



# West Berkshire Area Profile



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Area Profiles

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## West Berkshire

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## 1 Executive Summary

This Area Profile provides an analytical overview of resident and road risk in West Berkshire for 2023 data. The insights derived from this report can support the development of evidence-based road safety interventions, aid in shaping local road safety strategies, and assist stakeholders in ensuring safer roads and communities. The analysis compares long-term trends and employs rate-based measures to contextualise the data against national and regional benchmarks.

West Berkshire's overall resident casualty rate for 2023 stands at 128.5 per 100,000 residents, reflecting a decrease from 132.7 in 2022. This remains significantly lower than the Great Britain rate (204.5) and the South East regional rate. The total number of resident casualties recorded is 1,038, with 59% of these occurring within the county. The highest casualty rates continue to be concentrated in specific localised areas, including Upper Lambourn, Newbury Pass, Hampstead Norreys, and Stratfield Mortimer.

The age group most affected by road casualties in West Berkshire remains the 17–24 category, which is overrepresented by 23% compared to the national index. Similarly, the 35–44 age group is slightly overrepresented, while those aged 5–16 and 65+ continue to account for a relatively low proportion of casualties. Deprivation analysis indicates that resident casualties are most likely to come from less deprived areas however, West Berkshire is overrepresented in the middle deciles of the IMD index, compared to other deciles.

Resident young adult casualty rates have remained largely unchanged from 2022, increasing by one case to 38, with no fatalities recorded. Meanwhile, resident adult casualties decreased from 123 in 2022 to 118 in 2023, although fatalities among this group have risen for the first time since 2020. Resident older casualties (65+) have remained stable at 39, with two fatalities recorded in 2023.

West Berkshire's resident driver involvement casualty rate is 134 per 100,000 residents, a reduction from 2022 figures. The rate remains 44% below the national average and among the lowest in the region. The number of fatalities among resident drivers, however, remains high at five fatalities, the joint highest figure since 2014. Casualty trends indicate a sustained reduction in slight injuries, although serious injuries remain at elevated levels compared to earlier years.

Motorcyclist casualty rates remain low, with 31 motorcyclist casualties recorded in 2023, a slight reduction from 2022. Notably, the number of fatalities among resident motorcyclists increased from zero to one. The highest risk group continues to be those aged 17–24, aligning with previous years' trends.

In terms of road network risk, West Berkshire recorded a collision rate of 14 collisions per 100 km of road, maintaining a lower rate than all other Berkshire authorities and significantly below national and regional averages. The majority of collisions occurred on single carriageways, with unclassified roads accounting for the highest share. Friday remains the most common day for collisions, with peak hours occurring between 11 am and 6 pm. Road conditions remained a consistent factor, with most collisions occurring in clear weather during daylight hours.

Casualty trends on all roads indicate an overall decrease in total casualties from 260 in 2022 to 245 in 2023. However, there has been a slight increase in the number of fatalities and serious injuries. Males continue to account for a greater proportion of casualties (59%) compared to females (41%).

Collisions on urban roads have increased slightly, with two fatalities recorded in 2023 after three consecutive years of zero fatalities. The majority of urban road casualties occur among drivers and riders (68%), followed by pedestrians (18%) and passengers (15%). On rural roads, the overall number of casualties has decreased by 15%, although serious injuries have risen by 14%.

Analysis of contributory factors highlights a continued decline in speed-related collisions, with 2023 seeing no fatalities attributed to speeding. Impairment-related collisions saw one fatality for the first time in six years, while road surface condition-related collisions decreased significantly. Unsafe behaviour-related collisions also saw a marked reduction. Control errors remain a significant contributory factor, with West Berkshire ranking highest in Berkshire for such collisions.

Overall, road safety risk rates in West Berkshire remain lower than national and regional benchmarks, with a continued downward trend in total casualty numbers for most casualty groups. Ensuring casualty reductions remain on track will require data – driven interventions and effective community engagement.

## 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<sup>1</sup> 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 Agilysis 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.

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<sup>1</sup>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 2019 and 2023, 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 2019 and 2023 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

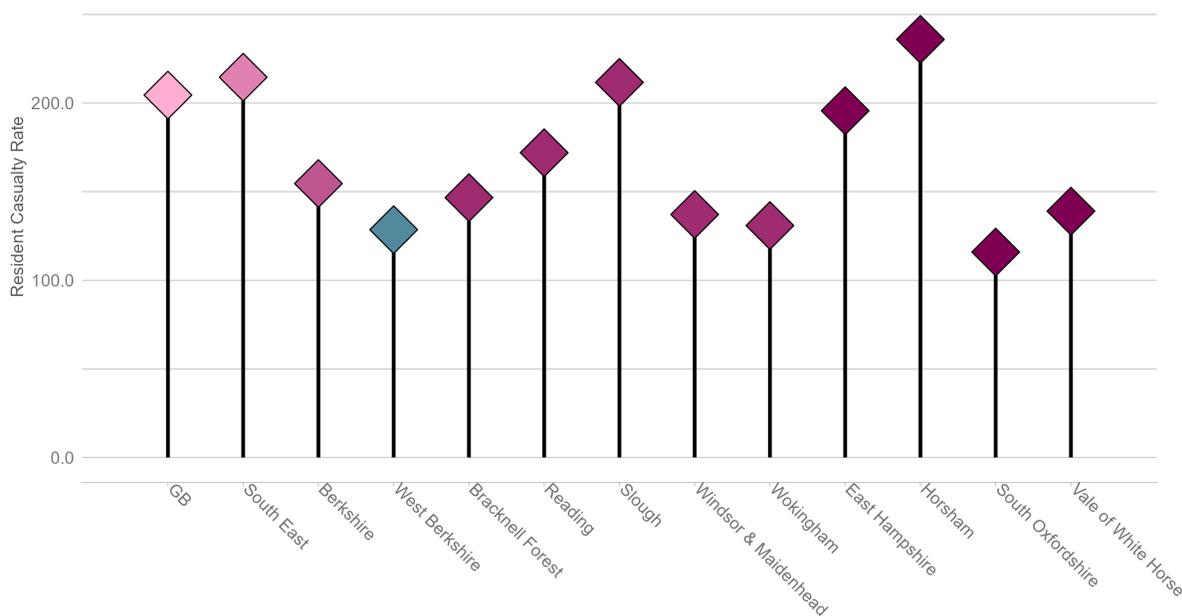
This section examines all casualties who were residents of West Berkshire at the time of injury. For information about West Berkshire’s resident motor vehicle users involved in collisions on all roads, please refer to section 3.2.

#### 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 2023 is 128.5 per 100,000 residents, which is significantly lower than the GB rate of 204.5. This is also lower than West Berkshire’s previous resident casualty rate of 132.7 casualties per 100,000 residents in 2022.

Figure 1: Annual average West Berkshire resident casualties per 100,000 population (2019 - 2023)

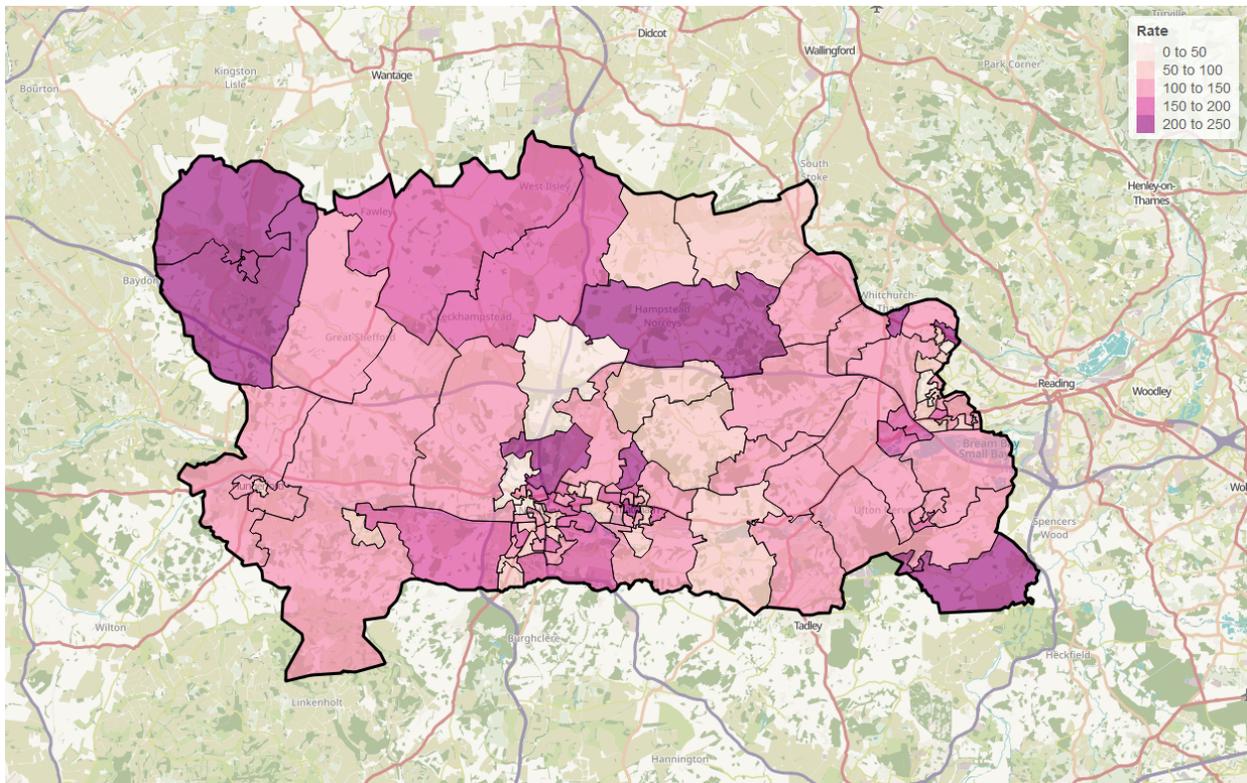


**3.1.1.2 Comparisons** West Berkshire recorded a total of 1038 resident casualties, which is relatively low in absolute terms compared to most regions. The overall resident casualty rate is 37% lower than the national rate and 40% lower than the rate for the South East region.

**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 resident casualty rates are found in diverse areas across the district including Upper Lambourn, near Newbury Pass, Hampstead Norreys, Stratfield Mortimer, Beech Hill, among others. Data from 2019 – 2023 data showed fewer clusters of higher resident casualties in the range of 200 – 250 casualties per 100,000 residents. Compared to the previous year, the resident casualties have slightly reduced for the Greenham area from the range of 200 – 250 casualties to a rate of 163 casualties per 100,000 residents.

Figure 2: West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2019-2023)



**3.1.1.3 Trends** Figure 3 shows West Berkshire’s annual resident casualty numbers since 2014, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since 2014 there has been a clear downward trend in resident casualties across West Berkshire with the resident casualties remaining static since 2019, excluding the Covid - 19 impact. Com-

pared to 2022, a greater proportion of residents were involved in fatal and serious collisions. Of the 212 resident casualties, 5 were killed, 45 were seriously injured and 162 were slightly injured.

Figure 3: West Berkshire resident casualties, by year and severity (2014-2023)



**3.1.1.3.1 Resident Casualties occurring in other areas** Nearly 59% of casualties involving West Berkshire residents occur within their home authority compared with 41% outside the authority. The top five locations where West Berkshire residents were involved in casualties outside their home authority include Hampshire, Reading, Oxfordshire, Wiltshire and Wokingham that combined account for about 29% of all casualties and 67% of all outside county casualties. This is in line with previous year’s findings.

### 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 17 – 24 age group and the 25 – 34 years age group account for the most resident casualties across West Berkshire. The highest number of fatal and serious resident casualties are seen across the 45 – 54 years and the 17 – 24 years age group. There are very few resident casualties who are aged 5 – 16 years and 65 years and older.

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.

Casualty rates follow a clear pattern across age groups in West Berkshire and nationally with low casualties in early years, peaking in young adulthood (17 – 24 years), gradually declining through middle age and rising slightly in the 75 – 84 years age category. West Berkshire residents in the 17 – 24 age group are overrepresented in casualties by 23.27% compared to the national index. In addition to this, the 35 – 44 years age group shows a slight overrepresentation with West Berkshire accounting for 2% more casualties compared to the national index.

Figure 4: West Berkshire resident casualties, by age group (2019-2023)

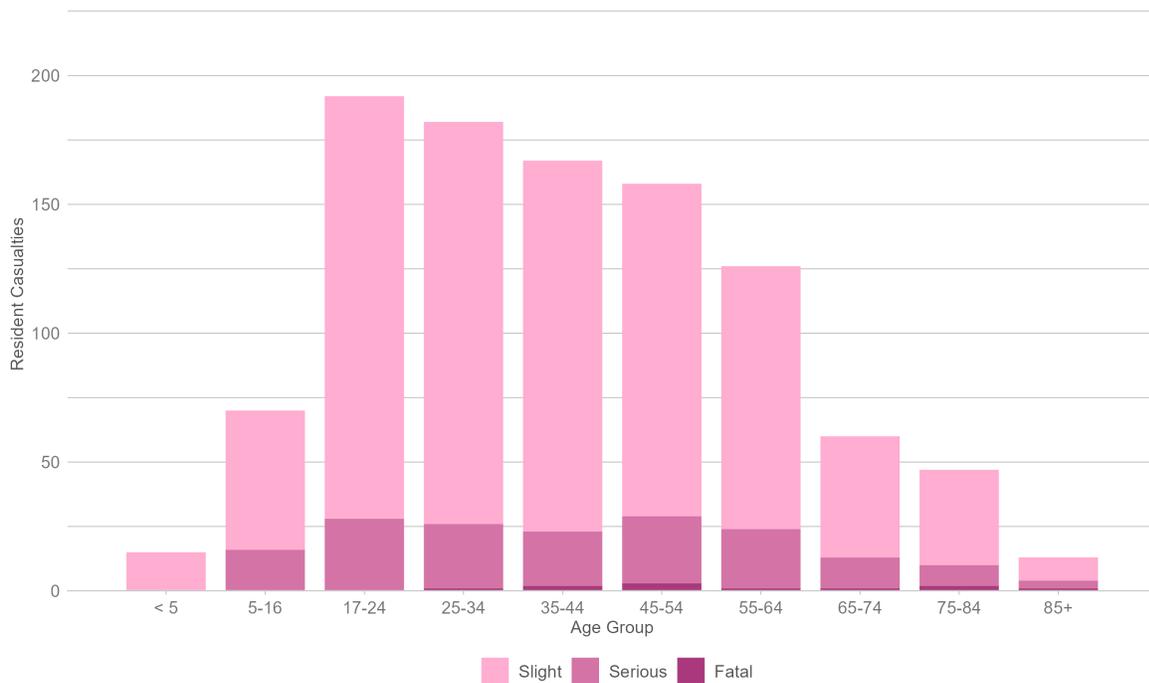
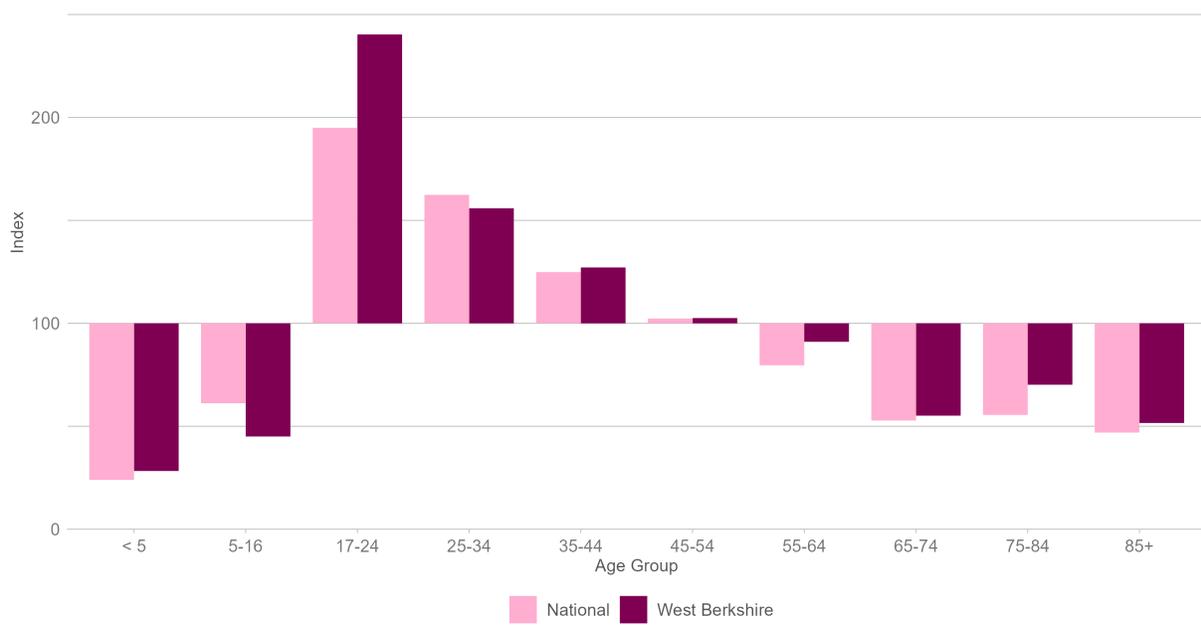


Figure 5: West Berkshire resident casualties, by age group and indexed by population (2019-2023)

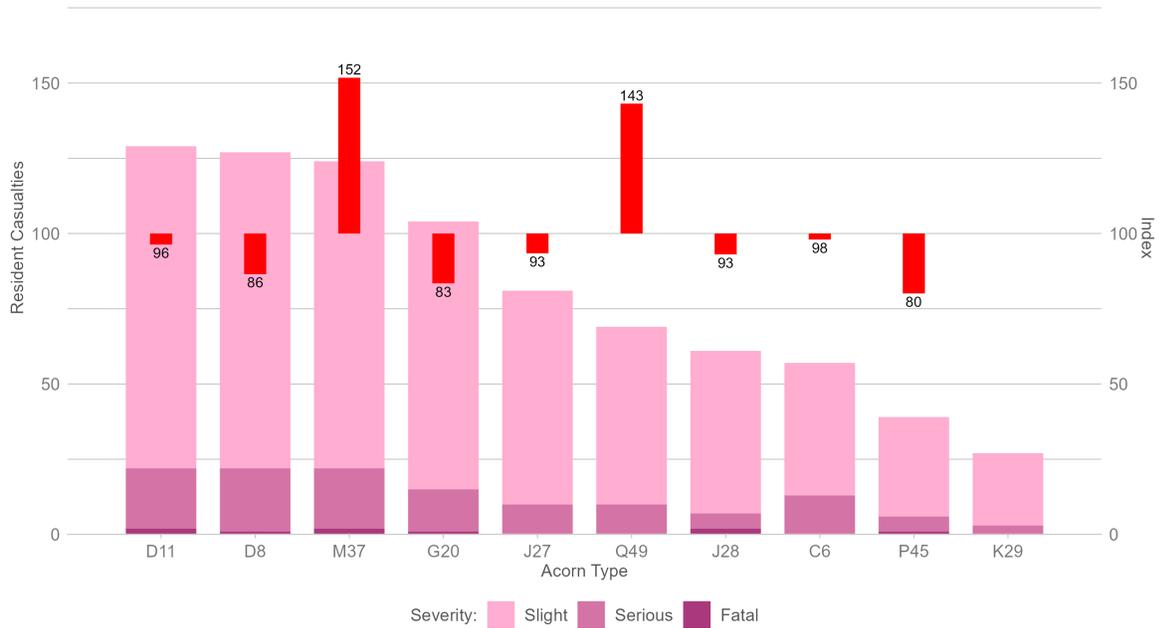


**3.1.1.4.2 Segmentation** Analysis of the Acorn communities in which West Berkshire’s resident casualties live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

Following the same trend as 2022, the Acorn categories of D11 (Mature and moneyed out-of-towners), D8 (Affluent, older homeowners) and M37 (Restricted residents socially renting) were the most represented in resident casualties with the M37 category overrepresented in West Berkshire compared to the rest of UK (Index value of 152). The second most overrepresented Acorn category includes Q49 (Socially renting single adult households).

K29 accounts for the least number of resident casualties that formulates the semi – rural maturity category - older couples who are coming up to retirement or already retired in semi-rural areas.

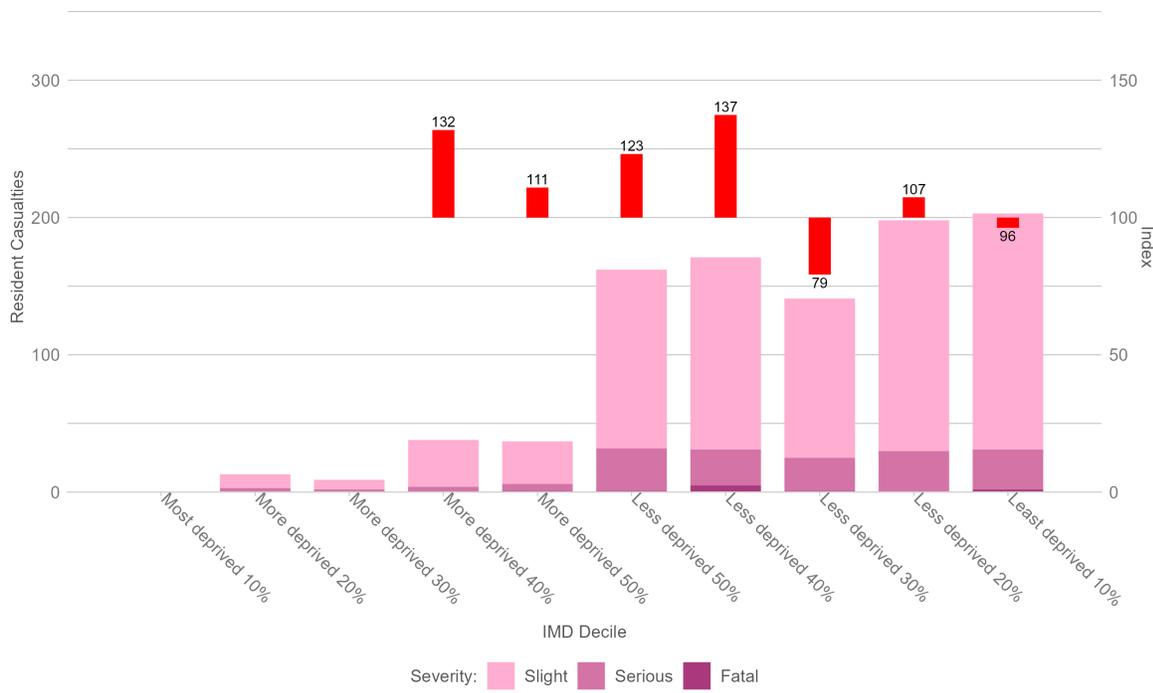
Figure 6: West Berkshire resident casualties, by Acorn Type (2019-2023)



**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.

West Berkshire’s resident casualties are most likely to come from the least deprived parts of the population with the less deprived 10% and the less deprived 30% underrepresented in West Berkshire compared to the relative population with an index value of 96 and 79 respectively. In contrast, the deciles in the middle of the chart are overrepresented in West Berkshire ranging from the more deprived 50% to the less deprived 40% along with the less deprived 20%.

Figure 7: West Berkshire resident casualties, by Index of Multiple Deprivation (2019-2023)



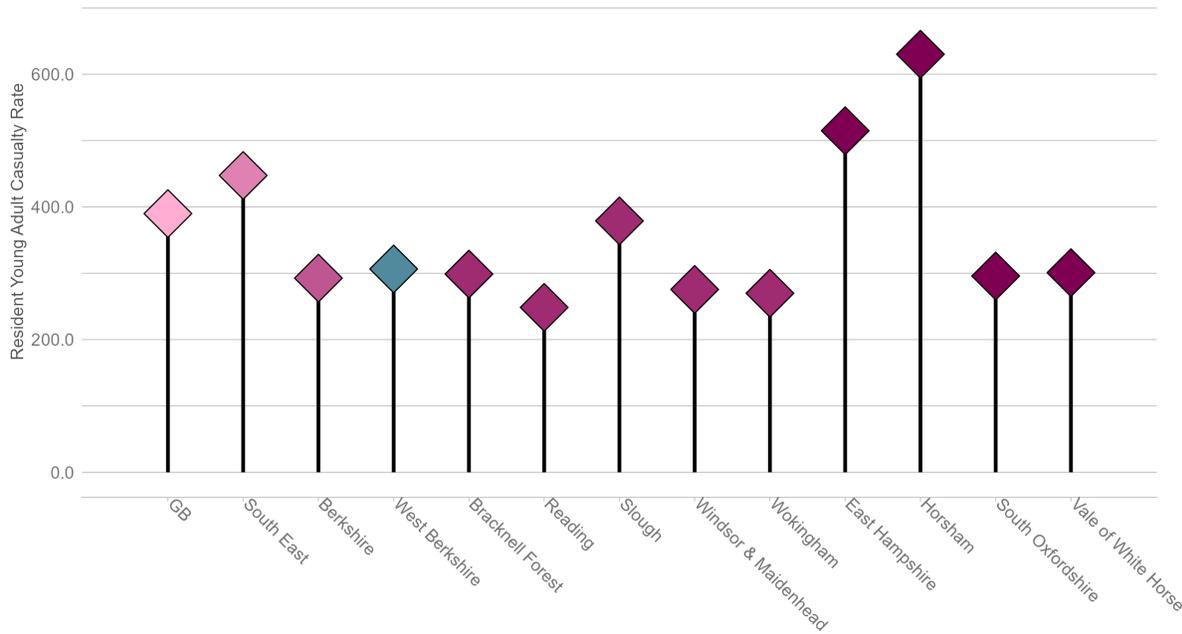
### 3.1.2 Resident Young Adult Casualties

This section examines young adult 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 the resident young adult casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire’s resident young adult casualty rate is 306 drivers per year, per 100,000 population.

Figure 8: Annual average West Berkshire resident young adult casualties per 100,000 population (2019-2023)

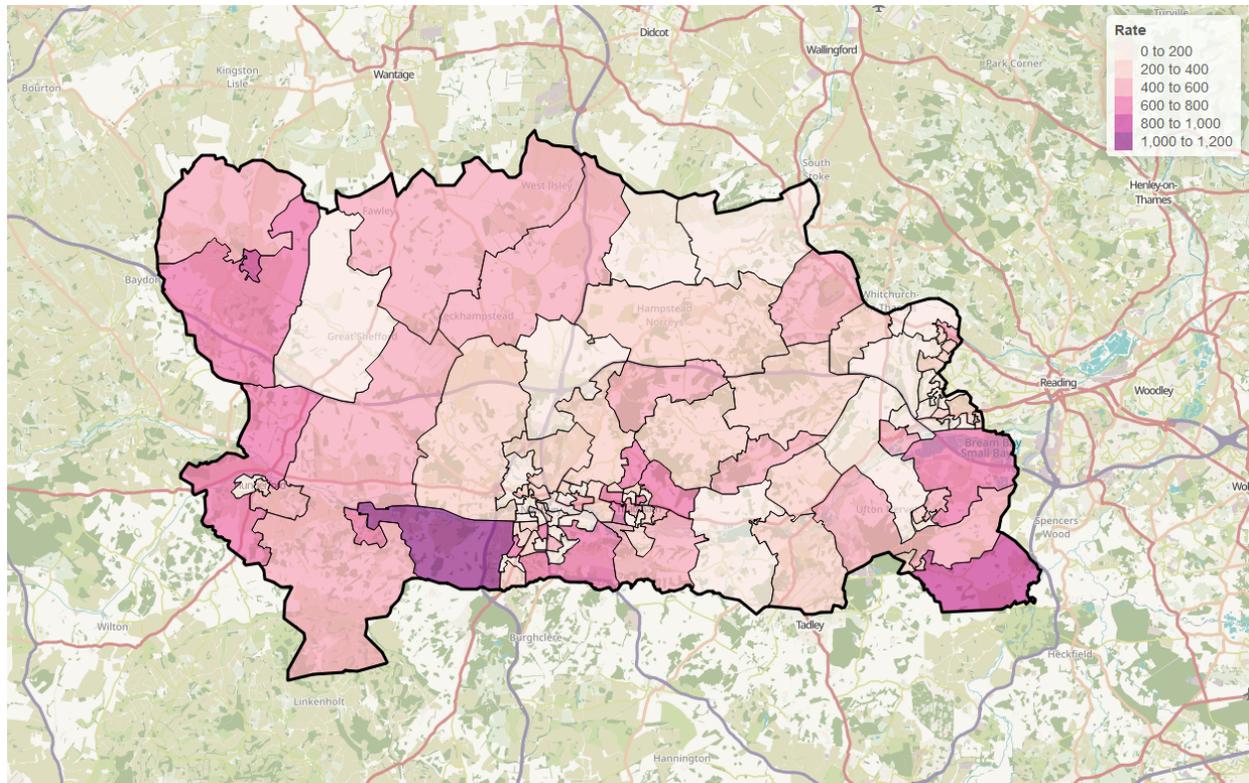


**3.1.2.2 Comparisons** West Berkshire’s young adult casualty rate is 21% below the national casualty rate and 32% below the Southeast regional resident young adult rate. In contrast, it is 5% higher than the overall resident young adult casualty rate for Berkshire and any of the Berkshire comparators. Three comparator authorities had a higher young adult casualty rate (Slough, East Hampshire, and Horsham), compared to 7 authorities having a lower resident young adult casualty rate.

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

The highest resident young adult casualty rates are in the southwest of Kintbury & Boxford. High resident young adult casualty rates are also found in the south of Mortimer & Aldermaston Wharf and in central Lambourn & Great Shefford.

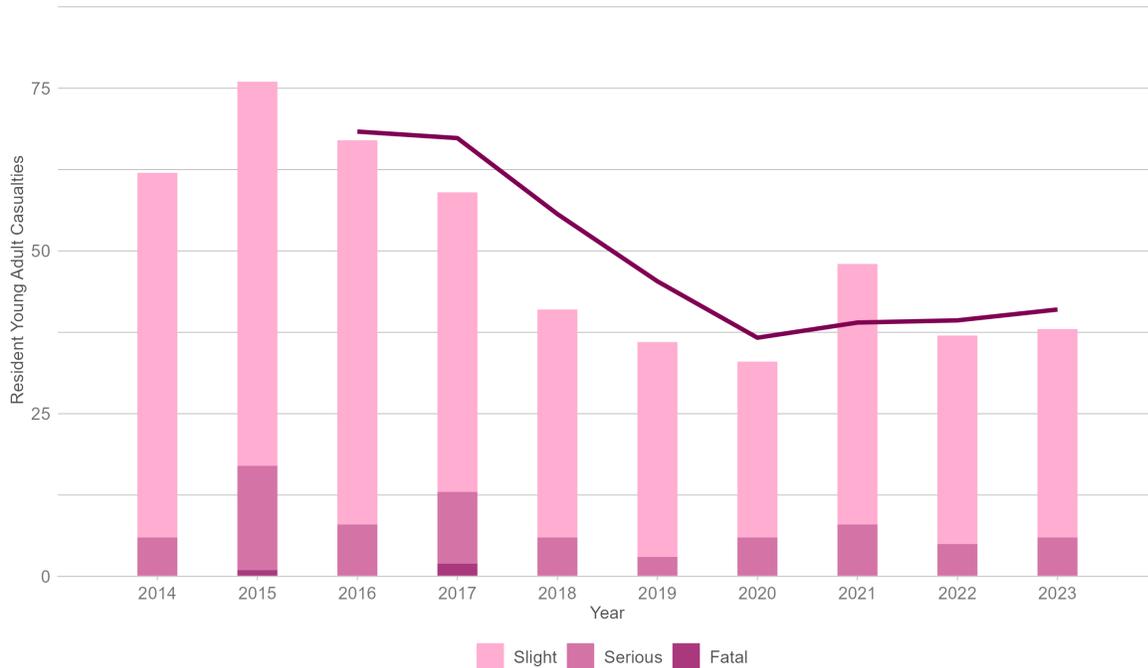
Figure 9: West Berkshire resident young adult casualties home location by LSOA, casualties per year per 100,000 population (2019-2023)



**3.1.2.3 Trends** Figure 10 shows West Berkshire’s annual resident young adult casualty numbers since 2014, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

The number of resident young adults involved in casualties in 2023 was like those of 2022 figures, having slightly increased from 37 to 38. The difference of 1 is represented by 1 additional serious injury compared to 2022. There were no resident young adult fatalities.

Figure 10: West Berkshire resident young adult casualties, by year and severity (2014-2023)



**3.1.2.3.1 Resident Young Adult Casualties occurring in other areas** Between 2019 and 2023, 60% of West Berkshire’s resident young adult casualties occurred within West Berkshire. Of the remainder, the next most frequent area was Hampshire, where 12% were injured, followed by Reading, where 6% were injured.

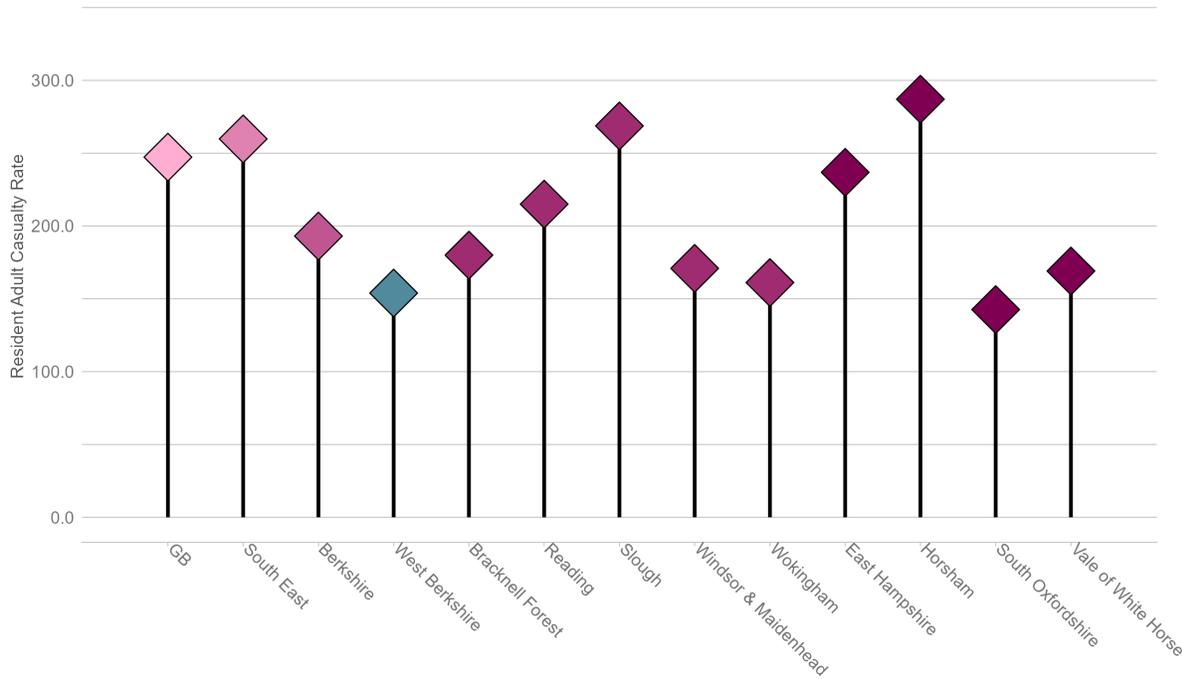
### 3.1.3 Resident Adult Casualties

This section examines adult 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 adult casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire’s resident adult casualty rate is 154 casualties per year, per 100,000 population.

Figure 11: Annual average West Berkshire resident adult casualties per 100,000 population (2019-2023)



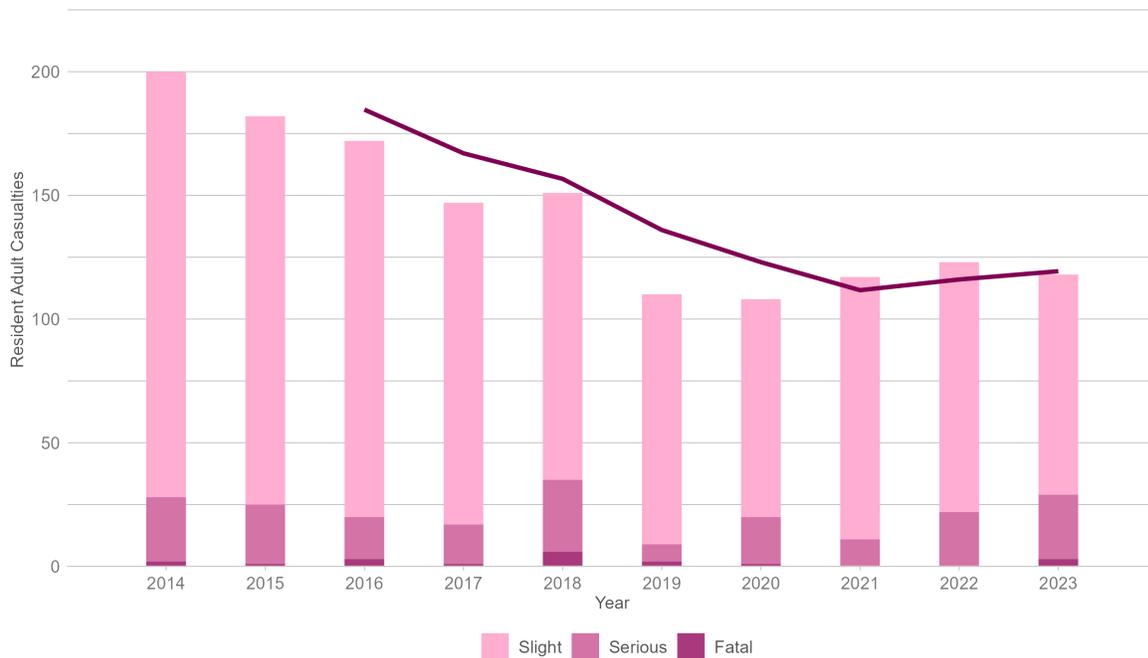
**3.1.3.2 Comparisons** West Berkshire has significantly lower adult casualty rates compared to Berkshire (25% lower), Southeast region (69% lower), Great Britain (61% lower).

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

The highest resident adult casualties rates are seen in Lamburn Woodlands, north of Newbury, Thatcham and in Calcot.



Figure 13: West Berkshire resident adult casualties, by year and severity (2014-2023)



**3.1.3.3.1 Resident Adult Casualties occurring in other areas** Between 2019 and 2023, 53% of West Berkshire’s resident adult casualties occurred within West Berkshire. Of the remainder, the most frequent areas were Hampshire, where 11% were injured, followed by Reading, where 10% were injured.

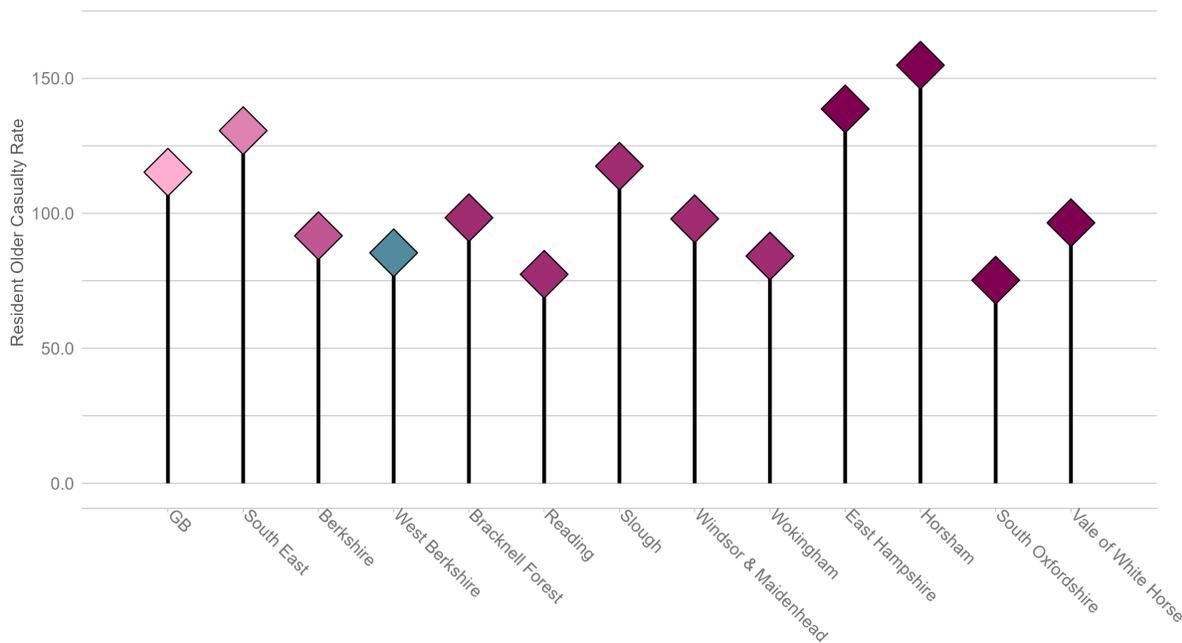
### 3.1.4 Resident Older Casualties

This section examines older casualties (65+) who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.1.

**3.1.4.1 Rates** Figure 14 shows the resident older casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire’s resident older casualty rate is 85 drivers per year, per 100,000 population.

Figure 14: Annual average West Berkshire resident older casualties per 100,000 population (2019-2023)

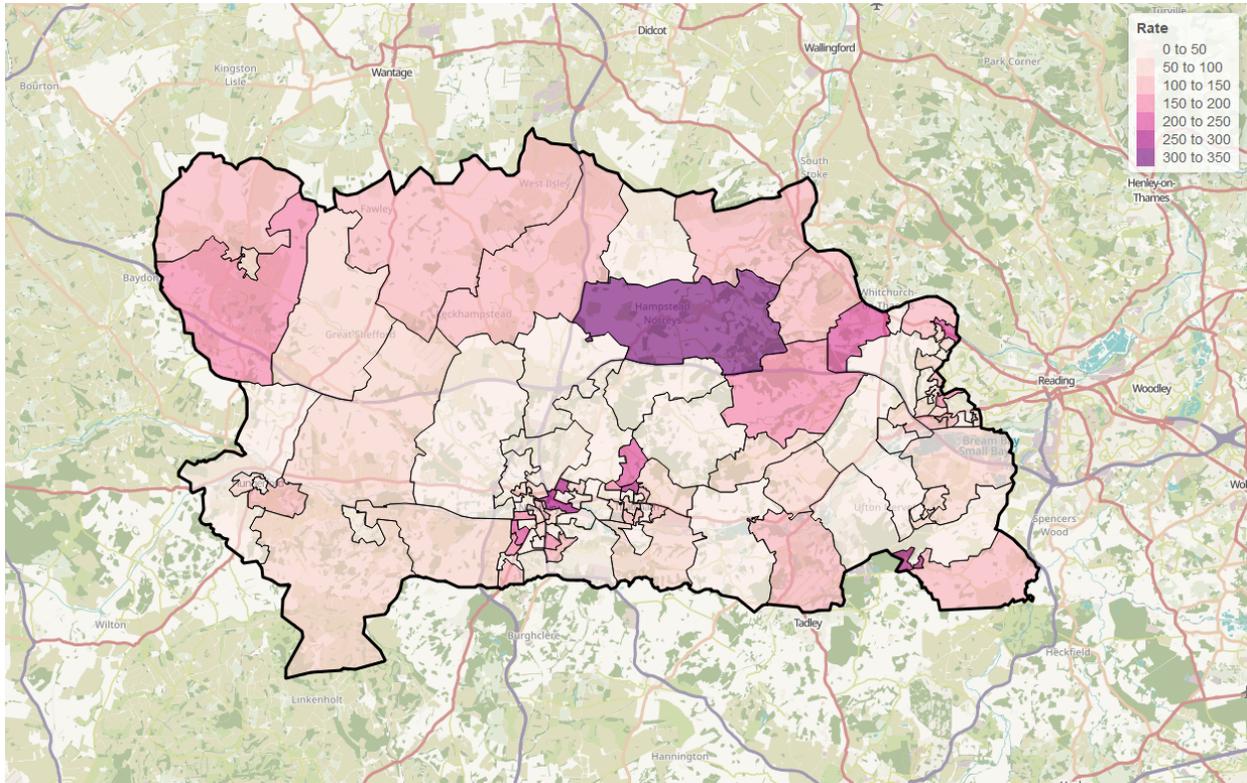


**3.1.4.2 Comparisons** West Berkshire has one of the lowest resident older casualty rates with only Reading, South Oxfordshire and Wokingham being lower than the current older casualty rate.

**3.1.4.2.1 Residency by Small Area** Figure 15 shows the home location of West Berkshire’s resident older casualties by lower layer super output area (LSOA). The thematic map is coloured by resident older casualties per year per older population of LSOA.

Hampstead Norrey has some of the highest resident older casualty rates.

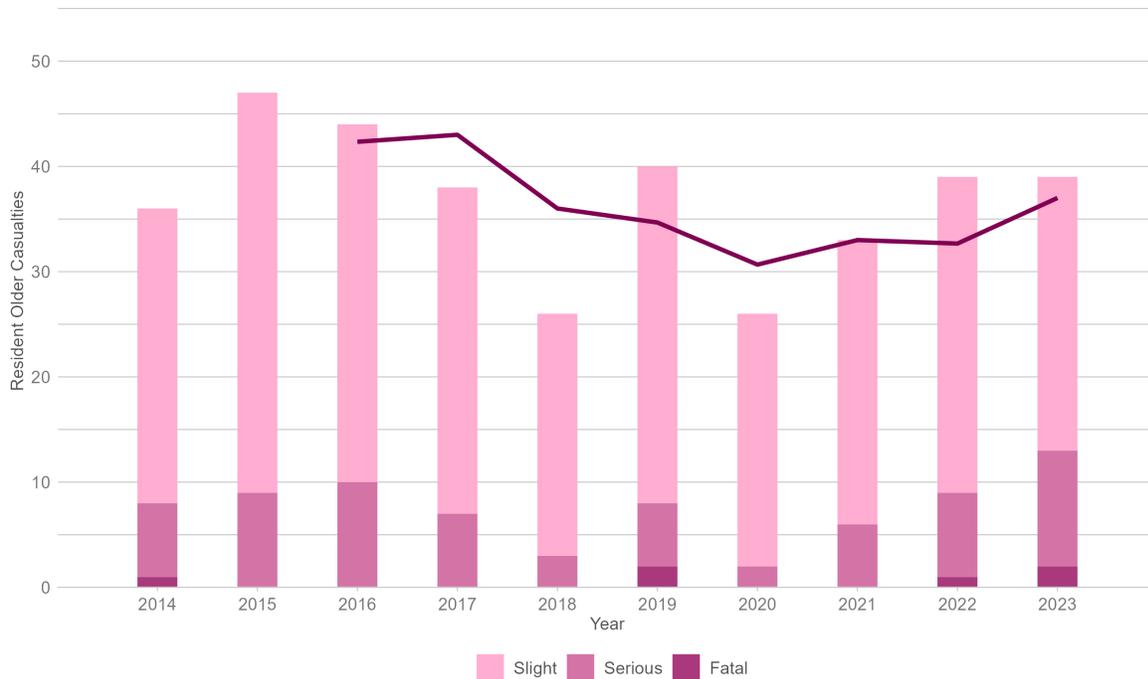
Figure 15: West Berkshire resident older casualties home location by LSOA, casualties per year per 100,000 population (2019-2023)



**3.1.4.3 Trends** Figure 16 shows West Berkshire’s annual resident older casualty numbers since 2014, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

West Berkshire has seen an overall of 39 resident older casualties in 2023. Out of these, there were 2 fatalities, 11 serious injuries and 26 slight injuries. The overall number of resident older casualties have remained the same since 2022.

Figure 16: West Berkshire resident older casualties, by year and severity (2014-2023)



**3.1.4.3.1 Resident Older Casualties occurring in other areas** West Berkshire has a total of 105 resident older casualties, with an additional 56 casualties occurring outside the district involving West Berkshire residents. Thus, West Berkshire accounts for the majority of casualties (65%) followed by Reading accounting for 7% casualties and Oxfordshire representing the least casualties among these authorities (5%).

## 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.

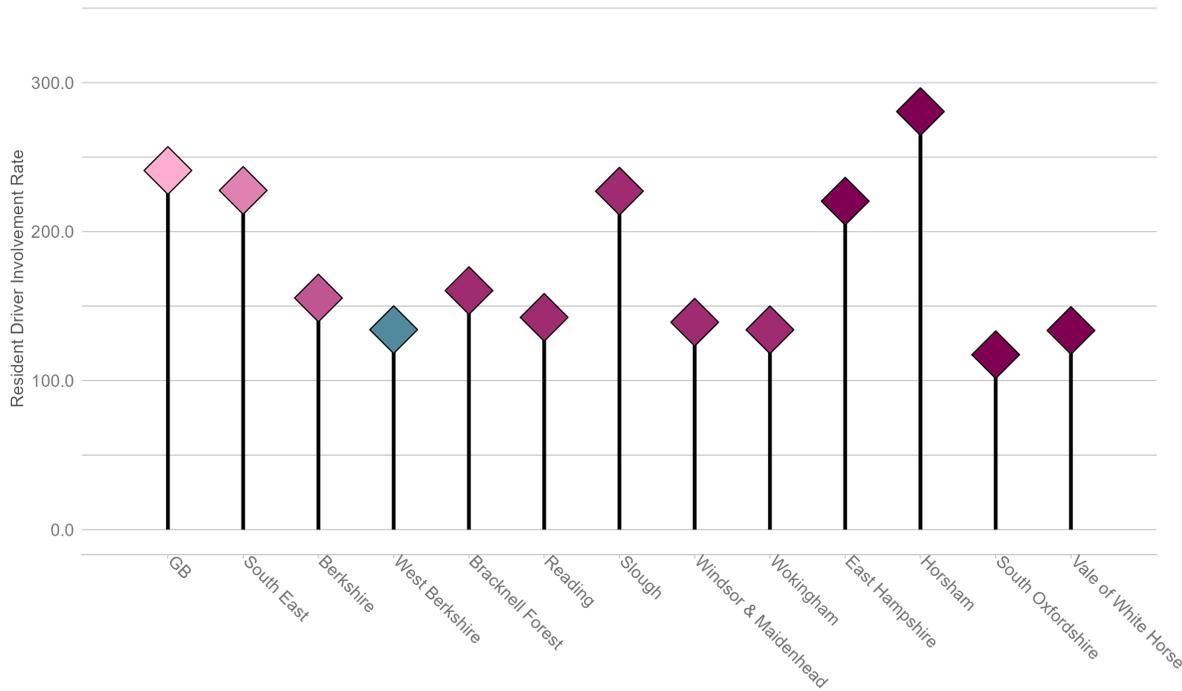
### 3.2.1 All Resident Motor Vehicle Driver Involvement (excluding motorcycle riders)

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 17 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 134 drivers per year, per 100,000 population.

Figure 17: Annual average West Berkshire resident involved drivers per 100,000 population (2019-2023)

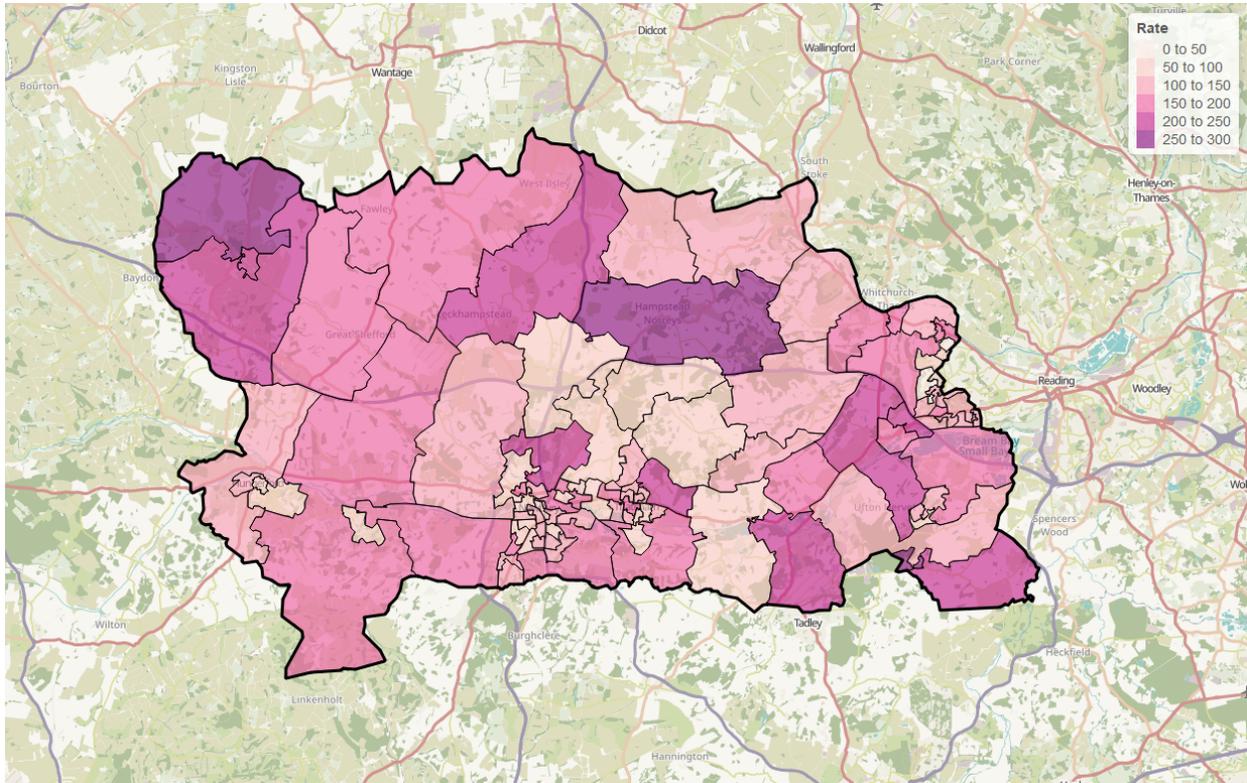


**3.2.1.2 Comparisons** West Berkshire’s 2023 resident driver involvement rate is 44% below the national resident driver involvement rate and 41% below the Southeast regional resident driver involvement rate. Likewise, it is 14% below the overall resident driver involvement rate for Berkshire and any of the Berkshire comparators. West Berkshire has the fourth lowest resident driver involvement rate across all neighbouring authorities, behind South Oxfordshire, the Vale of White Horse, and Wokingham.

**3.2.1.2.1 Residency by Small Area** Figure 18 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 in the range of 250 – 300 are found in Upper Lambourn and Hampstead Norreys.

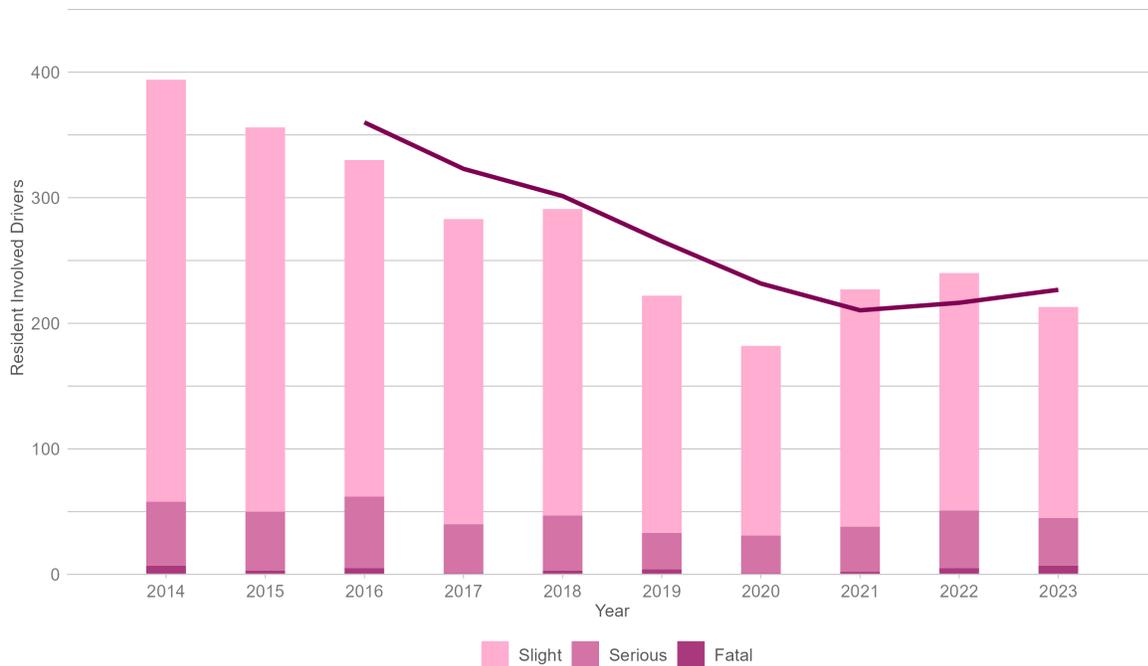
Figure 18: West Berkshire resident involved drivers home location by LSOA, drivers per year per 100,000 population (2019-2023)



**3.2.1.3 Trends** Figure 19 shows West Berkshire’s annual collision-involved resident driver numbers since 2014, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There were 213 resident involved driver collisions in 2023, which is 27 fewer resident involved driver collisions compared to the figure observed in 2022. This figure is the second lowest between 2014 to 2023. Whilst this reduction is noteworthy, the number of fatalities continued the trend of increasing from the lowest figure of 1 in 2020, to 2 in 2021, and 5 in 2022. The number of fatalities (7) in 2023 is the joint highest with the figure observed in 2014 in the period of 2014 to 2023.

Figure 19: West Berkshire resident involved drivers, by year and severity (2014-2023)



**3.2.1.3.1 Resident driver collision involvement in other areas** Fifty - nine per cent of resident driver involved collisions occur within West Berkshire. Thus, 41% of collisions occurred when residents travelled outside the authority. The top five external locations include Hampshire, Reading, Oxfordshire, Wiltshire and Wokingham. Compared to last year, fewer residents are involved in collisions outside West Berkshire.

### 3.2.1.4 Socio Demographic Analysis

**3.2.1.4.1 Age** Figure 20 shows the numbers of resident involved drivers by ten specified age groups.

17-24 year olds in West Berkshire account for the highest number of resident driver involved collisions followed by the 25-34 year category. Resident older drivers aged 65 years and above are involved in the least number of collisions across West Berkshire. Interestingly, the 35 - 44 years and the 45 - 54 years account for the same number of total collisions across West Berkshire (107). The 17-24 year old category have the highest number of collisions, particularly for serious injuries. Resident older drivers (65+) have far fewer collisions but are more vulnerable to severe outcomes.

It is more informative to consider Figure 21 which shows resident involved driver numbers by ten age groups. There is also a national index value for comparison.

Similar to the previous year, the 17-24 age group is overrepresented when compared to the national index. In contrast, while 2022 data showed an overrepresentation in the 25-34 years age

group, 2023 data shows that the 25-34 age category is representative of the national index. In line with the previous year, older drivers aged 65 years and above are underrepresented in West Berkshire.

Figure 20: West Berkshire resident involved drivers, by age group (2019-2023)

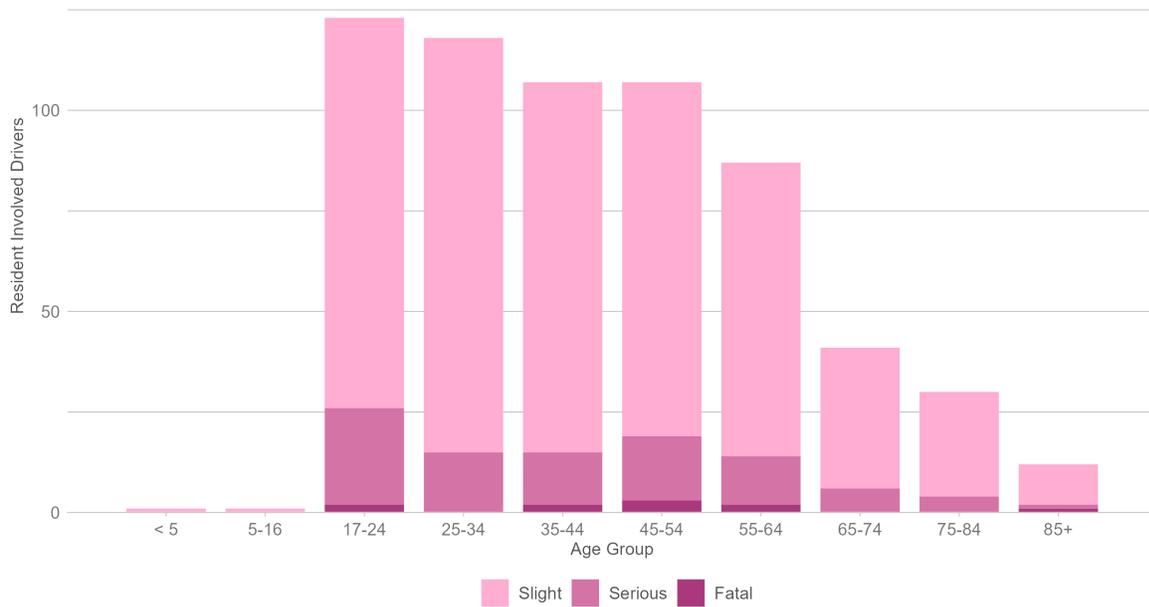
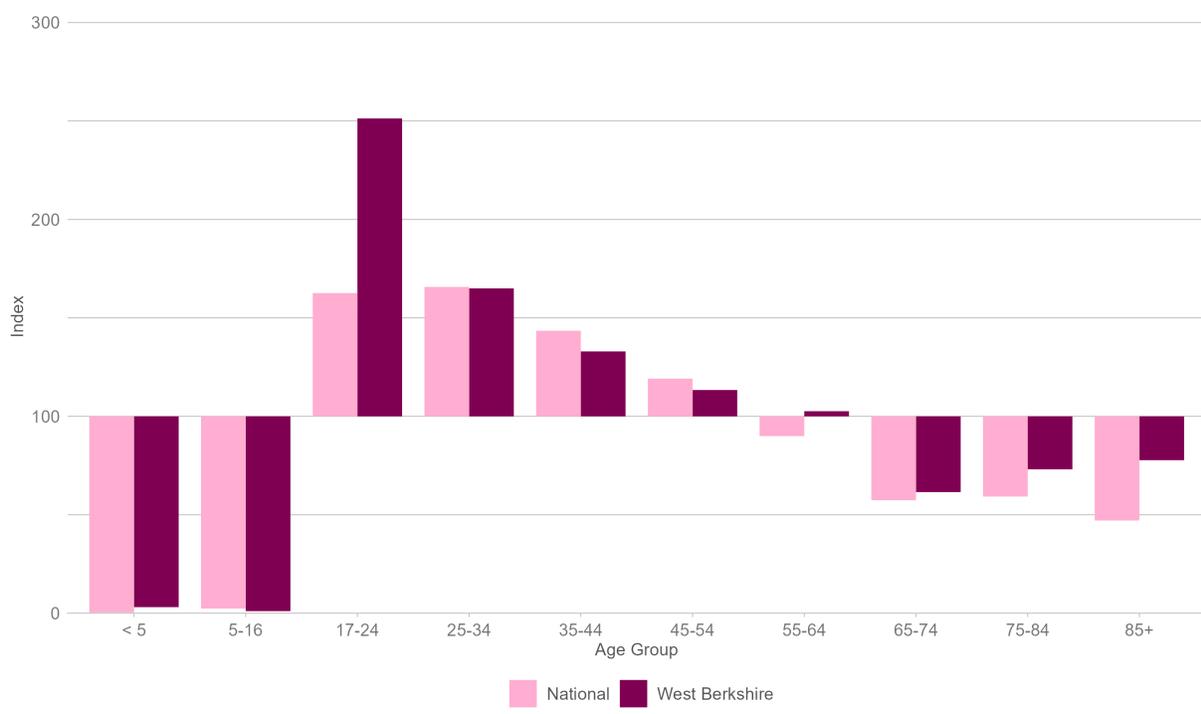


Figure 21: West Berkshire resident involved drivers, by age group and indexed by population (2019-2023)



**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.

The Acorn categories of D8 (Affluent, older homeowners), D11 (Mature and moneyed out-of-towners) and M37 (Restricted residents socially renting) are the most represented categories in resident involved driver road collisions. Among these, the M37 acorn category is overrepresented compared to the national index with an index value of 145. Similarly, J27 (Professional families and couples in suburban, owner – occupied areas), C6 (Upmarket families) and Q49 (Socially renting single adult households) categories are overrepresented by 10%, 12% and 27% respectively.

On the other hand, Acorn categories D8, D11, G20 (Mixed life stages in semi-detached homes), J28 (Aspiring communities), P45 (Tenant living) are underrepresented in road traffic collisions when compared with the national index.

Figure 22: West Berkshire resident involved drivers, by Acorn Type (2019-2023)

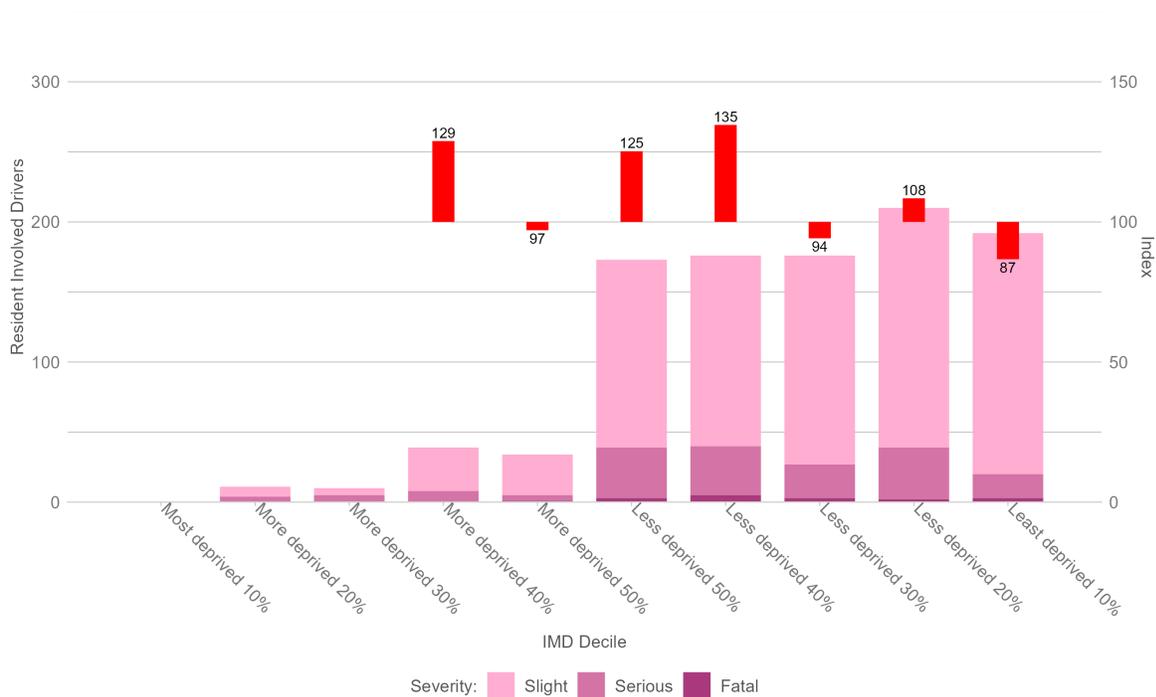


**3.2.1.4.3 Deprivation** Figure 23 shows resident involved drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Resident drivers from less deprived communities are involved in the most road traffic collisions in West Berkshire. The IMD deciles in the middle of the chart are the most overrepresented barring the more deprived 50% decile that is underrepresented with an index value of 97.

On the other hand, the less deprived segments of 10% and 30% are underrepresented while the 20% decile is overrepresented (108). The more deprived 40% category is significantly overrepresented in West Berkshire with an index value of 129. This trend is in line with the previous year’s findings.

Figure 23: West Berkshire resident involved drivers, by Index of Multiple Deprivation (2019-2023)



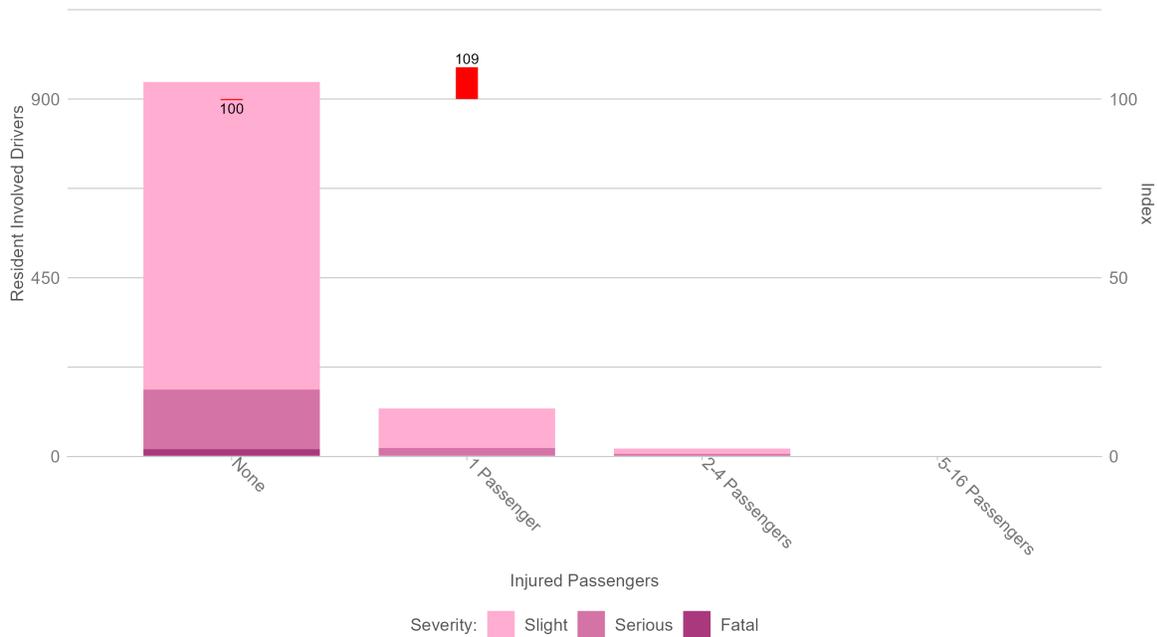
### 3.2.2 Related Casualties

**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.

The majority of residents involved in road traffic collisions are drivers or riders accounting for 68% of casualties. Vehicles or pillion passengers and pedestrians account for 22% and 11% of casualties respectively. It must be noted that the related casualties could live anywhere in the country and have been injured anywhere.

Compared to the previous year, a lesser percentage of resident drivers or riders are involved in casualties (3% lesser) whereas a slightly larger share of passengers and pedestrians are involved in casualties with an increase of 3% and 2% respectively.

Figure 24: Injured passengers in West Berkshire’s resident involved drivers’ vehicles, compared to all drivers (2019-2023)



Most collisions involving resident drivers result in no passengers being injured as a result of the collision (87%). This is proportional to the population with an index value of 100. In comparison, whilst 11% of collisions involving resident drivers resulted in 1 injured passenger, this was over-represented compared to the rate in the general population, with an index value of 109. Resident driver - involved collision injuries to 2 - 4 passengers constituted 2% of the overall total. While 2022 data showed that resident driver involved collisions in West Berkshire involving 1 injured passenger were underrepresented compared to the relative population, 2023 data shows that these collisions are overrepresented.

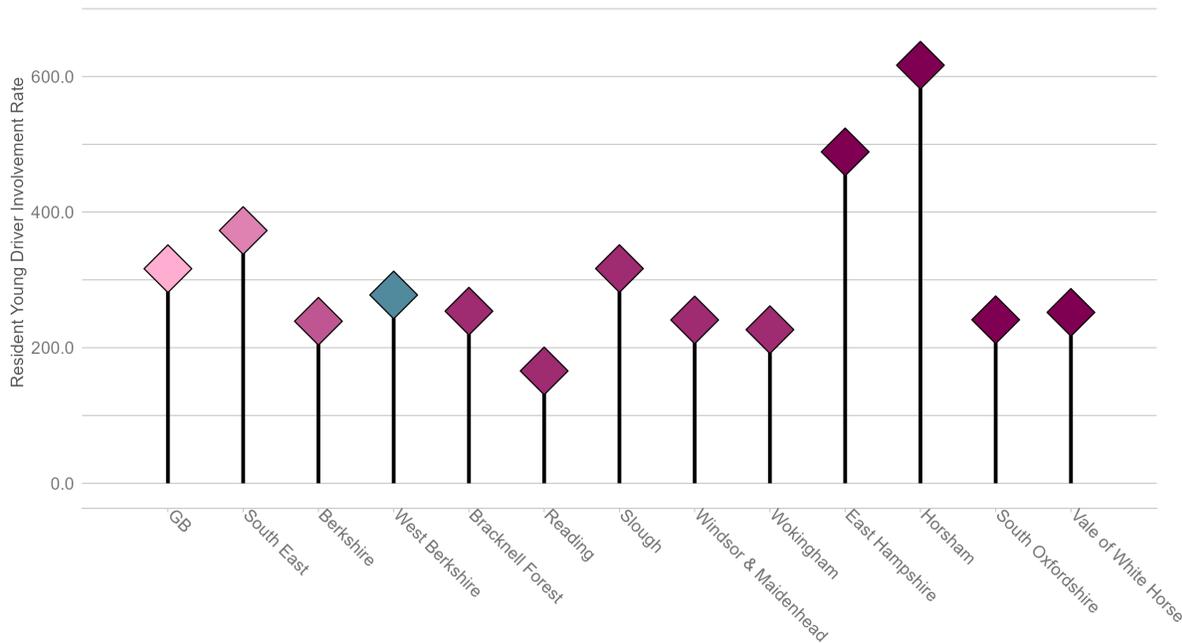
### 3.2.3 Resident Young Driver Involvement (aged 17 to 24)

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

**3.2.3.1 Rates** Figure 25 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 278 casualties per year, per 100,000 population. This is lower than the previous year’s involvement rate of 286 resident drivers.

Figure 25: Annual average West Berkshire resident young involved drivers per 100,000 population (2019-2023)



**3.2.3.2 Comparisons** West Berkshire’s 2023 resident young driver involvement rate is 12% below the national resident young driver involvement rate and 25% below the Southeast regional resident young driver involvement rate. However, it is 16% above the overall resident young driver involvement rate for Berkshire and higher than any of the Berkshire comparators. West Berkshire has the fourth highest resident young driver involvement rate across all comparator authorities, ahead of Reading, Wokingham, Berkshire, Windsor & Maidenhead, South Oxfordshire, the Vale of White Horse, and Bracknell Forest, but behind Slough, East Hampshire, and Horsham.

**3.2.3.2.1 Residency by Small Area** Figure 26 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 involved rates are in the northwest of Chieveley, East Isley & Compton, and a central area of Lambourn & Great Shefford. High resident young driver involved rates are also in the whole of Hungerford, except for the centre and eastern areas, and the whole of Thatcham North East, except for the west area. Compared to last year, the rates have reduced across the Mortemer & Aldermaston Wharf area.



Figure 27: West Berkshire resident young involved drivers, by year and severity (2014-2023)



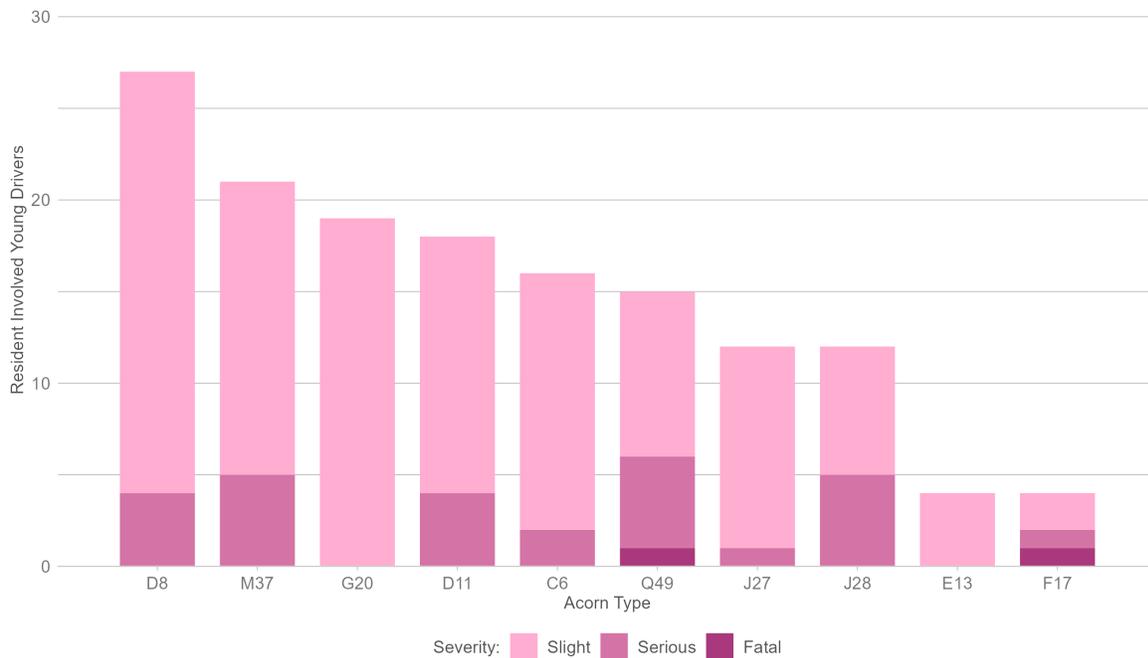
**3.2.3.3.1 Resident young driver collision involvement in other areas** Between 2019 and 2023, 52% of West Berkshire’s resident young driver collisions occurred within West Berkshire. Of the remainder, the next most frequent area was Hampshire and Reading, where 14% and 6% were respectively injured.

### 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.

Resident young drivers that are affluent, older homeowners (D8) constituted the highest overall resident involved driver collisions in West Berkshire, which represented the largest population in this area (14% of this population) and a rate of 24 per 100,000 population. This could probably be attributed to their parents Acorn profile. This is followed by the resident young drivers that are restricted residents, socially renting (M37; 7% of this population) that have a lower overall casualty figure, but a higher serious injury figure.

Figure 28: West Berkshire resident young involved drivers, by Acorn Type (2019-2023)

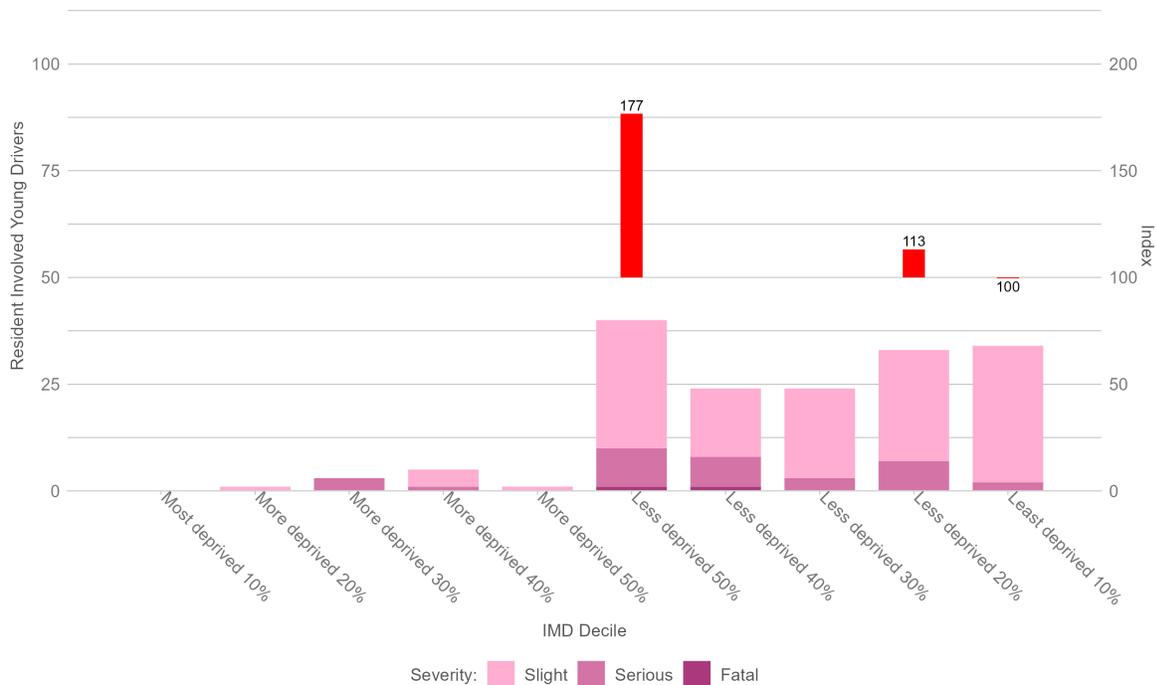


**3.2.3.4.2 Deprivation** Figure 29 shows resident involved young drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident involved young driver collisions relate to those that come from communities in the less deprived IMD deciles. This is particularly true of the less deprived 50% (465 per 100,000 population) and the less deprived 20% (298 per 100,000 population). Both of these segments are overrepresented in West Berkshire compared to the population with index values of 177 and 113 respectively.

There was a similar number of casualties for those from the least deprived 10% compared to those from the less deprived 20%, but the index value for the least deprived 10% IMD decile is 100, meaning that it is proportionate to the population. Compared to the previous year, the less deprived 40% is not involved in as many collisions and is not overrepresented as compared to the relative population.

Figure 29: West Berkshire resident young involved drivers, by Index of Multiple Deprivation (2019-2023)

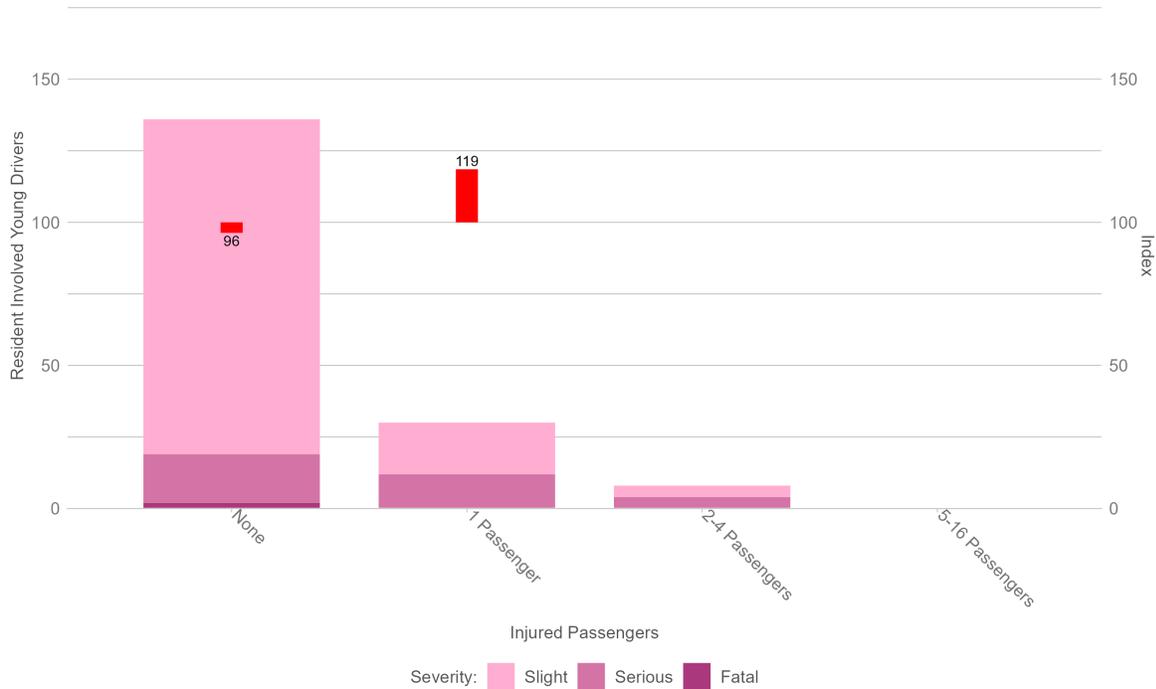


### 3.2.4 Related Casualties

**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.

Between 2019 and 2023, 64% of casualties were driver or riders, 29% were vehicle or pillion passengers, and 7% were pedestrians.

Figure 30: Injured passengers in West Berkshire’s resident involved young drivers’ vehicles, compared to all young drivers (2019-2023)



Most resident young driver involved collisions where no passengers were injured (81%), which is slightly underrepresented in relation to the population with an index value of 96. In comparison, whilst there were 15% of road traffic collisions involving resident young drivers resulting in 1 injured passenger, this was overrepresented compared to the rate in the general population, with an index value of 119. This segment has also increased slightly compared to the previous year. Road traffic collisions involving injuries to 2 to 4 passengers constituted 4% of the overall total.

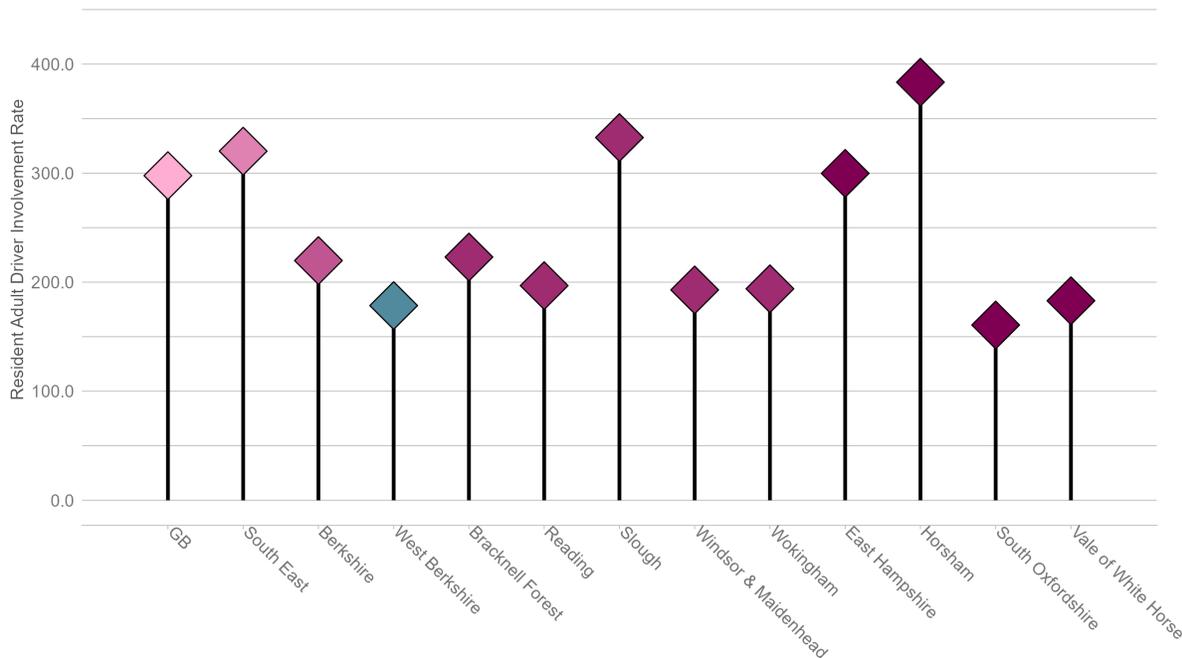
### 3.2.5 Resident Adult Driver Involvement

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

**3.2.5.1 Rates** Figure 31 shows the resident adult driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire’s resident adult driver involvement rate is 179 casualties per year, per 100,000 population.

Figure 31: Annual average West Berkshire resident adult involved drivers per 100,000 population (2019-2023)

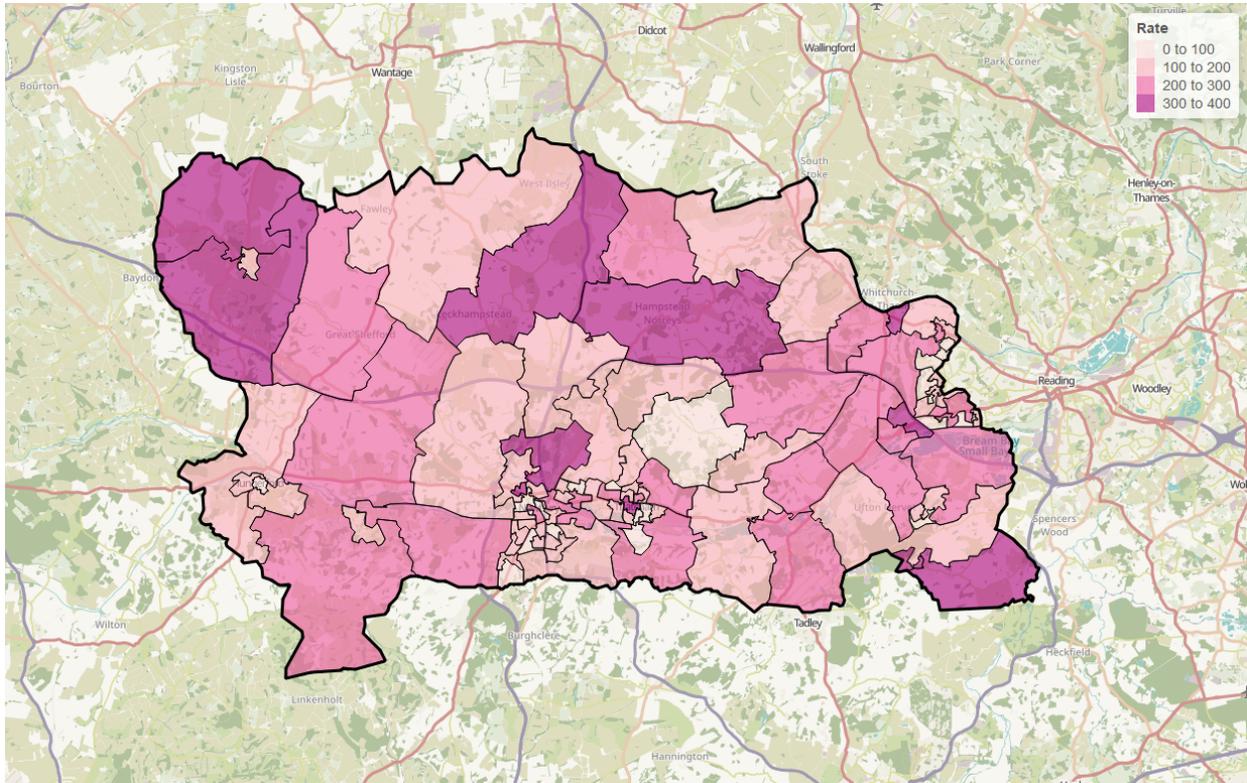


**3.2.5.2 Comparisons** West Berkshire’s 2023 resident adult driver involvement rate is 40% below the national resident adult driver involvement rate and 44% below the Southeast regional resident adult driver involvement rate. Likewise, it is 19% below the overall resident adult driver involvement rate for Berkshire and any of the Berkshire comparators. West Berkshire has the second lowest resident adult driver involvement rate across all neighbouring authorities, behind South Oxfordshire.

**3.2.5.2.1 Residency by Small Area** Figure 32 shows the home location of West Berkshire’s collision-involved resident adult drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved adult drivers per year per adult population of LSOA.

The highest resident adult driver involvement rates are seen across Lambourn, Leckampstead, Hampstead Norreys, Mortimer & Aldemaston Wharf and Central Thatcham. There are some other smaller segments with a high adult driver involvement rate to the Southwest of Purley on Thames and west of Calcot South.

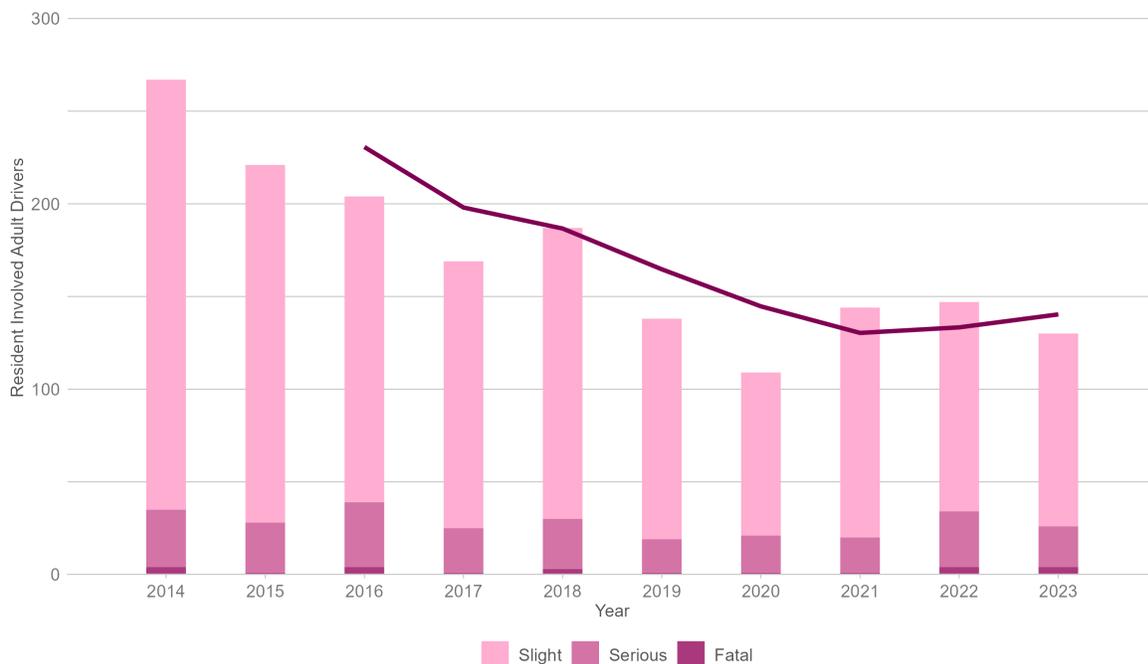
Figure 32: West Berkshire resident adult involved drivers home location by LSOA, adult drivers per year per 100,000 population (2019-2023)



**3.2.5.3 Trends** Figure 33 shows West Berkshire’s annual collision-involved resident adult driver numbers since 2014, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There were 130 resident adult driver involved collisions in 2023, which is 17 fewer resident adult driver involved collisions compared to the figure observed in 2022. The total collision figure is the third lowest in the period between 2014 to 2023. Whilst the reduction in 2023 is noteworthy compared to 2022, there was no reduction in fatalities. In contrast, the number of serious resident adult driver involved injuries reduced from 30 in 2022 to 22 in 2023, which aligns with the similar figures observed in the period between 2019 and 2021. Slight resident adult driver involved injuries also reduced from 113 in 2022 to 104 in 2023, which continues a reliable decline in slight injuries except for the figure observed in 2020, but that figure will likely be influenced by the Covid - 19 pandemic.

Figure 33: West Berkshire resident adult involved drivers, by year and severity (2014-2023)



**3.2.5.3.1 Resident adult driver collision involvement in other areas** Between 2019 and 2023, 44% (291 collisions) of West Berkshire’s resident adult driver collisions occurred within West Berkshire, meaning most occurred outside of the area (56%; 377 collisions). The most frequent area was Hampshire and Reading, where 13% and 11% were injured respectively.

### 3.2.5.4 Socio Demographic Analysis

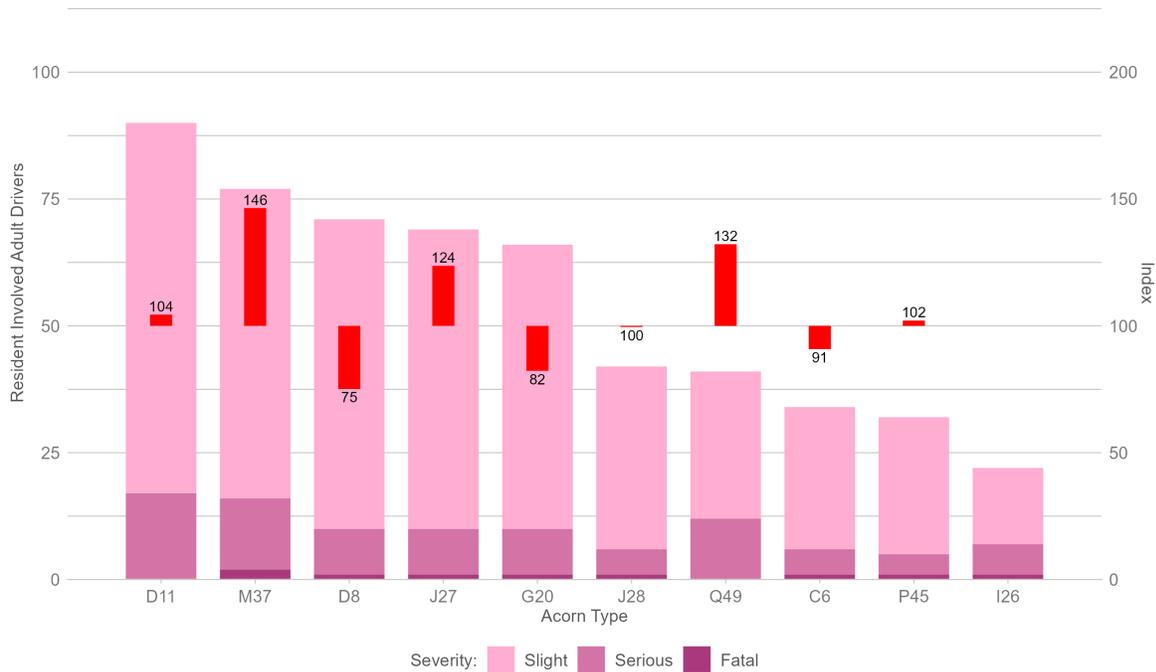
**3.2.5.4.1 Segmentation** Analysis of the Acorn communities in which West Berkshire’s resident adult drivers live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

Resident adult drivers that are mature and moneyed out-of-towners (D11) constituted the highest overall resident adult driver collisions in West Berkshire, which represented the second largest population in this area (13% of this population) and a rate of 86 per 100,000 population. This is slightly overrepresented compared to the population, with an index value of 104. Resident adult drivers that are restricted residents, socially renting (M37; 7% of this population) constituted the second highest Acorn group, which was the most overrepresented across the 10 Acorn groups with the most collisions, whereby they had an index value of 146.

Other overrepresented groups include those that are socially renting single adults households (Q49; 5% of this population) and those that are professional families and couples in suburban, owner-occupied areas (J27; 8% of this population), with respective index values of 132 and 124.

In comparison, executives in expensive suburban houses (C6; 6% of this population) and affluent, older homeowners (D8; 14% of this population) were underrepresented, with respective index values of 91 and 75.

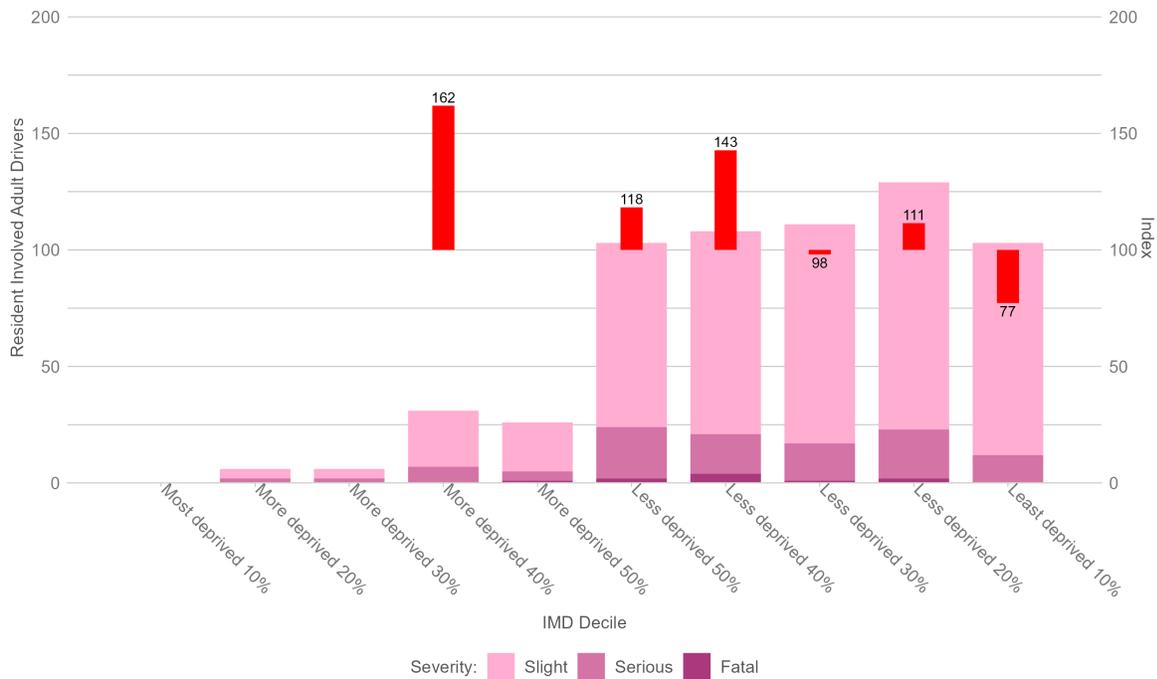
Figure 34: West Berkshire resident adult involved drivers, by Acorn Type (2019-2023)



**3.2.5.4.2 Deprivation** Figure 35 shows resident involved adult drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident involved adult driver collisions relate to those that come from communities in the less deprived IMD deciles. This is particularly true of the less deprived 40% (238 per 100,000 population), with an index value of 143. The IMD deciles that were more deprived than those in the less deprived 40% had a similar or higher overall resident involved adult driver casualty figure but were less overrepresented or underrepresented in proportion to their population. In contrast, whilst those that are in the more deprived IMD deciles experienced fewer casualties, those in the more deprived 40% were the most overrepresented, with an index value of 162.

Figure 35: West Berkshire resident adult involved drivers, by Index of Multiple Deprivation (2019-2023)

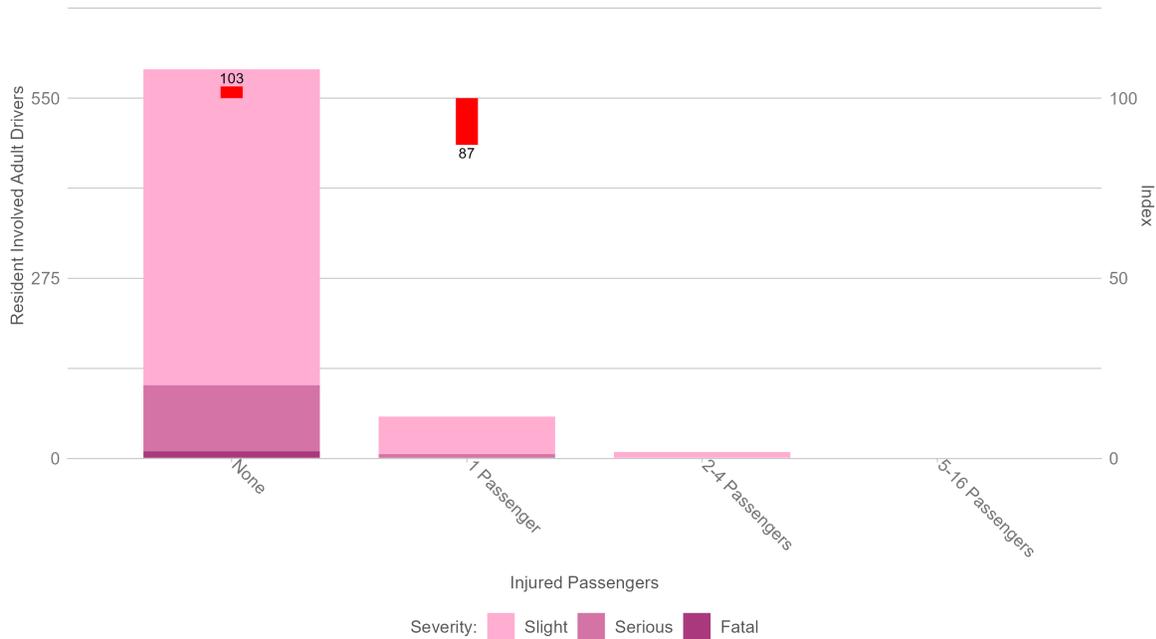


### 3.2.6 Related Casualties

**3.2.6.1 Passenger and pedestrian casualties** The related casualties of West Berkshire’s resident adult 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.

Between 2019 and 2023, 70% of casualties were driver or riders as a result of resident adult driver involved collisions, 20% were vehicle or pillion passengers, and 10% were pedestrians.

Figure 36: Injured passengers in West Berkshire’s resident involved adult drivers’ vehicles, compared to all adult drivers (2019-2023)



Most collisions involving resident adult drivers resulted in no passengers being injured (89%), which is slightly overrepresented to the population with an index value of 103. In comparison, whilst there were 10% of road traffic collisions involving 1 injured passenger, this was underrepresented compared to the rate in the general population, with an index value of 87. Road traffic collisions involving injuries to 2 to 4 passengers constituted 1% of the overall total.

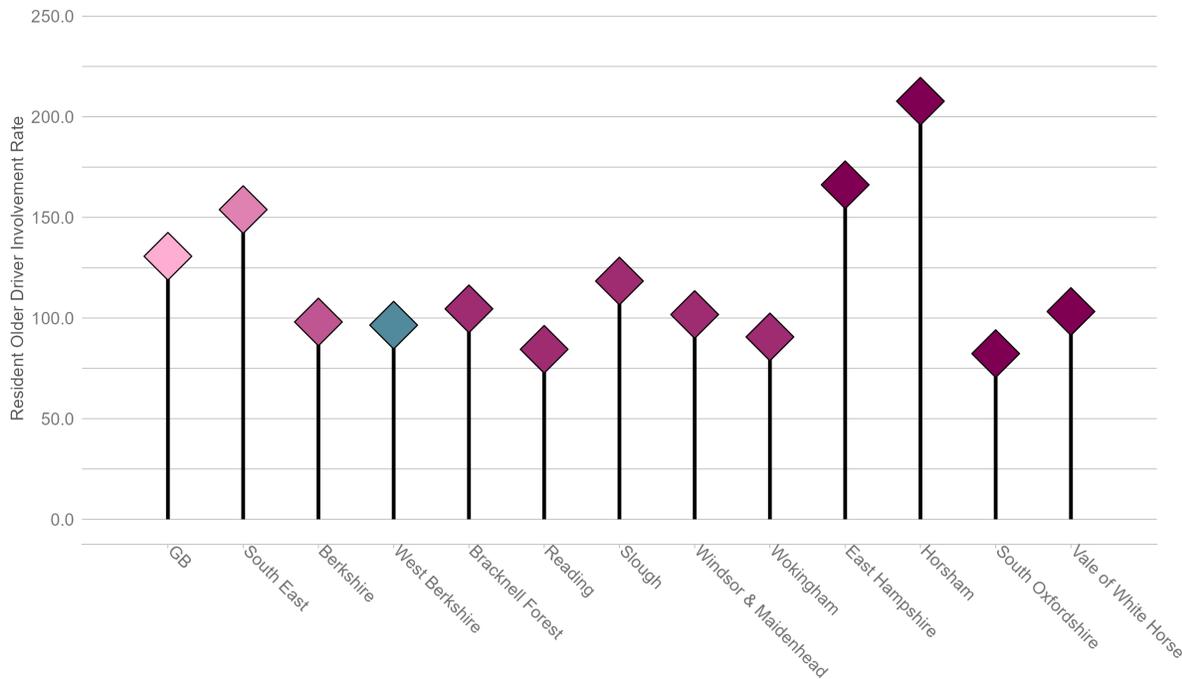
### 3.2.7 Resident Older Driver Involvement

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

**3.2.7.1 Rates** Figure 37 shows the resident older driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire’s resident older driver involvement rate is 96 casualties per year, per 100,000 population.

Figure 37: Annual average West Berkshire resident involved older drivers per 100,000 population (2019-2023)

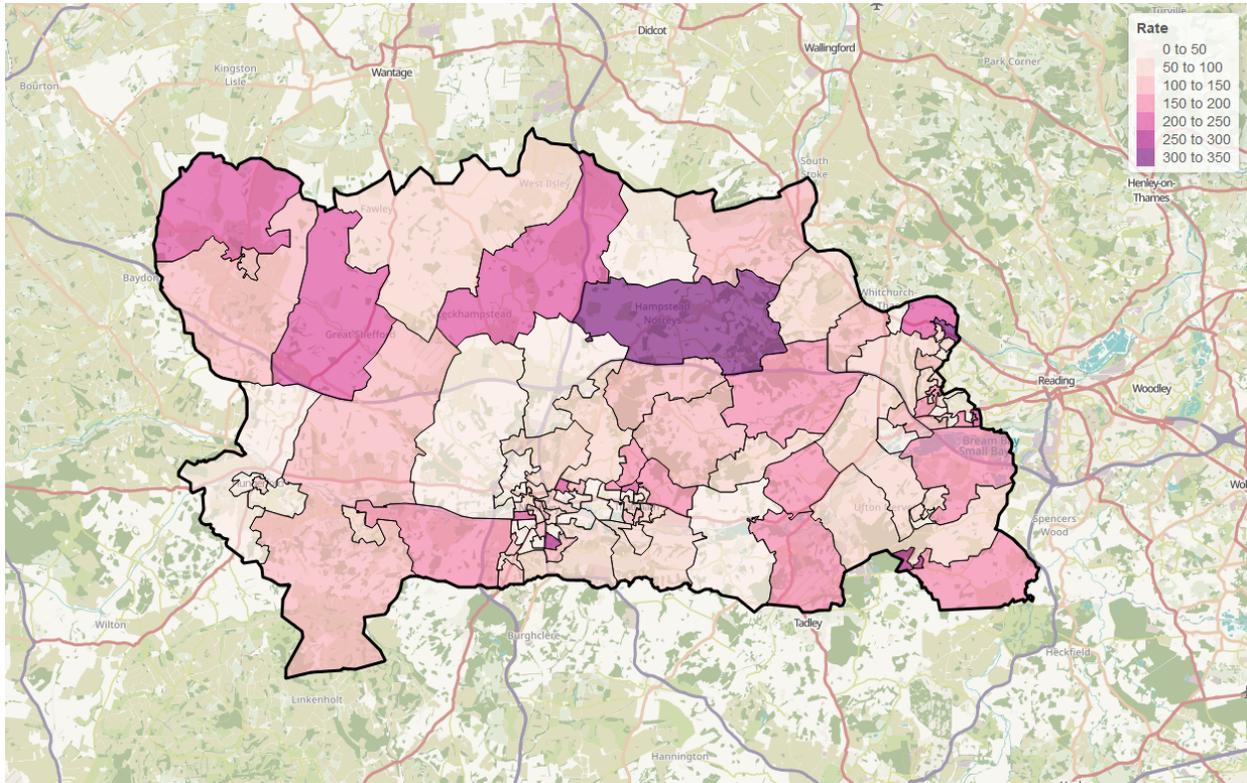


**3.2.7.2 Comparisons** West Berkshire’s 2023 resident older driver involvement rate is 26% below the national resident older driver involvement rate and 37% below the Southeast regional resident older driver involvement rate. Likewise, it is 2% below the overall resident older driver involvement rate for Berkshire and any of the Berkshire comparators. West Berkshire has the third lowest resident older driver involvement rate across all neighbouring authorities, behind South Oxfordshire, Reading, and Wokingham.

**3.2.7.2.1 Residency by Small Area** Figure 38 shows the home location of West Berkshire’s collision-involved resident older drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved older drivers per year per older population of LSOA.

The highest resident involved older driver casualty rates are in Hampstead Norreys and towards the southwestern segment of Purley Thames.

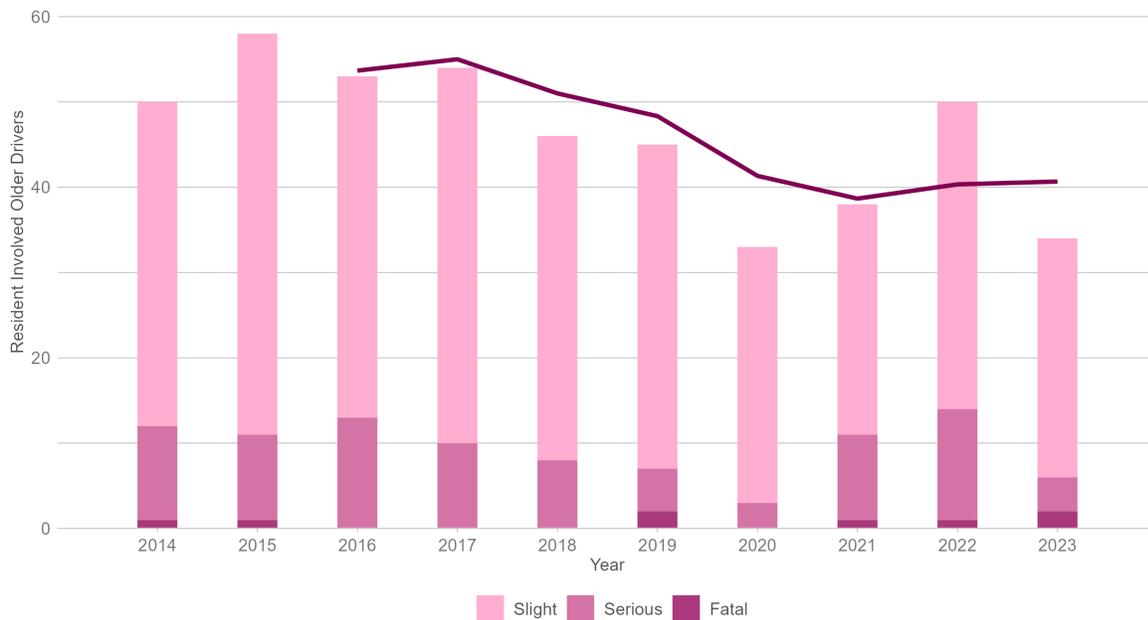
Figure 38: West Berkshire resident involved older drivers home location by LSOA, older drivers per year per 100,000 population (2019-2023)



**3.2.7.3 Trends** Figure 39 shows West Berkshire’s annual collision-involved resident older driver numbers since 2014, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There were 34 resident older driver involved collisions in 2023, which is 16 fewer resident older driver involved collisions compared to the figure observed in 2022. The total resident older driver involved collision figure is the second lowest in the period between 2014 to 2023, close to the lowest figure of 33 in 2020. Whilst the reduction in 2023 is noteworthy compared to 2022 and within the context of the entire period between 2014 and 2023, there was an increase in fatalities as a result of resident older driver involved collisions from 1 in 2021 and 2022 to 2 in 2023. There was however a dramatic reduction in serious injuries resulting from these collisions from 13 in 2022 to 4 in 2023. Similarly, there was a reduction in slight injuries from 36 in 2022 to 28 in 2023. Both serious and slight resident older driver collision injury figures resulting from resident older driver involved collisions in 2023 were the second lowest between the 2014 and 2023 period.

Figure 39: West Berkshire resident involved older drivers, by year and severity (2014-2023)



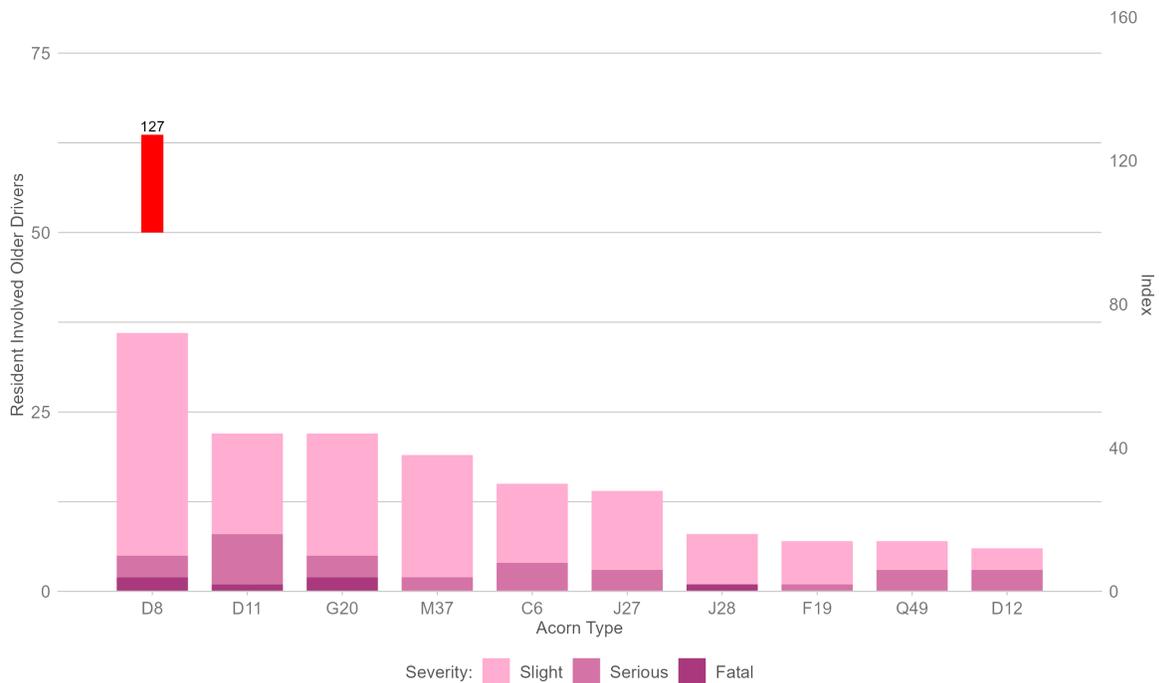
**3.2.7.3.1 Resident older driver collision involvement in other areas** Between 2019 and 2023, 51% of West Berkshire’s resident older driver collisions occurred within West Berkshire. Of the remainder, the next most frequent area was Reading and Hampshire, where 8% were involved in collisions in both areas.

### 3.2.7.4 Socio Demographic Analysis

**3.2.7.4.1 Segmentation** Analysis of the Acorn communities in which West Berkshire’s resident older 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.

Resident older drivers that are affluent, older homeowners (D8) constituted the highest overall resident older driver involved collisions in West Berkshire, which represented the largest population in this area (14% of this population) and a rate of 32 per 100,000 population. Additionally, those in D8 are overrepresented in proportion to their population, with an index value of 127, with most of their collisions relating to slight injuries.

Figure 40: West Berkshire resident involved older drivers, by Acorn Type (2019-2023)

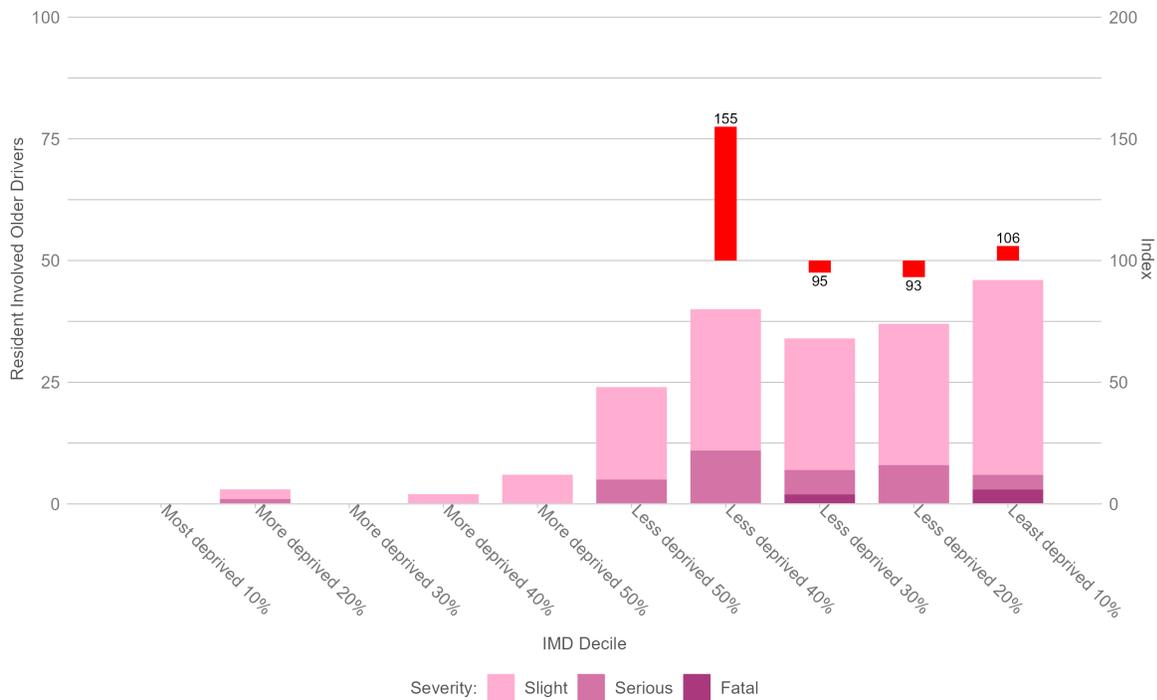


**3.2.7.4.2 Deprivation** Figure 41 shows resident involved older drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident older driver involved rates relate to those that come from communities in the less deprived IMD deciles. The most overrepresented compared to the relative population is the less deprived 40% segment with an index value of 155. While the less deprived 40% segment is the most overrepresented, the least deprived 10% accounts for the higher resident involved older drivers. This category is slightly overrepresented with an index value of 106.

On the other hand, the less deprived 20% and 30% are underrepresented as compared to the relative population with an index value of 93 and 95 respectively.

Figure 41: West Berkshire resident involved older drivers, by Index of Multiple Deprivation (2019-2023)

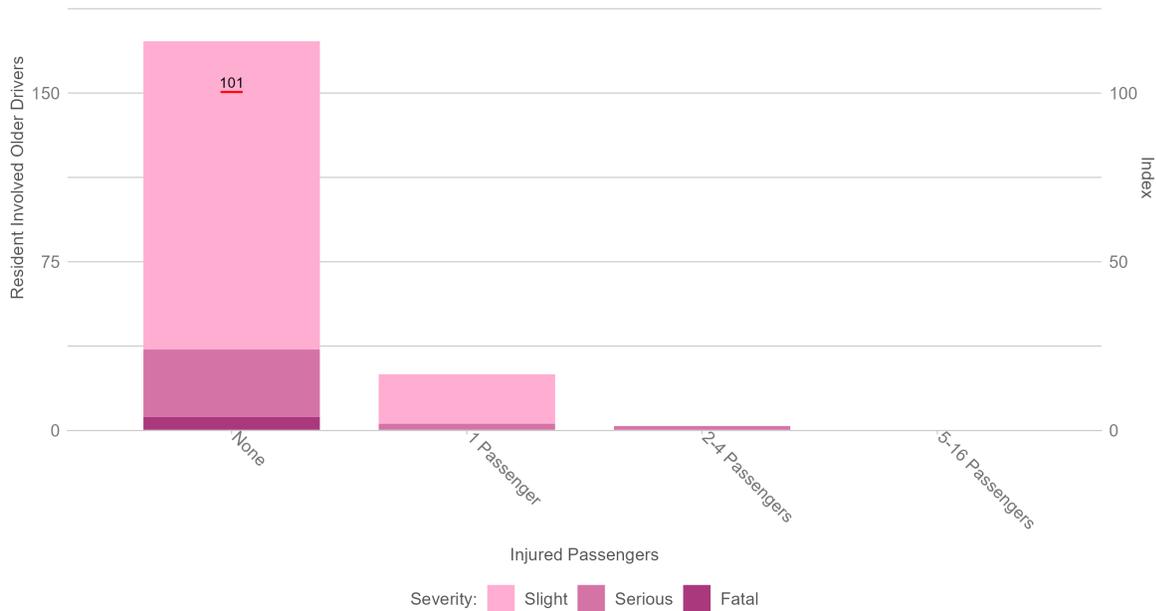


### 3.2.8 Related Casualties

**3.2.8.1 Passenger and pedestrian casualties** The related casualties of West Berkshire’s resident older 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.

Between 2019 and 2023, 66% of casualties were driver or riders, 20% were vehicle or pillion passengers, and 14% were pedestrians.

Figure 42: Injured passengers in West Berkshire’s resident involved older drivers’ vehicles, compared to all older drivers (2019-2023)



Most resident older driver involved collisions where no passengers were injured (87%), which is slightly overrepresented to the population with an index value of 101. In comparison, whilst there were 13% of road traffic collisions involving 1 injured passenger, and 1% involving injuries to 2 to 4 passengers.

### 3.3 West Berkshire resident motorcycle riders involved in collisions

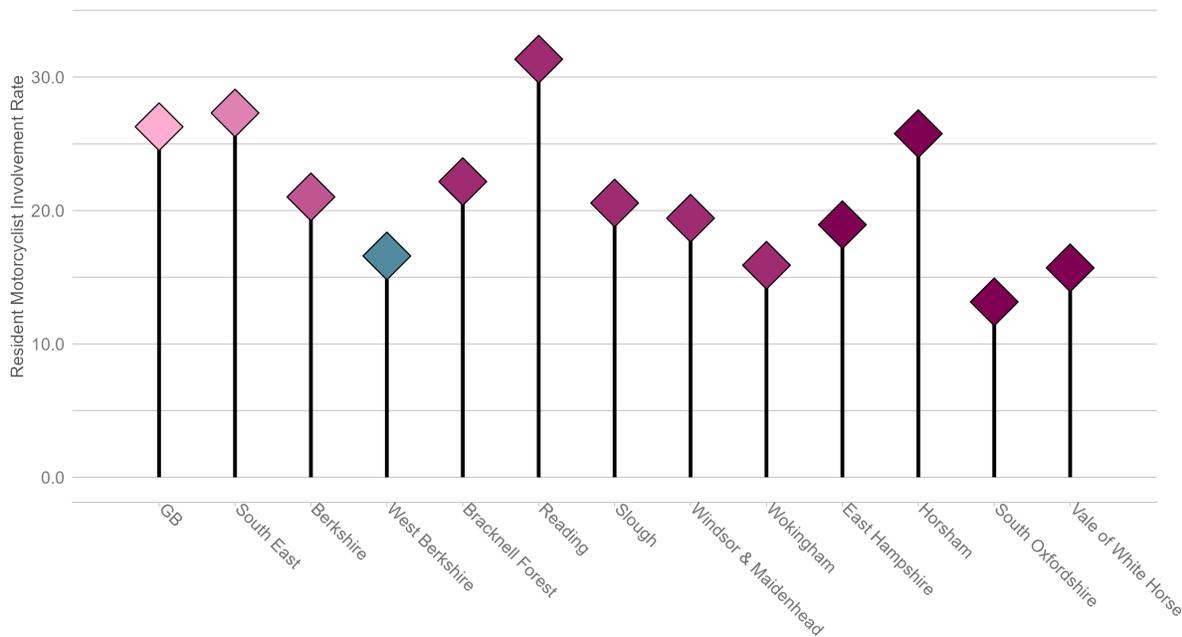
#### 3.3.1 Resident Motorcyclist Involvement

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

**3.3.1.1 Rates** Figure 43 shows the resident motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire’s resident motorcyclist involvement rate is 17 riders per year, per 100,000 population.

Figure 43: Annual average West Berkshire resident involved motorcyclist per 100,000 population (2019-2023)

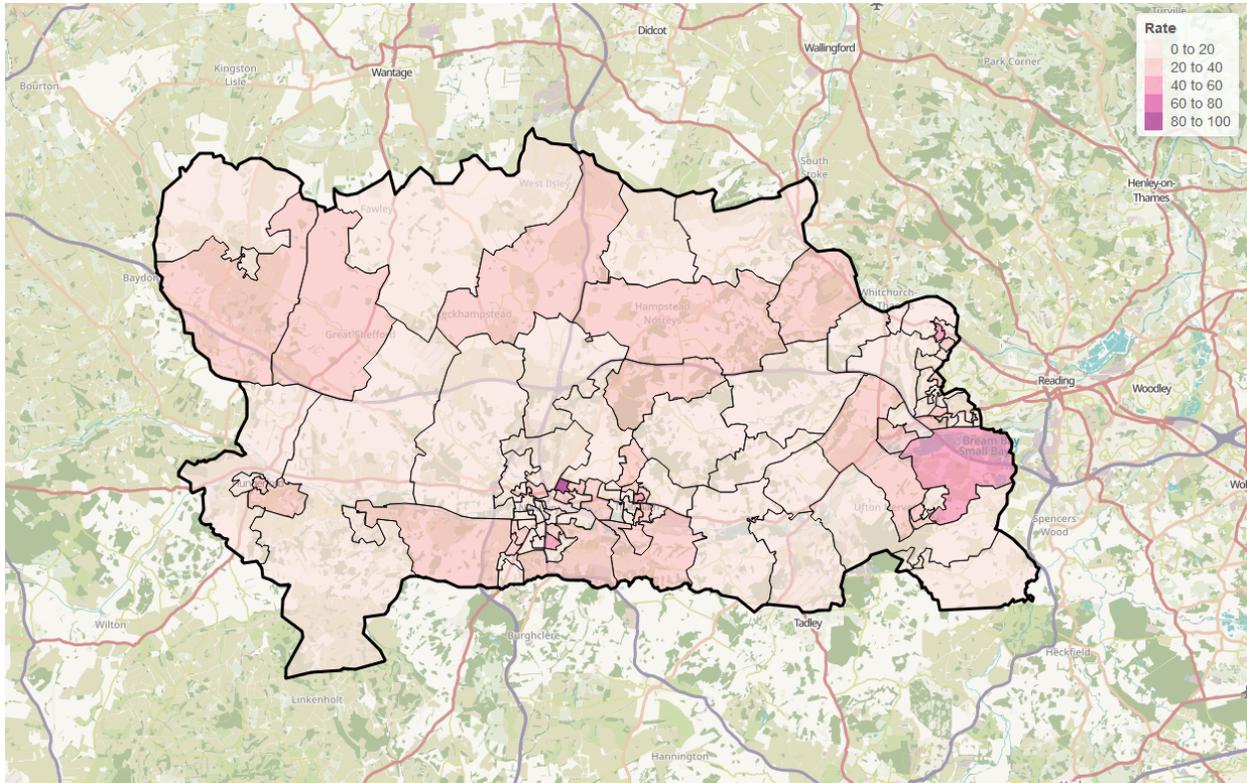


**3.3.1.2 Comparisons** West Berkshire’s 2023 resident motorcyclist involvement rate is 37% below the national resident motorcyclist involvement rate and 39% below the Southeast regional resident motorcyclist involvement rate. Likewise, it is 21% below the overall resident motorcyclist involvement rate for Berkshire and any of the Berkshire comparators. West Berkshire has the fourth lowest resident motorcyclist involvement rate across all neighbouring authorities, behind South Oxfordshire, the Vale of White Horse, and Wokingham.

**3.3.1.2.1 Residency by Small Area** Figure 44 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.

Most areas in West Berkshire have a low resident motorcyclist involvement rate, except for north-west Newbury Clay Hill.

**Figure 44: West Berkshire resident involved motorcyclist home location by LSOA, motorcyclists per year per 100,000 population (2019-2023)**



**3.3.1.3 Trends** Figure 45 shows West Berkshire’s annual collision-involved resident motorcyclist numbers since 2014, by severity. This includes resident motorcyclists involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There were 31 resident motorcyclist involved collisions in 2023, which is 4 fewer resident motorcyclist involved collisions compared to the figure observed in 2022. Compared to 2022, whilst serious resident motorcyclist involved collisions in 2023 remained the same at a figure of 15, there was an increase of 1 fatal collision from 0 to 1 but a reduction of slight injuries from 20 to 15. Overall, there has been an increasing trend of resident involved motorcyclist collisions since 2020.

Figure 45: West Berkshire resident involved motorcyclist, by year and severity (2014-2023)



**3.3.1.3.1 Resident motorcyclist collision involvement in other areas** Between 2019 and 2023, 61% of West Berkshire’s resident motorcyclist collisions occurred within West Berkshire. Of the remainder, the next most frequent area was Reading and Hampshire, where 11% and 7% were respectively injured. This is in line with the previous year’s trend.

### 3.3.1.4 Socio Demographic Analysis

**3.3.1.4.1 Age** Figure 46 shows the numbers of resident involved motorcyclists by ten specified age groups.

The highest number of resident motorcyclists involved in collisions come from the 17-44 years age group (90 total collisions), followed by the 45-64 years age group (24 total collisions), which accounted for 86% of the overall total. In comparison, those aged 65 or older accounted for 8% of the total, and those aged 16 or under accounted for 5% of the total.

It is more informative to consider Figure 47 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.

Residents aged 17 to 24 are over-represented when population is considered, which is also observed to a smaller degree for those aged 35 to 44. Whilst the index value was below 100 for

those aged 45 to 84, the index value is closer to 100 than for the same age groups when considering the national rate. This suggests that the rate is relatively higher for those age groups compared to the national level, although they are still below what would be expected, given their population proportion.

Figure 46: West Berkshire resident involved motorcyclists, by age group (2019-2023)

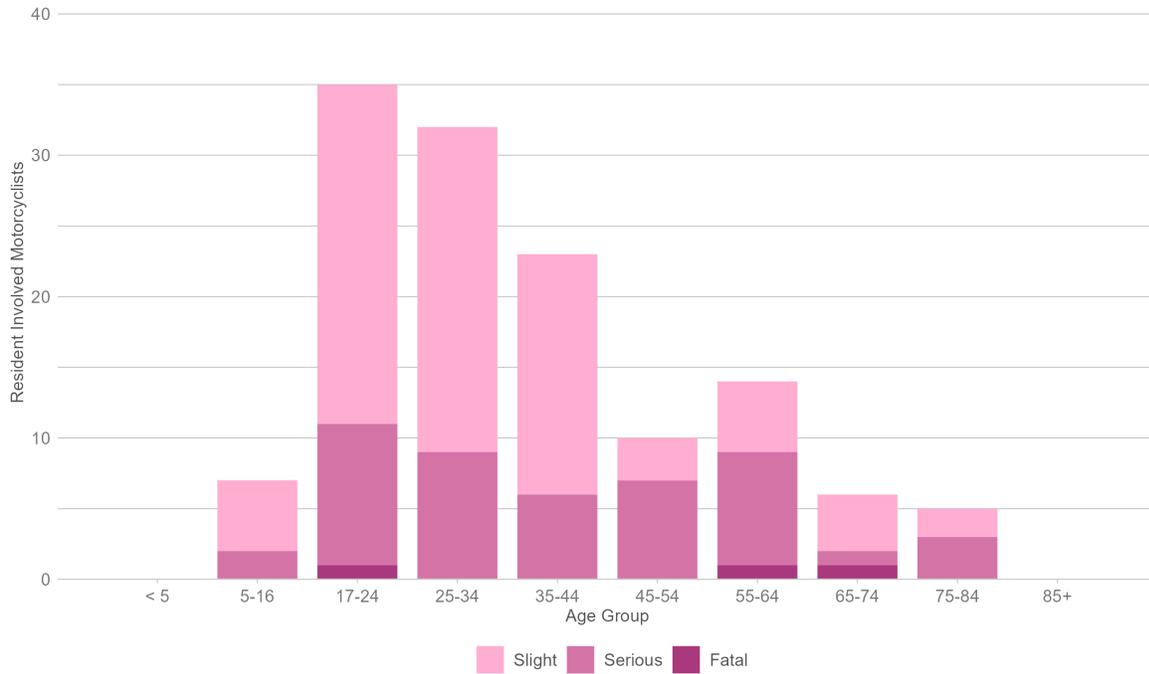
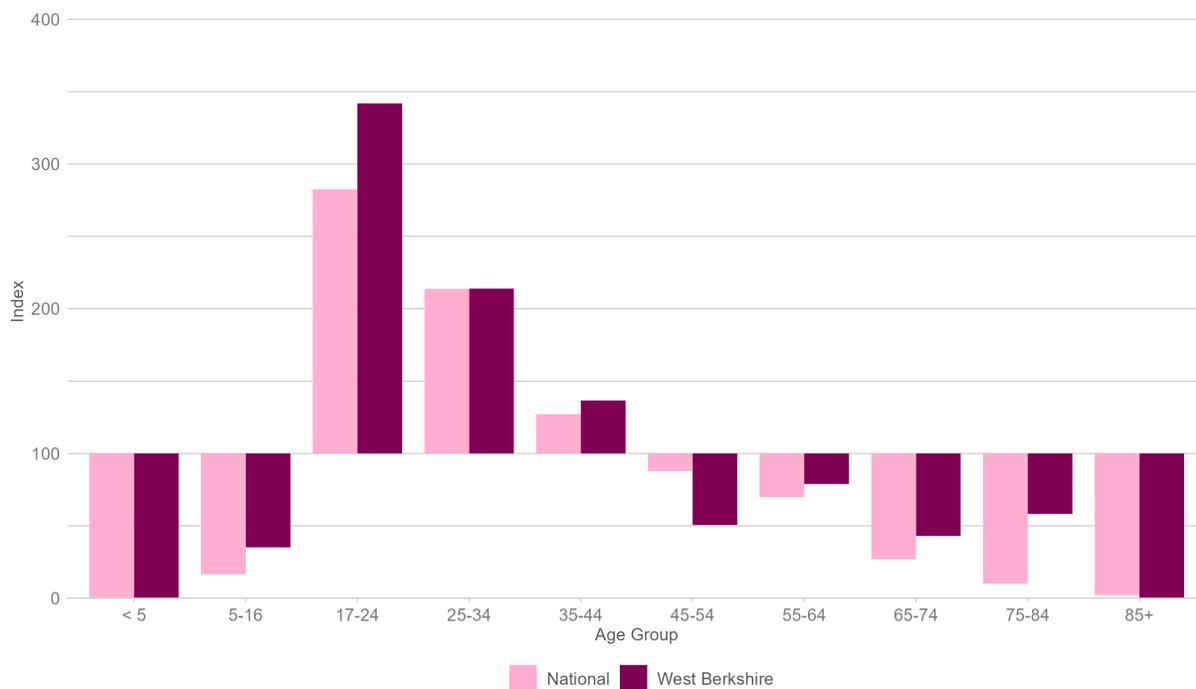


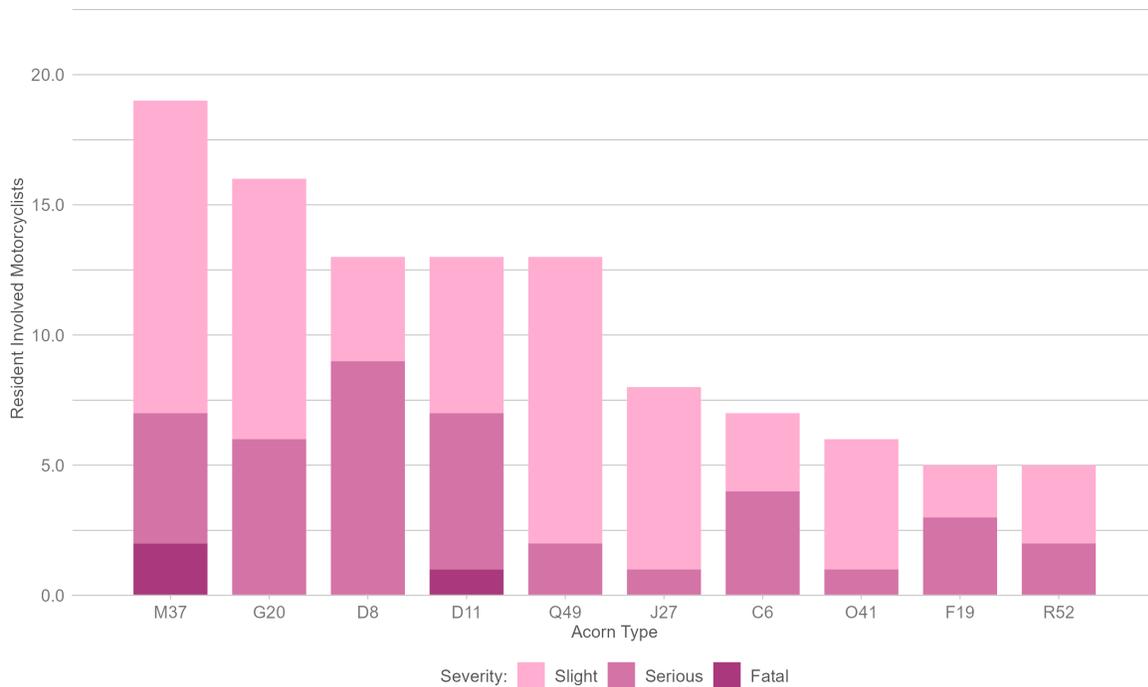
Figure 47: West Berkshire resident involved motorcyclists, by age group and indexed by population (2019-2023)



**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.

Resident motorcyclists that are restricted residents, socially renting (M37) constituted the highest overall resident motorcyclist collisions in West Berkshire, which represented the fifth largest population in this area (8% of this population) and a rate of 30 per 100,000 population. This is followed by the G20 – Mixed Life Stages in semi – detached homes, D8 – Affluent, older homeowners and D11 – Mature and moneyed out-of-towners.

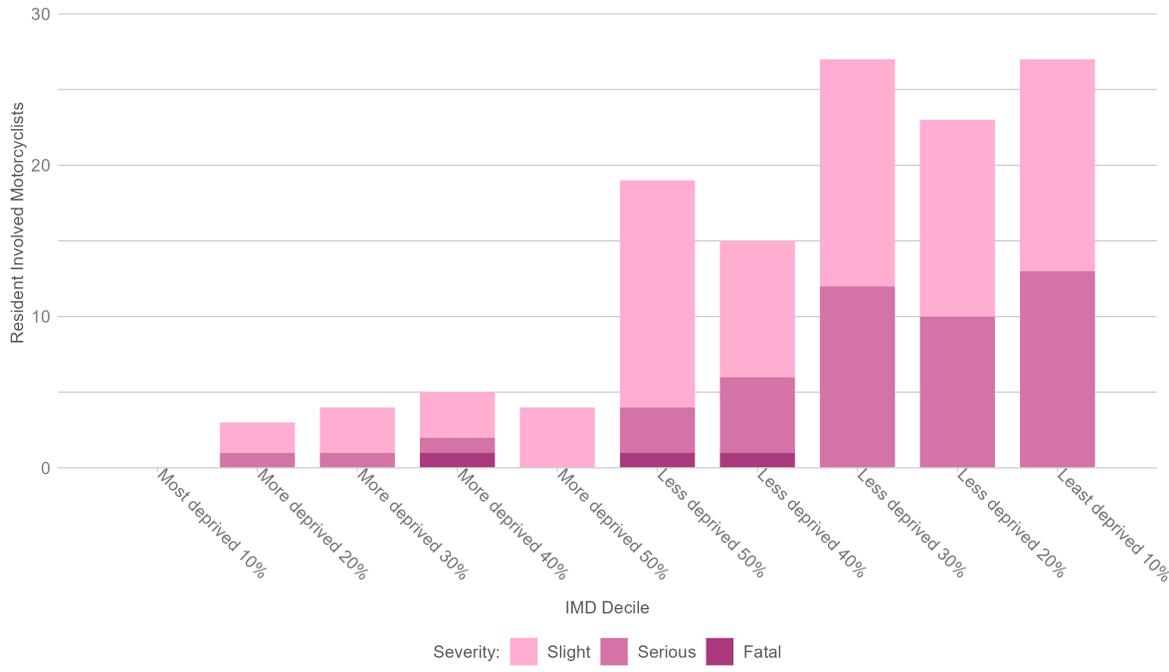
Figure 48: West Berkshire resident involved motorcyclists, by Acorn Type (2019-2023)



**3.3.1.4.3 Deprivation** Figure 49 shows resident involved motorcyclists by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident involved motorcyclists come from communities in the less deprived IMD deciles. This is particularly true of the less deprived 30% (18 per 100,000 population) and least deprived 10% (15 per 100,000 population). Additionally, those IMD deciles had the largest number of serious collisions with resident involved motorcyclists.

Figure 49: West Berkshire resident involved motorcyclists, by Index of Multiple Deprivation (2019-2023)

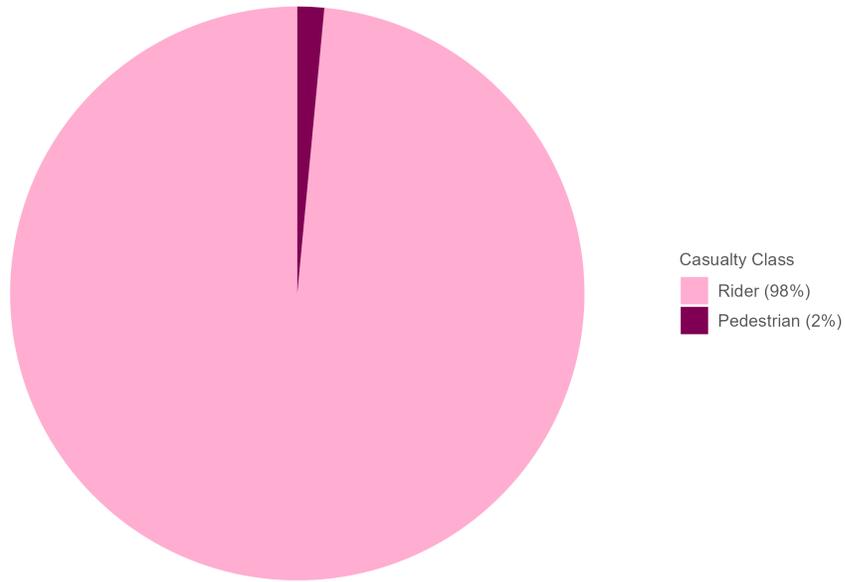


### 3.3.2 Related Casualties

**3.3.2.1 Passenger and pedestrian casualties** The related casualties of West Berkshire’s resident motorcycle riders have been analysed in Figure 50. 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.

Between 2019 and 2023, 98% of casualties were riders and 2% were pedestrians.

Figure 50: Related casualties of West Berkshire's resident involved motorcyclists (2019-2023)



## 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

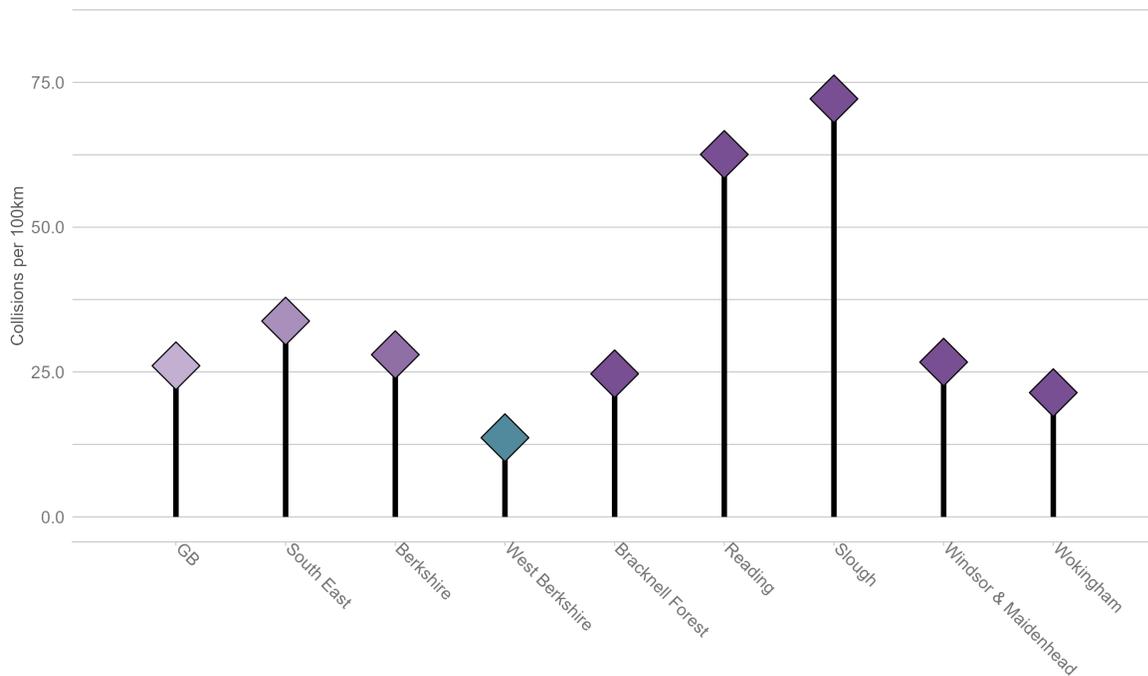
This section refers to all collisions which occurred on West Berkshire’s roads. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

#### 4.1.1 Rates

**4.1.1.1 Collisions per 100km of road** Figure 51 below shows the rate of average annual collisions between 2019 and 2023 per 100km of road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

West Berkshire had a collision rate of 14 collisions per year, per 100 km of road. This is in line with the previous year’s trend.

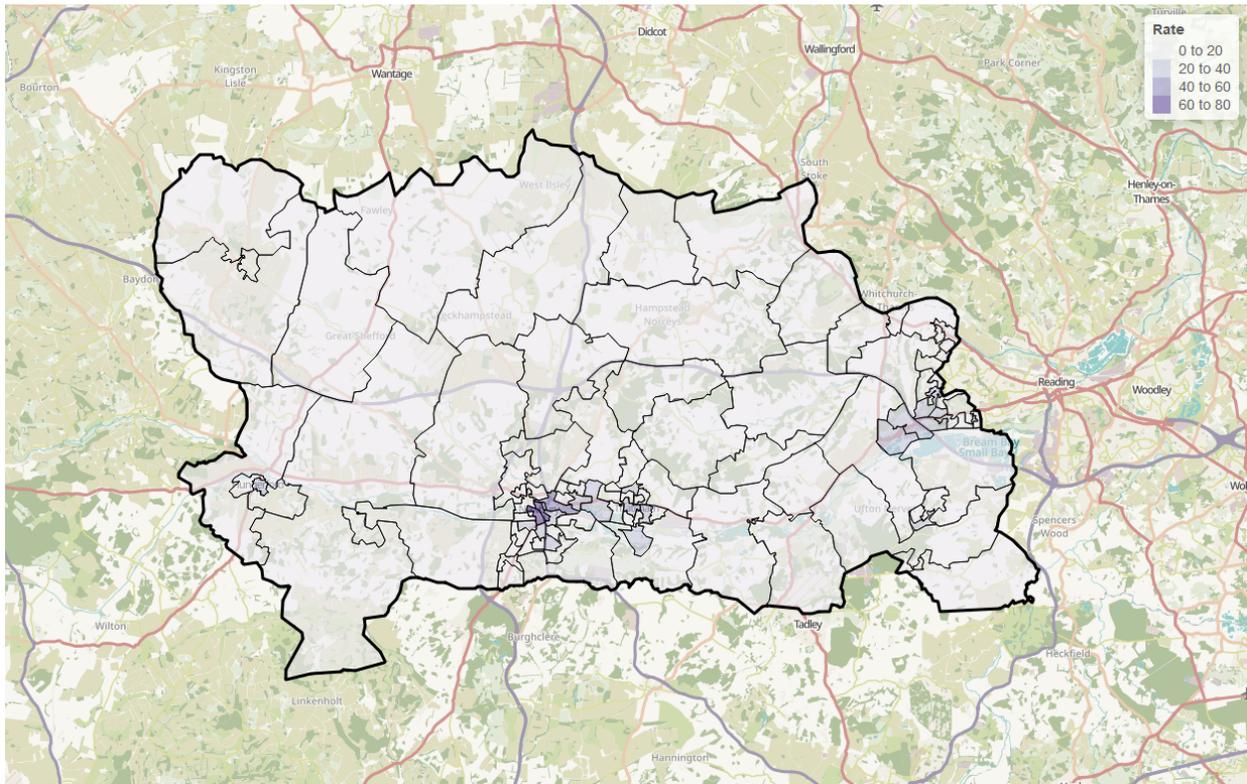
Figure 51: Annual average collisions per 100km of road (2019-2023)



**4.1.1.2 Comparisons** West Berkshire has significantly lower collisions per 100 km of road compared to all other areas. The collision rate is 48% lower than the GB average and 60% lower than the Southeast region. It is also 51% lower than the Berkshire county average.

**4.1.1.2.1 Collisions by Small Area** Figure 52 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.

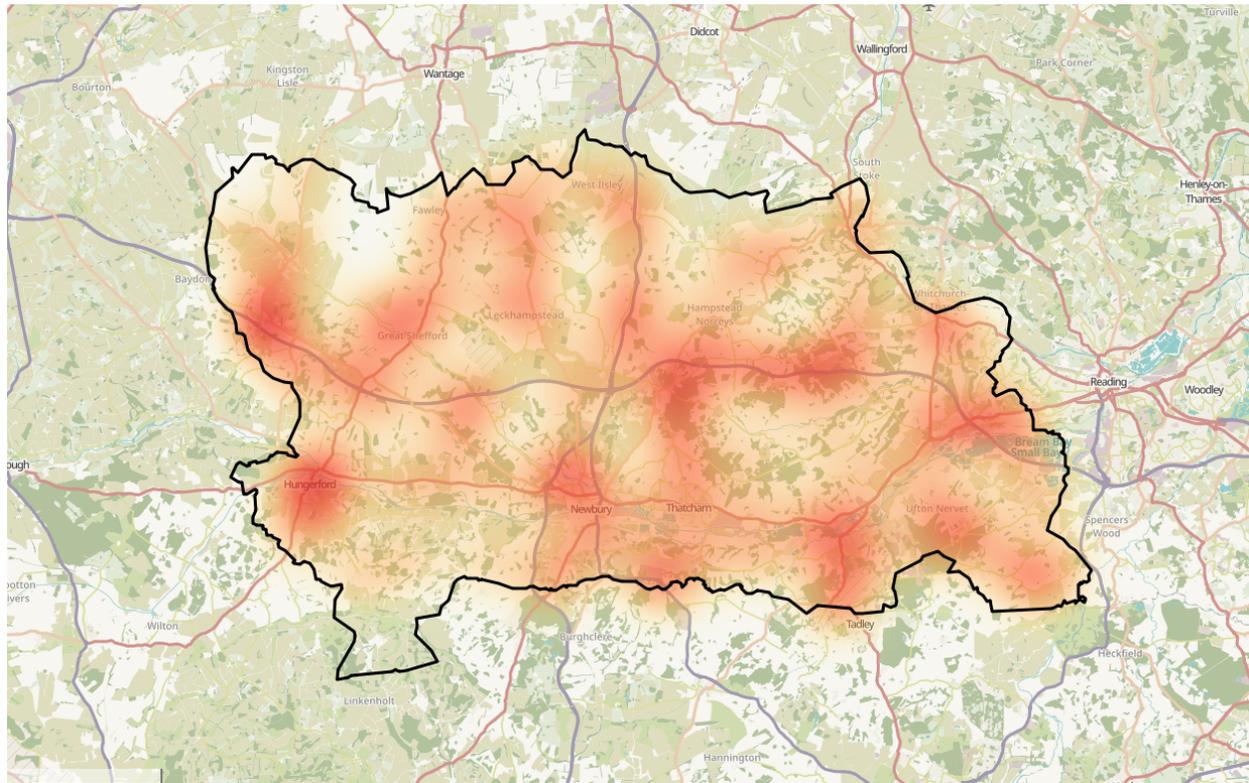
Figure 52: Annual average collisions per 100km of road (2019-2023)



**4.1.1.2.2 Collision Locations** Figure 53 shows a heatmap of collisions on all roads in West Berkshire.

The highest collision rates can be found in Hungerford, Newbury, Hampstead Norreys and the eastern part of Hampstead Norreys.

Figure 53: Collision heatmap (2019-2023)



**4.1.1.3 Trends** Figure 54 shows annual collisions on West Berkshire’s roads, since 2014 by severity.

There was a reduction in injury collisions on the West Berkshire road network compared to 2022 with 26 fewer injury collisions. While there has been some reduction in slight injury collisions (30 lesser collisions) in 2023, the number of fatal and serious collisions have slightly increased compared to 2022 with 2 additional fatal and serious collisions on the network.

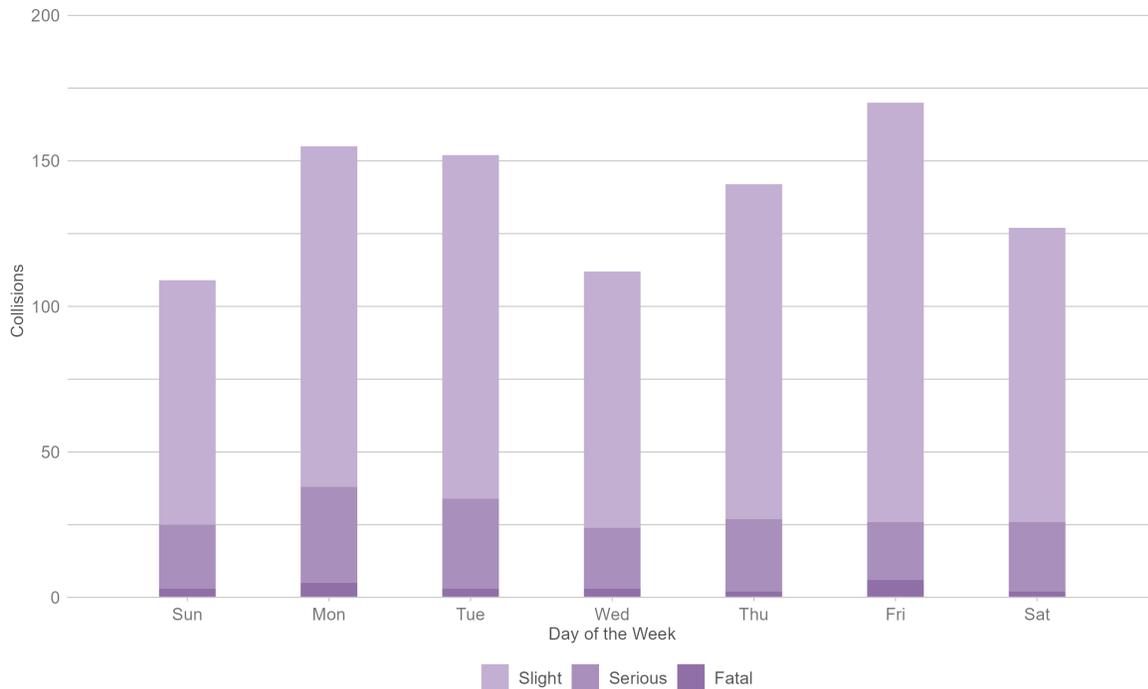
Figure 54: West Berkshire collisions, by year and severity (2014-2023)



**4.1.1.4 Collisions by day of the week** Figure 55 shows collisions in West Berkshire by day of the week and severity.

The most collisions occur on Monday, Tuesday and Friday. The least collisions occur on Sundays and Wednesdays.

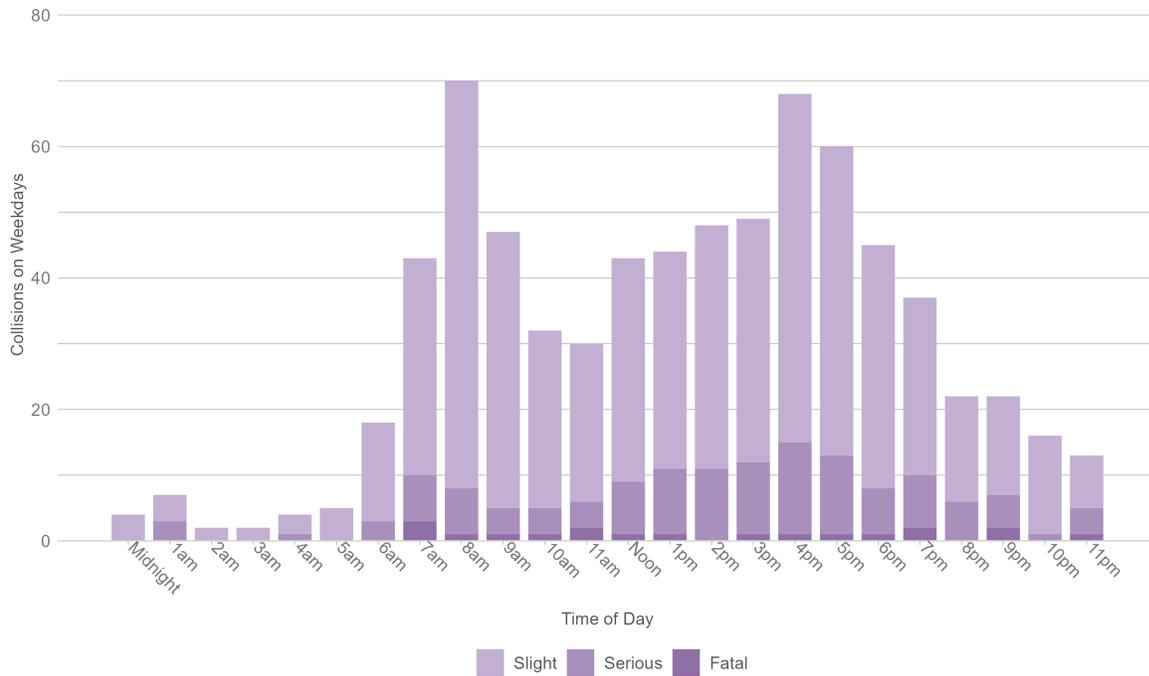
Figure 55: West Berkshire collisions, by day of the week and severity (2019-2023)



#### 4.1.1.5 Collisions by hour of the day

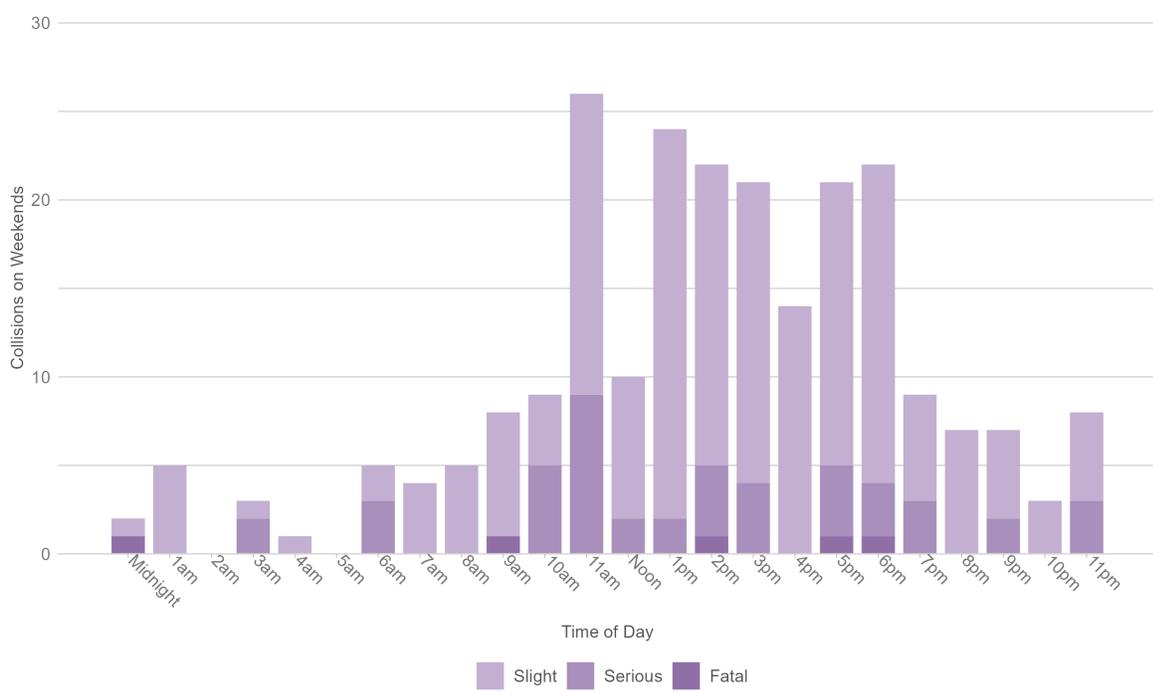
**4.1.1.5.1 Collisions by hour of the day on weekdays** Figure 56 shows collisions on weekdays by the hour of the day in which they occurred. Interestingly, most of the collisions are seen at 11 am, between 1 pm – 3 pm and 5 – 6 pm. 11 am has the highest single – hour total with 26 collisions and the highest concentration of serious collisions (9). There is a sustained high period of collisions from 1 pm to 6 pm, with each hour having 21-24 collisions. The morning rush hour (7am to 9am) shows relatively modest collision numbers (17) compared with the evening rush hour (4pm to 6pm) accounting for 35 collisions. The previous year witnessed a higher number of morning rush hour collisions compared to 2023.

Figure 56: West Berkshire collisions, by hour of the day during weekdays (2019-2023)



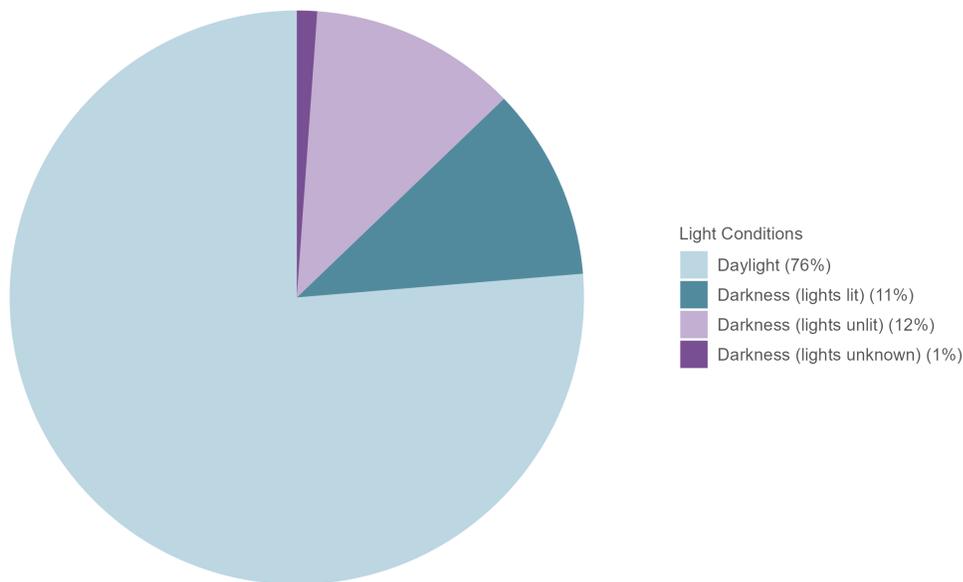
**4.1.1.5.2 Collisions by hour of the day on weekends** Figure 57 shows collisions on a weekend by the hour of the day in which they occurred. Most collisions on weekends occur at 11 am (26) followed by the second highest peak between 1 pm – 2 pm and another peak between 5 pm – 6pm. As expected, there are very few collisions on West Berkshire’s Road network in the early morning hours.

Figure 57: West Berkshire collisions, by hour of the day during weekends (2019-2023)



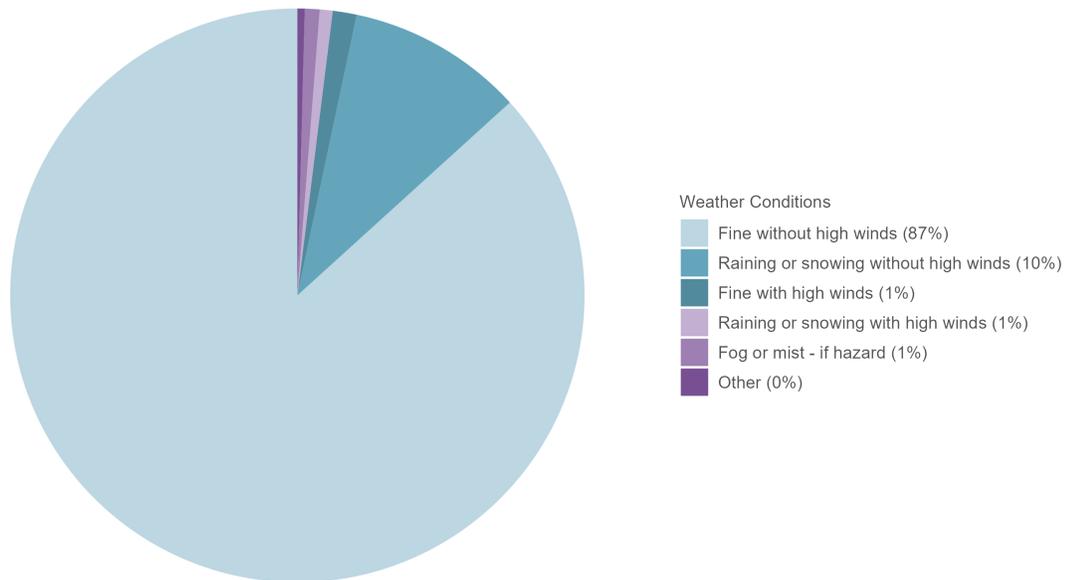
**4.1.1.6 Collisions by light conditions** Figure 58 shows collisions in West Berkshire by the light conditions at the time of the collision. The majority of collisions on West Berkshire’s road network occur in daylight (76%), followed by the dark with no streetlights category (12%) and the dark with streetlights segment (11%).

Figure 58: West Berkshire collisions by light conditions (2019-2023)



**4.1.1.7 Collisions by weather conditions** Figure 59 shows collisions in West Berkshire by the weather conditions present at the time of the collision. The weather condition of ‘fine without high winds’ accounts for the highest number of collisions on the network (87%) followed by ‘raining or snowing without high winds’ (10%). Raining or snowing with high winds accounts for the least number of collisions.

Figure 59: West Berkshire collisions by weather conditions (2019-2023)



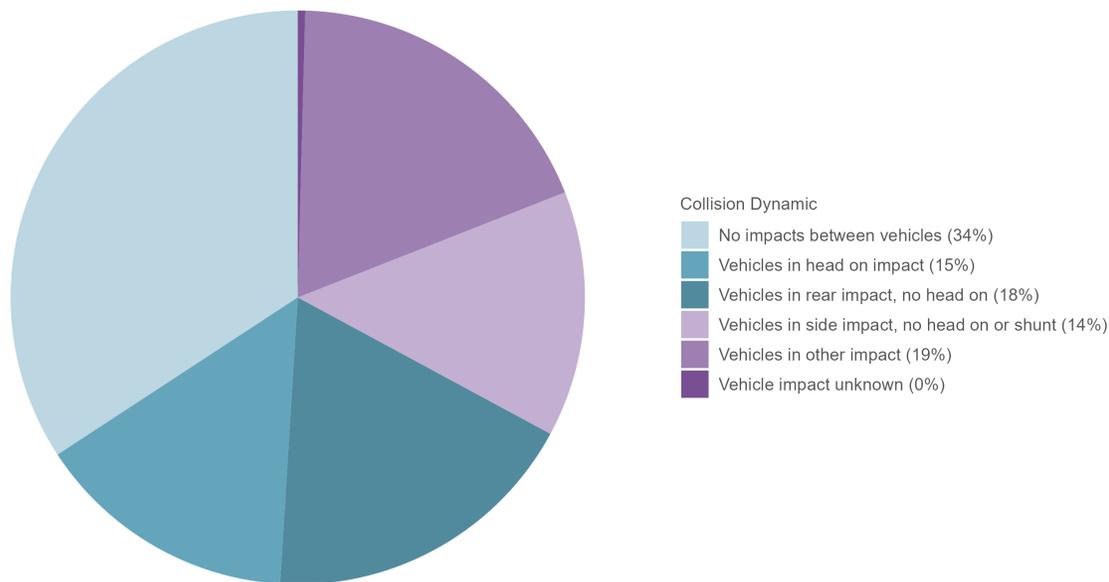
**4.1.1.7.1 Collision-involved drivers who reside in other areas** A total of 221 crashes occur on West Berkshire roads involving non - resident drivers. From these, drivers crashing in West Berkshire with a known postcode largely come from Wiltshire (12%; 11 crashes), Hampshire (11%; 10 crashes), Oxfordshire (10%; 9 crashes) and Reading (8%; 8 crashes). Drivers with an unknown postcode form the bulk of crashes in West Berkshire (16%; 15 crashes).

#### 4.1.1.8 Collision dynamics and driver actions

**4.1.1.8.1 Collision dynamics** Figure 60 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.

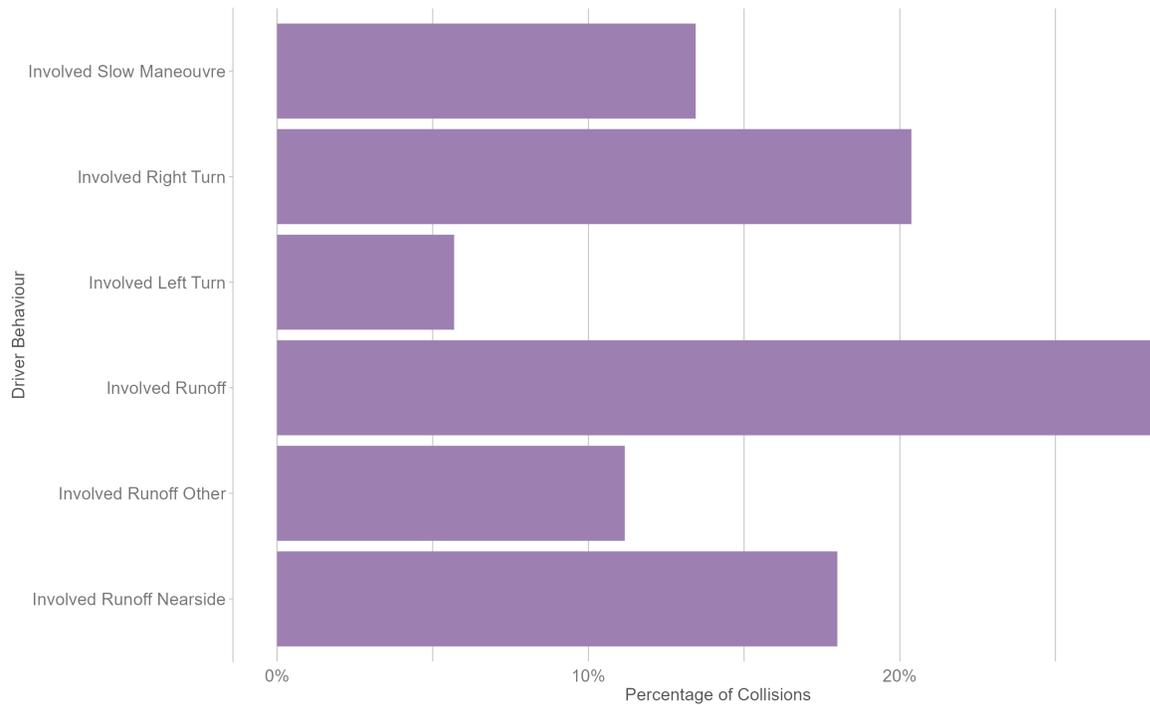
Single vehicle collisions accounted for 34% of all collisions on the network. This is the largest single category, suggesting that a third of all collisions involve drivers losing control, hitting fixed objects or experiencing other similar events. This is followed by rear impacts (18%), other impacts (19%) are nearly tied as the second most common collision types. Head – on collisions (15%) and side impacts (14%) occur at similar rates. Combined, these four multi-vehicle collision types represent 66% of all incidents. Only 0.4% of collisions have an unknown impact type compared to 9% last year indicating an improvement in data collection practices.

Figure 60: West Berkshire collisions by collision dynamics (2019-2023)



**4.1.1.8.2 Driver actions** Figure 61 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 5.1.5 of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers. The highest number of crashes on West Berkshire’s roads involve a runoff accounting for 28% of crashes. The second highest driver action attributed to crashes is the right turn category (20%) followed by the vehicle running off nearside.

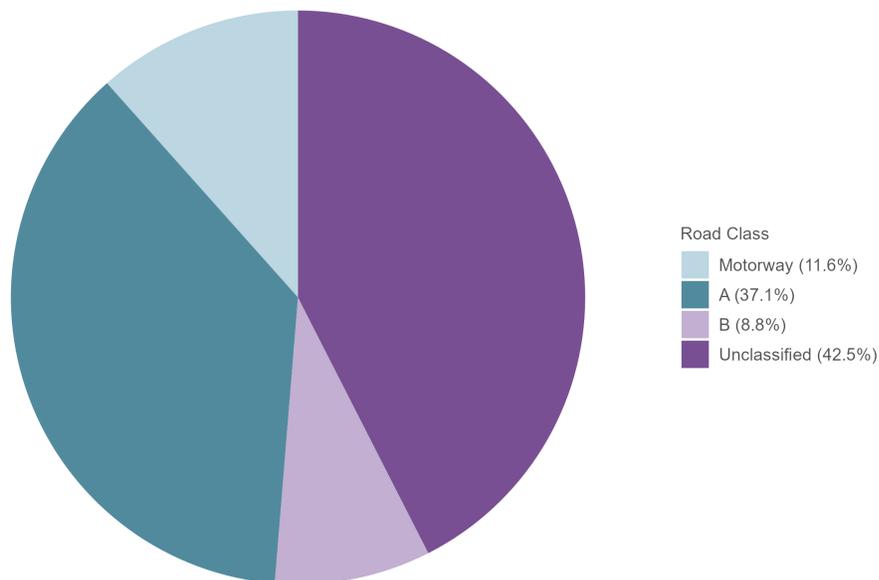
Figure 61: West Berkshire collisions by driver actions (2019-2023)



#### 4.1.1.9 Road environment

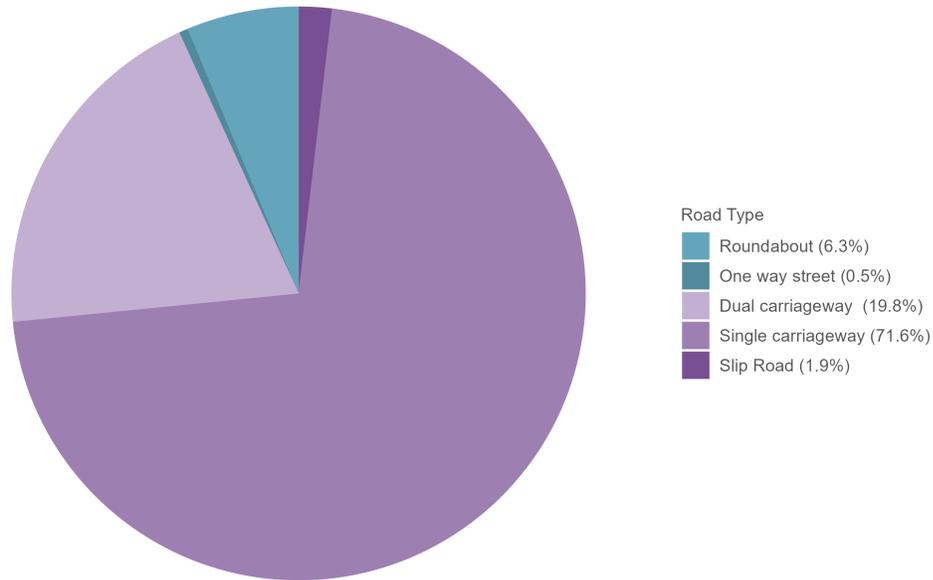
**4.1.1.9.1 Road class** Figure 62 shows collisions in West Berkshire by class of road. The largest number of crashes occur on unclassified roads (43%) followed by A roads (37%). The motorway (M4) accounts for 12% of crashes.

Figure 62: West Berkshire collisions by road class (2019-2023)



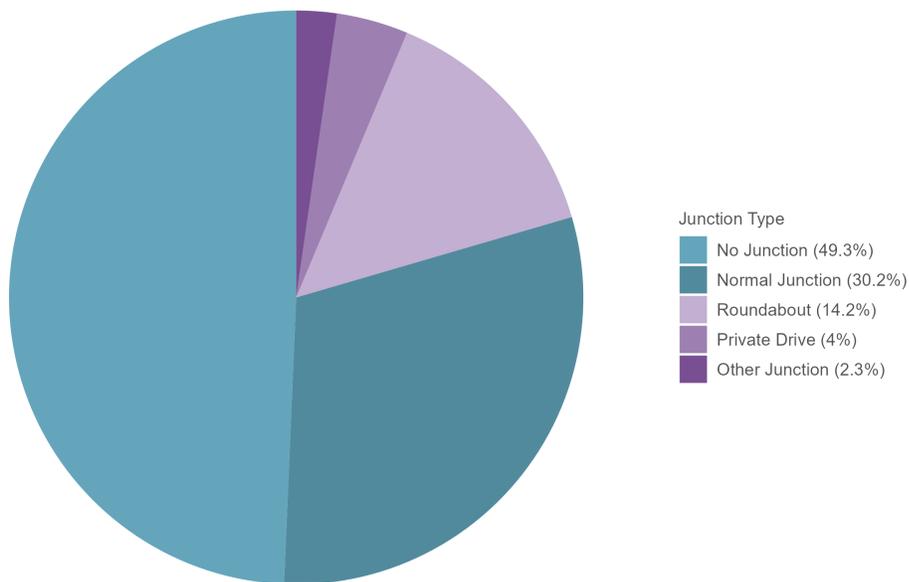
**4.1.1.9.2 Carriageway type** Figure 63 shows collisions in West Berkshire by carriageway type of road. As expected, single carriageways in West Berkshire account for the majority of crashes on the network (72%) followed by dual carriageways (20%). Roundabouts and one-way streets account for minimal crashes on the network. These roundabouts could be carriageway roundabouts or roundabouts at the junction.

Figure 63: West Berkshire collisions by road carriageway type (2019-2023)



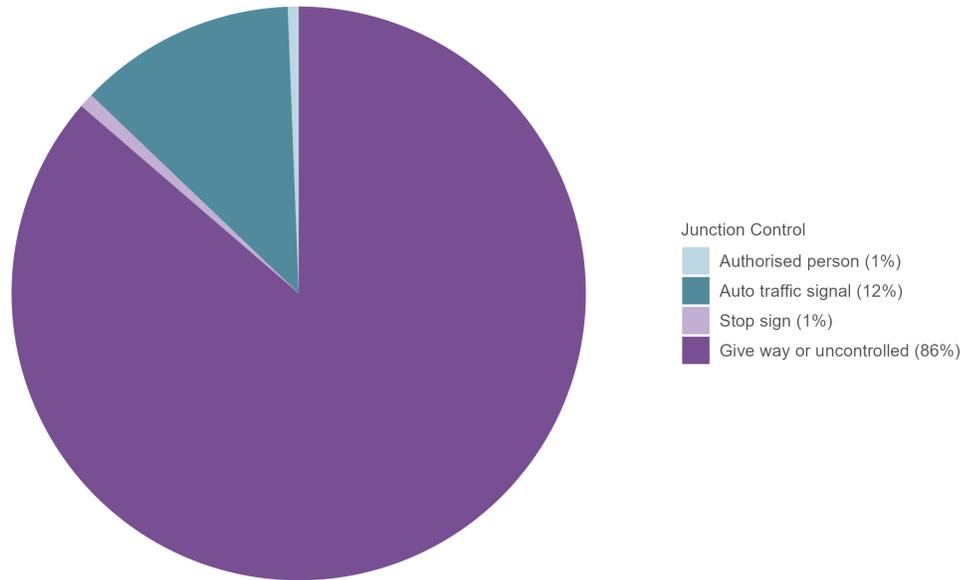
**4.1.1.9.3 Junction type** Figure 64 shows collisions in West Berkshire by the presence and type of junction. Just under half of the collisions occur when there is no junction (49.3%). A normal junction (crossroads or T junctions) attribute to the second highest number of crashes (30.2%). Roundabouts account for 137 crashes compared with 39 crashes at junctions on private drives. This trend is in line with the previous year.

Figure 64: West Berkshire collisions by junction type (2019-2023)



**4.1.1.9.4 Junction control** Figure 65 shows collisions in West Berkshire by the type of junction control (if the collision took place at a junction). Similar to the previous year, the majority of collisions (87%) took place in an uncontrolled or Give Way junctions. Whereas 12% of crashes occurred where there is an auto traffic signal present.

Figure 65: West Berkshire collisions by junction control (2019-2023)



## 4.1.2 Casualty trends on all roads

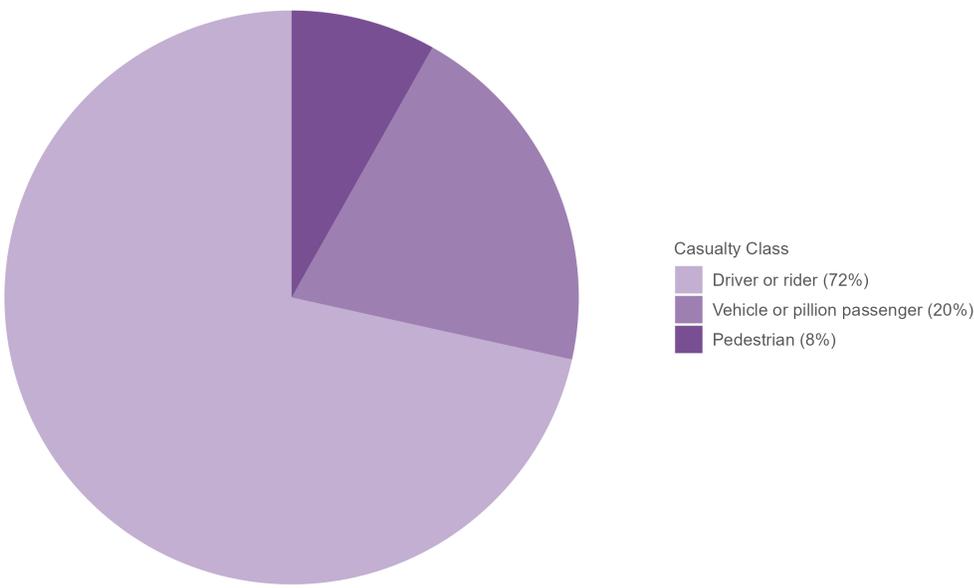
**4.1.2.1 All casualties** Figure 66 shows annual casualty numbers for collisions on West Berkshire’s roads. Compared to 2022, the total number of casualties has decreased from 260 to 245. However, despite this overall reduction, the number of fatalities and serious injuries has seen a slight increase. In 2022, there were 3 fatalities and 41 serious injuries, whereas in the latest data, this has risen by two additional casualties in each of these segments.

Figure 66: Casualties on West Berkshire’s roads by year (2014-2023)



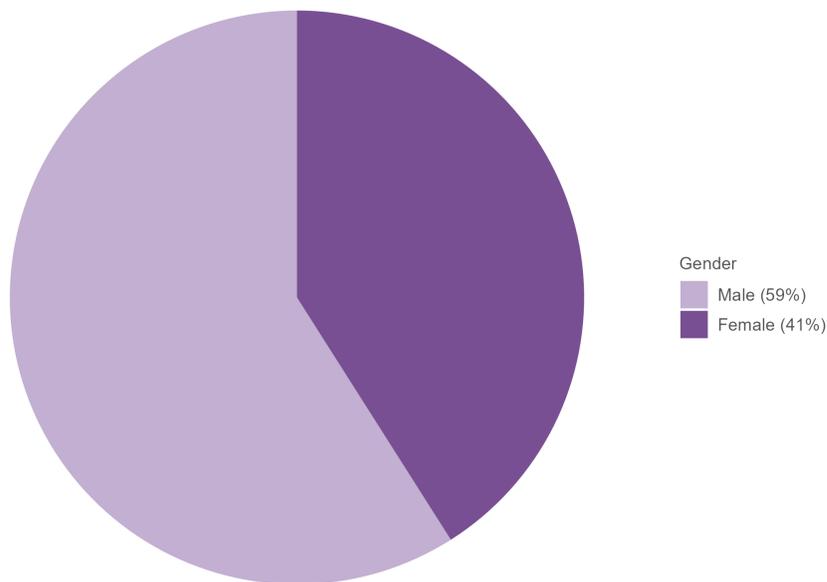
**4.1.2.1.1 Casualty class** Figure 67 shows the classes of casualties injured in West Berkshire. As expected, drivers or riders account for the most casualties on West Berkshire’s roads (72%). Road users being a vehicle or pillion passenger or a pedestrian is attributed to 20% and 8% of casualties respectively.

Figure 67: West Berkshire casualties by casualty class (2019-2023)



**4.1.2.1.2 Casualty gender** Figure 68 shows the breakdown of casualties injured in West Berkshire by gender. More than half (59%) of casualties across West Berkshire are male compared with 41% female casualties.

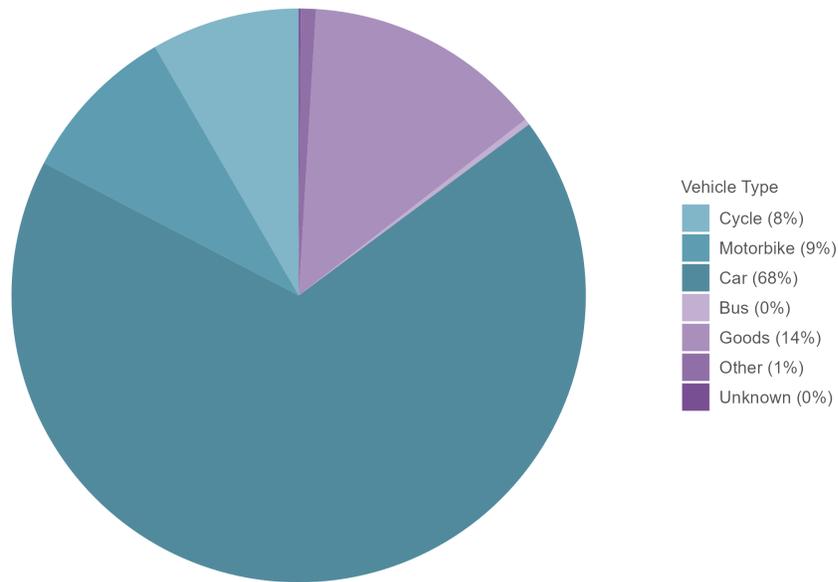
Figure 68: West Berkshire casualties by gender (2019-2023)



### 4.1.3 Driver trends on all roads

**4.1.3.1 Vehicle type** Figure 69 shows the types of vehicles involved in collisions in West Berkshire. The most common vehicles involved in collisions are cars (68%) followed by good vehicles (14%), motorcycles (9%) and cycles (8%).

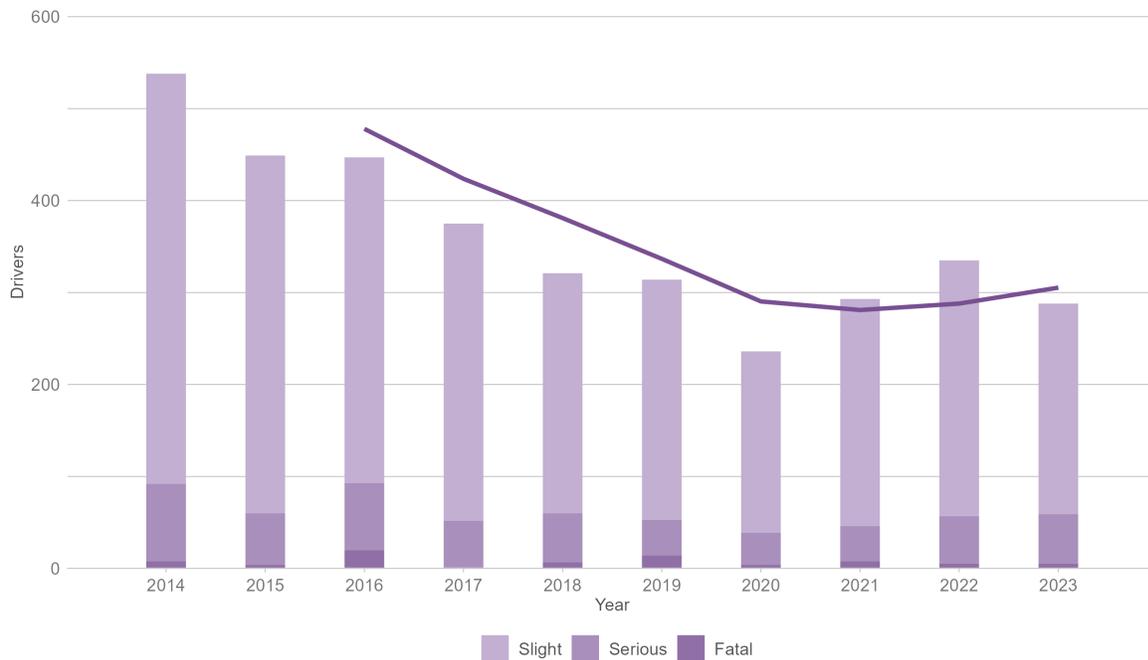
Figure 69: West Berkshire collision-involved drivers by vehicle type (2019-2023)



**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.

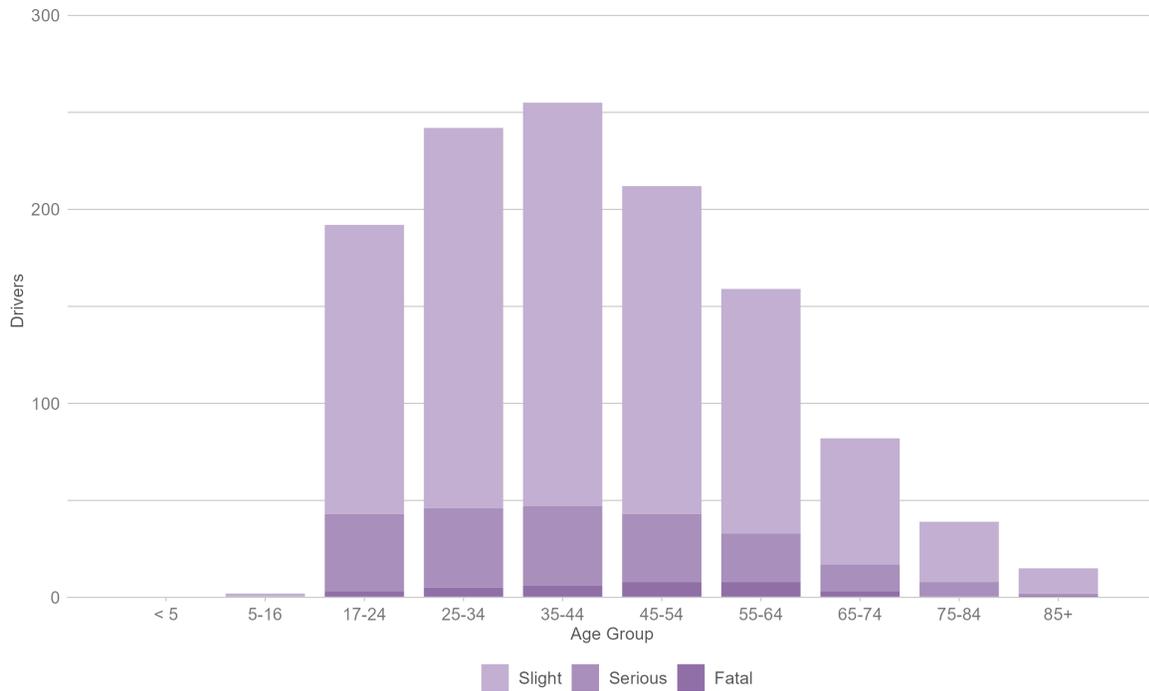
Figure 70 shows annual driver collision involvement on West Berkshire’s roads. From 2020 to 2023, the total number of casualties have fluctuated but remained below pre – pandemic levels. The previous year accounted for 335 casualties dropping to 288 in 2023, marking a 14% reduction. Slight injuries saw the biggest reduction between 2022 – 2023 dropping from 278 to 229 (18% decrease). Serious injuries have increased slightly from 52 to 54 while the fatalities have remained the same across both years.

Figure 70: Drivers involved in collisions on West Berkshire’s roads by year (2014-2023)



**4.1.3.2.1 Driver age** Figure 71 shows the age groups of drivers involved in collisions in West Berkshire. The highest number of total casualties occur in the age groups of 25 -34 (242), 35 – 44 (255), and 17 – 24 (192). Fatal and serious injuries are relatively high in the 45 – 54 age group (8 fatal, 35 serious injuries) and the 55 – 64 age group (8 fatal, 25 serious injuries) even though total casualties are lower than younger age groups. Overall, the 25 – 34 and the 35 – 44 age group account for over 40% of total casualties.

Figure 71: West Berkshire collision-involved drivers by age group (2019-2023)



**4.1.3.2.2 Young drivers** Figure 72 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. While the period of 2019 to 2022 reflected a stable number of casualties, 2023 data shows that total young driver casualties have increased from 38 to 43. This rise can be largely attributed to double the number of serious injuries compared to the previous year (6 more). This year also saw one fatality, the first since 2019.

Figure 72: Collision-involved young drivers on West Berkshire’s roads by year (2014-2023)



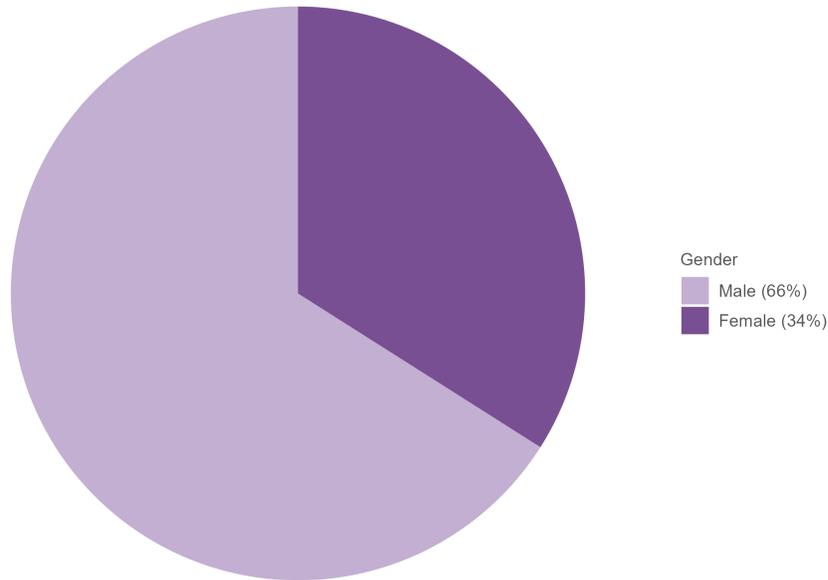
**4.1.3.2.3 Older drivers** Figure 73 shows annual numbers of older drivers involved in collisions on West Berkshire’s roads. In this analysis, older drivers are those aged 60 and over. Since 2020, the total casualties for older drivers have seen a rising trend from 25 in 2020 to 42 in 2023 reaching pre pandemic levels. While there has been a rising trend in total casualties, the fatalities have shown a stagnant trend ranging from 1 – 2 fatalities per year since 2014. Compared to 2022, the current year saw fewer total casualties (42) in comparison with 2022’s 49 casualties. This can be attributed to fewer serious and slight injuries in 2023 than 2022.

Figure 73: Collision-involved older drivers on West Berkshire's roads by year (2014-2023)



**4.1.3.2.4 Driver gender** Figure 74 shows the breakdown of drivers involved in collisions in West Berkshire by gender. As expected, males are involved in more collisions compared to females 66% compared to 34%.

Figure 74: West Berkshire collision-involved drivers by gender (2019-2023)



## 4.2 Collisions on Urban Roads in West Berkshire

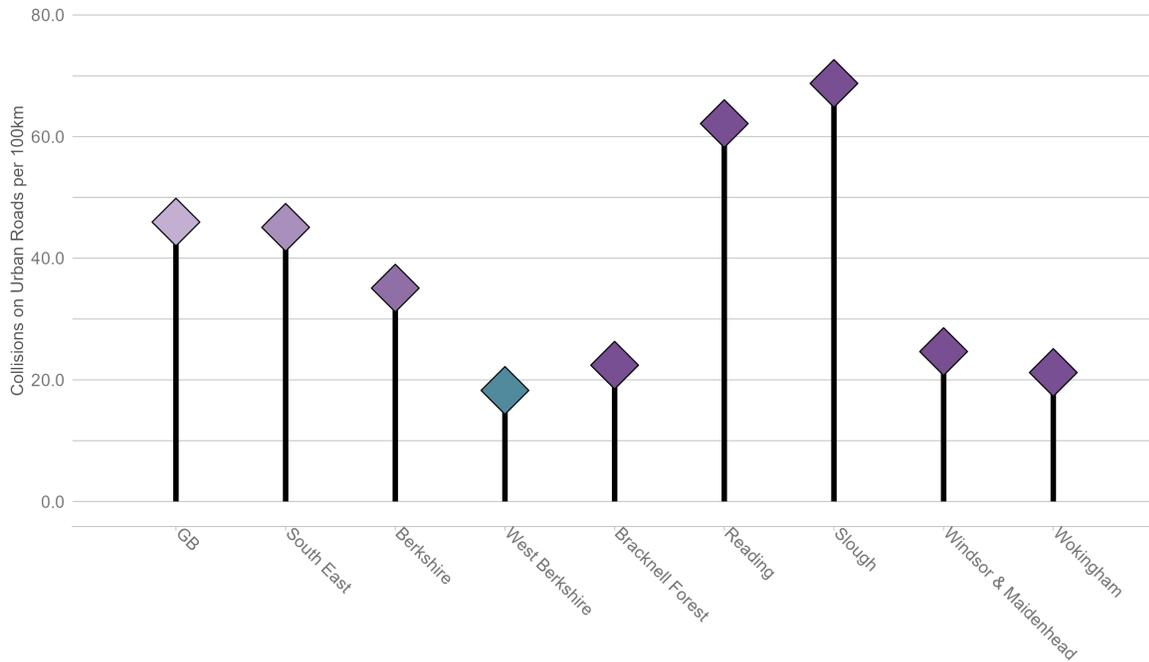
The following section investigates collisions in West Berkshire which occurred on urban roads. For an explanation of how urban roads have been identified in West Berkshire, please refer to Section 5.1.2.1.1.

### 4.2.1 Rates

**4.2.1.1 Collisions on urban roads per 100km of urban road** Figure 75 below shows the rate of average annual collisions on urban roads between 2019 and 2023 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 18.26 collisions per year, per 100 km of urban road length. This is similar to 2022’s collision rate of 18.5 collisions.

Figure 75: Annual average collisions on urban roads per 100km of urban road (2019-2023)

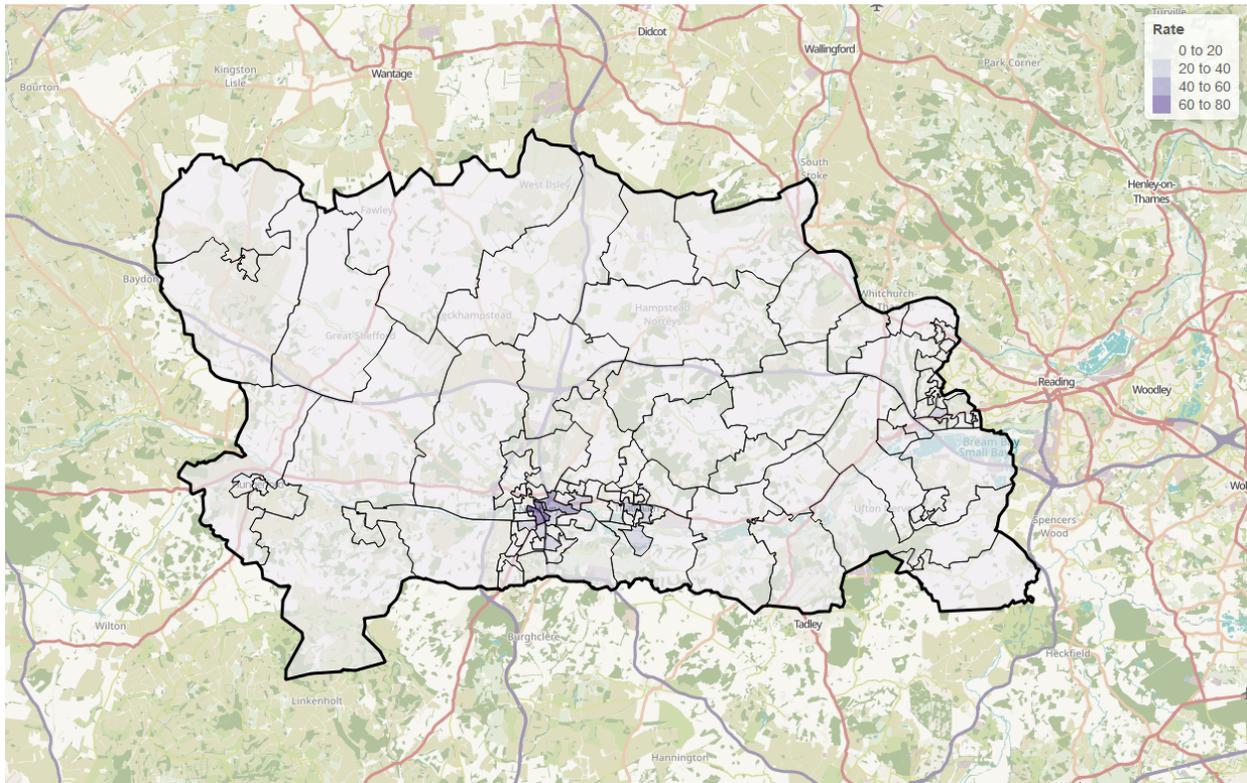


**4.2.1.2 Comparisons** West Berkshire has the lowest collision rate per 100 km of urban roads (18.26) among all areas. The authority’s collision rate is 60% lower than the national average, 48% lower than the Berkshire average and 60% lower than the Southeast. Moreover, West Berkshire accounts for only 8% of all collisions in Berkshire.

**4.2.1.2.1 Collisions on Urban Roads by Small Area** Figure 76 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 occur in the northwestern part of Newbury followed by a collision rate in the range of 40 - 60 in surrounding areas of Newbury towards the north – eastern and southern sections of the area.

Figure 76: Annual average collisions on urban roads per 100km of urban road (2019-2023)



**4.2.1.3 Trends** Figure 77 shows annual collisions on West Berkshire’s urban roads, since 2014 by severity.

There has been an overall downward trend in the total collisions on urban roads with a peak in the total collisions in 2019 (72) followed by a subsequent second peak in 2021 (61). Serious injuries from collisions on urban roads remain relatively consistent, typically around 10 – 14 injuries annually. 2019 – 2021 saw improved safety outcomes with serious injuries in single digits (5 – 8 serious injuries). Between 2020 – 2022 there were no fatalities on the urban road network, with 2023 breaking this trend with 2 fatalities.

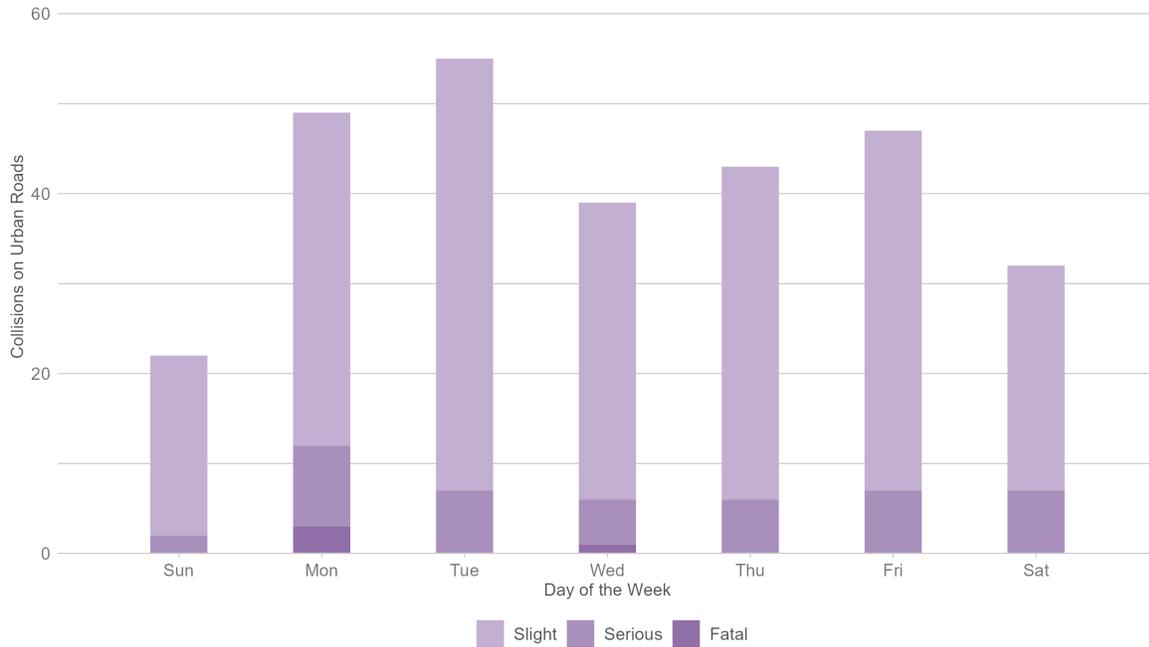
Figure 77: West Berkshire collisions on urban roads, by year and severity (2014-2023)



**4.2.1.4 Collisions by day of the week** Figure 78 shows collisions on urban roads in West Berkshire by day of the week and severity.

Most collisions on West Berkshire’s urban roads occur on Monday, Tuesday and Friday.

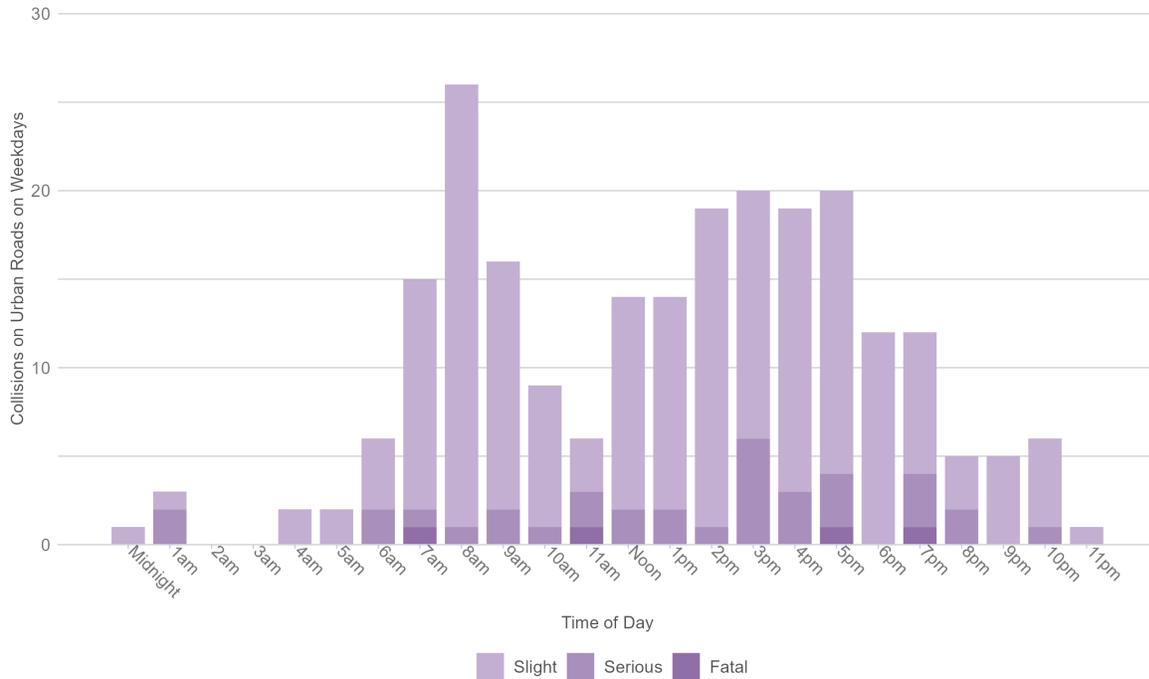
Figure 78: West Berkshire collisions on urban roads, by day of the week and severity (2019-2023)



#### 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 79 shows collisions on urban roads on weekdays by the hour of the day in which they occurred. West Berkshire’s urban roads see a spike in collisions during the morning rush hour (7am – 9am) with 57 total collisions (19% of all collisions). The 8 am hour alone accounts for 26 collisions, the highest of any hour. Another notable peak occurs during the afternoon rush hour – evening rush hour (3 pm – 5 pm) with 59 total collisions (20% of all collisions). This accounts for more collisions than the morning rush hour and also contributed to a higher number of KSI. Only 8 collisions (2.7% of all collisions) occur during the late night/ early morning hours between midnight to 5 am.

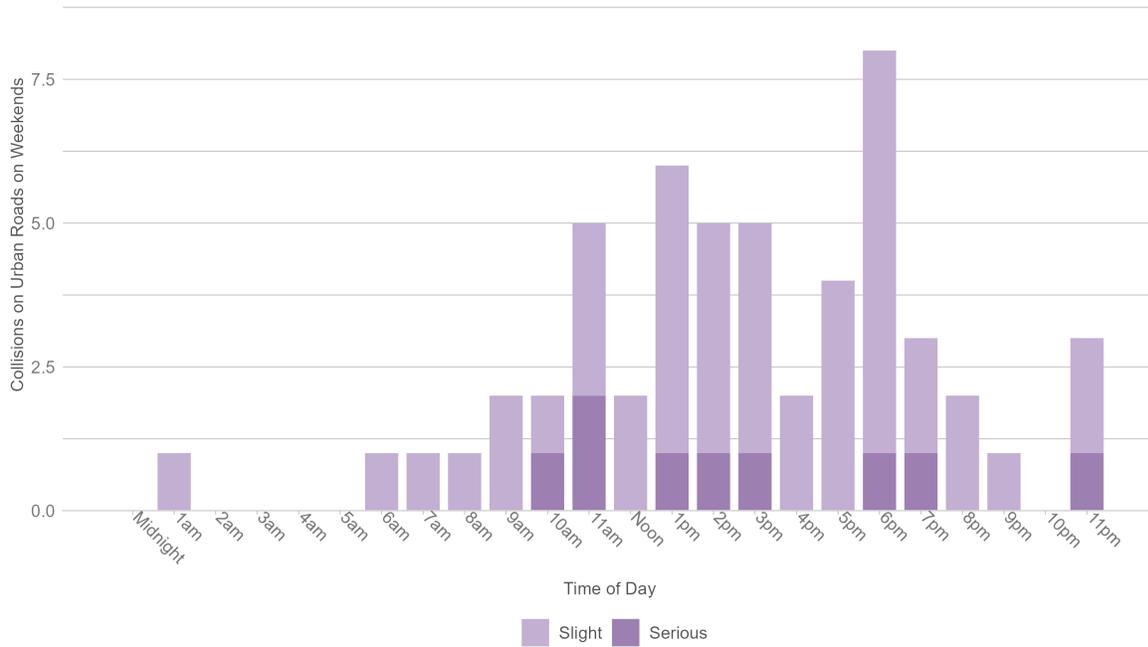
Figure 79: West Berkshire collisions on urban roads, by hour of the day during weekdays (2019-2023)



**4.2.1.5.2 Collisions on urban roads by hour of the day on weekends** Figure 80 shows collisions on urban roads on a weekend by the hour of the day in which they occurred.

The evening hour - 6 pm sees the highest number of collisions over the weekend on urban roads in West Berkshire followed by 1 pm, 2 pm and 3 pm. Serious injuries are more prevalent around the hours of 6 pm and 1 – 3 pm.

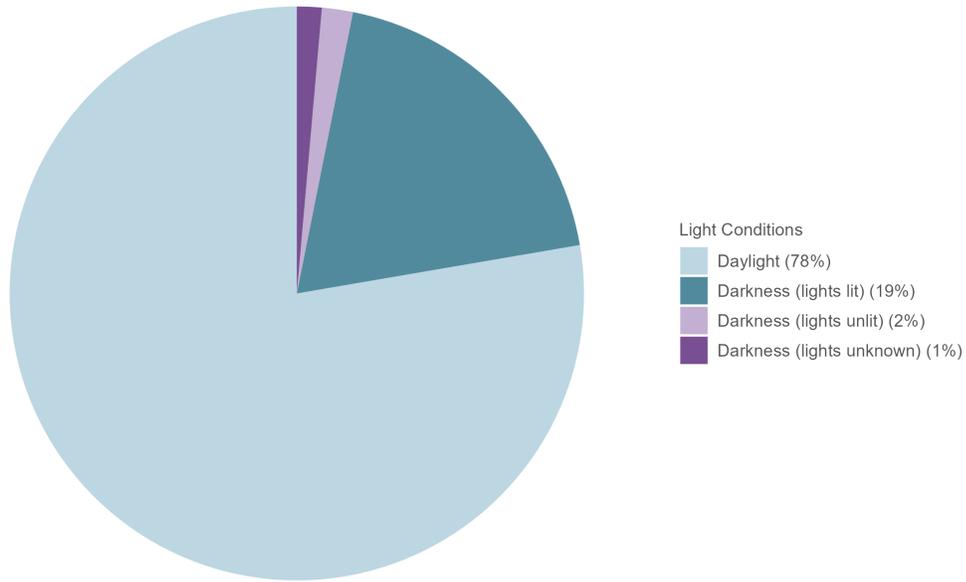
Figure 80: West Berkshire collisions on urban roads, by hour of the day during weekends (2019-2023)



**4.2.1.6 Collisions on urban roads by light conditions** Figure 81 shows collisions on urban roads in West Berkshire by the light conditions at the time of the collision.

The majority of the collisions on urban roads in West Berkshire occur in daylight (78%). Only 20% of the collisions occur in the dark when the streetlights are lit. The darkness (lights unlit) category only accounts for 5 collisions on urban roads.

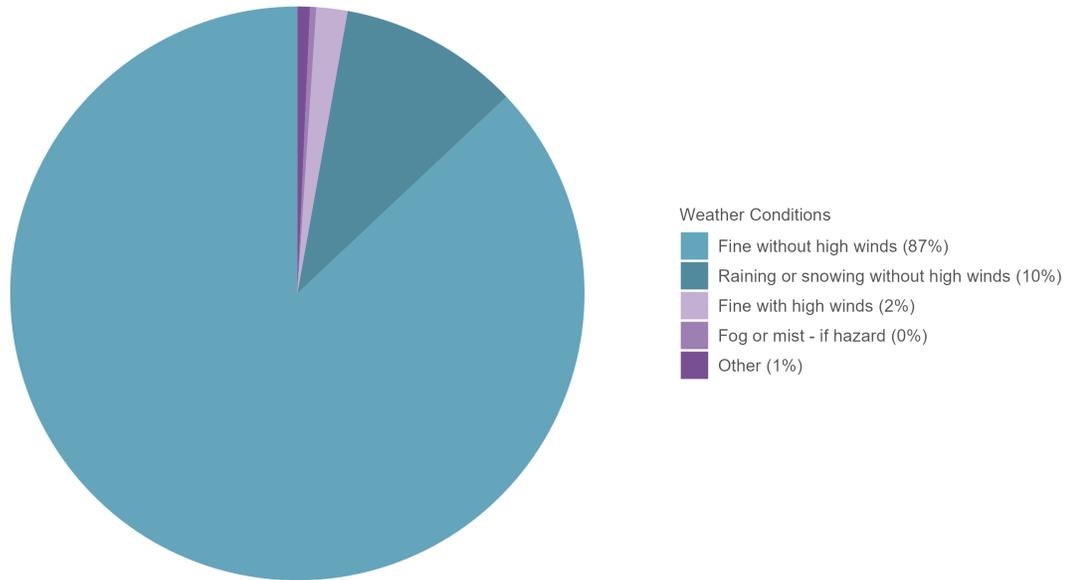
Figure 81: West Berkshire collisions on urban roads by light conditions (2019-2023)



**4.2.1.7 Collisions on urban roads by weather conditions** Figure 82 shows collisions on urban roads in West Berkshire by the weather conditions present at the time of the collision.

The majority of the collisions on urban roads occurred in good weather without high winds (87%). However, a considerable percentage of collisions occurred when it was raining or snowing without high winds (10%; 29 collisions).

Figure 82: West Berkshire collisions on urban roads by weather conditions (2019-2023)



**4.2.1.7.1 Collisions on urban roads by driver residency** The majority of collisions on urban roads involve West Berkshire residents crashing in West Berkshire (299 drivers; 59%). Other crashes in West Berkshire largely involve residents from Reading (30 drivers;5.9%) and Hampshire (21 drivers;4.1%). There are a significant number of crashes in West Berkshire where driver residency is unknown (126 drivers;24.9%).

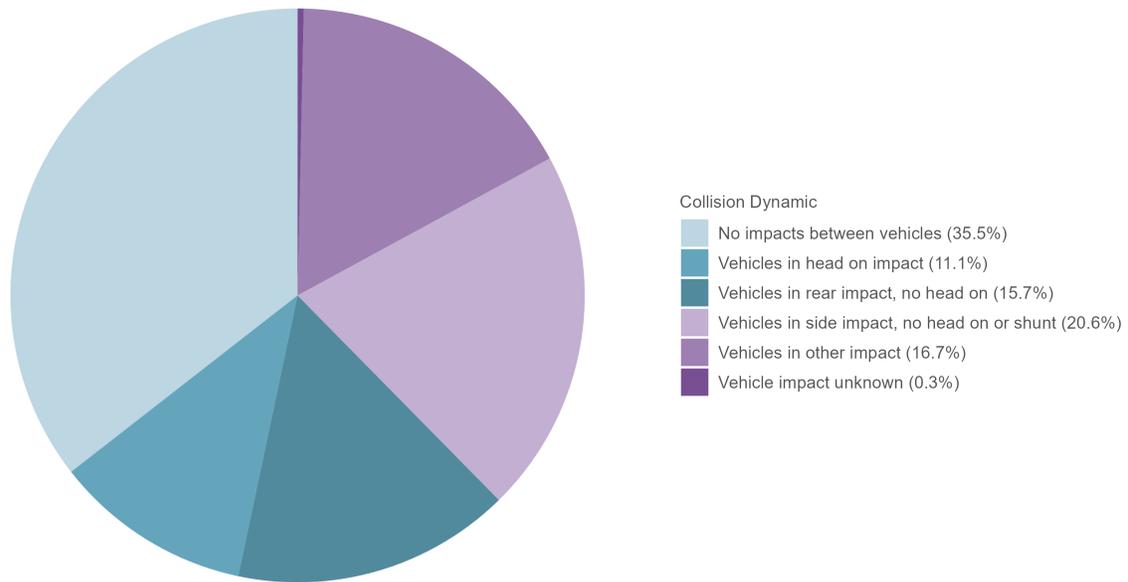
**4.2.1.8 Collision dynamics and driver actions on urban roads**

**4.2.1.8.1 Collision dynamics** Figure 83 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 significant 36% of collisions involved ‘no impact between vehicles’, suggesting a higher prevalence of single – vehicle collisions. Side impact collisions are the most frequent collision type in multi – vehicle collisions (21%) followed by a rear impact (16%). Head on collisions are less common on West Berkshire’s urban roads but still notable (11%).

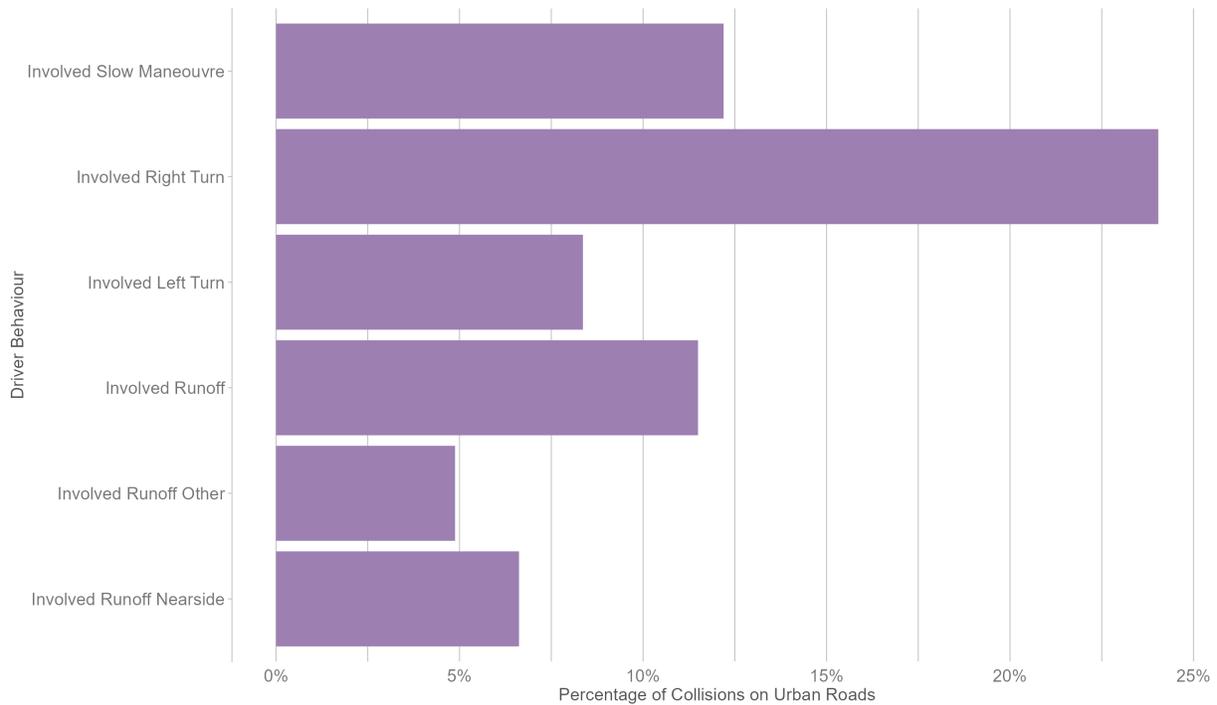
Compared to the previous year, a greater number of collisions occur with a head – on impact (8% in 2022 compared with 11% in 2023). While the previous year saw a higher number of collisions attributed to the collision dynamic of a rear impact compared with a side impact (18% and 16% respectively), 2023 sees the opposite trend.

Figure 83: West Berkshire collisions on urban roads by collision dynamics (2019-2023)



**4.2.1.8.2 Driver actions** Figure 84 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 5.1.5 of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers. In line with the previous year's trend, the majority of vehicle manoeuvres resulting in a collision on urban roads in West Berkshire involve a right turn (24%) followed by 12% of collisions attributed to a slow manoeuvre of the vehicle.

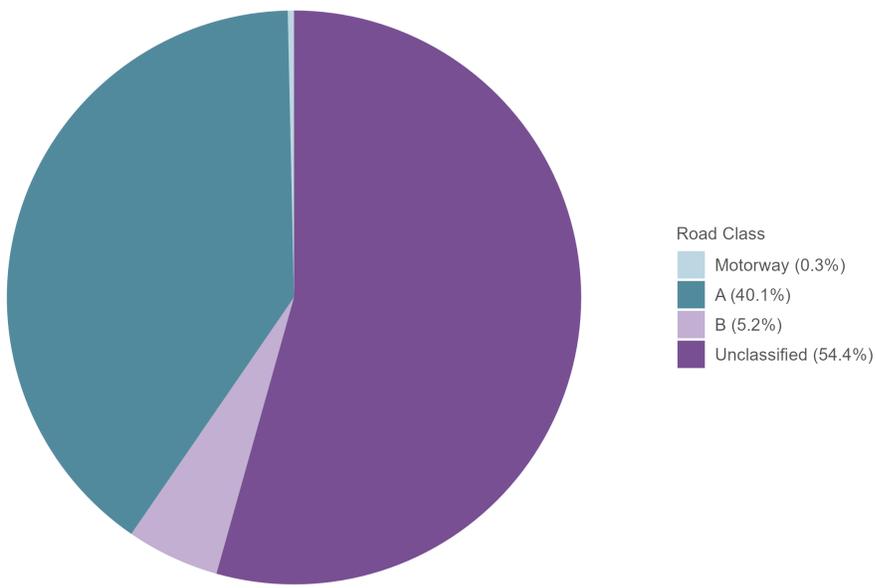
Figure 84: West Berkshire collisions on urban roads by driver actions (2019-2023)



#### 4.2.1.9 Urban road environment

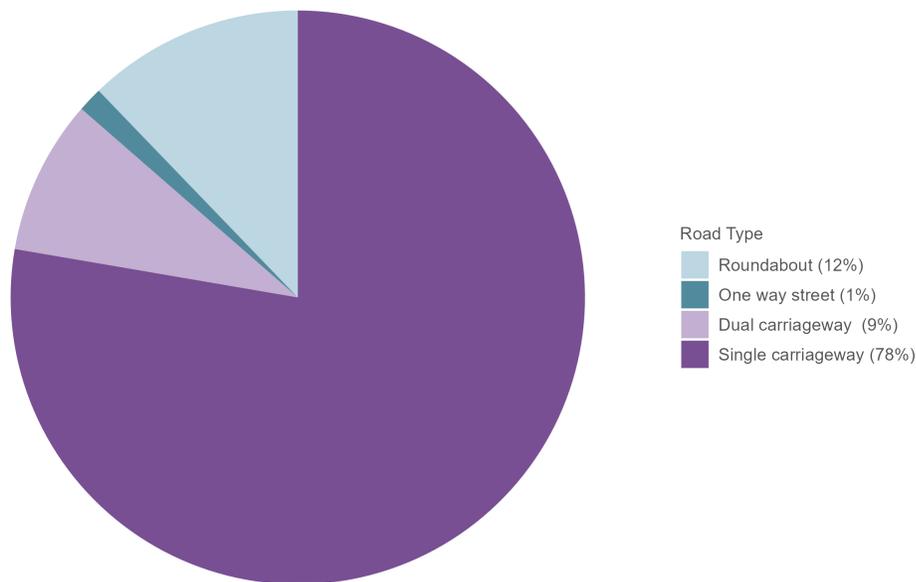
**4.2.1.9.1 Road class** Figure 85 shows collisions on urban roads in West Berkshire by class of road. The majority of the collisions on urban roads occur on roads with the lowest hierarchy (unclassified roads) that account for 54% of the collisions followed by A roads attributed to 40% of collisions.

Figure 85: West Berkshire collisions on urban roads by road class (2019-2023)



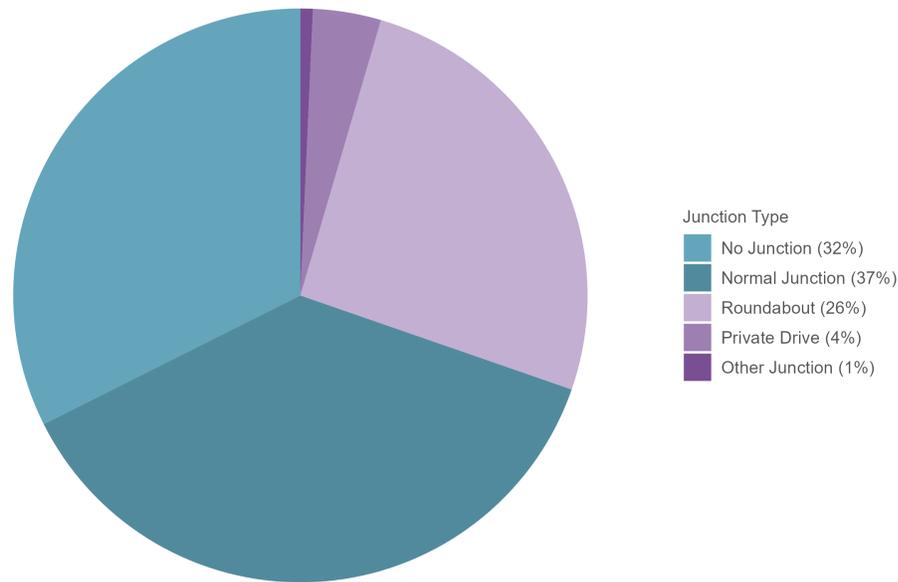
**4.2.1.9.2 Carriageway type** Figure 86 shows collisions on urban roads in West Berkshire by carriageway type of road. In line with the above analysis, single carriageways account for most collisions on urban roads (78%).

Figure 86: West Berkshire collisions on urban roads by road carriageway type (2019-2023)



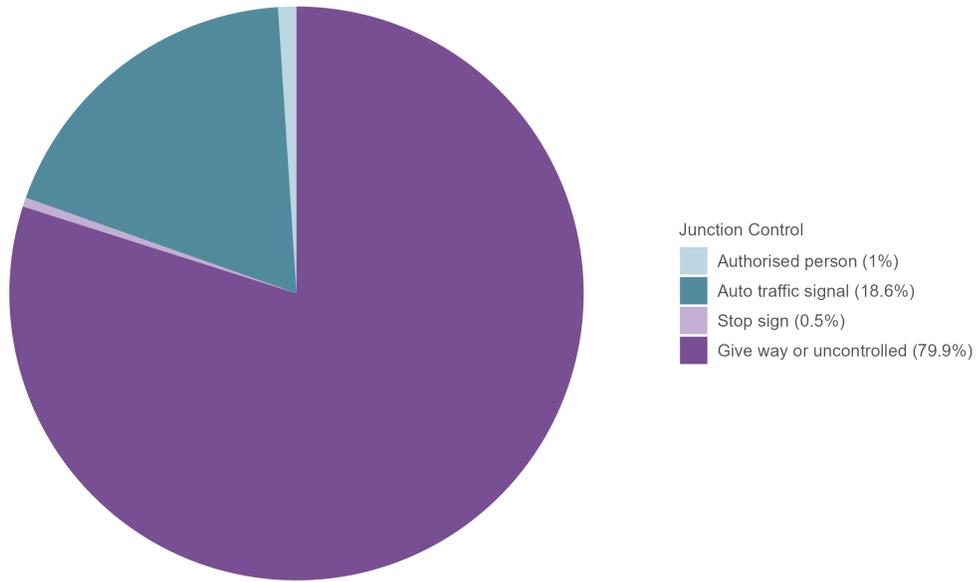
**4.2.1.9.3 Junction type** Figure 87 shows collisions on urban roads in West Berkshire by the presence and type of junction. Normal junctions such as crossroads or T junctions account for the highest percentage of collisions (37%). No junction areas make up 32% of collisions on urban roads followed by roundabouts accounting for 26% of collisions. Private drives and other junction types account for a relatively smaller number of collisions.

Figure 87: West Berkshire collisions on urban roads by junction type (2019-2023)



**4.2.1.9.4 Junction control** Figure 88 shows collisions on urban roads in West Berkshire by the type of junction control (if the collision took place at a junction). In line with the previous year, 80% of collisions occurring at junctions on urban roads take place in an uncontrolled junction that is not subject to a traffic light. In contrast, 19% of collisions occur where there is an auto traffic signal.

Figure 88: West Berkshire collisions on urban roads by junction control (2019-2023)



#### 4.2.2 Casualty trends on urban roads

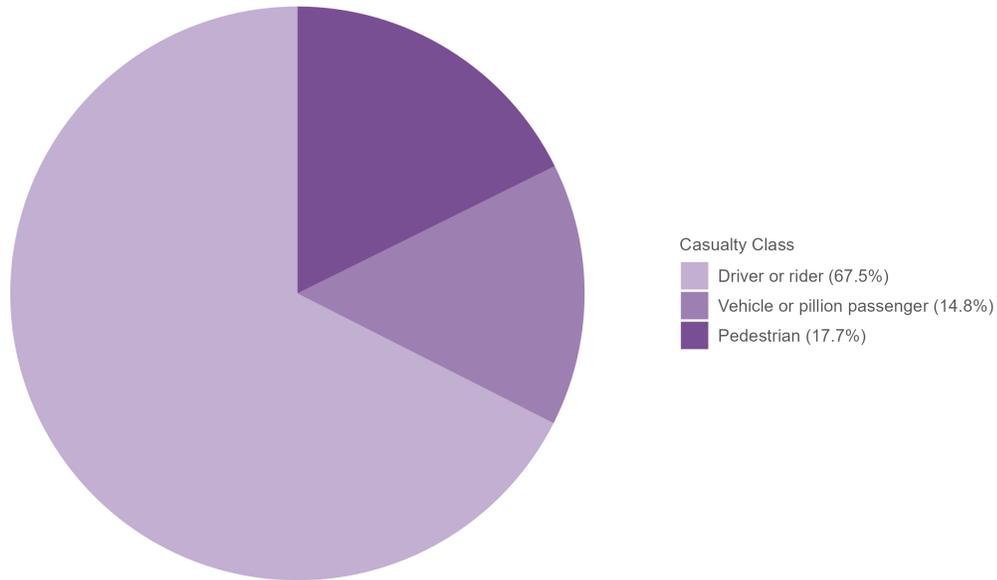
**4.2.2.1 All casualties** Figure 89 shows annual casualty numbers for collisions on West Berkshire’s urban roads. There has been a slight increase in casualties on urban roads attributed to 2 fatalities after 3 consecutive years with 0 fatalities. In addition to this, there has been a sharp rise in slight casualties from 48 casualties in 2022 to 62 casualties in 2023. Overall, the total casualties have increased from 61 in 2022 to 75 casualties.

Figure 89: Casualties on West Berkshire’s urban roads by year (2014-2023)



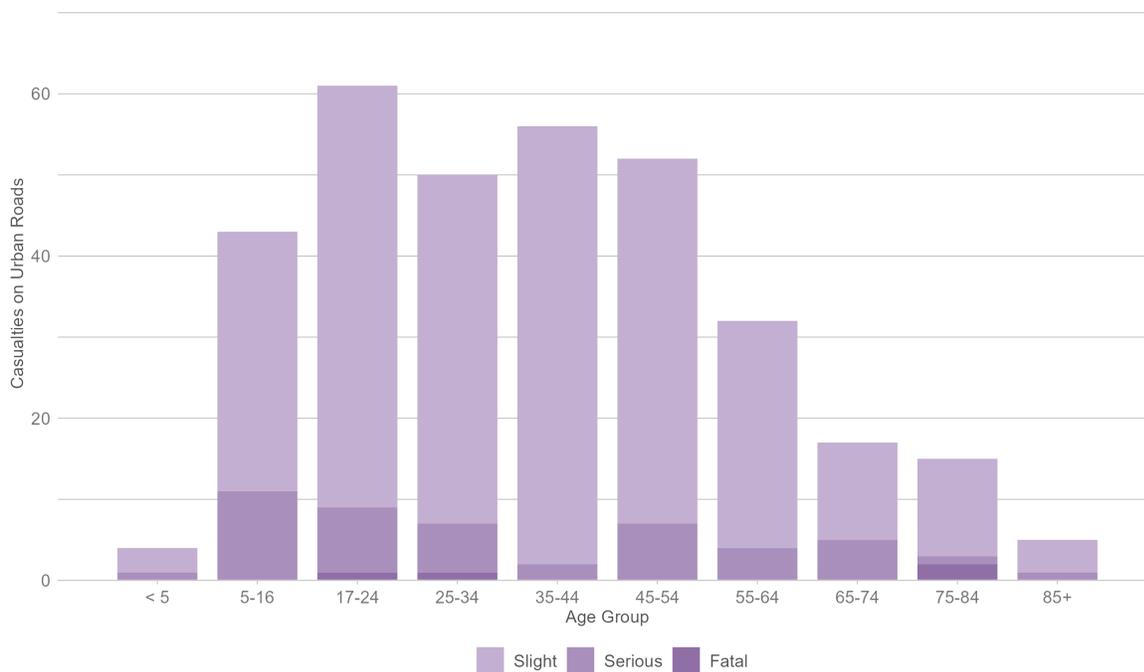
**4.2.2.1.1 Casualty class** Figure 90 shows the classes of casualties injured on urban roads in West Berkshire. As expected, drivers or riders are involved in the majority of casualties (68%) followed by pedestrians (18%) and passengers in vehicles (15%).

Figure 90: West Berkshire casualties on urban roads by casualty class (2019-2023)



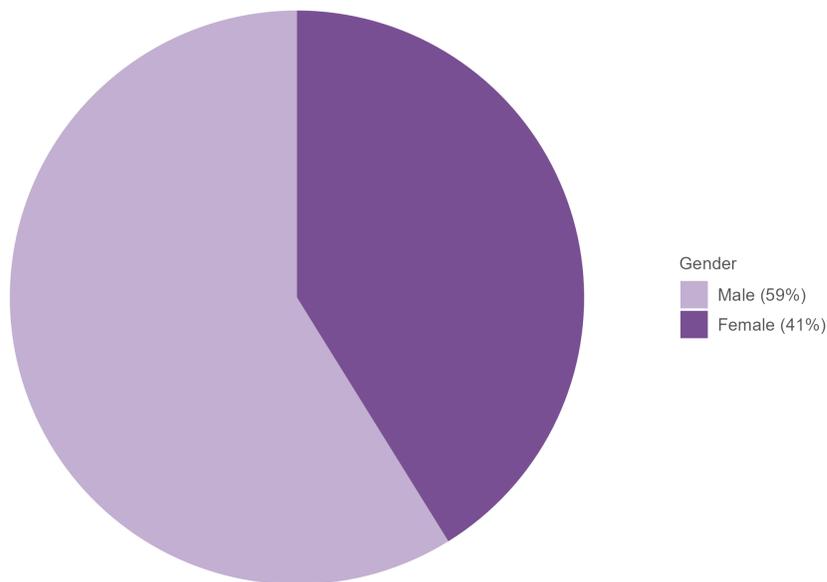
**4.2.2.1.2 Casualty age** Figure 91 shows the age groups of casualties injured on urban roads in West Berkshire. Fatalities on West Berkshire’s urban roads remain rare, with the 75-84 age group accounting for half of all fatalities (2), while the 17-24 and 25-34 age groups recorded 1 fatality each. The distribution of serious injuries shows the 5-16 age group experiencing the highest number of serious injuries (11; 24% of total). This is followed by the 17-24 age group (8 serious injuries; 17%) and the 45-54 age group (7 serious injuries; 15%). For slight injuries, the highest injuries occur among working-age adults, with the 35-44 age group leading (54 slight injuries; 19% of total), closely followed by the 17-24 age group (52 slight injuries; 18%).

Figure 91: West Berkshire casualties on urban roads by age group (2019-2023)



**4.2.2.1.3 Casualty gender** Figure 92 shows the breakdown of casualties injured on urban roads in West Berkshire by gender. Males are 59% of casualties on the network compared with 41% females.

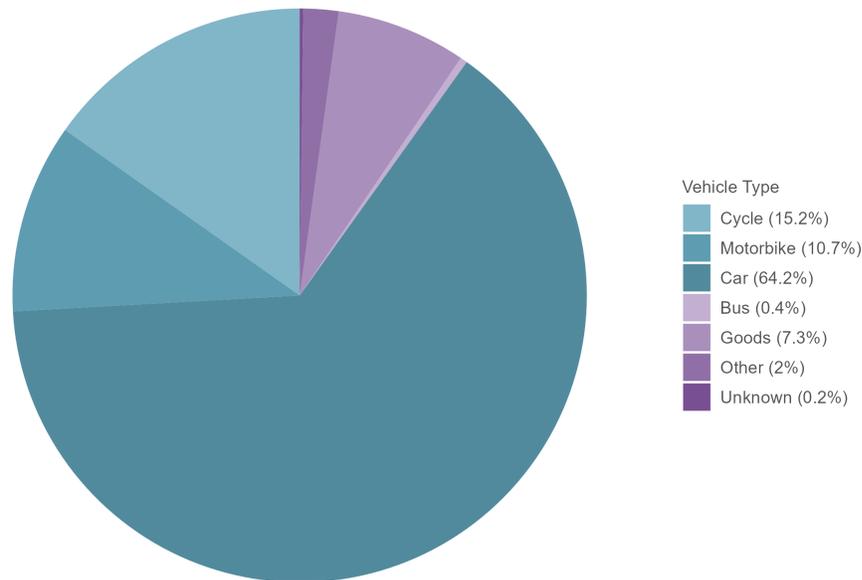
Figure 92: West Berkshire casualties on urban roads by gender (2019-2023)



#### 4.2.3 Driver trends on urban roads

**4.2.3.1 Vehicle type** Figure 93 shows the types of vehicles involved in collisions on urban roads in West Berkshire. Unsurprisingly, cars are involved in most collisions on the urban road network (65%) followed by motorbike involved in 11% of collisions. Buses and other vehicle categories are involved in the least collisions on the network.

Figure 93: West Berkshire collision-involved drivers on urban roads by vehicle type (2019-2023)



**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 94 shows annual driver collision involvement on West Berkshire’s urban roads.

The overall trend from 2014 to 2023 shows a significant reduction in driver collisions on West Berkshire’s urban roads with the total number of collisions decreasing from 146 in 2014 to 84 in 2023 (43% reduction). The total number of collisions dramatically dropped to 48 in 2020 from 89 collisions in 2019 with settling at 84 collisions in 2023. It is notable that 2023 (84) has seen a steep rise in the number of collisions compared to 2022 (69). This rise can be attributed to an increase in slight injuries (71 slight injuries; 85% of total collisions).

Fatal collisions have remained consistently low with 2023 seeing 2 fatal collisions breaking the trend of no fatalities on the urban road network in the past 3 years. Serious injuries on the network are similar to the previous year with 12 serious injuries compared with 2023’s 11 serious injuries.

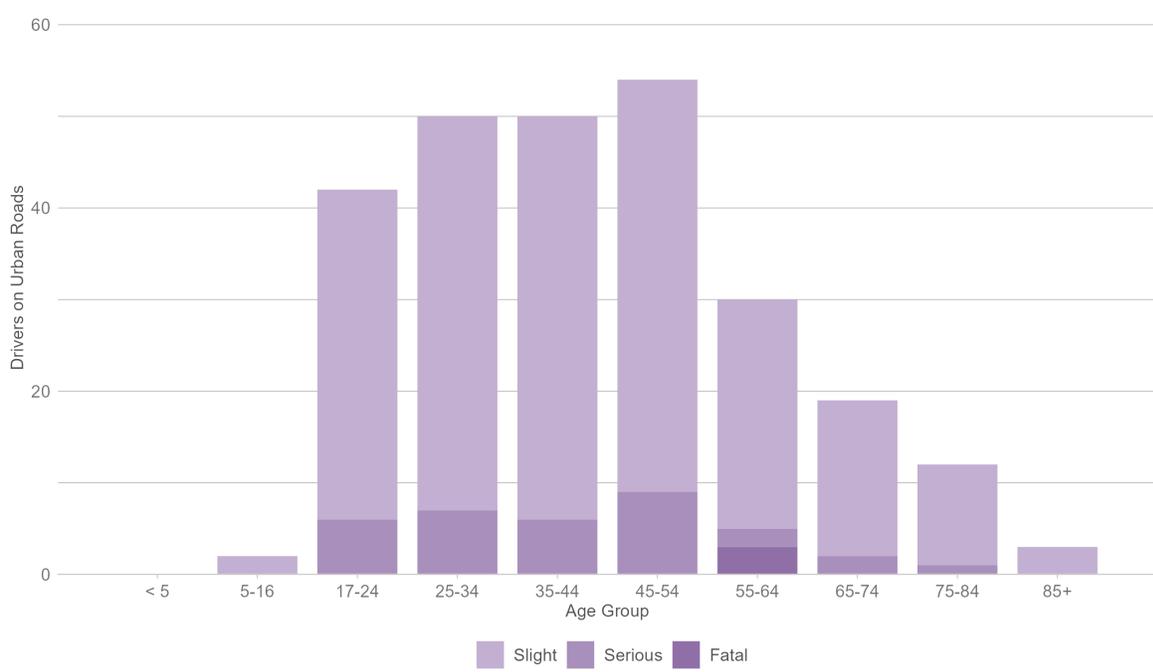
Figure 94: Drivers involved in collisions on West Berkshire’s urban roads by year (2014-2023)



**4.2.3.2.1 Driver age** Figure 95 shows the age groups of drivers involved in collisions on urban roads in West Berkshire. The drivers most involved in collisions on urban roads include the age groups of 25 – 34, 35 – 44 with drivers in the 45 – 54 age group accounting for the most collisions on urban roads.

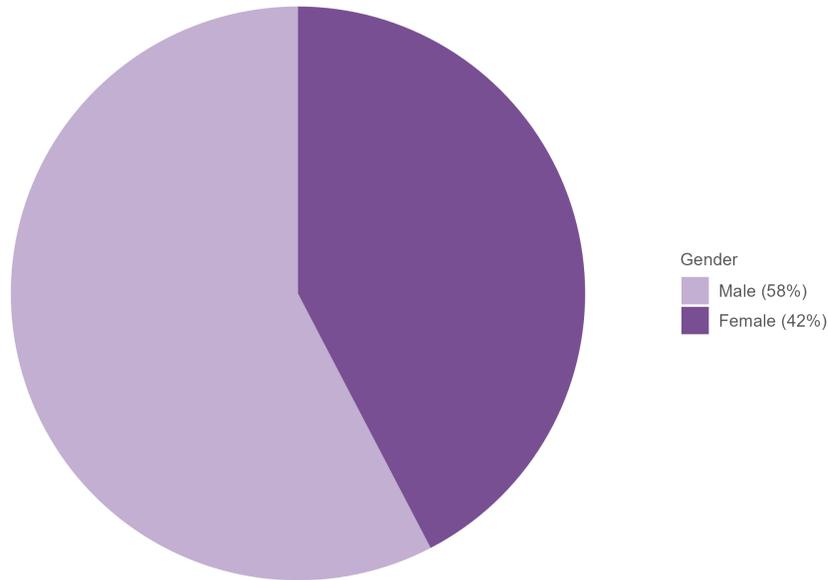
The 45 - 54 age group accounts for the most collisions on urban roads followed by the 25 - 34 and 35 - 44 age groups. The 55 - 64 age category is the only age group involved in fatal collisions on urban roads with 3 fatalities.

Figure 95: West Berkshire collision-involved drivers on urban roads by age group (2019-2023)



**4.2.3.2.2 Driver gender** Figure 96 shows the breakdown of drivers involved in collisions on urban roads in West Berkshire by gender. As expected, and seen in other trends, males (58%) are involved in more collisions on urban roads than females (42%).

Figure 96: West Berkshire collision-involved drivers on urban roads by gender (2019-2023)



### 4.3 Collisions on Rural Roads in West Berkshire

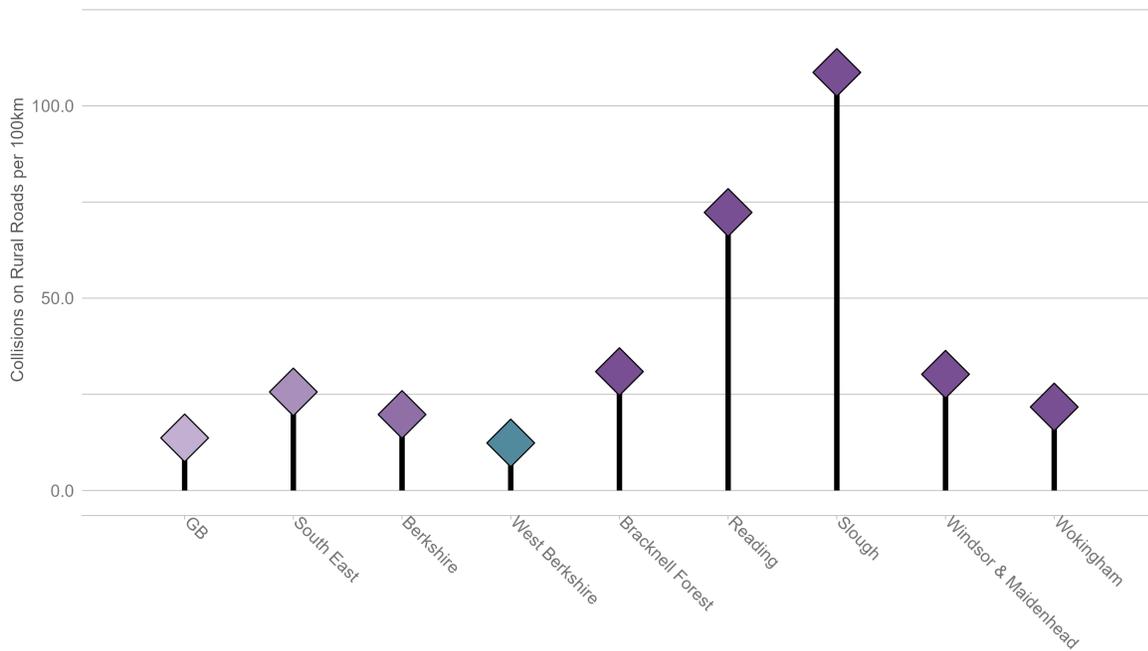
The following section investigates collisions in West Berkshire which occurred on rural roads. For an explanation of how rural roads have been identified in West Berkshire, please refer to Section 5.1.2.1.1.

#### 4.3.1 Rates

**4.3.1.1 Collisions on rural roads per 100km of rural road** Figure 97 below shows the rate of average annual collisions on rural roads between 2019 and 2023 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 12.4 collisions per year, per 100 km of rural road length. This is similar to previous year’s collision rate of 12.7 collisions.

Figure 97: Annual average collisions on rural roads per 100km of rural road (2019-2023)

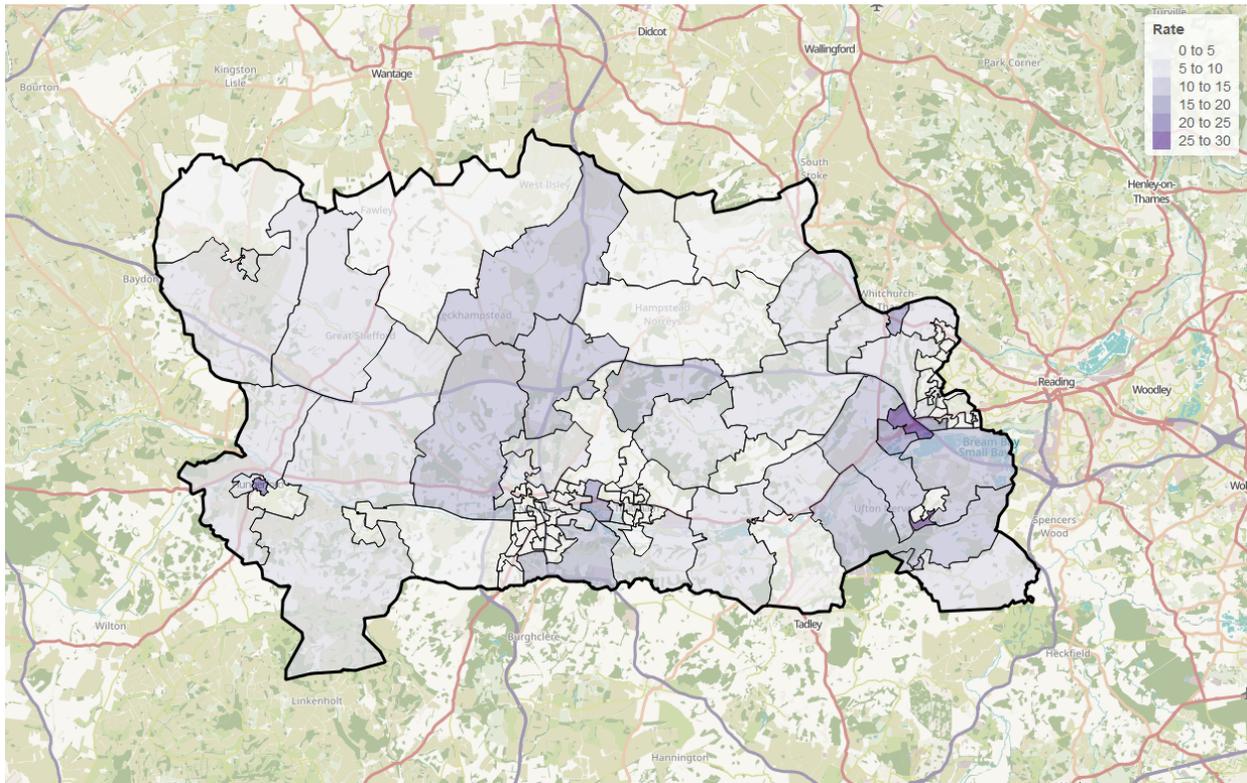


**4.3.1.2 Comparisons** West Berkshire’s rural roads collision rate is 10% lower than Great Britain (14), 52% lower than the Southeast (26), 60% lower than the overall Berkshire County (20). West Berkshire also has a lower collision rate than some other neighbouring authorities with being 43% lower than Wokingham (22), 59% lower than Windsor & Maidenhead (30), 83% lower than Reading (72) and 89% lower than Slough.

**4.3.1.2.1 Collisions on Rural Roads by Small Area** Figure 98 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 areas with the highest rural roads collision rates include the central part of Hungerford, south-west of Burghfield Common, northeast of Theale & Beenham.

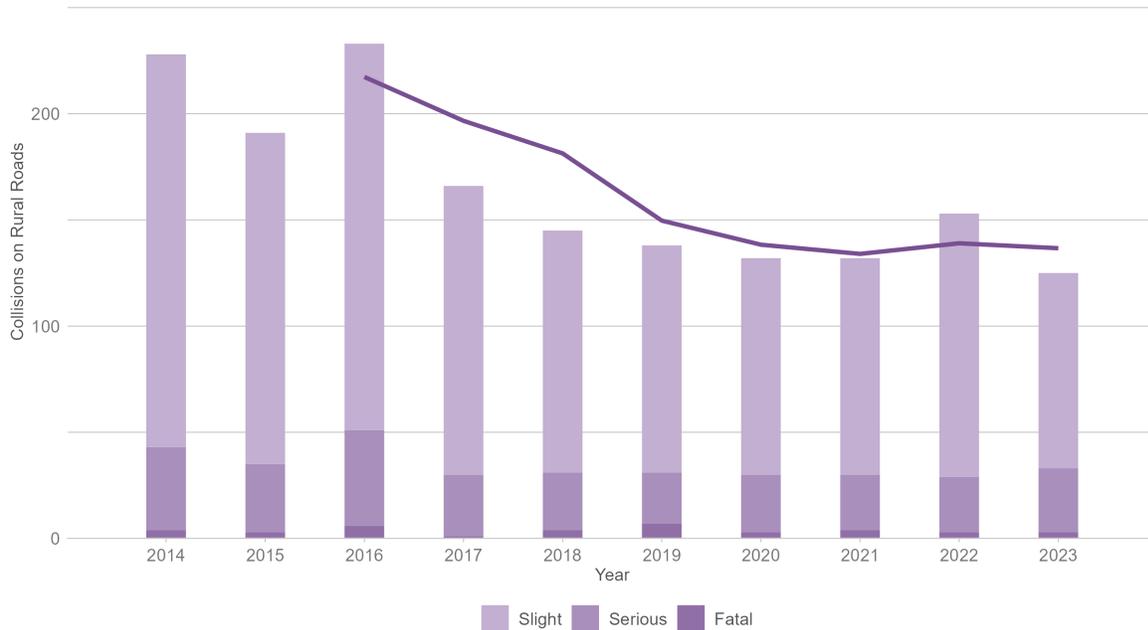
Figure 98: Annual average collisions on rural roads per 100km of rural road (2019-2023)



**4.3.1.3 Trends** Figure 99 shows annual collisions on West Berkshire’s rural roads, since 2014 by severity.

The period of 2014 – 2018 averaged at 193 casualties per year whereas the period of 2019 – 2023 averaged at 136 casualties per year. Compared to the previous year, the total number of casualties have decreased by 18% (from 153 to 125) whereas the fatalities have remained the same. The serious casualties have slightly increased by 15% (from 26 to 30) while the slight casualties have decreased by 26% (from 124 to 92).

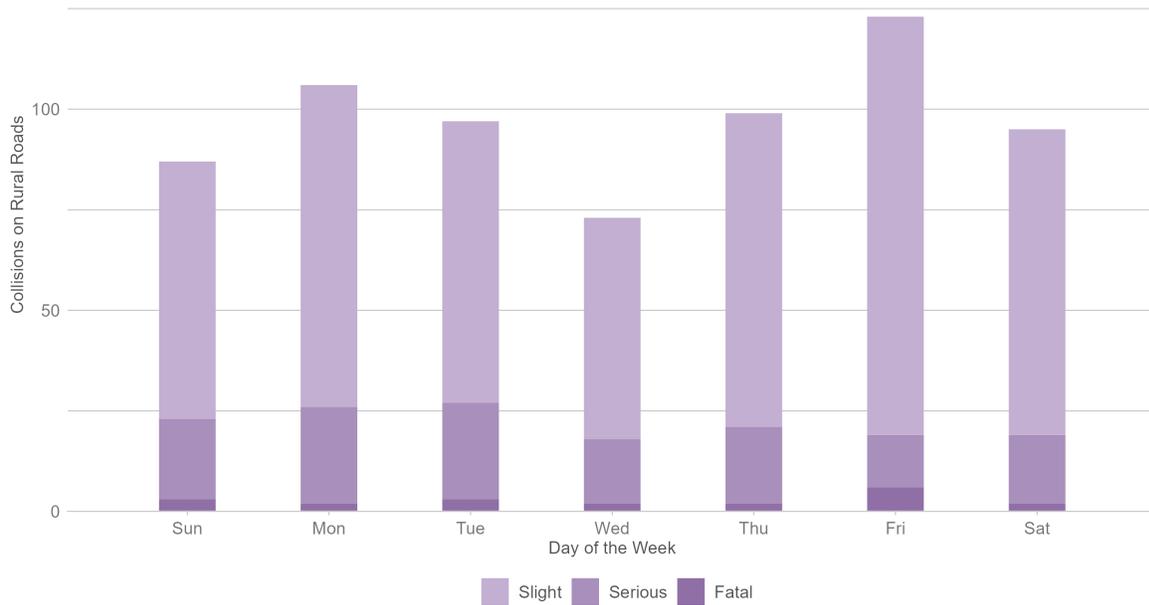
Figure 99: West Berkshire collisions on rural roads, by year and severity (2014-2023)



**4.3.1.4 Collisions by day of the week** Figure 100 shows collisions on rural roads in West Berkshire by day of the week and severity.

The most rural collisions occur on a Friday (123) followed by Monday (106). Tuesdays and Thursdays account for a similar number of total collisions with the former accounting for 97 collisions compared with 99 collisions. While Fridays involve the most fatalities (6), Mondays and Tuesdays account for more serious injuries compared to the rest (24 each).

Figure 100: West Berkshire collisions on rural roads, by day of the week and severity (2019-2023)

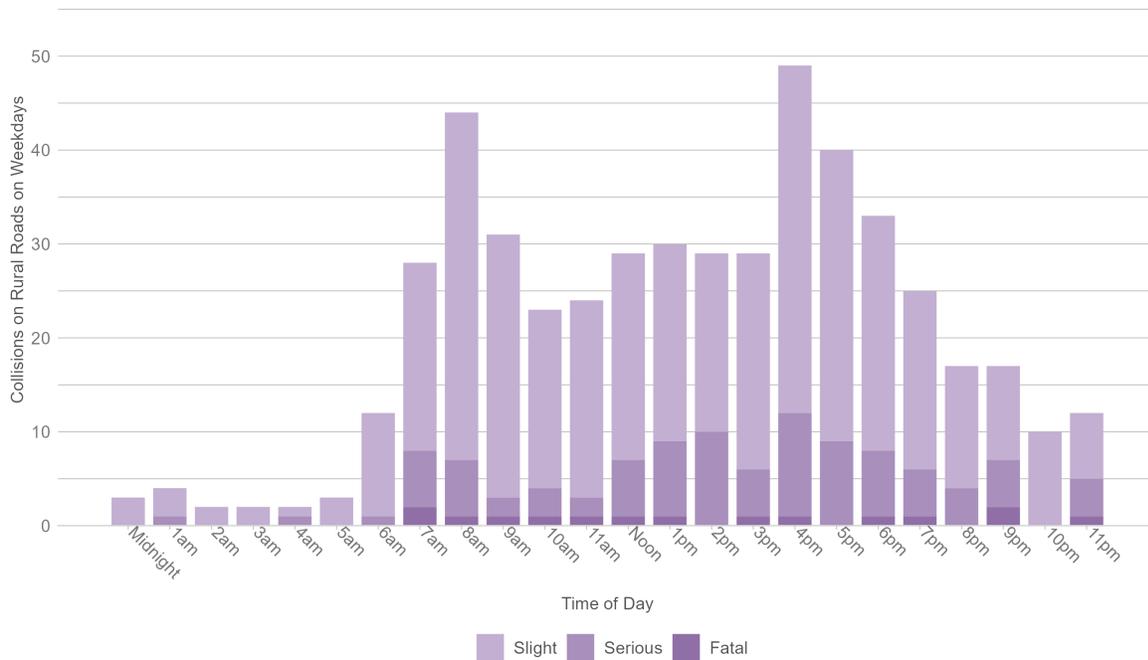


### 4.3.1.5 Collisions on rural roads by hour of the day

**4.3.1.5.1 Collisions on rural roads by hour of the day on weekdays** Figure 101 shows collisions on rural roads on weekdays by the hour of the day in which they occurred.

The highest number of total collisions (49) occur at 4 pm, accounting for 11% of all collisions. The lowest collision periods are between midnight and 5 am, with only 2 - 4 collisions per hour. Overall, 65% of all collisions occur in the daytime (8am – 6 pm) on rural roads. However, the highest proportion of serious and fatal collisions combined occur between 8 pm – 11 pm (29% of collisions in this time period are serious or fatal).

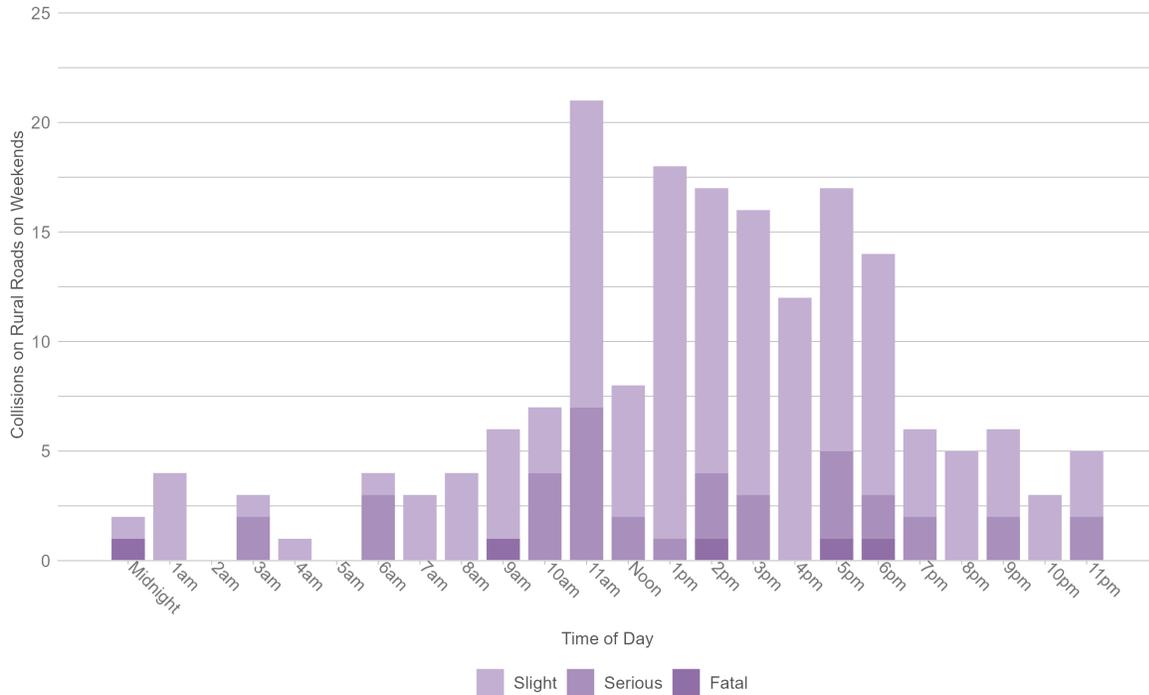
Figure 101: West Berkshire collisions on rural roads, by hour of the day during weekdays (2019-2023)



**4.3.1.5.2 Collisions on rural roads by hour of the day on weekends** Figure 102 shows collisions on rural roads on a weekend by the hour of the day in which they occurred.

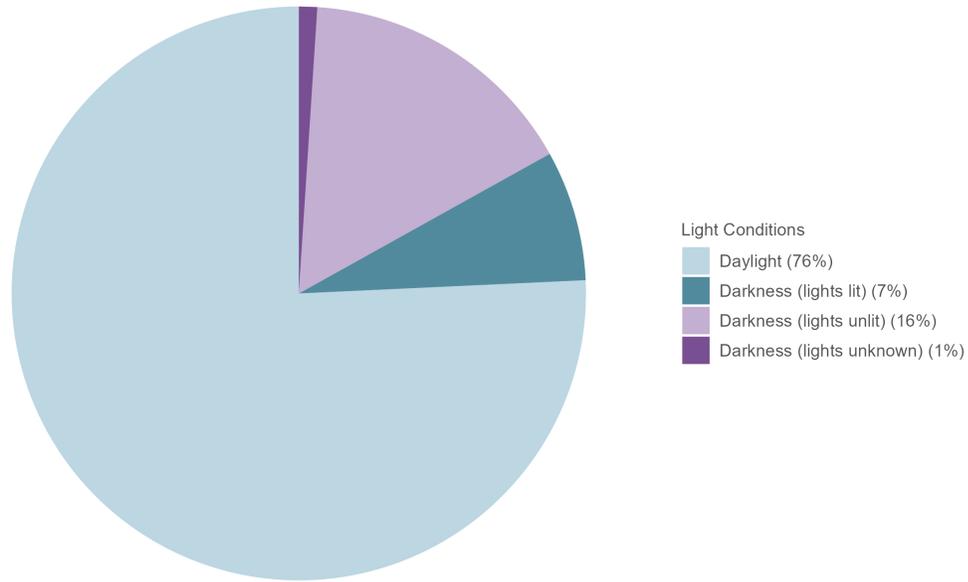
Weekends collisions total 182, with 5 fatalities (3%), 37 serious injuries (20%) and 40 slight injuries (77%). The duration of midnight to early morning (midnight – 6 am) has a higher collision severity rate (36% serious/ fatal collisions) compared to the overall data. 11 am has the highest number of serious collisions (7), representing 19% of all serious weekend collisions.

**Figure 102: West Berkshire collisions on rural roads, by hour of the day during weekends (2019-2023)**



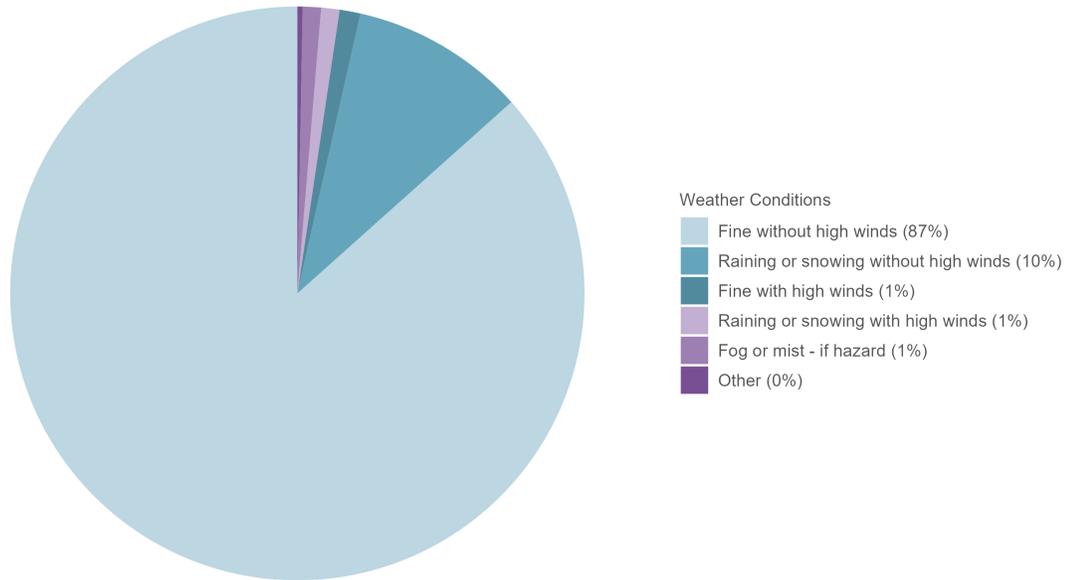
**4.3.1.6 Collisions on rural roads by light conditions** Figure 103 shows collisions on rural roads in West Berkshire by the light conditions at the time of the collision. Similar to the urban roads network in West Berkshire, 76% of the collisions on rural roads occur in daylight compared with 16% of collisions when there is darkness and streetlights are unlit and 7% in the darkness (streetlights lit) category.

Figure 103: West Berkshire collisions on rural roads by light conditions (2019-2023)



**4.3.1.7 Collisions on rural roads by weather conditions** Figure 104 shows collisions on rural roads in West Berkshire by the weather conditions present at the time of the collision. There is no large deviation in the data on collisions by weather conditions on urban and rural roads. The majority of the collisions occur in good weather conditions (87%) followed by 10% of collisions when it is raining or snowing without high winds.

Figure 104: West Berkshire collisions on rural roads by weather conditions (2019-2023)



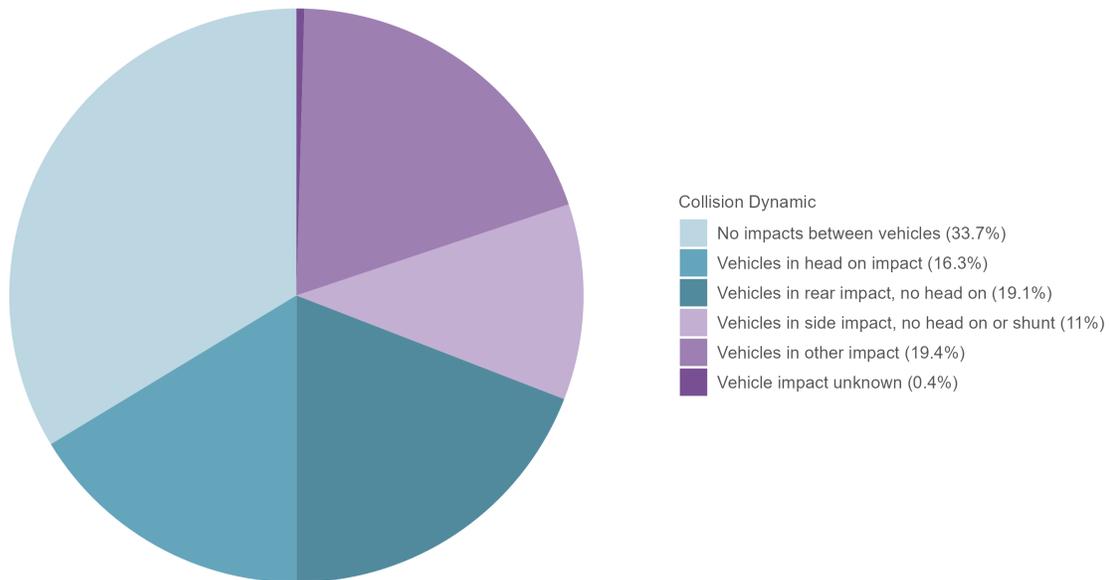
**4.3.1.7.1 Collisions on rural roads by driver residency** West Berkshire residents account for the largest proportion of drivers involved in crashes on West Berkshire’s rural road network with 401 collisions (32%). Some other frequent crashes in West Berkshire come from neighbouring regions of Hampshire (125 crashes;10%), Reading (75 collisions;6%) and Oxfordshire (66 collisions;5%). Together with Wiltshire (46 collisions;4%) and Wokingham (43 collisions;4%), these surrounding areas contribute to 29% of crashes on the rural road network. A substantial number of crashes (218 collisions;18%) involve drivers whose residency home cannot be determined indicating a gap in the data.

**4.3.1.8 Collision dynamics and driver actions on rural roads**

**4.3.1.8.1 Collision dynamics** Figure 105 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.

Similar to the trends on urban roads, the majority of the collisions on West Berkshire’s rural roads involve single - vehicle collisions (no impact between vehicles). While side impacts were the most frequent collision dynamic in multi - vehicle collisions on urban roads, rural roads involve a larger share of collisions with a rear impact (19%) followed by vehicles involved in other impact (19%). While urban roads involved 11% of collisions attributed to a head - on collision, rural roads account for 16% of head - on collisions.

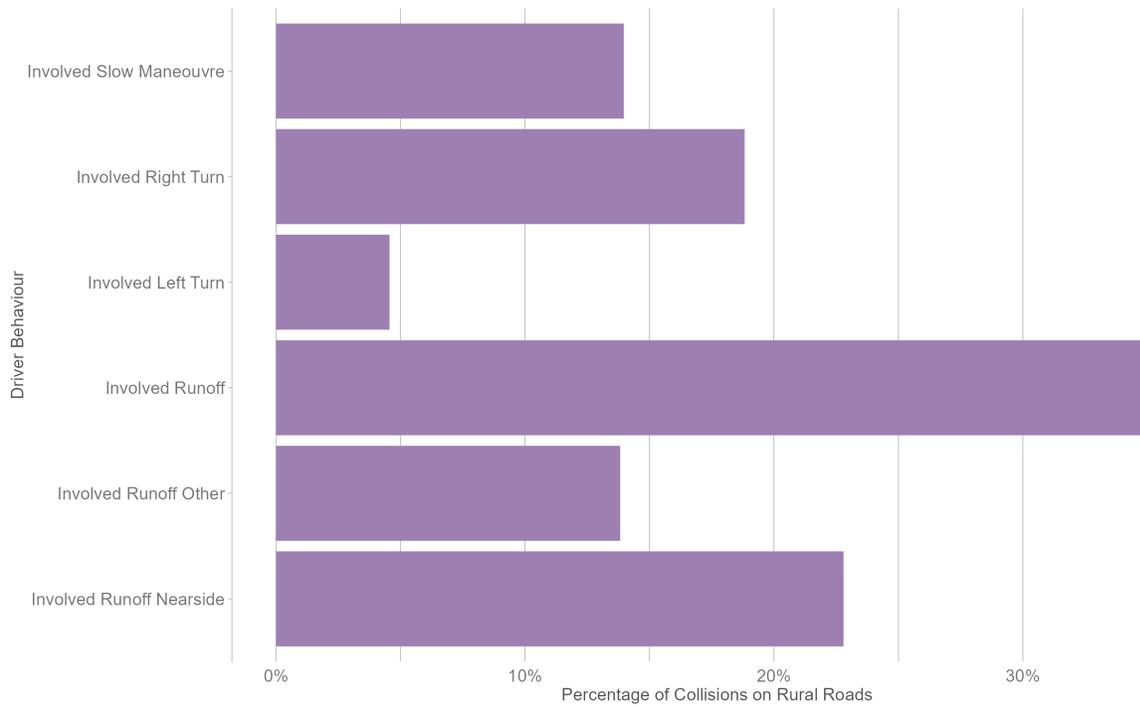
Figure 105: West Berkshire collisions on rural roads by collision dynamics (2019-2023)



**4.3.1.8.2 Driver actions** Figure 106 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 5.1.5 of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers.

The vehicle manoeuvres involving a right turn and a slow manoeuvre of the vehicle lead to the highest number of collisions on urban roads in West Berkshire. In contrast, rural roads involve a greater percentage of collisions attributed to a vehicle runoff followed by a runoff nearside and manoeuvre involving a right turn. The driver actions of a vehicle runoff and runoff nearside are consistent with the greater number of single vehicle collisions inferred earlier.

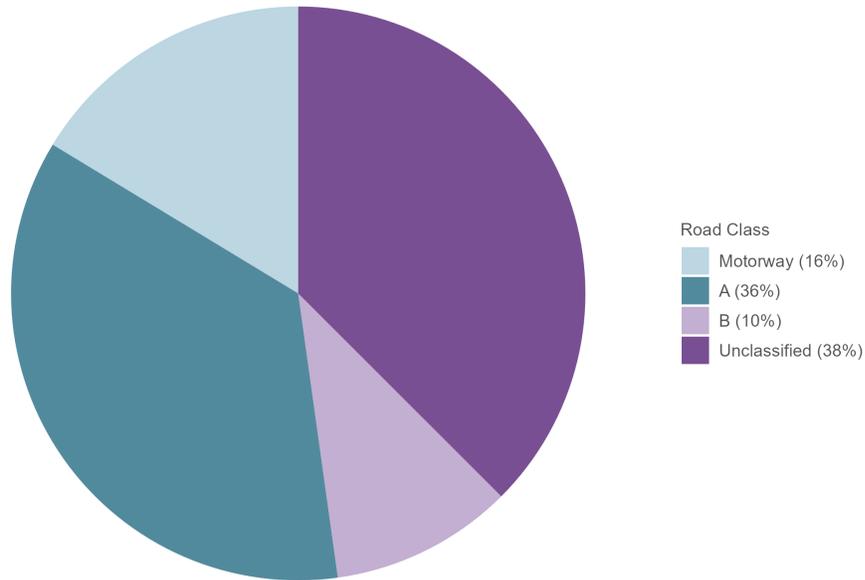
Figure 106: West Berkshire collisions on rural roads by driver actions (2019-2023)



### 4.3.1.9 Rural road environment

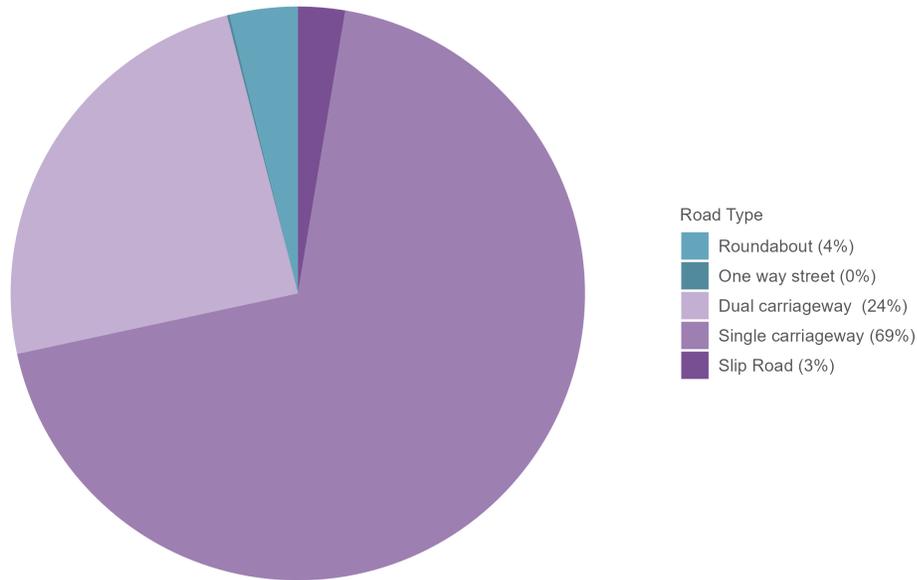
**4.3.1.9.1 Road class** Figure 107 shows collisions on rural roads in West Berkshire by class of road. The majority of collisions on rural roads occur on unclassified or A roads each accounting for 38% and 36% of collisions respectively.

Figure 107: West Berkshire collisions on rural roads by road class (2019-2023)



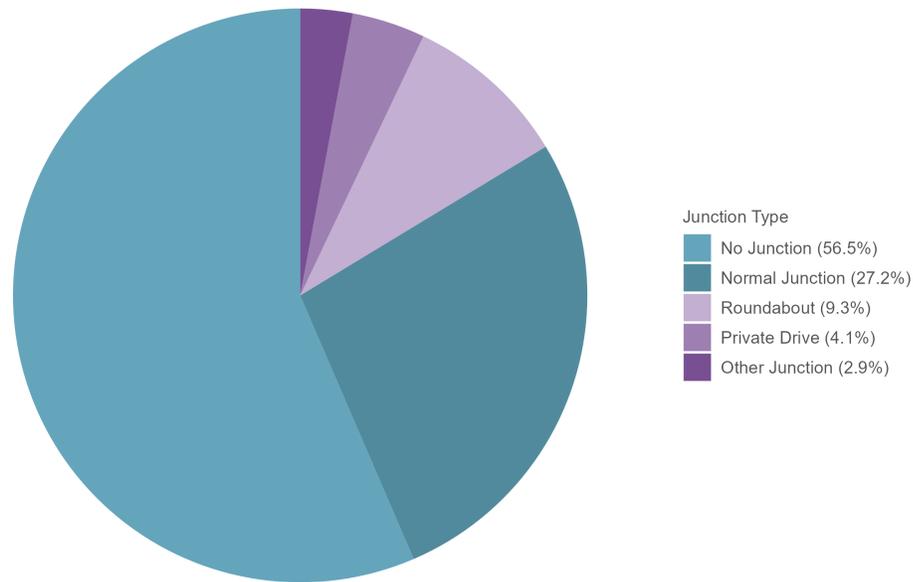
**4.3.1.9.2 Carriageway type** Figure 108 shows collisions on rural roads in West Berkshire by carriageway type of road. As expected, 69% of collisions occur on single carriageways on rural roads followed by 24% of collisions on dual carriageways with no collisions occurring on one – way streets.

Figure 108: West Berkshire collisions on rural roads by road carriageway type (2019-2023)



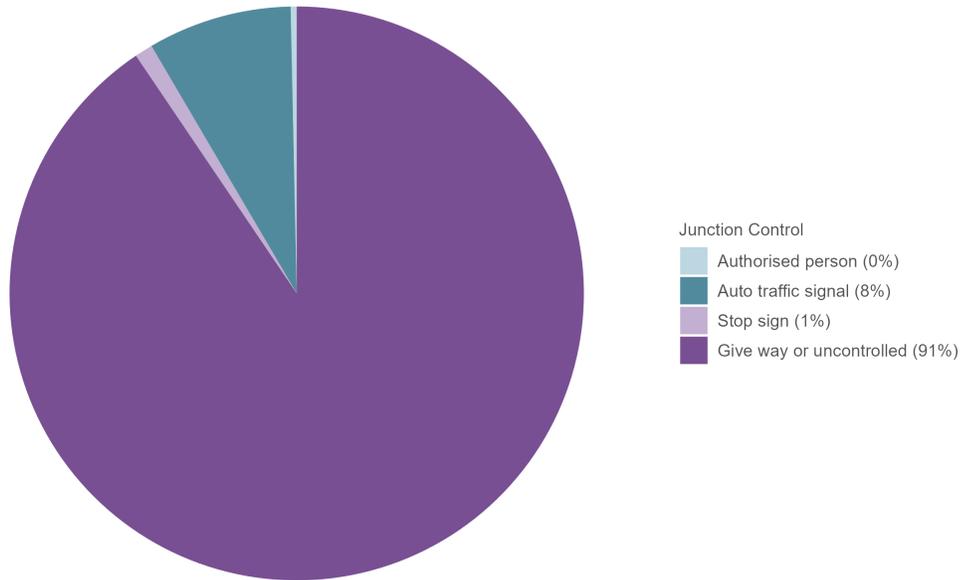
**4.3.1.9.3 Junction type** Figure 109 shows collisions on rural roads in West Berkshire by the presence and type of junction. As outlined above, a large number of collisions on rural roads in West Berkshire are attributed to single vehicle collisions with a vehicle runoff. Given this context, it is not surprising that over half of the collisions occur away from a junction. Normal junctions involve 27% of collisions followed by 9% of collisions at roundabouts.

Figure 109: West Berkshire collisions on rural roads by junction type (2019-2023)



**4.3.1.9.4 Junction control** Figure 110 shows collisions on rural roads in West Berkshire by the type of junction control (if the collision took place at a junction). It can be seen that 91% of collisions occurred at an informal or uncontrolled junction. An auto – traffic signal involves 8% of collisions on rural roads.

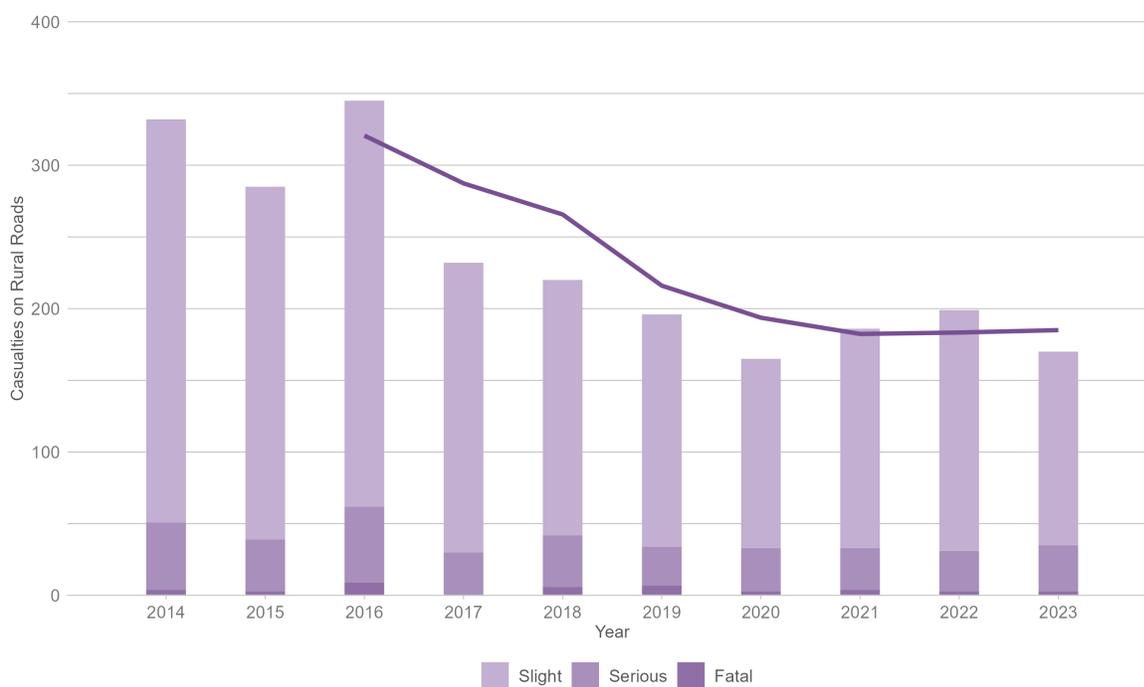
Figure 110: West Berkshire collisions on rural roads by junction control (2019-2023)



### 4.3.2 Casualty trends on rural roads

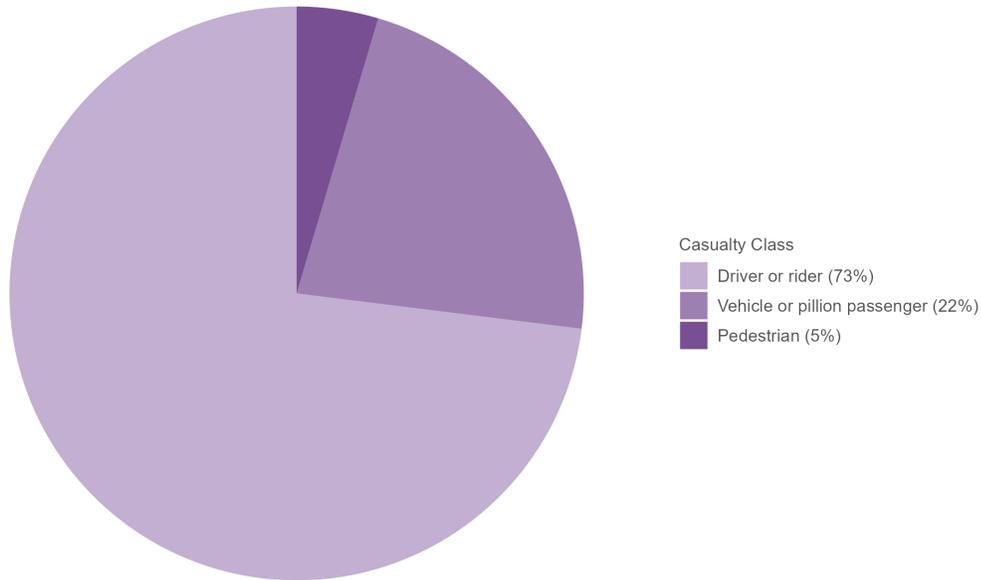
**4.3.2.1 All casualties** Figure 111 shows annual casualty numbers for collisions on West Berkshire’s rural roads. Compared with the previous year, rural casualties have decreased by 15% (from 199 to 170) whereas the serious injuries have increased by 14% (from 28 to 32) and slight injuries have decreased by 20% (from 168 to 135). The fatalities have been relatively stable since 2020 with 3 – 4 fatalities annually. 2019 – 2023 average (183) shows a 37% reduction from the 2014 – 2018 average (283).

Figure 111: Casualties on West Berkshire’s rural roads by year (2014-2023)



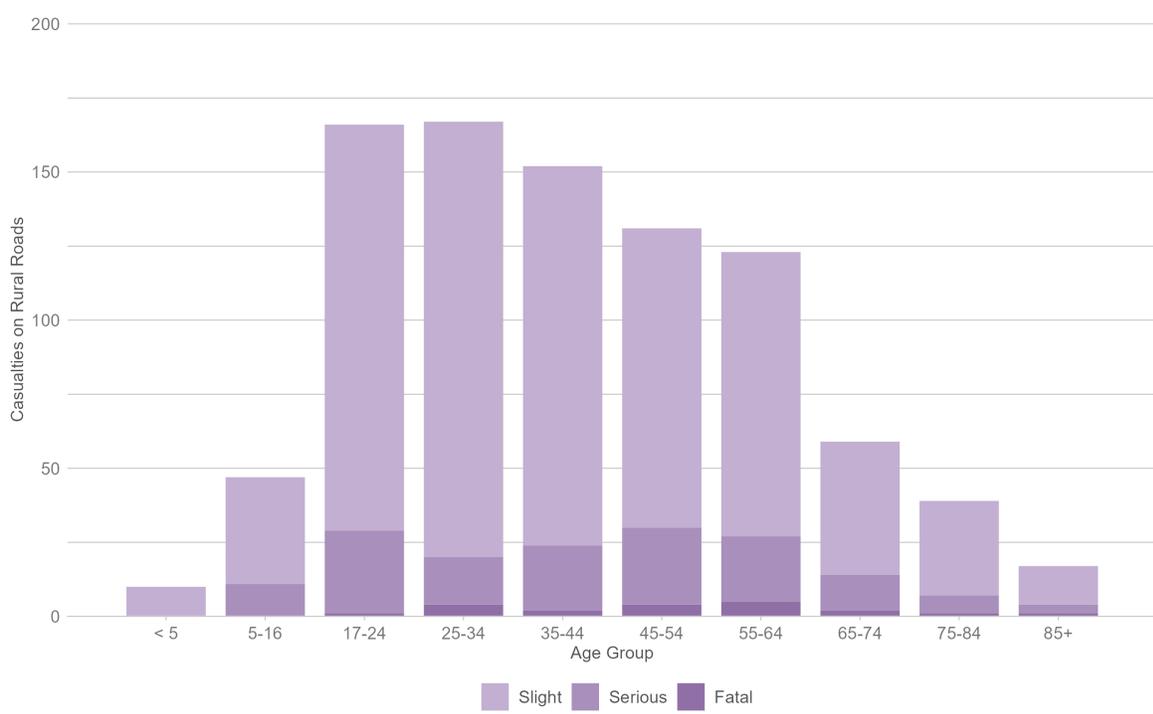
**4.3.2.1.1 Casualty class** Figure 112 shows the classes of casualties injured on rural roads in West Berkshire. More than two thirds of casualties on rural roads in West Berkshire involve drivers or riders. Vehicle or pillion passengers are involved in 22% of casualties followed by 5% of pedestrians.

Figure 112: West Berkshire casualties on rural roads by casualty class (2019-2023)



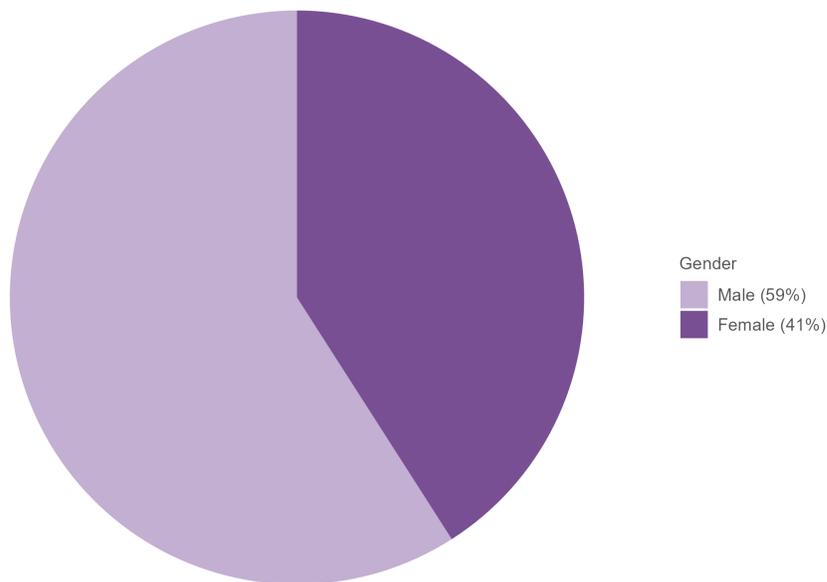
**4.3.2.1.2 Casualty age** Figure 113 shows the age groups of casualties injured on rural roads in West Berkshire. Unsurprisingly, the age group involved in casualties on West Berkshire’s road network does not change with the road type. Rural roads represent the same trend as urban roads and all other roads in the authority with the 17 – 24 age group and the 25 – 34 years age group involved in the most casualties.

Figure 113: West Berkshire casualties on rural roads by age group (2019-2023)



**4.3.2.1.3 Casualty gender** Figure 114 shows the breakdown of casualties injured on rural roads in West Berkshire by gender. In line with other gender related trends, males are involved in more collisions than females with men representing 59% casualties compared with 41% female casualties.

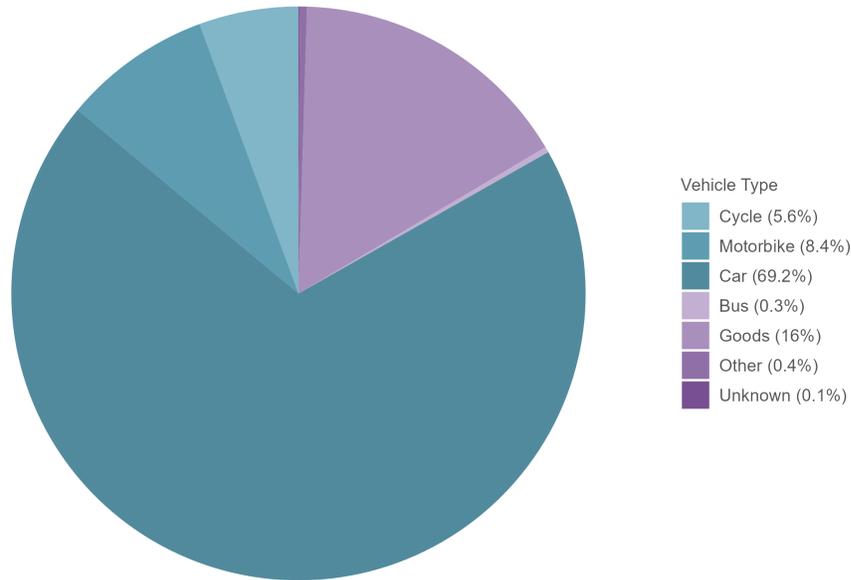
Figure 114: West Berkshire casualties on rural roads by gender (2019-2023)



### 4.3.3 Driver trends on rural roads

**4.3.3.1 Vehicle type** Figure 115 shows the types of vehicles involved in collisions on rural roads in West Berkshire. Drivers are involved in slightly higher number of collisions on rural roads compared with urban roads (69% rural;65% urban). This is followed by goods vehicles that are involved in 16% of collisions and motorbikes accounting in 8% of collisions.

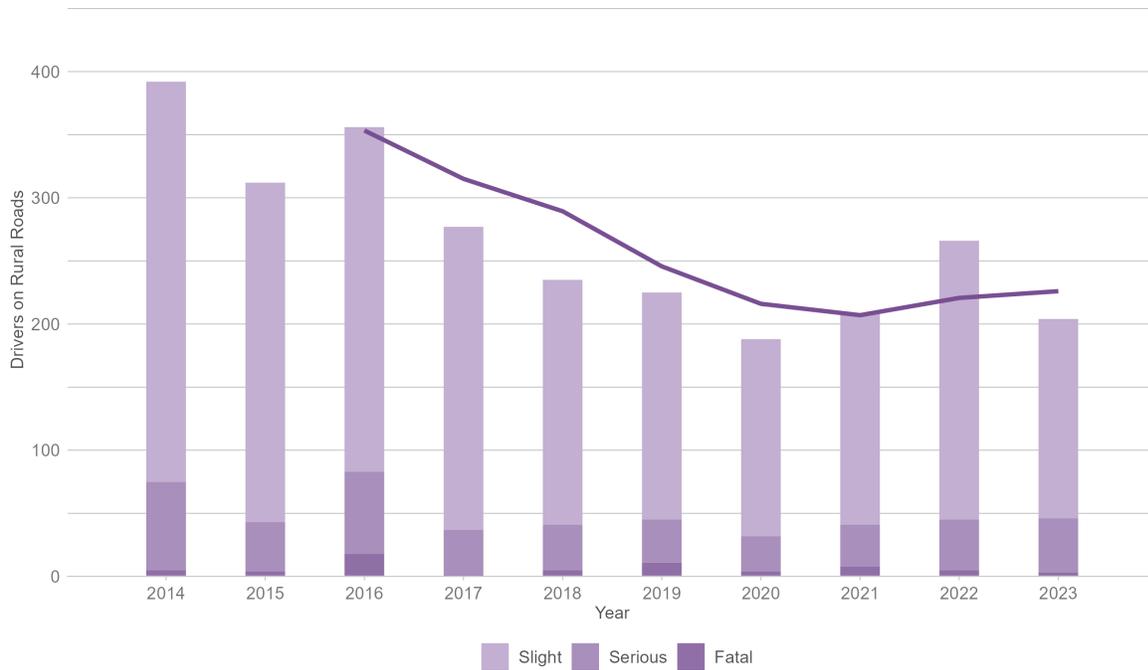
Figure 115: West Berkshire collision-involved drivers on rural roads by vehicle type (2019-2023)



**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.

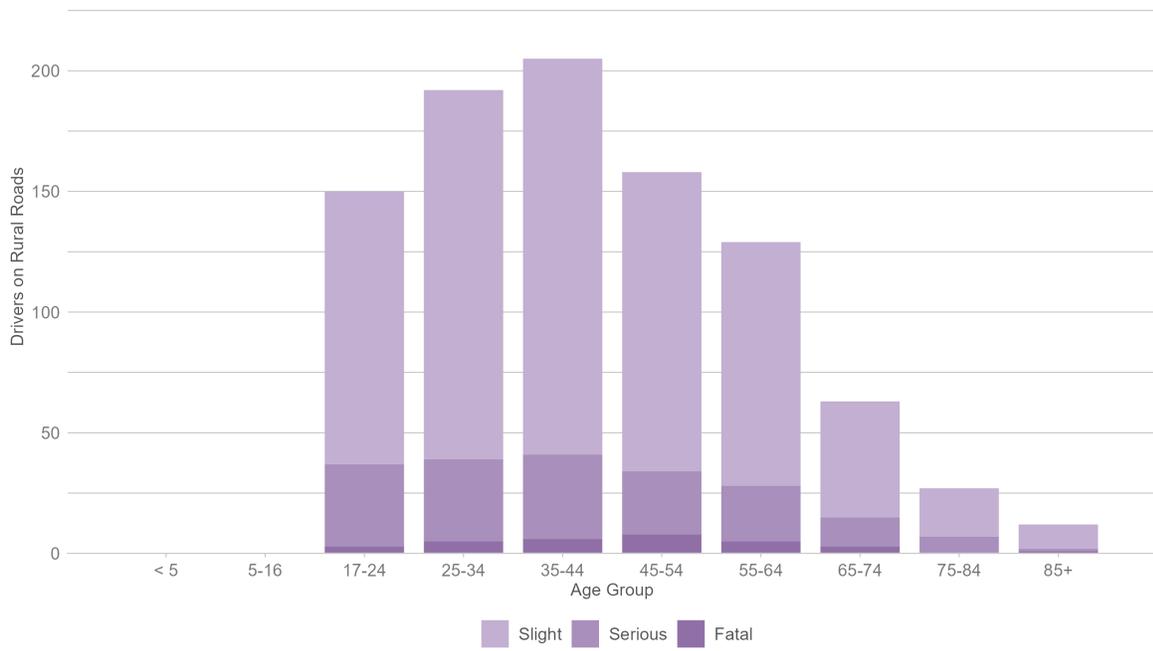
Figure 116 shows annual driver collision involvement on West Berkshire’s rural roads. Compared to the previous year, the total driver involvement has decreased by 23% (from 266 to 204). Slight injuries have dramatically reduced by 29% (from 221 to 158) whereas serious injuries have increased slightly with 3 more serious injuries in 2023. The overall trend represents a reduction in driver collision involvement by 48% from 392 collisions in 2014 to 204 collisions in 2023.

Figure 116: Drivers involved in collisions on West Berkshire’s rural roads by year (2014-2023)



**4.3.3.2.1 Driver age** Figure 117 shows the age groups of drivers involved in collisions on rural roads in West Berkshire. While other trends have seen a larger involvement of collisions from the 17 – 34 age group, the 35 – 44 age group is slightly more represented in collisions on rural roads with 205 collisions compared with 192 collisions in the 25 – 34 category. The 45 – 54 age category is involved in the most fatalities (8) compared to other age groups.

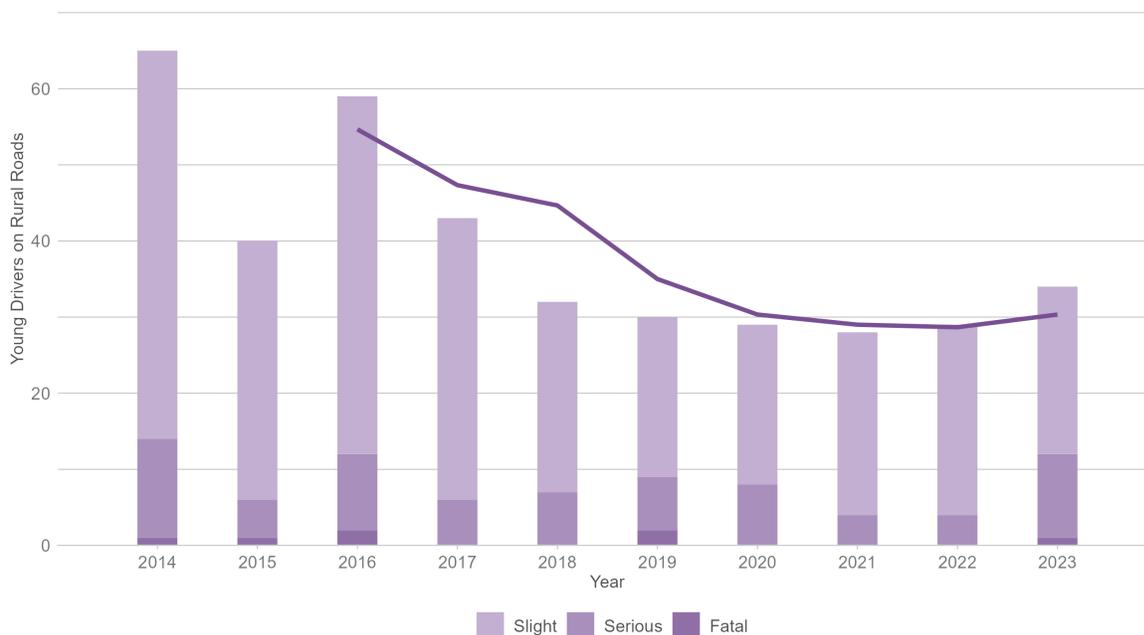
Figure 117: West Berkshire collision-involved drivers on rural roads by age group (2019-2023)



**4.3.3.2.2 Young drivers** Figure 118 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.

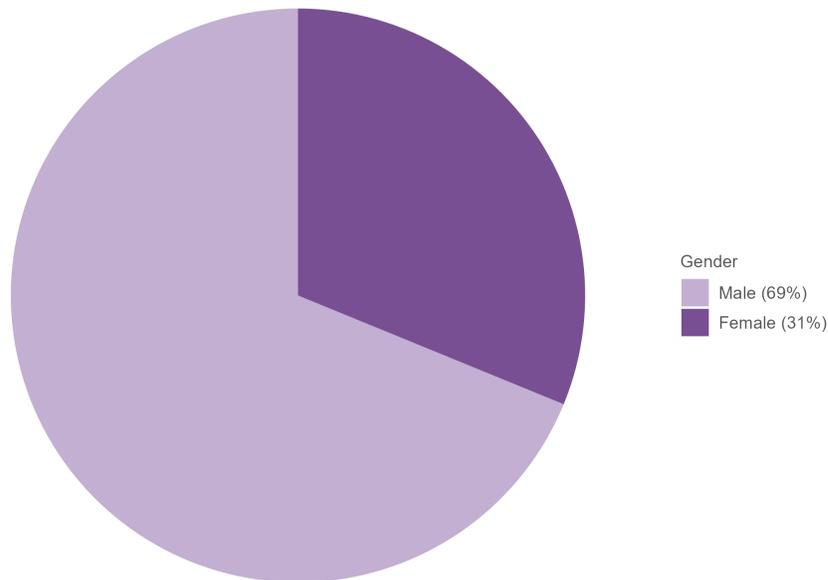
The number of young drivers involved in collisions on rural roads has seen a slight increasing trend with 29 collisions in 2022 to 34 total collisions in 2023. This trend is reversing back to 2018 and 2019 figures that accounted for 32 and 30 collisions respectively. This year also saw one fatality, the first since 2019 (no motorcyclists or pedal cyclists). However, there has been a dramatic increase in the number of serious injuries rising from 4 in 2022 to 11 in 2023.

Figure 118: Collision-involved young drivers on West Berkshire’s rural roads by year (2014-2023)



**4.3.3.2.3 Driver gender** Figure 119 shows the breakdown of drivers involved in collisions on rural roads in West Berkshire by gender. Over half of the drivers involved in collisions on rural roads were males (69%) compared with 31% of females. This is in line with the previous year’s trend.

Figure 119: West Berkshire collision-involved drivers on rural roads by gender (2019-2023)



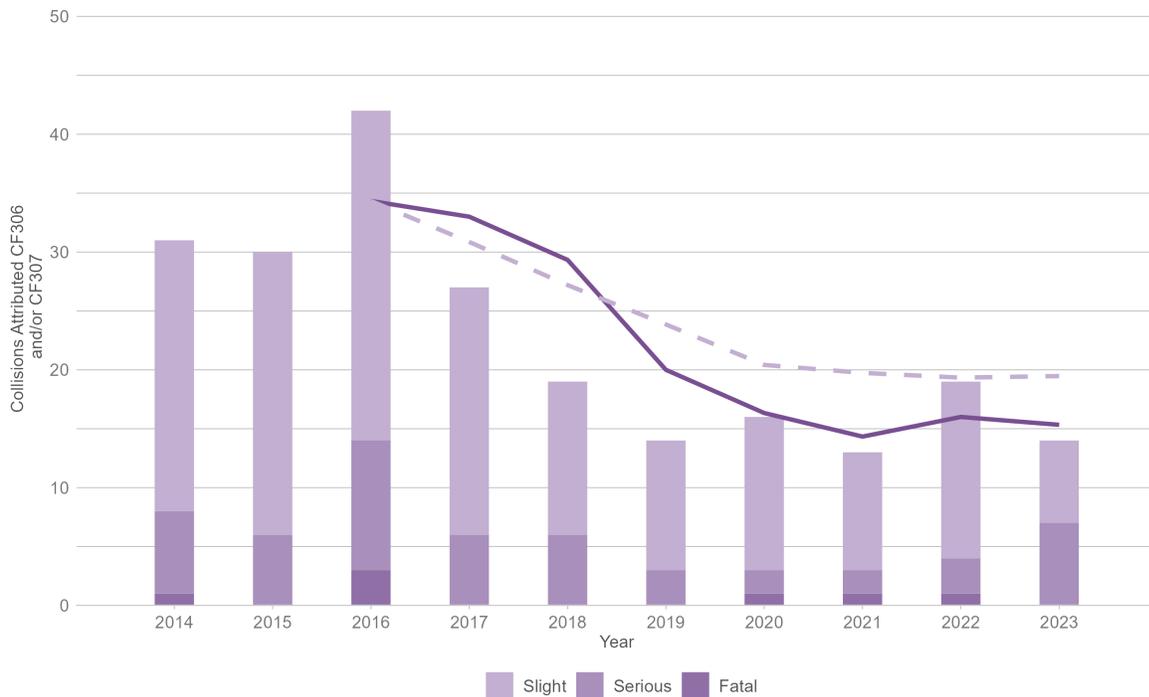
## 4.4 Contributory Factors

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.

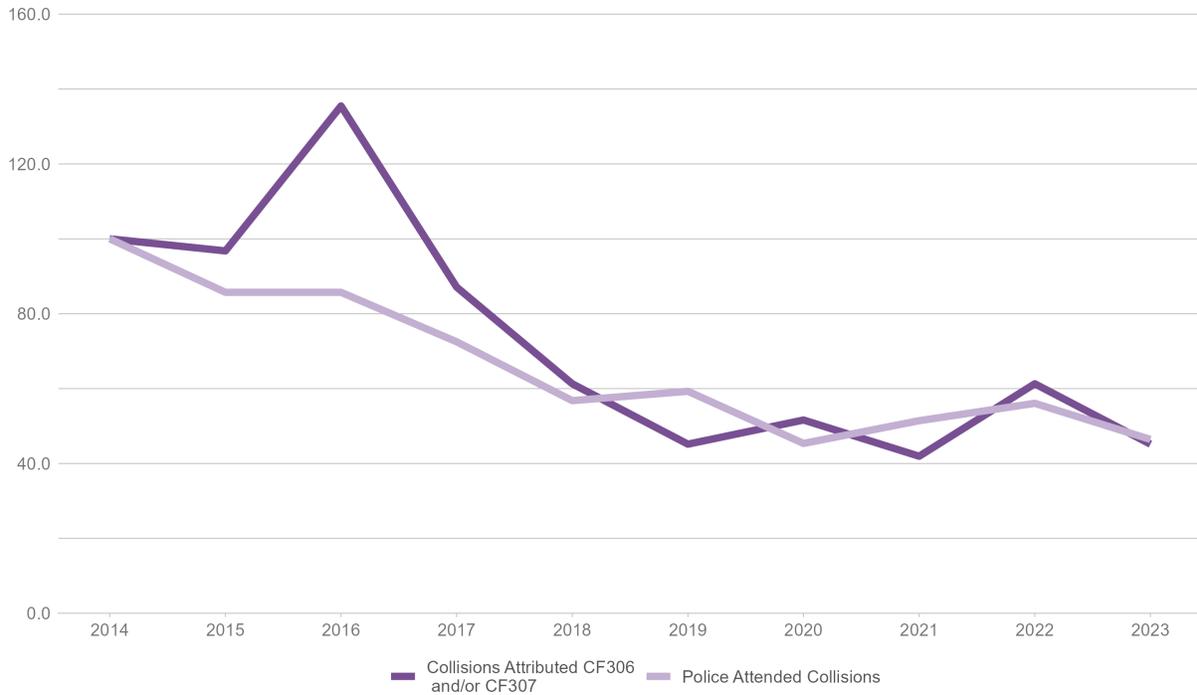
Figure 120: Collisions in West Berkshire where CF306 and/or CF307 were recorded (2014-2023)



**4.4.1.1 Trends** Figure 120 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 121 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

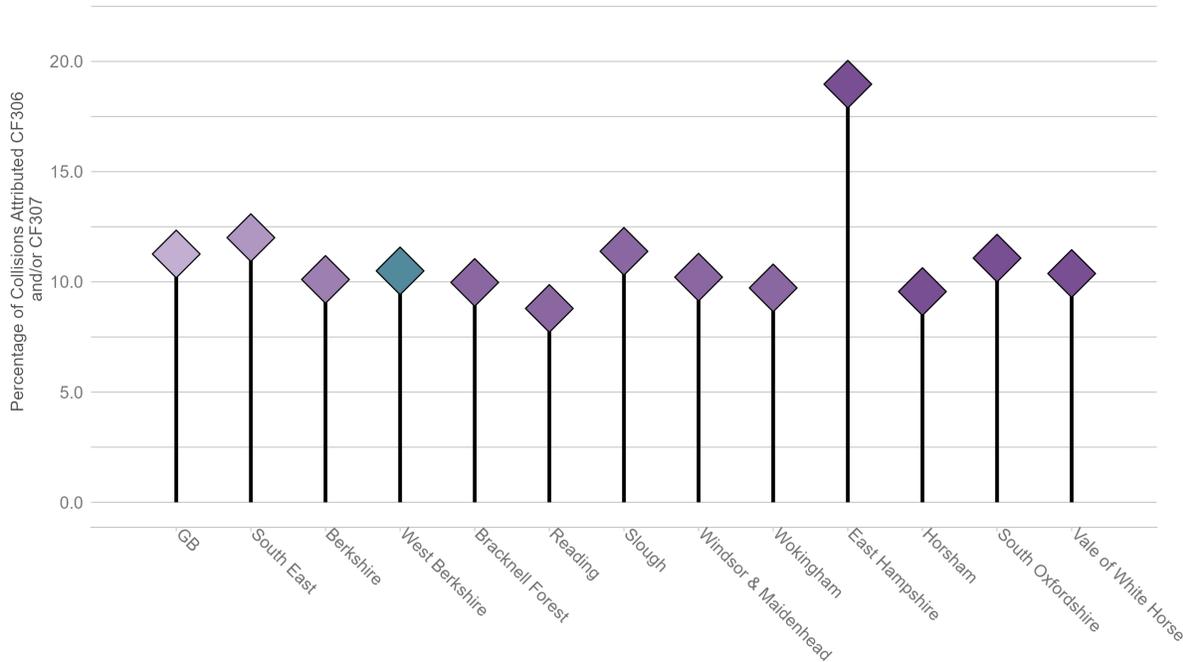
After 2016, the number of collisions attributed to CF306 and / or CF307 have reduced from 27 in 2017 to 19 in 2018. There has been a declining trend since then with a slight rise in collisions attributed to these CFs in 2022 to 19. The present year, 2023 has seen a reduction in collisions with no fatalities and 7 serious and slight injuries each. Figure 121 shows that with 2014 as a baseline since 2022 the number of police attended collisions has been in line with the number of collisions attributed to these contributory factors.

Figure 121: Collision trends in West Berkshire where CF306 and/or CF307 were recorded compared to officer attended collision trends (2014-2023)



**4.4.1.2 Comparisons** Figure 122 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. Between 2019 and 2023, West Berkshire accounted for 10.5% of collisions that were attributed to a speed choice contributory factor with police officer attendance. This is slightly higher than the overall Berkshire county figure of 10.1% but lower than the national figure of 11.3%. When compared to neighbouring authorities, West Berkshire falls in the middle range, with East Hampshire showing a concerning trend of 19% collisions related to speed factors. Within Berkshire County itself, West Berkshire ranks as the third highest authority for speed-related collisions with police officer attendance.

Figure 122: Percentage of collisions in West Berkshire and comparators where CF306 and/or CF307 were recorded (2019-2023)



#### 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.

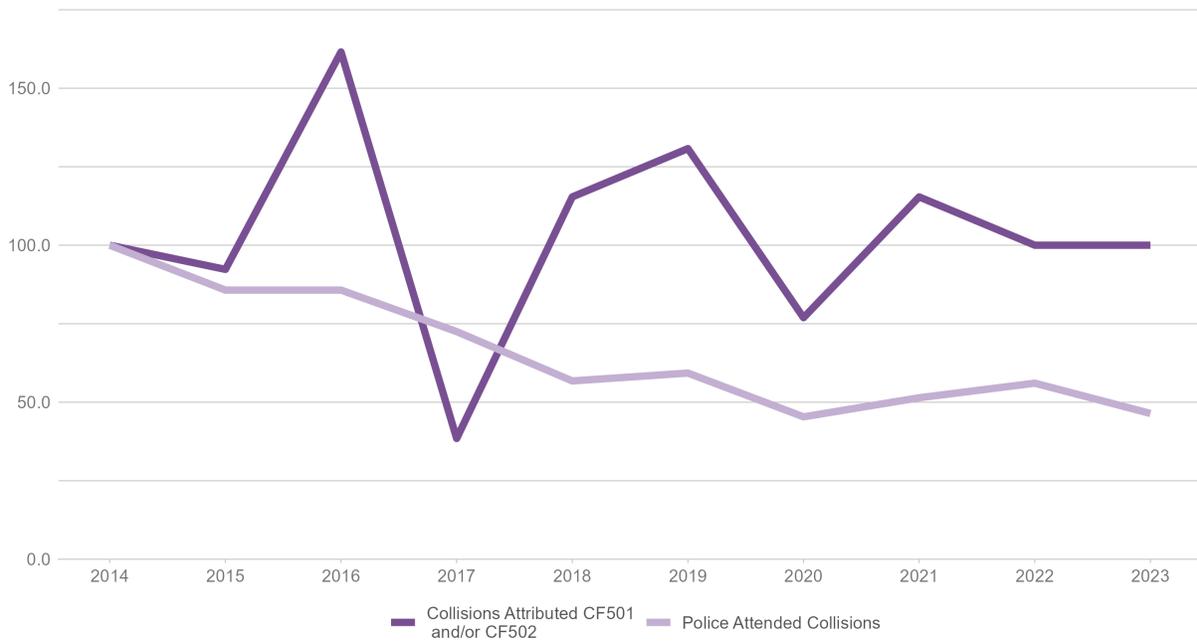
Figure 123: Collisions in West Berkshire where CF501 and/or CF502 were recorded (2014-2023)



**4.4.2.1 Trends** Figure 123 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 124 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

Impairment attributed contributory factors have seen a variable trend annually. 2023 recorded 1 fatality attributed to the CF 501 and / or CF 502 breaking the chain of no fatalities for the past 6 years. In addition to this, compared to the previous year, there has been a slight rise in serious injuries (from 4 to 6) and a reduction in slight injuries (from 9 to 6). Overall, a definite trend cannot be established due to lower number of collisions with impairment factors recorded. With 2014 as a baseline, similar to the previous year, the trend of the police attended collisions attributed to impairment CFs remained lower than the number of collisions occurring as a result of impairment.

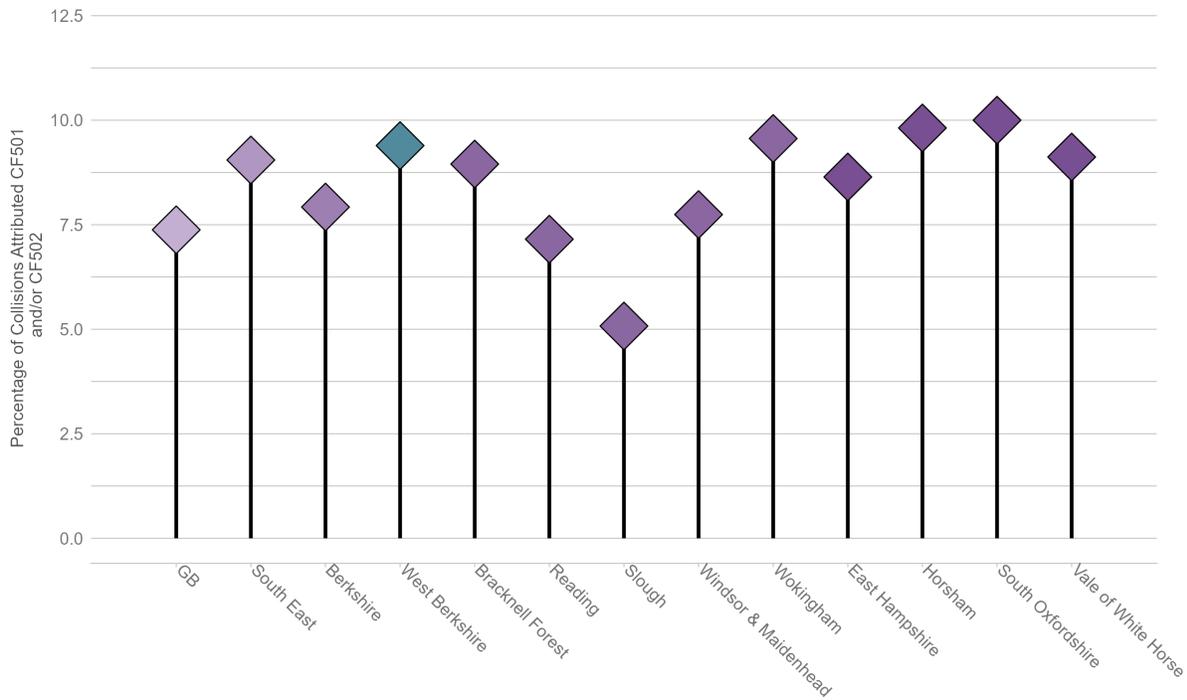
Figure 124: Collision trends in West Berkshire where CF501 and/or CF502 were recorded compared to officer attended collision trends (2014-2023)



**4.4.2.2 Comparisons** Figure 125 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.

Between 2019 and 2023, West Berkshire accounted for 9.4% of collisions that were attributed to the contributory factors (CF501/CF502) with police officer attendance. This is notably higher than the overall Berkshire county figure of 7.9% and significantly exceeds the national percentage of collisions attributed to these CFs (7.4%). Within Berkshire county, West Berkshire ranks as the second highest authority for these collision factors, just behind Wokingham at 9.6%. When compared to neighbouring authorities, West Berkshire falls in the higher range, though South Oxfordshire shows the highest percentage at 10%.

Figure 125: Percentage of collisions in West Berkshire and comparators where CF501 and/or CF502 were recorded (2019-2023)



### 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 126: Collisions in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded (2014-2023)



**4.4.3.1 Trends** Figure 126 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 127 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

Compared to the previous year, the number of collisions attributed to the contributory factors related to road surface conditions have reduced dramatically from 16 to 7 collisions. In addition to this, the number of slight injuries have halved, and the serious injuries have reduced along with this. West Berkshire also recorded no fatalities for these CFs in 2023. The 3 – year moving average trend line shows a steady decline in collisions from 2016. In line with the previous year’s trend, the rate of collisions attributed to CFs 101, 102 and 103 has been lower than the number of police attended collisions.

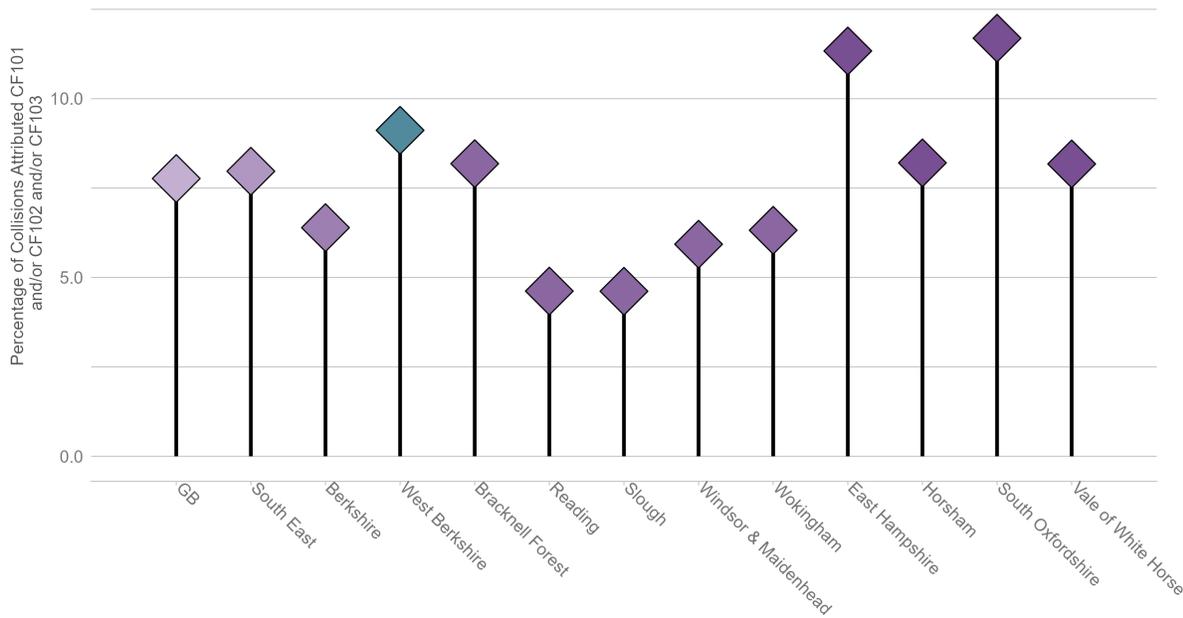
Figure 127: Collision trends in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2014-2023)



**4.4.3.2 Comparisons** Figure 128 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.

Between 2019 and 2023, West Berkshire accounted for 9.1% of collisions that were attributed to road surface condition contributory factors with police officer attendance. This is substantially higher than the overall Berkshire county percentage of 6.4% and it also exceeds the national figure of 7.8%. Within Berkshire county, West Berkshire ranks as the highest authority for road surface-related collision factors, significantly ahead of other Berkshire authorities. West Berkshire’s percentage (9.1%) is almost double that of Reading and Slough (both approximately 4.6%). When compared to neighbouring authorities, West Berkshire falls in the higher range, though South Oxfordshire (11.7%) and East Hampshire (11.3%) show more concerning figures.

Figure 128: Percentage of collisions in West Berkshire and comparators where CF101 and/or CF102 and/or CF103 were recorded (2019-2023)



#### 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.

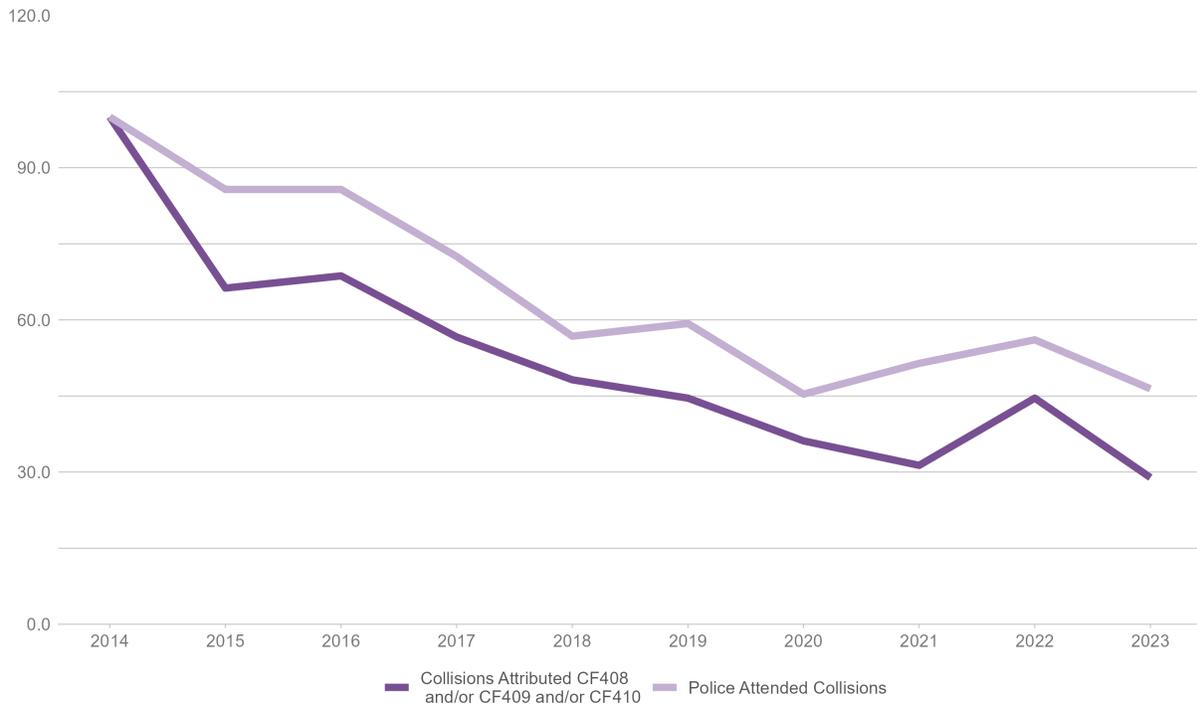
Figure 129: Collisions in West Berkshire where CF408 and/or CF409 and/or CF410 were recorded (2014-2023)



**4.4.4.1 Trends** Figure 129 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 130 shows the trends for collisions where control error CFs were recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

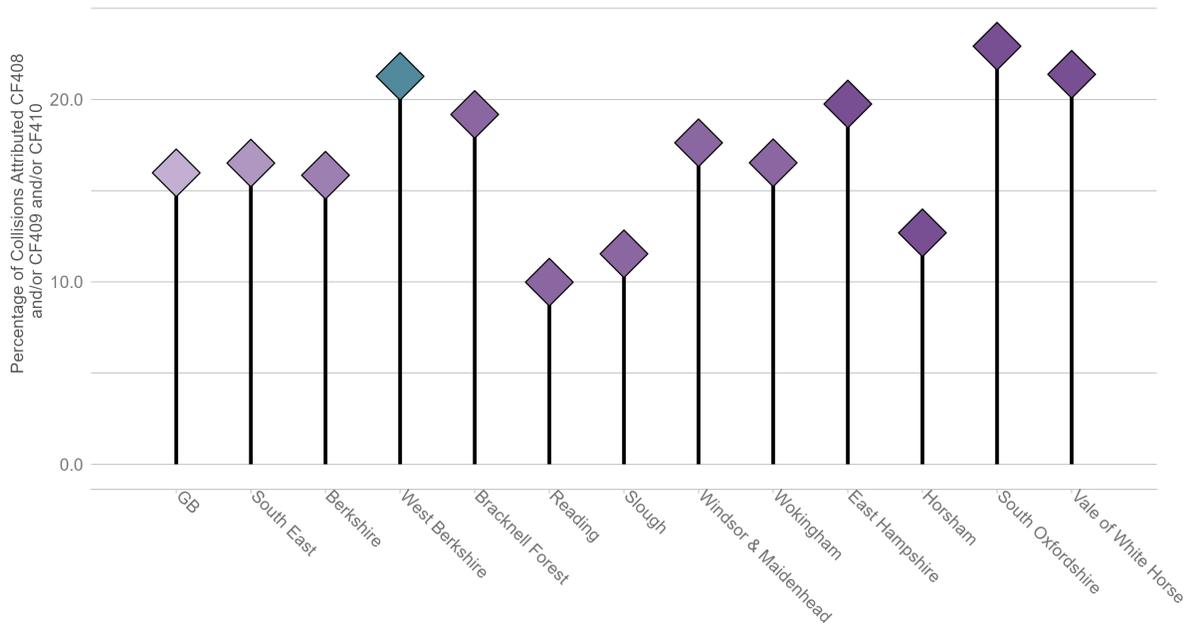
The number of collisions linked to CFs 408, 409, and 410 with police officer attendance decreased from 37 to 24 in 2023, driven by a sharp decline in slight injuries from 28 to 14, while serious injuries remained unchanged from the previous year. Overall, collisions associated with these contributory factors have shown a stable trend since 2020, fluctuating around 30, as reflected in the three-year moving average. Additionally, the number of police-attended collisions remains higher than the recorded collisions attributed to these CFs.

Figure 130: Collision trends in West Berkshire where CF408 and/or CF409 and/or CF410 were recorded compared to officer attended collision trends (2014-2023)



**4.4.4.2 Comparisons** Figure 131 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. Between 2019 and 2023, West Berkshire accounted for 21.3% of collisions that were attributed to these contributory factors with police officer attendance. This is substantially higher than the overall Berkshire county’s 15.9% and considerably exceeds the national statistic of 16%. Within Berkshire county, West Berkshire ranks as the highest authority for these police attended CFs, with a percentage more than double that of Reading. When compared to neighbouring authorities, West Berkshire falls in the higher range, though South Oxfordshire shows a higher percentage of 22.9%.

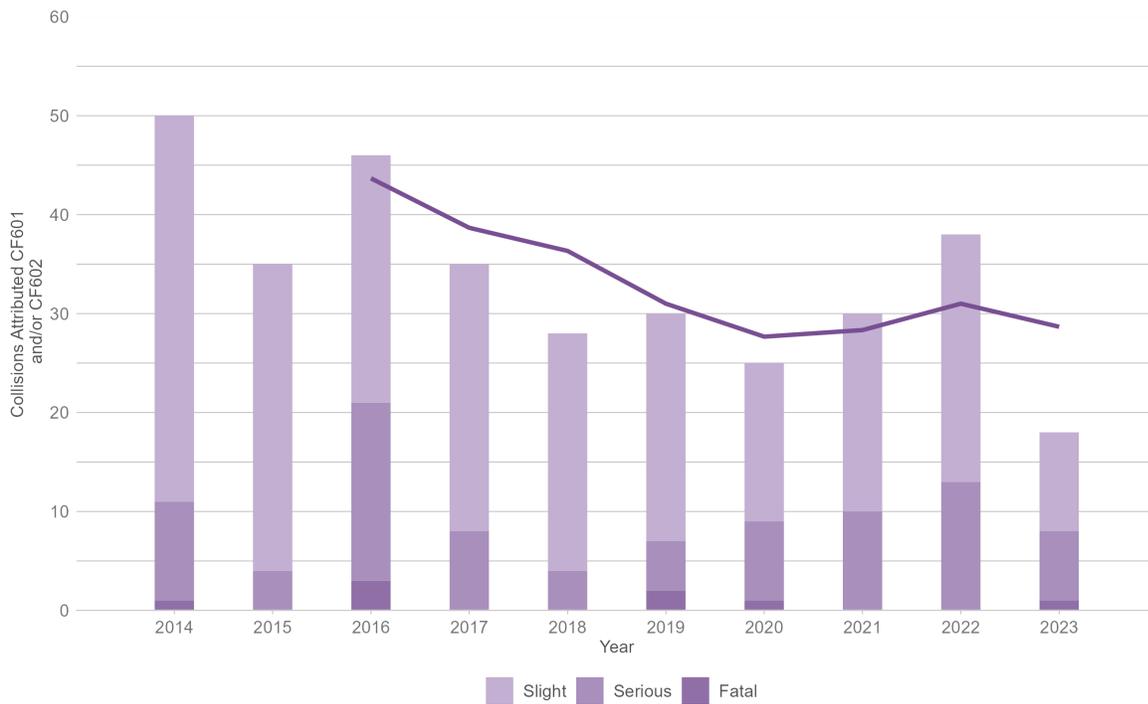
Figure 131: Percentage of collisions in West Berkshire and comparators where CF408 and/or CF409 and/or CF410 were recorded (2019-2023)



#### 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 132: Collisions in West Berkshire where CF601 and/or CF602 were recorded (2014-2023)



**4.4.5.1 Trends** Figure 132 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 133 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

The number of collisions attributed to the CFs 601 and / or 602 have reduced dramatically from 38 in 2022 to 18 in 2023. The number of serious and slight injuries from these collisions have more than halved. Overall, since 2016 there has been a stable decline in collisions attributed to CFs 601 and 602. With 2014 as a baseline, the proportion of police attended collisions attributed to these CFs was lower than the proportion of collisions that was assigned these CFs in 2022. This trend is reversing with the proportion of police attended collisions being higher than the collisions attributed to these CFs.

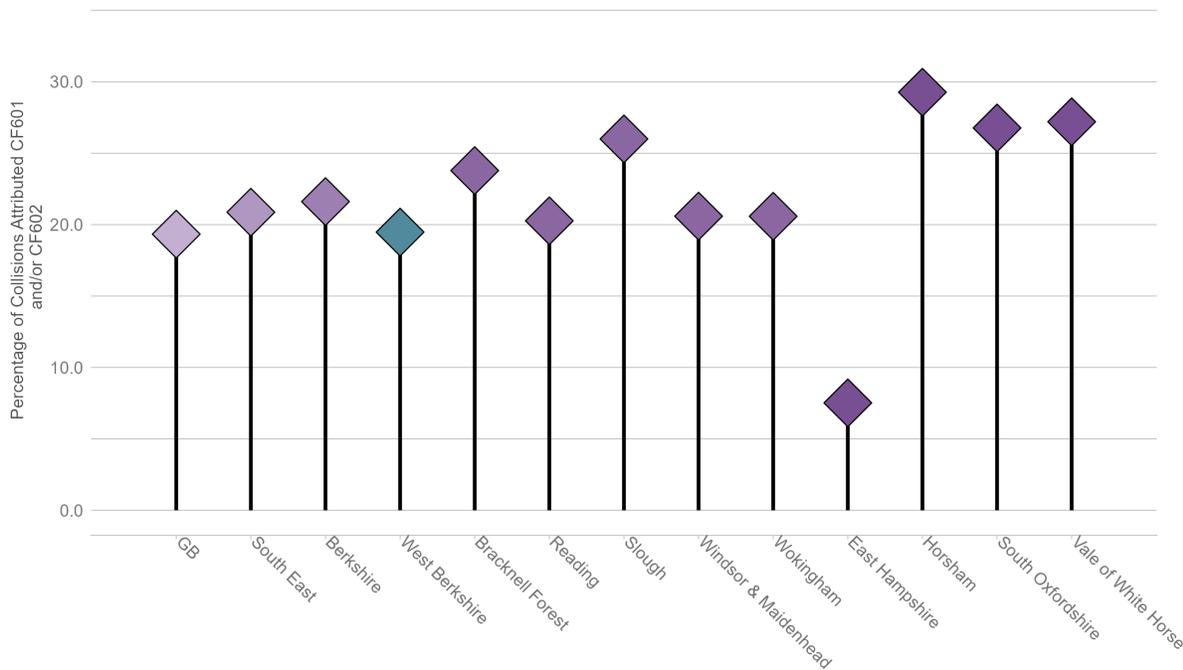
Figure 133: Collision trends in West Berkshire where CF601 and/or CF602 were recorded compared to officer attended collision trends (2014-2023)



**4.4.5.2 Comparisons** Figure 134 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.

Between 2019 and 2023, West Berkshire accounted for 19.5% of collisions that were attributed to these contributory factors with police officer attendance. This is lower than the overall Berkshire county (21.6%) but almost identical to the national trend (19.3%). Within Berkshire county, West Berkshire ranks as the lowest authority for collisions attributed to these CFs, notably below Slough which has the highest percentage at 26%. When compared to neighbouring authorities, West Berkshire falls in the lower range, with Horsham showing a significantly higher figure at 29.3% and East Hampshire showcasing a low figure of 7.5%.

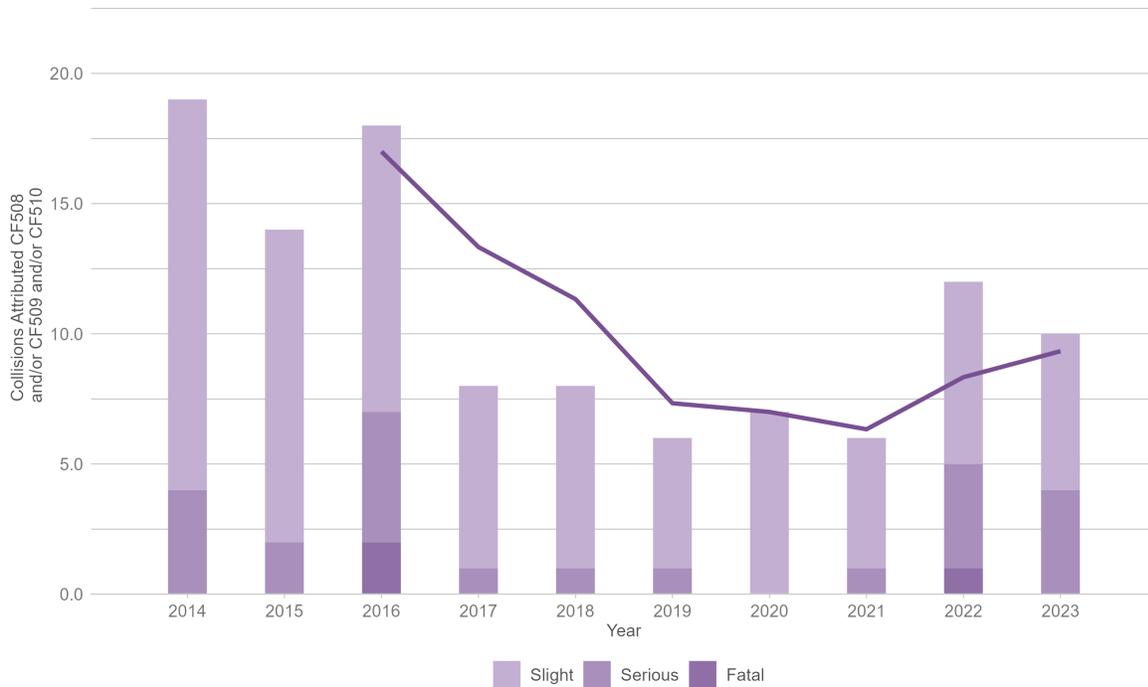
Figure 134: Percentage of collisions in West Berkshire and comparators where CF601 and/or CF602 were recorded (2019-2023)



#### 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.

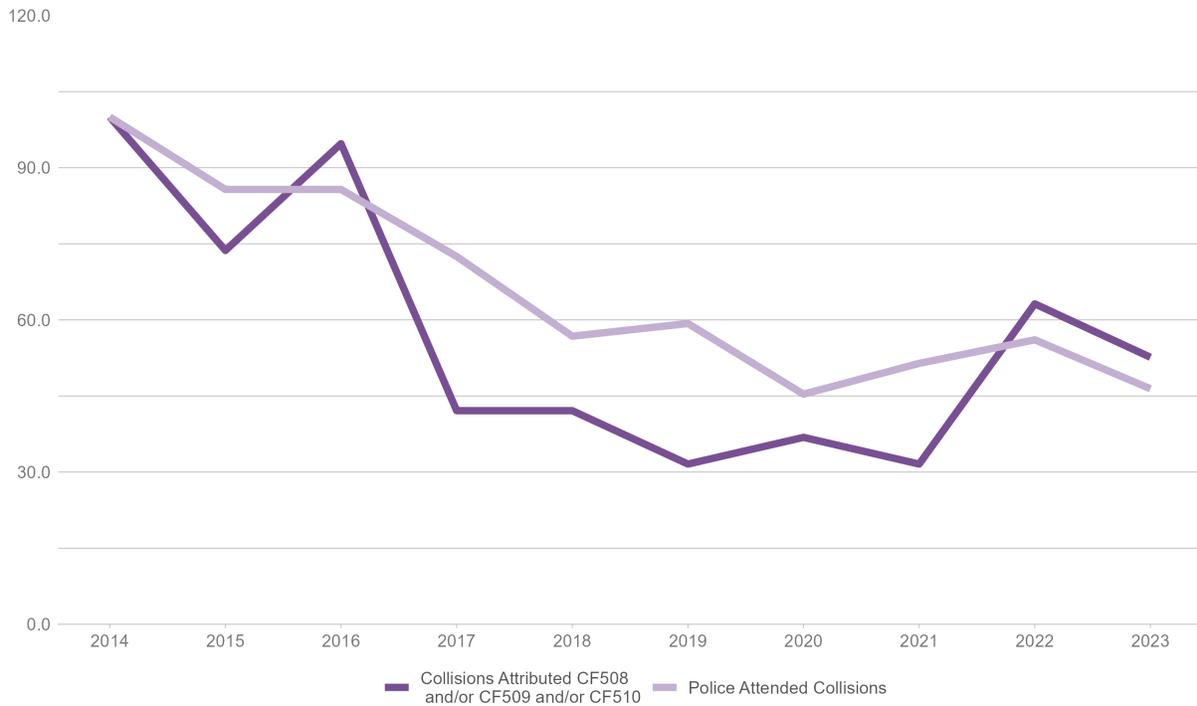
Figure 135: Collisions in West Berkshire where CF508 and/or CF509 and/or CF510 were recorded (2014-2023)



**4.4.6.1 Trends** Figure 135 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 136 shows the trends for collisions where distraction CFs were recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

While 2022 saw collisions involving CFs 508, 509, 510 double compared to 2021, 2023 shows a stable trend in overall collisions with 2 fewer collisions and no fatalities attributed to these CFs compared to 2022. The serious and slight injuries show a similar trend to 2022. The 3 – year moving average trend line shows a stable and flat trend since 2020. Although the proportion of police attended collisions were higher than the collisions attributed to these CFs since 2016 (with 2014 as a baseline), this trend reversed in 2022 with the proportion of police attended collisions being lower than the recorded collisions.

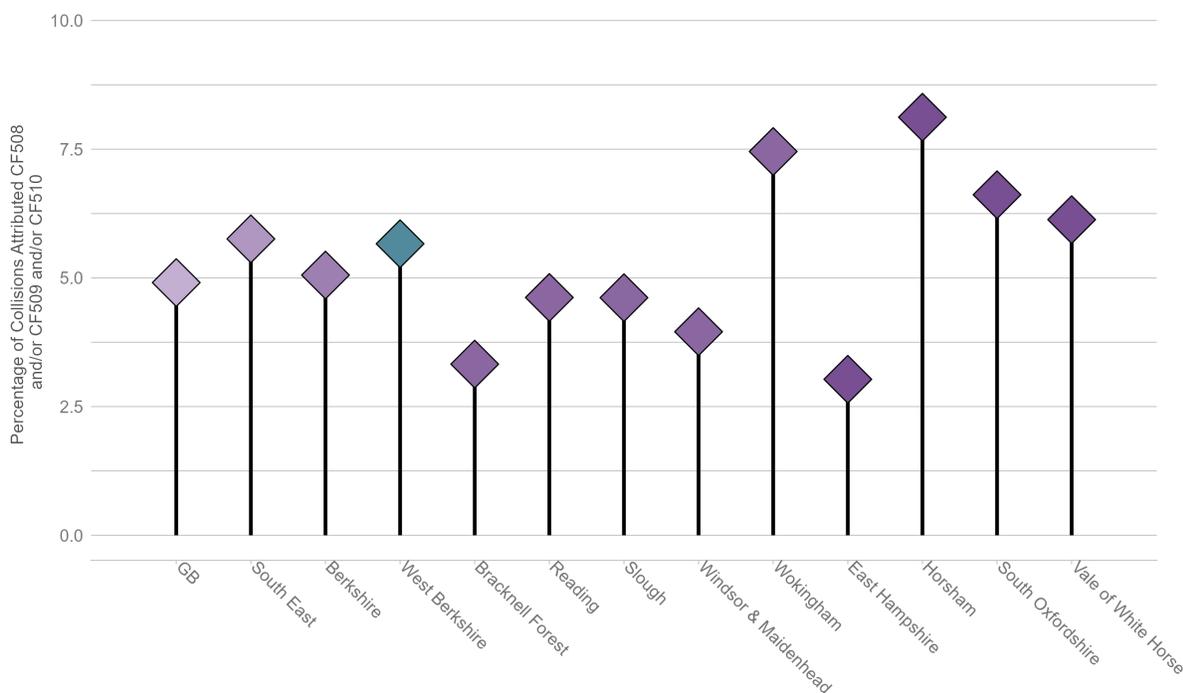
Figure 136: Collision trends in West Berkshire where CF508 and/or CF509 and/or CF510 were recorded compared to officer attended collision trends (2014-2023)



**4.4.6.2 Comparisons** Figure 137 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.

Between 2019 and 2023, West Berkshire reported 5.7% collisions that were attributed to one or more of these contributory factors (CF508, CF509, and/or CF510) with police officer attendance. This is higher than the overall Berkshire figure of 5.1% and exceeds the Great Britain figure of 4.9%. Within Berkshire county, West Berkshire ranks as the second highest authority for collisions attributed to these factors, behind Wokingham at 7.5%. When compared to neighbouring authorities, West Berkshire falls in the middle range, with Horsham showing a significantly higher figure at 8.1% and East Hampshire showing a much lower figure at 3%.

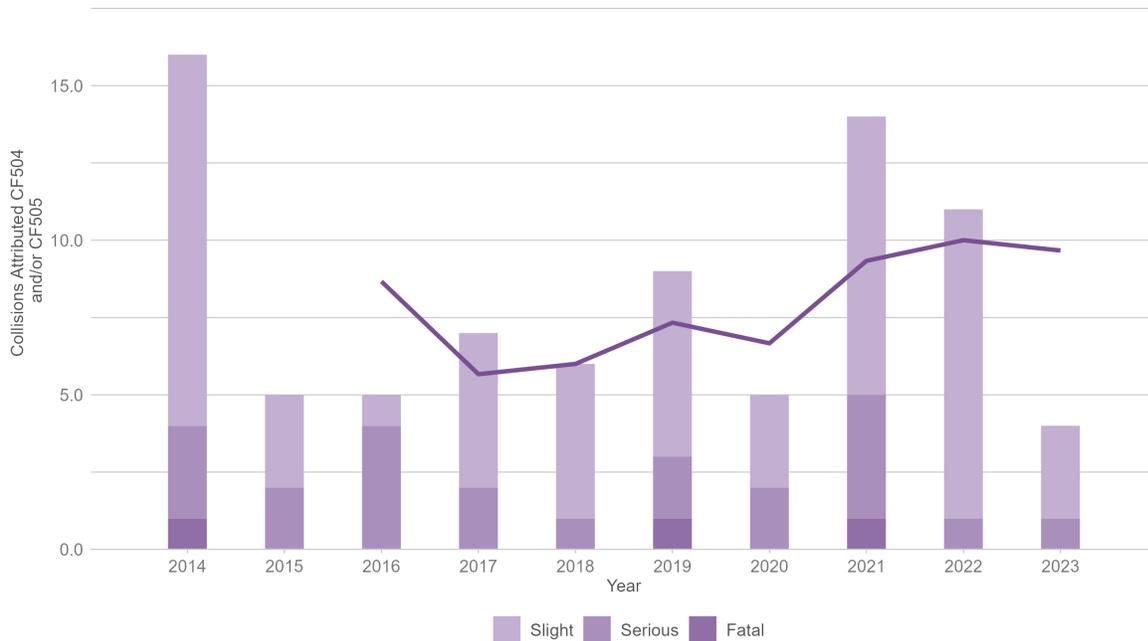
Figure 137: Percentage of collisions in West Berkshire and comparators where CF508 and/or CF509 and/or CF510 were recorded (2019-2023)



#### 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.

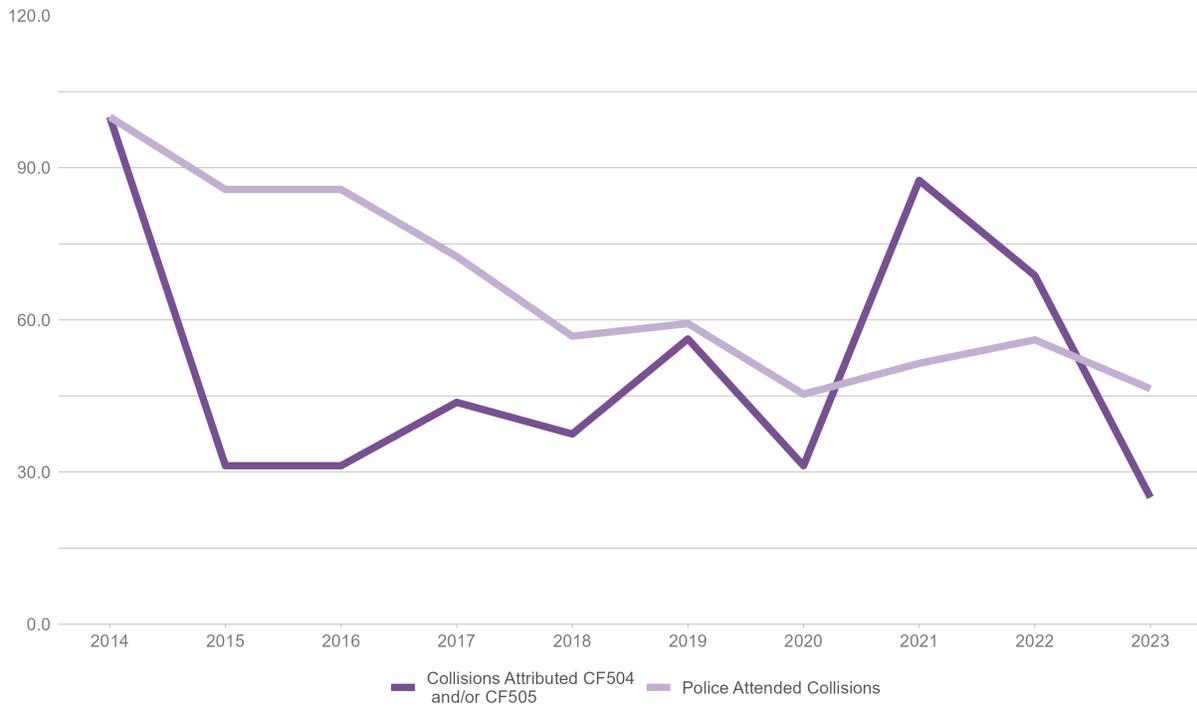
Figure 138: Collisions in West Berkshire where CF504 and/or CF505 were recorded (2014-2023)



**4.4.7.1 Trends** Figure 138 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 139 shows the trends for collisions where medically unfit CFs were recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

The collisions attributed to the CFs 504 and / or 505 have fluctuated since 2019 with variable peaks and troughs. The current year (2023) sees a dramatic decrease in collisions attributed to these CFs from 11 to 4 collisions. The reduction in collisions can be attributed to a sharp reduction in slight injuries. Overall, as the 3 – year moving average shows that the average trend has been more or less stable since 2021. The proportion of police attended collisions has increased since 2022 compared to the proportion of collisions recorded for these CFs (2014 as a baseline) that can likely be attributed to a dramatic reduction in overall collisions.

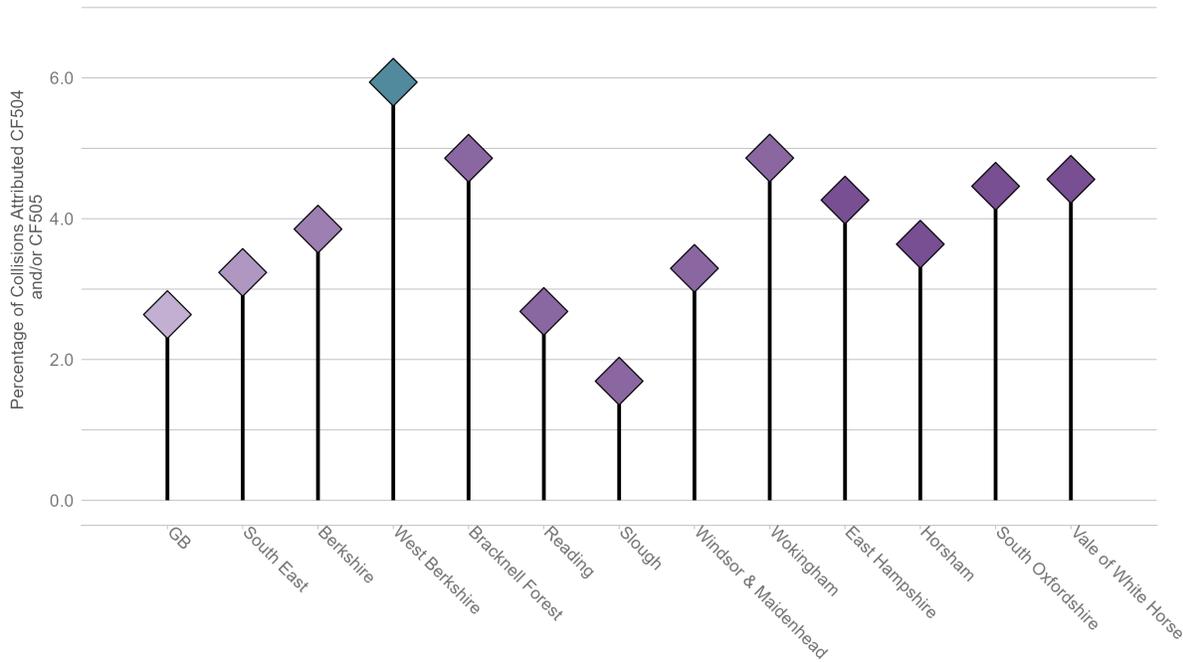
Figure 139: Collision trends in West Berkshire where CF504 and/or CF505 were recorded compared to officer attended collision trends (2014-2023)



**4.4.7.2 Comparisons** Figure 140 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.

Between 2019 and 2023, West Berkshire reported 5.9% of collisions that were attributed to one or more of the medically unfit contributory factors (CF504 and/or CF505) with police officer attendance. This is significantly higher than the overall Berkshire figure of 3.9% and more than double the Great Britain figure of 2.6%. Within Berkshire county, West Berkshire ranks as the highest authority for collisions attributed to these factors, well ahead of Wokingham and Bracknell Forest (both at approximately 4.9%). East Hampshire (4.3%), South Oxfordshire (4.5%), and Vale of White Horse (4.6%) all show percentages lower than West Berkshire but higher than the Great Britain figure.

Figure 140: Percentage of collisions in West Berkshire and comparators where CF504 and/or CF505 were recorded (2019-2023)



#### 4.4.8 Close Following

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

Figure 141: Collisions in West Berkshire where CF308 was recorded (2014-2023)



**4.4.8.1 Trends** Figure 141 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 142 shows the trends for collisions where CF 308 was recorded and for collisions where a police officer attended, indexed over a 2014 baseline for comparison.

In line with the previous year’s trend, compared to other CFs analysed, the number of collisions attributed to close following is very low (5). Out the 5 collisions, 1 is attributed to a serious injury and the remaining to slight injuries. The 3 – year rolling average trend line shows an increase in 2021 followed by a flat trend in collisions attributed to close following. The proportion of police attended collisions are higher than the proportion of collisions attributed to the contributory factor.

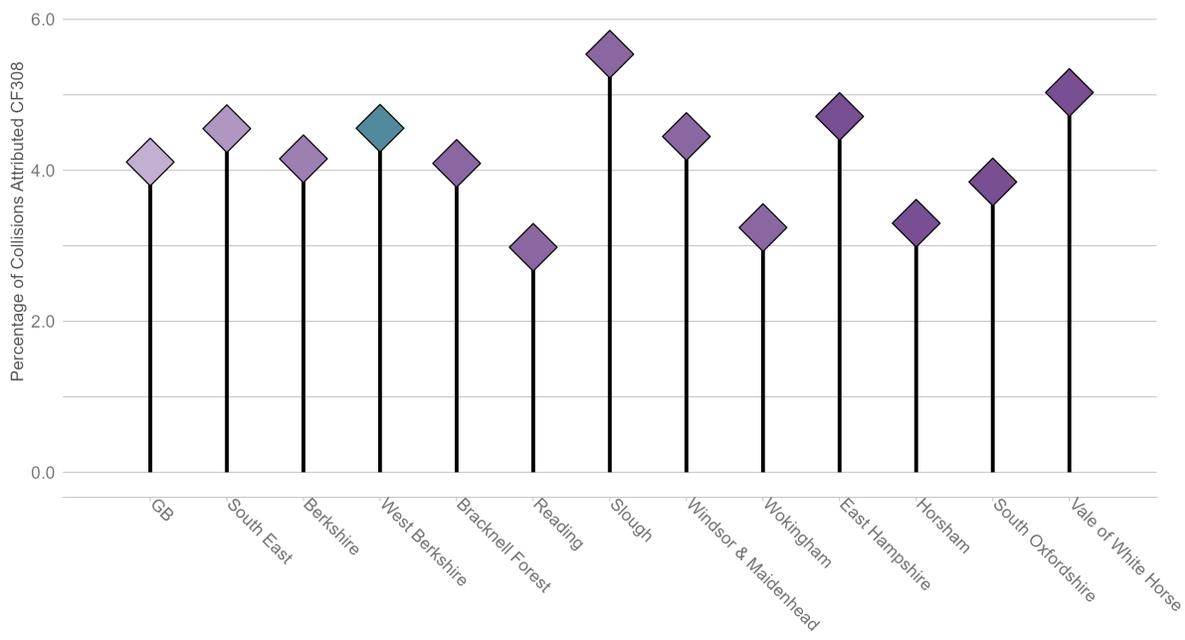
Figure 142: Collision trends in West Berkshire where CF308 was recorded compared to officer attended collision trends (2014-2023)



**4.4.8.2 Comparisons** Figure 143 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.

Between 2019 and 2023, West Berkshire reported 4.6% of collisions that were attributed to contributory factor CF308 with police officer attendance. This is slightly higher than the overall Berkshire figure of 4.2% and marginally exceeds the Great Britain figure of 4.1%. Within Berkshire county, West Berkshire ranks as the third highest authority for collisions attributed to this factor, behind Slough at 5.5% and Windsor & Maidenhead at 4.5%. When compared to neighbouring authorities, West Berkshire falls in the middle range, with Vale of White Horse showing a higher figure at 5% and Horsham showing a lower figure at 3.3%.

Figure 143: Percentage of collisions in West Berkshire and comparators where CF308 was recorded (2019-2023)



## 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<sup>2</sup>, 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.

<sup>2</sup><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.

- Great Britain
- South East
- Berkshire
- West Berkshire
- Bracknell Forest
- Reading
- Slough
- Windsor & Maidenhead
- Wokingham

### 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° and 225° 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° 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° to 135° 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
<b>Involved Slow Manoeuvre</b>	Vehicle was stopping, stationary or moving off
<b>Involved Right Turn</b>	Vehicle was turning right, or waiting to do so
<b>Involved Left Turn</b>	Vehicle was turning left, or waiting to do so
<b>Involved Runoff</b>	Combination of ‘Involved Runoff Other’ and ‘Involved Runoff Nearside’
<b>Involved Runoff Other</b>	Vehicle left carriageway in any other fashion
<b>Involved Runoff Nearside</b>	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.

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

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

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

<b>D - Commuter-Belt Wealth</b>	
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

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

<b>F - Mature Success</b>	
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

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

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

<b>I - Up-and-Coming Urbanites</b>	
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

<b>S - Cash-Strapped Families</b>	
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

<b>T - Constrained Pensioners</b>	
T57	Older renters in flats and tenements
T58	Poorer pensioners in semis

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

<b>V - Not Private Households</b>	
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.

<b>C6</b> <i>Executives in expensive suburban houses</i>	<b>D11</b> <i>Mature and moneyed out-of-towners</i>	<b>D8</b> <i>Affluent, older homeowners</i>	<b>G20</b> <i>Mixed lifestages in semi-detached homes</i>	<b>J27</b> <i>Professional families and couples in suburban, owner-occupied areas</i>
Executives in expensive suburban houses.	Mature and moneyed out - of - towners.	Affluent, older homeowners.	Mixed life stages in semi - detached homes.	Professional families and couples in suburban, occupied areas.
<b>J28</b> <i>Families and couples in terraces</i>	<b>K29</b> <i>Senior home-owning couples</i>	<b>M37</b> <i>Restricted residents, socially renting</i>	<b>P45</b> <i>Privately renting squeezed professionals in flats</i>	<b>Q49</b> <i>Socially renting single adult households</i>
Families and couples in terraces.	Senior home - owning couples.	Restricted residents socially renting.	Privately rented squeezed professionals in flats.	Socially renting single adult households.

## 5.3 Data Tables

Table 2: All Casualties - West Berkshire Residents (3.1.1)

Year	Fatal	Serious	Slight	Total
2014	4	44	289	<b>337</b>
2015	2	53	278	<b>333</b>
2016	3	37	282	<b>322</b>
2017	3	36	235	<b>274</b>
2018	6	39	201	<b>246</b>
2019	4	21	186	<b>211</b>
2020	1	30	153	<b>184</b>
2021	0	27	187	<b>214</b>
2022	1	39	177	<b>217</b>
2023	5	45	162	<b>212</b>
<b>Total</b>	<b>29</b>	<b>371</b>	<b>2150</b>	<b>2550</b>

Table 3: Motor Vehicle Drivers Involved in Injury Collisions - West Berkshire Residents (3.2.1)

Year	Fatal	Serious	Slight	Total
2014	7	51	336	<b>394</b>
2015	3	47	306	<b>356</b>
2016	5	57	268	<b>330</b>
2017	1	39	243	<b>283</b>
2018	3	44	244	<b>291</b>
2019	4	29	189	<b>222</b>
2020	1	30	151	<b>182</b>
2021	2	36	189	<b>227</b>
2022	5	46	189	<b>240</b>
2023	7	38	168	<b>213</b>
<b>Total</b>	<b>38</b>	<b>417</b>	<b>2283</b>	<b>2738</b>

Table 4: Motorcyclists Involved in Injury Collisions - West Berkshire Residents (3.3.1)

Year	Fatal	Serious	Slight	Total
2014	0	9	24	<b>33</b>
2015	1	10	24	<b>35</b>
2016	0	9	27	<b>36</b>
2017	2	12	18	<b>32</b>
2018	1	16	25	<b>42</b>
2019	1	6	16	<b>23</b>

Year	Fatal	Serious	Slight	Total
2020	1	3	16	<b>20</b>
2021	0	8	17	<b>25</b>
2022	0	15	20	<b>35</b>
2023	1	15	15	<b>31</b>
<b>Total</b>	<b>7</b>	<b>103</b>	<b>202</b>	<b>312</b>

Table 5: Young Adult Drivers Involved in Injury Collisions - West Berkshire Residents (3.2.3)

Year	Fatal	Serious	Slight	Total
2014	1	8	55	<b>64</b>
2015	1	10	56	<b>67</b>
2016	1	6	52	<b>59</b>
2017	0	4	47	<b>51</b>
2018	0	9	36	<b>45</b>
2019	1	5	26	<b>32</b>
2020	0	7	26	<b>33</b>
2021	0	7	30	<b>37</b>
2022	0	3	29	<b>32</b>
2023	1	11	28	<b>40</b>
<b>Total</b>	<b>5</b>	<b>70</b>	<b>385</b>	<b>460</b>

Table 6: All Collisions - West Berkshire Roads (4.1)

Year	Fatal	Serious	Slight	Total
2014	6	53	266	<b>325</b>
2015	3	49	242	<b>294</b>
2016	8	53	237	<b>298</b>
2017	1	43	193	<b>237</b>
2018	5	41	161	<b>207</b>
2019	9	32	169	<b>210</b>
2020	3	35	132	<b>170</b>
2021	4	31	158	<b>193</b>
2022	3	38	169	<b>210</b>
2023	5	40	139	<b>184</b>
<b>Total</b>	<b>47</b>	<b>415</b>	<b>1866</b>	<b>2328</b>

Table 7: Urban Collisions - West Berkshire Roads (4.2)

Year	Fatal	Serious	Slight	Total
2014	2	14	81	<b>97</b>
2015	0	17	86	<b>103</b>
2016	2	8	55	<b>65</b>
2017	0	14	57	<b>71</b>
2018	1	14	47	<b>62</b>
2019	2	8	62	<b>72</b>
2020	0	8	30	<b>38</b>
2021	0	5	56	<b>61</b>
2022	0	12	45	<b>57</b>
2023	2	10	47	<b>59</b>
<b>Total</b>	<b>9</b>	<b>110</b>	<b>566</b>	<b>685</b>

Table 8: Rural Collisions - West Berkshire Roads (4.3)

Year	Fatal	Serious	Slight	Total
2014	4	39	185	<b>228</b>
2015	3	32	156	<b>191</b>
2016	6	45	182	<b>233</b>
2017	1	29	136	<b>166</b>
2018	4	27	114	<b>145</b>
2019	7	24	107	<b>138</b>
2020	3	27	102	<b>132</b>
2021	4	26	102	<b>132</b>
2022	3	26	124	<b>153</b>
2023	3	30	92	<b>125</b>
<b>Total</b>	<b>38</b>	<b>305</b>	<b>1300</b>	<b>1643</b>

Table 9: Collisions by Hour of the Day (Weekdays) - West Berkshire Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	0	4	<b>4</b>
1am	0	3	4	<b>7</b>
2am	0	0	2	<b>2</b>
3am	0	0	2	<b>2</b>
4am	0	1	3	<b>4</b>
5am	0	0	5	<b>5</b>
6am	0	3	15	<b>18</b>
7am	3	7	33	<b>43</b>
8am	1	7	62	<b>70</b>

Time of Day	Fatal	Serious	Slight	Total
9am	1	4	42	47
10am	1	4	27	32
11am	2	4	24	30
Noon	1	8	34	43
1pm	1	10	33	44
2pm	0	11	37	48
3pm	1	11	37	49
4pm	1	14	53	68
5pm	1	12	47	60
6pm	1	7	37	45
7pm	2	8	27	37
8pm	0	6	16	22
9pm	2	5	15	22
10pm	0	1	15	16
11pm	1	4	8	13
<b>Total</b>	<b>19</b>	<b>130</b>	<b>582</b>	<b>731</b>

Table 10: Collisions by Hour of the Day (Weekends) - West Berkshire Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	1	0	1	2
1am	0	0	5	5
2am	0	0	0	0
3am	0	2	1	3
4am	0	0	1	1
5am	0	0	0	0
6am	0	3	2	5
7am	0	0	4	4
8am	0	0	5	5
9am	1	0	7	8
10am	0	5	4	9
11am	0	9	17	26
Noon	0	2	8	10
1pm	0	2	22	24
2pm	1	4	17	22
3pm	0	4	17	21
4pm	0	0	14	14
5pm	1	4	16	21
6pm	1	3	18	22
7pm	0	3	6	9
8pm	0	0	7	7
9pm	0	2	5	7

Time of Day	Fatal	Serious	Slight	Total
10pm	0	0	3	3
11pm	0	3	5	8
<b>Total</b>	<b>5</b>	<b>46</b>	<b>185</b>	<b>236</b>

Table 11: Collisions Involving Factors 306 and/or 307 (Speed Related) - West Berkshire Roads (4.4.1)

Year	Fatal	Serious	Slight	Total
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
2023	0	7	7	14
<b>Total</b>	<b>7</b>	<b>53</b>	<b>165</b>	<b>225</b>

Table 12: Collisions Involving Factors 501 and/or 502 (Impairment Related) - West Berkshire Roads (4.4.2)

Year	Fatal	Serious	Slight	Total
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
2023	1	6	6	13
<b>Total</b>	<b>6</b>	<b>48</b>	<b>80</b>	<b>134</b>

Table 13: Collisions Involving Factors 101 and/or 102 and/or 103 (Road Surface Related) - West Berkshire Roads (4.4.3)

Year	Fatal	Serious	Slight	Total
2014	3	6	28	<b>37</b>
2015	0	4	18	<b>22</b>
2016	0	8	33	<b>41</b>
2017	0	3	25	<b>28</b>
2018	1	3	17	<b>21</b>
2019	0	4	9	<b>13</b>
2020	0	4	12	<b>16</b>
2021	1	3	10	<b>14</b>
2022	1	3	12	<b>16</b>
2023	0	1	6	<b>7</b>
<b>Total</b>	<b>6</b>	<b>39</b>	<b>170</b>	<b>215</b>

Table 14: Collisions Involving Factors 408 and/or 409 and/or 410 (Control Error Related) - West Berkshire Roads (4.4.4)

Year	Fatal	Serious	Slight	Total
2014	4	14	65	<b>83</b>
2015	0	12	43	<b>55</b>
2016	3	10	44	<b>57</b>
2017	0	10	37	<b>47</b>
2018	1	10	29	<b>40</b>
2019	2	8	27	<b>37</b>
2020	2	7	21	<b>30</b>
2021	0	6	20	<b>26</b>
2022	1	8	28	<b>37</b>
2023	2	8	14	<b>24</b>
<b>Total</b>	<b>15</b>	<b>93</b>	<b>328</b>	<b>436</b>

Table 15: Collisions Involving Factors 601 and/or 602 (Unsafe Behaviour Related) - West Berkshire Roads (4.4.5)

Year	Fatal	Serious	Slight	Total
2014	1	10	39	<b>50</b>
2015	0	4	31	<b>35</b>
2016	3	18	25	<b>46</b>
2017	0	8	27	<b>35</b>
2018	0	4	24	<b>28</b>
2019	2	5	23	<b>30</b>

Year	Fatal	Serious	Slight	Total
2020	1	8	16	25
2021	0	10	20	30
2022	0	13	25	38
2023	1	7	10	18
<b>Total</b>	<b>8</b>	<b>87</b>	<b>240</b>	<b>335</b>

Table 16: Collisions Involving Factors 508 and/or 509 and/or 510 (Distraction Related) - West Berkshire Roads (4.4.6)

Year	Fatal	Serious	Slight	Total
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
2023	0	4	6	10
<b>Total</b>	<b>3</b>	<b>23</b>	<b>82</b>	<b>108</b>

Table 17: Collisions Involving Factors 504 and/or 505 (Medically Unfit) - West Berkshire Roads (4.4.7)

Year	Fatal	Serious	Slight	Total
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
2022	0	1	10	11
2023	0	1	3	4
<b>Total</b>	<b>3</b>	<b>22</b>	<b>57</b>	<b>82</b>

Table 18: Collisions Involving Factors 308 (Close Following Related) - West Berkshire Roads (4.4.8)

Year	Fatal	Serious	Slight	Total
2014	0	1	13	<b>14</b>
2015	0	1	16	<b>17</b>
2016	0	3	11	<b>14</b>
2017	0	0	13	<b>13</b>
2018	0	0	4	<b>4</b>
2019	1	0	7	<b>8</b>
2020	0	0	6	<b>6</b>
2021	0	1	8	<b>9</b>
2022	0	0	5	<b>5</b>
2023	0	1	4	<b>5</b>
<b>Total</b>	<b>1</b>	<b>7</b>	<b>87</b>	<b>95</b>

## 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 physical
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		

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