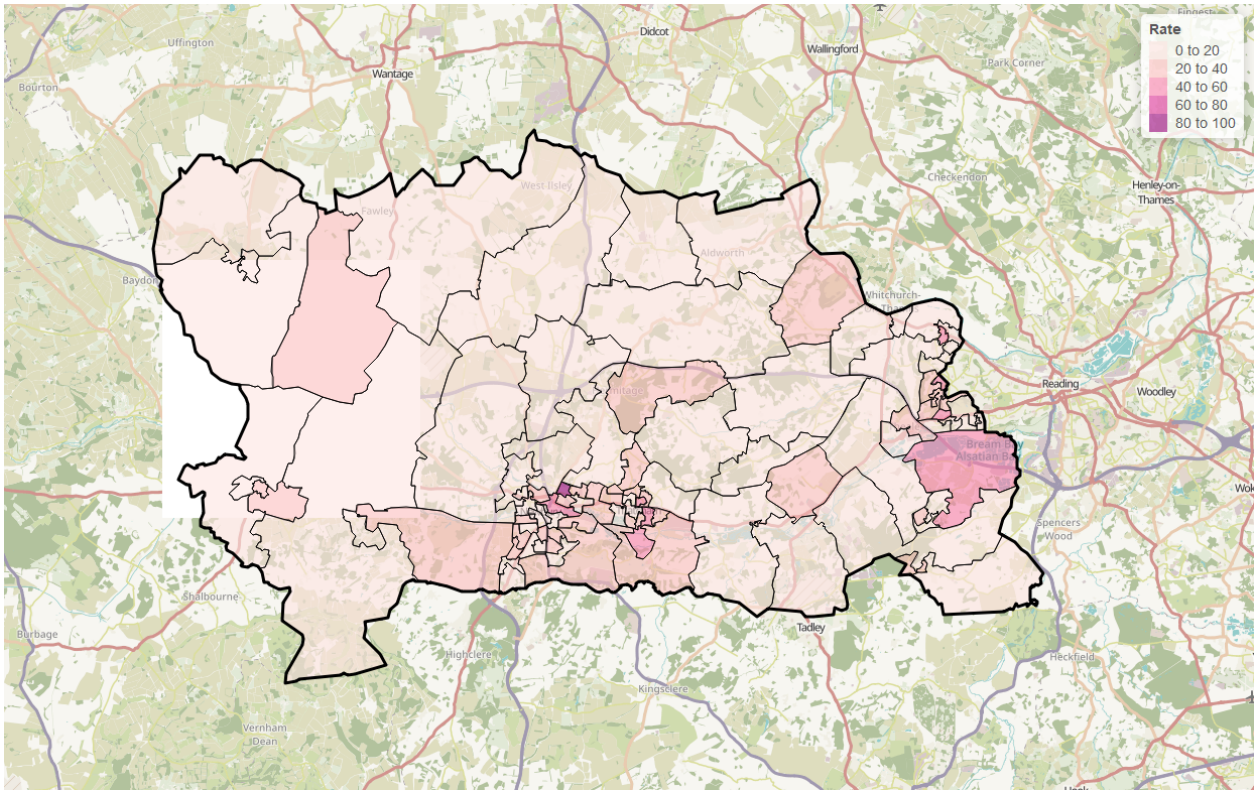


3.3.1.2 Comparisons West Berkshire's motorcyclist involvement rate continues to be approximately one third lower than the national and regional rate and 14% below the rate for Berkshire overall. Of the neighbouring authorities, just Wokingham has a lower rate, whilst the motorcyclist involvement rate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

3.3.1.2.1 Residency by Small Area Figure 29 shows the home location of West Berkshire's collision-involved resident motorcyclists by lower layer super output area (LSOA). The thematic map is coloured by resident involved motorcyclists per year per population of LSOA.

The highest motorcyclist involvement rates are found to the East and North of Newbury, parts of Thatcham (Station Road and Park avenue areas) and the East of West Berkshire around Calcot and Hermit Hill.

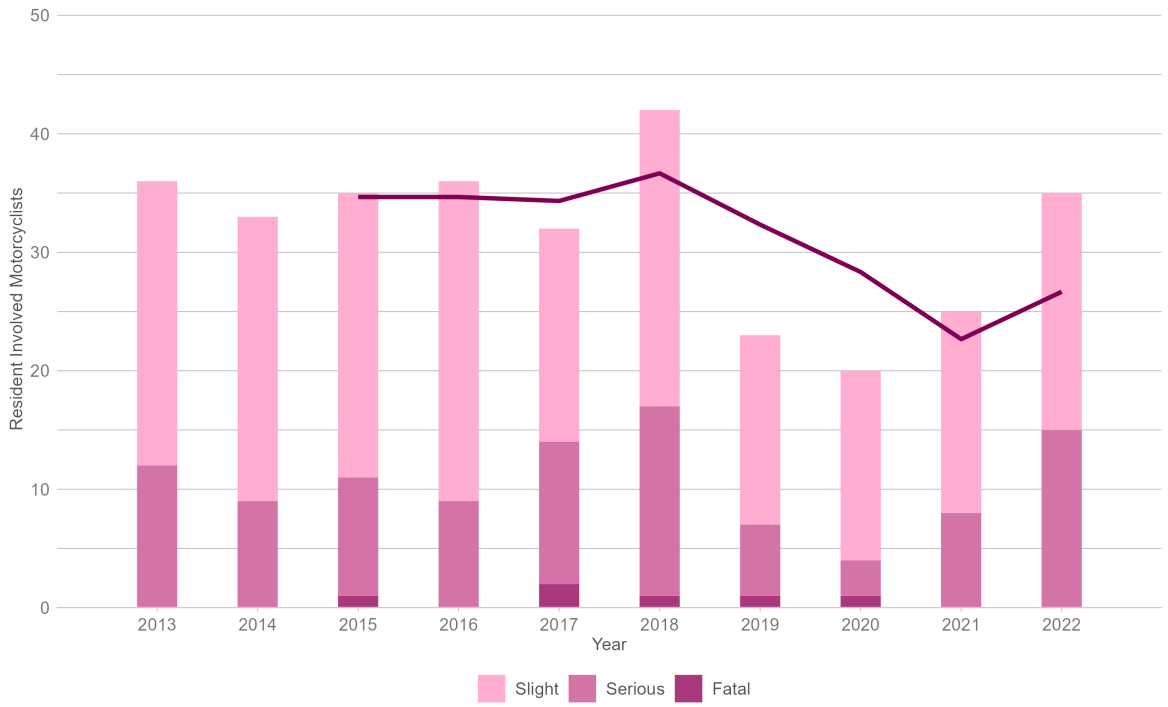
Figure 29: West Berkshire resident involved motorcyclist home location by LSOA, motorcyclists per year per 100,000 population (2018-2022)



3.3.1.3 Trends Figure 30 shows West Berkshire's annual collision-involved resident motorcyclist numbers since 2013, by severity. This includes resident motorcyclists involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

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 and 35 in 2022, this represents a significant increase from 2020. The number of resident motorcyclists involved in serious collisions has also increased from 8 in 2021 to 15 in 2022.

Figure 30: West Berkshire resident involved motorcyclist, by year and severity (2013-2022)



3.3.1.3.1 Resident motorcyclist collision involvement in other areas Of West Berkshire's resident involved motorcyclists 60% of collisions occurred in West Berkshire. This is consistent with the national average percentage of resident motorcyclists involved in collisions in their home authority of 61%. Of the remaining 39%, the majority occurred in Reading (12%), 7% in Hampshire, 3% in Wokingham, Wiltshire, Buckinghamshire and Oxfordshire.

3.3.1.4 Socio Demographic Analysis

3.3.1.4.1 Age Figure 31 shows the numbers of resident involved motorcyclists by ten specified age groups.

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

It is more informative to consider Figure 32 which shows resident involved motorcyclist numbers by age group indexed by the population of those age groups in West Berkshire. There is also a national index value for comparison.

The high number of resident collision-involved motorcyclist riders aged 17-24 years is over-representative of the relative population at 23% above the national index for this age group.

Resident motorcyclists aged 25-44 years are also over-represented against their respective local populations with riders aged 35-44 years also above the national index. Resident motorcyclists involved in collisions of all other ages are under-represented relative to the local population.

Figure 31: West Berkshire resident involved motorcyclists, by age group (2018-2022)

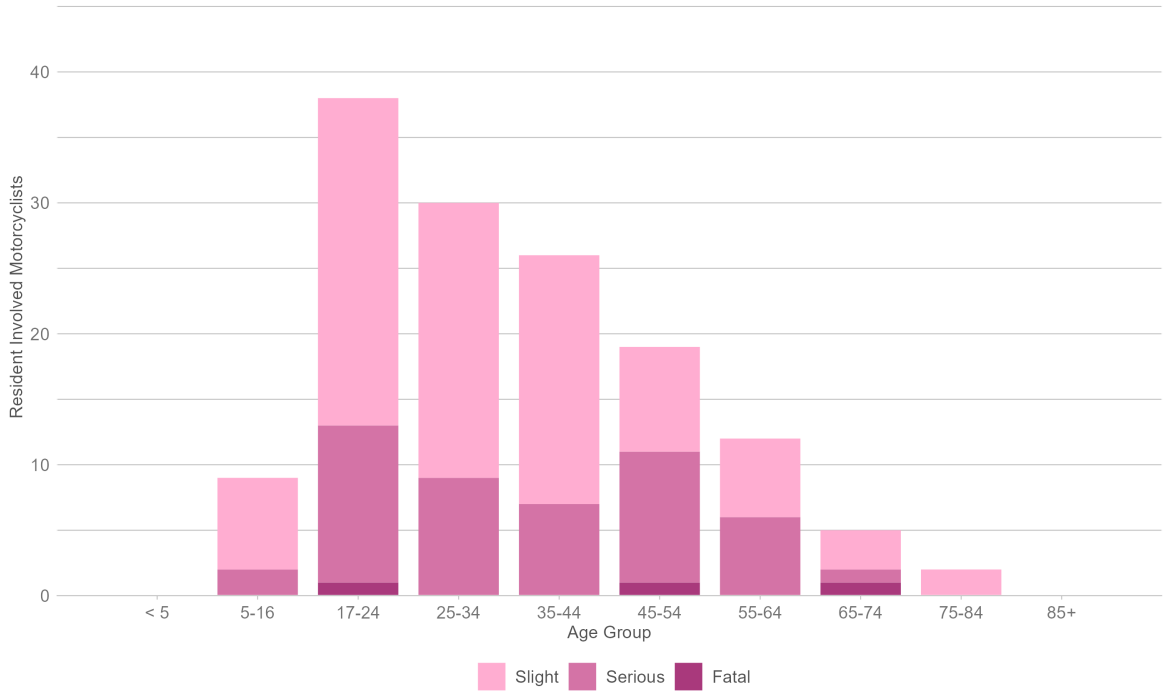
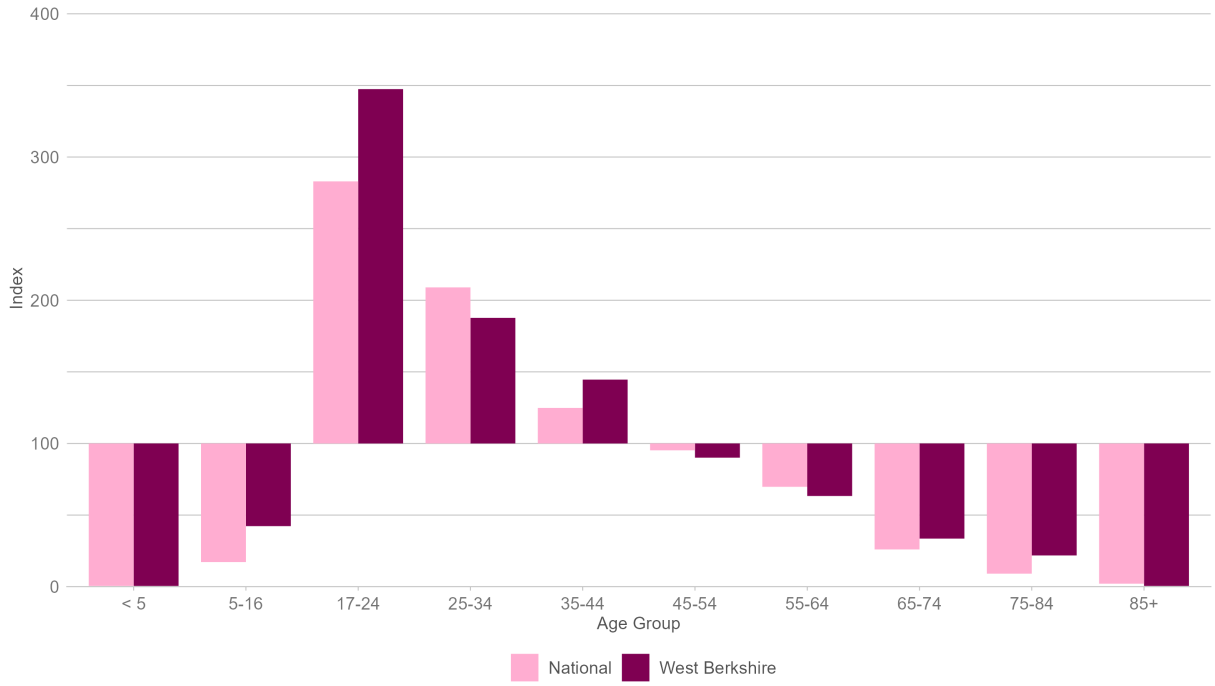


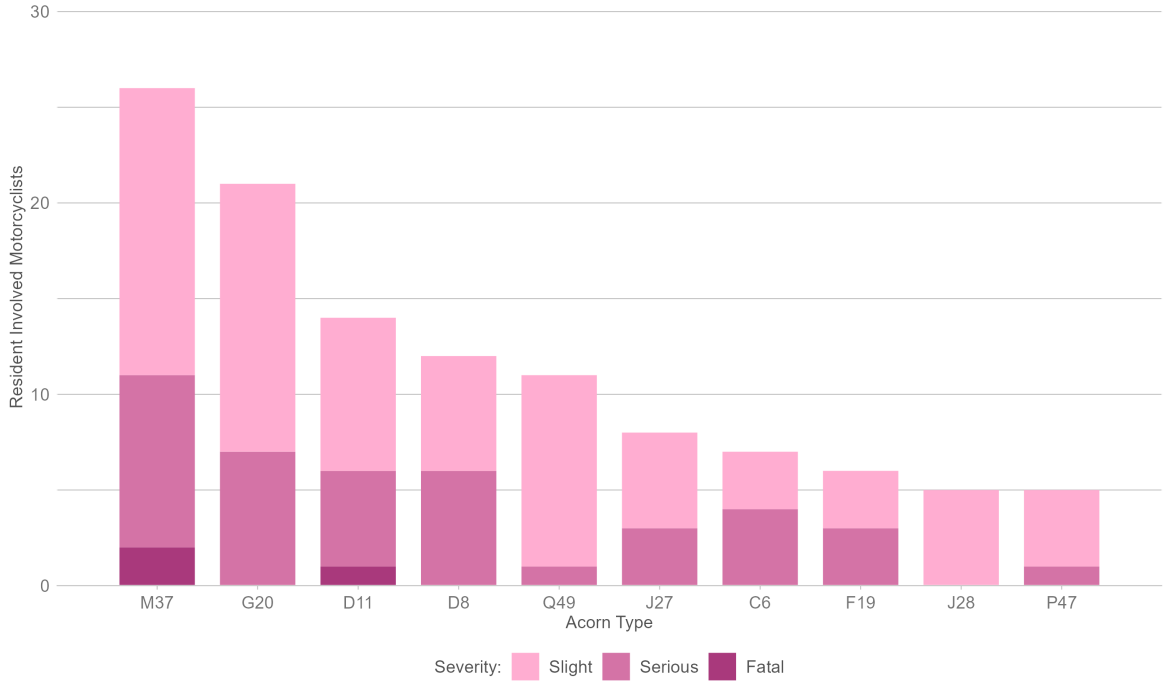
Figure 32: West Berkshire resident involved motorcyclists, by age group and indexed by population (2018-2022)



3.3.1.4.2 Segmentation Analysis of the ACORN communities in which West Berkshire's resident motorcyclists live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

Acorn types M37 - *Restricted residents socially renting*, G20 - *Mixed Life Stages in semi-detached homes*, D11 *Mature and moneyed out-of-towners*, D8 *Affluent, older homeowners* account for the most resident motorcyclists. Because the numbers are so low (less than 30 in each Acorn Type), we are unable to calculate the 100-based index against the relative population for this cohort.

Figure 33: West Berkshire resident involved motorcyclists, by Acorn Type (2018-2022)

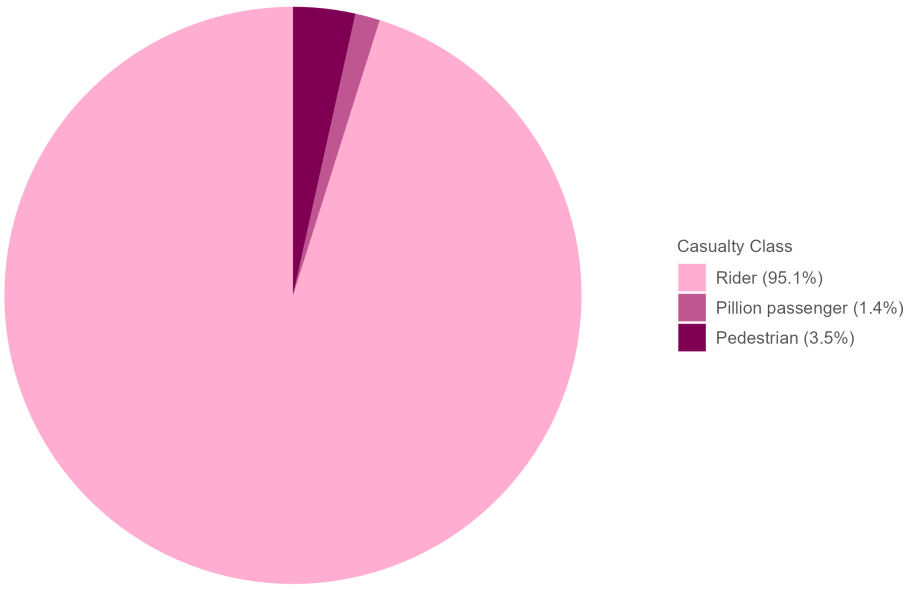


3.3.2 Related Casualties

3.3.2.1 Passenger and pedestrian casualties The related casualties of West Berkshire's resident motorcycle riders have been analysed in Figure 34. Related casualties can be the rider themselves; an injured pillion passenger; or a pedestrian struck by the rider's motorcycle. Consequently, injured drivers and passengers of other vehicles are not included in the analysis.

The chart shows that overwhelmingly the related casualties are the resident involved motorcycle riders themselves, with a small but significant proportion of related casualties being pedestrians.

Figure 34: Related casualties of West Berkshire's resident involved motorcyclists (2018-2022)



4 West Berkshire Road Network Risk

For information about the provenance and scope of data included in this section, please refer to section 2.2.2. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

4.1 Collisions in West Berkshire

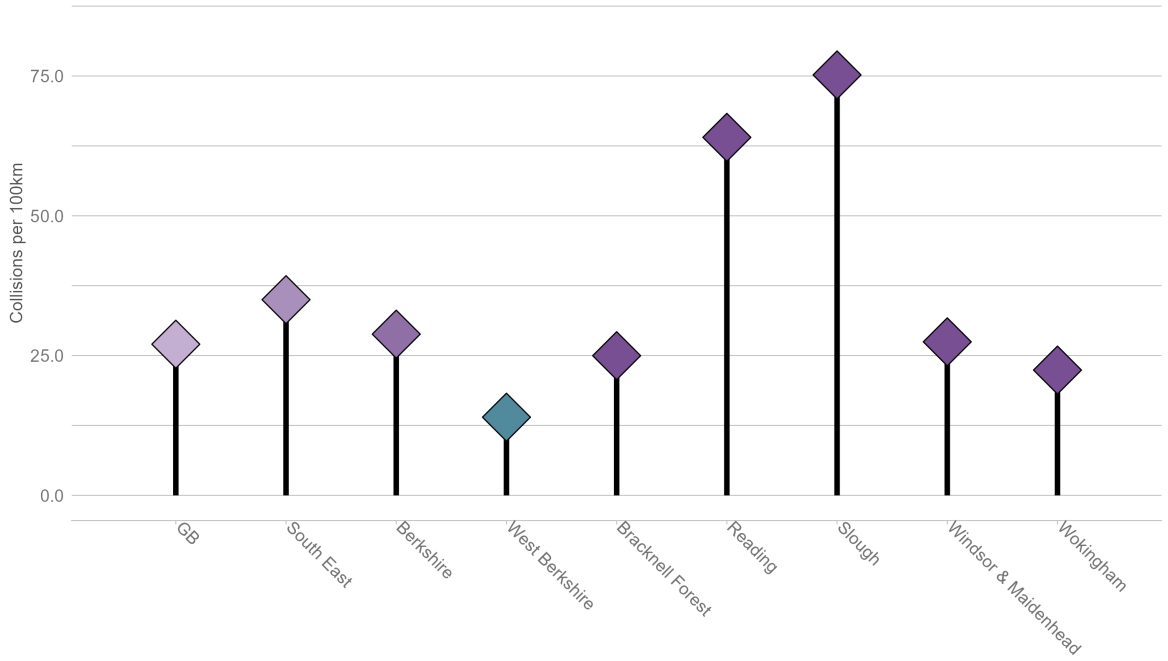
This section refers to all collisions which occurred on West Berkshire's roads. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

4.1.1 Rates

4.1.1.1 Collisions per 100km of road Figure 35 below shows the rate of average annual collisions between 2018 and 2022 per 100km of road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

Between 2017 and 2021, West Berkshire had a collision rate of 14 collisions per year, per 100km of road.

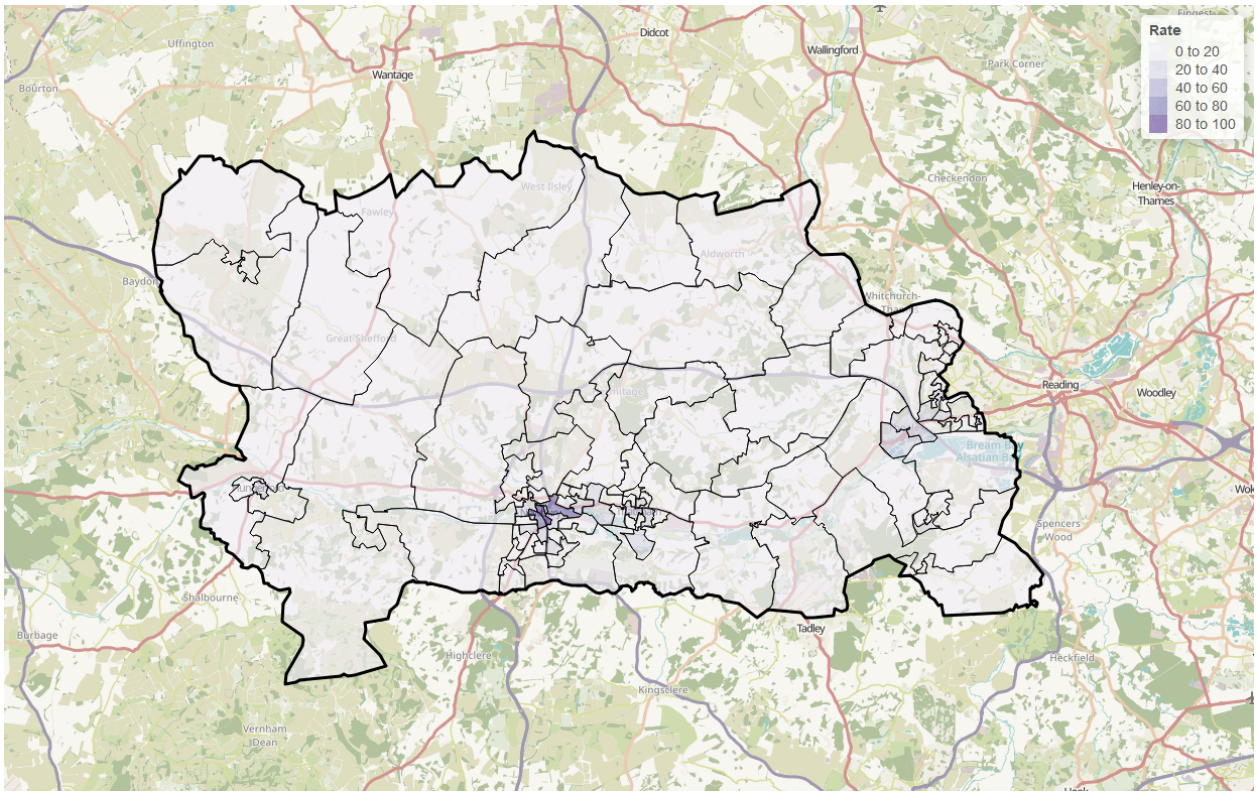
Figure 35: Annual average collisions per 100km of road (2018-2022)



4.1.1.2 Comparisons The collision rate is half that of the national rate and 60% lower than the collision rate for the South East. As the authority with the lowest collision rate in Berkshire it is also 52% below the overall county rate.

4.1.1.2.1 Collisions by Small Area Figure 36 shows collisions on all roads in West Berkshire by LSOA. The thematic map is colour coded by the rate of annual average collisions per 100km of road.

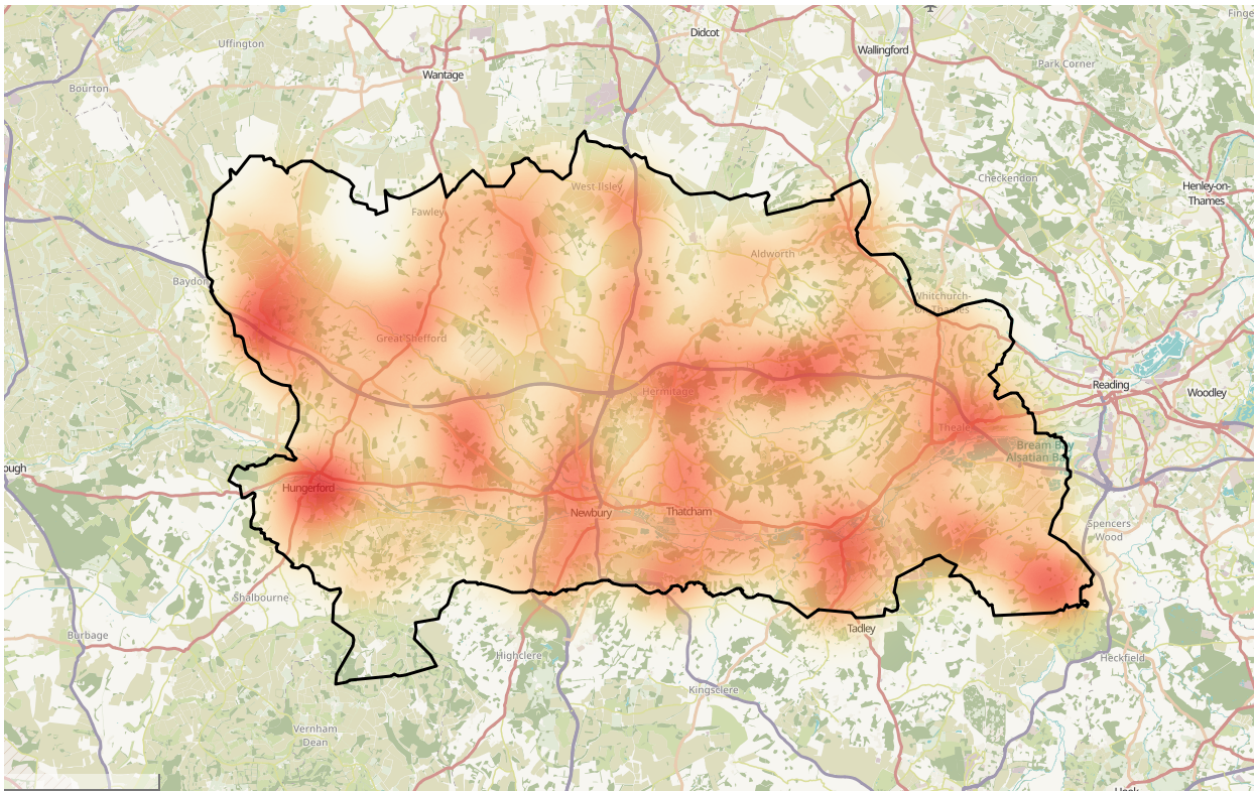
Figure 36: Annual average collisions per 100km of road (2018-2022)



4.1.1.2.2 Collision Locations Figure 37 shows a heatmap of collisions on all roads in West Berkshire.

The highest collision rates can be found in Newbury Central, Theale, Hungerford and Thatcham.

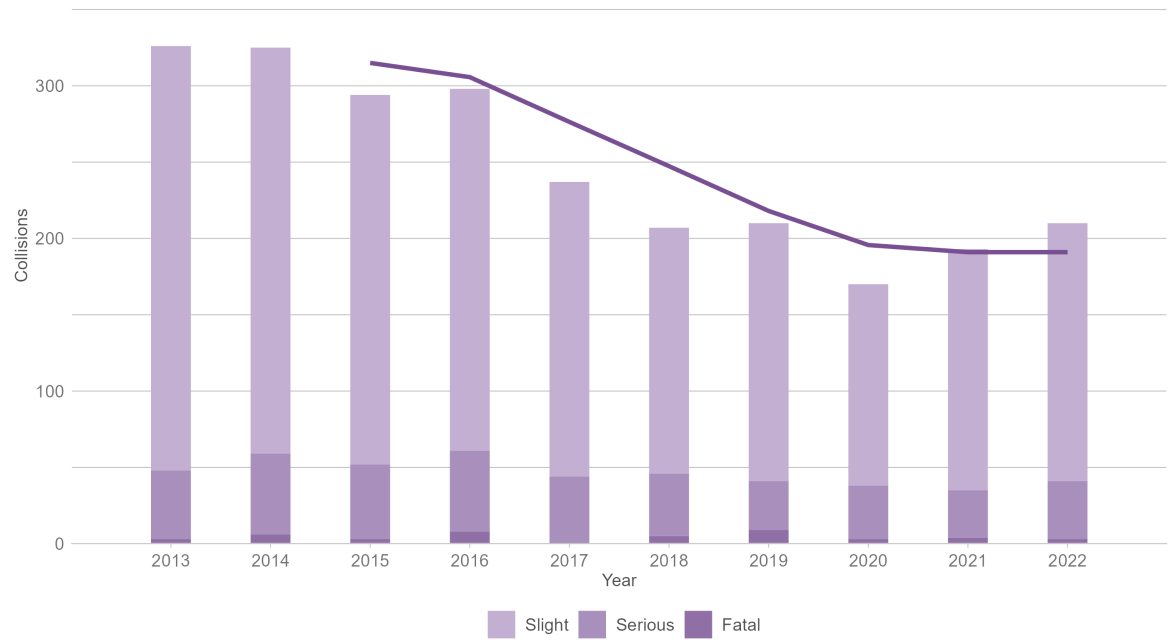
Figure 37: Collision heatmap (2018-2022)



4.1.1.3 Trends Figure 38 shows annual collisions on West Berkshire's roads, since 2013 by severity.

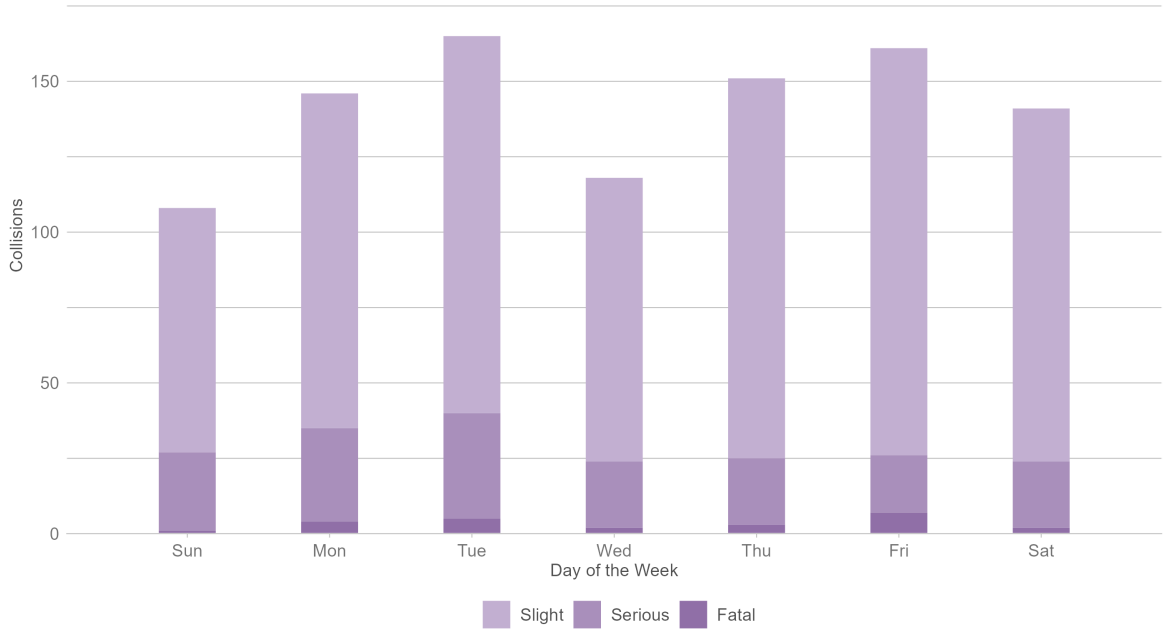
Injury collisions on the West Berkshire road network returned to pre=pandemic levels in 2022.The percentage of those killed or seriously injured was exactly the same in 2022 as it was in 2019, however there were fewer fatalities in 2022 and more seriously injured compared with 2019.

Figure 38: West Berkshire collisions, by year and severity (2013-2022)



4.1.1.4 Collisions by day of the week Figure 39 shows collision in West Berkshire by day of the week and severity.The most collisions occur on Tuesdays and Fridays with the least collisions on Sundays and Wednesdays.

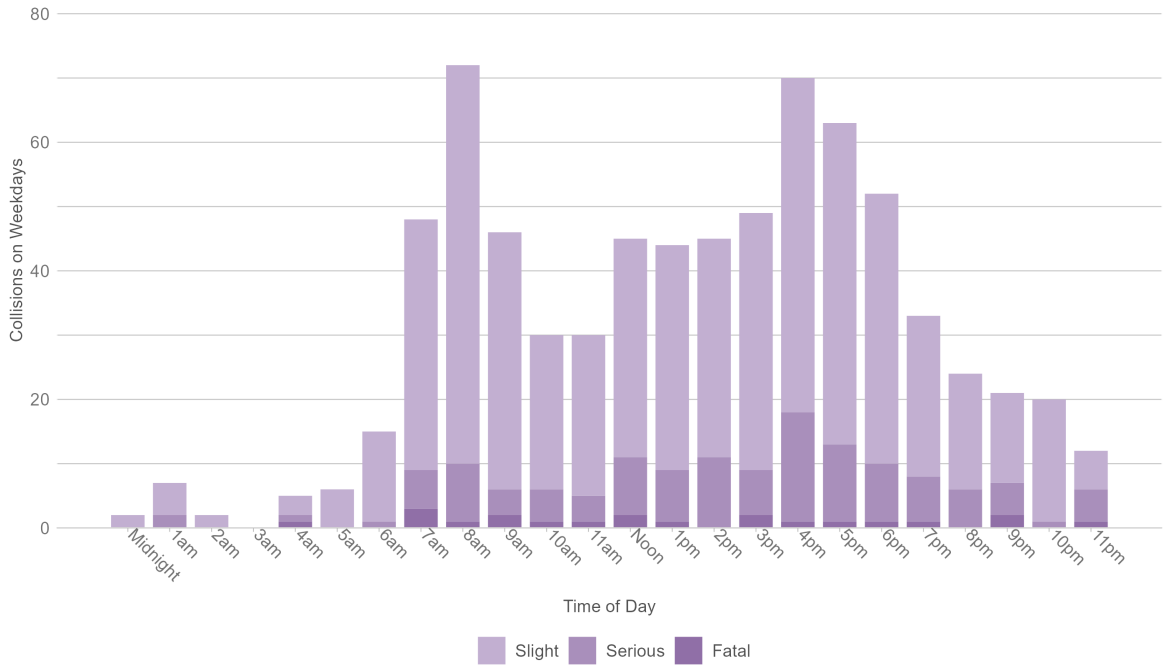
Figure 39: West Berkshire collisions, by day of the week and severity (2018-2022)



4.1.1.5 Collisions by hour of the day

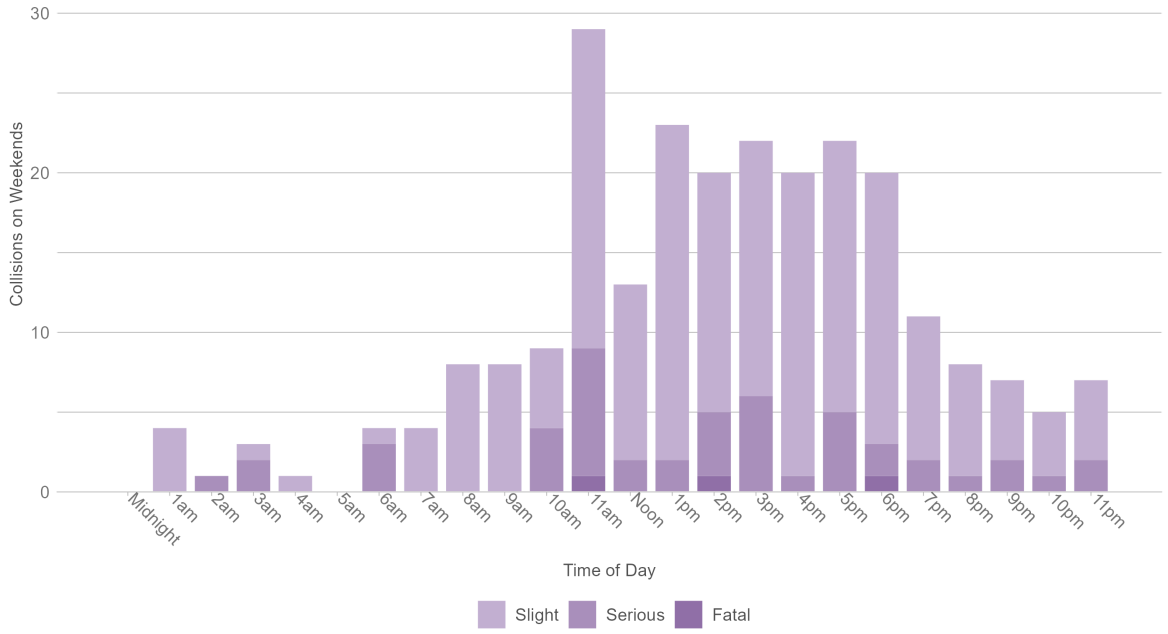
4.1.1.5.1 Collisions by hour of the day on weekdays Figure 40 shows collisions on weekdays by the hour of the day in which they occurred. As might be expected there are distinct peaks in the number of collisions occurring during the morning and evening peak periods of 7am- 9am and 4pm - 7pm.

Figure 40: West Berkshire collisions, by hour of the day during weekdays (2018-2022)



4.1.1.5.2 Collisions by hour of the day on weekends Figure 41 shows collisions on a weekend by the hour of the day in which they occurred.Collision numbers are more evenly distributed through the day during the weekend, although there are peaks between 11am-12Noon, and collisions are higher between the hours of 1pm and 6pm.

Figure 41: West Berkshire collisions, by hour of the day during weekends (2018-2022)

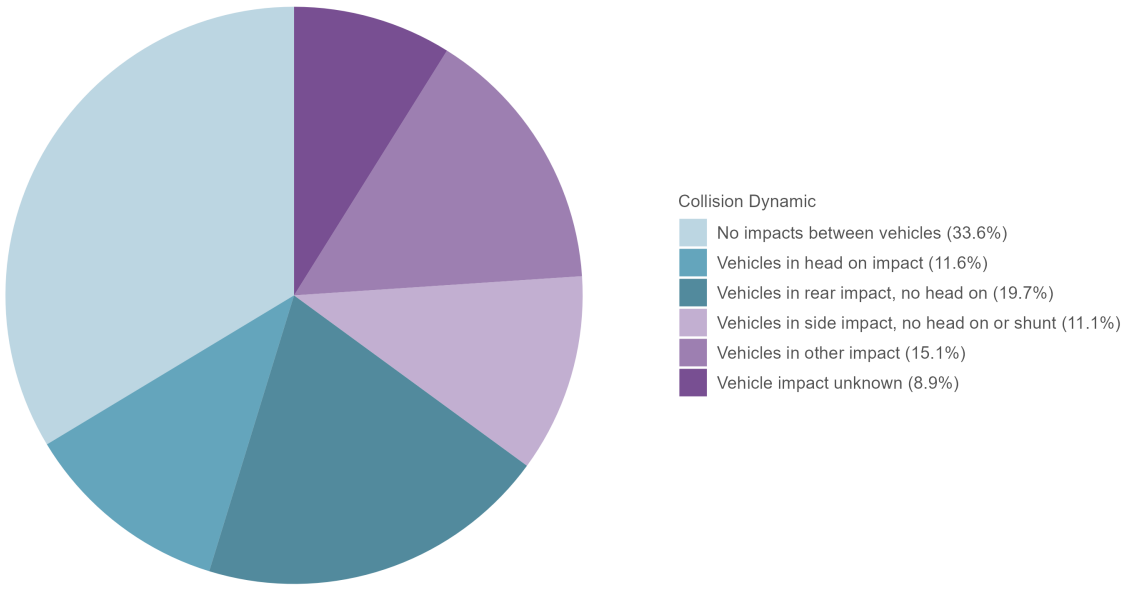


4.1.1.5.3 Collision-involved drivers who reside in other areas Just under half (49%) of all drivers involved in collisions on West Berkshire's roads are residents of West Berkshire. Whilst the rest are spread across 109 different authorities in Great Britain, 10% occur in Hampshire, 7% in Reading, 6% in Oxfordshire, 4% in Wiltshire and 3% in Swindon and Wokingham.

4.1.1.6 Collision dynamics and driver actions

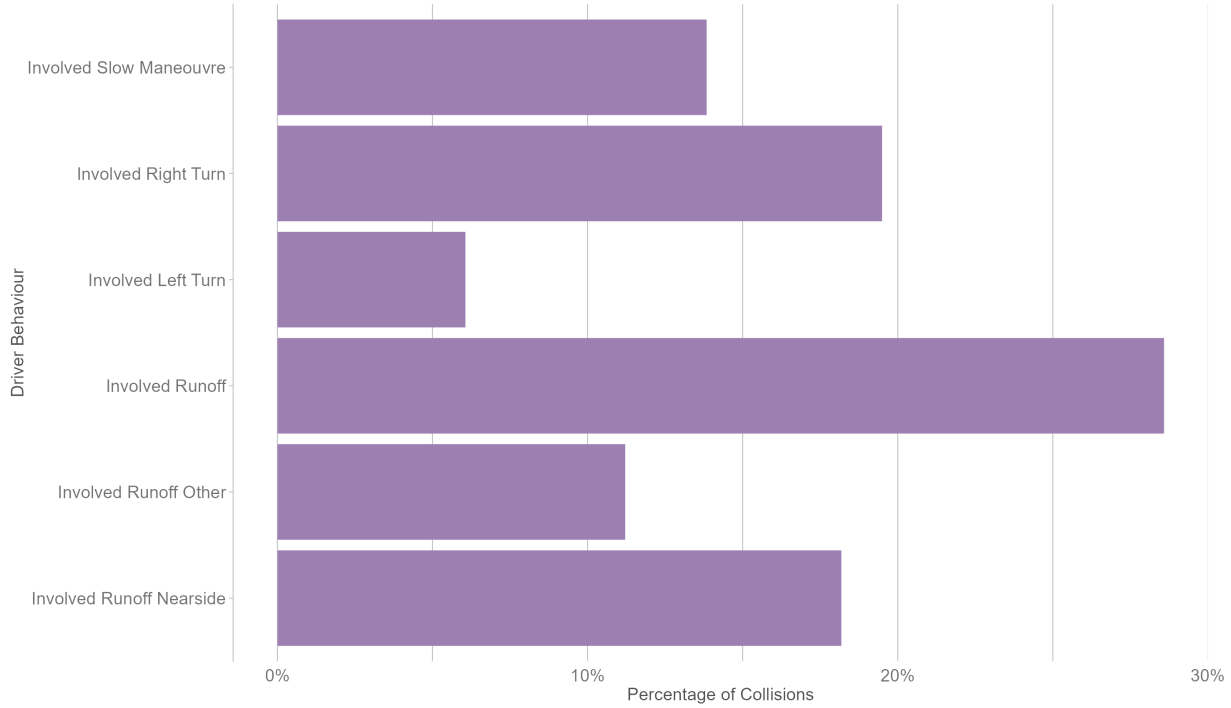
4.1.1.6.1 Collision dynamics Figure 42 shows collisions in West Berkshire by the dynamics resulting in the collision. A description of collision dynamics and the derivation using STATS19 data is outlined in section 5.1.4 of this report. Multiple vehicle collisions regardless of the point of impact are collectively the most prevalent type of collision occurring. For those vehicles colliding with another, rear impact, no head on is the most common single collision dynamic accounting for 19.7% of collisions although it is less than those collisions involving no impact between vehicles (33.6%). Around 11% of collisions involve head-on or side impact respectively.

Figure 42: West Berkshire collisions by collision dynamics (2018-2022)



4.1.1.6.2 Driver actions Figure 43 shows collisions in West Berkshire by the presence of different driver actions. An explanation of the derivation of driver actions and the definitions are included in section **??** of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers. As can be seen in the graph, collisions involving run-off account for the highest percentage of collisions with drivers making a right turn reporting the second highest percentage of collisions. Drivers making a left turn are involved in the fewest percentage of collisions.

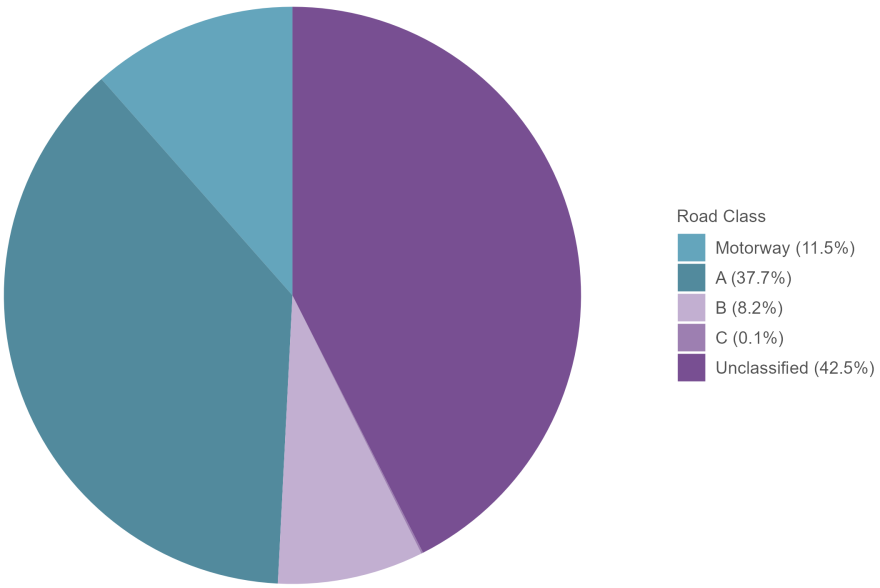
Figure 43: West Berkshire collisions by driver actions (2018-2022)



4.1.1.7 Road environment

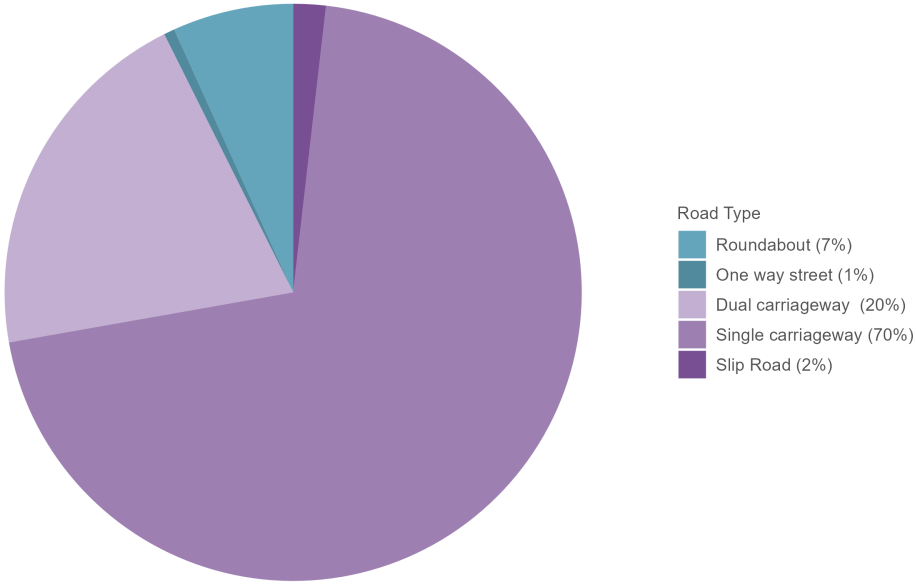
4.1.1.7.1 Road class Figure 44 shows collisions in West Berkshire by class of road.The largest percentage of collisions occur on unclassified roads, followed by A class roads and the Motorway (M4). This is likely to be proportional to the length of unclassified roads in West Berkshire and the volume of traffic using the motorway.

Figure 44: West Berkshire collisions by road class (2018-2022)



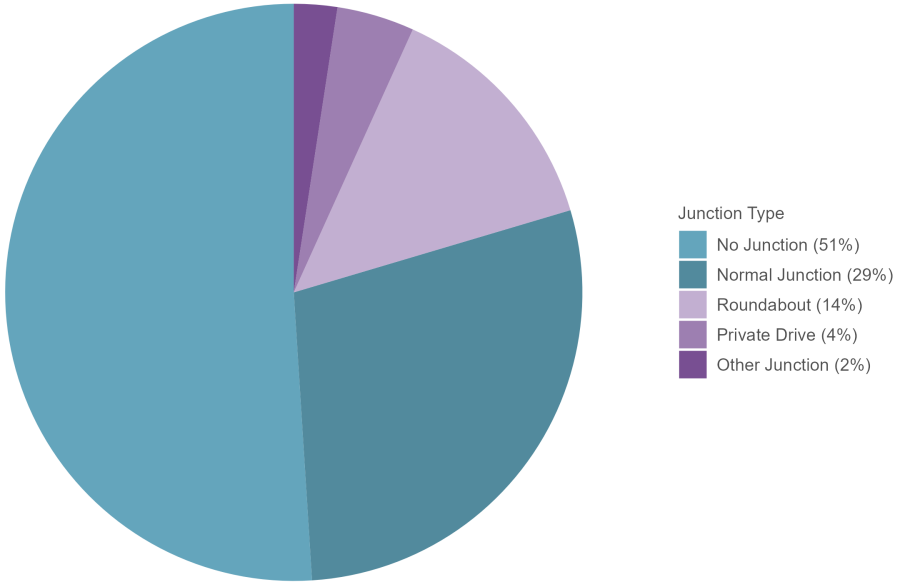
4.1.1.7.2 Carriageway type Figure 45 shows collisions in West Berkshire by carriageway type of road.Following the pattern of collisions on road class, it is no surprise that the largest percentage of collisions occur on single carriageway roads, then dual carriageways.

Figure 45: West Berkshire collisions by road carriageway type (2018-2022)



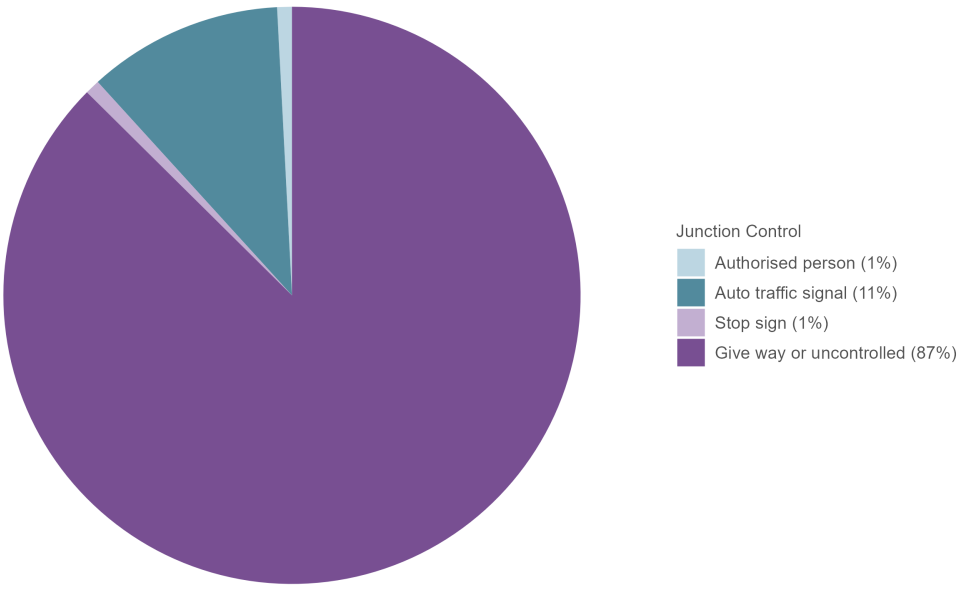
4.1.1.7.3 Junction type Figure 46 shows collisions in West Berkshire by the presence and type of junction. Just under half of collisions are reported to have occurred away from a junction. Of those collisions occurring at junctions, 29% are reported at normal junctions - crossroads or T-junction, 14% at roundabouts and 4% at private drives.

Figure 46: West Berkshire collisions by junction type (2018-2022)



4.1.1.7.4 Junction control Figure 47 shows collisions in West Berkshire by the type of junction control (if the collision took place at a junction). Just 11% of the junctions at which collisions are reported to have occurred have been subject to traffic signal control, with the vast majority, 87%, being uncontrolled or Give Way junctions.

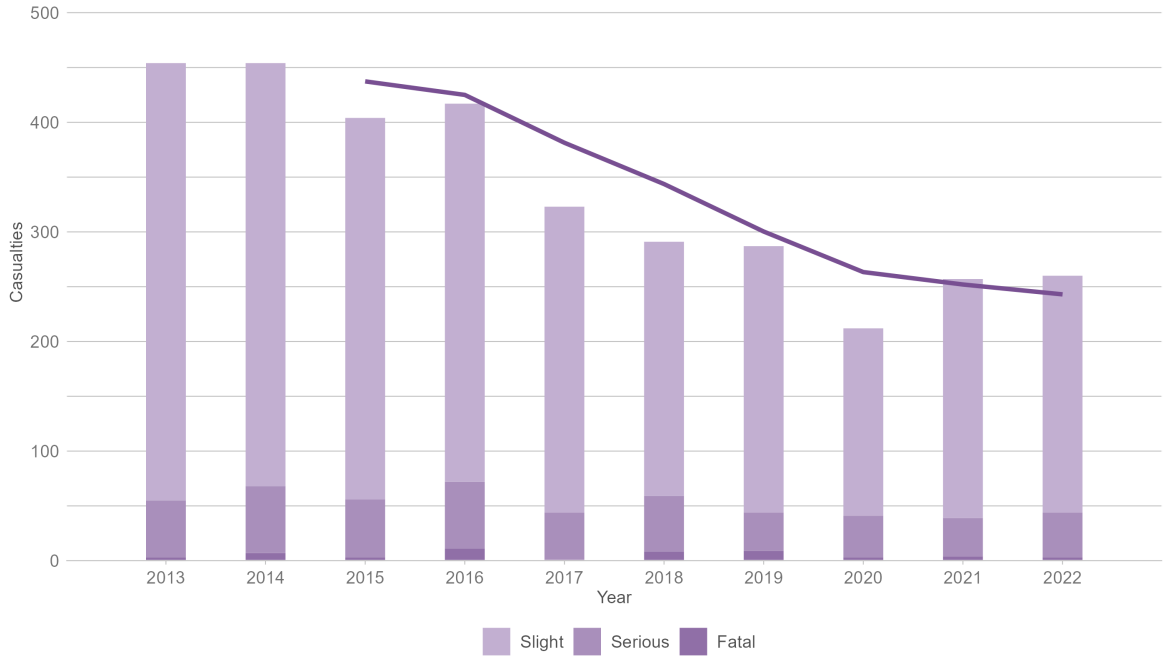
Figure 47: West Berkshire collisions by junction control (2018-2022)



4.1.2 Casualty trends on all roads

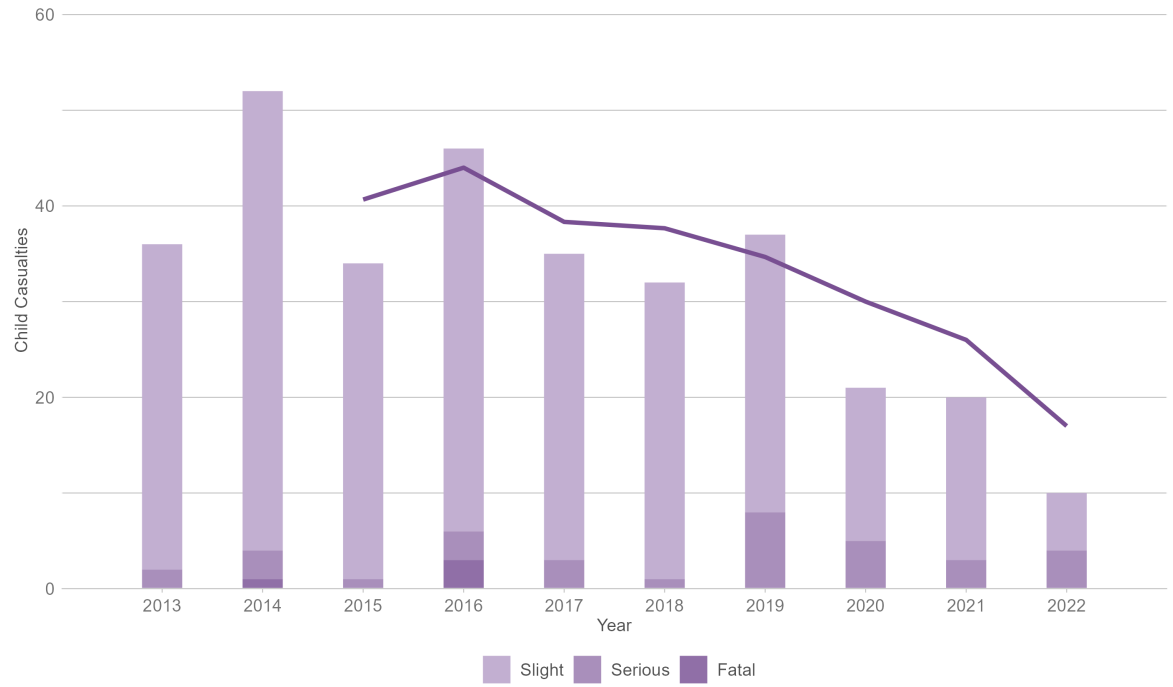
4.1.2.1 All casualties Figure 48 shows annual casualty numbers for collisions on West Berkshire's roads.As with the pattern in collision numbers casualty numbers increased in 2022 but were not quite as high as in 2019 (260 casualties in 2022 compared to 287 in 2021). The percentage of those casualties who were killed or seriously injured is slightly more than in 2019 (17% compared with 15%).

Figure 48: Casualties on West Berkshire's roads by year (2013-2022)



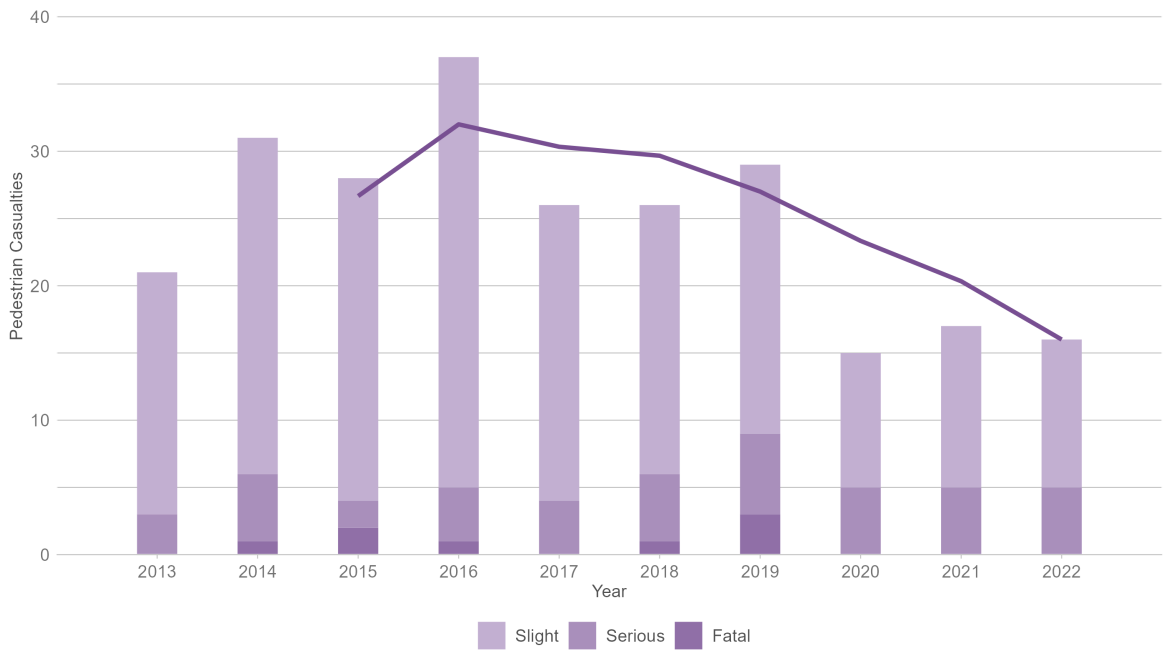
4.1.2.2 Child casualties Figure 49 shows annual child casualty numbers on collisions on West Berkshire's roads.The number of child casualties has halved in the period 2021 to 2022 continuing the downward trend evident in the child casualty statistics since 2016. There have been no fatal child casualties but the number of seriously injured child casualties increased by 1 in 2022 to 4.

Figure 49: Child casualties on West Berkshire's roads by year (2013-2022)



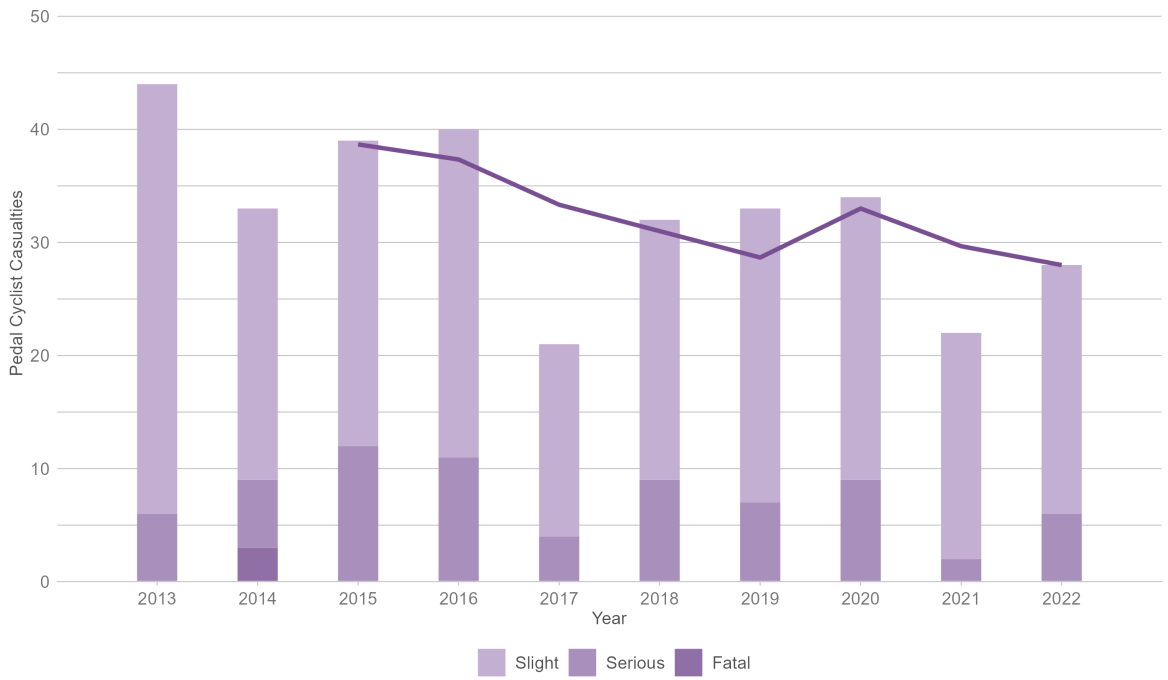
4.1.2.3 Pedestrian casualties Figure 50 shows annual pedestrian casualty numbers on collisions on West Berkshire's roads.Pedestrian casualties have decreased slightly in number from 2021 to 2022, so the overall downward trend seen since 2016 continues.

Figure 50: Pedestrian casualties on West Berkshire's roads by year (2013-2022)



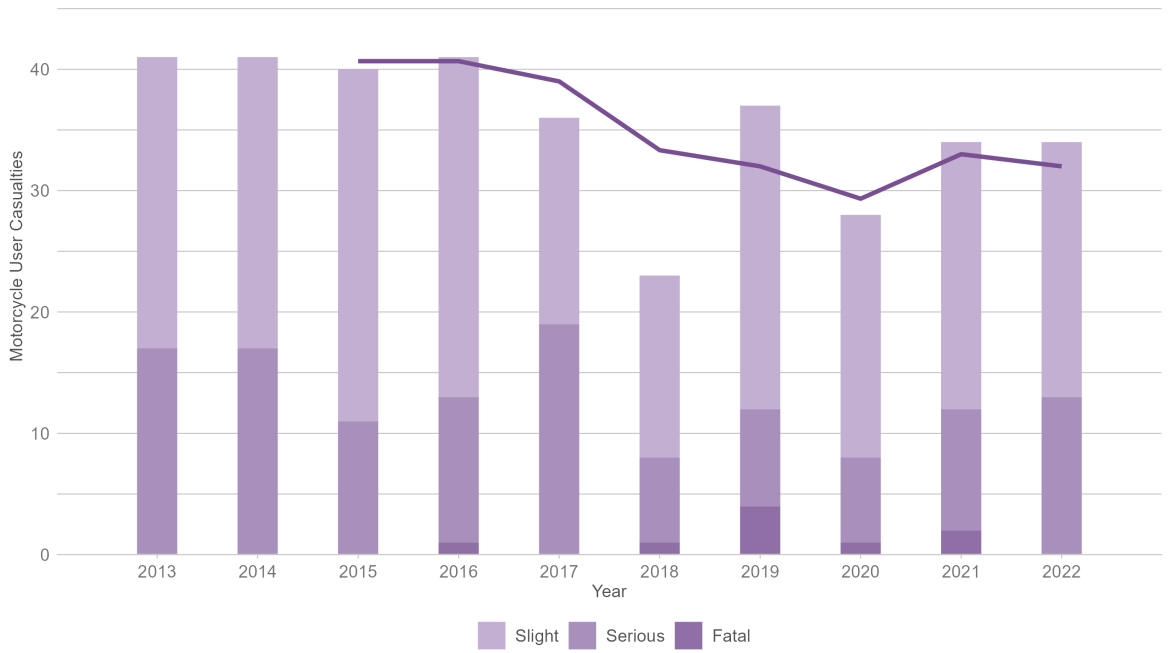
4.1.2.4 Pedal cyclist casualties Figure 51 shows annual pedal cyclist casualty numbers on West Berkshire's roads.In contrast to other road user groups the number of pedal cyclist casualties increased by 27% from 2021 to 2022 having seen a decrease previously since 2020. No fatal pedal cycle casualties have been reported since 2014 and the number of seriously injured pedal cyclists increased to 6 in 2022, which is more consistent with level pre-pandemic in 2019.

Figure 51: Pedal cyclist casualties on West Berkshire's roads by year (2013-2022)



4.1.2.5 Motorcycle user casualties Figure 52 shows annual motorcycle user casualty numbers on West Berkshire's roads. There were 34 motorcycle casualties reported in 2022, which is the same as the number in 2022. There were no fatalities in 2022 and 13 seriously injured motorcycle casualties.

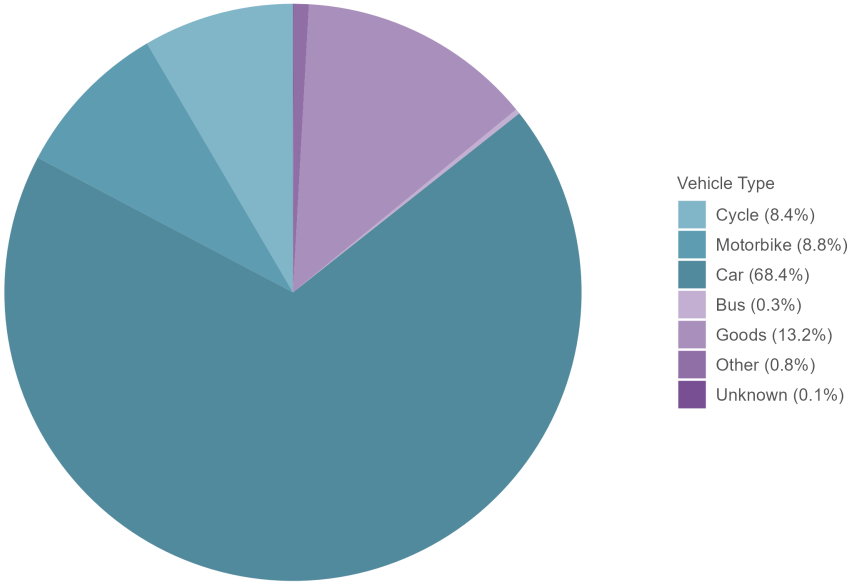
Figure 52: Motorcycle user casualties on West Berkshire's roads by year (2013-2022)



4.1.3 Driver trends on all roads

4.1.3.1 Vehicle type Figure 53 shows the types of vehicles involved in collisions in West Berkshire. Unsurprisingly cars are involved in the majority of collisions (68%) followed by Goods vehicles (13%), motorbikes (9%) and pedal cycles (8%).

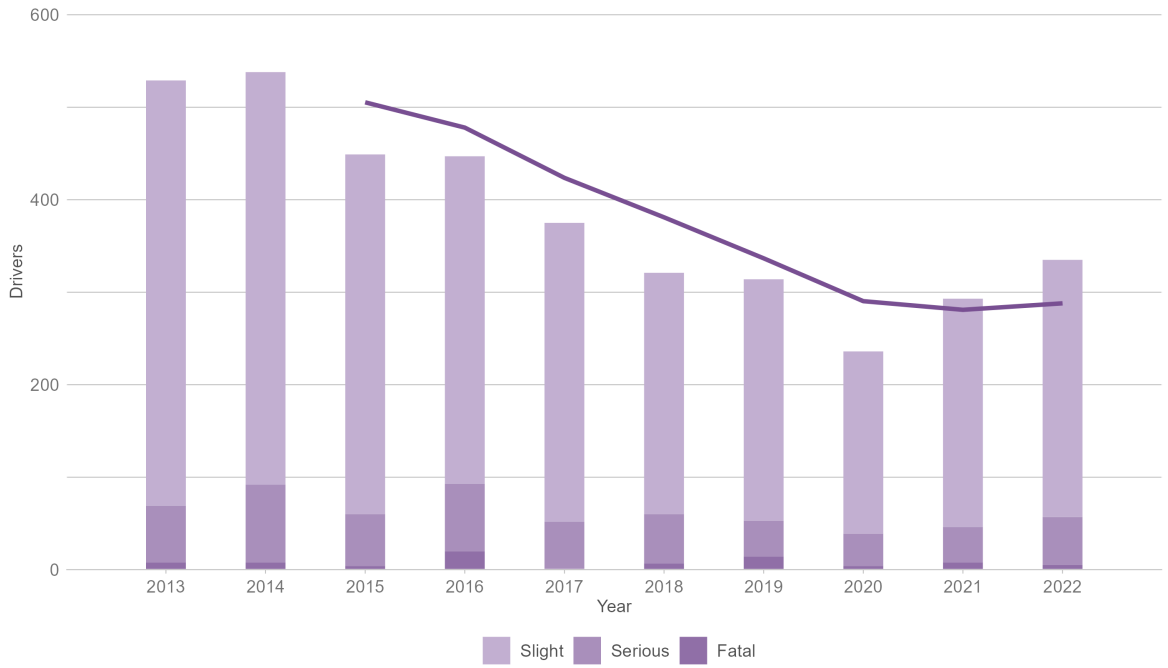
Figure 53: West Berkshire collision-involved drivers by vehicle type (2018-2022)



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

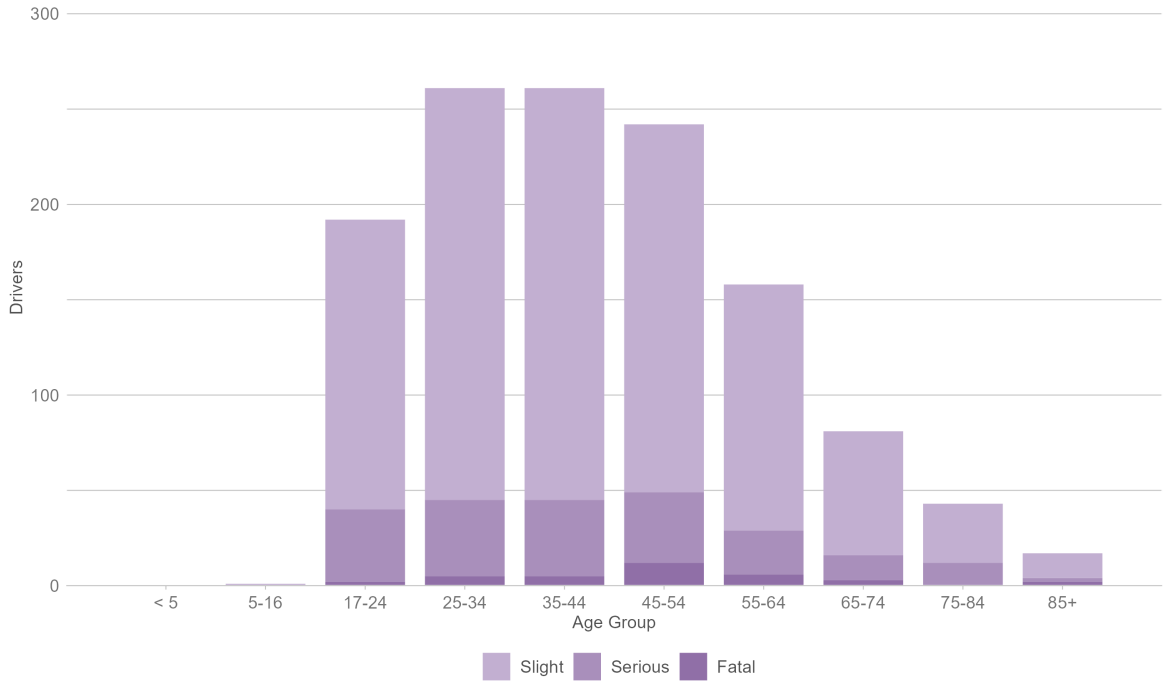
Figure 54 shows annual driver collision involvement on West Berkshire's roads. The pattern of driver collision involvement virtually mirrors the pattern in the change of all collisions by year with levels returning to pre-pandemic levels in 2022 . Driver collision involvement increased by 14% in 2022, compared to 2021, and was the highest it has been since 2017.

Figure 54: Drivers involved in collisions on West Berkshire's roads by year (2013-2022)



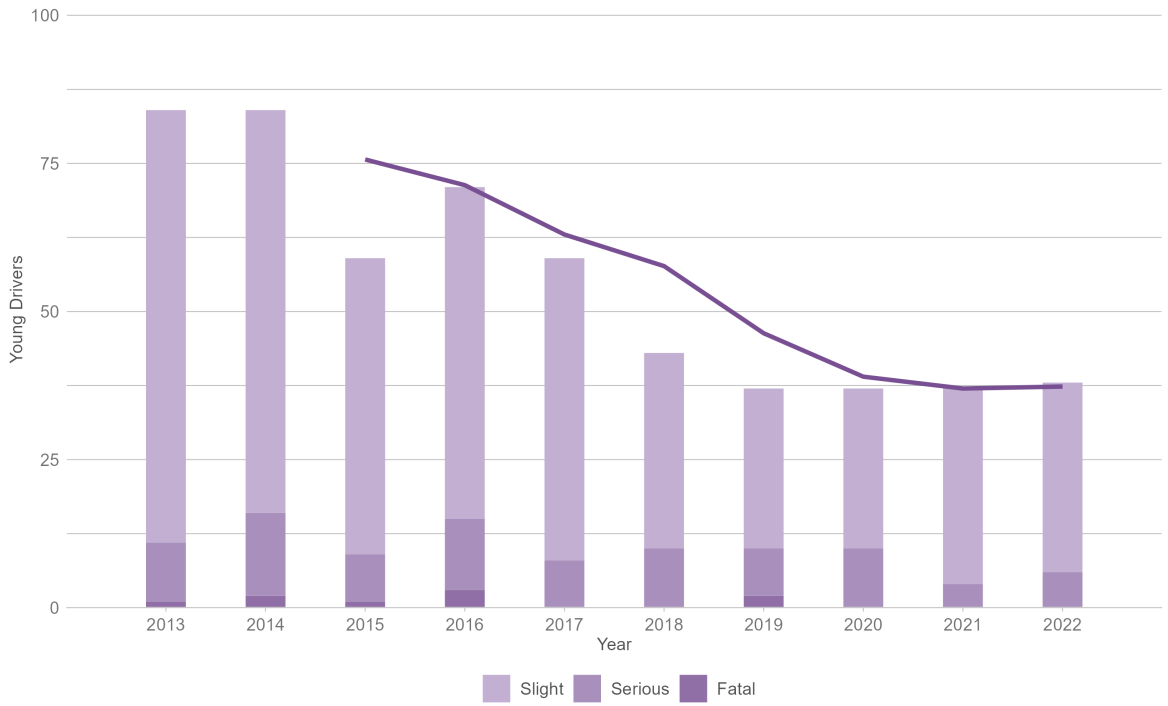
4.1.3.2.1 Driver age Figure 55 shows the age groups of drivers involved in collisions in West Berkshire.The majority of drivers involved in collisions are aged 17 to 54 years. Just 20% of all drivers are aged over 55 years.

Figure 55: West Berkshire collision-involved drivers by age group (2018-2022)



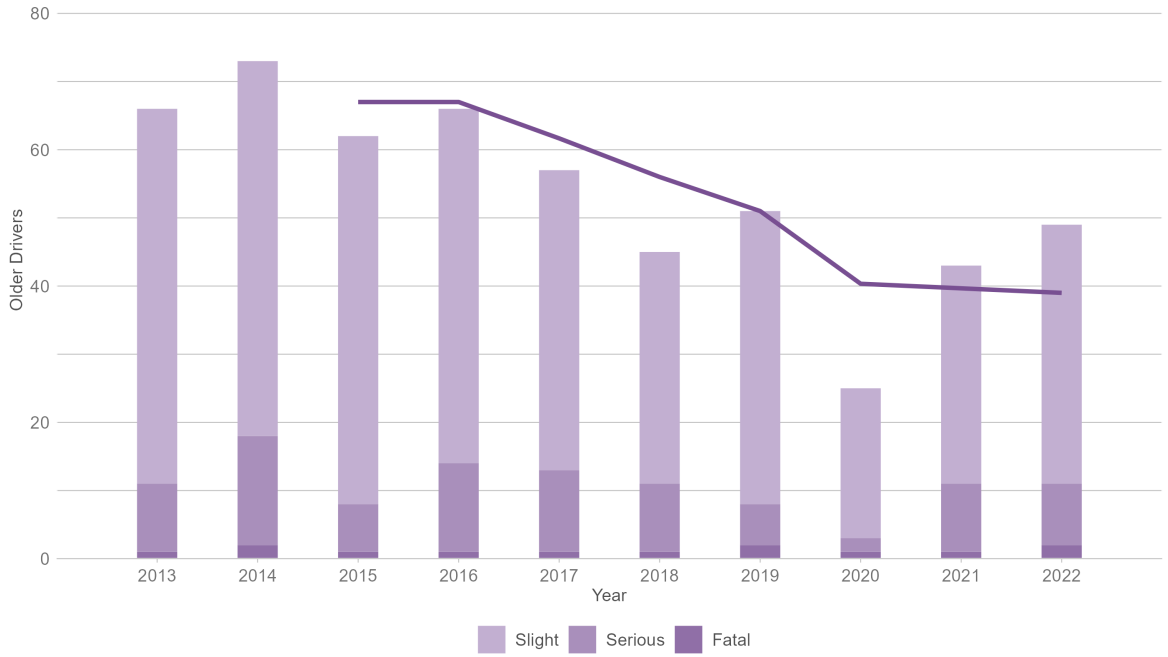
4.1.3.2.2 Young drivers Figure 56 shows annual numbers of young drivers involved in collisions on West Berkshire's roads. In this analysis, young drivers are those aged 17 to 24.Following a reduction in the number of young drivers involved in collisions of 27% between 2017 and 2018 the numbers have remained consistent from 2019 through to 20222 (between 37 and 38 young drivers involved in collisions) However the severity of injury has reduced with the number of young drivers involved in serious collisions having fallen from 10 in 2020 to just 6 in 2022. Since 2019 no young drivers have been involved in a fatal collision.

Figure 56: Collision-involved young drivers on West Berkshire's roads by year (2013-2022)



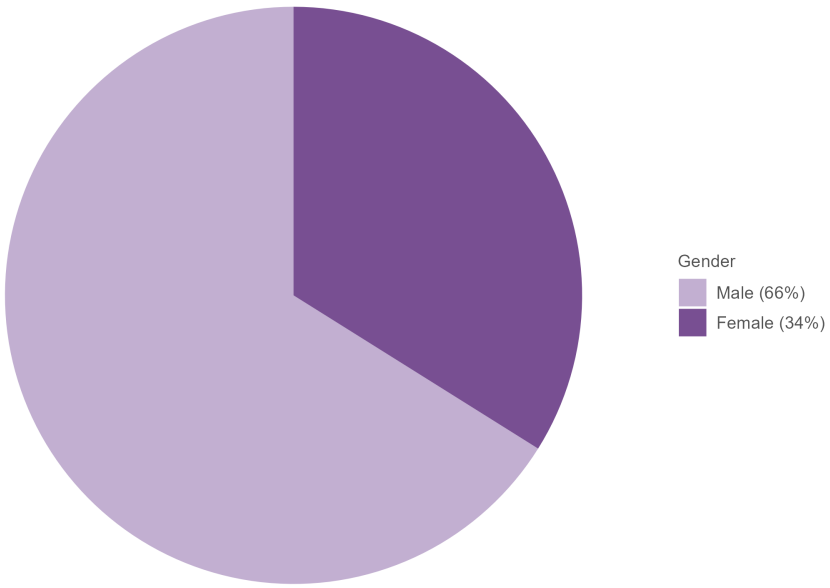
4.1.3.2.3 Older drivers Figure 57 shows annual numbers of older drivers involved in collisions on West Berkshire's roads. In this analysis, older drivers are those aged 60 and over.There has been a steady reduction in the number of older drivers, aged 60 years and over involved in collisions up to 2020 based on the 3-year rolling average. However, 2021 and 2022 saw an increase in the number of older drivers involved in collisions back to pre-pandemic levels. The number of older drivers involved in collisions resulting in death or serious injury to someone has increased back to levels seen in 2018. This pattern is most likely reflective of older drivers' exposure to risk following the lifting of restrictions associated with the Covid pandemic and represents a return to previous driver involvement numbers seen in 2018 and earlier.

Figure 57: Collision-involved older drivers on West Berkshire's roads by year (2013-2022)



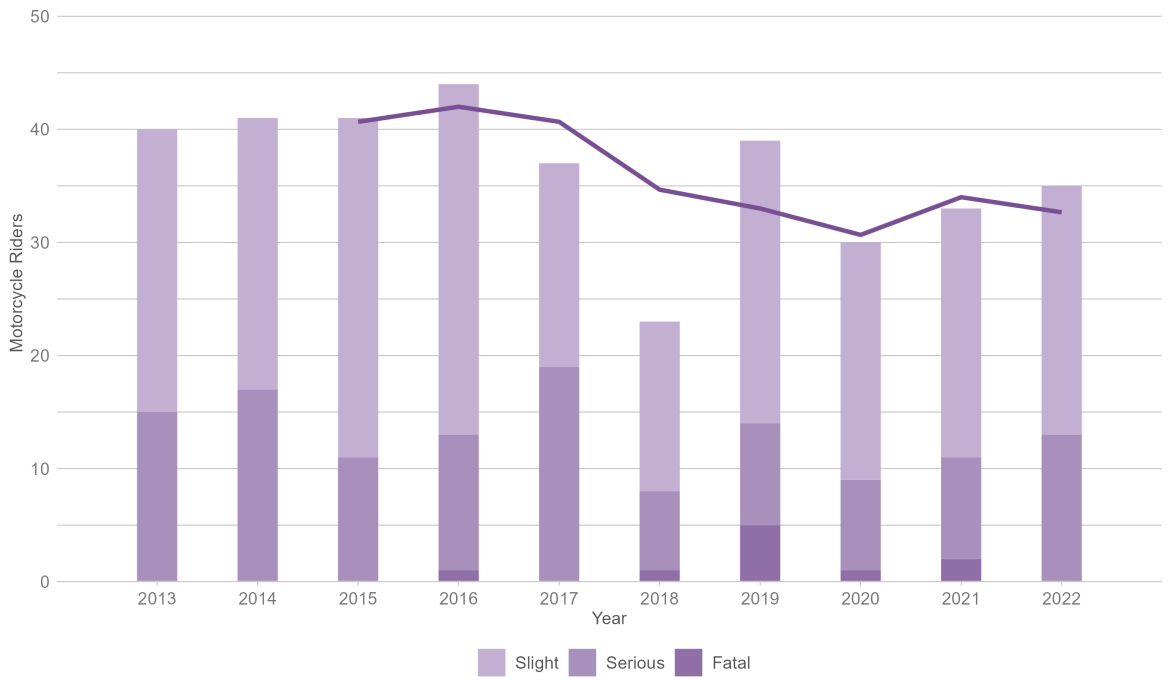
4.1.3.2.4 Driver gender Figure 58 shows the breakdown of drivers involved in collisions in West Berkshire by gender.As is typical of the collision trend by gender at a national level, male drivers account for 66% of total casualties in West Berkshire.

Figure 58: West Berkshire collision-involved drivers by gender (2018-2022)



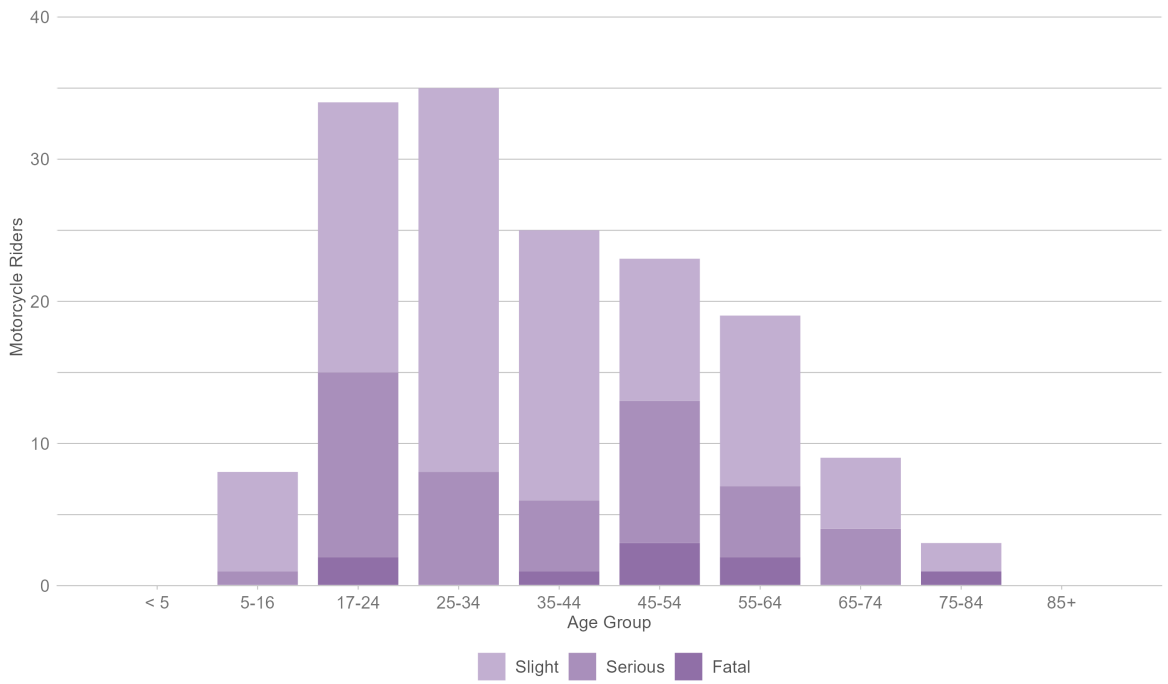
4.1.3.3 Motorcycle riders Figure 59 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's roads.This road user group also saw an increase in numbers in 2022 that prompted a rise in the 3-year rolling average.

Figure 59: Collision-involved motorcycle riders on West Berkshire's roads by year (2013-2022)



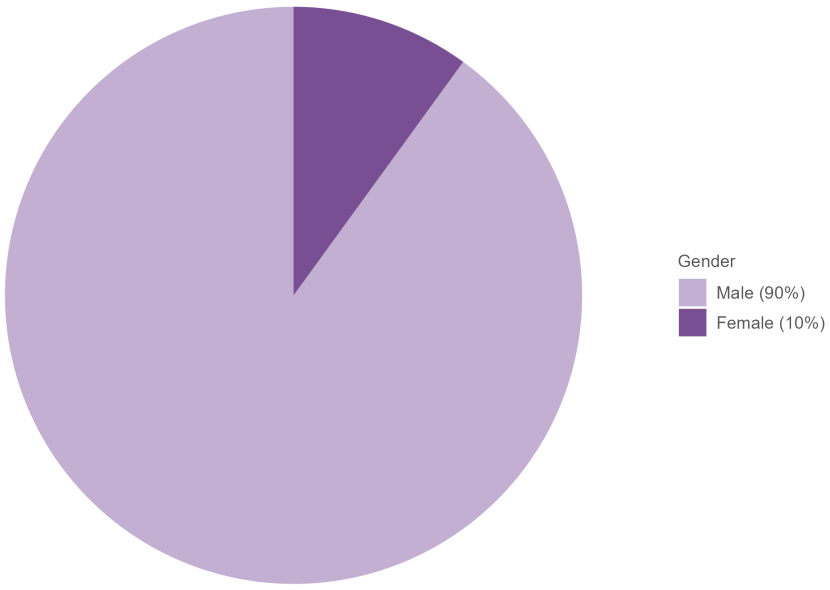
4.1.3.3.1 Rider age Figure 60 shows the age groups of motorcycle riders involved in collisions in West Berkshire.The greatest proportion of motorcycle riders involved in collisions are aged 17-34 years. This age group also account for almost half of the motorcycle riders involved in collisions resulting in 23 killed or seriously injured casualties on West Berkshire's roads.

Figure 60: West Berkshire collision-involved motorcycle riders by age group (2018-2022)



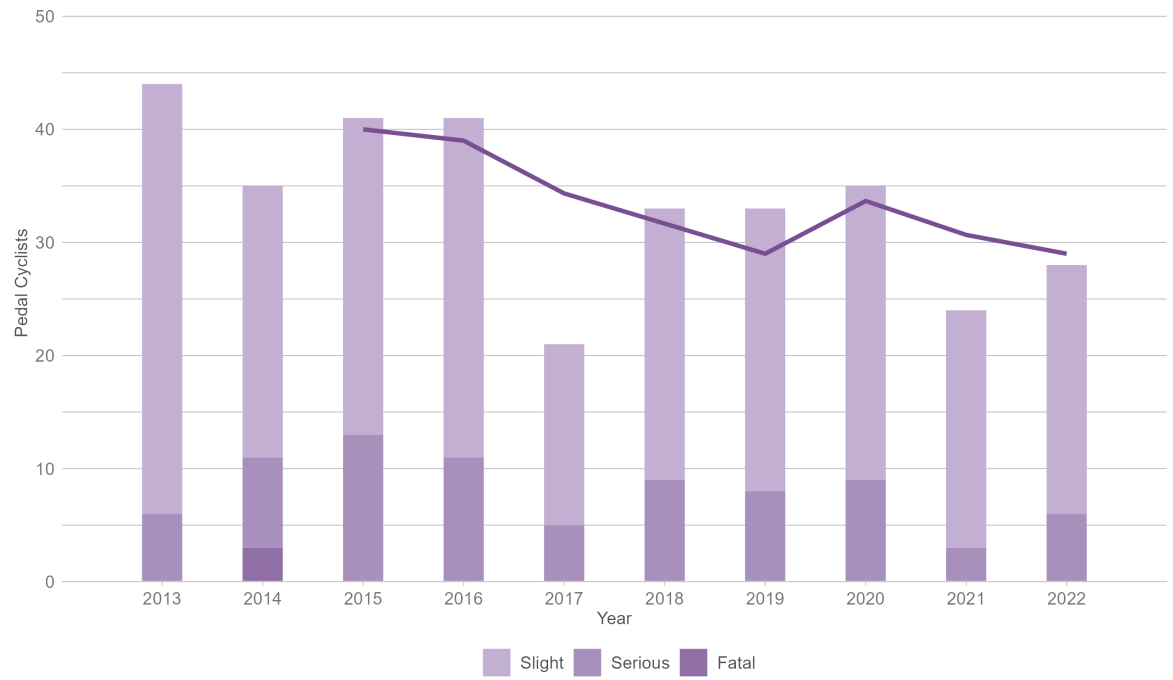
4.1.3.3.2 Rider gender Figure 61 shows the breakdown of motorcycle riders involved in collisions in West Berkshire by gender.Ninety per cent of motorcycle riders involved in collisions on West Berkshire's roads are male.

Figure 61: West Berkshire collision-involved motorcycle riders by gender (2018-2022)



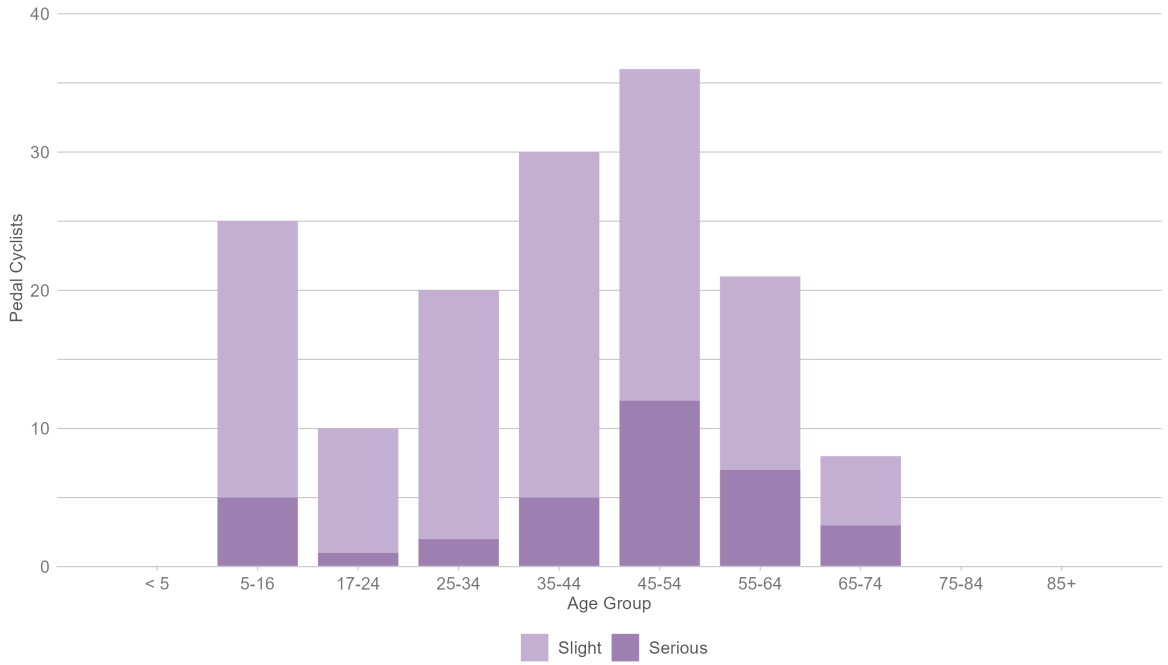
4.1.3.4 Pedal cyclists Figure 62 shows annual numbers of pedal cyclists involved in collisions on West Berkshire's roads.The number of pedal cyclists involved in collisions had been fairly consistent between 2018 and 2020 (inclusive) but numbers have fell in 2021 to 24 and have crept up to 28 in 2022.

Figure 62: Collision-involved pedal cyclists on West Berkshire's roads by year (2013-2022)



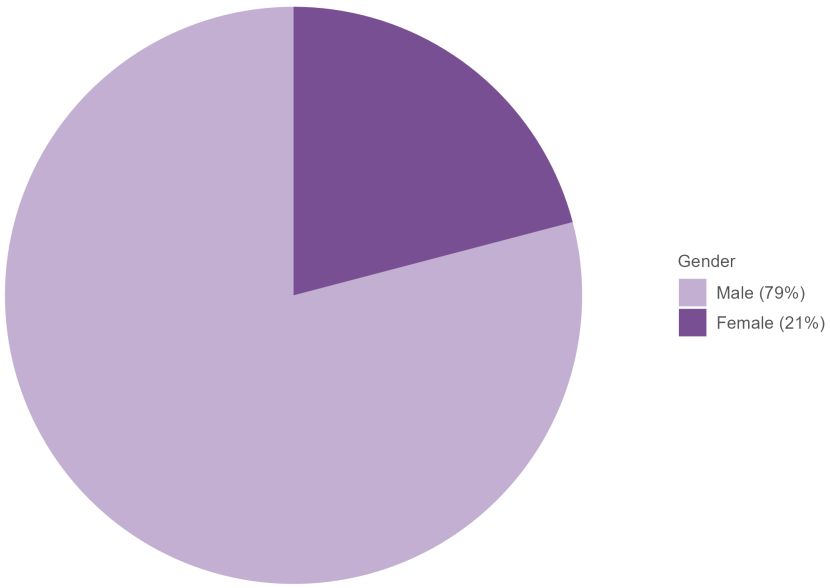
4.1.3.4.1 Cyclist age Figure 63 shows the age groups of pedal cyclists involved in collisions in West Berkshire.The age group with the highest number of pedal cyclists involved in collisions are the 45-54 year olds, followed by the 35-44 year olds. The fewest pedal cyclists involved in collisions are aged 65+ years with the age group 17-24 year olds having the second lowest number. Severity was highest again for those aged 45-54 years with 12 pedal cyclists involved in serious collisions; 7 pedal cyclists aged 55-64 years were also involved in serious collisions.

Figure 63: West Berkshire collision-involved pedal cyclists by age group (2018-2022)



4.1.3.4.2 Cyclist gender Figure 64 shows the breakdown of pedal cyclists involved in collisions in West Berkshire by gender. Only 21% of pedal cyclists involved in collisions in West Berkshire were female.

Figure 64: West Berkshire collision-involved pedal cyclists by gender (2018-2022)



4.2 Collisions on Urban Roads in West Berkshire

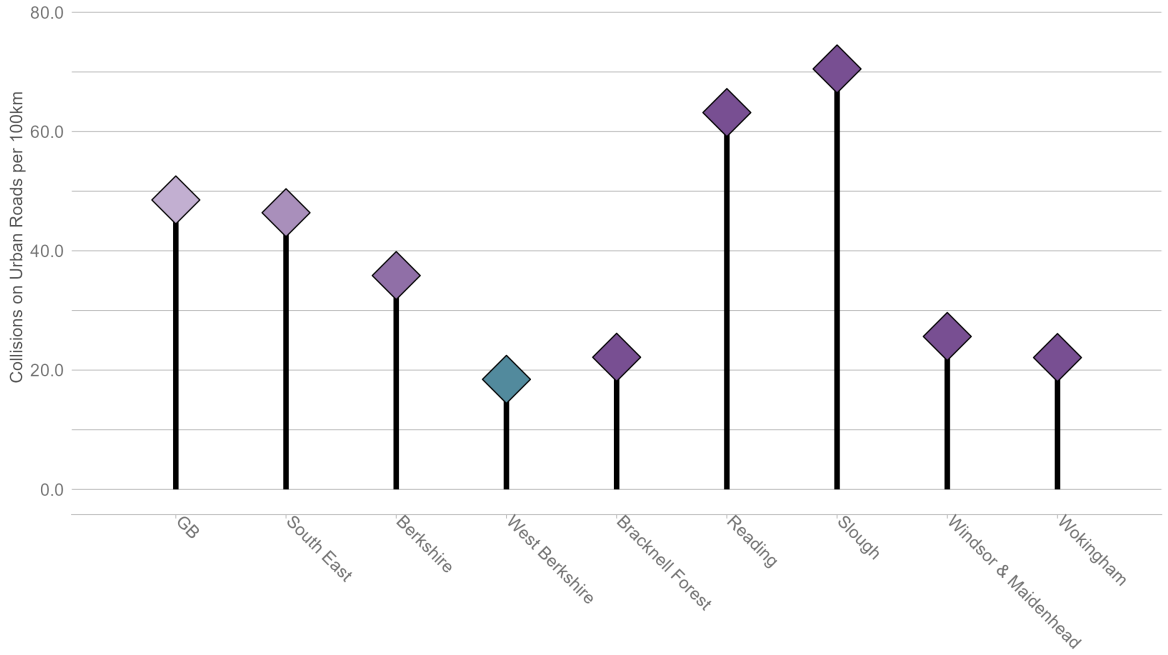
The following section investigates collisions in West Berkshire which occurred on urban roads. For an explanation of how urban roads have been identified in West Berkshire, please refer to Section 5.1.2.1.1.

4.2.1 Rates

4.2.1.1 Collisions on urban roads per 100km of urban road Figure 65 below shows the rate of average annual collisions on urban roads between 2018 and 2022 per 100km of urban road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

West Berkshire's urban roads had a collision rate of 18.5 collisions per year, per 100km of urban road length.

Figure 65: Annual average collisions on urban roads per 100km of urban road (2018-2022)

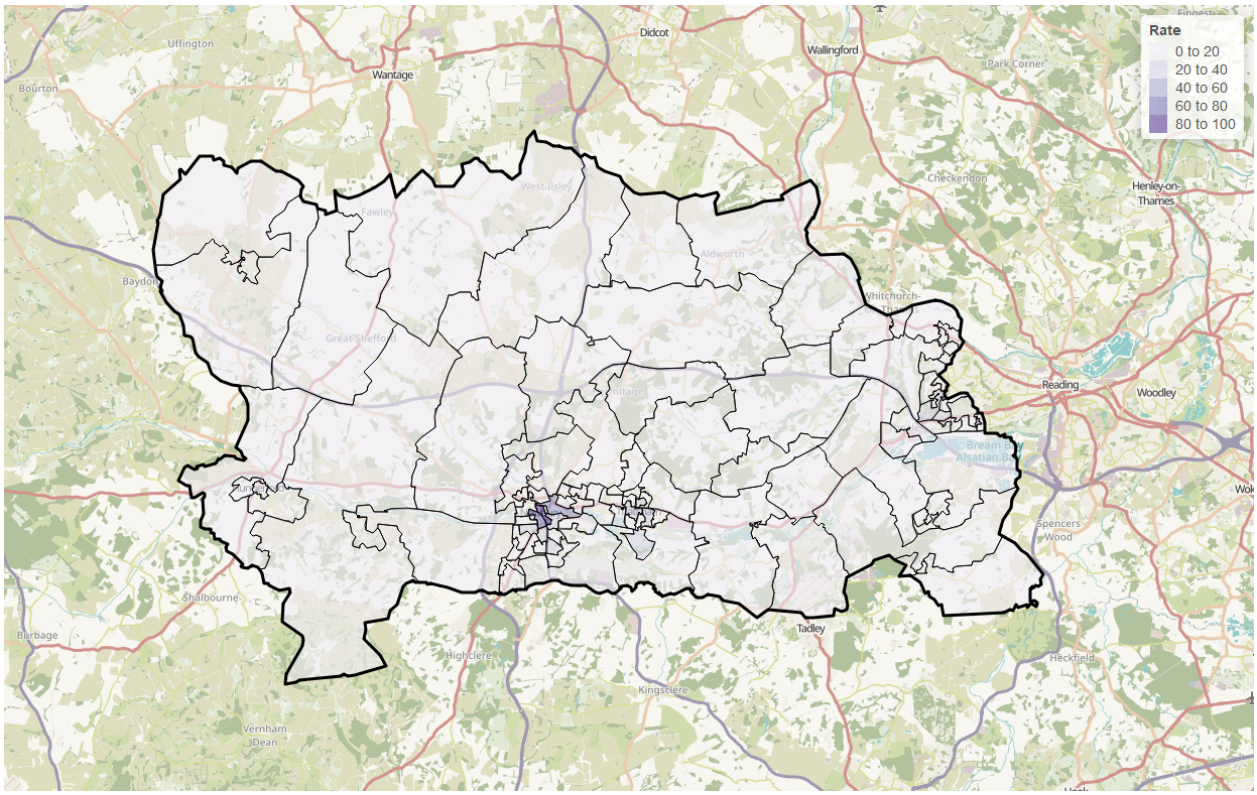


4.2.1.2 Comparisons West Berkshire's urban roads collision rate is 62% lower than the national rate, 60% lower than the regional rate and 49% lower than the county rate for Berkshire. West Berkshire had the lowest urban roads collision rate in Berkshire and against individual neighbouring authorities.

4.2.1.2.1 Collisions on Urban Roads by Small Area Figure 66 shows collisions on urban roads in West Berkshire by LSOA. The thematic map is colour coded by the rate of annual average collisions on urban roads per 100km of urban road.

The highest collision rate on West Berkshire's urban roads is in Newbury Central and West as well as the area of Newbury East of Ampere Road and Kennetside.

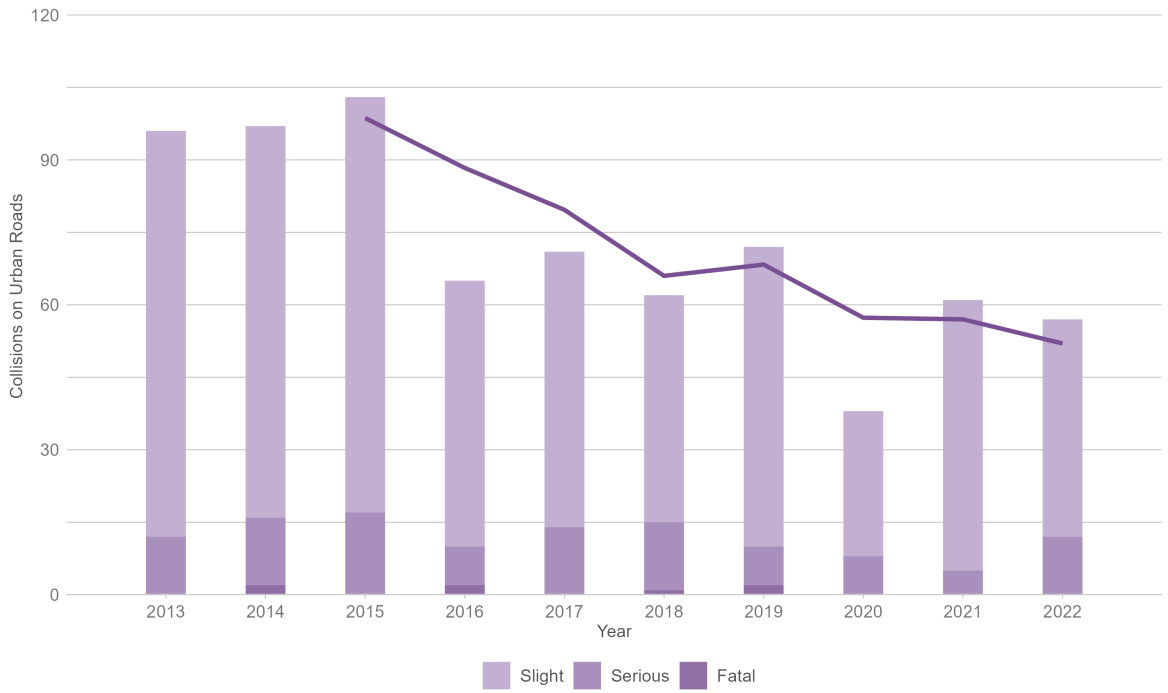
Figure 66: Annual average collisions on urban roads per 100km of urban road (2018-2022)



4.2.1.3 Trends Figure 67 shows annual collisions on West Berkshire's urban roads, since 2013 by severity.

The number of collisions on West Berkshire's urban roads saw a sharp reduction in 2016, followed by another in 2020. However 2021 and 2022 saw rises in collision numbers consistent with pre-pandemic levels, however 2022 saw the number of serious injury collisions on the authority's urban roads hit its highest level since 2018.

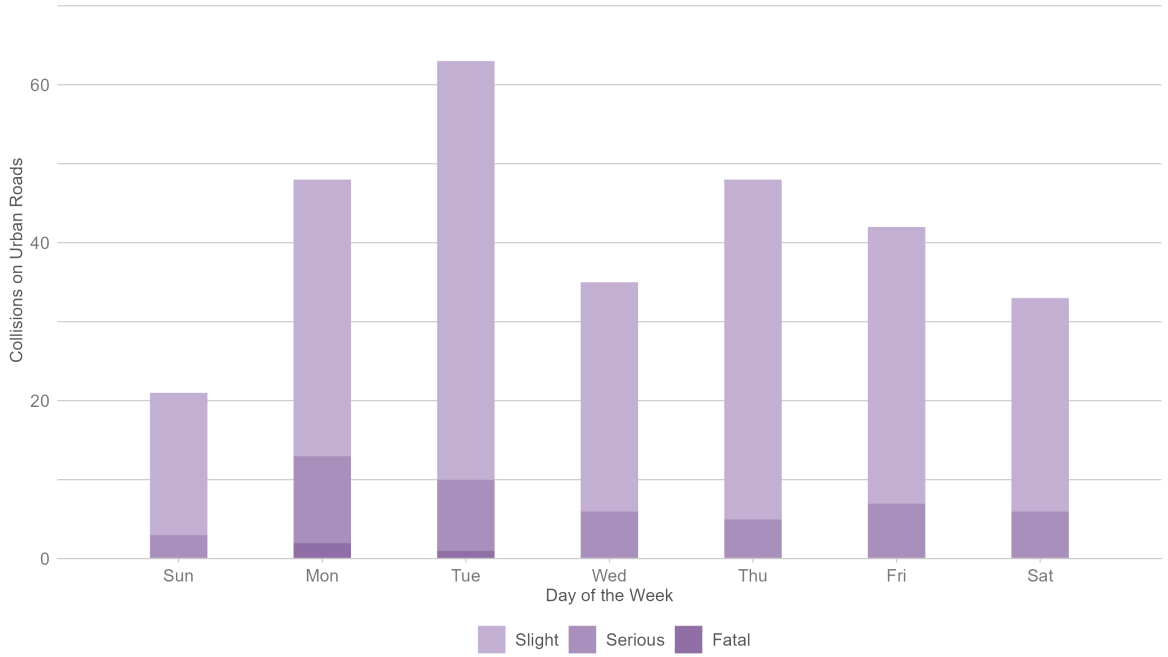
Figure 67: West Berkshire collisions on urban roads, by year and severity (2013-2022)



4.2.1.4 Collisions by day of the week Figure 68 shows collisions on urban roads in West Berkshire by day of the week and severity.

The fewest collisions occur on West Berkshire's urban roads on Sundays and Wednesdays with the highest number occurring on Mondays, Tuesdays and Thursdays.

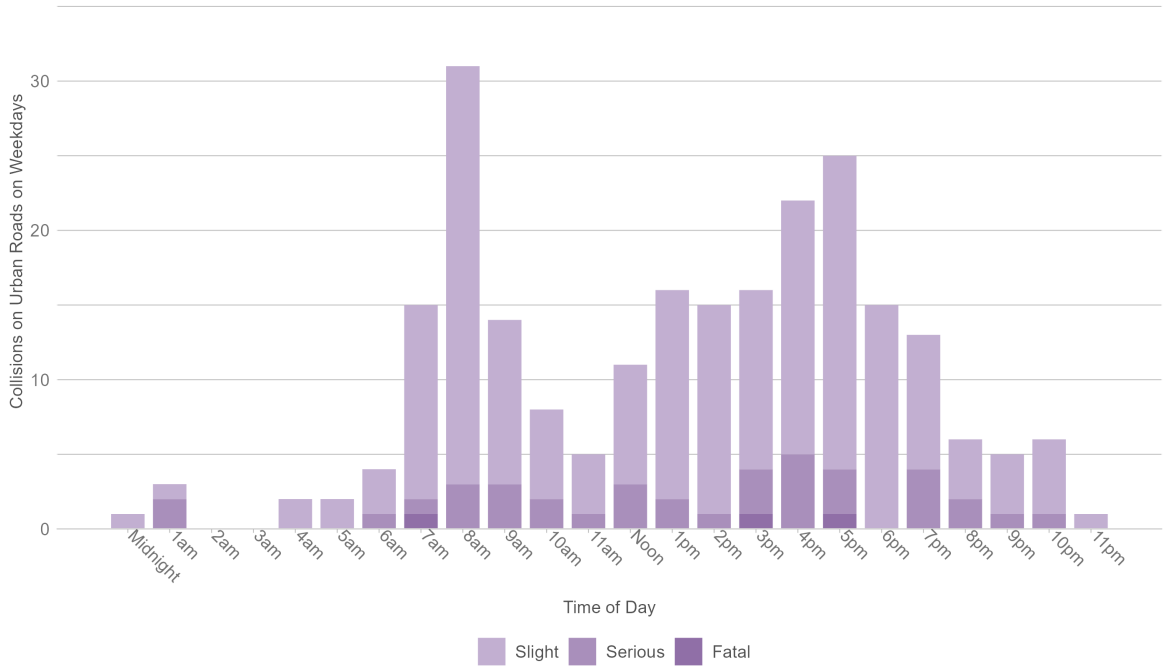
Figure 68: West Berkshire collisions on urban roads, by day of the week and severity (2018-2022)



4.2.1.5 Collisions on urban roads by hour of the day

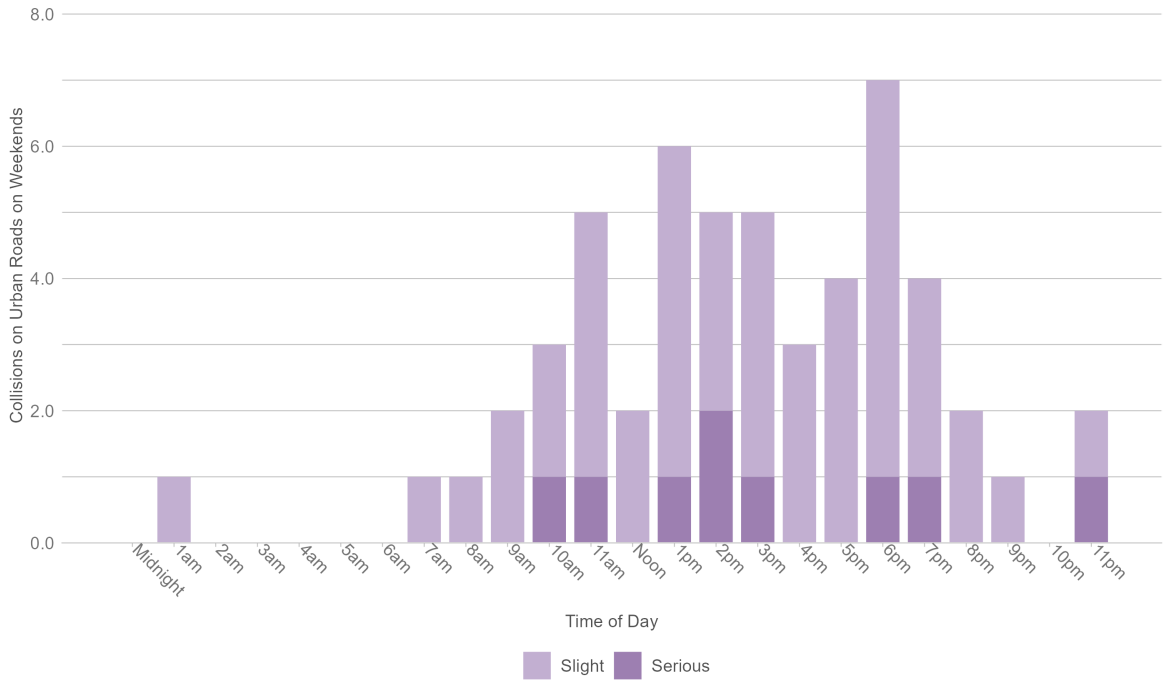
4.2.1.5.1 Collisions on urban roads by hour of the day on weekdays Figure 69 shows collisions on urban roads on weekdays by the hour of the day in which they occurred.The morning peak period, and specifically between 8am and 9am, is when the highest number of collisions occur on West Berkshire's urban roads, over 200% higher than the 24hour hourly average. The evening peak, between 5-6pm is when the second highest number of collisions occur on the authorities urban roads.

Figure 69: West Berkshire collisions on urban roads, by hour of the day during weekdays (2018-2022)



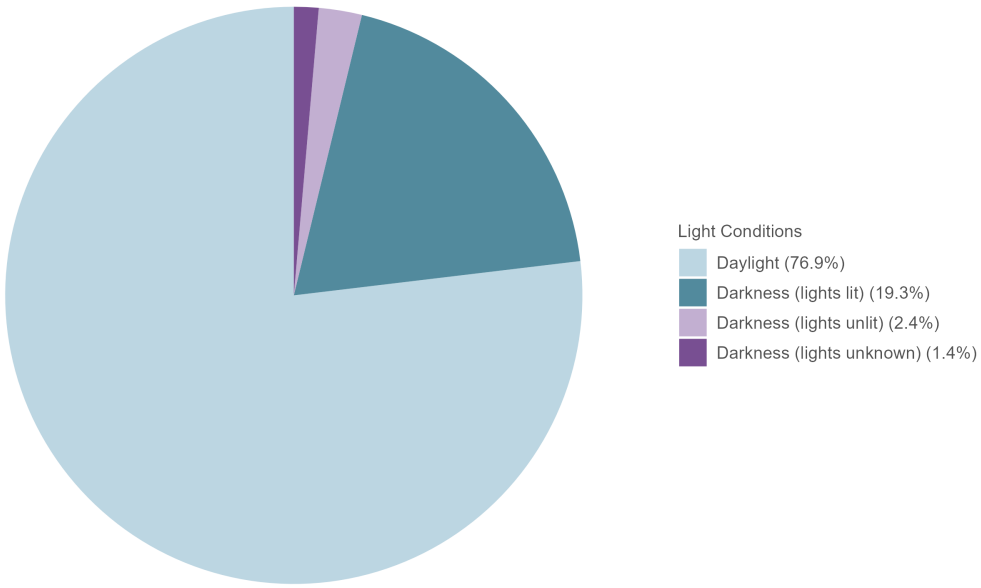
4.2.1.5.2 Collisions on urban roads by hour of the day on weekends Figure 70 shows collisions on urban roads on a weekend by the hour of the day in which they occurred. The distribution of speeds by hour across the weekend is much more spread out with peaks at 11am, between 1-3pm and 6-8pm. Collisions resulting in serious injury are more prevalent between 2-3pm.

Figure 70: West Berkshire collisions on urban roads, by hour of the day during weekends (2018-2022)



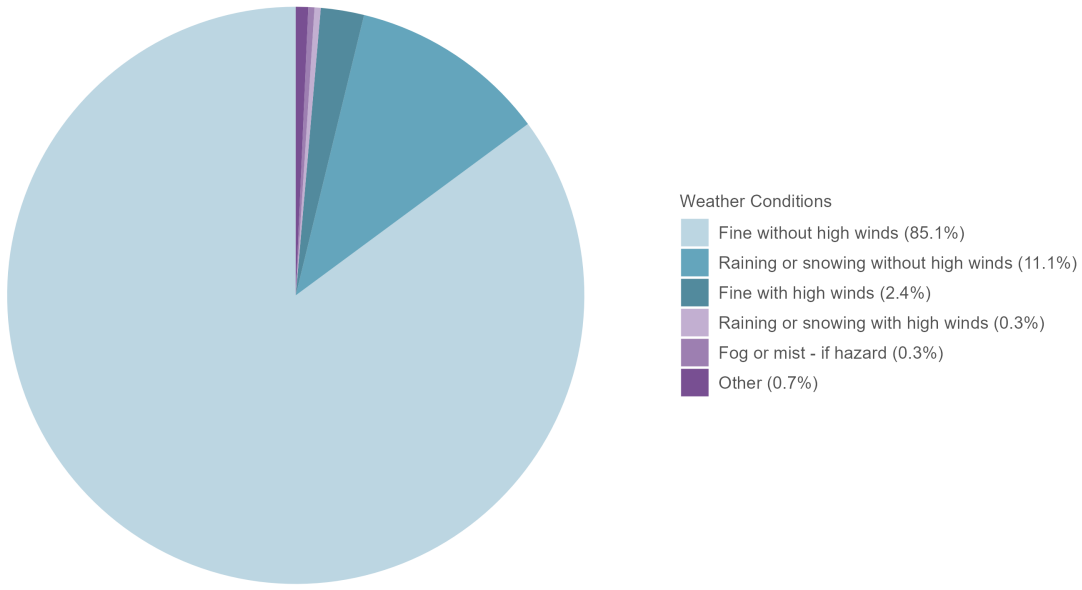
4.2.1.6 Collisions on urban roads by light conditions Figure 71 shows collisions on urban roads in West Berkshire by the light conditions at the time of the collision.Three quarters of all collisions on West Berkshire's urban roads occur during daylight. Of those collisions occurring during hours of darkness, the majority are under street-lit conditions (19%).

Figure 71: West Berkshire collisions on urban roads by light conditions (2018-2022)



4.2.1.7 Collisions on urban roads by weather conditions Figure 72 shows collisions on urban roads in West Berkshire by the weather conditions present at the time of the collision. Whilst the majority of collisions on West Berkshire's urban roads are during fine and dry weather conditions, of the remainder, the majority (11%) occurred when the weather was wet, without high winds.

Figure 72: West Berkshire collisions on urban roads by weather conditions (2018-2022)



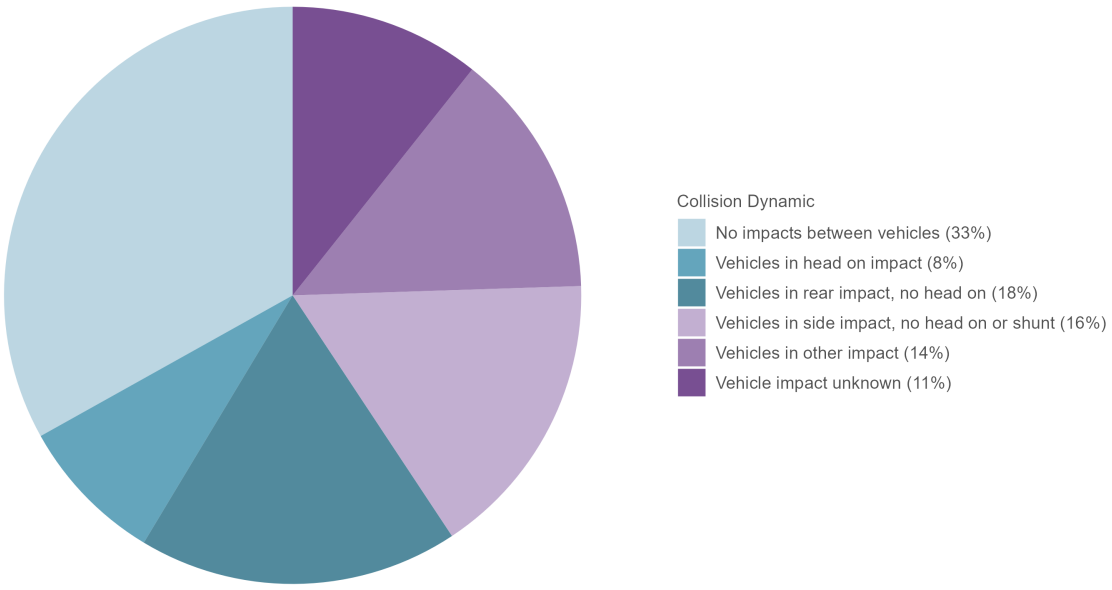
4.2.1.7.1 Collisions on urban roads by driver residency At a national scale, 52% of collisions on urban roads occur on the driver's home authority roads. In West Berkshire 61% of the collisions on the urban roads involve drivers who are from West Berkshire. Of the remainder, for a large proportion (24%) the driver residency is unknown but 5% come from Reading, 3% from Hampshire and the rest from other neighbouring authorities.

4.2.1.8 Collision dynamics and driver actions on urban roads

4.2.1.8.1 Collision dynamics Figure 73 shows collisions on urban roads in West Berkshire by the dynamics resulting in the collision. A description of collision dynamics and the derivation using STATS19 data is outlined in section 5.1.4 of this report.

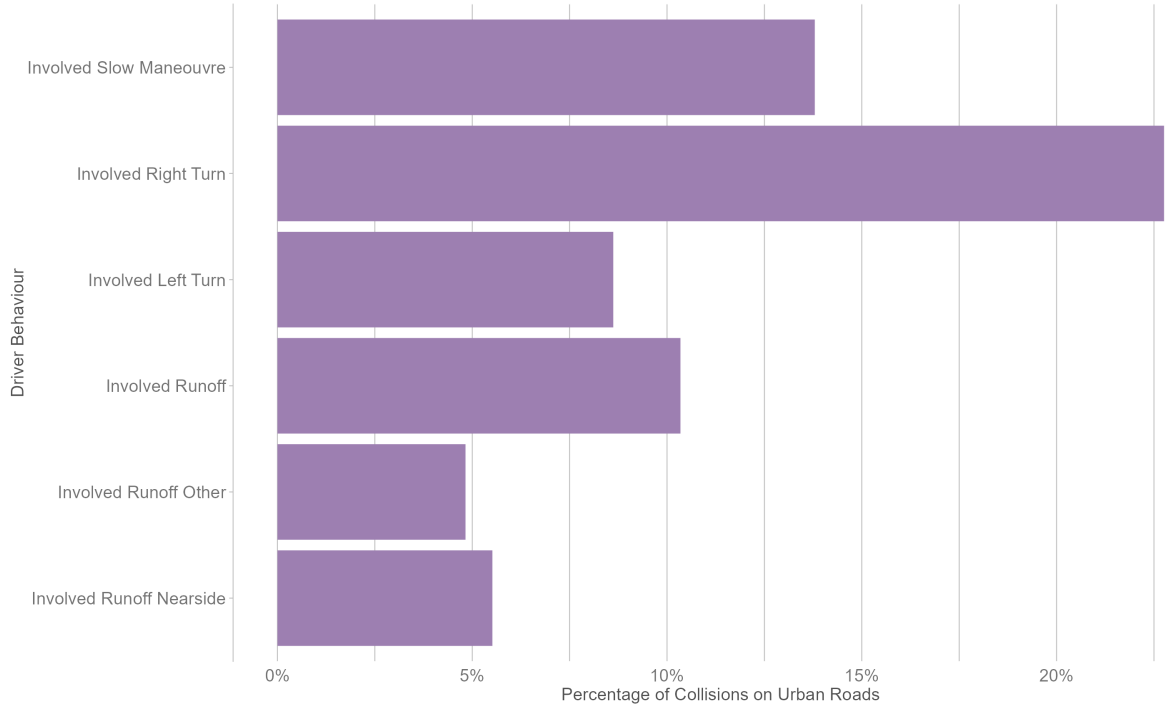
A third of collisions on urban roads resulted in no vehicle to vehicle impact. Where multiple vehicles were involved in the collision 18% involved rear vehicle impact, 16% side impact and 8% in head-on, or impact at another point on the vehicle respectively.

Figure 73: West Berkshire collisions on urban roads by collision dynamics (2018-2022)



4.2.1.8.2 Driver actions Figure 74 shows collisions on urban roads in West Berkshire by the presence of different driver actions. An explanation of the derivation of driver actions and the definitions are included in section **??** of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers. Consistent with the high percentage of multi-vehicle collisions on urban roads resulting in rear or side impact, the driver behaviour with highest percentage of collisions on urban roads is making a right-turn followed by a slow manoeuvre such as stopping.

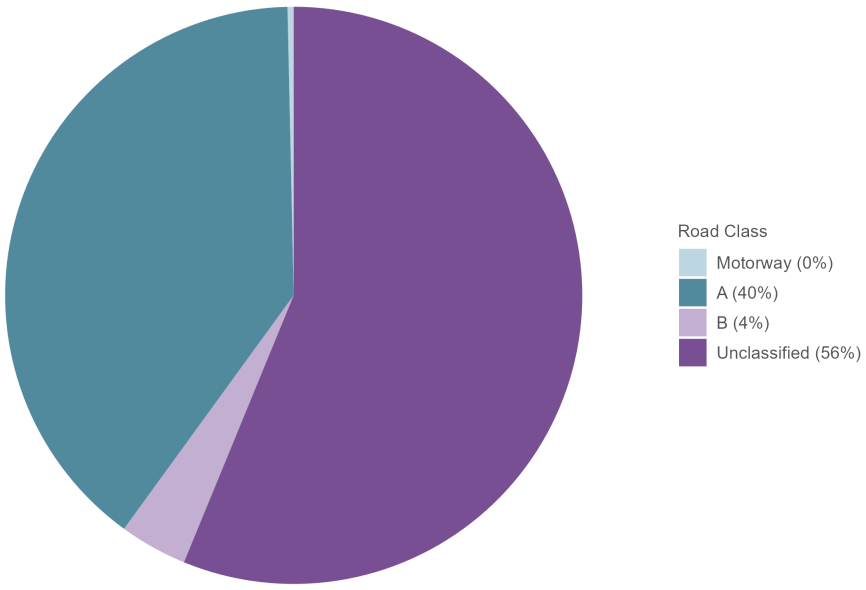
Figure 74: West Berkshire collisions on urban roads by driver actions (2018-2022)



4.2.1.9 Urban road environment

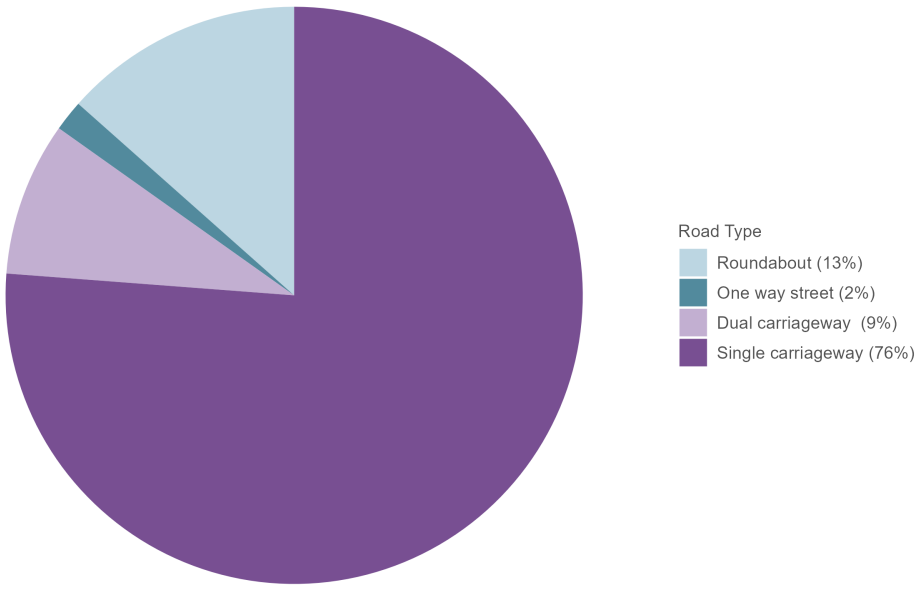
4.2.1.9.1 Road class Figure 75 shows collisions on urban roads in West Berkshire by class of road.Typical of urban environments where the majority of roads are unclassified, 56% of collisions on West Berkshire's urban roads are on those roads of the lowest hierarchy in the road classification system.

Figure 75: West Berkshire collisions on urban roads by road class (2018-2022)



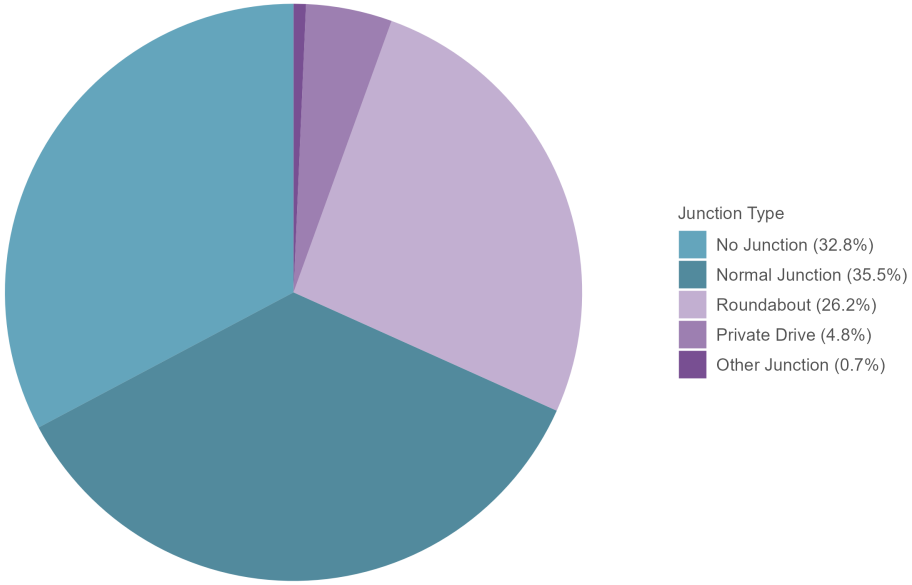
4.2.1.9.2 Carriageway type Figure 76 shows collisions on urban roads in West Berkshire by carriageway type of road. Consistent with the above, 76% of collisions occur on single carriageways.

Figure 76: West Berkshire collisions on urban roads by road carriageway type (2018-2022)



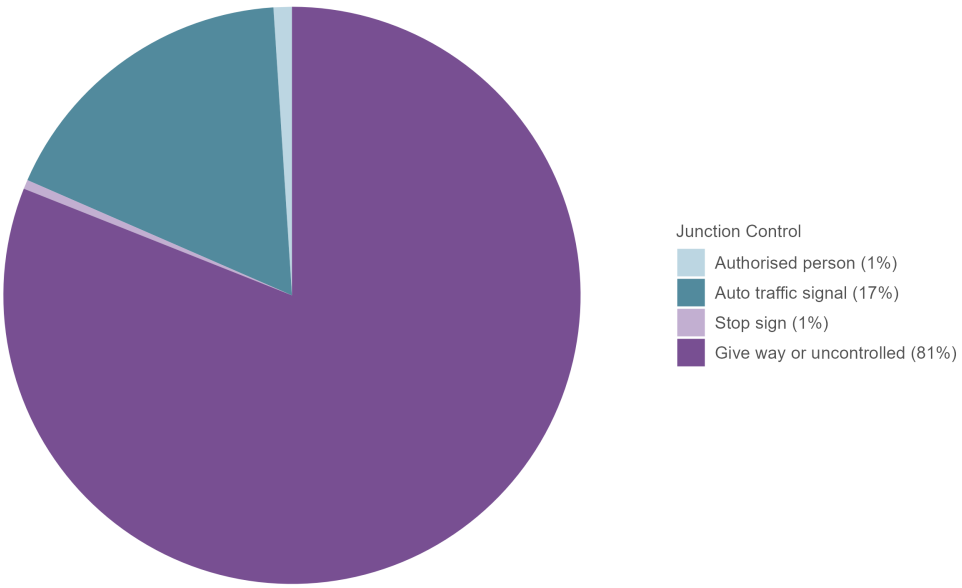
4.2.1.9.3 Junction type Figure 77 shows collisions on urban roads in West Berkshire by the presence and type of junction.Two thirds of collisions on West Berkshire's urban roads are split more or less evenly between those that don't occur at a junction and those occurring at normal junctions such as crossroads or T-junctions. Just over a quarter of collisions occur at roundabouts and 5% at private driveways.

Figure 77: West Berkshire collisions on urban roads by junction type (2018-2022)



4.2.1.9.4 Junction control Figure 78 shows collisions on urban roads in West Berkshire by the type of junction control (if the collision took place at a junction).Only 17% of the collisions occurring at junctions on West Berkshire's urban roads are subject to traffic signal control with give way or uncontrolled junctions accounting for 81% of collisions at junctions.

Figure 78: West Berkshire collisions on urban roads by junction control (2018-2022)



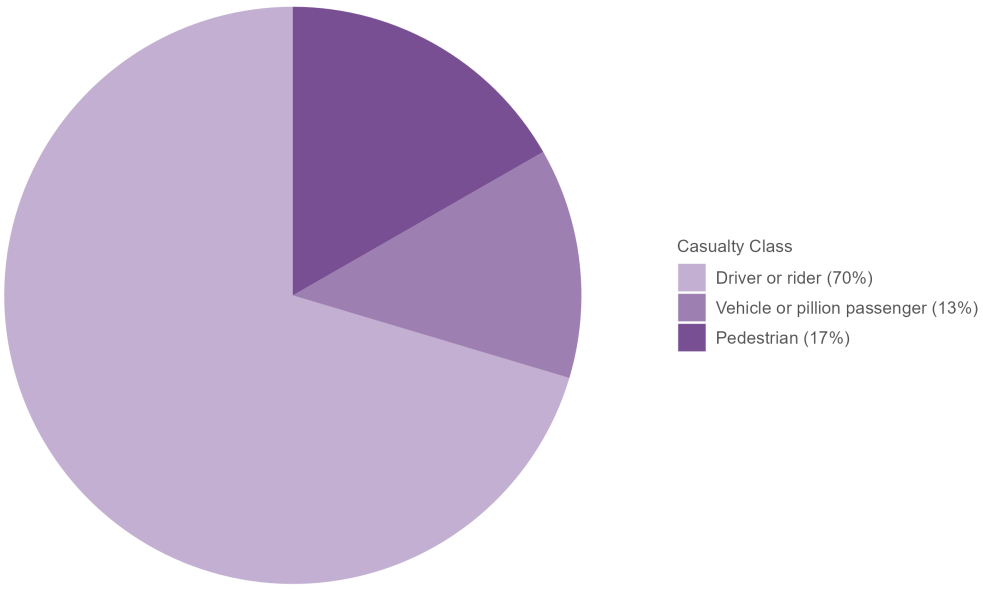
4.2.2 Casualty trends on urban roads

4.2.2.1 All casualties Figure 79 shows annual casualty numbers for collisions on West Berkshire's urban roads.The number of casualties injured on West Berkshire's urban roads follows very closely the pattern of all collisions over the last decade. Following an increase in 2021 back to pre-pandemic levels, the number of casualties on West Berkshire's urban roads decreased slightly in 2022 to 61, however a greater percentage of those were seriously injured (21% in 2022 compared to 8% in 2021).

Figure 79: Casualties on West Berkshire's urban roads by year (2013-2022)

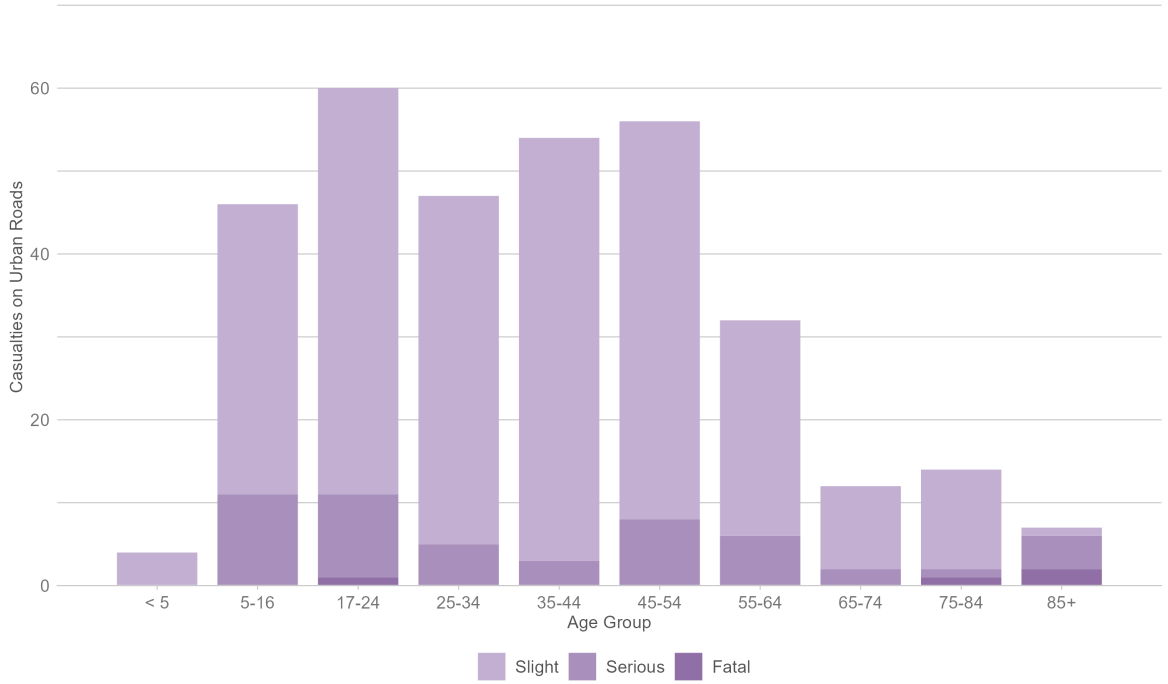
4.2.2.1.1 Casualty class Figure 80 shows the classes of casualties injured on urban roads in West Berkshire.The majority of casualties are the driver or rider of the collision-involved vehicle with 13% of casualties being pedestrians and 17% being pedestrians.

Figure 80: West Berkshire casualties on urban roads by casualty class (2018-2022)



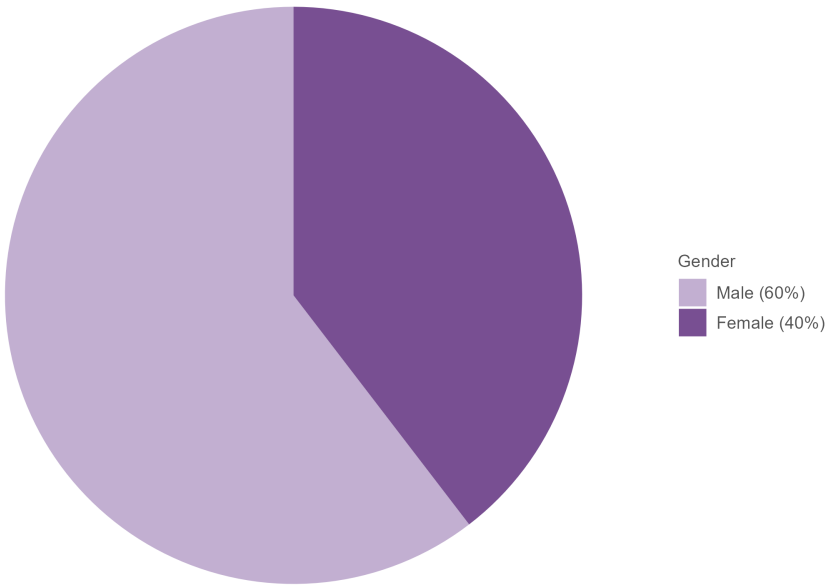
4.2.2.1.2 Casualty age Figure 81 shows the age groups of casualties injured on urban roads in West Berkshire.Unsurprisingly road users aged 5 - 54 years old constitute the majority (79%) of casualties injured on West Berkshire's urban roads. The highest number of casualties are aged 17-24 years followed by 45-54 year olds and 35-44 year olds.

Figure 81: West Berkshire casualties on urban roads by age group (2018-2022)



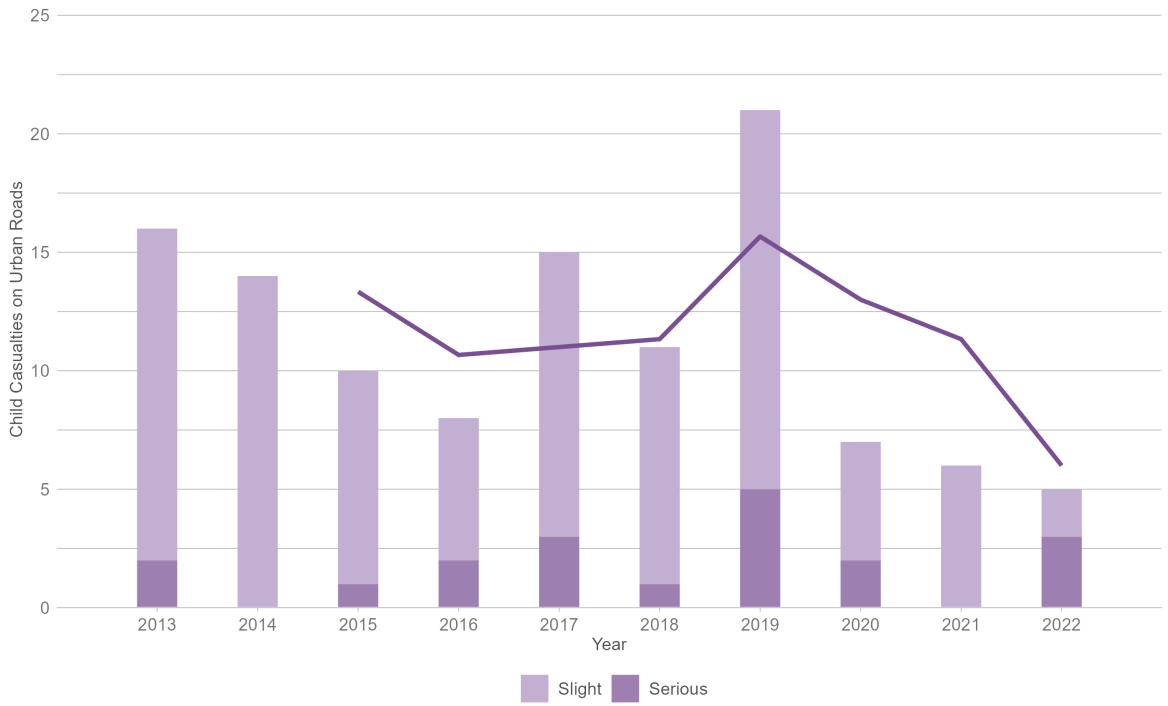
4.2.2.1.3 Casualty gender Figure 82 shows the breakdown of casualties injured on urban roads in West Berkshire by gender.Male casualties are injured in more collisions across West Berkshire as drivers or riders, compared to females. However when looking specifically at the urban road network, whilst still the predominant gender injured, the percentage of male casualties is lower than across the authority as a whole.

Figure 82: West Berkshire casualties on urban roads by gender (2018-2022)



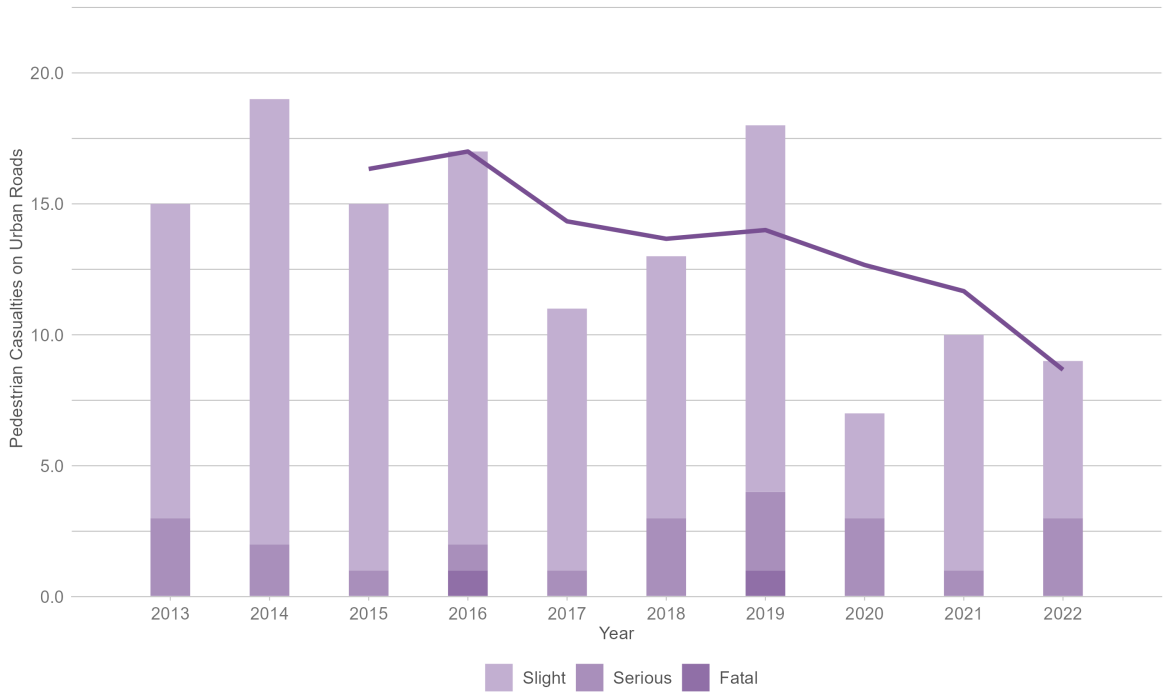
4.2.2.2 Child casualties Figure 83 shows annual child casualty numbers on collisions on West Berkshire's urban roads.The number of child casualties on West Berkshire's urban roads was at its highest for the last decade in 2019 with 21 casualties. In 2020 however there were just 7 child casualties, 6 in 2021 and this figure has dropped again in 2022 to just 5 child casualties injured on West Berkshire's urban roads.

Figure 83: Child casualties on West Berkshire's urban roads by year (2013-2022)



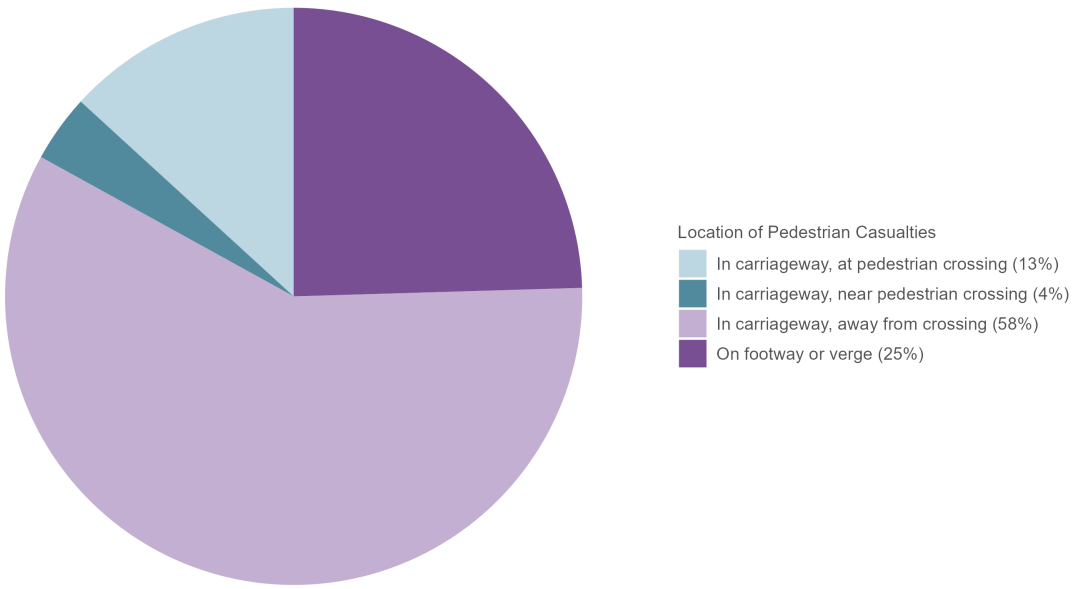
4.2.2.3 Pedestrian casualties Figure 84 shows annual pedestrian casualty numbers on collisions on West Berkshire's urban roads. Overall the number of pedestrians injured on West Berkshire's urban road network is low with an annual average of just 13 over the last ten years. The number of pedestrian casualties fell in 2020 to a decade low of 7. Despite rising in 2021 to 10 pedestrian casualties the number fell again to 9 in 2022.

Figure 84: Pedestrian casualties on West Berkshire's urban roads by year (2013-2022)



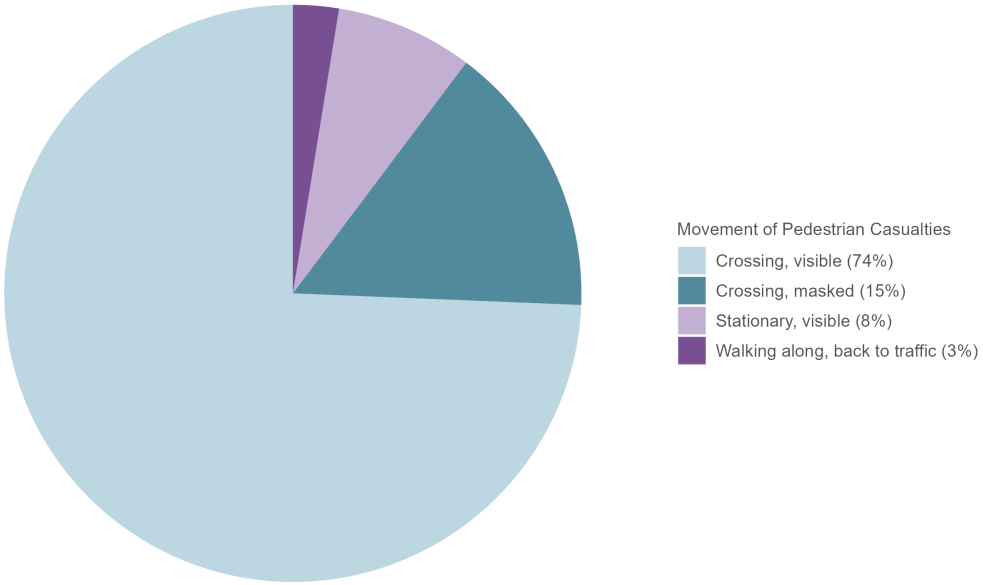
4.2.2.3.1 Pedestrian location Figure 85 shows the location of pedestrian casualties injured on urban roads in West Berkshire. Over half of all pedestrian casualties were injured in the carriageway, away from a designated crossing point. One quarter of casualties were injured while walking along the verge or footway and 13% were injured while crossing the road at a designated crossing point.

Figure 85: West Berkshire pedestrian casualties on urban roads by pedestrian location (2018-2022)



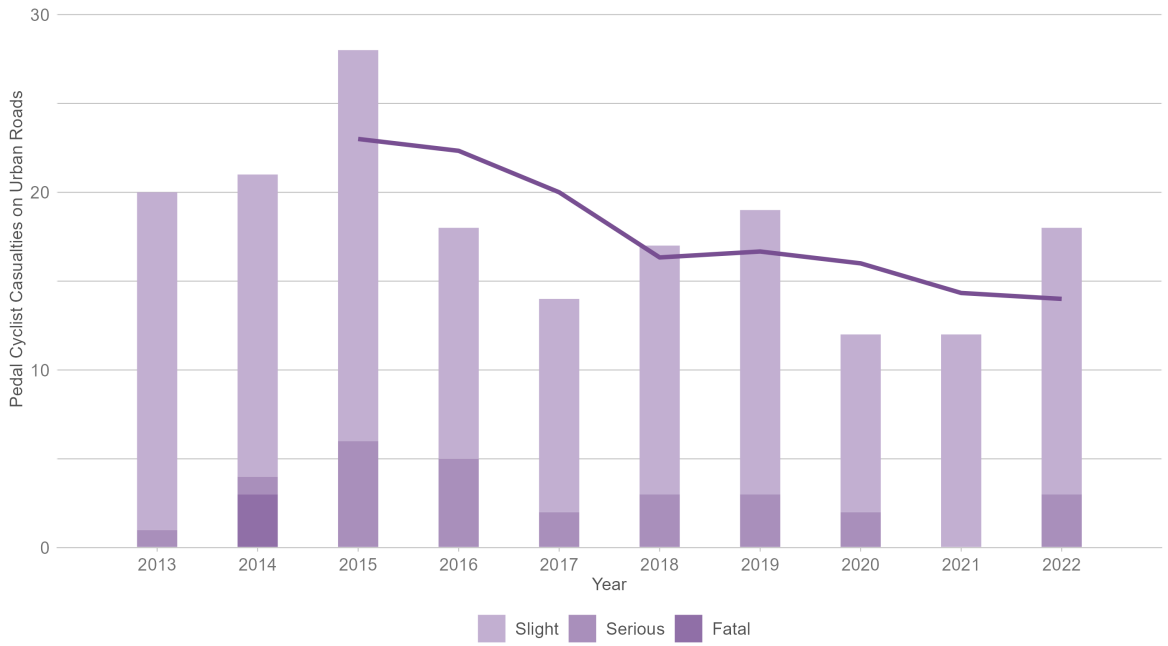
4.2.2.3.2 Pedestrian movement Figure 86 shows the movement of pedestrian casualties injured on urban roads in West Berkshire.Almost three quarters of those pedestrians injured while crossing the road were considered visible to approaching drivers/riders indicating driver error rather than pedestrian error. Fifteen percent of pedestrian casualties, however, were crossing the road when their presence was masked by vehicles, buildings or other features on the highway.

Figure 86: West Berkshire pedestrian casualties on urban roads by pedestrian movement (2018-2022)



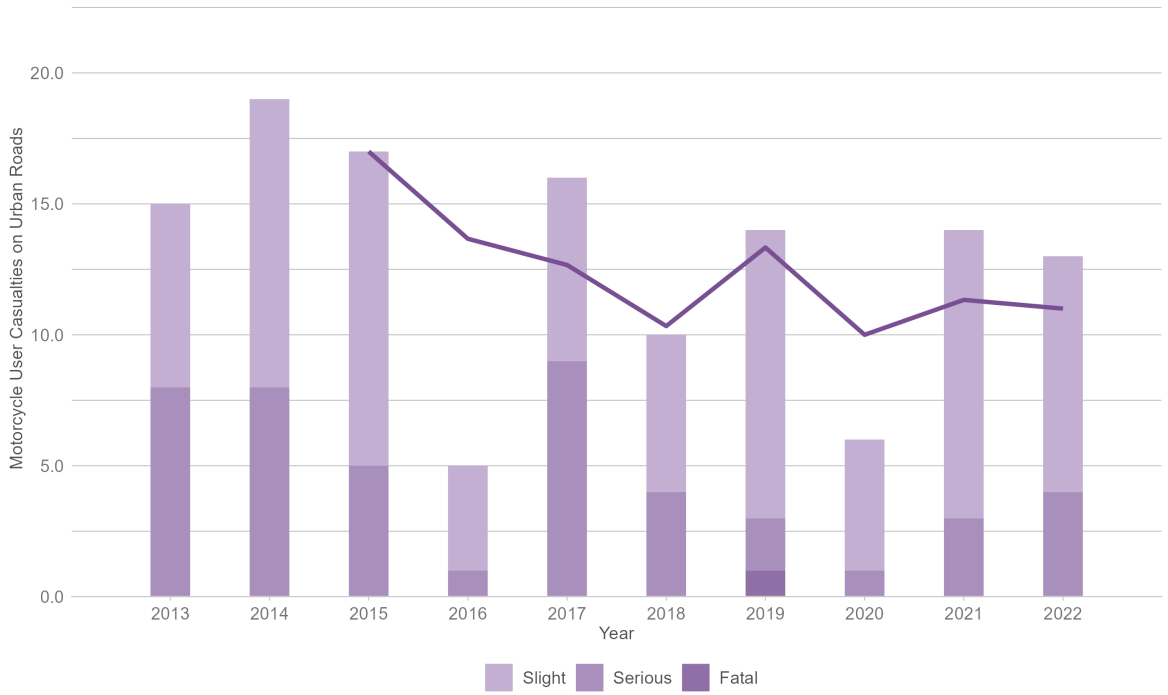
4.2.2.4 Pedal cyclist casualties Figure 87 shows annual pedal cyclist casualty numbers on collisions on West Berkshire's urban roads.The number of pedal cyclist casualties on West Berkshire's urban roads shows greater year on year variation than the number of pedal cyclist casualties across the authority as a whole. The number of pedal cyclists injured in collisions on the urban road network increased by 50% from 2021 to 2022 to pre-pandemic levels.

Figure 87: Pedal cyclist casualties on West Berkshire's urban roads by year (2013-2022)



4.2.2.5 Motorcycle user casualties Figure 88 shows annual motorcycle user casualty numbers on West Berkshire's urban roads. Like pedal cyclists there is greater year on year variation in motorcycle casualty numbers on West Berkshire's urban roads than the authority as a whole. This is evident in the change in motorcycle casualty numbers on urban roads that have increased in 2021 and 2022 to pre-pandemic levels.

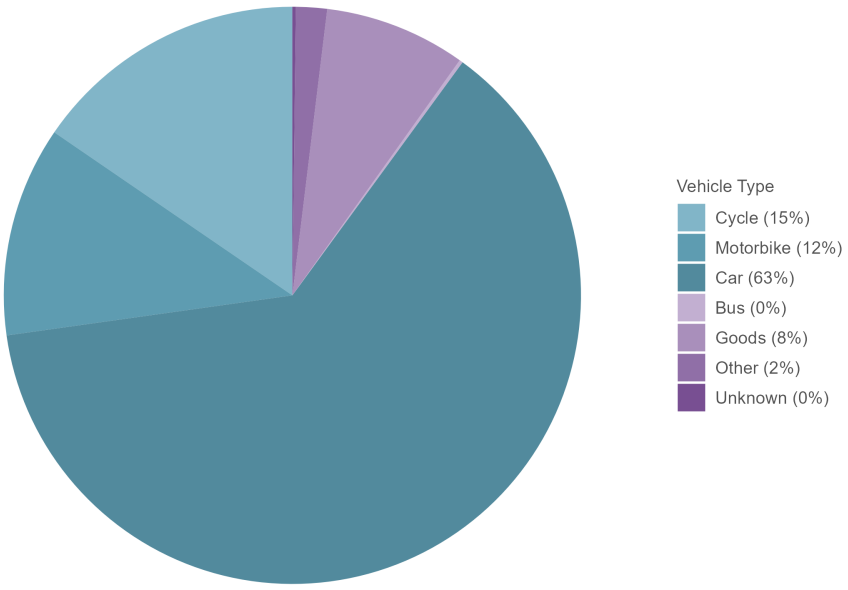
Figure 88: Motorcycle user casualties on West Berkshire's urban roads by year (2013-2022)



4.2.3 Driver trends on urban roads

4.2.3.1 Vehicle type Figure 89 shows the types of vehicles involved in collisions on urban roads in West Berkshire. Unsurprisingly, cars are involved in the most collisions on urban roads in West Berkshire (63%), followed by motorcycles (12%), pedal cycles (15%) and goods vehicles (8%).

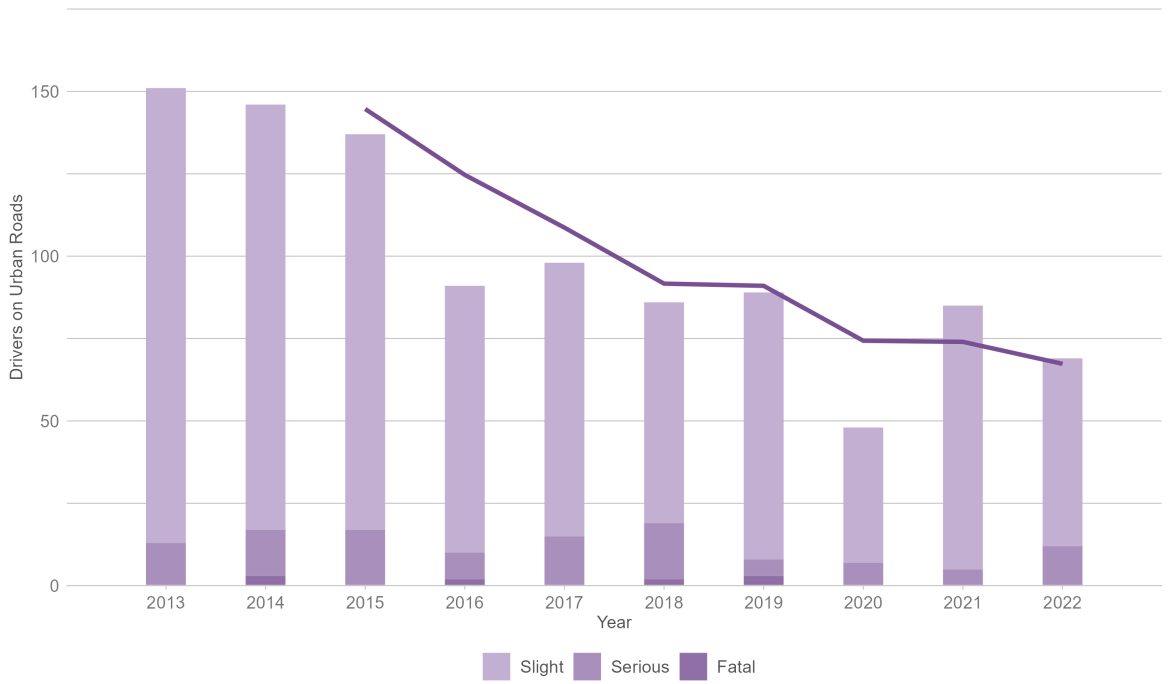
Figure 89: West Berkshire collision-involved drivers on urban roads by vehicle type (2018-2022)



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

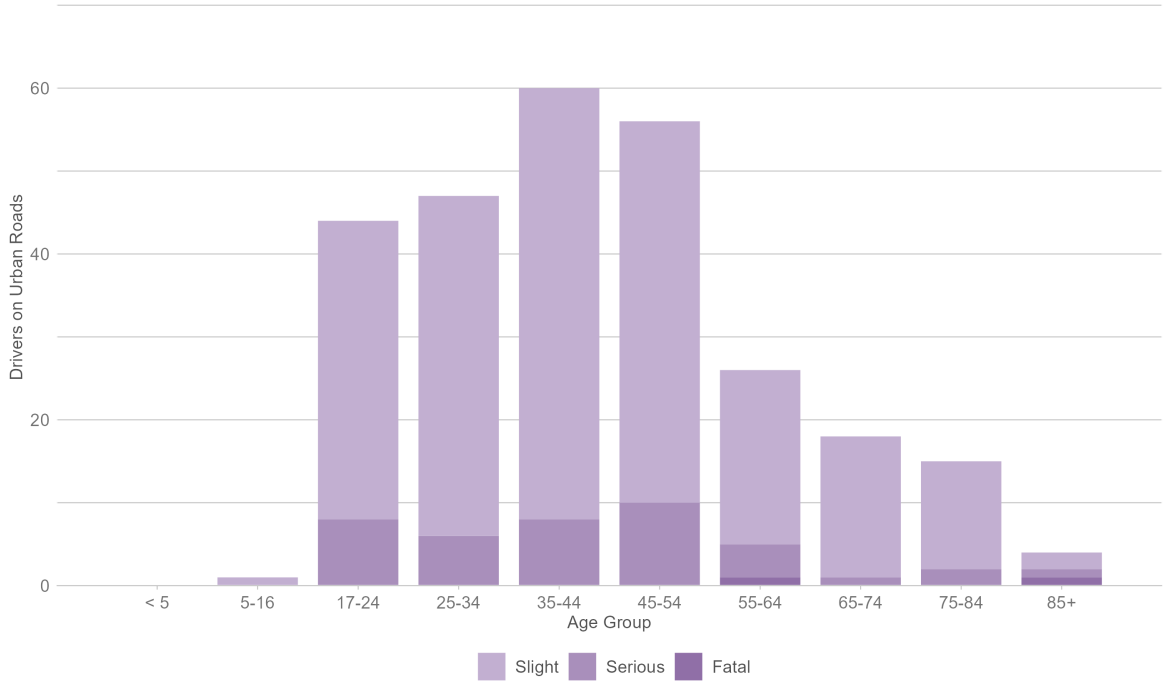
Figure 90 shows annual driver collision involvement on West Berkshire's urban roads.The number of motor vehicle drivers involved in collisions on West Berkshire's urban roads has been gradually falling since 2014. Following an increase in motor vehicle drivers between 2020 and 2021 from 48 to 85, numbers have subsequently decreased in 2022 to 69. However a greater proportion of those drivers were involved in serious collisions in 2022 (17% in 2022 compared with 6% in 2021).

Figure 90: Drivers involved in collisions on West Berkshire's urban roads by year (2013-2022)



4.2.3.2.1 Driver age Figure 91 shows the age groups of drivers involved in collisions on urban roads in West Berkshire.Drivers aged 17-24 have the highest numbers of collisions on urban roads, followed by those aged 25-34 and 35-44.

Figure 91: West Berkshire collision-involved drivers on urban roads by age group (2018-2022)

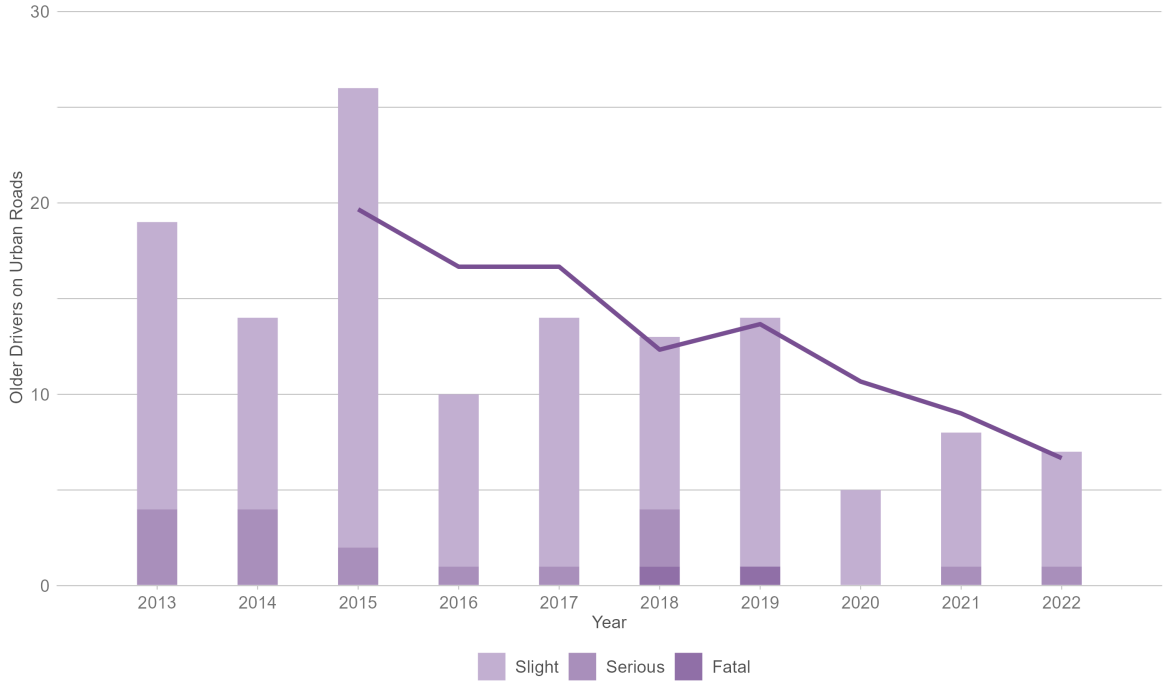


4.2.3.2.2 Young drivers Figure 92 shows annual numbers of young drivers involved in collisions on West Berkshire's urban roads. In this analysis, young drivers are those aged 17 to 24. As shown by the rolling 3 year average trend line on Figure 92 the number of young adult drivers involved in collisions on urban roads in West Berkshire has been steadily falling since 2012. The extent of reduction has reduced in the last 4 years when the numbers have increased slightly from 7 young driver in 2019 to 9 young drivers in 2022.

Figure 92: Collision-involved young drivers on West Berkshire's urban roads by year (2013-2022)

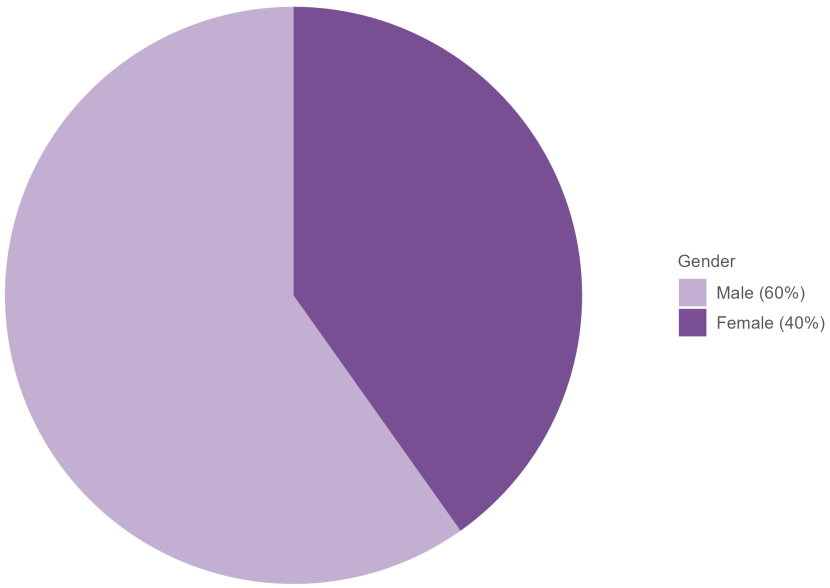
4.2.3.2.3 Older drivers Figure 93 shows annual numbers of older drivers involved in collisions on West Berkshire's urban roads. In this analysis, older drivers are those aged 60 and over. The number of drivers aged 60+years involved in collisions on urban roads shown in Figure 93 indicates that they are just a small proportion, approximately 14% in 2022, of all older drivers involved in collisions in West Berkshire. Numbers dropped to the lowest level in 2022 with 7 older drivers involved in collisions, compared with 19 ten years ago.

Figure 93: Collision-involved older drivers on West Berkshire's urban roads by year (2013-2022)



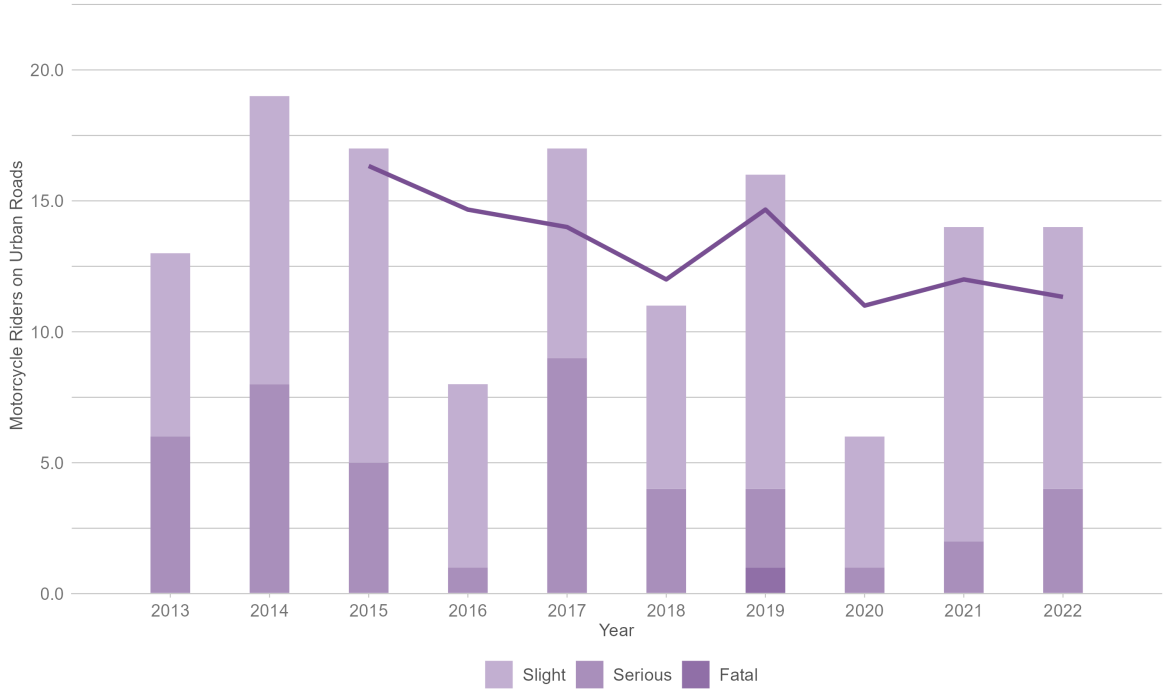
4.2.3.2.4 Driver gender Figure 94 shows the breakdown of drivers involved in collisions on urban roads in West Berkshire by gender. The proportion of male:female drivers involved in collisions on urban roads is very similar to the casualty gender distribution on all roads with 60% male.

Figure 94: West Berkshire collision-involved drivers on urban roads by gender (2018-2022)



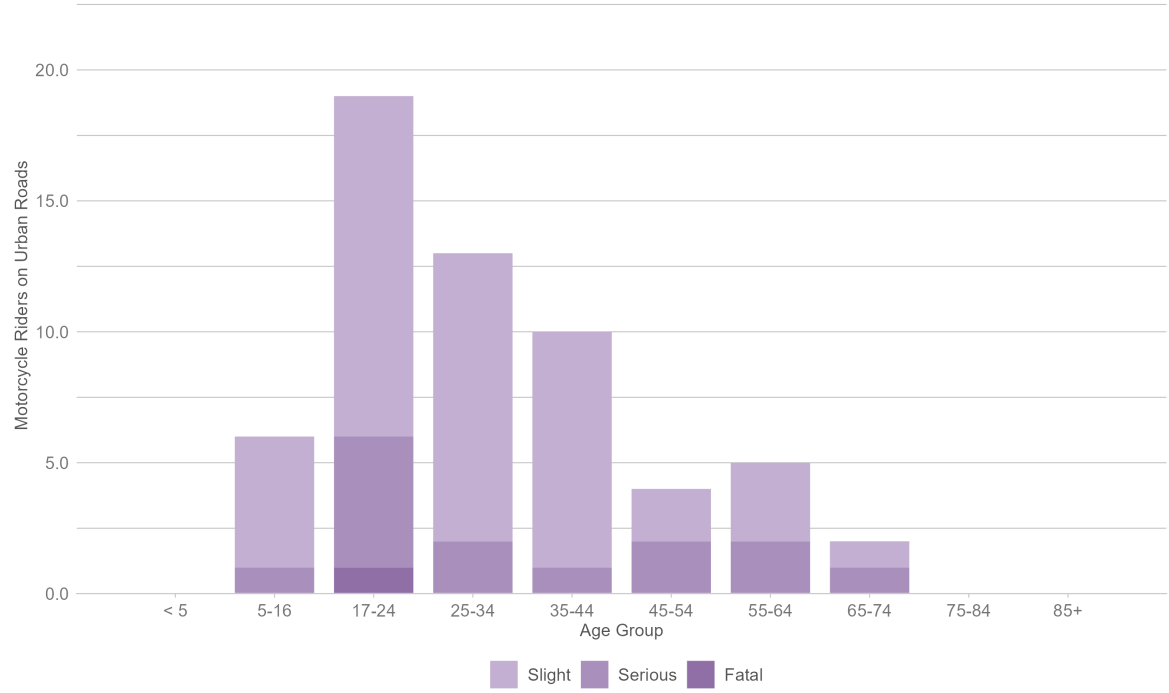
4.2.3.3 Motorcycle riders Figure 95 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's urban roads.There were 14 motorcycle riders involved in collisions on West Berkshire's urban roads in 2022, this is 40% of all motorcycle collisions in West Berkshire.

Figure 95: Collision-involved motorcycle riders on West Berkshire's urban roads by year (2013-2022)



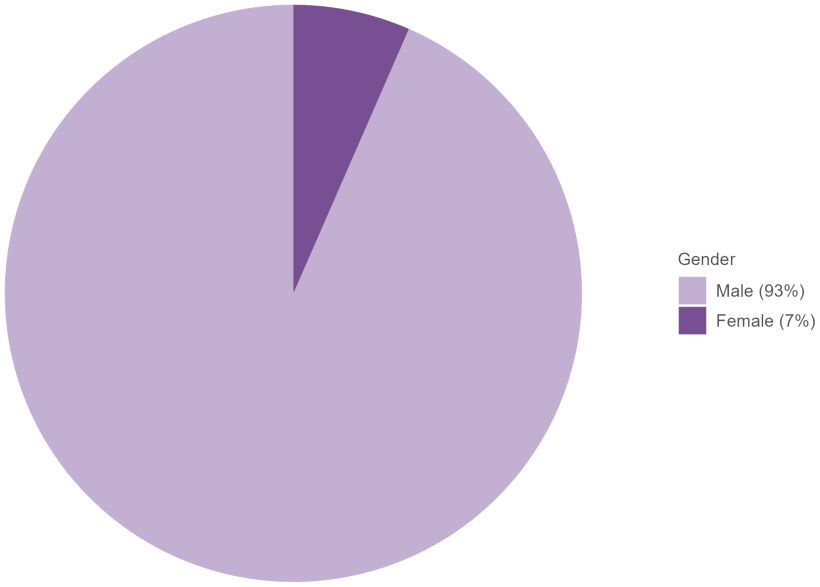
4.2.3.3.1 Rider age Figure 96shows the age groups of motorcycle riders involved in collisions on urban roads in West Berkshire.Thirty-two per cent of the collision-involved motorcycle riders on West Berkshire's urban roads are aged 17-24. The proportion of young motorcycle riders involved in collisions where at least one person is killed or seriously injured is 32%, higher than any other age group.

Figure 96: West Berkshire collision-involved motorcycle riders on urban roads by age group (2018-2022)



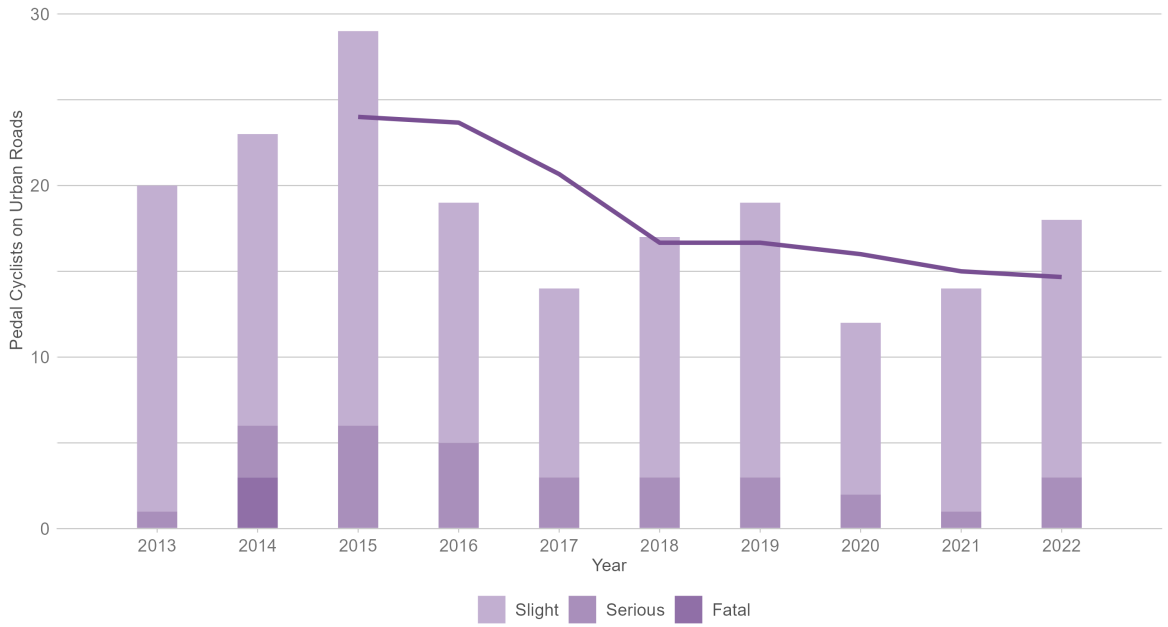
4.2.3.3.2 Rider gender Figure 97 shows the breakdown of motorcycle riders involved in collisions on urban roads in West Berkshire by gender. Males continue to dominant the gender balance of motorcycle riders with 93% of those involved in collisions on urban roads being male.

Figure 97: West Berkshire collision-involved motorcycle riders on urban roads by gender (2018-2022)



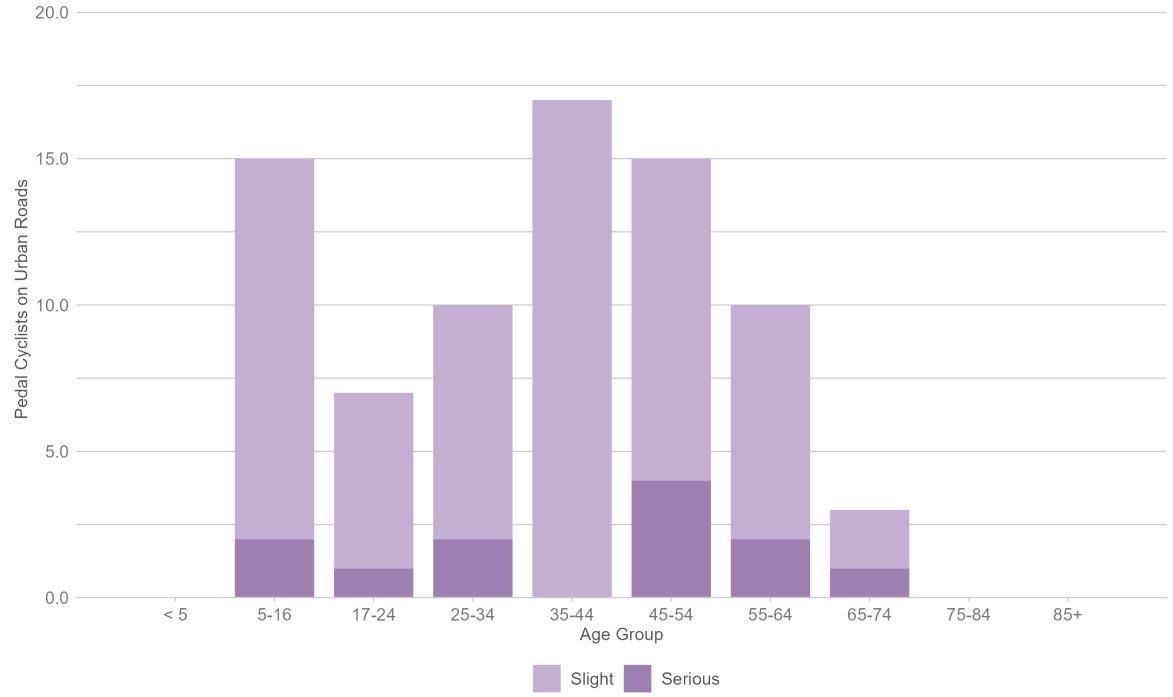
4.2.3.4 Pedal Cyclists Figure 98 shows annual numbers of pedal cyclists involved in collisions on West Berkshire's urban roads.The ten year pattern of pedal cyclists involved in collisions is very similar between all roads and urban roads within West Berkshire. The numbers of pedal cyclists involved in collision increased in 2022 to pre-pandemic levels.

Figure 98: Collision-involved pedal cyclists on West Berkshire's urban roads by year (2013-2022)



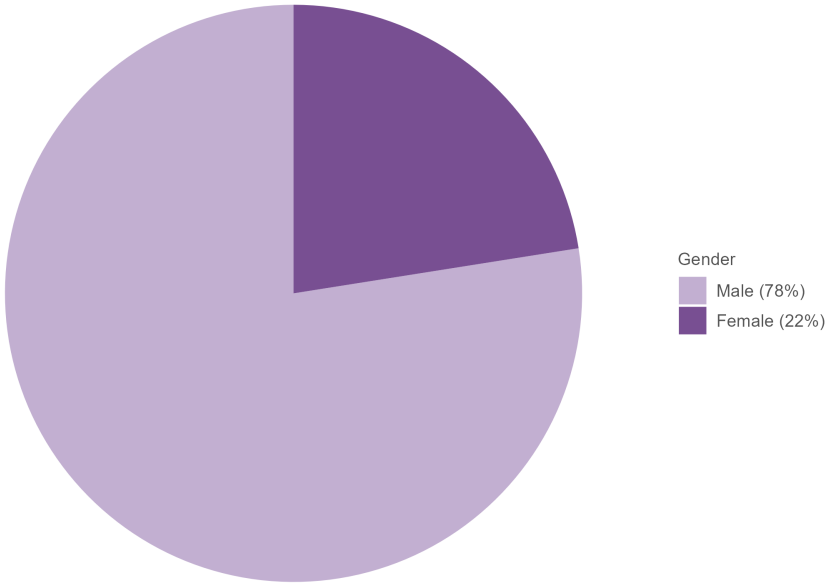
4.2.3.4.1 Cyclist age Figure 99 shows the age groups of pedal cyclists involved in collisions on urban roads in West Berkshire. On urban roads only, the highest number of pedal cyclists involved in collisions are aged 35-44, followed by those aged 5-16 and 45-54 in equal proportions.

Figure 99: West Berkshire collision-involved pedal cyclists on urban roads by age group (2018-2022)



4.2.3.4.2 Cyclist gender Figure 100 shows the breakdown of pedal cyclists involved in collisions on urban roads in West Berkshire by gender.Similar to motorcyclists, males dominate the gender balance in pedal cyclists involved in collisions on urban roads accounting for 78%.

Figure 100: West Berkshire collision-involved pedal cyclists on urban roads by gender (2018-2022)



4.3 Collisions on Rural Roads in West Berkshire

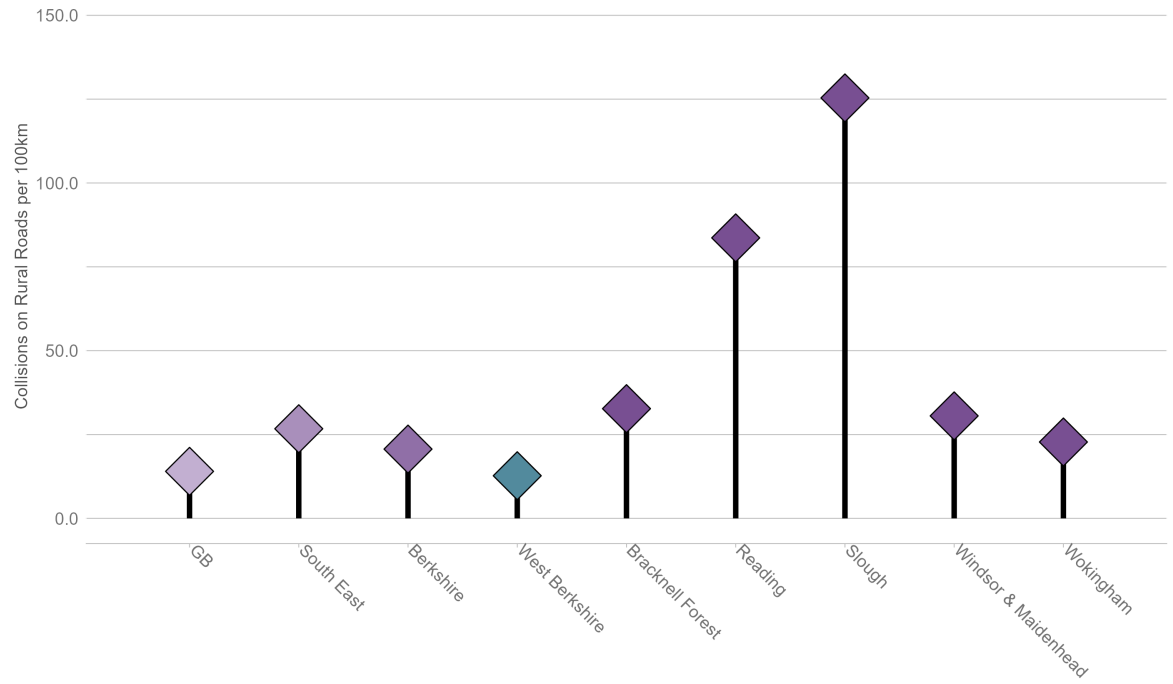
The following section investigates collisions in West Berkshire which occurred on rural roads. For an explanation of how rural roads have been identified in West Berkshire, please refer to Section 5.1.2.1.1.

4.3.1 Rates

4.3.1.1 Collisions on rural roads per 100km of rural road Figure 101 below shows the rate of average annual collisions on rural roads between 2018 and 2022 per 100km of rural road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

West Berkshire's rural roads had a collision rate of 12.7 collisions per year, per 100km of rural road length.

Figure 101: Annual average collisions on rural roads per 100km of rural road (2018-2022)

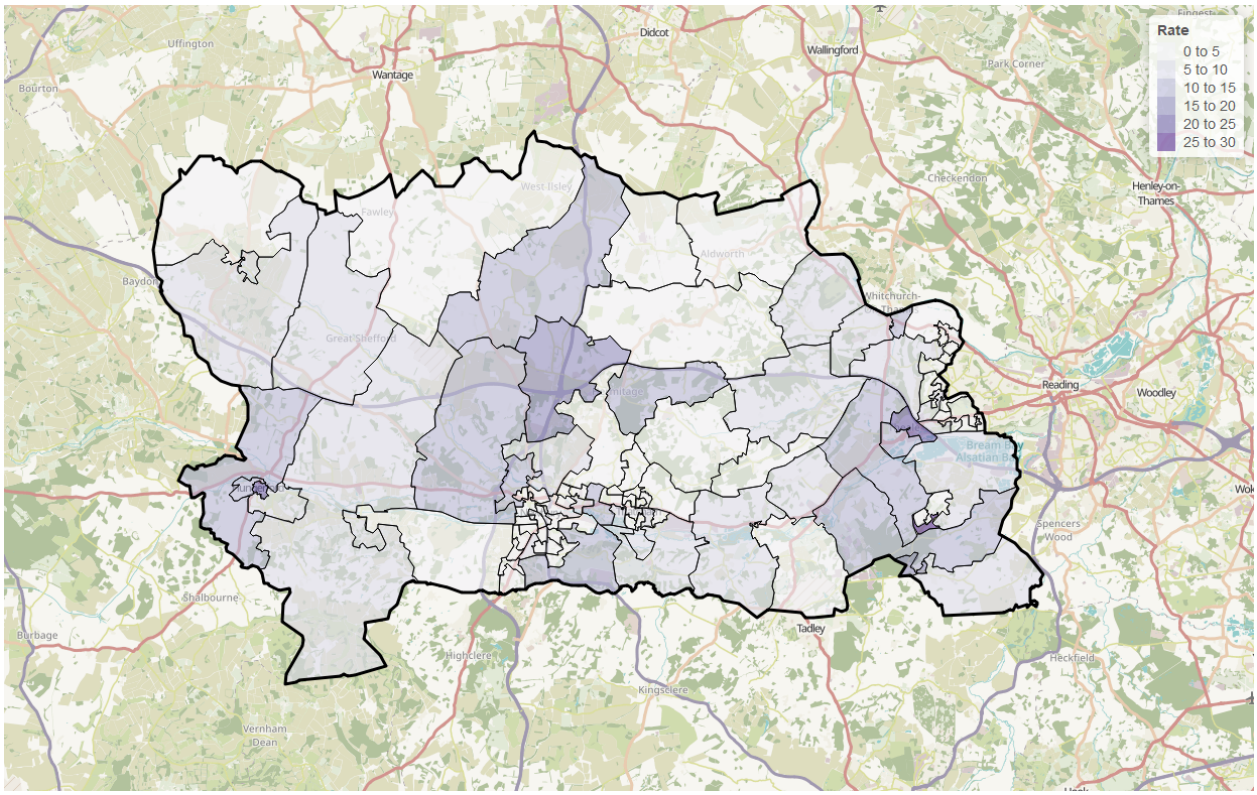


4.3.1.2 Comparisons West Berkshire's rural roads collision rate is 9% below the rate for Great Britain and 52% below the rate for the South East. Within Berkshire, West Berkshire has the lowest rural roads collision rate at 38% below the county rate and below neighbouring authorities such as Wokingham (22.8), Slough (125.4) and Windsor & Maidenhead (30.6).

4.3.1.2.1 Collisions on Rural Roads by Small Area Figure 102 shows collisions on rural roads in West Berkshire by LSOA. The thematic map is colour coded by the rate of annual average collisions on rural roads per 100km of rural road.

The highest rural roads collision rates are found in Hungerford, east Theale & Beenham and south-west Burghfield Common.

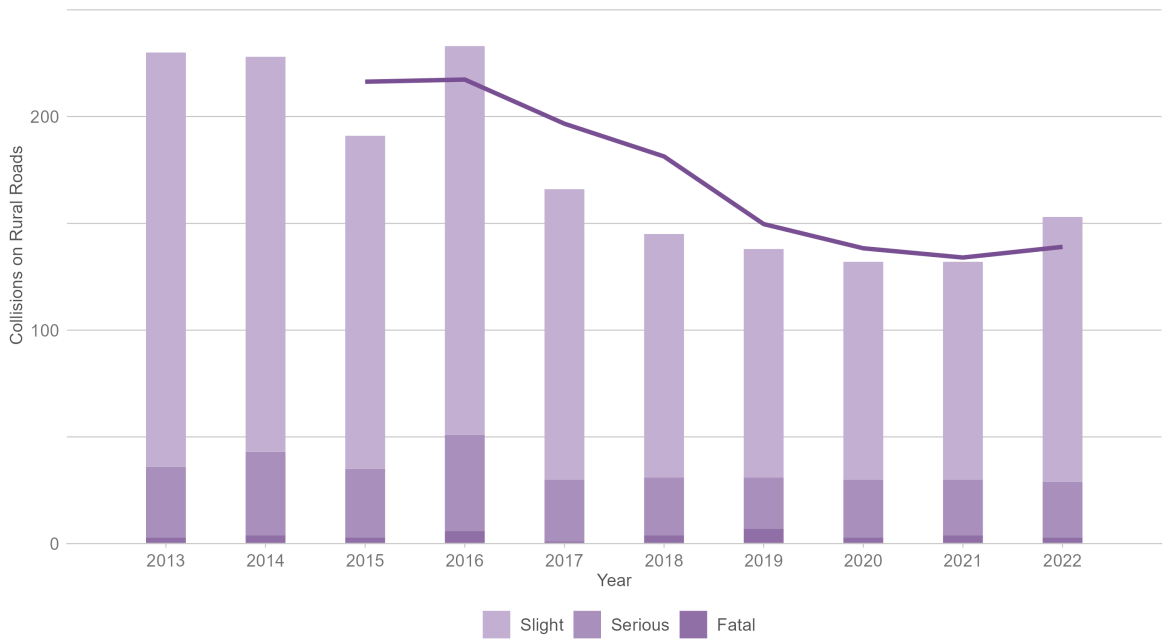
Figure 102: Annual average collisions on rural roads per 100km of rural road (2018-2022)



4.3.1.3 Trends Figure 103 shows annual collisions on West Berkshire's rural roads, since 2013 by severity.

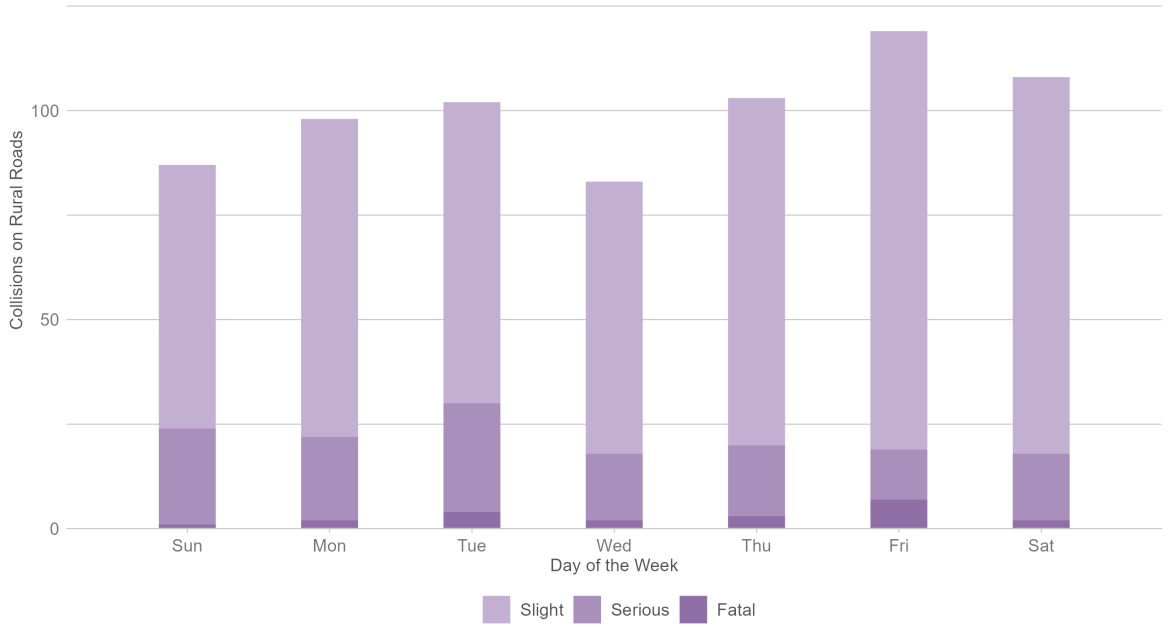
Collisions on West Berkshire's rural roads had been steadily falling since 2013 despite a small increase in 2016. The extent of reduction has reduced however since 2018 with no change between 2020 and 2021 and 132 recorded collisions on rural roads in each year respectively. However, 2022 has seen an increase of 16% from 132 in 2021 to 153 in 2022.

Figure 103: West Berkshire collisions on rural roads, by year and severity (2013-2022)



4.3.1.4 Collisions by day of the week Figure 104 shows collisions on rural roads in West Berkshire by day of the week and severity. The total number of collisions on rural roads is fairly consistent across the week. With a weekly average of 100 collisions per day, Wednesday has the fewest with 83 collisions and Friday and Saturday the highest with 119 and 108 respectively. The most severe collisions (killed and seriously injured) occur on West Berkshire's rural roads on Tuesdays, followed by Sundays.

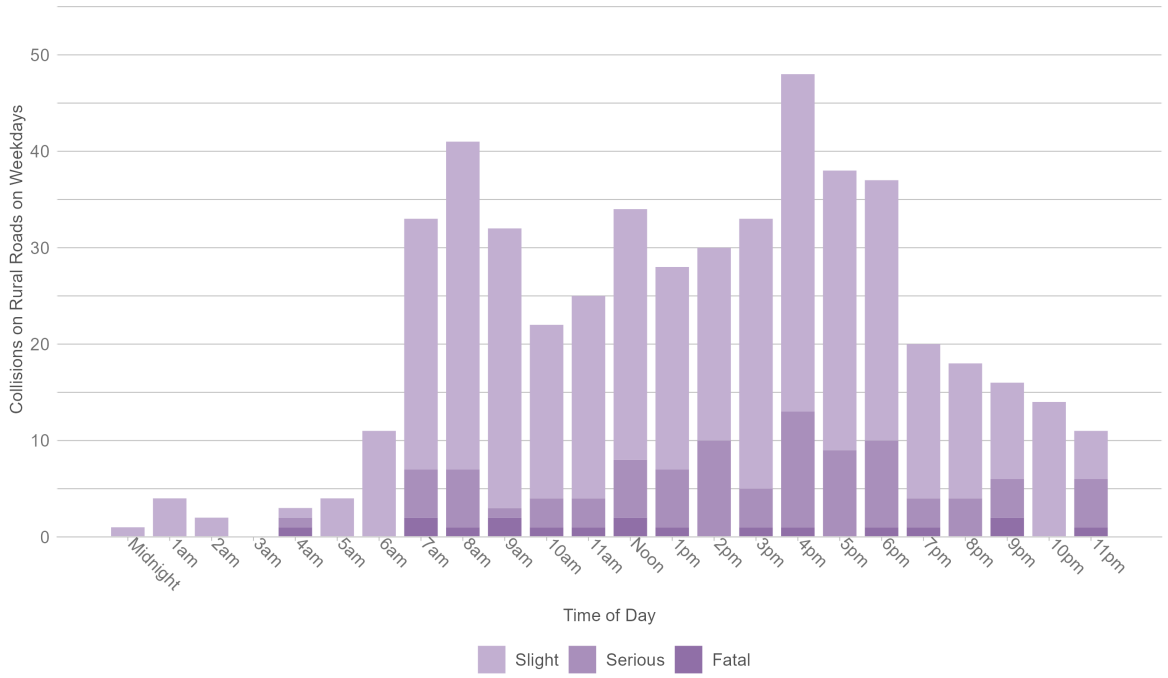
Figure 104: West Berkshire collisions on rural roads, by day of the week and severity (2018-2022)



4.3.1.5 Collisions on rural roads by hour of the day

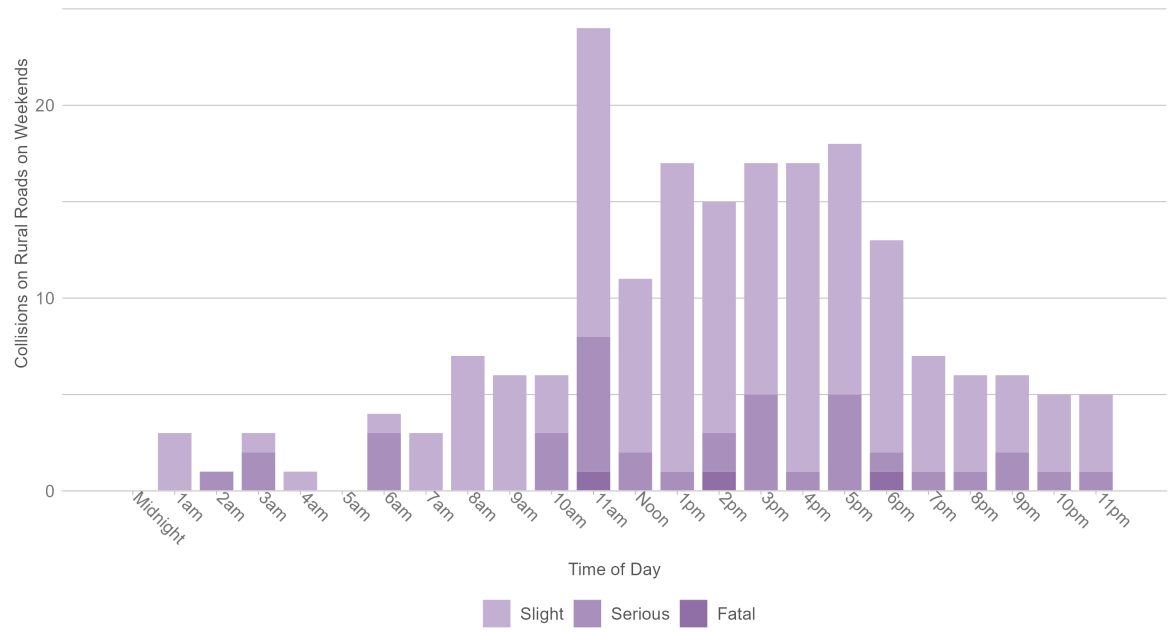
4.3.1.5.1 Collisions on rural roads by hour of the day on weekdays Figure 105 shows collisions on rural roads on weekdays by the hour of the day in which they occurred.The distribution of collisions on rural roads throughout weekdays reveals two distinct peaks between 7-10am and 4-7pm. The severity of collisions throughout the weekday on rural roads is substantially higher between 4-5pm with 13 killed or seriously injured collisions, a minimum of 30% higher than any other hour of the weekday.

Figure 105: West Berkshire collisions on rural roads, by hour of the day during weekdays (2018-2022)



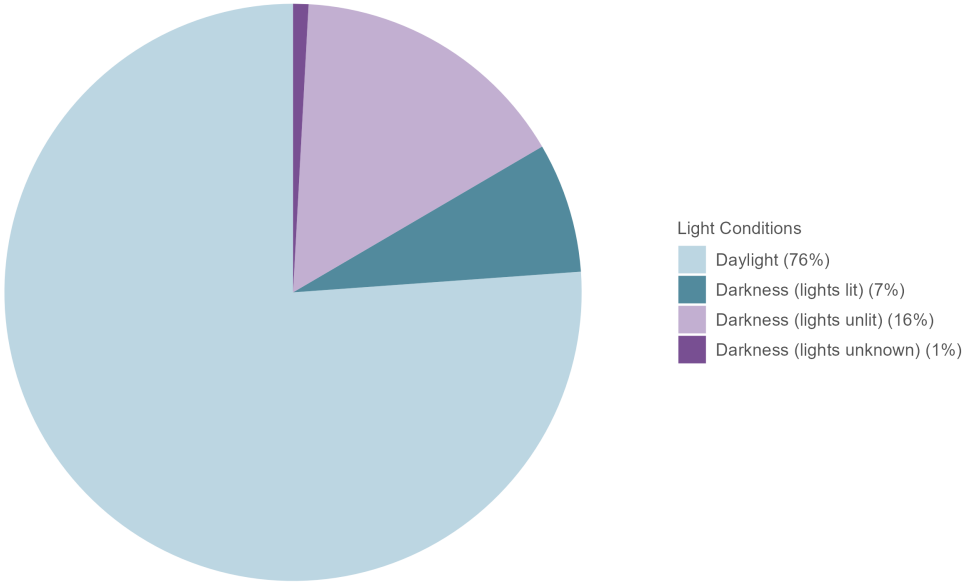
4.3.1.5.2 Collisions on rural roads by hour of the day on weekends Figure 106 shows collisions on rural roads on a weekend by the hour of the day in which they occurred. Unsurprisingly, at weekends there is not the same distribution of collisions corresponding with the AM and PM peak periods. The highest number of collisions on rural roads at weekends occur between 11am and 12Noon and second highest between 5pm and 6pm.

Figure 106: West Berkshire collisions on rural roads, by hour of the day during weekends (2018-2022)



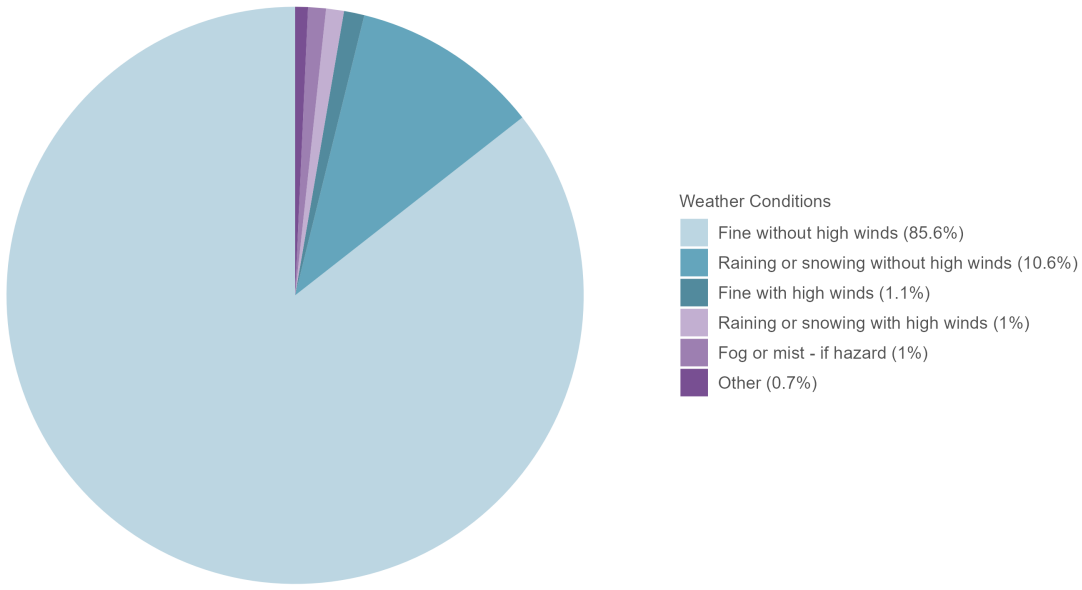
4.3.1.6 Collisions on rural roads by light conditions Figure 107 shows collisions on rural roads in West Berkshire by the light conditions at the time of the collision. Similar to collisions on the urban road network of West Berkshire, three quarters of collisions on the authority's rural roads occur during daylight with just 16% of collisions occurring during darkness, at locations where there is no street-lighting.

Figure 107: West Berkshire collisions on rural roads by light conditions (2018-2022)



4.3.1.7 Collisions on rural roads by weather conditions Figure 108 shows collisions on rural roads in West Berkshire by the weather conditions present at the time of the collision.The pattern of collisions by weather conditions on rural roads shows little variation from the percentage of all collisions or those on urban roads by weather condition. Eighty-six per cent of collisions on rural roads occur when the weather is fine and dry; the number of collisions on rural roads, compared to all roads or urban roads, when the weather is fog or mist is fractionally higher.

Figure 108: West Berkshire collisions on rural roads by weather conditions (2018-2022)



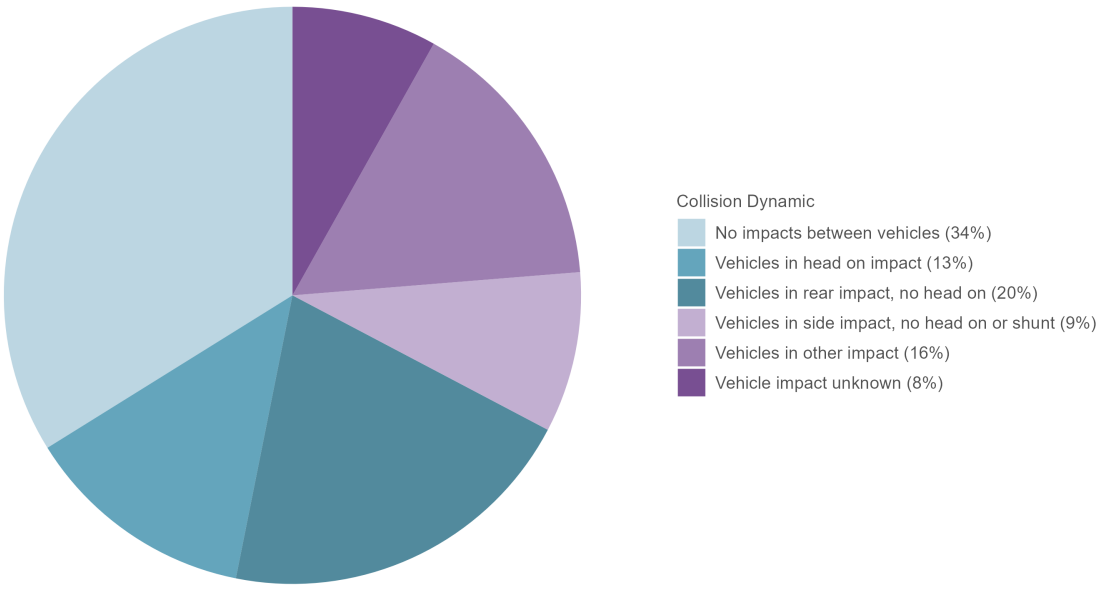
4.3.1.7.1 Collisions on rural roads by driver residency Of West Berkshire's rural roads collisions, 32% of the the drivers involved reside in West Berkshire. This is below the national average percentage of resident involved collisions on rural roads of 52%. The bulk of the remainder of drivers involved in collisions on West Berkshire's rural roads are from Hampshire (10%), Oxfordshire (6%), Reading (5%) and Wiltshire (4%).

4.3.1.8 Collision dynamics and driver actions on rural roads

4.3.1.8.1 Collision dynamics Figure 109 shows collisions on rural roads in West Berkshire by the dynamics resulting in the collision. A description of collision dynamics and the derivation using STATS19 data is outlined in section 5.1.4 of this report.

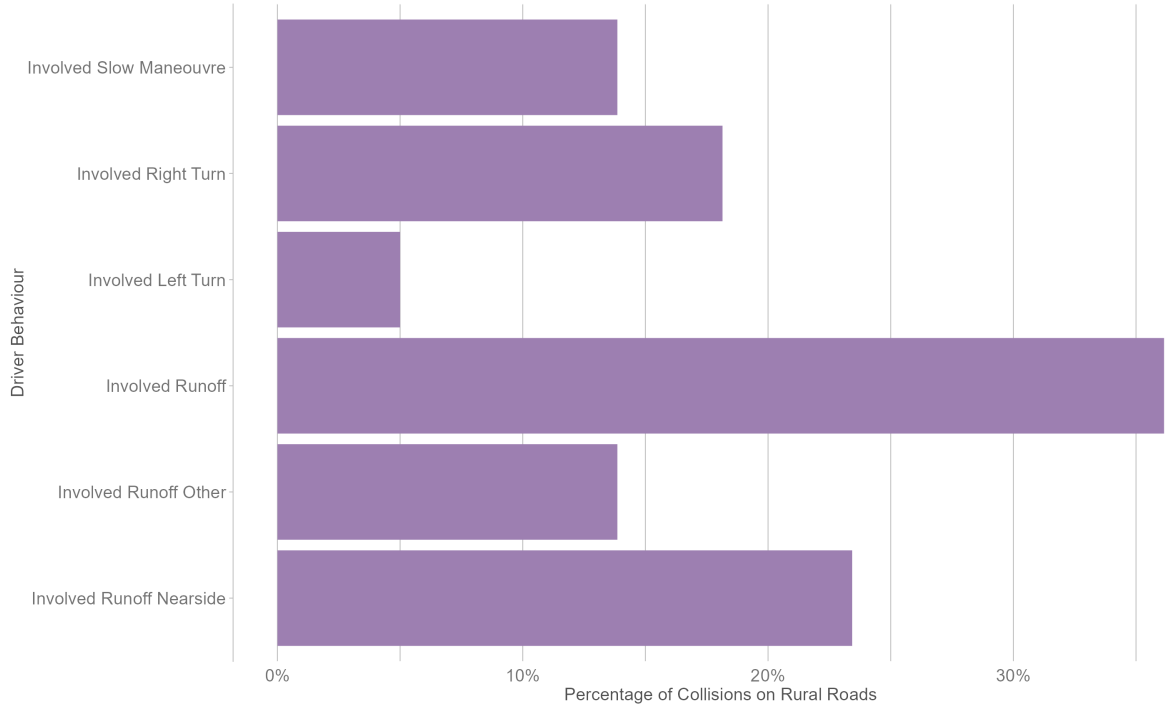
Single vehicle collisions account for the largest percentage of collisions on rural roads with 34% of the share. Where multiple vehicles are involved, 20% of collisions on rural roads result in rear impact and 13% head-on impact.

Figure 109: West Berkshire collisions on rural roads by collision dynamics (2018-2022)



4.3.1.8.2 Driver actions Figure 110 shows collisions on rural roads in West Berkshire by the presence of different driver actions. An explanation of the derivation of driver actions and the definitions are included in section **??** of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers. Consistent with the higher percentage of single vehicle collisions on West Berkshire's rural roads, the largest percentage of driver behaviour category is vehicles involved in runoff and runoff to the nearside of the carriageway. The smallest percentage of collisions on rural roads involve vehicles making a left turn.

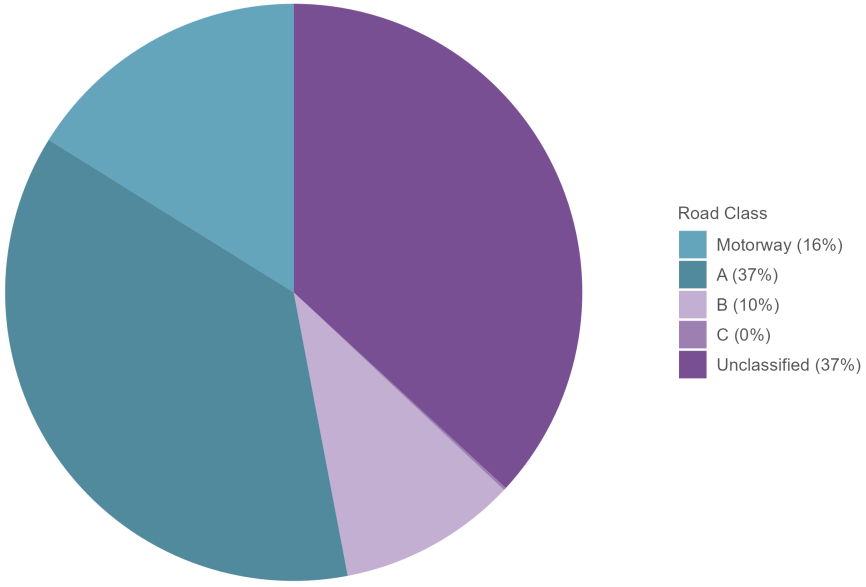
Figure 110: West Berkshire collisions on rural roads by driver actions (2018-2022)



4.3.1.9 Rural road environment

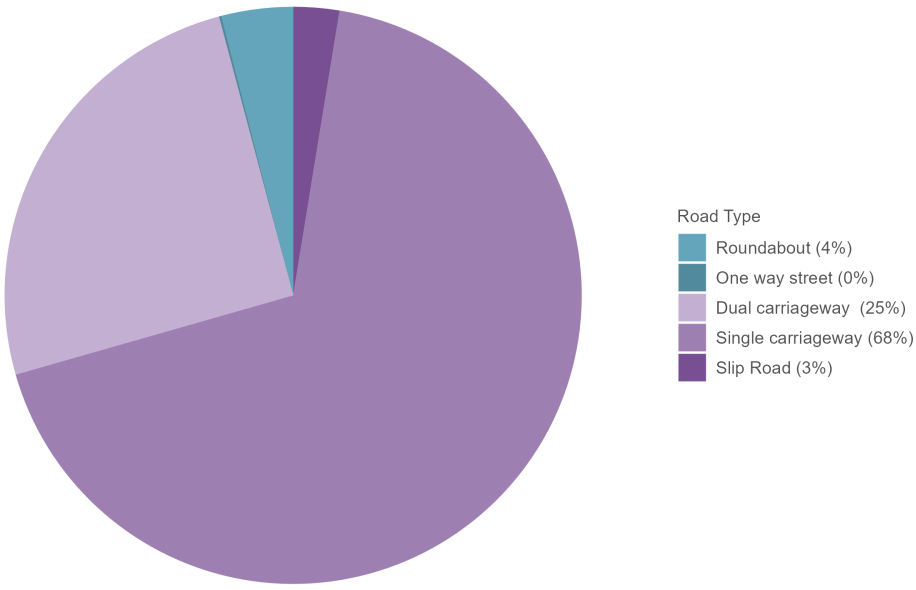
4.3.1.9.1 Road class Figure 111 shows collisions on rural roads in West Berkshire by class of road.Over two thirds of collisions on roads identified as rural are either classified A roads (37%) or un-classified (37%).

Figure 111: West Berkshire collisions on rural roads by road class (2018-2022)



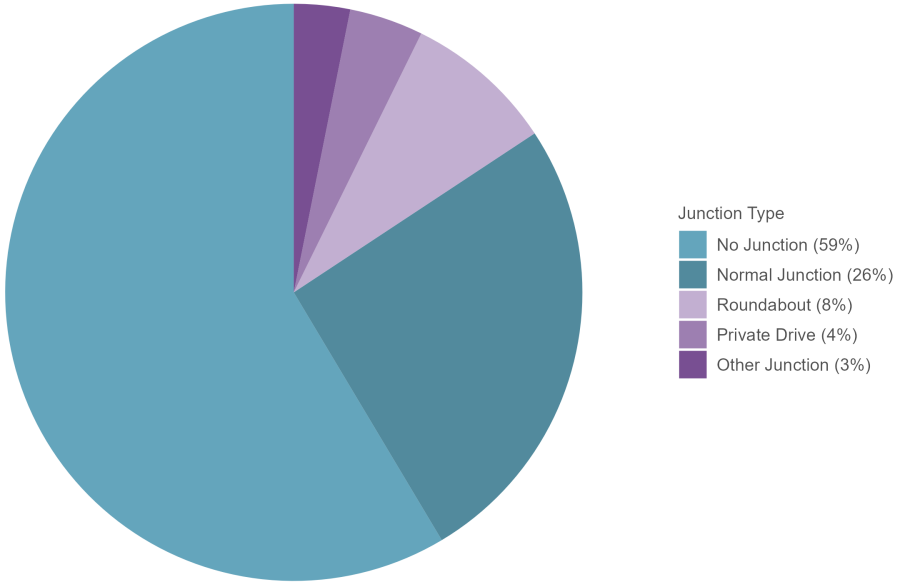
4.3.1.9.2 Carriageway type Figure 112 shows collisions on rural roads in West Berkshire by carriageway type of road.Consistent with the class of rural road on which collisions tend to occur, 68% of collisions are on single carriageways and 25% on dual carriageways.

Figure 112: West Berkshire collisions on rural roads by road carriageway type (2018-2022)



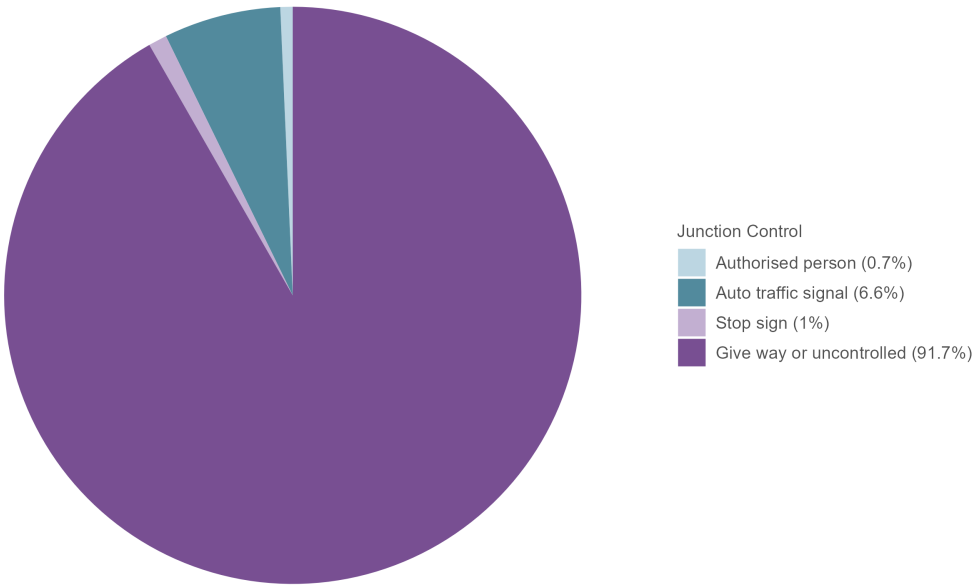
4.3.1.9.3 Junction type Figure 113 shows collisions on rural roads in West Berkshire by the presence and type of junction.Having seen earlier that the predominant driver behaviour in collisions on rural roads is vehicle runoff, this is reinforced by the distribution of collisions by junction type where 59% of collisions on rural roads are reported to have occurred away from a junction. Of those collisions that do occur at a junction, 26% are normal junctions such as T-junctions or crossroads.

Figure 113: West Berkshire collisions on rural roads by junction type (2018-2022)



4.3.1.9.4 Junction control Figure 114 shows collisions on rural roads in West Berkshire by the type of junction control (if the collision took place at a junction).Unsurprisingly when considering rural roads, 92% of collisions occurred at junctions with no formal control - stop sign, traffic signals or authorised person.

Figure 114: West Berkshire collisions on rural roads by junction control (2018-2022)

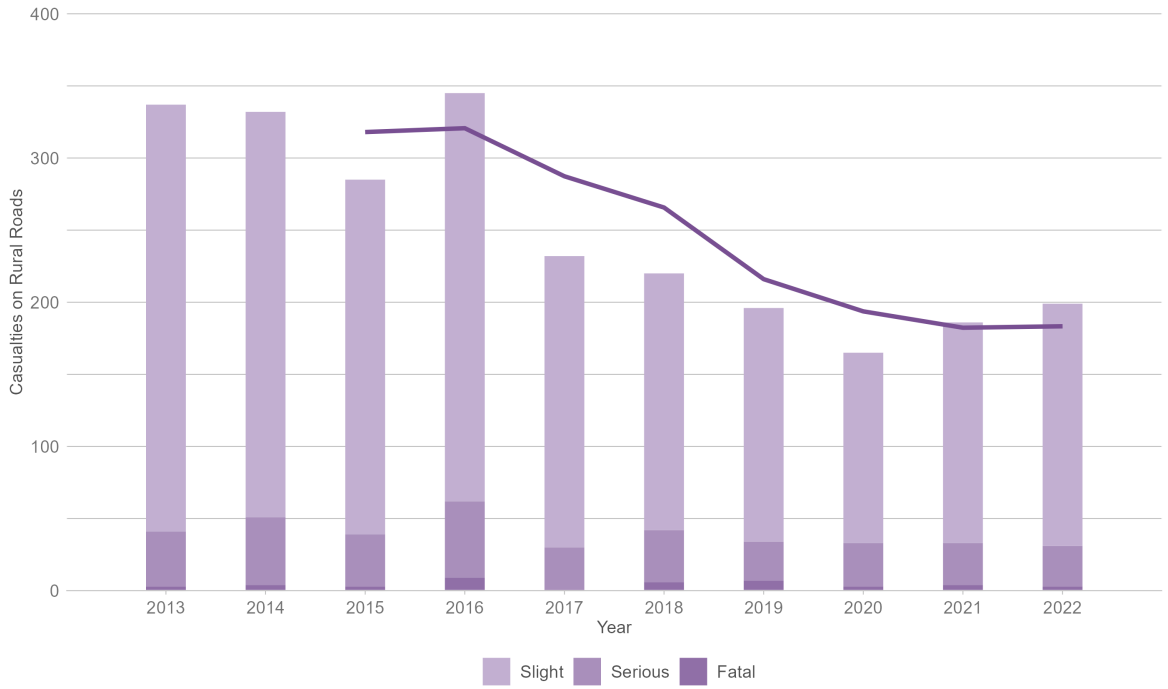


4.3.2 Casualty trends on rural roads

4.3.2.1 All casualties Figure 115 shows annual casualty numbers for collisions on West Berkshire's rural roads.

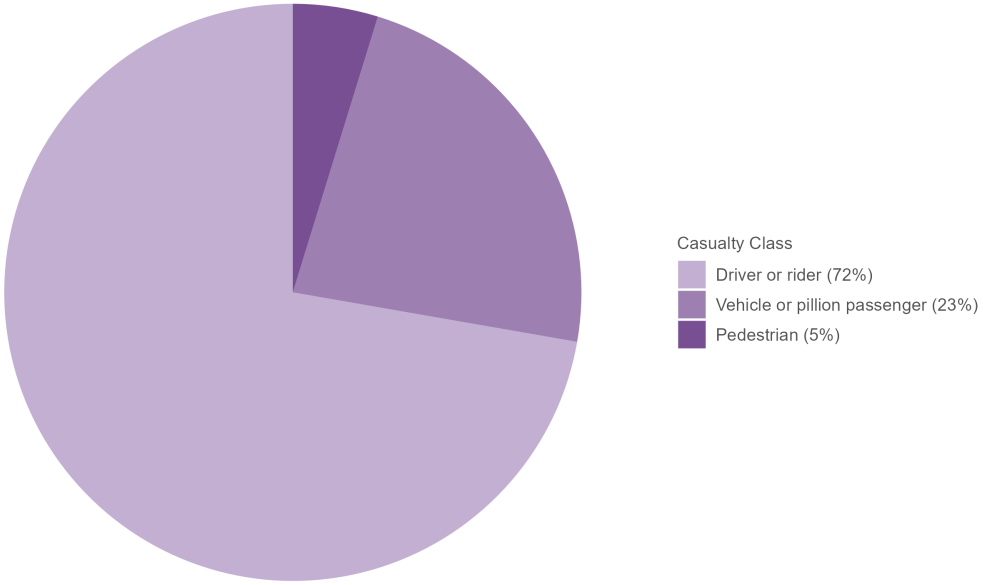
Consistent with an increase in the number of collisions on rural roads between 2021 and 2022, the number of casualties injured in collisions on West Berkshire's rural roads has increased from 186 to 199. Casualties injured in collisions on rural roads in 2022 represent 73% of all casualties injured in West Berkshire during the 12 months.

Figure 115: Casualties on West Berkshire's rural roads by year (2013-2022)



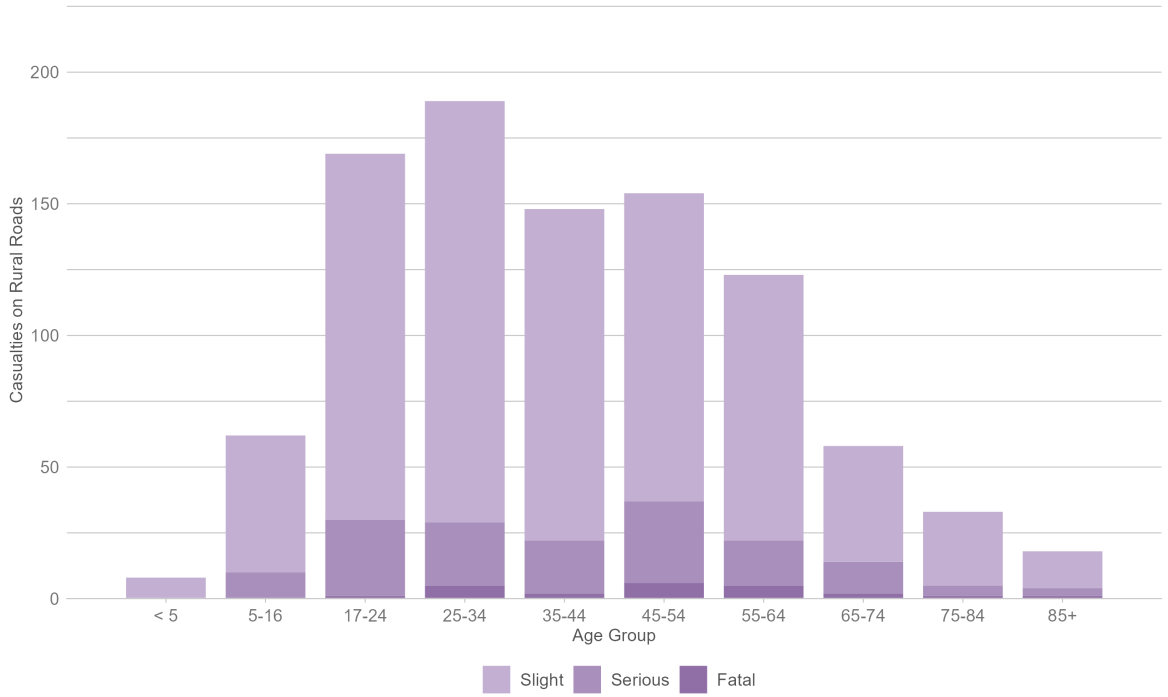
4.3.2.1.1 Casualty class Figure 116 shows the classes of casualties injured on rural roads in West Berkshire.Almost three quarters of all casualties injured on West Berkshire's rural roads are the driver or rider of the vehicle involved with just 23% of casualties being passengers and 5% pedestrians.

Figure 116: West Berkshire casualties on rural roads by casualty class (2018-2022)



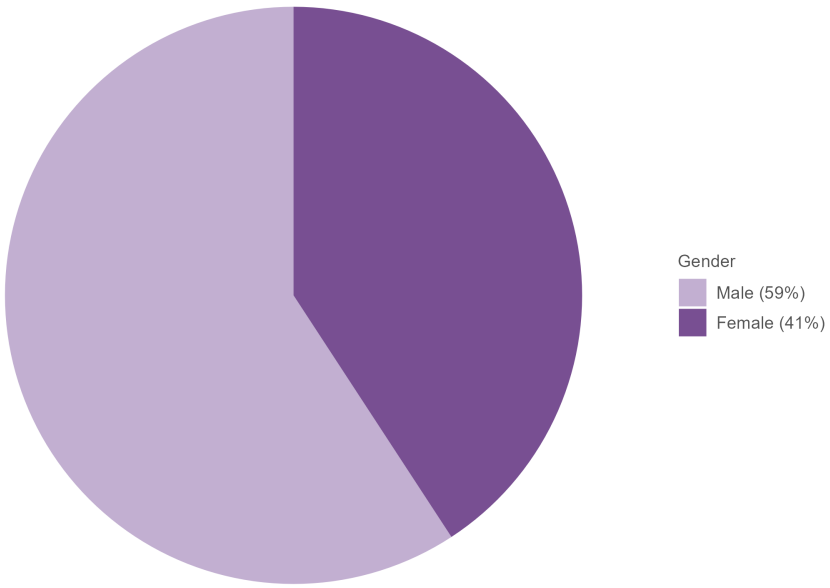
4.3.2.1.2 Casualty age Figure 117 shows the age groups of casualties injured on rural roads in West Berkshire.The distribution of casualty age of those injured in collisions on rural roads is almost identical to the age distribution of casualties injured on any of West Berkshire's roads. Casualties aged 17-24 and 25-34 years have the highest number of casualties.

Figure 117: West Berkshire casualties on rural roads by age group (2018-2022)



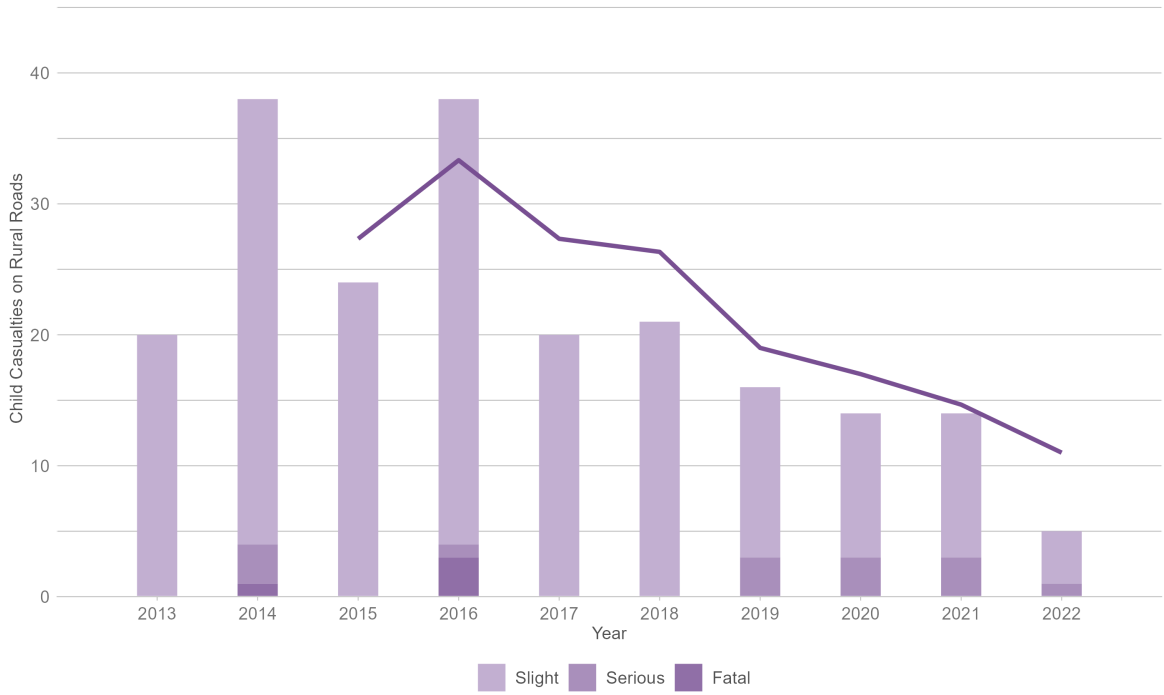
4.3.2.1.3 Casualty gender Figure 118 shows the breakdown of casualties injured on rural roads in West Berkshire by gender.As with all collisions, the majority (59%) of casualties injured in collisions on West Berkshire's rural roads are male.

Figure 118: West Berkshire casualties on rural roads by gender (2018-2022)



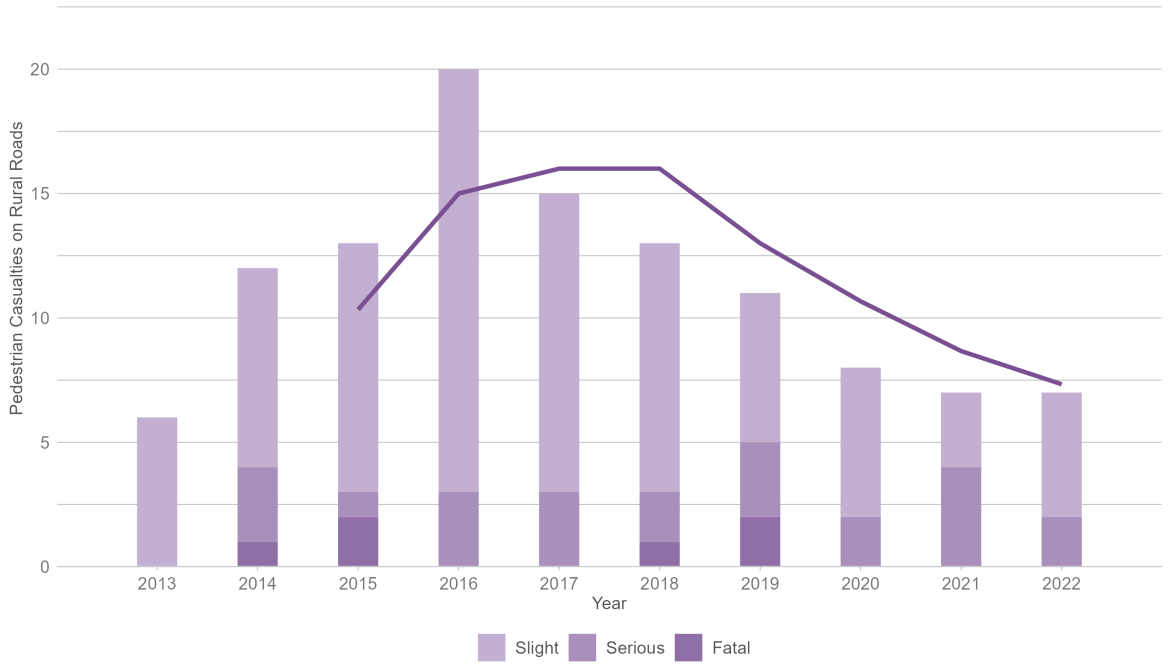
4.3.2.2 Child casualties Figure 119 shows annual child casualty numbers on collisions on West Berkshire's rural roads.The number of child casualties injured in collisions on West Berkshire's rural roads has been in decline since 2016 with numbers hitting an all time low in 2022 of 5 child casualties.

Figure 119: Child casualties on West Berkshire's rural roads by year (2013-2022)



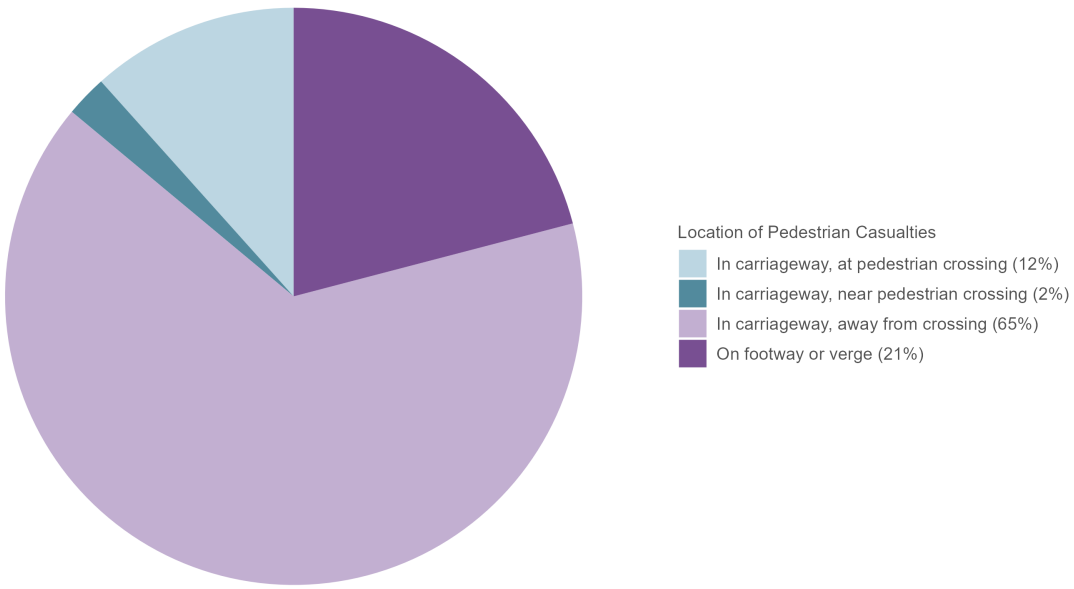
4.3.2.3 Pedestrian casualties Figure 120 shows annual pedestrian casualty numbers on collisions on West Berkshire's rural roads.The number of pedestrians injured in collisions on rural roads in West Berkshire has been in decline more distinctly than all pedestrian collisions in the authority. Whilst the number of pedestrian casualties was the same in 2021 and 2022 (7), the number of those seriously injured has halved to 2.

Figure 120: Pedestrian casualties on West Berkshire's rural roads by year (2013-2022)



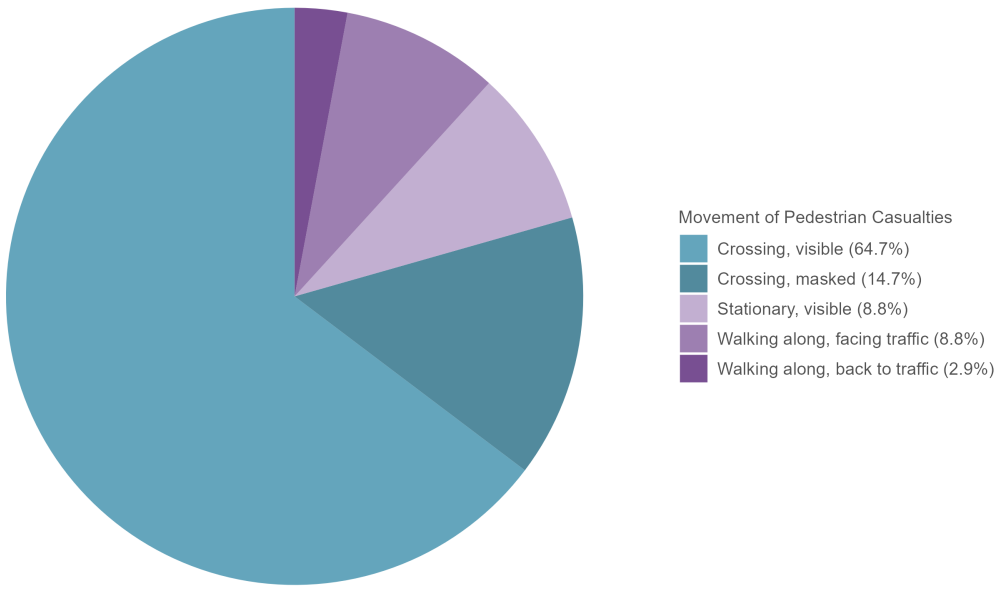
4.3.2.3.1 Pedestrian location Figure 121 shows the location of pedestrian casualties injured on rural roads in West Berkshire. When compared to the location of all pedestrian collisions in West Berkshire, the data in Figure 121 reveals that whilst the majority still occur away from a crossing (65%) fewer collisions occur in the carriageway, near a pedestrian crossing perhaps suggesting pedestrians on rural roads are more inclined to use a pedestrian crossing when one is provided than to cross the road indiscriminantly as might happen more in urban areas.

Figure 121: West Berkshire pedestrian casualties on rural roads by pedestrian location (2018-2022)



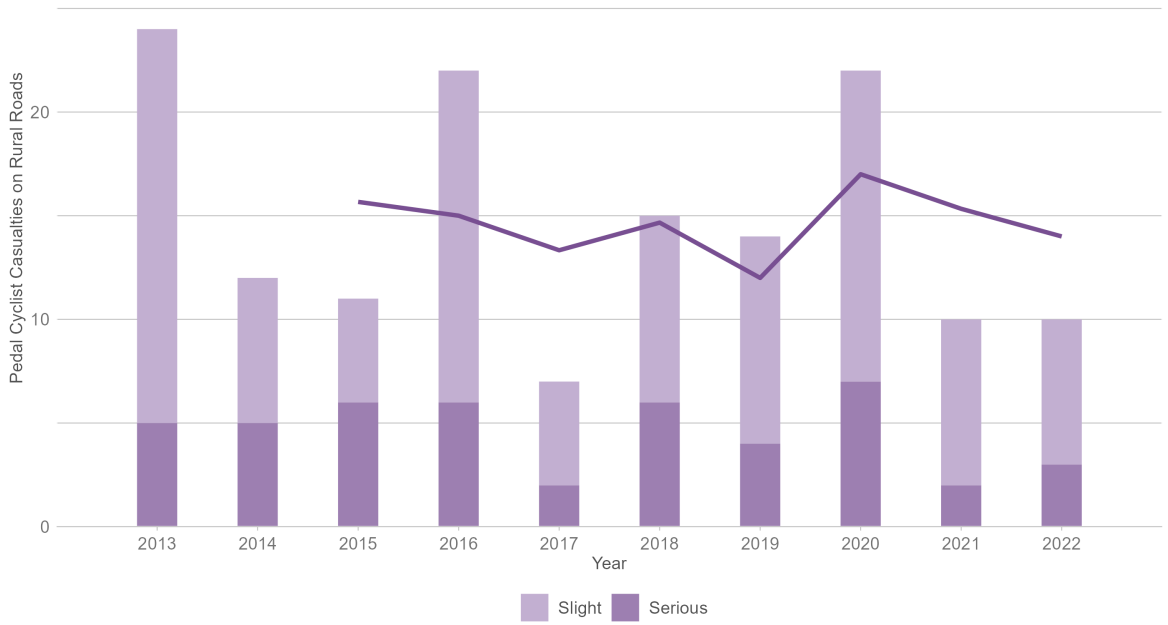
4.3.2.3.2 Pedestrian movement Figure 122 shows the movement of pedestrian casualties injured on rural roads in West Berkshire.Unsurprisingly the data below shows that more pedestrians are injured whilst walking along, facing traffic or walking along, back to traffic (total 11%) on rural roads than in urban areas where only 3% are injured during the same movement categories.

Figure 122: West Berkshire pedestrian casualties on rural roads by pedestrian movement (2018-2022)



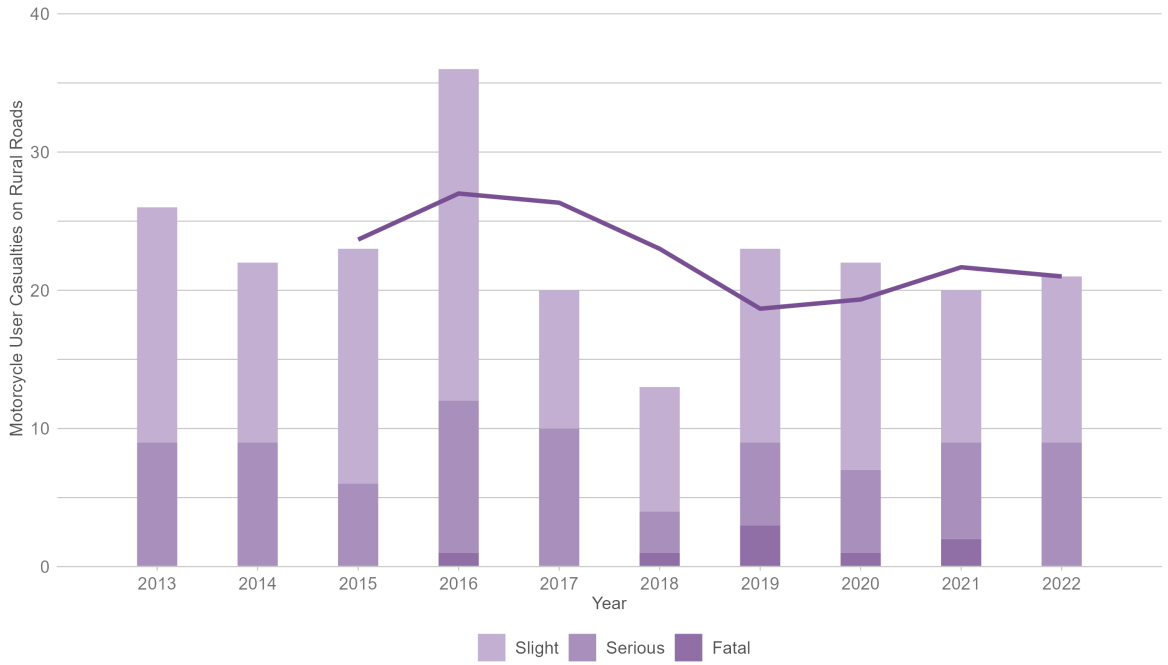
4.3.2.4 Pedal cyclist casualties Figure 123 shows annual pedal cyclist casualty numbers on collisions on West Berkshire's rural roads. Pedal cyclist casualties on rural roads have remained lower in 2022 and numbers are consistent with those recorded in 2022, including the proportion of those seriously injured.

Figure 123: Pedal cyclist casualties on West Berkshire's rural roads by year (2013-2022)



4.3.2.5 Motorcycle user casualties Figure 124 shows annual motorcycle user casualty numbers on West Berkshire's rural roads. The number of motorcyclists injured on rural roads has remained consistent with numbers reported in 2021 with an increase of 1. Of note is the fact that there were no fatalities in 2022 for the first time since 2017.

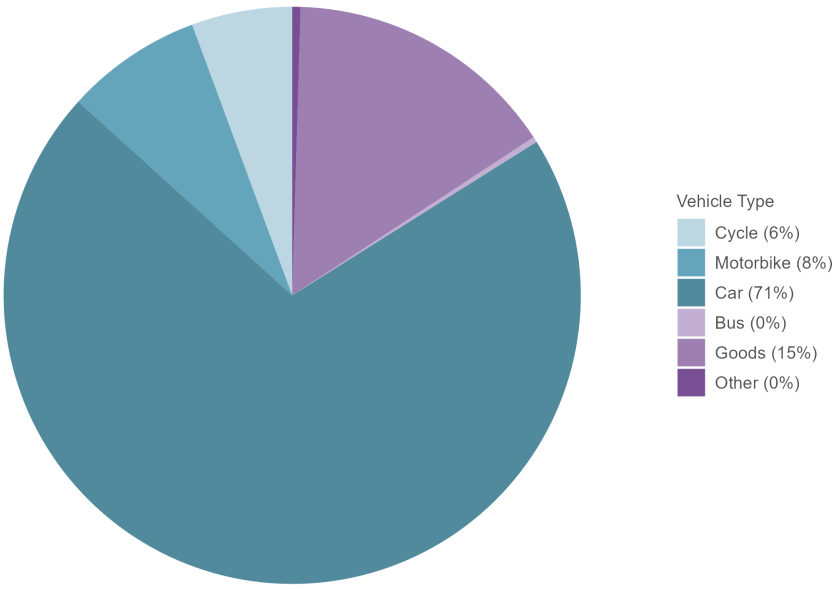
Figure 124: Motorcycle user casualties on West Berkshire's rural roads by year (2013-2022)



4.3.3 Driver trends on rural roads

4.3.3.1 Vehicle type Figure 125 shows the types of vehicles involved in collisions on rural roads in West Berkshire.The percentage of car drivers involved in collisions on West Berkshire's rural roads is higher than the corresponding percentages on urban or all roads in the county. As such the percentage of other vehicle types involved in collisions on rural roads are lower.

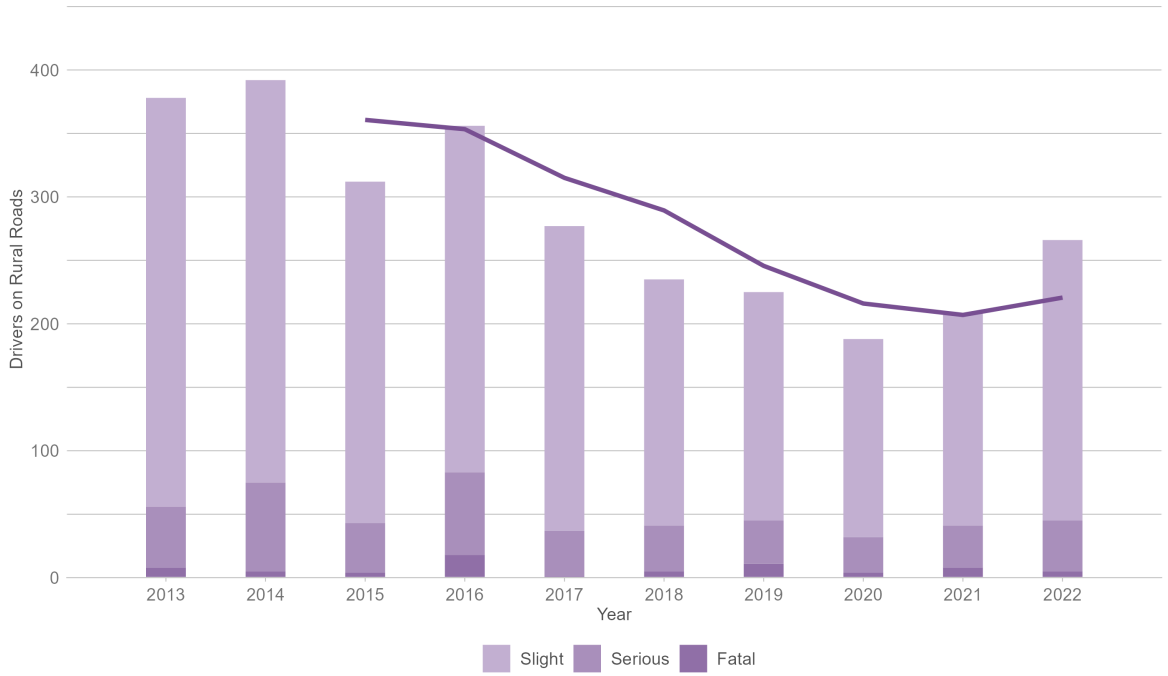
Figure 125: West Berkshire collision-involved drivers on rural roads by vehicle type (2018-2022)



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

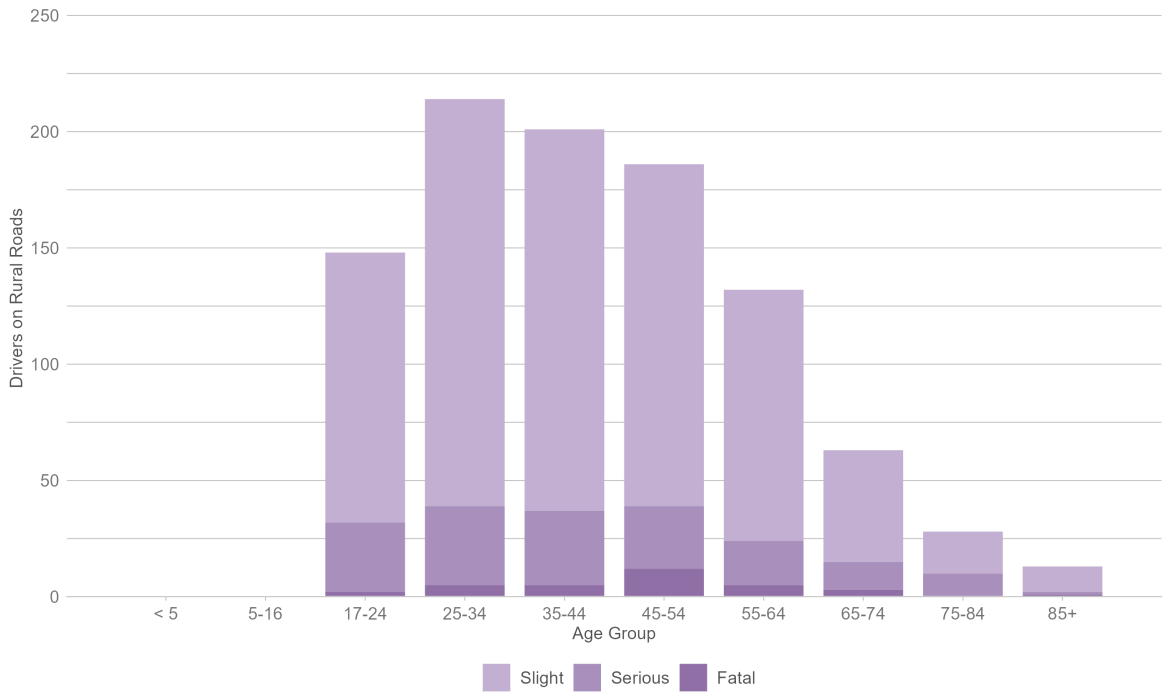
Figure 126 shows annual driver collision involvement on West Berkshire's rural roads.In 2022 the number of drivers involved in collisions on West Berkshire's rural roads surged to 266, marking the highest level since 2017. The number of drivers involved in collisions in 2022 on the rural roads equates to 79% of all drivers involved in collisions in West Berkshire.

Figure 126: Drivers involved in collisions on West Berkshire's rural roads by year (2013-2022)



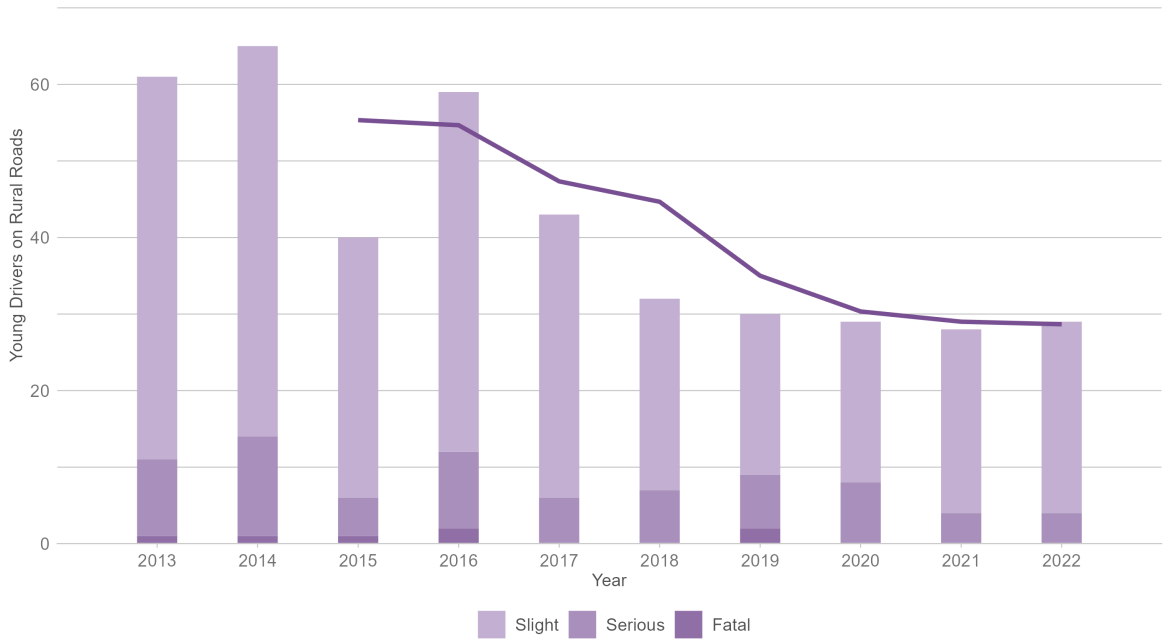
4.3.3.2.1 Driver age Figure 127 shows the age groups of drivers involved in collisions on rural roads in West Berkshire.The age distribution of drivers involved in collisions on rural roads closely aligns with that for all West Berkshire roads. Nearly two thirds of drivers involved in these collisions are aged 25-54 years.

Figure 127: West Berkshire collision-involved drivers on rural roads by age group (2018-2022)



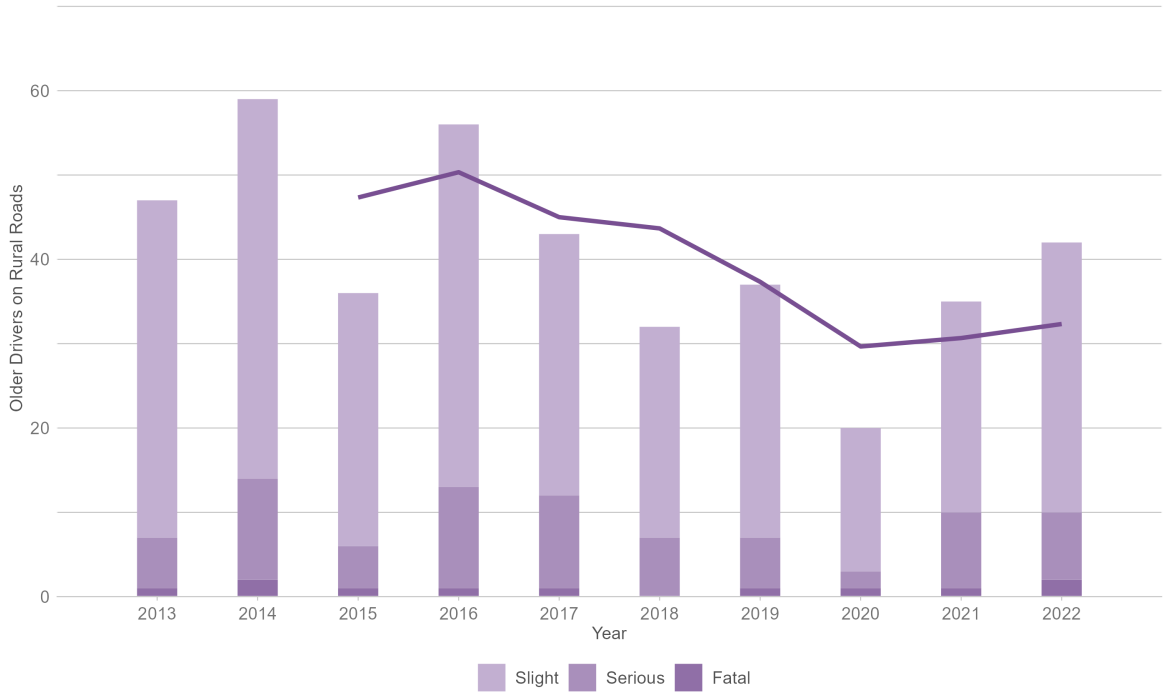
4.3.3.2.2 Young drivers Figure 128 shows annual numbers of young drivers involved in collisions on West Berkshire's rural roads. In this analysis, young drivers are those aged 17 to 24. Seventy-six percent of all young driver involved collisions occurred on rural roads and hence the trend in young driver involved collisions on any road in West Berkshire is replicated in the figures shown below.

Figure 128: Collision-involved young drivers on West Berkshire's rural roads by year (2013-2022)



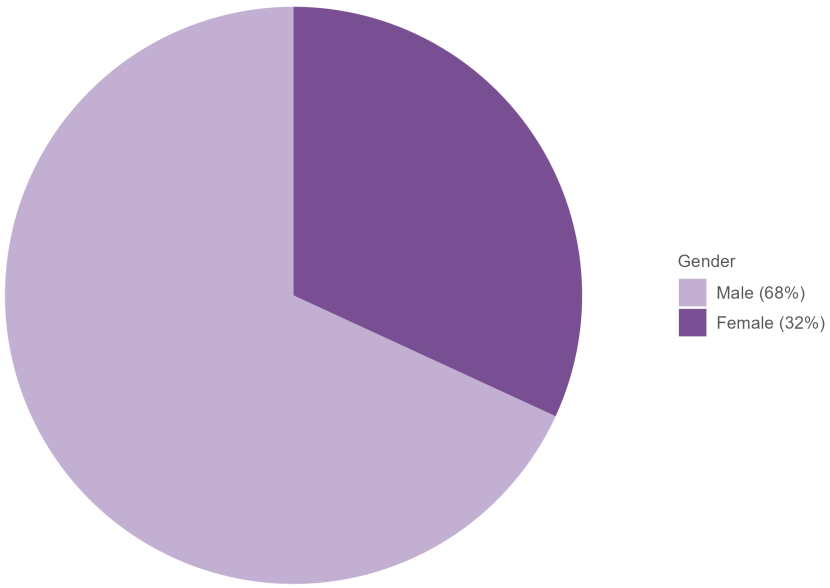
4.3.3.2.3 Older drivers Figure 129 shows annual numbers of older drivers involved in collisions on West Berkshire's rural roads. In this analysis, older drivers are those aged 60 and over. Like young drivers, in 2022, the majority (86%) of older drivers are involved in collisions on West Berkshire's rural roads.

Figure 129: Collision-involved older drivers on West Berkshire's rural roads by year (2013-2022)



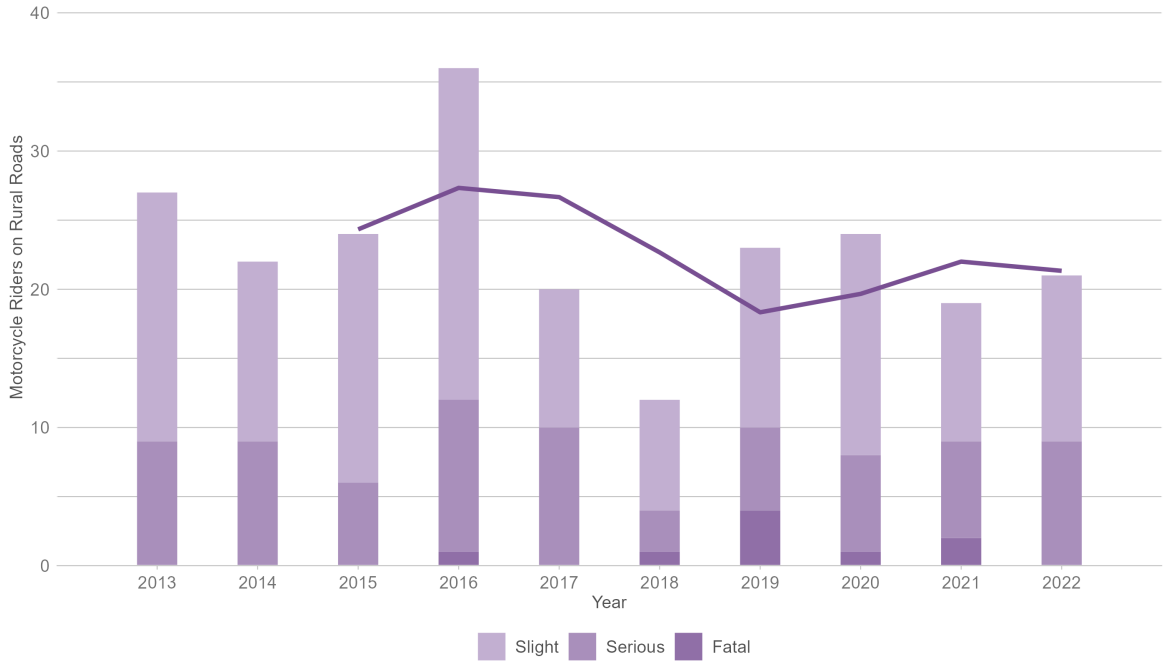
4.3.3.2.4 Driver gender Figure 130 shows the breakdown of drivers involved in collisions on rural roads in West Berkshire by gender.Sixty-eight per cent of older drivers involved in collisions on West Berkshire's rural roads are male.

Figure 130: West Berkshire collision-involved drivers on rural roads by gender (2018-2022)



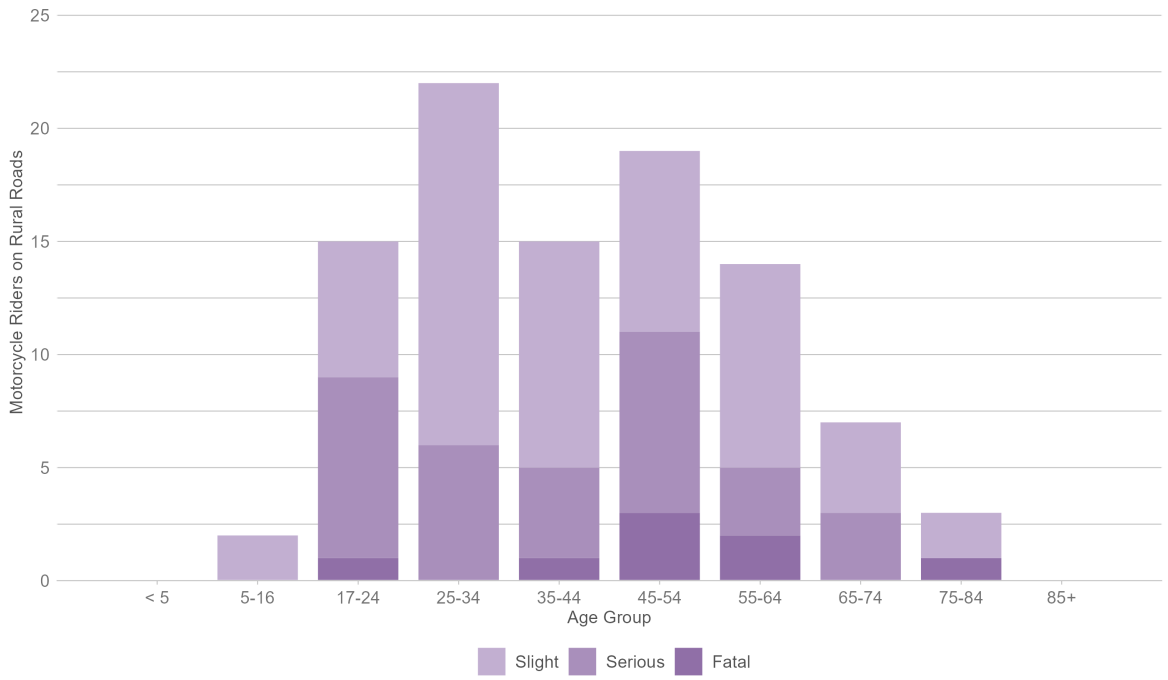
4.3.3.3 Motorcycle riders Figure 131 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's rural roads.The proportion of motorcycle riders involved in collisions on West Berkshire's rural roads has been variable over the last decade ranging between 52% in 2018 and 82% in 2016. In 2022 just over half of all motorcycle involved collisions occurred on the authority's rural roads.

Figure 131: Collision-involved motorcycle riders on West Berkshire's rural roads by year (2013-2022)



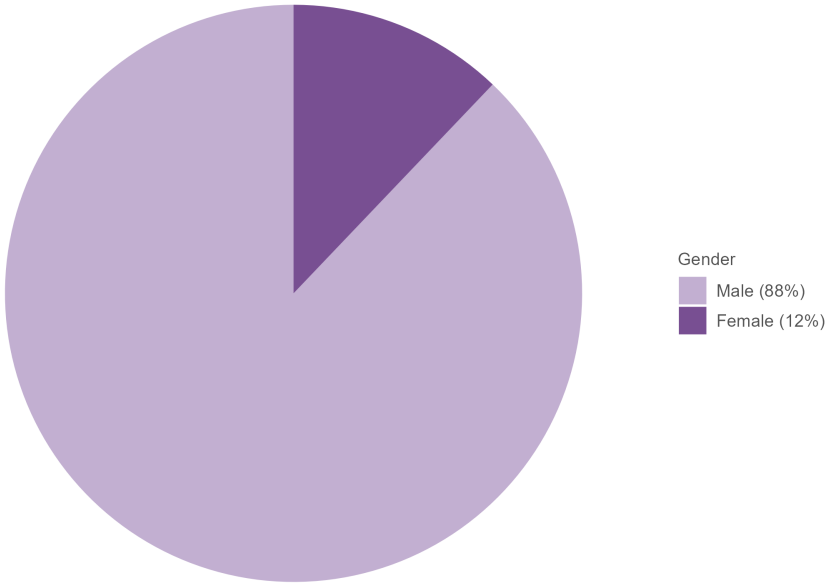
4.3.3.3.1 Rider age Figure 132 shows the age groups of motorcycle riders involved in collisions on rural roads in West Berkshire. The age distribution of motorcycle riders involved in collisions on West Berkshire's rural roads is far more evenly spread between those aged 17-54 years than on the urban roads where the 17-24 year olds dominated. Motorcycle riders aged 45-54 years are involved in the most severe collisions however with over half of the casualties involved either fatally or seriously injured.

Figure 132: West Berkshire collision-involved motorcycle riders on rural roads by age group (2018-2022)



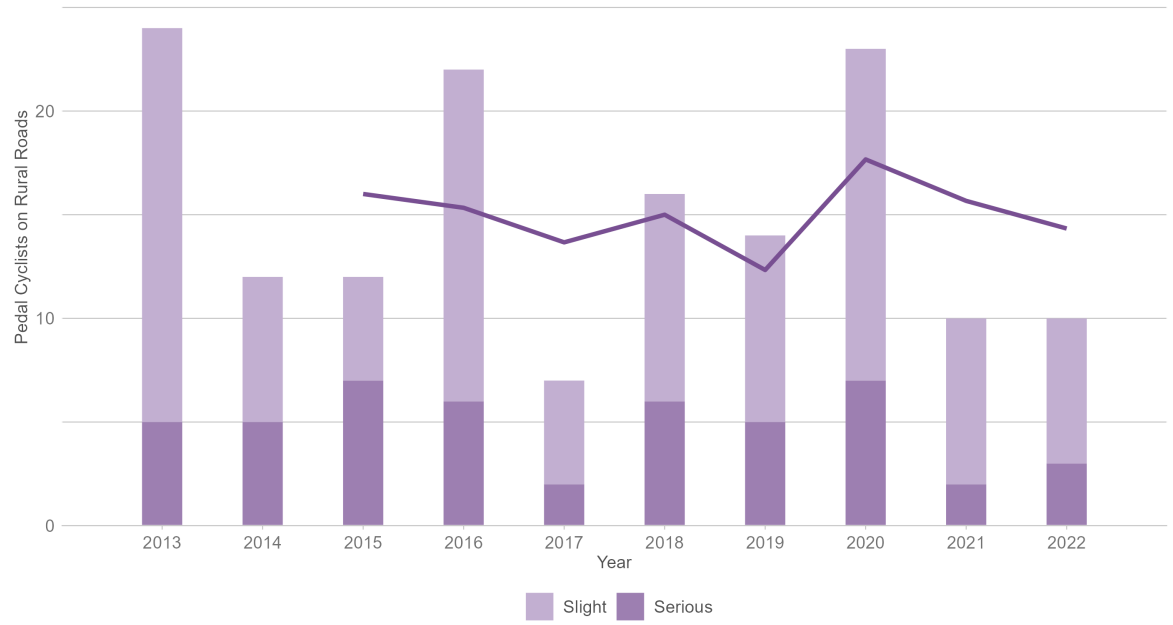
4.3.3.3.2 Rider gender Figure 133 shows the breakdown of motorcycle riders involved in collisions on rural roads in West Berkshire by gender.Female motorcycle riders are involved in a greater proportion of collisions on rural roads than they are on urban and all roads in West Berkshire at 12%.

Figure 133: West Berkshire collision-involved motorcycle riders on rural roads by gender (2018-2022)



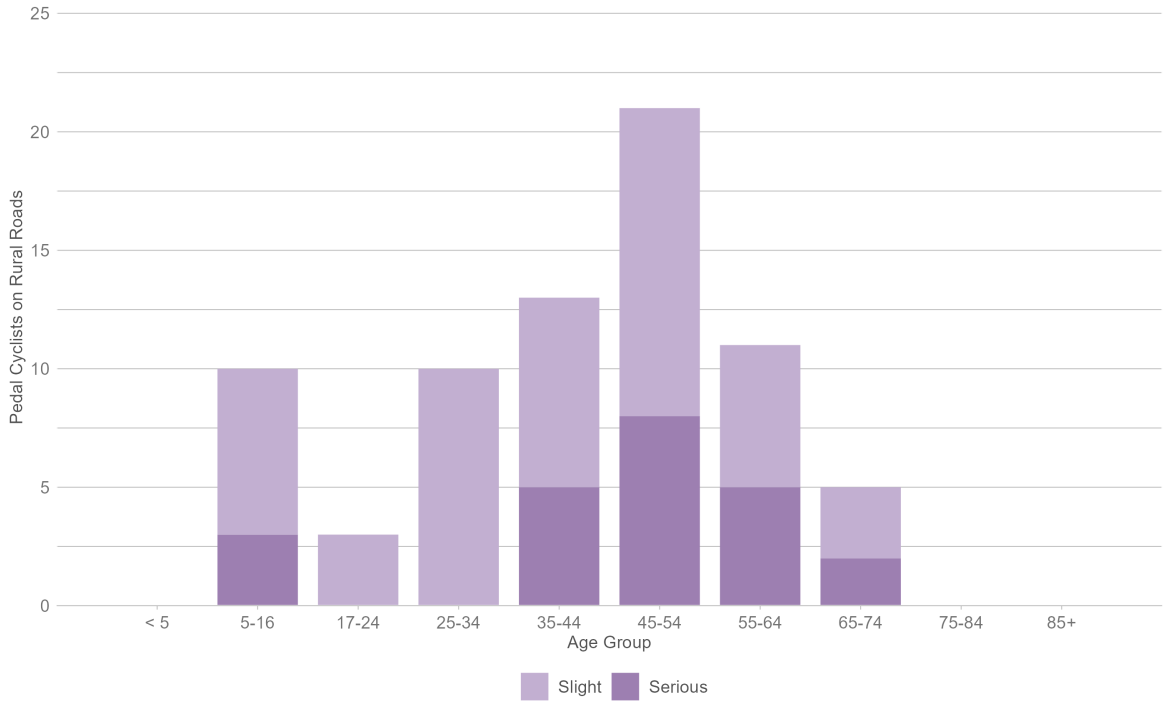
4.3.3.4 Pedal cyclists Figure 134 shows annual numbers of pedal cyclists involved in collisions on West Berkshire's rural roads. Ten pedal cyclists were involved in collisions on West Berkshire's rural roads. This is exactly the same as in 2021 when a 57% reduction was seen compared to the previous year.

Figure 134: Collision-involved motorcycle riders on West Berkshire's rural roads by year (2013-2022)



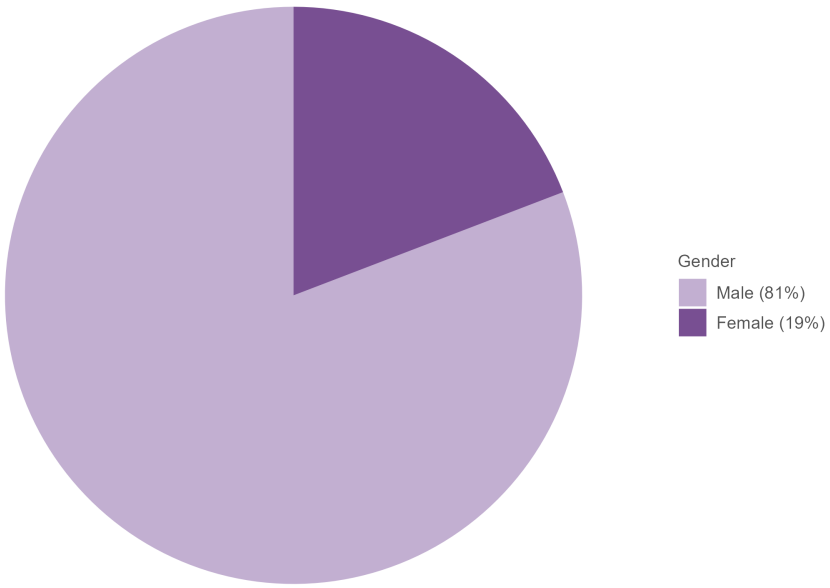
4.3.3.4.1 Cyclist age Figure 135 shows the age groups of pedal cyclists involved in collisions on rural roads in West Berkshire.In comparison to pedal cyclists involved in collisions on West Berkshire's urban roads where under 17's were dominant, the highest number of pedal cyclists involved in collisions on the authority's rural roads are in the 45-54 years age group, accounting for nearly twice that of any other age group. As with pedal cyclists collisions on all roads in West Berkshire, pedal cyclists aged 45-54 years also have the highest number of severe collisions with 8 serious casualties.

Figure 135: West Berkshire collision-involved pedal cyclists on rural roads by age group (2018-2022)



4.3.3.4.2 Cyclist gender Figure 136 shows the breakdown of pedal cyclists involved in collisions on rural roads in West Berkshire by gender. Male pedal cyclists again have the highest percentage of casualties at 81% leaving just 19% of casualties being female.

Figure 136: West Berkshire collision-involved pedal cyclists on rural roads by gender (2018-2022)



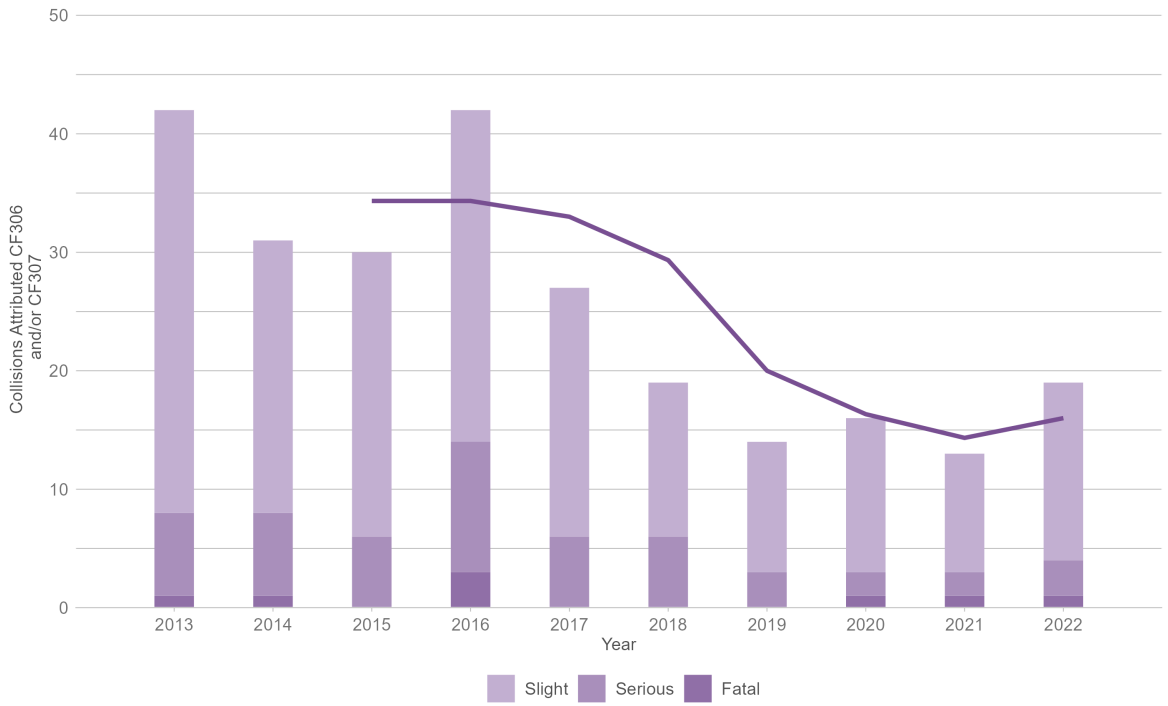
4.4 Contributory Factors

Each section below examines trends in reported collisions on West Berkshire's roads involving groups of related contributory factors (CFs). For each group, the total number of collisions in which any CF in the group was recorded has been determined. To provide comparative context, each chart also shows the three-year average of all police attended collisions with recorded CFs. For more information about CFs and the techniques used to analyse them see section 5.1.6. For a complete list of all CFs and CF groupings used by Agilysis, see section 5.4.

4.4.1 Speed Related

This section examines collisions, by severity, where at least one of the contributory factors 306 *Exceeding speed limit* and/or 307 *Travelling too fast for conditions* was attributed to one or more vehicles. This may include some instances where these factors were applied more than once in the same collision.

Figure 137: Collisions in West Berkshire where CF306 and/or CF307 were recorded (2013-2022)



4.4.1.1 Trends Figure 137 shows annual collisions on West Berkshire's roads where at least one of the speed choice CFs were recorded, with a three-year moving average trend line for speed choice collisions. Figure 138 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

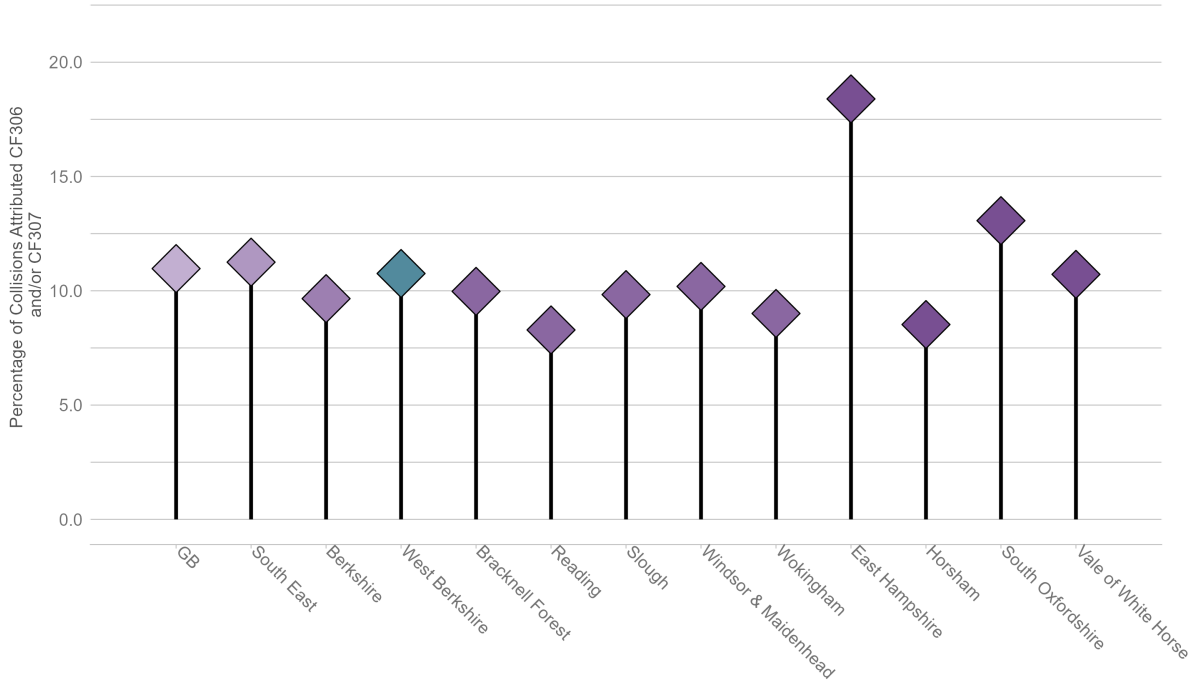
Following a decrease in the number of speed choice attributed collisions in 2021, the number has increased in 2022 to levels similar to that seen in 2018, thus breaking the downward trend that we were seeing previously. In 2022, there were 19 collisions attributed with CF306 or CF307, of which 1 resulted in a fatality and 3 involved serious casualties. Figure 138 shows that With 2013 as a baseline, the trend of police officer attended collisions is higher than the rate of collisions against which speed choice CFs were recorded, evident since 2017, continues in 2022.

Figure 138: Collision trends in West Berkshire where CF306 and/or CF307 were recorded compared to officer attended collision trends (2013-2022)

4.4.1.2 Comparisons Figure 139 shows collisions on West Berkshire's roads where at least one of the speed choice CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Of all collisions in West Berkshire between 2018 and 2022 with police officer attendance, 10.8% of collisions were attributed a speed choice CF. This is very similar to the percentages seen nationally and regionally in the South East. West Berkshire had the highest percentage of speed choice 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.

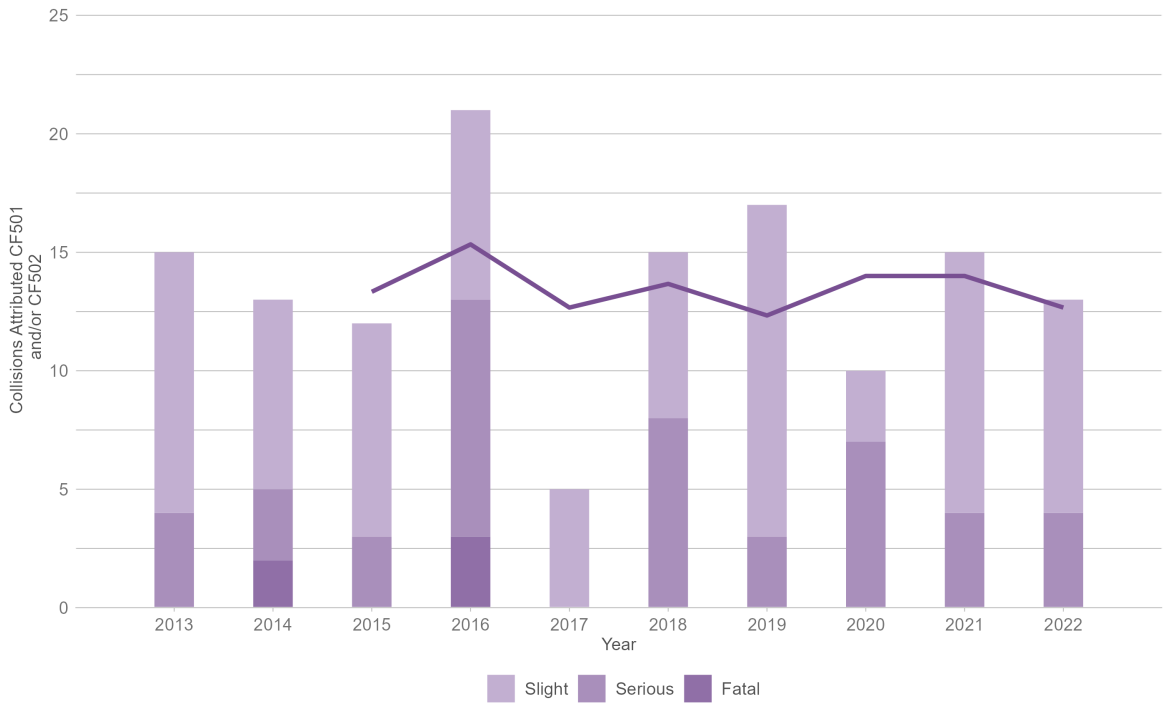
Figure 139: Percentage of collisions in West Berkshire and comparators where CF306 and/or CF307 were recorded (2018-2022)



4.4.2 Impairment

This section examines collisions, by severity, where at least one of the contributory factors 501 *Impaired by alcohol* and/or 502 *Impaired by drugs (illicit or medicinal)* was attributed to one or more drivers. This may include some instances where these factors were applied more than once in the same collision.

Figure 140: Collisions in West Berkshire where CF501 and/or CF502 were recorded (2013-2022)



4.4.2.1 Trends Figure 140 shows annual collisions on West Berkshire's roads where at least one of the impairment CFs were recorded, with a three-year moving average trend line for impairment collisions. Figure 141 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

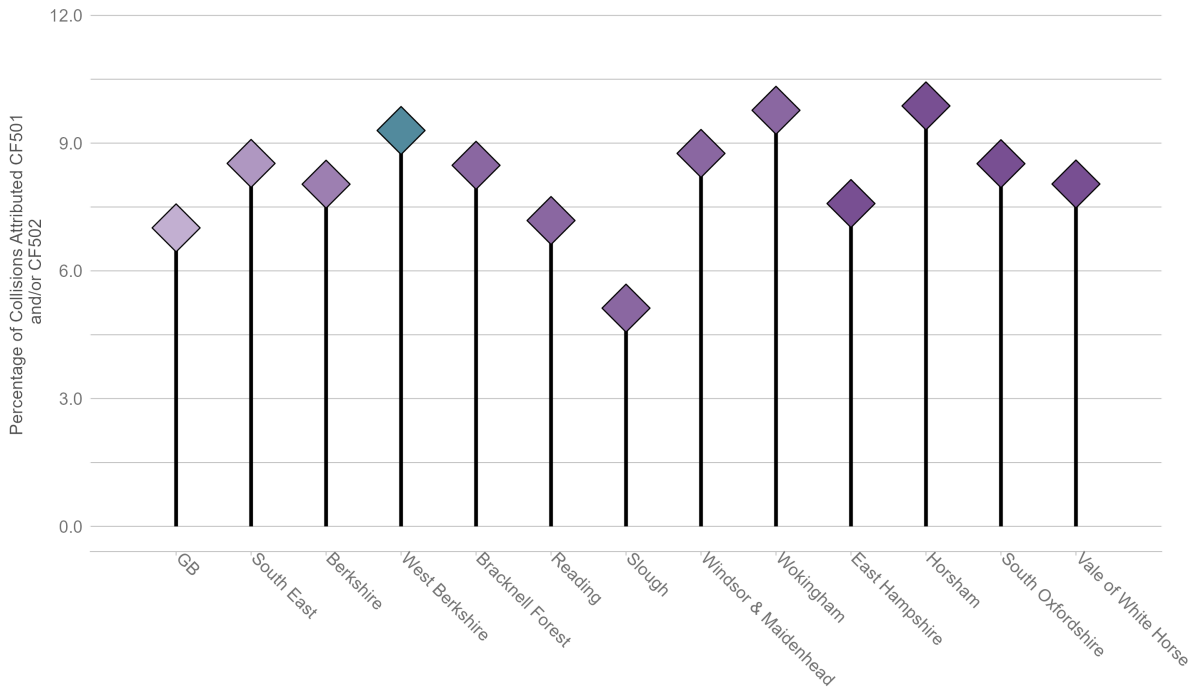
The number of impairment CF attributed collisions has been variable over the last ten years with annual variations most likely down to random fluctuation due to the small number of collisions in question. In 2022 there were 13 collisions to which impairment related contributory factors were attributed, of which just 4 resulted in serious injury to the casualties involved. Whilst the total number of collisions has decreased from 2021, the number of serious casualties due to impairment related factors has remained the same. With 2013 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 2022.

Figure 141: Collision trends in West Berkshire where CF501 and/or CF502 were recorded compared to officer attended collision trends (2013-2022)

4.4.2.2 Comparisons Figure 142 shows collisions on West Berkshire's roads where at least one of the impairment CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

The percentage of collisions with officer attendance and attributed impairment CFs between 2018 and 2022 is a little higher than in previous years reporting at a rate of 9.3%. This continues to be higher than the national average, higher than the percentage seen across Berkshire as a whole and a little higher than the percentage for the South East region. Within Berkshire, Windsor and Maidenhead, Bracknell Forest, Reading and Slough have lower rates together with the external comparator authorities of South Oxfordshire, East Hampshire and Vale of White Horse.

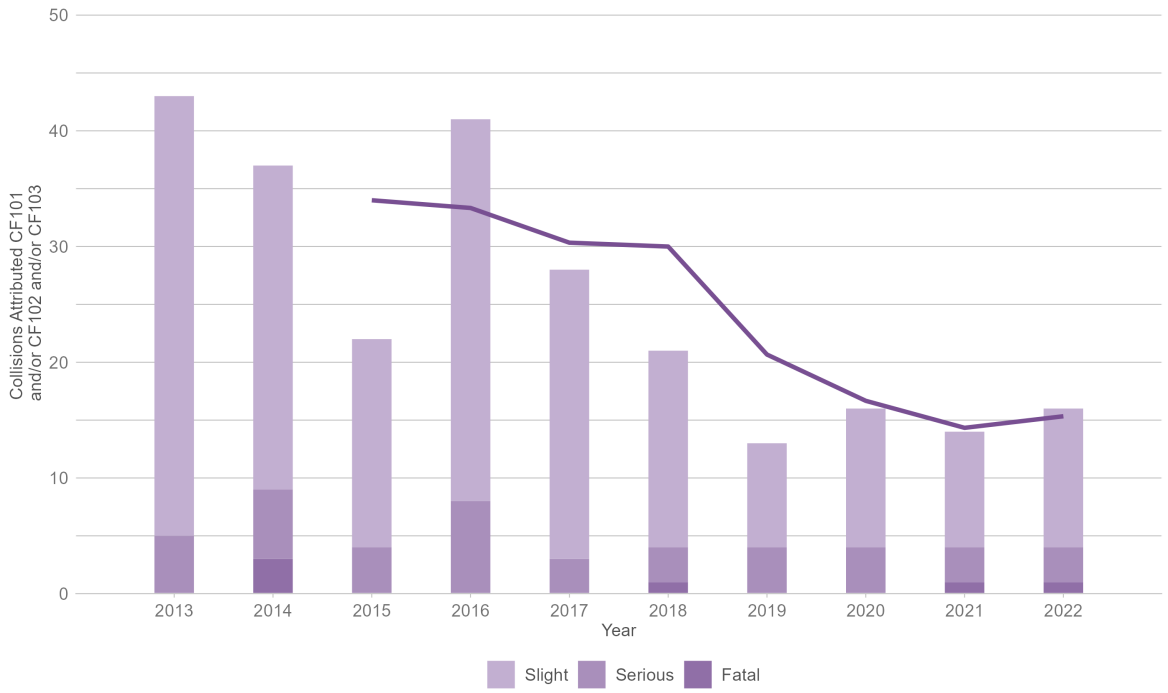
Figure 142: Percentage of collisions in West Berkshire and comparators where CF501 and/or CF502 were recorded (2018-2022)



4.4.3 Road Surface Conditions

This section examines collisions, by severity, where at least one of the CFs 101 *Poor or defective road surface*, 102 *Deposit on road (e.g. oil, mud, chippings)* and/or 103 *Slippery road (due to weather)* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 143: Collisions in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded (2013-2022)



4.4.3.1 Trends Figure 143 shows annual collisions on West Berkshire's roads where at least one of the road surface CFs were recorded, with a three-year moving average trend line for road surface collisions. Figure 144 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

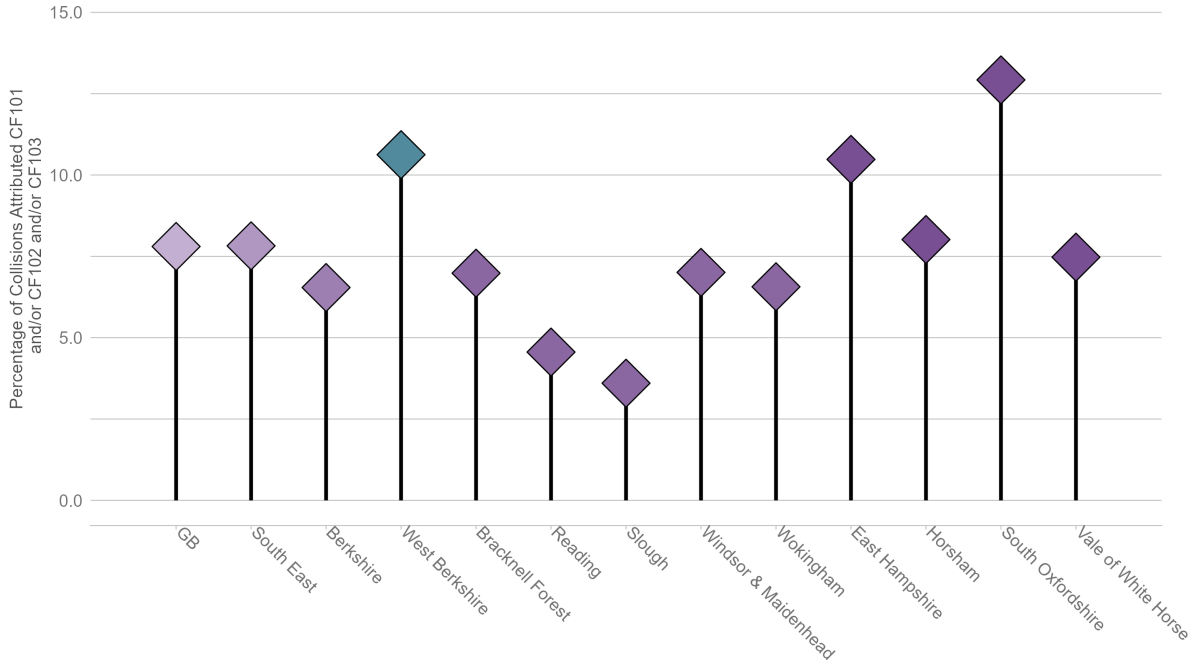
The number of collisions on West Berkshire's roads to which road surface condition CFs have been attributed over the last decade have been declining overall thought that rate of decline has slowed with 2022 reporting slightly more collisions than 2021. However the last three years have reported the highest 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, 102 and/or 103 has been lower than the rate of police attended collisions.

Figure 144: Collision trends in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2013-2022)

4.4.3.2 Comparisons Figure 145 shows collisions on West Berkshire's roads where at least one of the road surface CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

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.

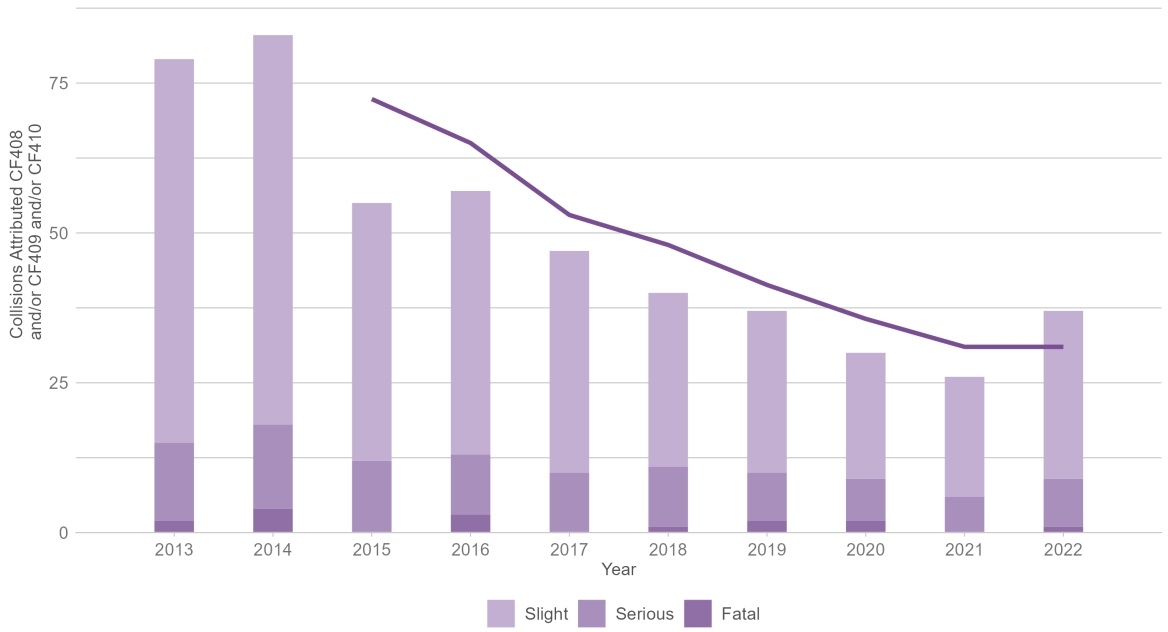
Figure 145: Percentage of collisions in West Berkshire and comparators where CF101 and/or CF102 and/or CF103 were recorded (2018-2022)



4.4.4 Control Errors

This section examines collisions, by severity, where at least one of the CFs 408 *Sudden braking*, 409 *Swerved* and/or 410 *Loss of Control* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 146: Collisions in West Berkshire where CF408 and/or CF409 and/or CF410 were recorded (2013-2022)

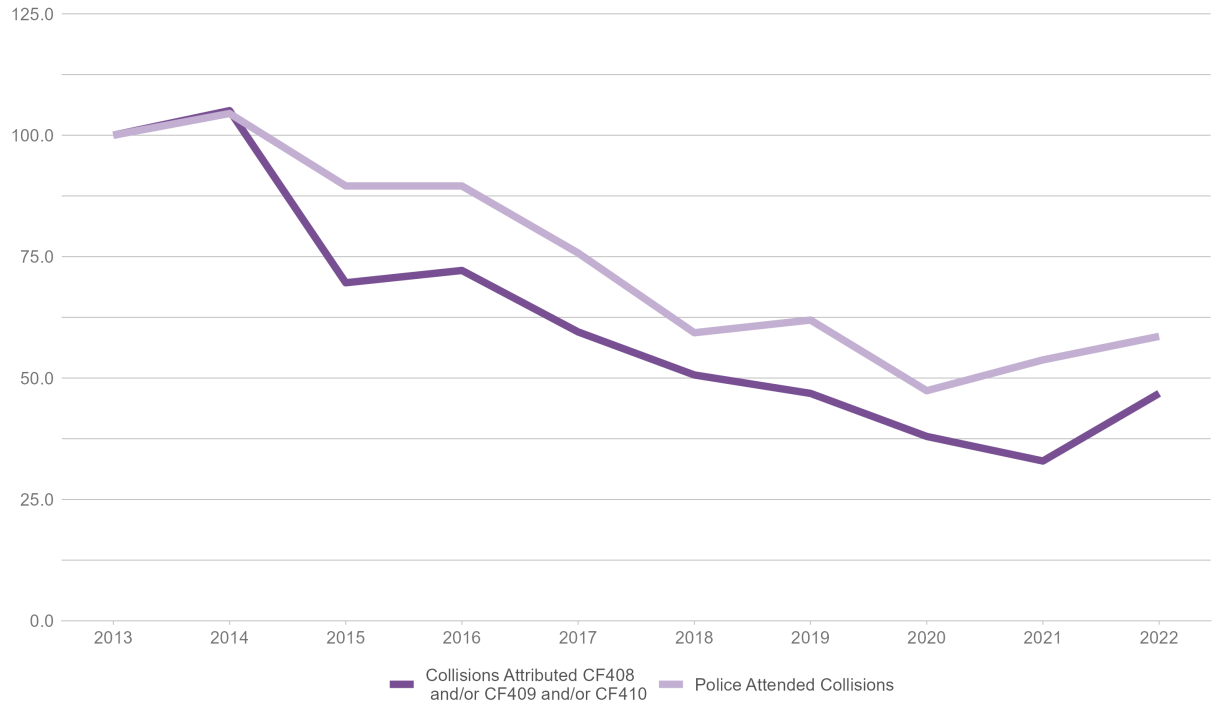


4.4.4.1 Trends Figure 146 shows annual collisions on West Berkshire's roads where at least one of the control error CFs were recorded, with a three-year moving average trend line for control error collisions. Figure 147 shows the trends for collisions where control error CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

Figure 146 shows that the number of collisions to which a control error contributory factor was recorded have increased to pre-pandemic levels, with 2022 reporting 37 collisions. Fatal and serious collisions attributed with the same CFs have also increased with 1 fatality and 8 serious collisions where at least one control error CF was recorded.

Since 2014 the rate of collisions attributed CFs 408, 409 and/or 410 has been lower than the rate of police attended collisions.

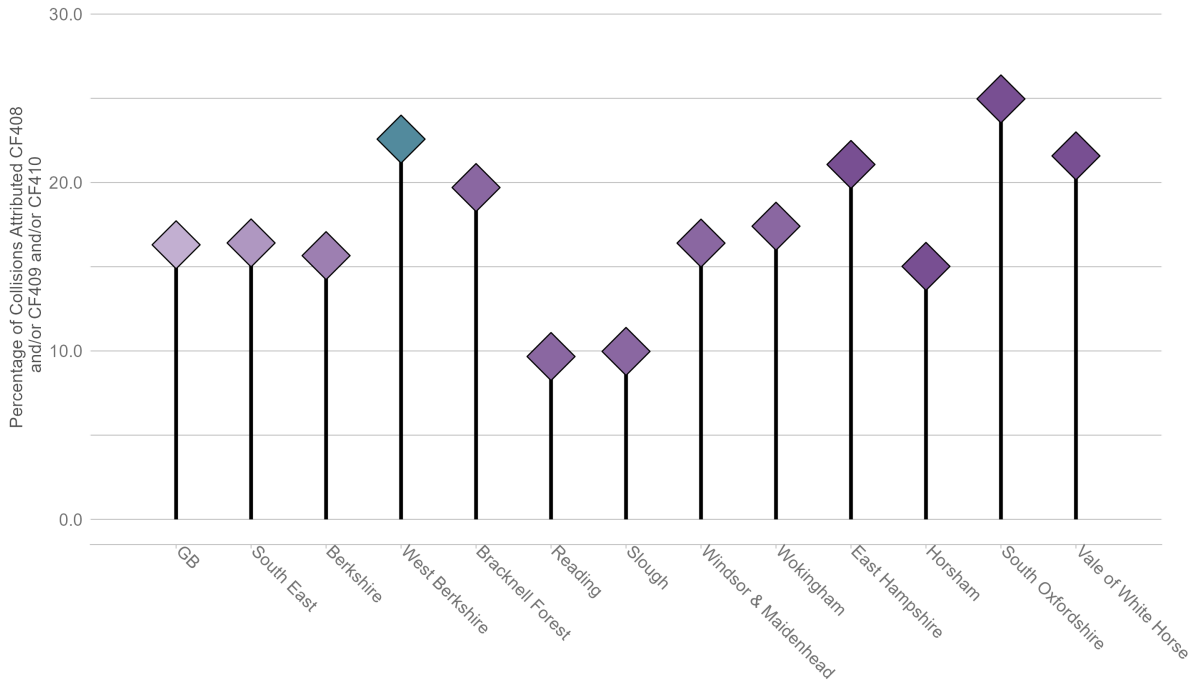
Figure 147: Collision trends in West Berkshire where CF408 and/or CF409 and/or CF410 were recorded compared to officer attended collision trends (2013-2022)



4.4.4.2 Comparisons Figure 148 shows collisions on West Berkshire's roads where at least one of the control error CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Similar to road surface condition related CFs, South Oxfordshire are the only authority to have a higher rate than West Berkshire, although the rate 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.

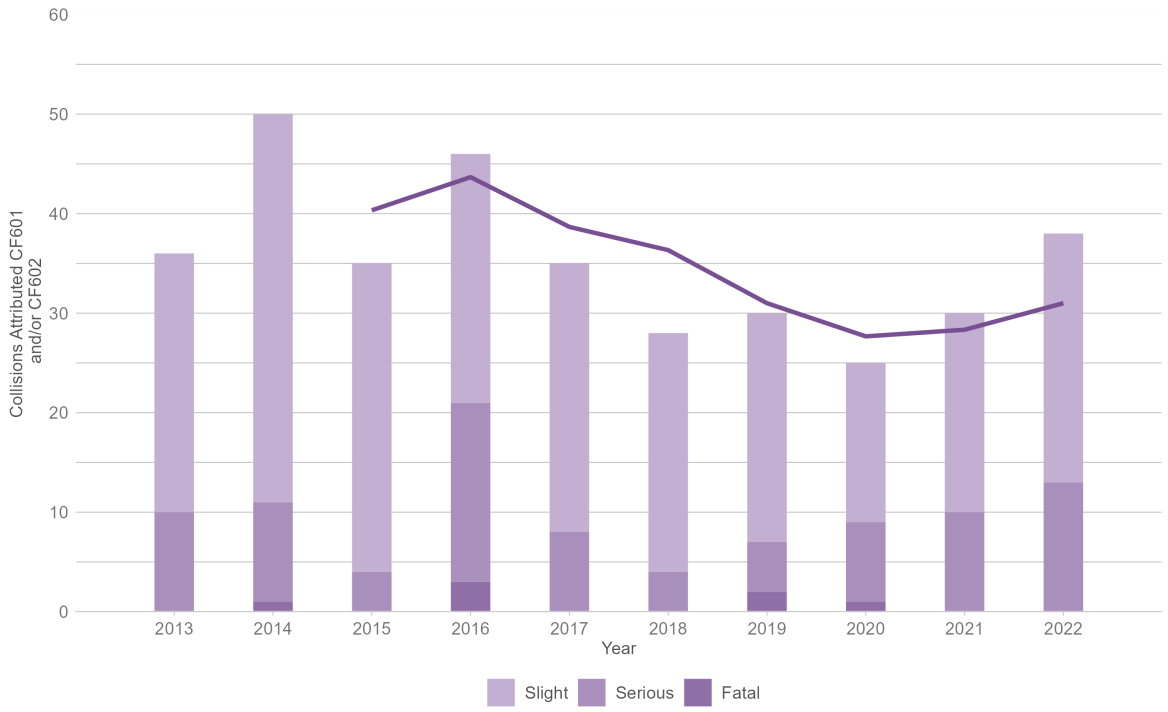
Figure 148: Percentage of collisions in West Berkshire and comparators where CF408 and/or CF409 and/or CF410 were recorded (2018-2022)



4.4.5 Unsafe Behaviour

This section examines collisions, by severity, where at least one of the CFs 601 *Aggressive driving*, and/or 602 *Careless, reckless or in a hurry* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 149: Collisions in West Berkshire where CF601 and/or CF602 were recorded (2013-2022)

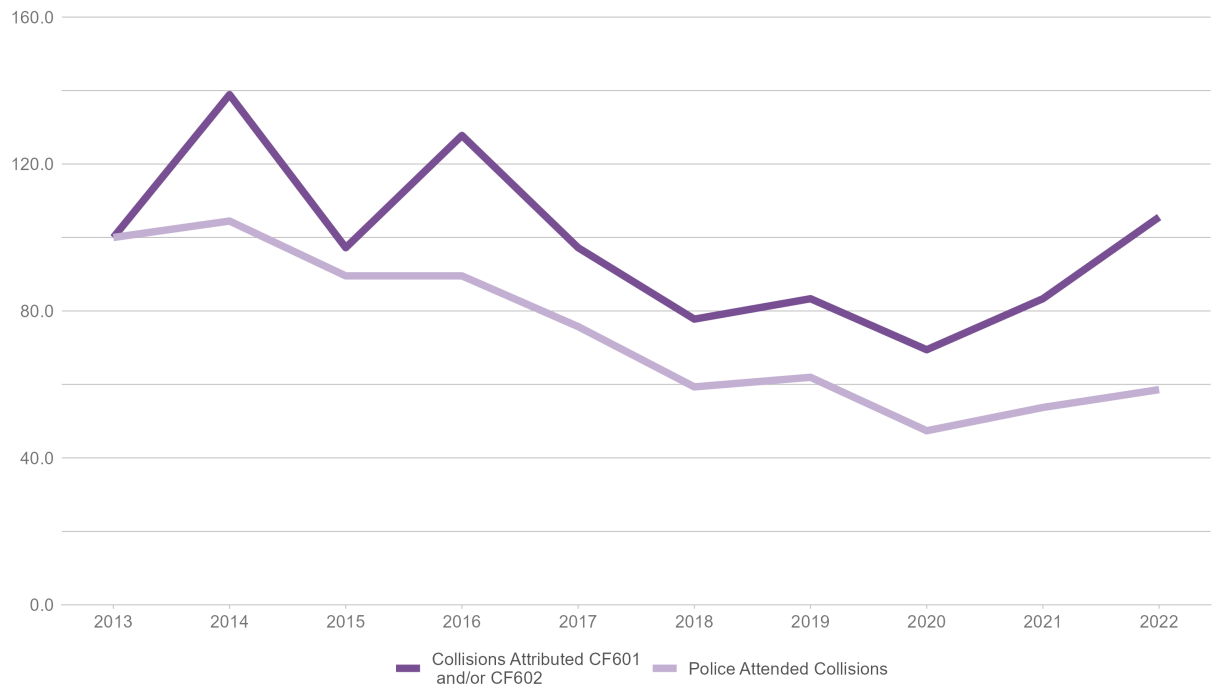


4.4.5.1 Trends Figure 149 shows annual collisions on West Berkshire's roads where at least one of the unsafe behaviour CFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions. Figure 150 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

The number of collisions attributed a CF linked with unsafe behaviour increased to levels higher than seen in West Berkshire since 2016. In 2022, there were 38 collisions with an unsafe behaviour CF recorded in 2022. This was 27% higher than 2021.

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.

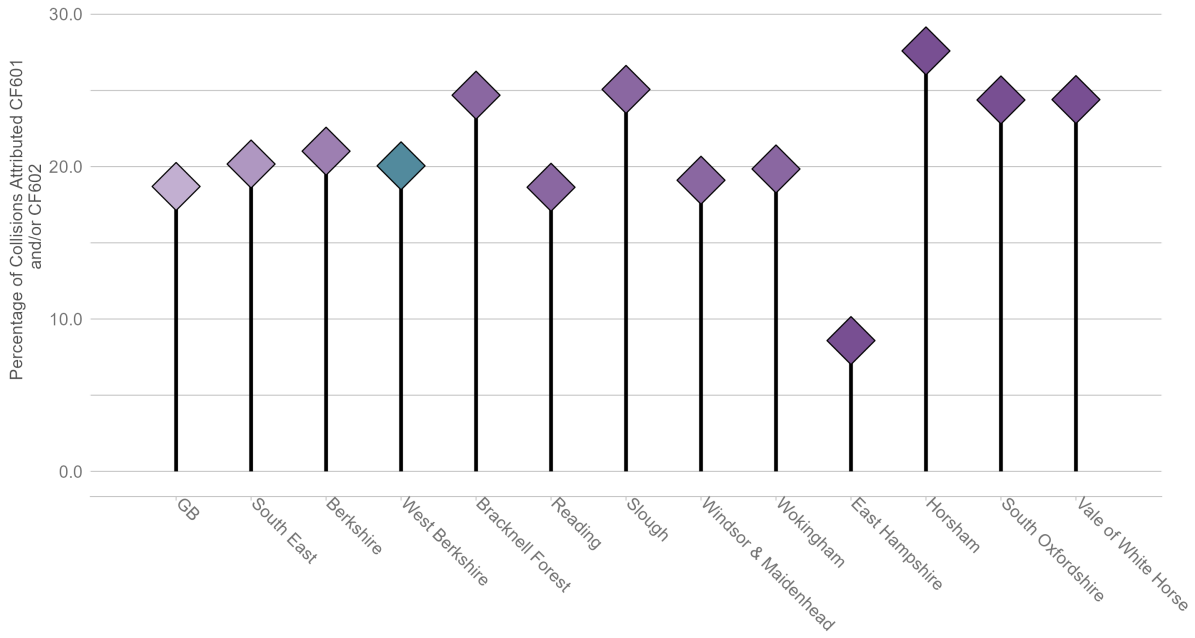
Figure 150: Collision trends in West Berkshire where CF601 and/or CF602 were recorded compared to officer attended collision trends (2013-2022)



4.4.5.2 Comparisons Figure 151 shows collisions on West Berkshire's roads where at least one of the unsafe behaviour CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

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

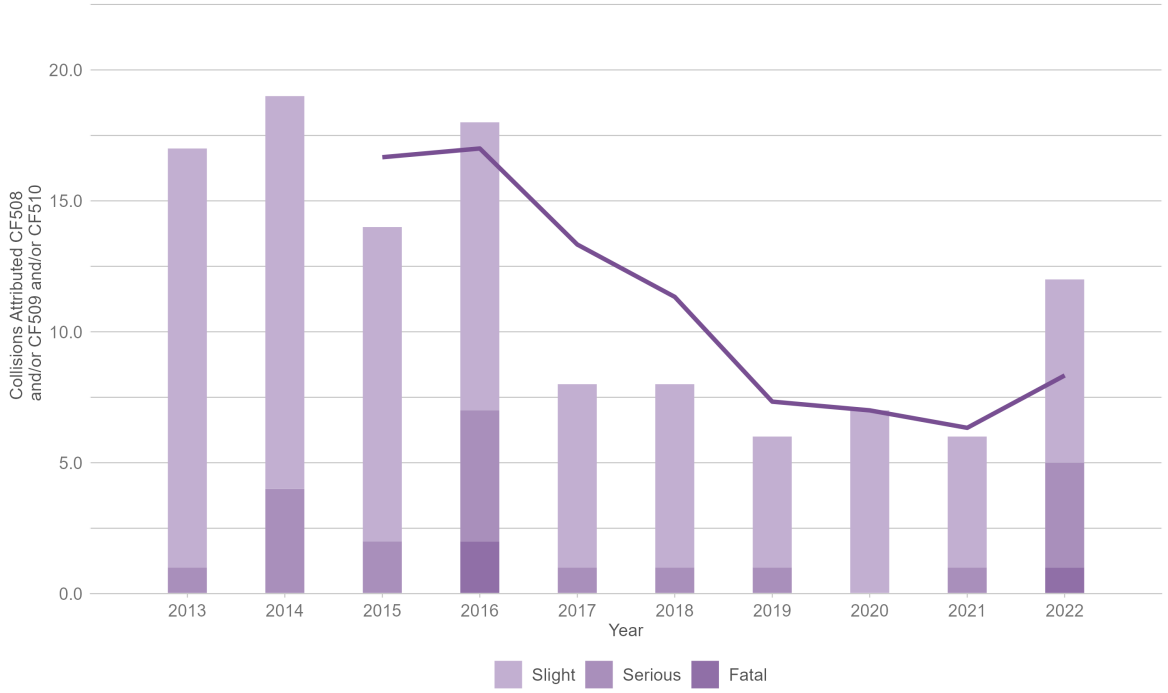
Figure 151: Percentage of collisions in West Berkshire and comparators where CF601 and/or CF602 were recorded (2018-2022)



4.4.6 Distraction

This section examines collisions, by severity, where at least one of the CFs 508 *Driver using mobile phone*, 509 *Distraction in vehicle* and/or 510 *Distraction outside vehicle* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

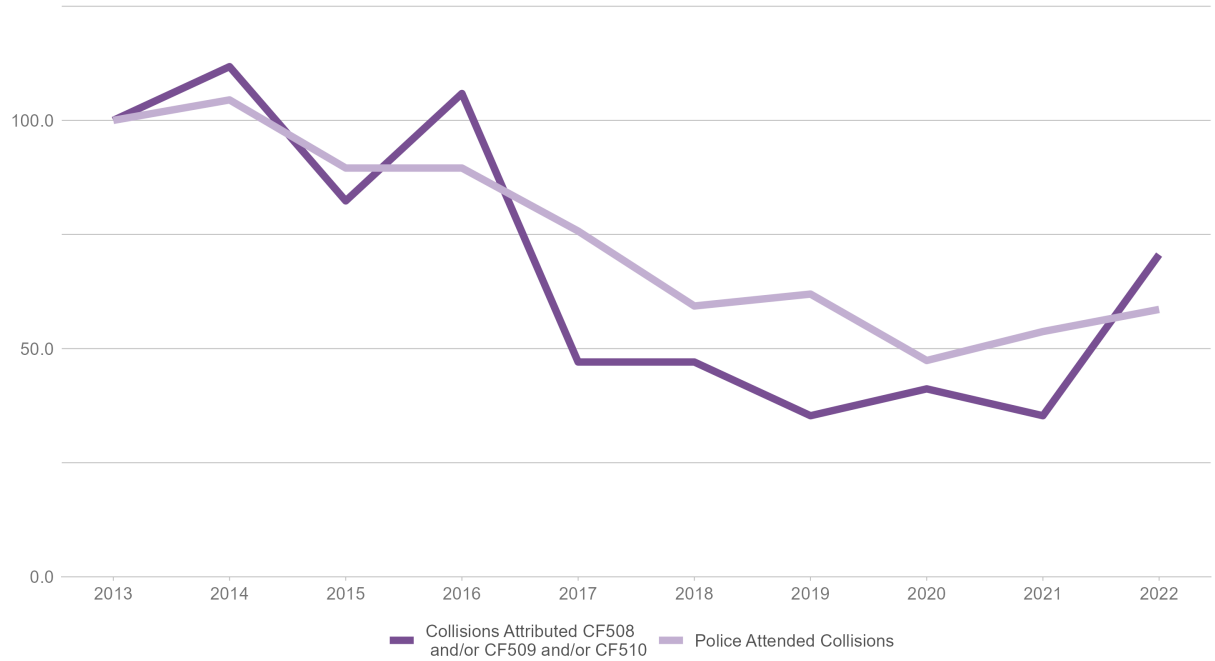
Figure 152: Collisions in West Berkshire where CF508 and/or CF509 and/or CF510 were recorded (2013-2022)



4.4.6.1 Trends Figure 152 shows annual collisions on West Berkshire's roads where at least one of the distraction CFs were recorded, with a three-year moving average trend line for distraction collisions. Figure 153 shows the trends for collisions where distraction CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

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, and until 2022, the numbers have remained in single figures, recording just 6 in 2021. However, 2022 saw numbers double to 12. This represents a 66% reduction for the decade as a whole. Corresponding with the sudden increase in numbers for West Berkshire in 2022, the rate of collisions is now higher than the rate of police attended collisions in West Berkshire.

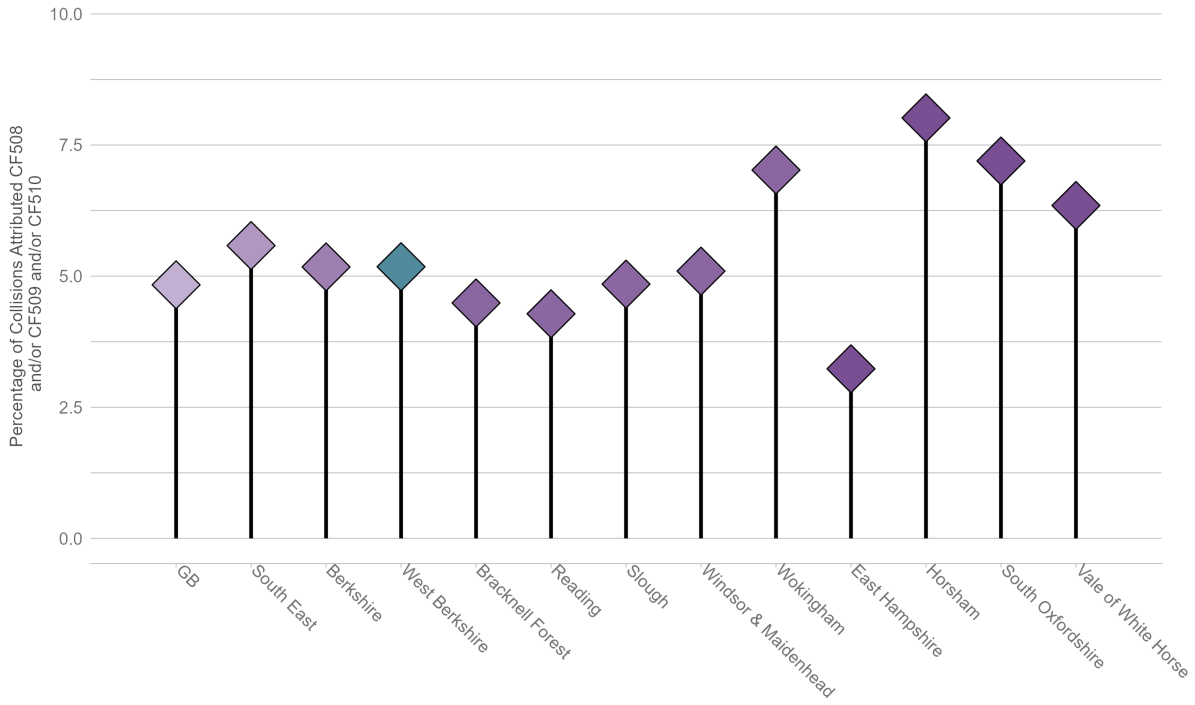
Figure 153: Collision trends in West Berkshire where CF508 and/or CF509 and/or CF510 were recorded compared to officer attended collision trends (2013-2022)



4.4.6.2 Comparisons Figure 154 shows collisions on West Berkshire's roads where at least one of the distraction CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

The rate of distraction CF attributed collisions in West Berkshire is consistent with the rate for Berkshire as a whole and very similar to the rate for the South East region. It is higher than the national rate and lower than all other external comparator authorities, with the exception of East Hampshire.

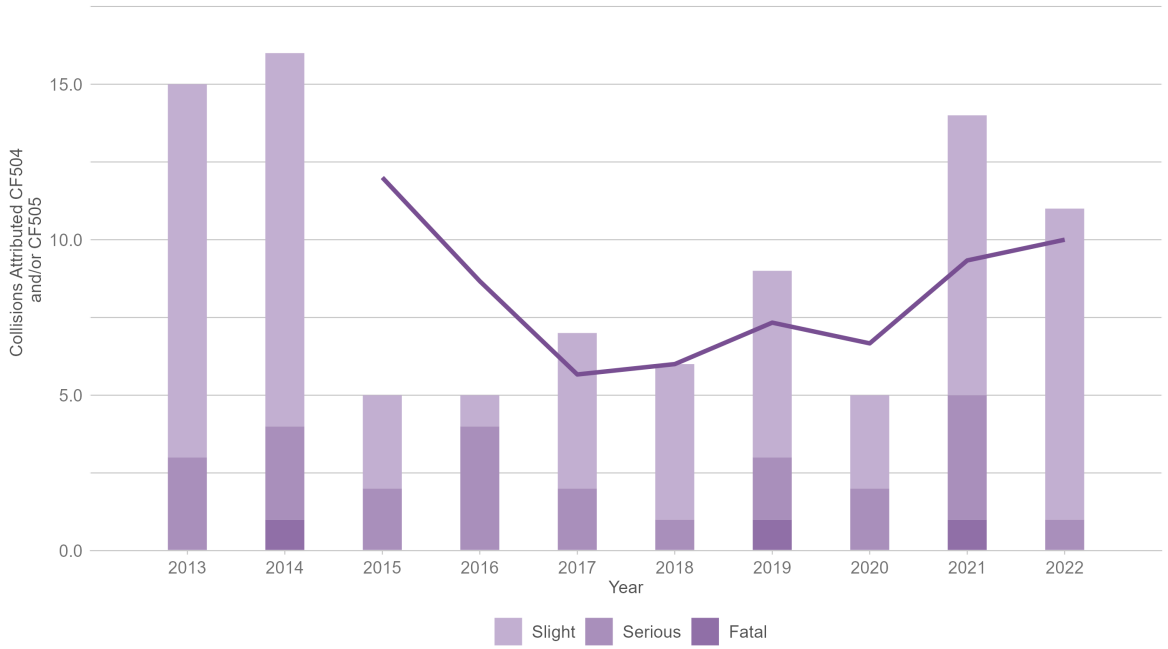
Figure 154: Percentage of collisions in West Berkshire and comparators where CF508 and/or CF509 and/or CF510 were recorded (2018-2022)



4.4.7 Medically Unfit

This section examines collisions, by severity, where at least one of the CFs 504 *Uncorrected, defective eyesight* and/or 505 *Illness or disability, mental or physical* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 155: Collisions in West Berkshire where CF504 and/or CF505 were recorded (2013-2022)

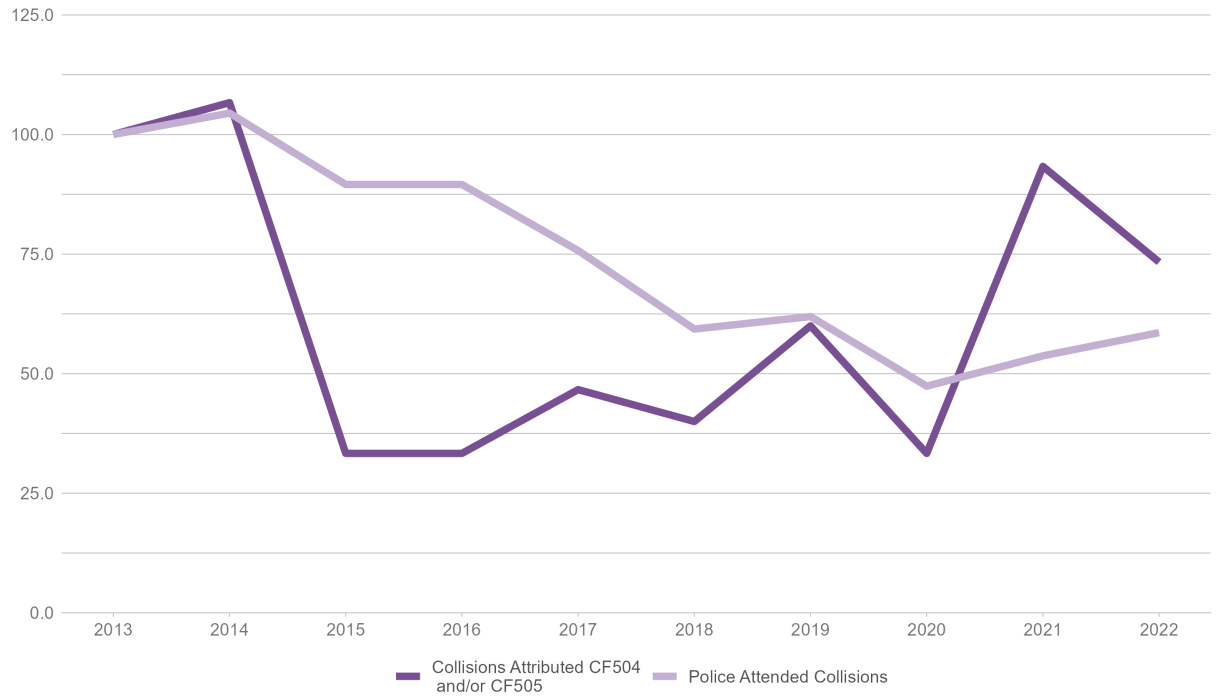


4.4.7.1 Trends Figure 155 shows annual collisions on West Berkshire's roads where at least one of the medically unfit CFs were recorded, with a three-year moving average trend line for medically unfit collisions. Figure 156 shows the trends for collisions where medically unfit CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

In stark contrast to collisions attributed to other contributory factors that have seen increases in numbers in 2022, the number of collisions attributed to factors relating to a driver's fitness to drive have decreased a little since 2021 although they remain in very small quantities. There were 11 collisions attributed a medically unfit CF in 2022, but only 1 of these resulted in serious injury.

From a baseline of 2013 the rate of collisions attributed to medical-related factors has remained above the rate of officer attended collisions in 2021 and 2022.

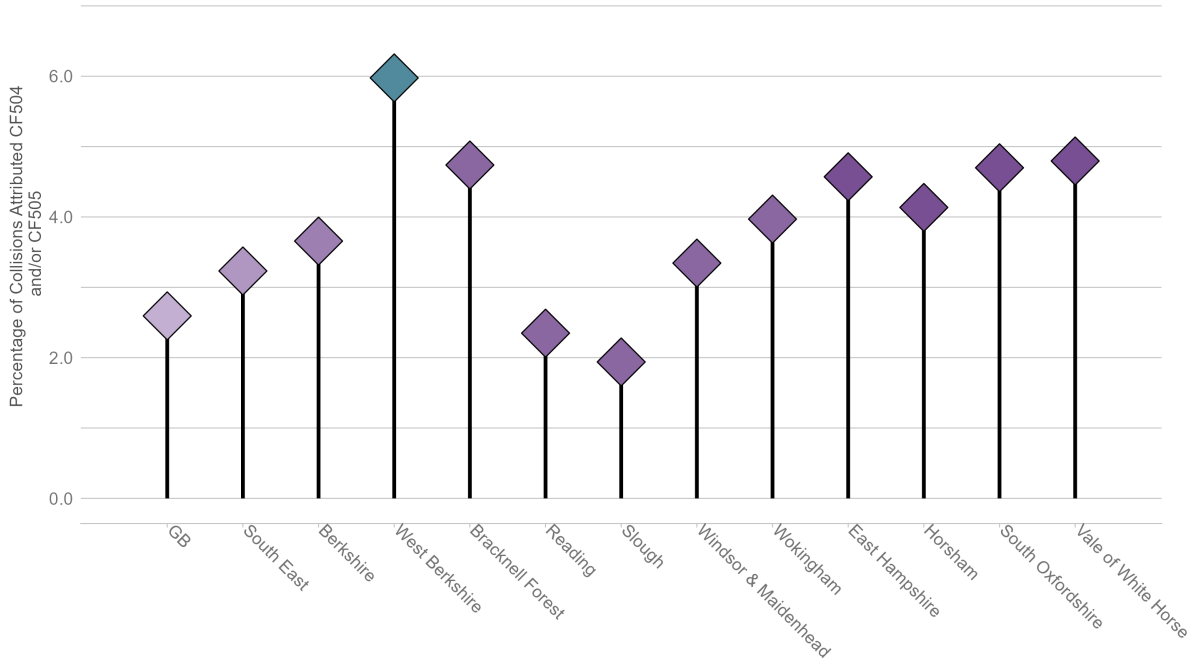
Figure 156: Collision trends in West Berkshire where CF504 and/or CF505 were recorded compared to officer attended collision trends (2013-2022)



4.4.7.2 Comparisons Figure 157 shows collisions on West Berkshire's roads where at least one of the medically unfit CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

The national rate for medically unfit related collisions is 2.6%, however West Berkshire's rate is 6.0%, higher also than the overall county rate of 3.7% and rates for Reading and Slough which are lower than the national rate. Vale of White Horse and Bracknell Forest have the closest rates to that of West Berkshire at 4.7% and 4.8% respectively.

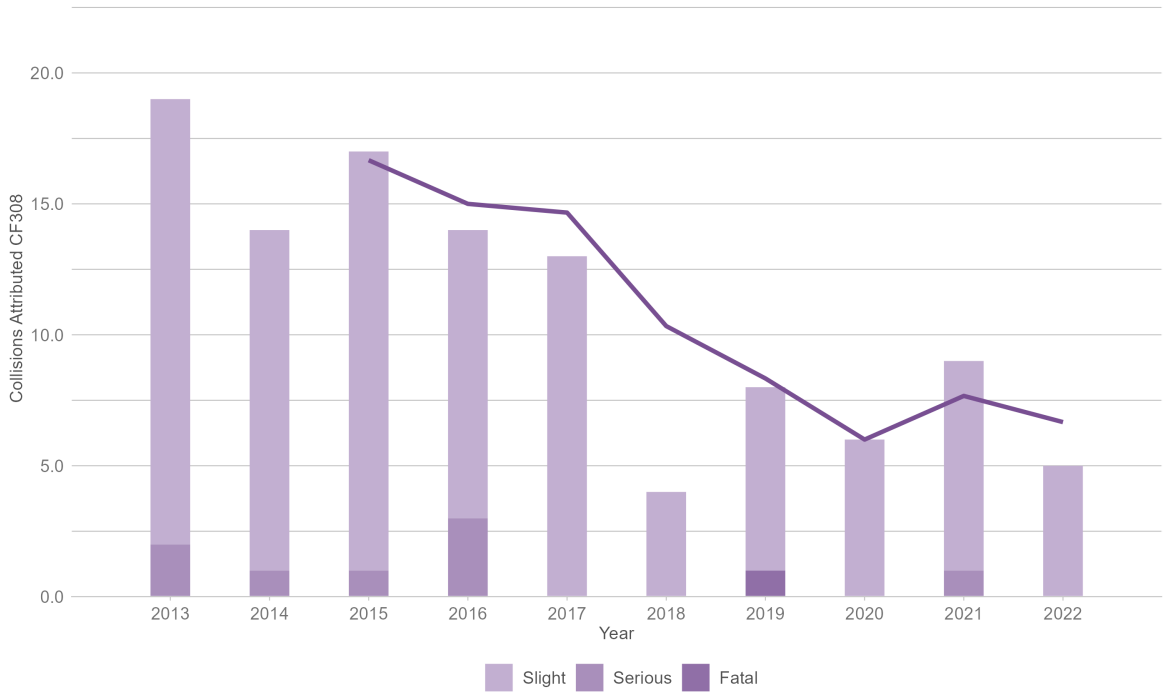
Figure 157: Percentage of collisions in West Berkshire and comparators where CF504 and/or CF505 were recorded (2018-2022)



4.4.8 Close Following

This section examines collisions, by severity, where the CF 308 *Following too close* was attributed.

Figure 158: Collisions in West Berkshire where CF308 was recorded (2013-2022)

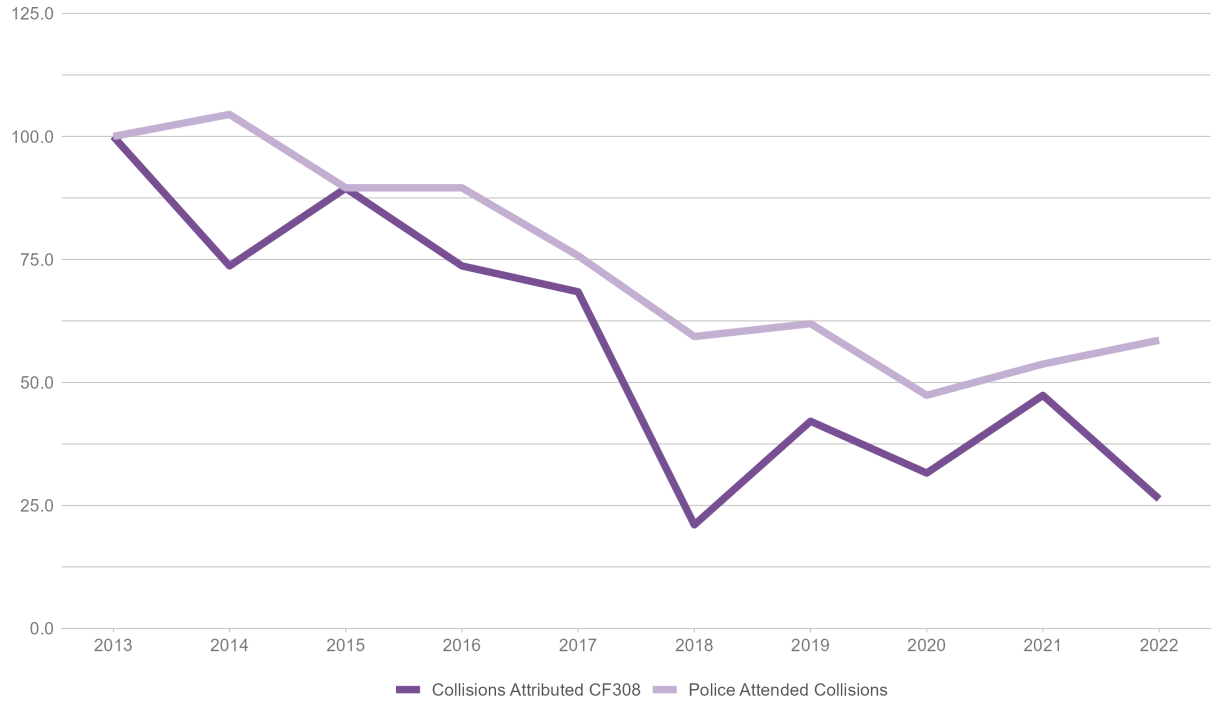


4.4.8.1 Trends Figure 158 shows annual collisions on West Berkshire's roads where CF 308 was recorded, with a three-year moving average trend line for close following collisions. Figure 159 shows the trends for collisions where CF 308 was recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

The number of collisions in which '*Following too close*' decreased by 74% between 2013 and 2022. The numbers of collisions attributed CF308 are very small (5) 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 2021 to 2022.

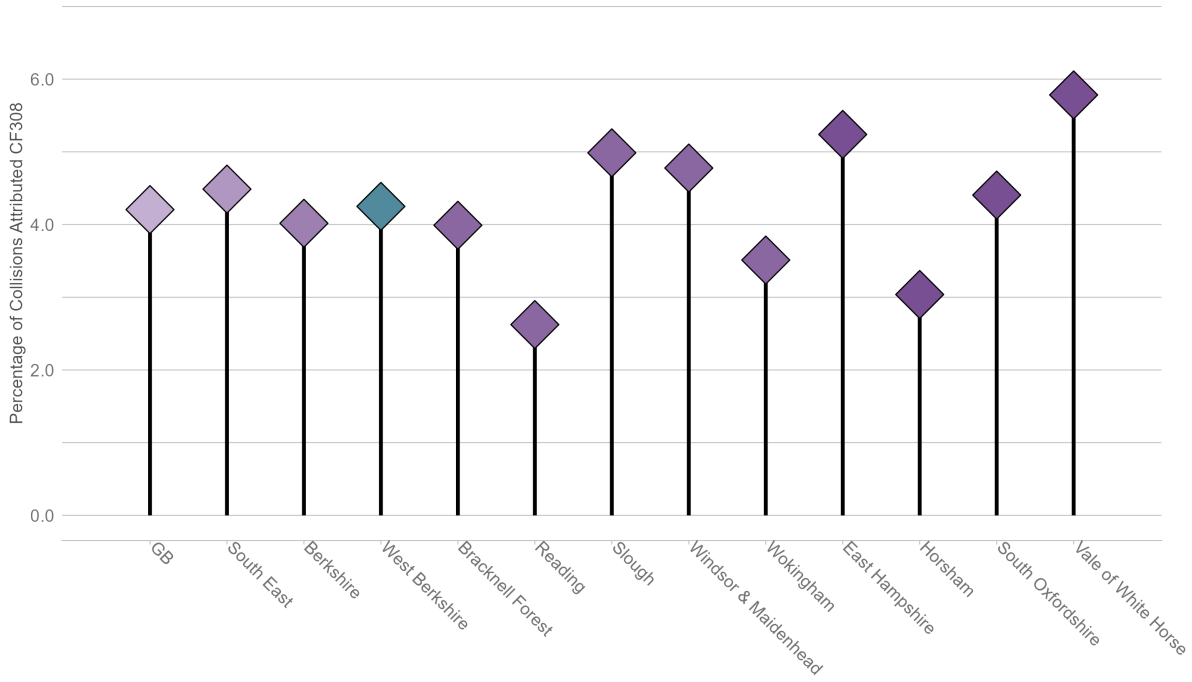
Figure 159: Collision trends in West Berkshire where CF308 was recorded compared to officer attended collision trends (2013-2022)



4.4.8.2 Comparisons Figure 160 shows collisions on West Berkshire's roads where the close following CF was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

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 4.2% which is similar to the GB rate, South East regional rate and rates of neighbouring authorities of Bracknell Forest and South Oxfordshire. West Berkshire's rate is higher than Wokingham, Horsham and Reading. This leaves Slough, Windsor & Maidenhead, East Hampshire and Vale of White Horse with rates higher than West Berkshire.

Figure 160: Percentage of collisions in West Berkshire and comparators where CF308 was recorded (2018-2022)



5 Appendices

5.1 Analytical Techniques

5.1.1 Resident road users

Casualty and driver postcodes in STATS19 make it possible to identify where casualties from West Berkshire reside. Thematic maps are used to illustrate the number of casualties per head of population from each small area in West Berkshire. Areas on maps are progressively coloured, indicating annual average rates relative to the population of that area.

The geographical units used for this analysis are based on similar populations, which enables meaningful comparative analysis within and between authorities. In England and Wales the areas typically used are super output areas as defined by the Office for National Statistics (ONS). Where appropriate, lower level small areas are employed: for England and Wales these are lower layer super output areas (LSOAs) of around 1,600 residents on average. In some cases, larger groupings are used, as is the case in MAST Online: for England and Wales these are middle layer super output areas (MSOAs) with an average of nearly 8,000 residents each.

MAST Online has been used to determine the casualty figures for West Berkshire's residents injured in road collisions anywhere in Britain. Using national population figures (by age where appropriate), casualty and driver/rider involvement rates per head of population have been calculated. Charts have been devised which compare the local rates with the equivalent figures for Great Britain and for selected comparators. Trend analysis examines resident road user collision involvement over time and by severity, and additional trends are explored depending on road user type.

Where appropriate, socio-demographic analysis is conducted to provide insight into the backgrounds of people from West Berkshire who are involved in collisions, either as casualties or motor vehicle users. Socio-demographic profiling examines age breakdowns, and for some road user groups includes analysis using Acorn segmentation, deprivation and/or rurality. More information on Acorn is provided later in this section.

5.1.1.1 Acorn Insight into the lifestyles of West Berkshire resident road casualties and motor vehicle users can be provided through socio demographic analysis. RSA Acorn profiling uses CACI's Acorn cross-channel classification system[2], which is assigned uniquely for each casualty and vehicle user based on individual postcodes in STATS19 records. Typically, nearly 85% of casualty and driver STATS19 records can be matched to Acorn Types, so residency analysis is based on about five out of six West Berkshire residents involved in reported injury collisions.

Acorn is intended to provide an accurate and comprehensive view of citizens and their needs by describing them in terms of demographics, lifestyle, culture and behaviour. By analysing data from hundreds of different sources, and segmenting UK postcodes by common characteristics, Acorn provides a detailed understanding of the various types of people who make up customer bases and catchment areas.

[2] https://acorn.caci.co.uk/how-acorn-works/.html

Acorn presently classifies the community represented by each UK postcode into one of 7 categories, 22 Groups and 65 Types. Each Group embraces between 3 and 6 Types. A complete list of Acorn Types is provided in 5.2.1 whilst profiles and distribution for the Acorn Types identified in this Area Profile as providing insight on West Berkshire's residents are detailed in 5.2.2.

This profile displays Acorn analysis as dual series column charts, to facilitate quick and easy insight into residents and relative risk. In these charts, the wider background columns denote the absolute number of West Berkshire resident casualties or drivers in each Acorn Type or Group, corresponding to the value axis to the left of the chart. The columns in the foreground provide an index for each Acorn Type or Group. These indices are 100 based, where a value of 100 indicates the number of casualties or drivers shown by the corresponding background column is exactly in proportion to the population of communities in West Berkshire where that Type or Group predominates. Indices over 100 indicate over representation of that Type among casualties or motor vehicle users relative to the population: for example, a value of 200 would signify that people resident in communities of that Type were involved in collisions at twice the expected rate. Conversely, indices below 100 suggest under representation, so an index of 50 would imply half the expected rate. Inevitably, index values become less significant as numbers of involved residents decrease, because increased random fluctuations tend to decrease levels of confidence.

Where appropriate, additional Acorn profiles for drivers may be provided with indices based on CACI's estimate of the average annual mileage typically driven by each Group or Type. These profiles help to identify situations where exposure to road risk for some communities is out of proportion to their population due to unusually high or low levels of vehicle use.

5.1.1.2 Deprivation Deprivation levels are examined using UK Index of Multiple Deprivation (IMD) values. IMD is calculated by the Office for National Statistics (ONS), the Scottish Government and the Welsh Government, and uses a range of economic, social and housing data to generate a single deprivation score for each small area in the country. This profile uses deciles, which are ten groups of equal frequency ranging from the 10% most deprived areas to the 10% least deprived. It should be remembered that indices of multiple deprivation include income, employment, health, education, access to services and living environment and are not merely about relative wealth.

In order to interpret deprivation more accurately at local level, this profile includes indexed IMD charts. Indices in these charts show risk relative to the predominance of each IMD decile in the population of West Berkshire and can be interpreted in the same way as indices on Acorn charts as explained in the preceding section.

5.1.2 Collisions

MAST Online has been used to determine average annual road injury collision levels for West Berkshire and relevant comparator areas. Dividing this annual rate by road length in each area generates an annual collision rate per kilometre of road, which allows direct comparisons to be made between authorities. Road length data have been taken from central government figures, and where required have been calculated separately for different road classes and environments. Charts have been devised which compare local rates with the equivalent figures for Great Britain

and comparator highway authorities. District authorities cannot be included, as road length data is only available at highway authority level.

Trend analysis examines numbers of collisions on West Berkshire's roads over time and by severity, with additional trends explored, sometimes classified by kinds of road network. In order to determine the distribution of collisions within West Berkshire, maps show the number of collisions in each small area, divided by the total road length (in kilometres) within that small area

5.1.2.1 Contrasting kinds of road network Road networks vary considerably across the country. It is often useful to analyse and compare collision rates between authorities on certain kinds of road. Ideally such comparisons would take traffic flow into account, so collision rates per vehicle distance travelled could be calculated. However, traffic flow data for different kinds of road network is not available, so this profile can only calculate collision rates using road length. Road length data by kind of road network has been taken from DfT figures where possible. As with all collisions, trend charts are provided in addition to rate comparison charts.

5.1.2.1.1 Rurality Within West Berkshire, the road network has been split into either Urban and Rural or SRN and local roads. These types have been analysed separately under Sections 4.2 and 4.3 in the Area Profile. Routes were split into urban and rural in accordance with the ONS rural/urban classifications by LSOA (Lower Layer Super Output Area). Note that the term 'urban' both in the ONS classification and in this report denotes an area which forms part of a contiguous conurbation with a total population of more than 10,000.

5.1.3 Comparators

In order to put the figures for West Berkshire into context, comparisons with other areas have been made.

Local Authority
Bracknell Forest
Reading
Slough
Windsor & Maidenhead
Wokingham
East Hampshire
Horsham
South Oxfordshire
Vale of White Horse

5.1.4 Collision Dynamics

Many collisions entail some (or all) of the vehicles involved coming into direct conflict with each other. To maximise insight into such incidents, Agilysis categorises all collisions by their *Collision*

Dynamic, based on the nature of inter-vehicle conflicts they comprised. This assessment is based on the directions in which vehicles were travelling, and the points of impact at which they first made contact.

The Collision Dynamic categories (arranged in the hierarchical order in which they are applied) are as follows:

- No Conflict
- Head On
- Shunt
- Side Impact
- Other Conflict
- Conflict Unknown

A collision is defined as No Conflict if: *it only involved one non-parked vehicle OR all involved non-parked vehicles had no impact OR all bar one of the involved non-parked vehicles had no impact.*

A collision is defined as Head On if: *any involved non-parked vehicle which had a front impact was travelling in a direction which differed by between 135^o and 225^o from the path of another involved non-parked vehicle which had a non-rear impact.*

A collision is defined as a Shunt if: *the collision was not a Head On AND; any involved non-parked vehicle which had a rear impact was travelling in a direction which only differed by up to 45^o either way from the path of another involved non-parked vehicle which had a non-rear impact.*

A collision is defined as a Side Impact if: *the collision was not a Head On or Shunt AND; any involved non-parked vehicle which had a side impact was travelling in a direction which differed by 45^o to 135^o either way from the path of another involved non-parked vehicle which had a non-rear impact.*

A collision is defined as Other Conflict if: *the collision was not a Head On, Shunt or Side Impact AND; at least two involved non-parked vehicles with known directions of travel had any impact.*

A collision is defined as Conflict Unknown if: *the collision was not a No Impact, Head On, Shunt, Side Impact or Other Impact (NOTE: this includes cases where data for first point of impact and/or direction of travel was missing or unknown, in a manner which precluded the application of any other definition).*

5.1.4.1 Limitations Certain vagaries inherent in STATS19 recording may confound this categorisation in some circumstances. These, along with the available mitigations, are listed below.

1. Collisions involving more than two vehicles may comprise multiple types of conflict within the same incident, which STATS19 data by its nature cannot always distinguish with certainty. Collision Dynamics defines the primary dynamic of such collisions by using a 'hierarchy' of conflicts which gives certain types of conflict precedence over others.
    - In some circumstances it may be preferable to mitigate this uncertainty by analysing two vehicle collisions only.

2. Recorded first points of impact may refer to contact with pedestrians or other objects, rather than with other vehicles. From STATS19 data, it is not always possible to ascertain with certainty to what counterpart any given impact refers.
    - For this reason, in some circumstances it may be preferable to mitigate this uncertainty by analysing collisions separately where injured pedestrians and/or impact with other objects were recorded.

5.1.5 Driver Actions

The derivation of 'Driver Action' from STATS19 data is carried out using a combination of two data collection fields, 'Vehicle Manoeuvres' and 'Vehicle leaving carriageway'. The definitions of driver action used in this report are as follows:

Driver Action	Definition
Involved Slow Manoeuvre	Vehicle was stopping, stationary or moving off
Involved Right Turn	Vehicle was turning right, or waiting to do so
Involved Left Turn	Vehicle was turning left, or waiting to do so
Involved Runoff	Combination of 'Involved Runoff Other' and 'Involved Runoff Nearside'
Involved Runoff Other	Vehicle left carriageway in any other fashion
Involved Runoff Nearside	Vehicle left carriageway to the nearside (whether rebounded or not)

5.1.6 Contributory factors

Police officers who attended the scene of an injury collision may choose to record certain contributory factors (CFs) which in the officer's view were likely to be related to the incident. Up to six CFs can be recorded for each collision. CFs reflect the officer's opinion at the time of reporting, but may not be the result of extensive investigation. Consequently, CFs should be regarded only as a general guide for identifying factors as possible concerns.

In all CF analysis, only collisions which were both attended by a police officer and for which at least one factor was recorded are included. Since multiple CFs can be recorded for a single collision, the same incidents may be included in analysis of more than one CF.

In CF analysis specifically related to pedestrians, only CFs directly assigned either to pedestrian casualties or to drivers and riders who first hit a pedestrian casualty are analysed. For ease of analysis and interpretation RSA often organises CFs into groupings. A complete list of all CFs and their groupings may be found in section 5.4.

5.2 Acorn

This section provides information on all of the Acorn Types and more detailed analysis of the specific Types identified as being of interest to West Berkshire. More information on what Acorn is

can be found in section 5.1.1.1.

5.2.1 Complete list of Acorn Types

Below is a complete list of all the Acorn Types, with descriptions, shown in the Acorn Group to which they belong.

A - Exclusive Addresses	
A1	High-flyers in luxury apartments and townhouses
A2	Wealthy, gentrified areas
A3	Asset-rich, out-of-town older families

B - Flourishing Capital	
B4	High-end professionals in city flats
B5	Successful young families in smart urban areas

C - Upmarket Families	
C6	Executives in expensive suburban houses
C7	Prosperous families in green-belt areas with substantial homes

D - Commuter-Belt Wealth	
D8	Affluent, older homeowners
D9	Families and couples in comfortable homes
D10	Well-off families in larger semis
D11	Mature and moneyed out-of-towners
D12	Well-to-do empty nesters in detached houses

E - Prosperous Professionals	
E13	Families in leafy suburbs
E14	Upmarket young families in terraces
E15	Educated professionals renting flats

F - Mature Success	
F16	Families and couples in detached houses
F17	Older, rural empty nesters and couples
F18	Countryside retirees in spacious houses
F19	Sophisticated couples living comfortably in detached homes

G - Settled Suburbia	
G20	Mixed lifestages in semi-detached homes
G21	Mid-life suburban living

H - Metropolitan Surroundings	
H22	Younger families and sharers in city terraces
H23	Culturally diverse suburban families

I - Up-and-Coming Urbanites	
I24	Young professionals renting city flats
I25	Privately renting students and house sharers
I26	Younger couples and singles in flats

J - Aspiring Communities	
J27	Professional families and couples in suburban, owner-occupied areas
J28	Families and couples in terraces

K - Semi-Rural Maturity	
K29	Senior home-owning couples
K30	Empty nesters in owner-occupied detached homes
K31	Comfortable, home-owning families and empty nesters
K32	Older comfortable families and couples in detached, rural properties
K33	Retirees in semi-detached and detached properties

L - Traditional Homeowners	
L34	Older owner-occupier households in semis
L35	Settled communities, semi-detached properties

M - Family Renters	
M36	Cost-conscious families in terraces
M37	Restricted residents, socially renting

N - Urban Diversity	
N38	Younger families, multi-occupancy and rented households
N39	Diverse communities in smaller semis and terraces
N40	Young families, limited means in terraced metropolitan areas

O - Stable Seniors	
O41	Living on modest means in terraces
O42	Retired homeowners in semi-detached and detached houses
O43	Older couples living in detached houses, rural communities

P - Tenant Living	
P44	Urban, aspiring flat dwellers
P45	Privately renting squeezed professionals in flats
P46	Sharers and students in private rentals
P47	Singles and couples in rented flats

Q - Limited Budgets	
Q48	Routine occupations, socially renting families in semis
Q49	Socially renting single adult households

R - Hard-Up Households	
R50	Single-parent families in terraced housing
R51	Older, single-person households on the outskirts of town
R52	Socially renting families in terraces

S - Cash-Strapped Families	
S53	Diverse families and sharers in flats
S54	Young families in socially rented semis
S55	Families in low-value terraced housing
S56	Diverse young families in rented terraces and flats

T - Constrained Pensioners	
T57	Older renters in flats and tenements
T58	Poorer pensioners in semis

U - Challenging Circumstances	
U59	Students and sharers in multi-occupancy flats
U60	Socially renting single adult households in flats
U61	Socially rented flats, singles and pensioners

V - Not Private Households	
V62	Students in halls of residence
V63	Active communal populations
V64	Inactive communal populations
V65	Non residential postcodes

5.2.2 Profile and distribution for selected Acorn Types

The table below shows Acorn Types identified by socio-demographic profiling of the resident casualties and resident drivers sections of the report, with some of the main characteristics of these Types. These can be used to create a picture of the target audience in terms of economic and edu-

cational position; family life; and transport preferences including mileage and car ownership. This information is invaluable for understanding target audiences and knowing how to communicate with them.

D8 *Affluent, older homeowners*	J27 *Professional families and couples in suburban, owner-occupied areas*	M37 *Restricted residents, socially renting*	Q49 *Socially renting single adult households*
Affluent, older homeowners are predominantly aged 50 60 64 and are close to retirement. Many have paid off their mortgages on their larger detached homes which are located in areas of the country which are within easy reach of a major conurbation. They are comfortable using e-mail and the internet and mainly use mocile phones to communiate. The main type of car belonging to this Acorn Type is privately owned.	Professional families and couples in suburban, owner-occupied areas are mainly families and couples living in semi-detached houses where house prices are a little above the UK average. With an above average income, they are typically financially secure. Residents range in age from 35 to 64 and mobile phones are the main means of communication. Pprivate car ownership is high at 89%	Restricted residents socially renting are families living in semi-detached hoyses. There is a mix of tenures between those who are homeowners and those who are in social housing, renting from the council or local authority. Income levels are typically in line with the average in the UK. Residents of this Acorn Type are more comfortable using a mobile phone as a means of communication.Sixty-three percent of residents use a car, van or motorbike to travel to work.	Socially renting single adult households reside in flats or smaller houses are are more likely to consist of singles and single parent families. Levels of both household and disposable income are well below the UK average. Residents prefer to communicate using a mobile phone and travel to work in a car, a van or a motorbike.

5.3 Data Tables

Table 3: All Casualties - West Berkshire Residents (3.1.1)

Year	Fatal	Serious	Slight	Total
2013	2	41	324	**367**
2014	4	44	289	**337**
2015	2	53	278	**333**
2016	3	37	282	**322**
2017	3	36	235	**274**
2018	6	39	201	**246**
2019	4	21	186	**211**
2020	1	30	153	**184**
2021	0	27	187	**214**
2022	1	39	177	**217**
Total	**26**	**367**	**2312**	**2705**

Table 4: Child Casualties - West Berkshire Residents (3.1.2)

Year	Fatal	Serious	Slight	Total
2013	0	4	26	**30**
2014	1	5	33	**39**
2015	0	4	24	**28**
2016	0	2	37	**39**
2017	0	2	26	**28**
2018	0	1	23	**24**
2019	0	5	19	**24**
2020	0	3	13	**16**
2021	0	2	11	**13**
2022	0	4	11	**15**
Total	**1**	**32**	**223**	**256**

Table 5: Pedestrian Casualties - West Berkshire Residents (**??**)

Year	Fatal	Serious	Slight	Total
2013	0	6	18	**24**
2014	1	8	22	**31**
2015	0	3	18	**21**
2016	1	2	27	**30**
2017	0	7	24	**31**
2018	2	4	22	**28**

Year	Fatal	Serious	Slight	Total
2019	2	4	19	**25**
2020	0	3	16	**19**
2021	0	3	11	**14**
2022	0	4	12	**16**
Total	**6**	**44**	**189**	**239**

Table 6: Pedal Cycle User Casualties - West Berkshire Residents (3.1.3)

Year	Fatal	Serious	Slight	Total
2013	0	5	41	**46**
2014	1	4	32	**37**
2015	0	12	23	**35**
2016	0	10	22	**32**
2017	0	4	25	**29**
2018	0	7	21	**28**
2019	0	5	23	**28**
2020	0	11	23	**34**
2021	0	1	21	**22**
2022	1	7	22	**30**
Total	**2**	**66**	**253**	**321**

Table 7: Motor Vehicle Drivers Involved in Injury Collisions - West Berkshire Residents (3.2.1)

Year	Fatal	Serious	Slight	Total
2013	6	49	346	**401**
2014	7	51	336	**394**
2015	3	47	306	**356**
2016	5	57	268	**330**
2017	1	39	243	**283**
2018	3	44	244	**291**
2019	4	29	189	**222**
2020	1	30	151	**182**
2021	2	36	189	**227**
2022	5	46	189	**240**
Total	**37**	**428**	**2461**	**2926**

Table 8: Motorcyclists Involved in Injury Collisions - West Berkshire Residents (3.3.1)

Year	Fatal	Serious	Slight	Total
2013	0	12	24	**36**
2014	0	9	24	**33**
2015	1	10	24	**35**
2016	0	9	27	**36**
2017	2	12	18	**32**
2018	1	16	25	**42**
2019	1	6	16	**23**
2020	1	3	16	**20**
2021	0	8	17	**25**
2022	0	15	20	**35**
Total	**6**	**100**	**211**	**317**

Table 9: Young Adult Drivers Involved in Injury Collisions - West Berkshire Residents (3.2.3)

Year	Fatal	Serious	Slight	Total
2013	0	11	67	**78**
2014	1	8	55	**64**
2015	1	10	56	**67**
2016	1	6	52	**59**
2017	0	4	47	**51**
2018	0	9	36	**45**
2019	1	5	26	**32**
2020	0	7	26	**33**
2021	0	7	30	**37**
2022	0	3	29	**32**
Total	**4**	**70**	**424**	**498**

Table 10: All Collisions - West Berkshire Roads (4.1)

Year	Fatal	Serious	Slight	Total
2013	3	45	278	**326**
2014	6	53	266	**325**
2015	3	49	242	**294**
2016	8	53	237	**298**
2017	1	43	193	**237**
2018	5	41	161	**207**
2019	9	32	169	**210**
2020	3	35	132	**170**
2021	4	31	158	**193**

Year	Fatal	Serious	Slight	Total
2022	3	38	169	**210**
Total	**45**	**420**	**2005**	**2470**

Table 11: Urban Collisions - West Berkshire Roads (4.2)

Year	Fatal	Serious	Slight	Total
2013	0	12	84	**96**
2014	2	14	81	**97**
2015	0	17	86	**103**
2016	2	8	55	**65**
2017	0	14	57	**71**
2018	1	14	47	**62**
2019	2	8	62	**72**
2020	0	8	30	**38**
2021	0	5	56	**61**
2022	0	12	45	**57**
Total	**7**	**112**	**603**	**722**

Table 12: Rural Collisions - West Berkshire Roads (4.3)

Year	Fatal	Serious	Slight	Total
2013	3	33	194	**230**
2014	4	39	185	**228**
2015	3	32	156	**191**
2016	6	45	182	**233**
2017	1	29	136	**166**
2018	4	27	114	**145**
2019	7	24	107	**138**
2020	3	27	102	**132**
2021	4	26	102	**132**
2022	3	26	124	**153**
Total	**38**	**308**	**1402**	**1748**

Table 13: Collisions by Hour of the Day (Weekdays) - West Berkshire Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	0	2	**2**
1am	0	2	5	**7**
2am	0	0	2	**2**

Time of Day	Fatal	Serious	Slight	Total
3am	0	0	0	**0**
4am	1	1	3	**5**
5am	0	0	6	**6**
6am	0	1	14	**15**
7am	3	6	39	**48**
8am	1	9	62	**72**
9am	2	4	40	**46**
10am	1	5	24	**30**
11am	1	4	25	**30**
Noon	2	9	34	**45**
1pm	1	8	35	**44**
2pm	0	11	34	**45**
3pm	2	7	40	**49**
4pm	1	17	52	**70**
5pm	1	12	50	**63**
6pm	1	9	42	**52**
7pm	1	7	25	**33**
8pm	0	6	18	**24**
9pm	2	5	14	**21**
10pm	0	1	19	**20**
11pm	1	5	6	**12**
Total	**21**	**129**	**591**	**741**

Table 14: Collisions by Hour of the Day (Weekends) - West Berkshire Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	0	0	**0**
1am	0	0	4	**4**
2am	0	1	0	**1**
3am	0	2	1	**3**
4am	0	0	1	**1**
5am	0	0	0	**0**
6am	0	3	1	**4**
7am	0	0	4	**4**
8am	0	0	8	**8**
9am	0	0	8	**8**
10am	0	4	5	**9**
11am	1	8	20	**29**
Noon	0	2	11	**13**
1pm	0	2	21	**23**
2pm	1	4	15	**20**
3pm	0	6	16	**22**

Time of Day	Fatal	Serious	Slight	Total
4pm	0	1	19	**20**
5pm	0	5	17	**22**
6pm	1	2	17	**20**
7pm	0	2	9	**11**
8pm	0	1	7	**8**
9pm	0	2	5	**7**
10pm	0	1	4	**5**
11pm	0	2	5	**7**
Total	**3**	**48**	**198**	**249**

Table 15: Collisions Involving Factors 306 and/or 307 (Speed Related) - West Berkshire Roads (4.4.1)

Year	Fatal	Serious	Slight	Total
2013	1	7	34	**42**
2014	1	7	23	**31**
2015	0	6	24	**30**
2016	3	11	28	**42**
2017	0	6	21	**27**
2018	0	6	13	**19**
2019	0	3	11	**14**
2020	1	2	13	**16**
2021	1	2	10	**13**
2022	1	3	15	**19**
Total	**8**	**53**	**192**	**253**

Table 16: Collisions Involving Factors 501 and/or 502 (Impairment Related) - West Berkshire Roads (4.4.2)

Year	Fatal	Serious	Slight	Total
2013	0	4	11	**15**
2014	2	3	8	**13**
2015	0	3	9	**12**
2016	3	10	8	**21**
2017	0	0	5	**5**
2018	0	8	7	**15**
2019	0	3	14	**17**
2020	0	7	3	**10**
2021	0	4	11	**15**
2022	0	4	9	**13**

Year	Fatal	Serious	Slight	Total
Total	**5**	**46**	**85**	**136**

Table 17: Collisions Involving Factors 101 and/or 102 and/or 103 (Road Surface Related) - West Berkshire Roads (4.4.3)

Year	Fatal	Serious	Slight	Total
2013	0	5	38	**43**
2014	3	6	28	**37**
2015	0	4	18	**22**
2016	0	8	33	**41**
2017	0	3	25	**28**
2018	1	3	17	**21**
2019	0	4	9	**13**
2020	0	4	12	**16**
2021	1	3	10	**14**
2022	1	3	12	**16**
Total	**6**	**43**	**202**	**251**

Table 18: Collisions Involving Factors 408 and/or 409 and/or 410 (Control Error Related) - West Berkshire Roads (4.4.4)

Year	Fatal	Serious	Slight	Total
2013	2	13	64	**79**
2014	4	14	65	**83**
2015	0	12	43	**55**
2016	3	10	44	**57**
2017	0	10	37	**47**
2018	1	10	29	**40**
2019	2	8	27	**37**
2020	2	7	21	**30**
2021	0	6	20	**26**
2022	1	8	28	**37**
Total	**15**	**98**	**378**	**491**

Table 19: Collisions Involving Factors 601 and/or 602 (Unsafe Behaviour Related) - West Berkshire Roads (4.4.5)

Year	Fatal	Serious	Slight	Total
2013	0	10	26	**36**

Year	Fatal	Serious	Slight	Total
2014	1	10	39	**50**
2015	0	4	31	**35**
2016	3	18	25	**46**
2017	0	8	27	**35**
2018	0	4	24	**28**
2019	2	5	23	**30**
2020	1	8	16	**25**
2021	0	10	20	**30**
2022	0	13	25	**38**
Total	**7**	**90**	**256**	**353**

Table 20: Collisions Involving Factors 508 and/or 509 and/or 510 (Distraction Related) - West Berkshire Roads (4.4.6)

Year	Fatal	Serious	Slight	Total
2013	0	1	16	**17**
2014	0	4	15	**19**
2015	0	2	12	**14**
2016	2	5	11	**18**
2017	0	1	7	**8**
2018	0	1	7	**8**
2019	0	1	5	**6**
2020	0	0	7	**7**
2021	0	1	5	**6**
2022	1	4	7	**12**
Total	**3**	**20**	**92**	**115**

Table 21: Collisions Involving Factors 504 and/or 505 (Medically Unfit) - West Berkshire Roads (4.4.7)

Year	Fatal	Serious	Slight	Total
2013	0	3	12	**15**
2014	1	3	12	**16**
2015	0	2	3	**5**
2016	0	4	1	**5**
2017	0	2	5	**7**
2018	0	1	5	**6**
2019	1	2	6	**9**
2020	0	2	3	**5**
2021	1	4	9	**14**

Year	Fatal	Serious	Slight	Total
2022	0	1	10	**11**
Total	**3**	**24**	**66**	**93**

Table 22: Collisions Involving Factors 308 (Close Following Related) - West Berkshire Roads (4.4.8)

Year	Fatal	Serious	Slight	Total
2013	0	2	17	**19**
2014	0	1	13	**14**
2015	0	1	16	**17**
2016	0	3	11	**14**
2017	0	0	13	**13**
2018	0	0	4	**4**
2019	1	0	7	**8**
2020	0	0	6	**6**
2021	0	1	8	**9**
2022	0	0	5	**5**
Total	**1**	**8**	**100**	**109**

5.4 Contributory Factor Groupings

In order to facilitate insight into specific road safety issues, Area Profile documents can include sections which analyse collisions on a network and/or resident casualties/drivers on the basis of contributory factors assigned by attending police officers. While conducting this analysis, it has often been found useful to group together certain factors which reflect broadly similar aspects of road risk. This table identifies various groups of factors which RSA has used in the past for this purpose. Clients may wish to devise alternative approaches.

Injudicious Action					
Traffic Contraventions	*Disobeyed automatic traffic signal*	*Disobeyed double white lines*	*Disobeyed 'Give way' or 'Stop' signs or markings*	*Disobeyed pedestrian crossing facility*	*Illegal turn or direction of travel*
Driver Errors or Reactions					
Manoeuvre Errors	*Poor turn or manoeuvre*	*Failed to signal or misleading signal*	*Passing too close to cyclist, horse rider or pedestrian*		
Driver Impairment or Distraction					
Substance Impairments	*Impaired by alcohol*	*Impaired by drugs (illicit or medicinal)*			
Behaviour or Inexperience					
Nervous Behaviour	*Nervous, uncertain or panic*	*Learner or inexperienced driver/rider*	*Inexperience of driving on the left*	*Unfamiliar with model of vehicle*	
Speed Choices					
Exceeding speed limit	*Travelling too fast for conditions*				
Control Errors					
Sudden braking	*Swerved*	*Loss of control*	*Observation Error*	*Failed to look properly*	*Failed to judge other person's path or speed*
Distraction					
Driver using mobile phone	*Distraction in vehicle*	*Distraction outside vehicle*	*Health Impairments*	*Uncorrected, defective eyesight*	*Illness or disability, mental or physica*
Unsafe Behaviour					
Aggressive driving	*Careless, reckless or in a hurry*				
Defective steering or suspension					
Defective or missing mirrors	*Overloaded or poorly loaded vehicle or trailer*	*Road Surface*	*Poor or defective road surface*	*Deposit on road (e.g. oil, mud, chippings)*	*Slippery road (due to weather)*
Affected Vision	*Stationary or parked vehicle(s)*	*Vegetation*	*Road layout (e.g. bend, winding road, hill crest)*	*Buildings, road signs, street furniture*	*Dazzling headlights*
Dazzling sun	*Rain, sleet, snow or fog*	*Spray from other vehicles*	*Visor or windscreen dirty or scratched*	*Vehicle blind spot*	
Close Following					
Following too close					
Junction Errors					
Junction overshoot	*Junction restart (moving off at junction)*				
Fatigue Impairment					
Fatigue					
Pedal Cycle Behaviour					
Vehicle travelling along pavement	*Cyclist entering road from pavement*	*Not displaying lights at night or in poor visibility*	*Cyclist wearing dark clothing at night*	*Pedestrian Behaviour*	*Crossing road masked by stationary or parked vehicle*
Failed to look properly	*Failed to judge vehicle's path or speed*	*Wrong use of pedestrian crossing facility*	*Dangerous action in carriageway (e.g. playing)*	*Careless, reckless or in a hurry*	*Impaired by alcohol*
Impaired by drugs (illicit or medicinal)	*Pedestrian wearing dark clothing at night*	*Disability or illness, mental or physical*			
Other					
Vehicle Defects	*Tyres illegal, defective or under-inflated*	*Defective lights or indicators*	*Defective brakes*		

5.5 List of Figures

5 List of Figures

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