

West Berkshire Area Profile

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Area Profiles

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West Berkshire

0 Contents

1	Executive Summary	2
2	Introduction	4
2.1	Overview	4
2.2	Profile Configuration	5
3	West Berkshire Resident Risk	6
3.1	West Berkshire Resident Casualties	6
3.2	West Berkshire Resident Drivers involved in Collisions	39
3.3	West Berkshire resident motorcycle riders involved in collisions	59
4	West Berkshire Road Network Risk	67
4.1	Collisions in West Berkshire	68
4.2	Collisions on Urban Roads in West Berkshire	102
4.3	Collisions on Rural Roads in West Berkshire	129
4.4	Road Safety Factors	158
5	Appendices	173
5.1	Analytical Techniques	173
5.2	Road Safety Factor Groupings	177
5.3	Data Tables	186
5.4	List of Figures	191
	List of Figures	191

1 Executive Summary

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

West Berkshire's resident casualty rate was 34% lower than the national rate and 37% lower than than the South East Region. The resident casualty numbers have more or less stayed static between 2021 and 2024. Around 44% of West Berkshire's resident casualties are injured outside West Berkshire. Among West Berkshire's resident casualties, the most overrepresented are from the Acorn Type is M37 (Restricted residents, socially renting). West Berkshire's resident casualties most likely come from the least deprived 10% of the population. Resident casualties are broken down into the following age categories:

1. Resident child casualties: West Berkshire recorded 50% lower resident child casualty rate than the national rate and 47% lower than the South East regional rate. A downward trend is observed from 2016 including 2020, despite the pandemic. The casualties have increased after 2021, West Berkshire recorded 19 resident child casualties in 2024. 67% of West Berkshire's resident child casualties were injured in West Berkshire itself.
2. Resident young adult casualties: West Berkshire recorded a decline from 2015 to 2020. After recording a rise in 2021, recording 48 casualties and eight serious casualties, West Berkshire more or less recorded the same number of casualties in 2022 and 2023, but observed a decline in 2024 recording 34 casualties without any fatalities.
3. Resident adult casualties: West Berkshire recorded a decline from 2015 till 2020. After observing a rise in 2021, recording 117 casualties and 11 serious casualties. West Berkshire recorded at 118 casualties in 2023 and remained constant throughout 2023 and 2024. The Acorn types D8 (Affluent, older homeowners) and D11 (Mature and moneyed out-of-towners) recorded the highest number of resident adult casualties. But, M37 (Restricted residents, socially renting) and Q49 (Socially renting single adults households) were the two most overrepresented Acorn types with an index of 137 and 140, respectively.

West Berkshire's resident pedestrian casualty rate was 58% lower than the national rate and 51% lower than the South East regional rate. The rate has been rising since 2021, 24 resident pedestrian casualties were recorded.

After observing a rise in 2022, West Berkshire's resident pedal cyclist casualties have observed a downward trend. In 2024, the resident pedal cyclist casualties were recorded at 21 casualties with four serious casualties.

The resident driver involvement rate of West Berkshire was 42% lower than the national rate and 37% lower than the South East regional rate. In 2024, West Berkshire recorded an increase from

211 resident involved drivers in 2023 to 216 in 2024, but recorded a slight decrease in serious collisions from 37 in 2023 to 36 in 2024. Among the age groups, West Berkshire recorded a 40% reduction in young driver involvement in 2024. The Acorn type D8 (Affluent, older homeowners) was the most overrepresented with an index of 133. West Berkshire recorded a rise in resident involved older driver, recording 48 older drivers involved and eight serious collisions. Around 52% of West Berkshire's resident involved older drivers involved were injured West Berkshire. D8 (Affluent, older homeowners) was the only group which was over represented with an index of 129. With the exception of resident older driver involvement in collisions, the rest of the resident drivers involved has witnessed a decline.

The collisions per 100km on West Berkshire's road network was 45% lower than the national rate and 57% lower than the South East regional rate. West Berkshire recorded a rise in the older drivers involved in collisions on West Berkshire roads from 2023 to 2024, recording 49 older drivers involved and 11 serious collisions in 2024. West Berkshire also observed an increase in motorcycle riders involvement on West Berkshire's roads in 2024, recording 37 motorcycle riders involved and 19 serious collisions, matching levels of 2017.

The average annual collisions per 100km on urban roads in West Berkshire were 58% lower than the national average and 57% lower than the South East regional average. A-roads accounted for 41% of the collisions recorded on urban roads. 80% of the urban road collisions were recorded on single carriageways. West Berkshire recorded a rise in casualties on urban roads in 2024, recording 86 casualties. West Berkshire recorded a higher older pedal cyclist (55- 64 age group) involvement on urban roads than young adult pedal cyclist (25-34 age group).

Since a peak 2016, the collisions had declined on rural roads from 233 collisions with 45 serious collisions in 2016 to 132 collisions and 26 serious collisions in 2021. Between 2021 and 2024, West Berkshire observed a fluctuating trend. In 2024, 135 collisions and 29 serious collisions were recorded. Unlike urban roads West Berkshire recorded relatively higher collisions on rural roads on Weekends. Similar to urban roads, West Berkshire recorded peaks at similar timings in the collisions on weekdays between 3pm and 5pm. The driver involvement on rural roads in West Berkshire rose from 204 in 2023 to 227 drivers involved in 2024. The older driver involvement on rural roads had decreased by 30% in 2023, but subsequently rose to 37 older drivers involved in 2024. Pedal cyclists involvement in rural roads recorded were the highest among people of the 45-54 age group.

The factors that contribute towards crashes are also measured. It is entirely possible that a combination of factors led to a collision taking place and the results do not produce figures that represent the number of incidents 'caused' by a single factor. Speeding was the main factor recorded in collisions in 2024 (as measured by the factor 'exceeding speed limit' or 'traveling too fast for conditions') even though the number of collisions it been recorded against has declined from 47 collisions in 2022 to 24 collisions with fatal collisions staying constant at two in 2024. Factors that relate to the road environment have also been measured. Road surface factors including Slippery surface due to weather and vision affected by adverse weather or dazzle are summarised and show a static trend. Other factors such as unsafe behaviour, control errors, distraction have all been attributed to and the trends have been recorded.

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 data¹ 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.

Agilysis 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.

¹For 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 Agilysis by the Department for Transport for publication in MAST Online over the five-year period between 2020 and 2024 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 2020 and 2024 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

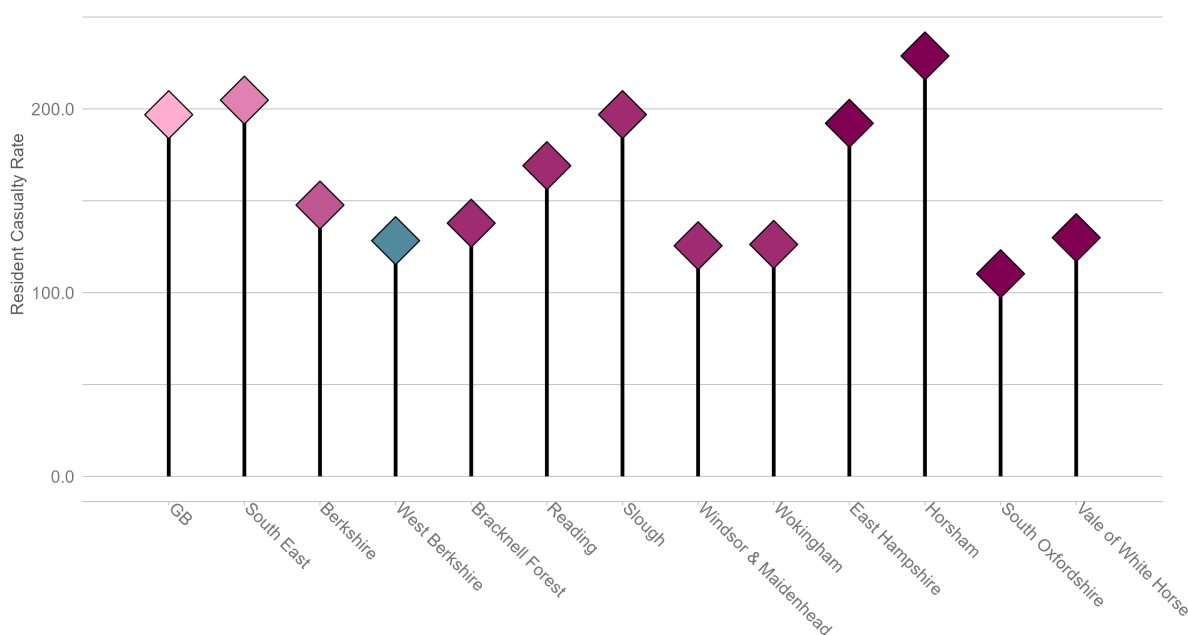
This section examines all casualties who were residents of West Berkshire at the time of injury. For information about West Berkshire's resident motor vehicle users involved in collisions on all roads, please refer to section 3.2.

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 is recorded at is 128.2 per year , per 100,000 population.

Figure 1: Annual average West Berkshire resident casualties per 100,000 population (2020 - 2024)

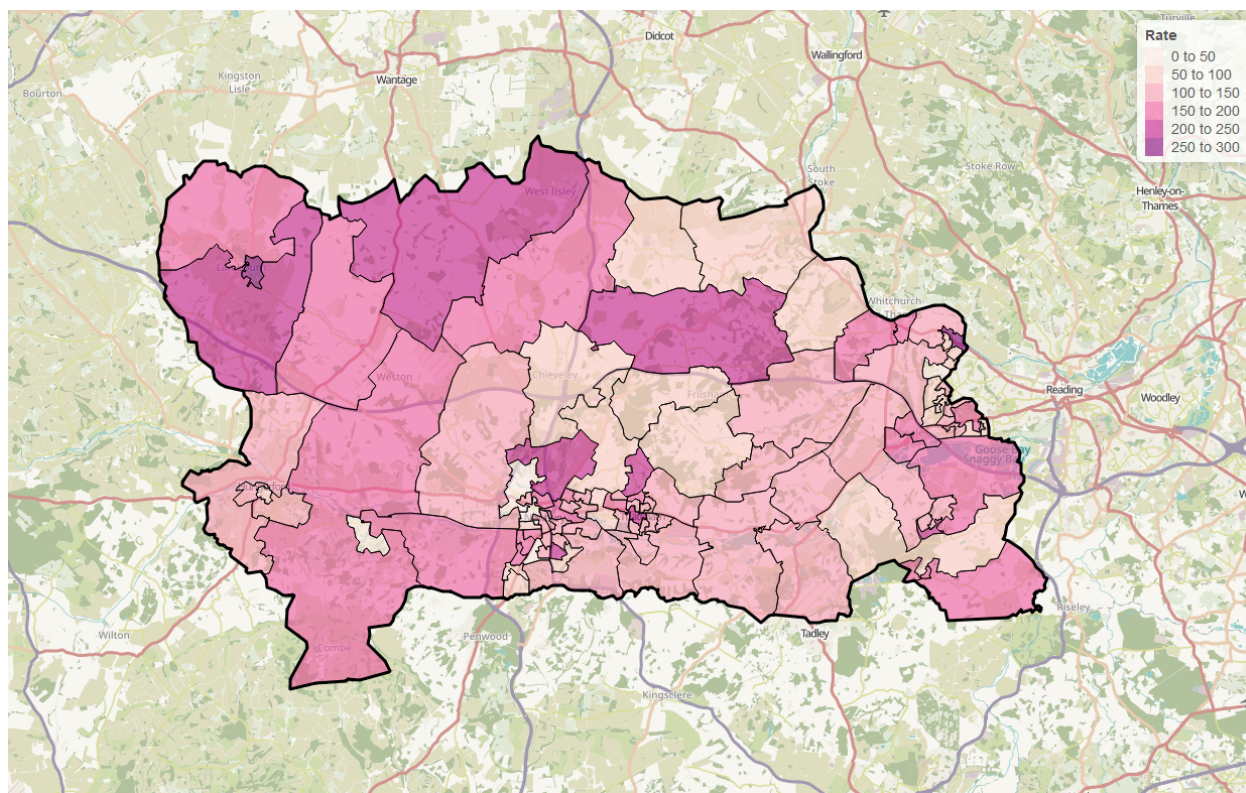


3.1.1.2 Comparisons West Berkshire recorded a total of 1036 resident casualties, which is relatively low compared to the other regions. The resident casualty rate is 34% lower than the national rate and 37% lower than the South East region.

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

The highest resident casualty rates was recorded in Purley on Thames with a resident casualty rate of 258.8 per 100,000 residents. Areas like Eastbury, Fawley, Hampstead Norreys, Newbury Bypass have observed high resident casualty rates falling under the range of 200-250 per 100,000 residents.

Figure 2: West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)

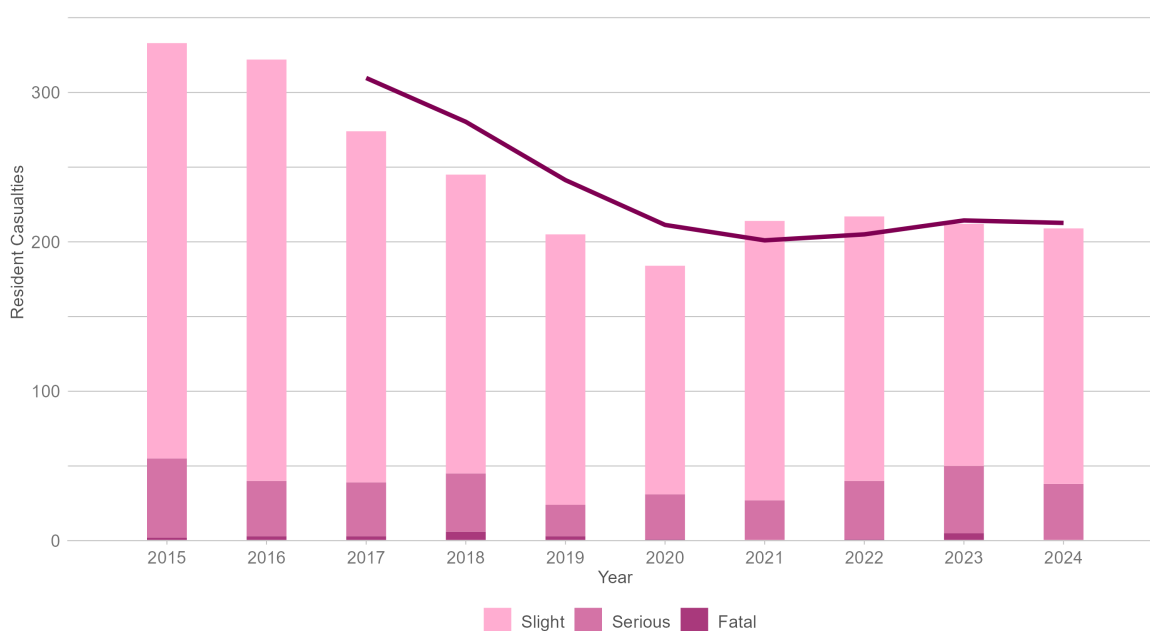


3.1.1.3 Trends Figure 3 shows West Berkshire's annual resident casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since observing a peak in 2015 in annual resident casualties, recording 333 casualties with 53 serious casualties, West Berkshire has recorded less casualties numbers. The casualties dropped steadily till 2020, recording 184 casualties and 30 serious casualties. The casualties rose to 214 with serious casualties reducing to 27 in 2021 before casualties increasing to 217 and serious

collisions rose to 39. Since then, the casualties more or less stayed on the similar levels in 2023 and finally recording 209 casualties in 2024 with 38 serious casualties.

Figure 3: West Berkshire resident casualties, by year and severity (2015-2024)



3.1.1.3.1 Resident Casualties occurring in other areas Approximately 56% of the West Berkshire's resident casualties have been recorded in West Berkshire. Furthermore, Hampshire, Reading and Oxfordshire recorded casualties accounting for 11%, 8% and 3%, respectively out of the total 1,036 casualties.

3.1.1.4 Socio Demographic Analysis

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

The resident casualties in West Berkshire are predominantly concentrated among early adulthood and middle age residents. Specifically, the 17-24 year- old age group represented a high casualty number accounting for 190 out of the total 1,027 casualties. The 25-34 and 35-44 year-old age groups accounted for 179 and 171 casualties, respectively. The 35-44 and 45-54 year- old age group accounted for the two fatalities in both the groups.

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.

Across the demographic within West Berkshire, the 17-24, 35-44 and 45-54 year-old age group were all overrepresented in comparison to the national index. Whereas, the 25-34 year- old age group was overrepresented but relatively less overrepresented in comparison to the national index.

Figure 4: West Berkshire resident casualties, by age group (2020-2024)

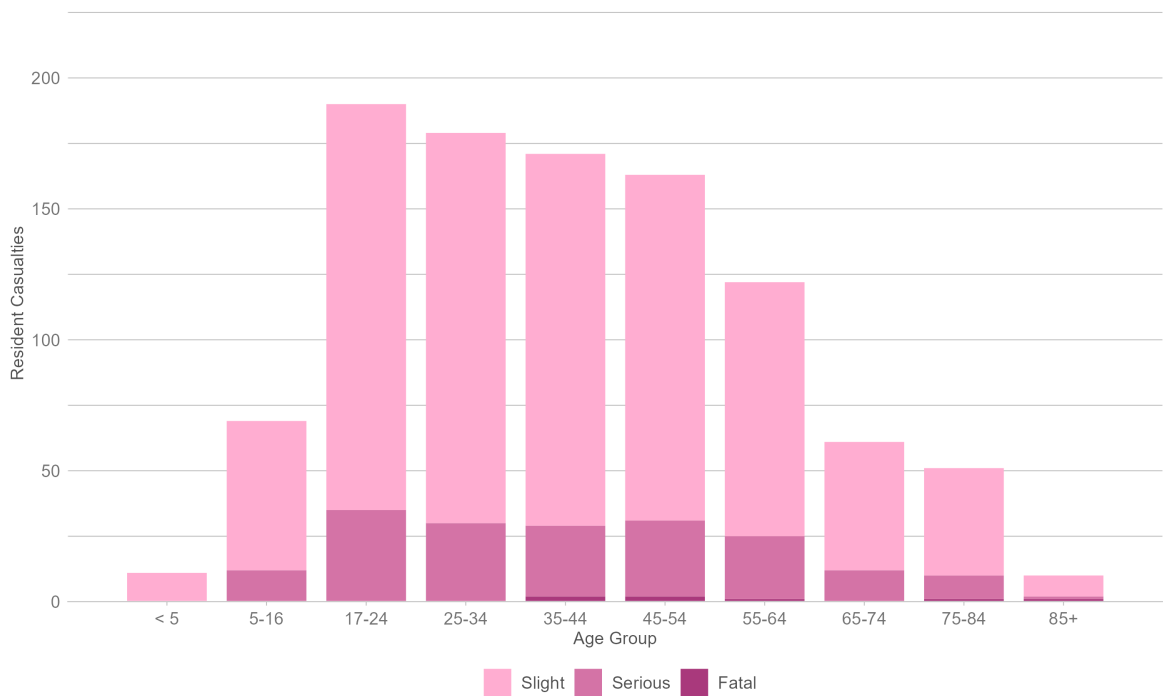
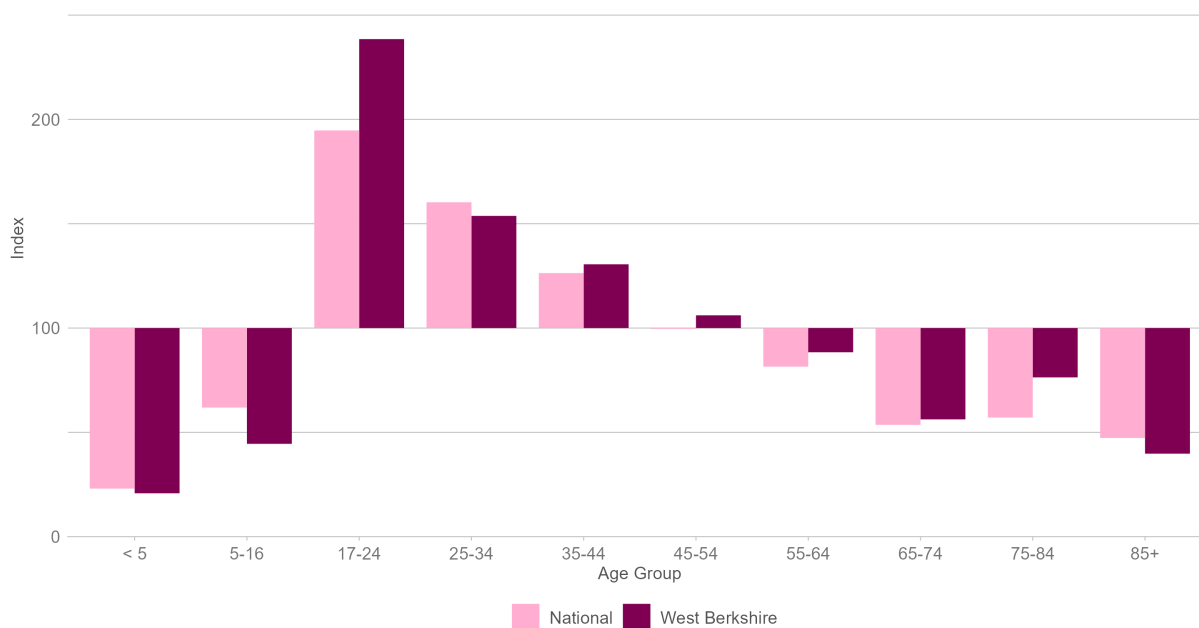


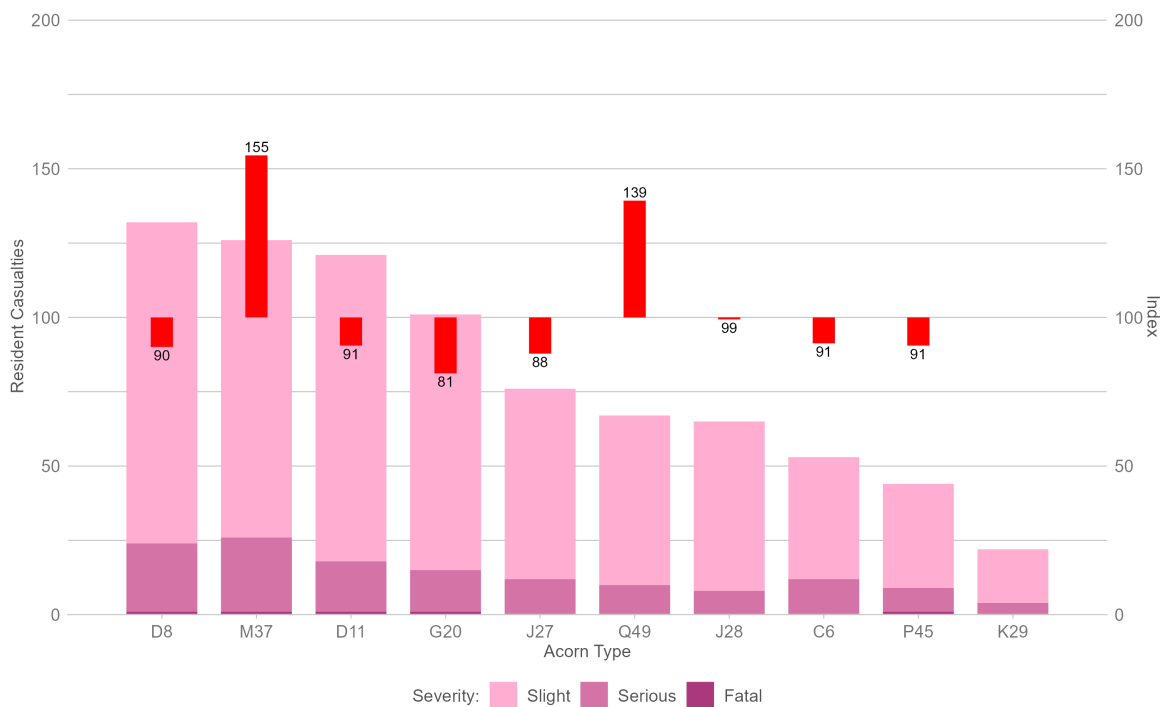
Figure 5: West Berkshire resident casualties, by age group and indexed by population (2020-2024)



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.

Within West Berkshire, D8 (Affluent, older homeowners), M37 (Restricted residents, socially renting) and D11 (Mature and moneyed out-of-towners) were the Acorn types which recorded high resident casualties. Furthermore, West Berkshire shows that the two overrepresented acorn types were M37, Q49 (Socially renting single adults households) recorded an index of 155 and 139, respectively.

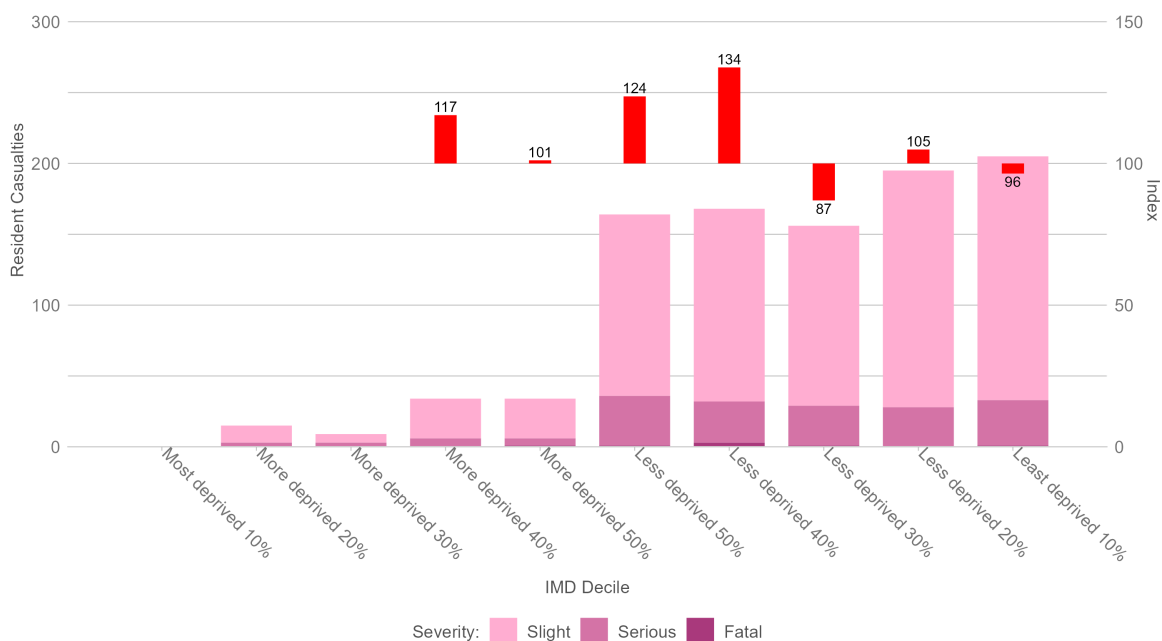
Figure 6: West Berkshire resident casualties, by Acorn Type (2020-2024)



3.1.1.4.3 Deprivation Figure 7 shows resident casualties by the IMD of the LSOA in which they reside.

The majority of the resident casualties were from communities from the less deprived IMD deciles and the largest number of resident casualties were from the communities in the least deprived 10 % and less deprived 20% with 205 and 195 casualties, respectively across West Berkshire. However, the proportion falling under less deprived 40% and less deprived 50% were overrepresented with an index of 134 and 124, respectively in the year 2024.

Figure 7: West Berkshire resident casualties, by Index of Multiple Deprivation (2020-2024)



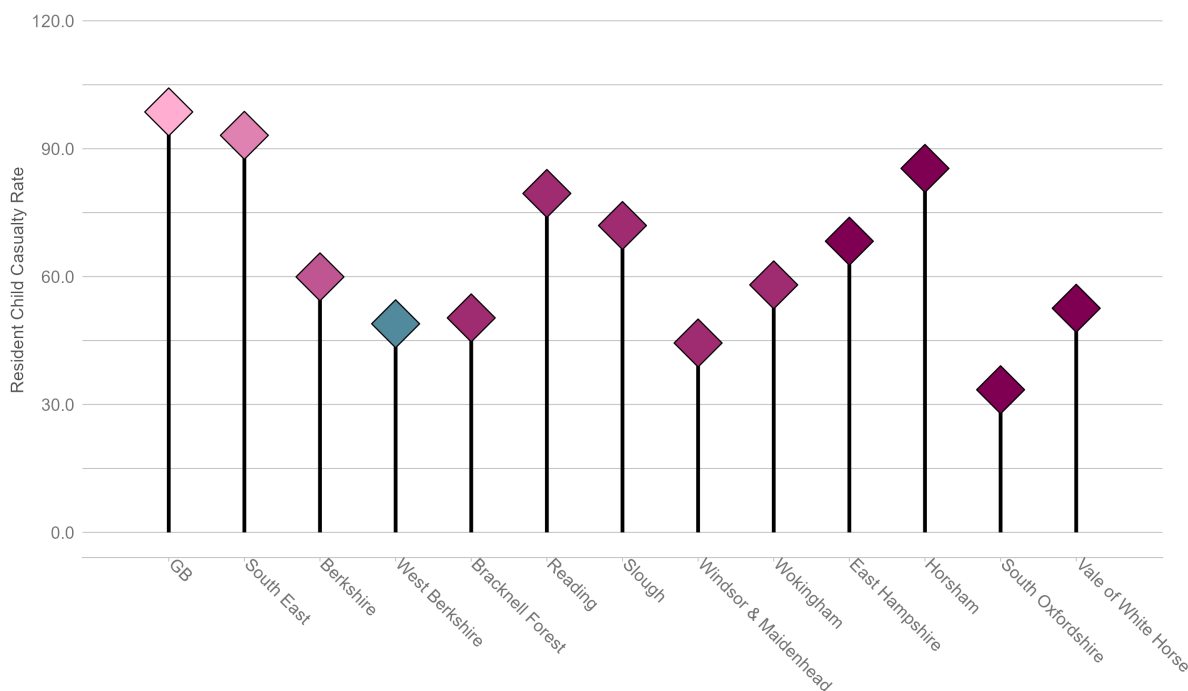
3.1.2 Resident Child Casualties

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

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

West Berkshire's resident child casualty rate registered 59 casualties per year, per 100,000 child population.

Figure 8: Annual average West Berkshire resident child casualties per 100,000 population (2020-2024)

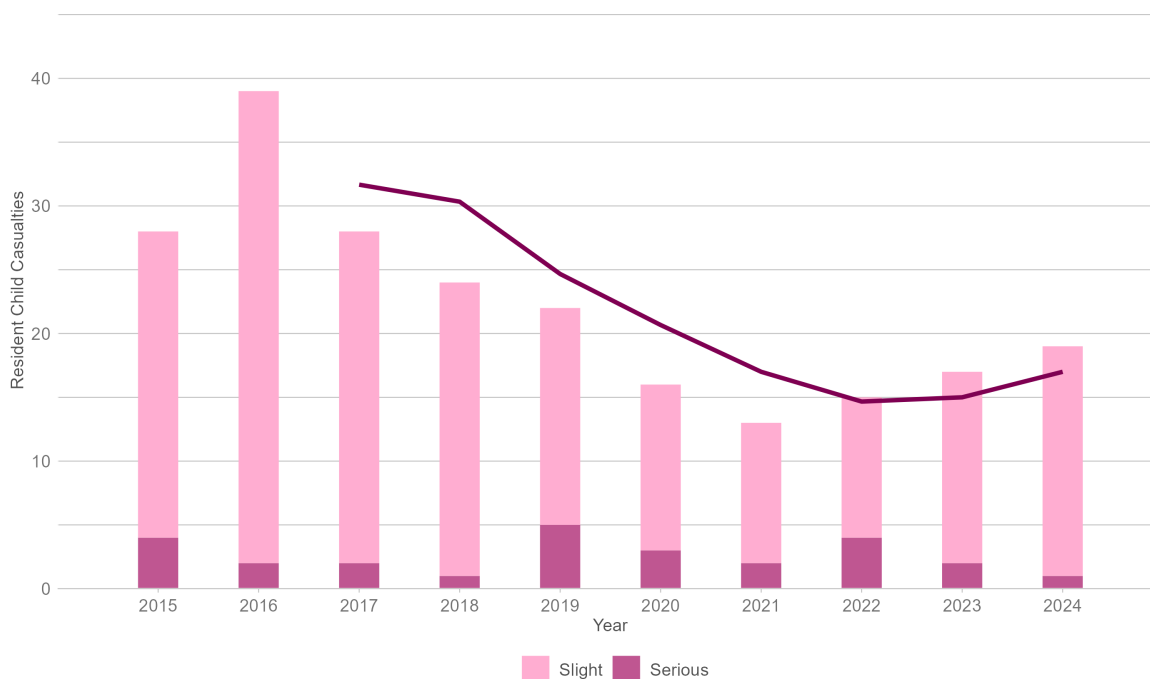


3.1.2.2 Comparisons West Berkshire recorded resident child casualty rate 50% lower than the National rate and 47% lower than the South East regional rate. In comparison to other authorities, West Berkshire recorded a relatively low casualty rate. With the exception of Windsor & Maidenhead and Vale of White Horse, all other compared authorities held a higher casualty rate compared to West Berkshire.

3.1.2.3 Trends Figure 9 shows West Berkshire's annual resident child casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since a peak in 2016, resident child casualties declined until 2020. West Berkshire shows an upward trend since 2022. Casualties dropped from 16 in 2020 to 13 in 2021, while serious casualties dropped from three to two. Subsequently, in 2022, casualties were recorded at 15 with four serious casualties, before returning to 17 in 2023, similar to 2020 levels, while serious casualties dropped to two. Eventually, casualties increased to 19 in 2024, while serious casualties dropped to one.

Figure 9: West Berkshire resident child casualties, by year and severity (2015-2024)



3.1.2.3.1 Resident Child Casualties occurring in other areas Approximately 67% of West Berkshire's resident child casualties were injured on the roads in West Berkshire, out of the remainder the next most frequent area was Hampshire (10%), followed by Reading where 4% of the children were injured.

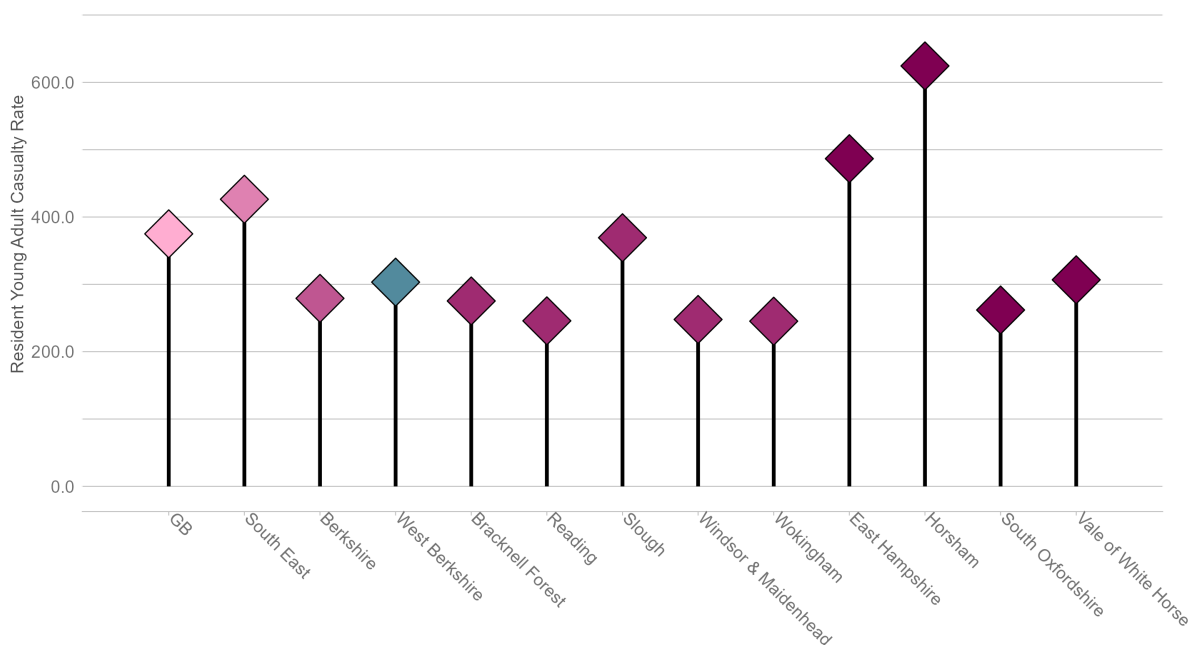
3.1.3 Resident Young Adult Casualties

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.

3.1.3.1 Rates Figure 10 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 recorded 303 casualties per year, per 100,000 population.

Figure 10: Annual average West Berkshire resident young adult casualties per 100,000 population (2020-2024)

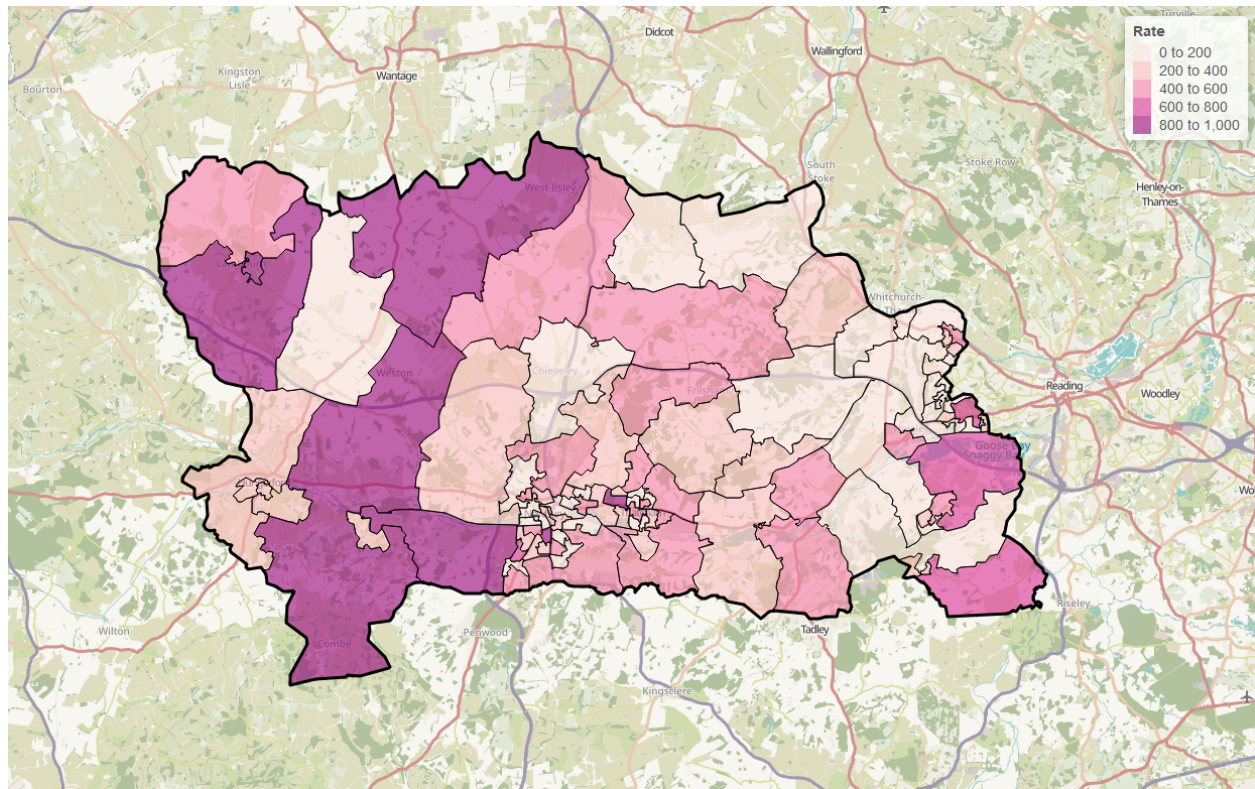


3.1.3.2 Comparisons West Berkshire's resident young adult casualty rate recorded a rate 19% lower than the National rate and 28% lower than the South East regional rate. With the exception of Horsham, Slough and East Hampshire, the rest of the authorities registered a lower resident casualty rate than West Berkshire.

3.1.3.2.1 Residency by Small Area Figure 11 shows the home location of West Berkshire's resident young adult casualties by 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 were recorded in the northwest region of Eastbury and South Fawley. The areas of Wickham, Inkpen, Enborne also have high resident young adult casualty rates.

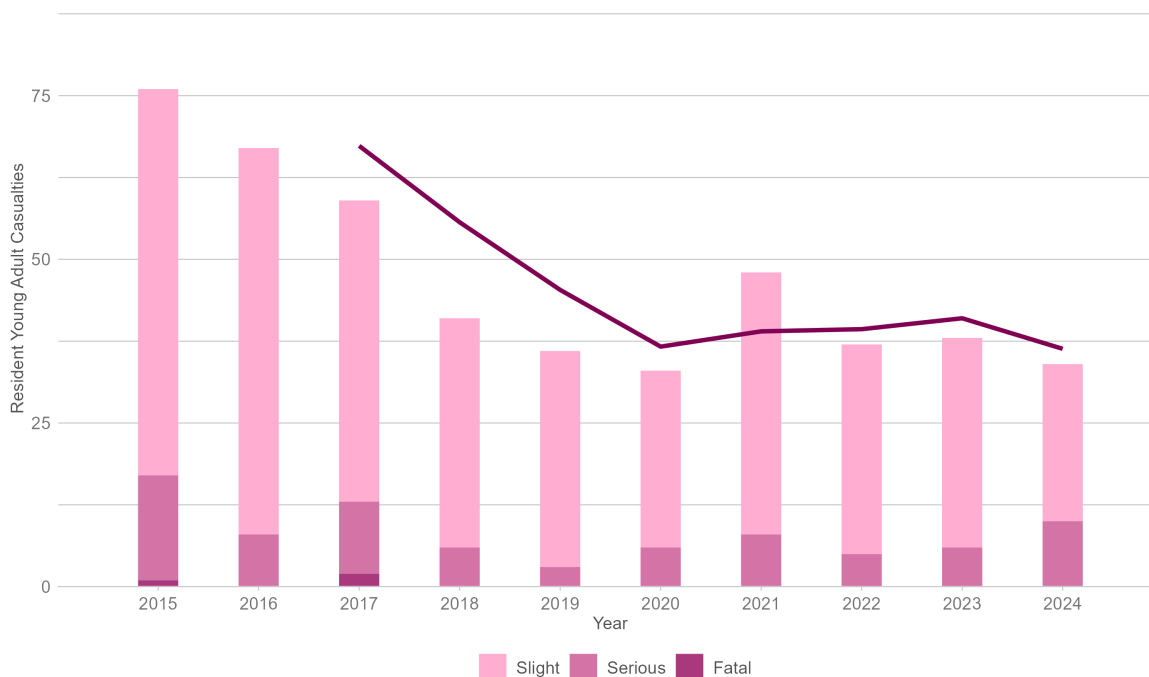
Figure 11: West Berkshire resident young adult casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)



3.1.3.3 Trends Figure 12 shows West Berkshire's annual resident young adult casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since observing a peak in 2015, recording 76 annual resident young adult casualties and 16 serious casualties, West Berkshire have recorded a lower resident young adult casualty number. The casualty numbers have decreased till 2019, where the casualties approximately halved since 2015 recording 36 casualties and three serious casualties. The figures rose from 33 casualties and six serious casualties to 48 casualties and eight serious casualties in 2021. Since then, West Berkshire observed a fluctuating trend, recording a drop in casualties to 37 and five serious casualties in 2022, before increasing to 38 casualties and six serious casualties. Finally, West Berkshire recorded 34 casualties with serious casualties increasing to 10.

Figure 12: West Berkshire resident young adult casualties, by year and severity (2015-2024)



3.1.3.3.1 Resident Young Adult Casualties occurring in other areas Around 60% of the West Berkshire's young adult casualties took place in West Berkshire itself between the years 2020-2024. Followed by that the next highest West Berkshire resident casualties were recorded in Hampshire constituting around 15% of the total casualties and followed by Reading of around 5%.

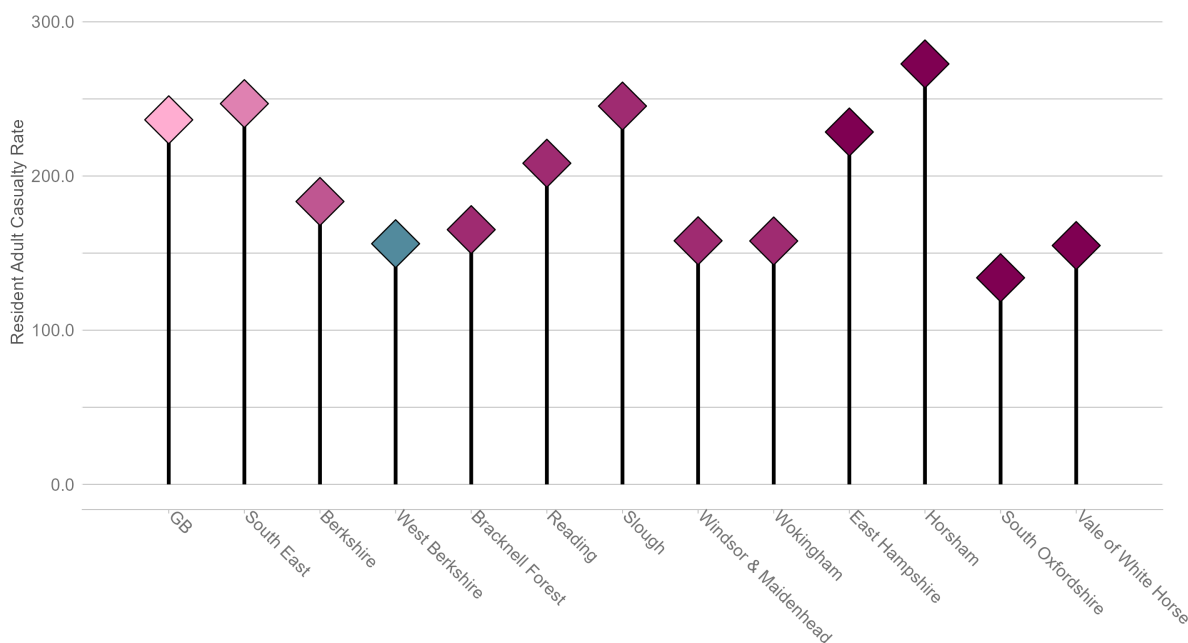
3.1.4 Resident Adult Casualties

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.

3.1.4.1 Rates Figure 13 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 registered 156 casualties per year, per 100,000 population.

Figure 13: Annual average West Berkshire resident adult casualties per 100,000 population (2020-2024)

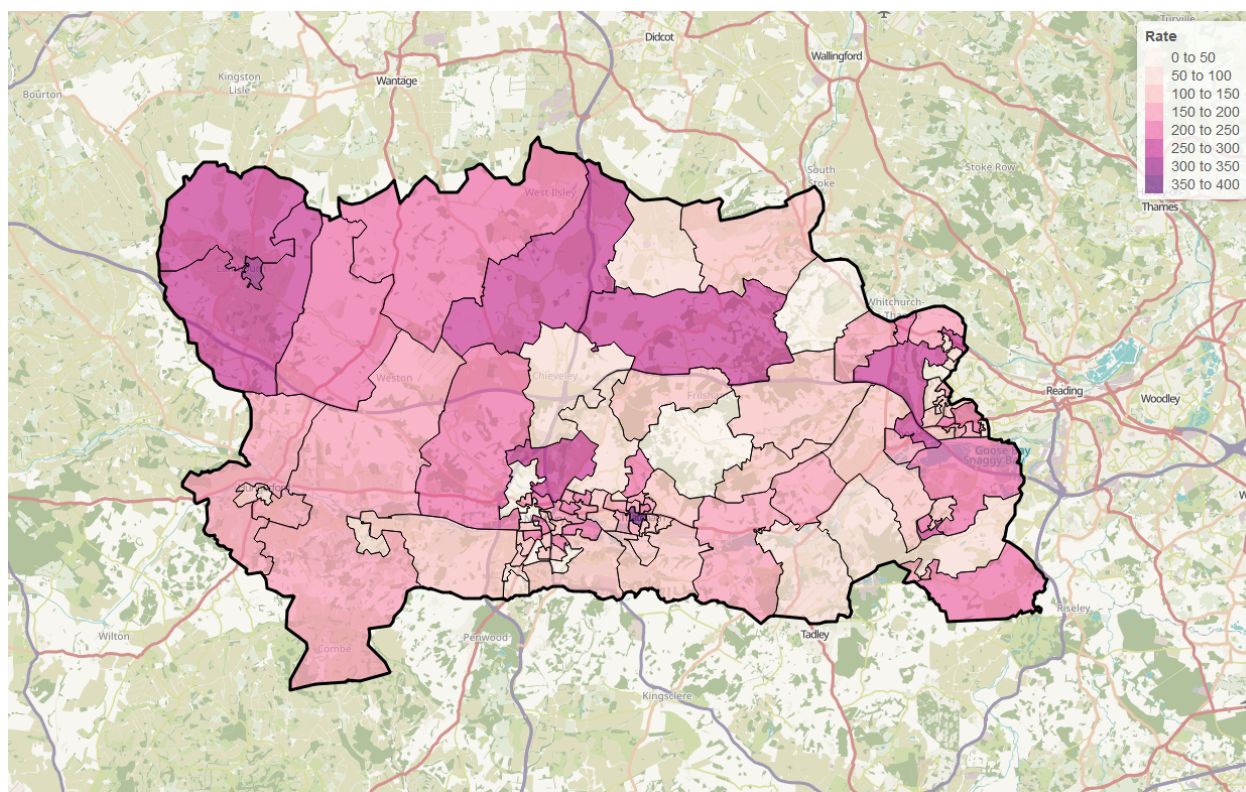


3.1.4.2 Comparisons West Berkshire recorded resident adult casualty rates 33% lower than the National and 36% lower than the South East regional rate. With the exception of South Oxfordshire (133.9) and Vale of White Horse (154.9) per 100,000 population, West Berkshire registered a relatively low casualty rate in comparison with other authorities.

3.1.4.2.1 Residency by Small Area Figure 14 shows the home location of West Berkshire's resident adult casualties by LSOA. The thematic map is coloured by resident adult casualties per year per adult population of LSOA.

The highest resident adult casualty across West Berkshire were recorded in the area of Thatcham Town (relatively small area). Eastbury, Upper Lambourn, Leckampstead, Hampstead Norreys also have relatively high rates per 100,000 population.

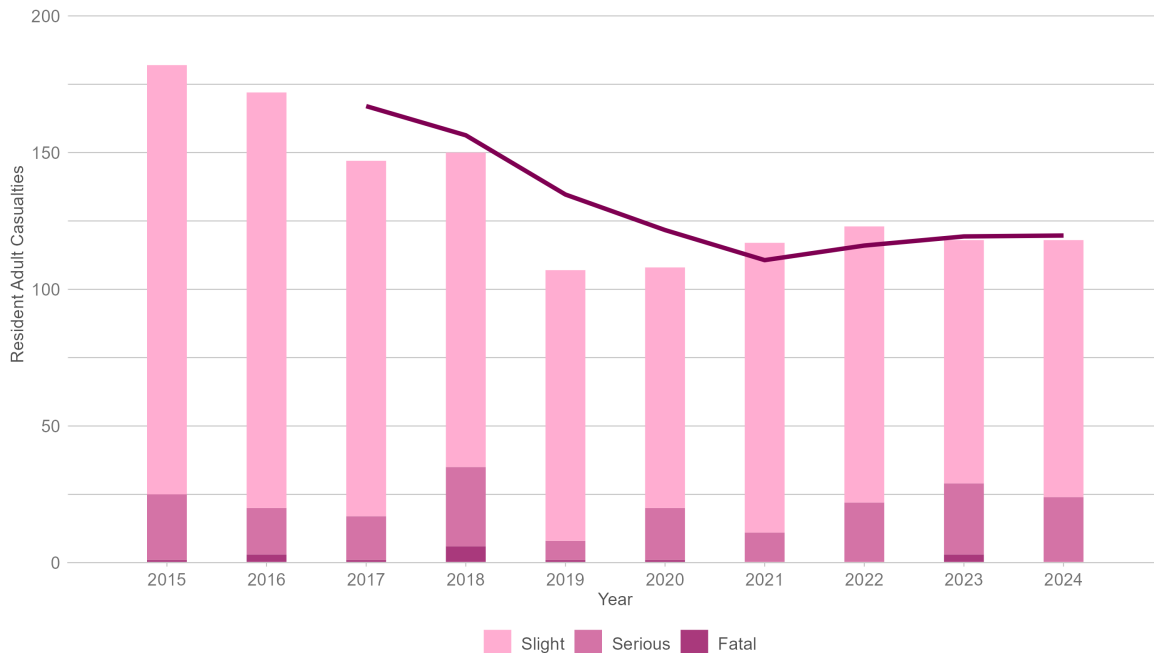
Figure 14: West Berkshire resident adult casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)



3.1.4.3 Trends Figure 15 shows West Berkshire's annual resident adult casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since a peak in 2015 recording 182 casualties and 24 serious casualties, the annual resident annual casualties have steadily dropped to 147 casualties and 16 serious casualties in 2017. The figures rose to 150 casualties and 29 serious casualties in 2018, before figures declining to an all time low (throughout the decade) in 2019, recording 107 casualties and seven serious casualties. The figures rose from 108 casualties and 19 serious casualties in 2020 to 117 casualties with serious casualties dropping to 11 in 2021. After the figures increasing to 123 casualties and 22 serious casualties in 2022, West Berkshire recorded a constant casualty number in 2023 and 2024 at 118 casualties, but the serious casualties dropped from 26 to 24.

Figure 15: West Berkshire resident adult casualties, by year and severity (2015-2024)



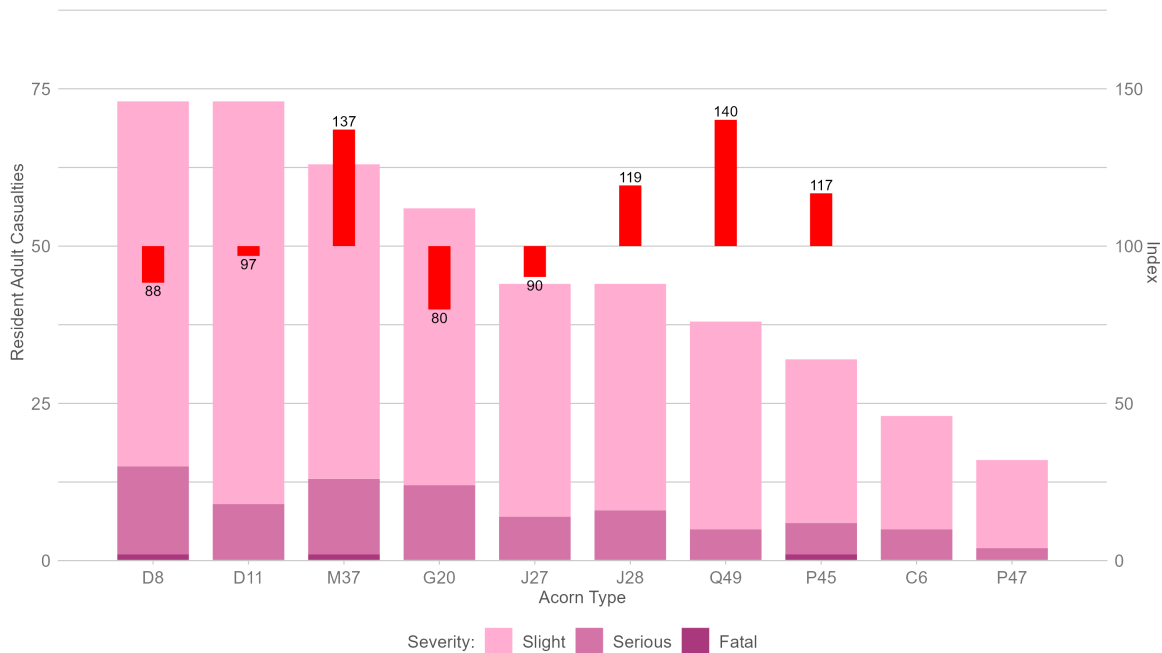
3.1.4.3.1 Resident Adult Casualties occurring in other areas Around 52% of West Berkshire's resident adult casualties were injured within West Berkshire out of 584 total casualties between 2020 and 2024. The next largest number were injured in Hampshire constituting 12% of the casualties and followed by Reading at 10%.

3.1.4.4 Socio Demographic Analysis

3.1.4.4.1 Segmentation Analysis of the Acorn communities in which West Berkshire's resident adult 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.

Between the years 2020 and 2024, the Acorn types D8 (Affluent, older homeowners) and D11 (Mature and moneyed out-of-towners) recorded the highest number of resident adult casualties both constituting approximately 12% each of the total resident adult casualties (584) in West Berkshire. M37 (Restricted residents, socially renting) and Q49 (Socially renting single adults households) were the two most overrepresented Acorn types with an index of 137 and 140, respectively.

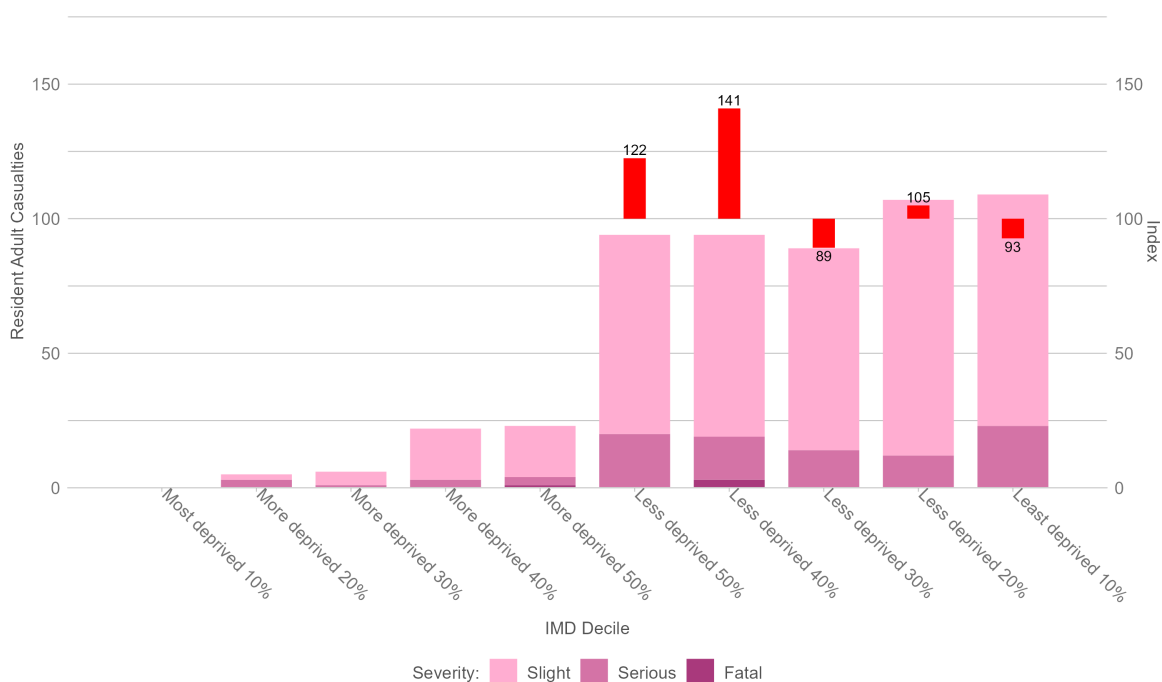
Figure 16: West Berkshire resident adult casualties, by Acorn Type (2020-2024)



3.1.4.4.2 Deprivation Figure 17 shows resident adult casualties by the IMD of the LSOA in which they reside.

In West Berkshire, resident adult casualties predominantly fell under the least deprived IMD deciles. The least deprived 10% and least deprived 20% deciles recorded the highest casualties per 100,000 population. Furthermore, the 40% least deprived and 50% least deprived deciles recorded similar casualties, but were over-represented in 2024 with an index of 122 and 144, respectively.

Figure 17: West Berkshire resident adult casualties, by Index of Multiple Deprivation (2020-2024)



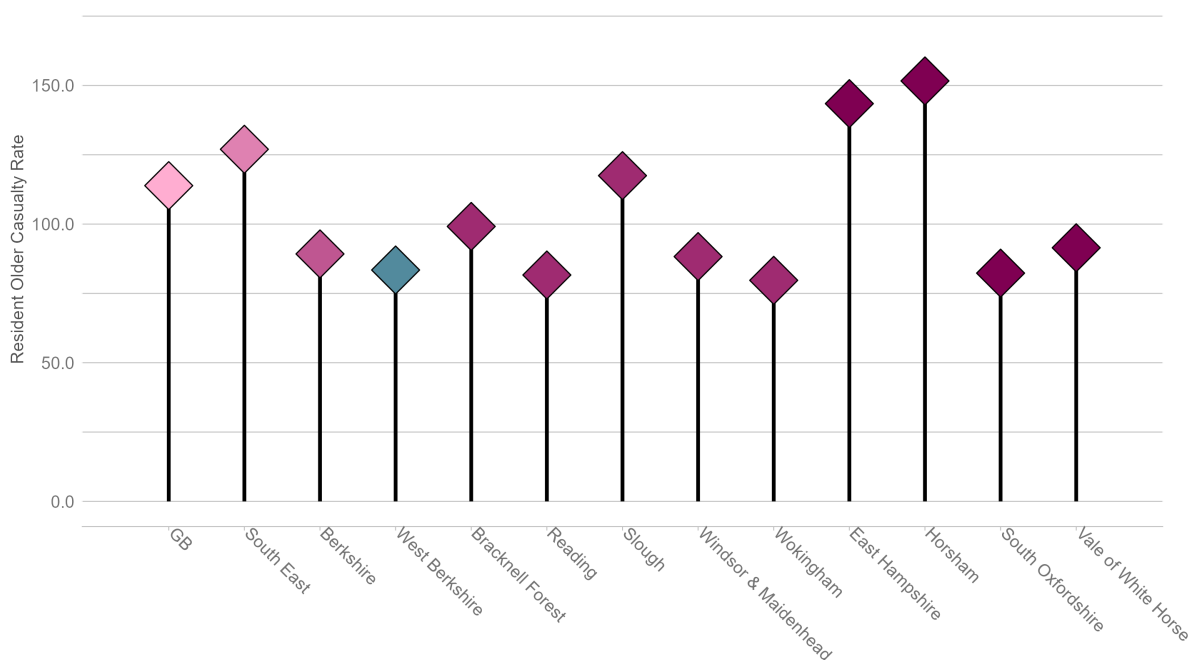
3.1.5 Resident Older Casualties

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

3.1.5.1 Rates Figure 18 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 casualties registered 83 casualties per year, per 100,000 population.

Figure 18: Annual average West Berkshire resident older casualties per 100,000 population (2020-2024)

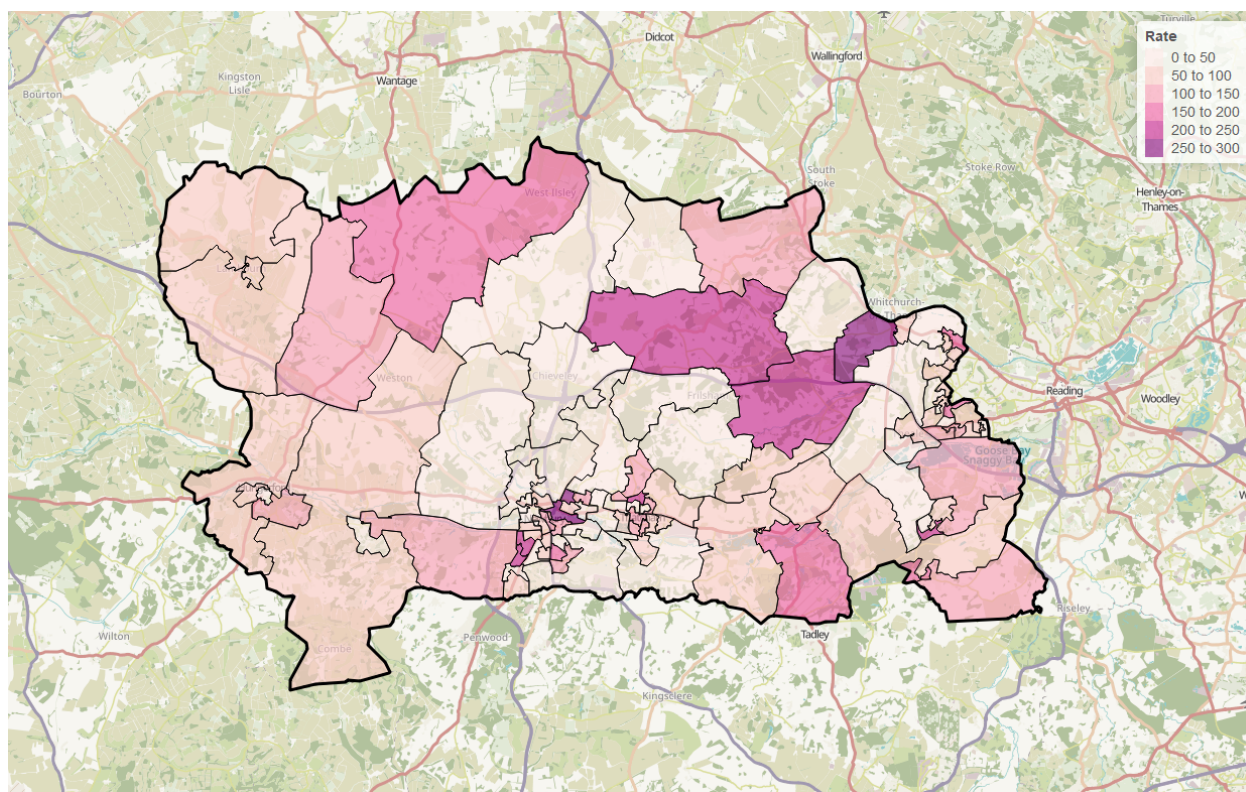


3.1.5.2 Comparisons West Berkshire recorded a 26% lower resident older casualty rate than the National and 34% lower than South East regional rate. With the exception of Reading, South Oxfordshire and Wokingham, West Berkshire observed a lower casualty rate in comparison with other authorities.

3.1.5.2.1 Residency by Small Area Figure 19 shows the home location of West Berkshire's resident older casualties by LSOA. The thematic map is coloured by resident older casualties per year per older population of LSOA.

Among the different regions in West Berkshire, it is observed that Pangbourne recorded the highest the number of resident older casualties of 260 per 100,000 population. Hampstead Norreys and Bradfield also observed high casualties falling under the range of 200 to 250 casualties per 100,000 population.

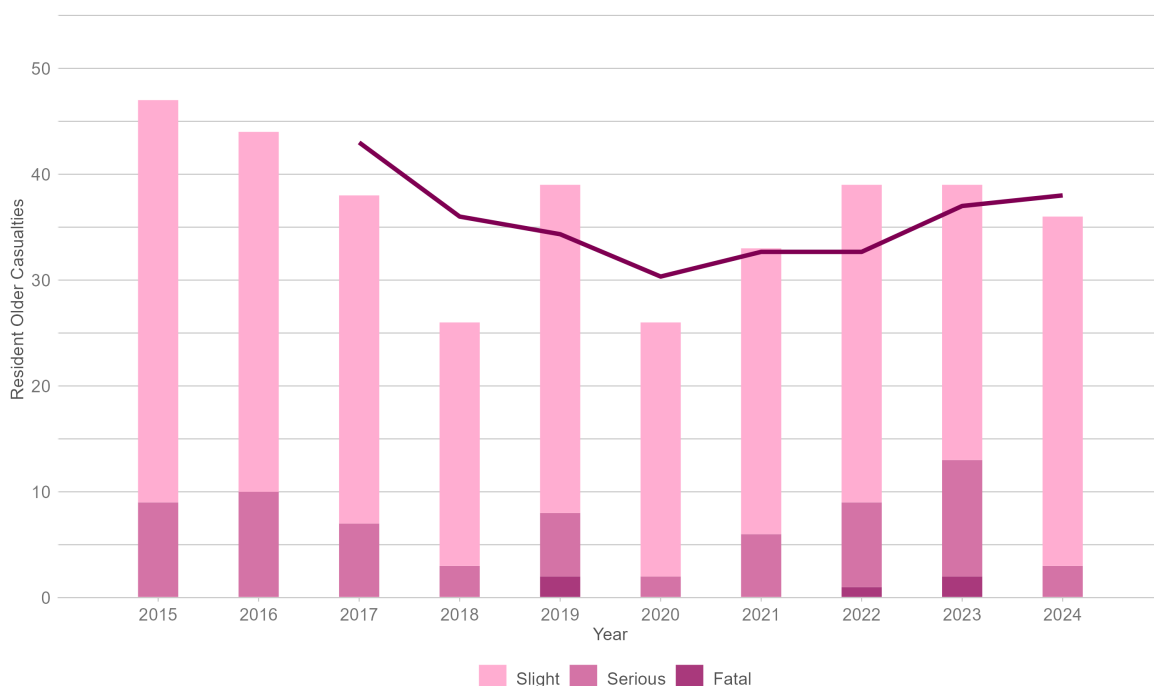
Figure 19: West Berkshire resident older casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)



3.1.5.3 Trends Figure 20 shows West Berkshire's annual resident older casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since recording peak in 2015 in annual resident older casualty numbers at 47 casualties and nine serious casualties, West Berkshire observed a steady decline to 38 casualties and seven serious casualties in 2017. The figures dropped to 26 casualties and three serious casualties in 2018. The figures rose to 39 casualties and six serious casualties in 2019. Since 2020, West Berkshire observed an upward trend to 2022 recording 39 casualties and eight serious casualties. After the casualties remaining constant at 39 but serious casualties rising to 11, in 2024 the figures dropped to 36 casualties and three serious casualties.

Figure 20: West Berkshire resident older casualties, by year and severity (2015-2024)



3.1.5.3.1 Resident Older Casualties occurring in other areas Around 60% of resident older casualties were observed in the county of West Berkshire itself out of the 173 total casualties. Furthermore, Hampshire and Reading constituted 8% and 6% of the total resident older casualties, respectively.

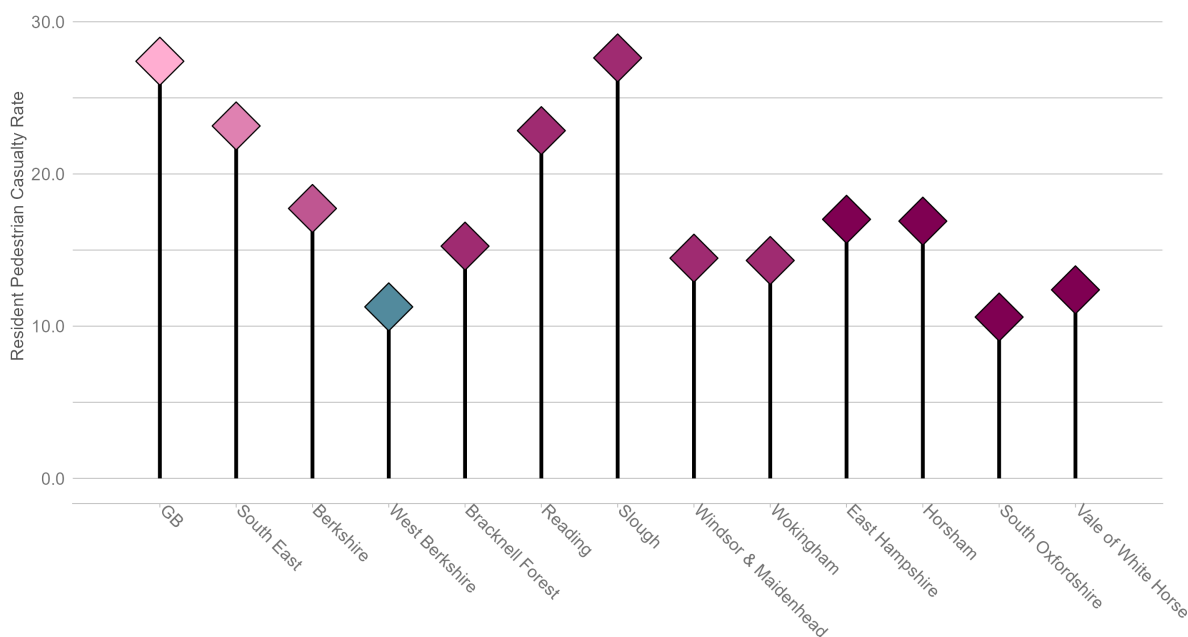
3.1.6 All West Berkshire Resident Pedestrian Casualties

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

3.1.6.1 Rates Figure 21 shows the resident pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire's resident pedestrian casualty rate was recorded at 11.2 per year per 100,000 population.

Figure 21: Annual average West Berkshire resident pedestrian casualties per 100,000 population (2020-2024)

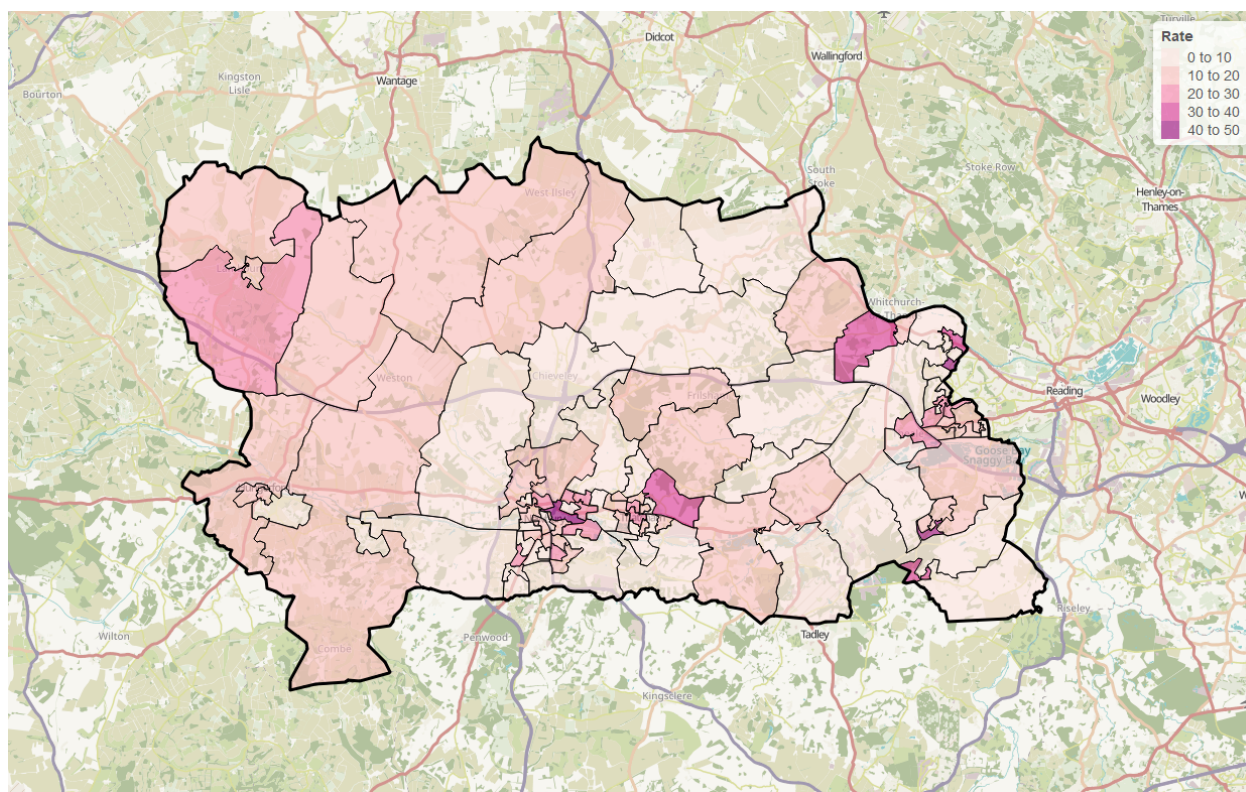


3.1.6.2 Comparisons West Berkshire shows that between 2020 and 2024, the resident pedestrian casualty rate was 58% lower than the national rate and 51% lower than the South East regional rate. Furthermore, West Berkshire recorded the second lowest resident pedestrian casualty rate among all compared local authorities, with the lowest being South Oxfordshire at 10.5 per 100,000 population.

3.1.6.2.1 Residency by Small Area Figure 22 shows the home location of West Berkshire's resident pedestrian casualties by LSOA. The thematic map is coloured by resident casualties per year per population of LSOA.

The highest resident pedestrian casualty rate in West Berkshire was recorded in the region of Newbury with a rate of 40 casualties per 100,000 population. The areas of Thatcham and Pangbourne have had high casualty rates with rates ranging from 30 to 40 casualties per 100,000 population.

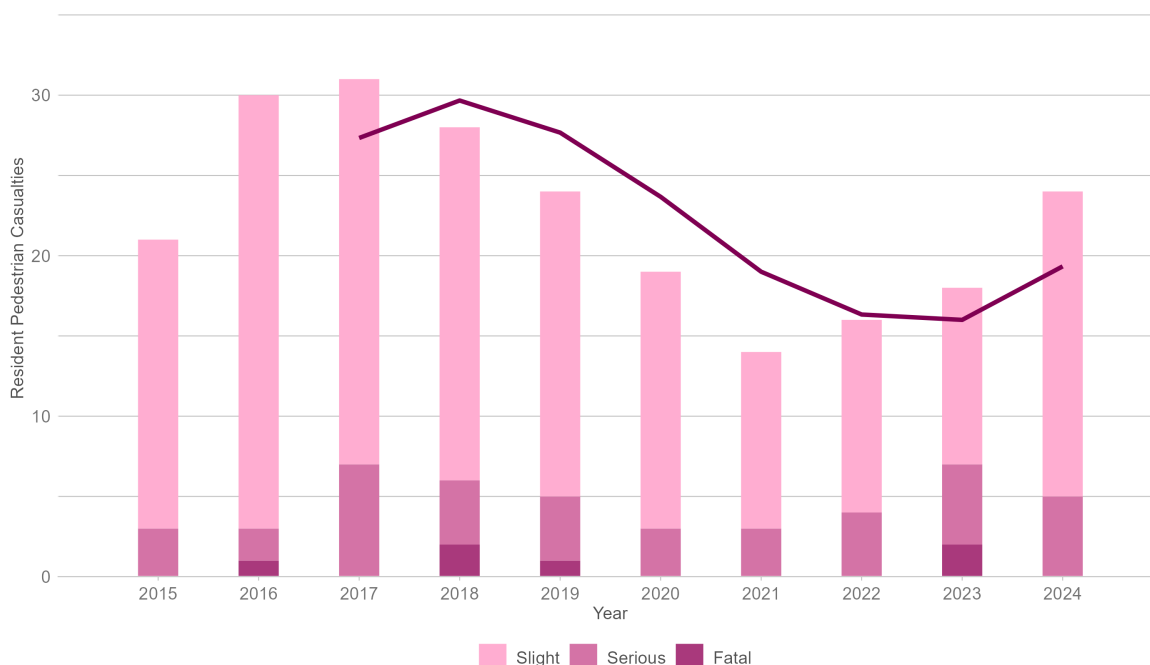
Figure 22: West Berkshire resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)



3.1.6.3 Trends Figure 23 shows West Berkshire's annual resident pedestrian casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since a peak in 2017 recording 31 resident pedestrian casualties, West Berkshire observed a downward trend till 2021. In 2021, West Berkshire recorded 14 pedestrian casualties. Since then, the pedestrian casualties have started increasing. In 2024, the pedestrian casualties recorded 24 casualties, matching the levels of 2019.

Figure 23: West Berkshire resident pedestrian casualties, by year and severity (2015-2024)



3.1.6.3.1 Resident Pedestrian Casualties occurring in other areas West Berkshire shows that resident pedestrian casualties predominantly occurred within the West Berkshire itself, constituting approximately 75% of the total casualties. Furthermore, the next highest casualties were injured in Reading, which accounted for 16% of the total casualties.

3.1.6.4 Socio Demographic Analysis

3.1.6.4.1 Age Figure 24 shows the numbers of resident pedestrian casualties by four specified age groups.

West Berkshire recorded a relatively high percentage of resident pedestrian casualties within the 5–16 age group. Furthermore, pedestrian casualties were concentrated among the 25–34 and 35–44 age groups, with the latter including one fatality.

It is more informative to consider Figure 25) which shows resident pedestrian 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.

Across all demographic brackets in West Berkshire, the 5–16 age group was the most over-represented. Furthermore, the 25–34, 35–44, and 75–84 age groups were also over-represented in comparison to the national index.

Figure 24: West Berkshire resident pedestrian casualties, by age group (2020-2024)

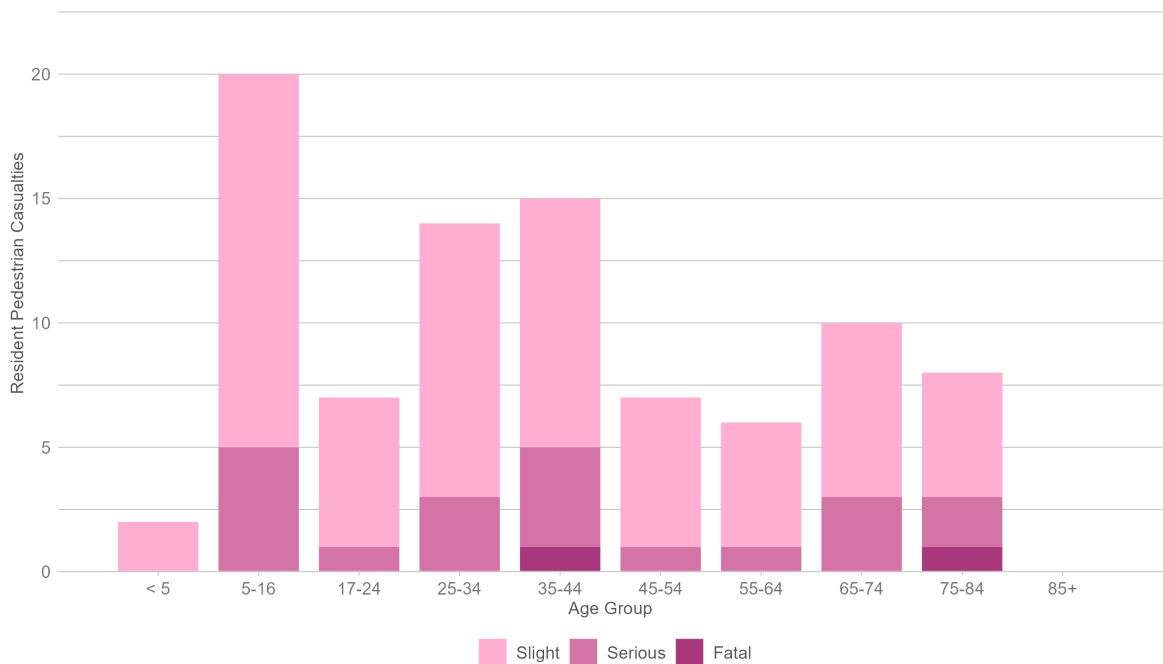
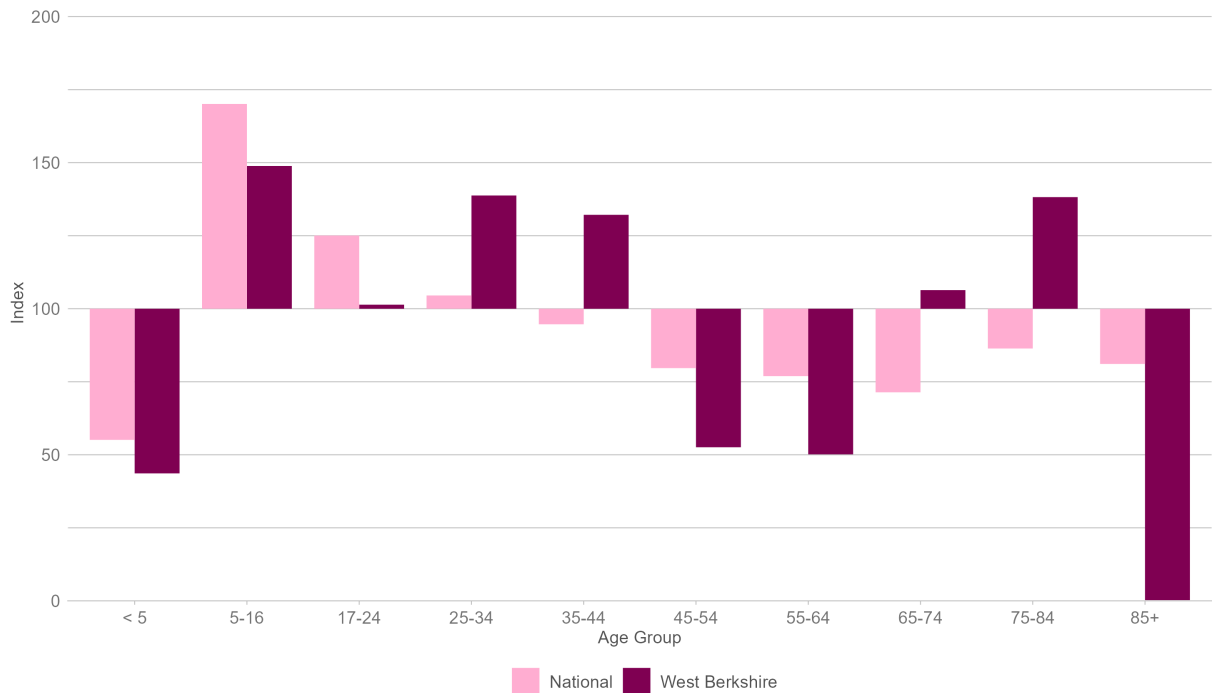


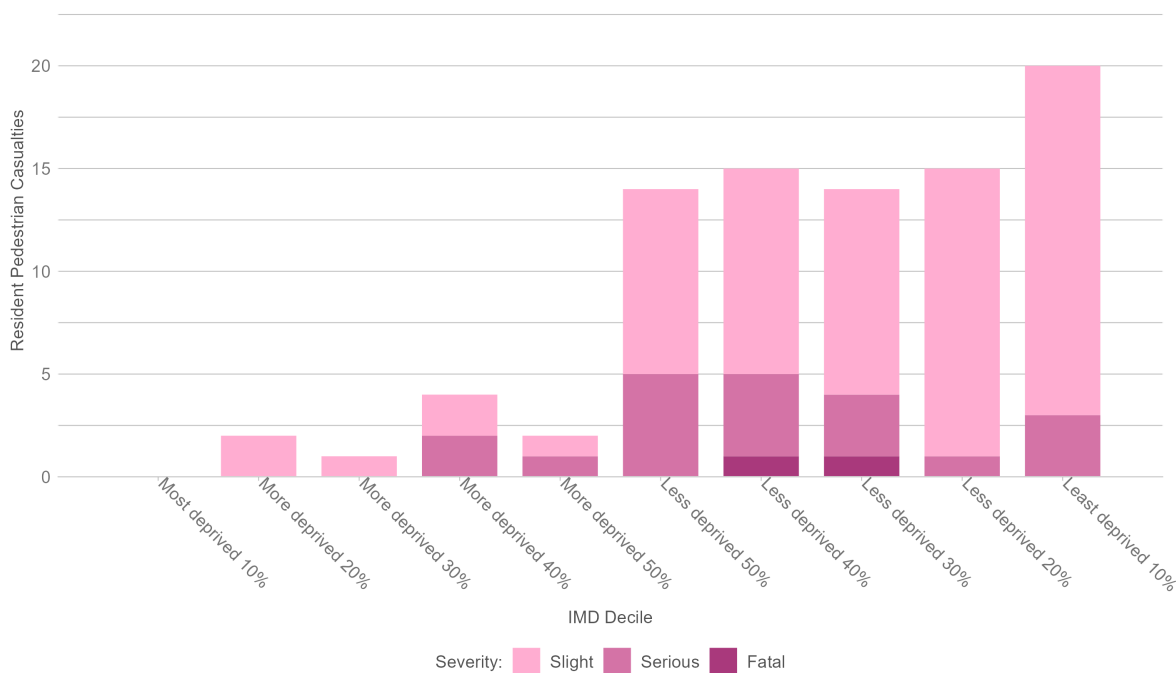
Figure 25: West Berkshire resident pedestrian casualties, by age group and indexed by population (2020-2024)



3.1.6.4.2 Deprivation Figure 26 shows resident pedestrian casualties by the IMD of the LSOA in which they reside.

West Berkshire recorded a majority of their resident pedestrian casualties concentrated in the less deprived IMD deciles. Specifically, pedestrian belonging to Least Deprived 10% decile recorded 20 casualties out of the total 87. Further, pedestrians belonging to Less Deprived 40% and Less Deprived 20% accounted for 15 casualties each.

Figure 26: West Berkshire resident pedestrian casualties, by Index of Multiple Deprivation (2020-2024)



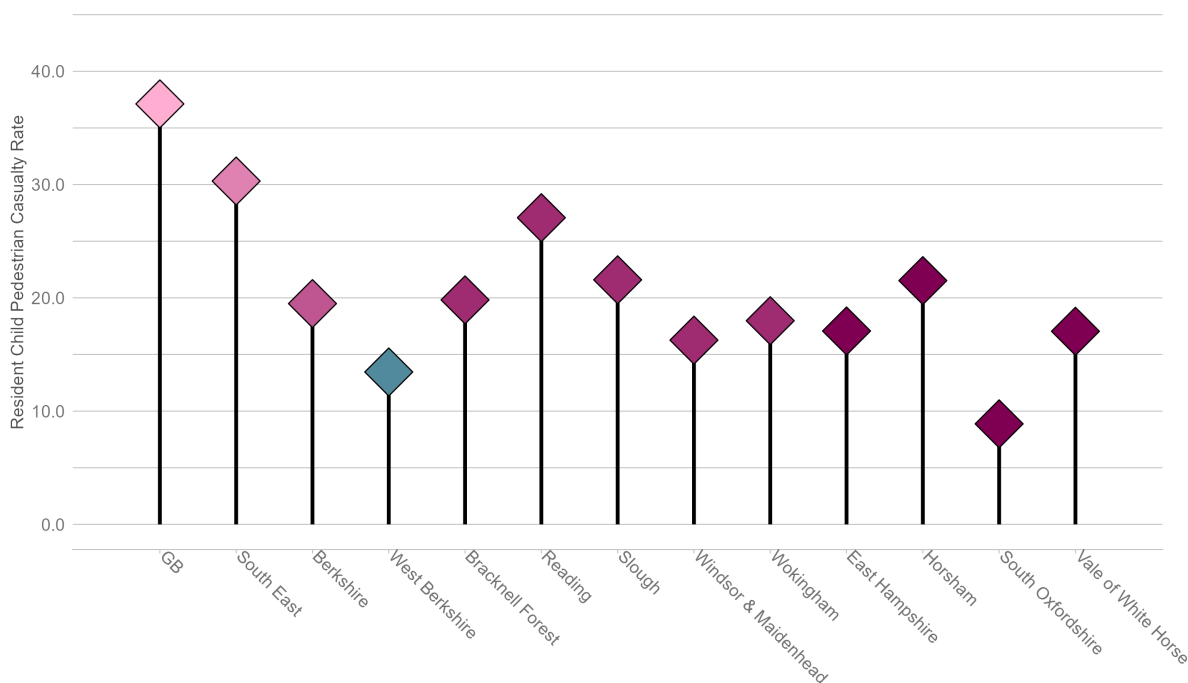
3.1.7 West Berkshire Resident Child Pedestrian Casualties

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

3.1.7.1 Rates Figure 27 shows the resident child pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire recorded a resident child pedestrian casualty rate of 13.4 per year per 100,000 population.

Figure 27: Annual average West Berkshire resident child pedestrian casualties per 100,000 population (2020-2024)



3.1.7.2 Comparisons Between the years 2020 and 2024 West Berkshire has had one of the lowest resident child pedestrian rates with comparison to other authorities. It has recorded a 63% lower resident child pedestrian casualty rate than the national rate and 55% lower rate than South East per 100,000 population.

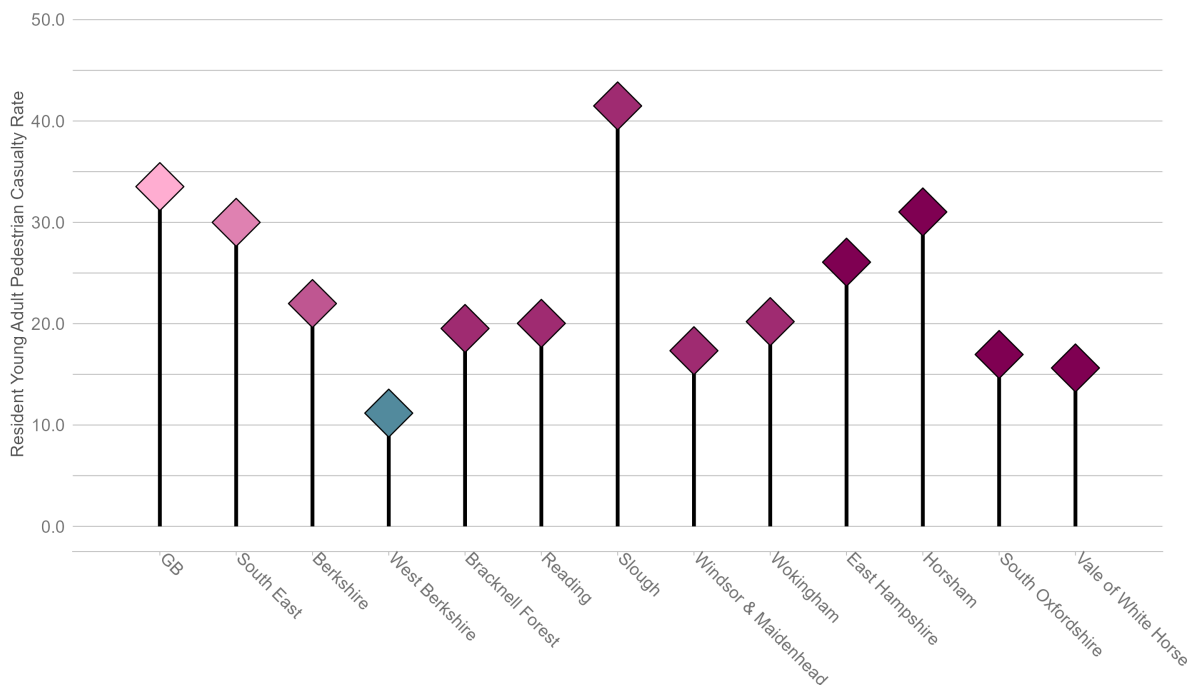
3.1.8 West Berkshire Resident Young Adult Pedestrian Casualties

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

3.1.8.1 Rates Figure 28 shows the resident young adult pedestrian 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 pedestrian casualty rate was recorded at 11.1 per year per 100,000 population.

Figure 28: Annual average West Berkshire resident young adult pedestrian casualties per 100,000 population (2020-2024)



3.1.8.2 Comparisons Between the years 2020 and 2024 West Berkshire observed the lowest resident young adult pedestrian casualty compared to other authorities. It recorded 66% lower casualty rate than the national rate and 62% lower rate than the South East regional rate.

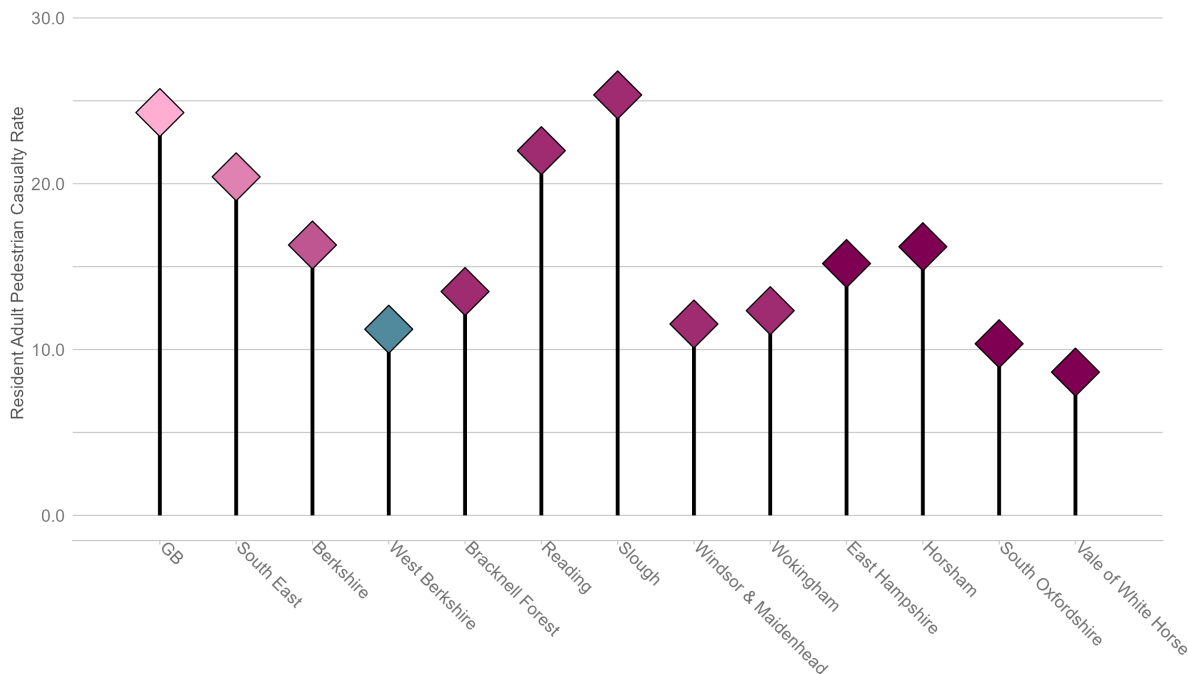
3.1.9 West Berkshire Resident Adult Pedestrian Casualties

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

3.1.9.1 Rates Figure 29 shows the resident adult pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

The resident adult pedestrian casualty rate in West Berkshire was recorded at 11.2 per year per 100,000 population.

Figure 29: Annual average West Berkshire resident adult pedestrian casualties per 100,000 population (2020-2024)



3.1.9.2 Comparisons West Berkshire in comparison with other other authorities observed a relatively low resident adult pedestrian casualty rate. It recorded a casualty rate around 53% lower than the national rate and 45% lower than the South East regional rate. Apart from the two authorities (South Oxfordshire and Vale of White Horse) recorded a lower resident adult pedestrian casualty rate than West Berkshire.

3.1.9.2.1 Resident Adult Pedestrian Casualties occurring in other areas West Berkshire residents accounted for 28 pedestrian casualties recorded within the West Berkshire itself. Furthermore, a further 11 casualties were registered in Reading out of the total (42) resident pedestrian casualties.

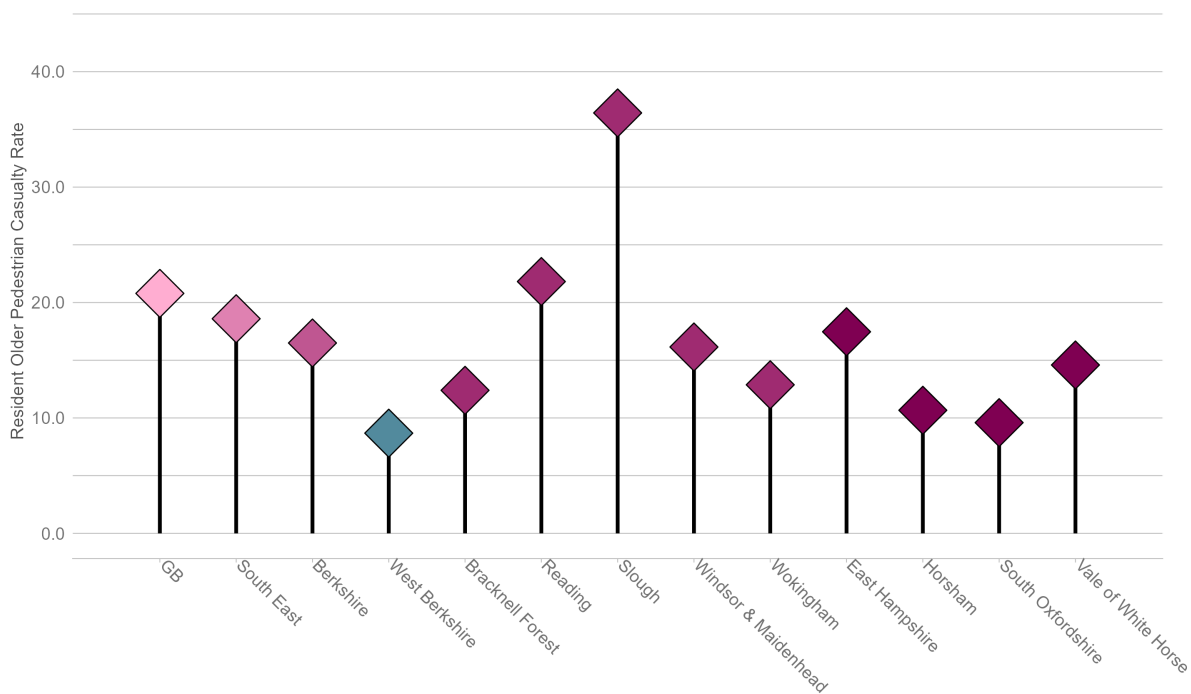
3.1.10 West Berkshire Resident Older Pedestrian Casualties

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

3.1.10.1 Rates Figure 30 shows the resident older pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

The resident older pedestrian casualty rate between the years 2020 and 2024 in West Berkshire was recorded at 8.6 per year per 100,000 population.

Figure 30: Annual average West Berkshire resident older pedestrian casualties per 100,000 population (2020-2024)



3.1.10.2 Comparisons West Berkshire recorded the lowest resident older pedestrian casualty rate in comparison with the other authorities. It observed a 58% lower rate than the national rate and 53% lower than the South East regional rate.

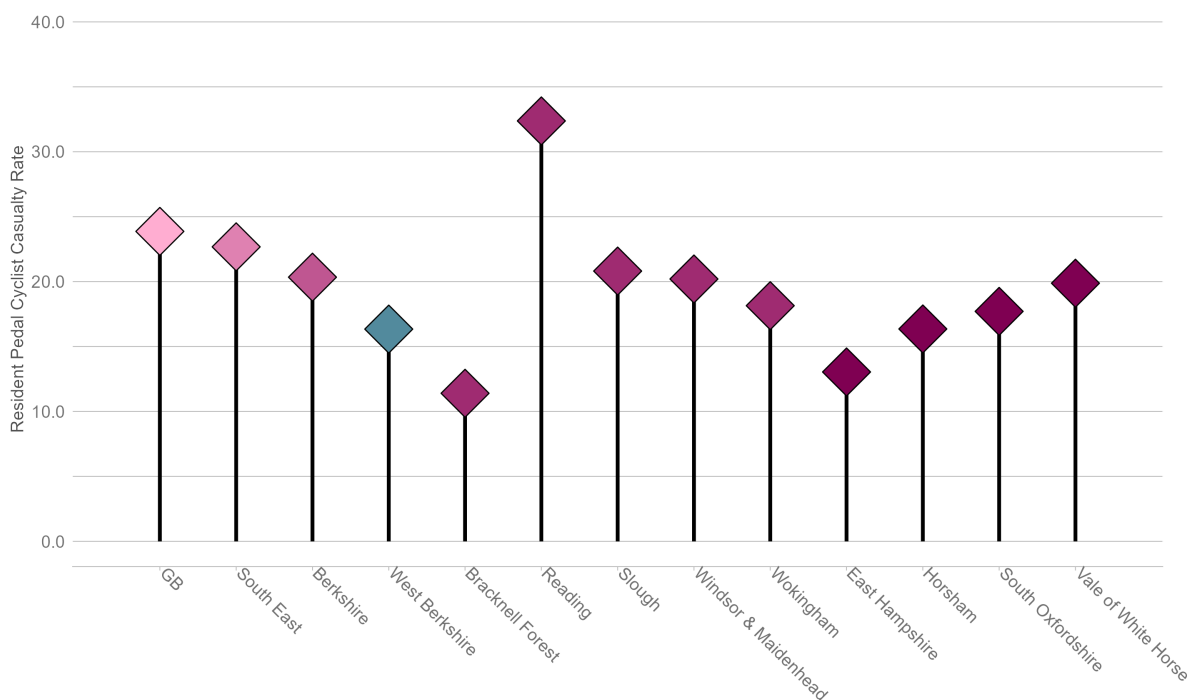
3.1.11 All West Berkshire Resident Pedal Cyclist Casualties

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

3.1.11.1 Rates Figure 31 shows the resident pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire registered a resident pedal cyclist casualty rate of 16.3 per year per 100,000 population.

Figure 31: Annual average West Berkshire resident pedal cyclist casualties per 100,000 population (2020-2024)

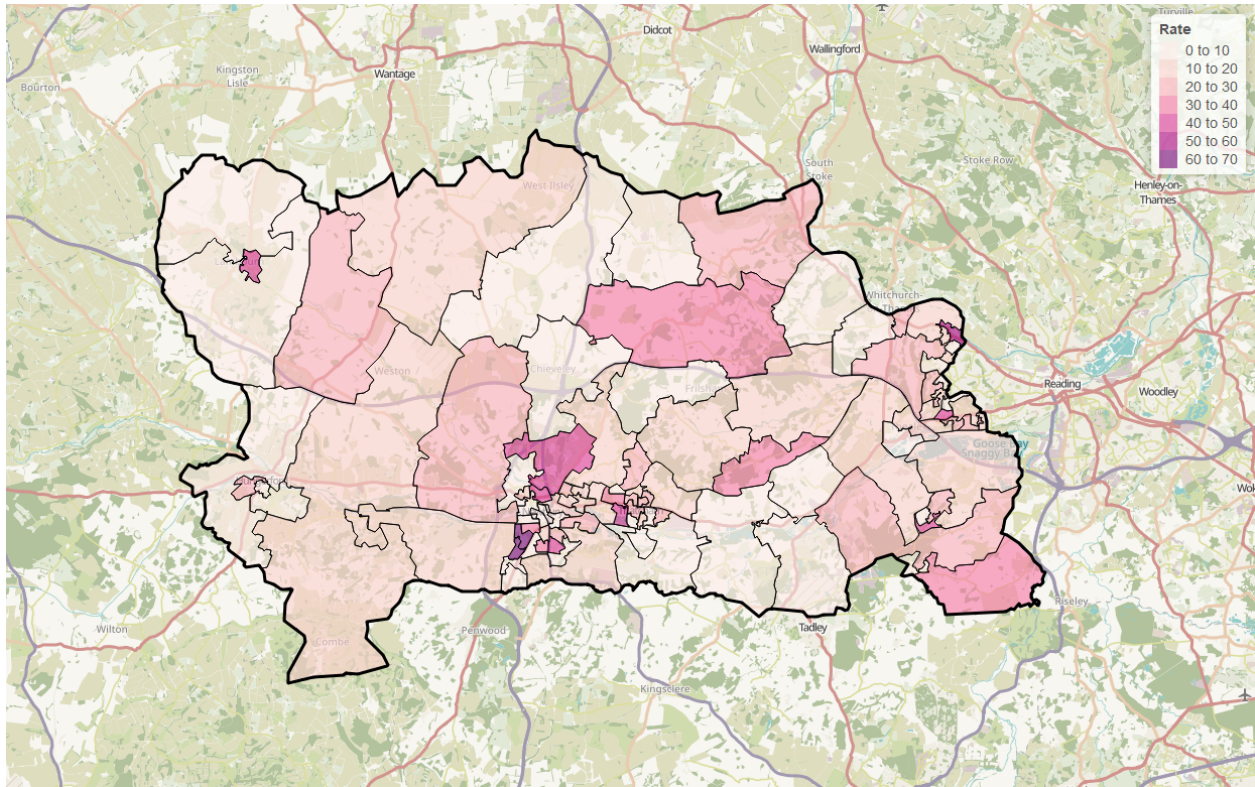


3.1.11.2 Comparisons West Berkshire recorded a relatively low resident pedal cyclist casualty rate in comparison with other authorities. West Berkshire recorded a 31% lower casualty rate than the national rate and 27% lower than the South East regional rate. Only two authorities (Bracknell Forest and East Hampshire) recorded a lower casualty rate of 11.4 and 13 casualties per 100,000 population, respectively.

3.1.11.2.1 Residency by Small Area Figure 32 shows the home location of West Berkshire's resident pedal cyclist casualties by LSOA. The thematic map is coloured by resident pedal cyclist casualties per year per population of LSOA.

Across West Berkshire, the areas which recorded the highest resident pedal cyclist casualty rate were the areas of Purley Thames and Newbury. The next highest rates were observed in the areas of Thatcham and Newbury Bypass with rates 44.4 and 42.6 per 100,000 population.

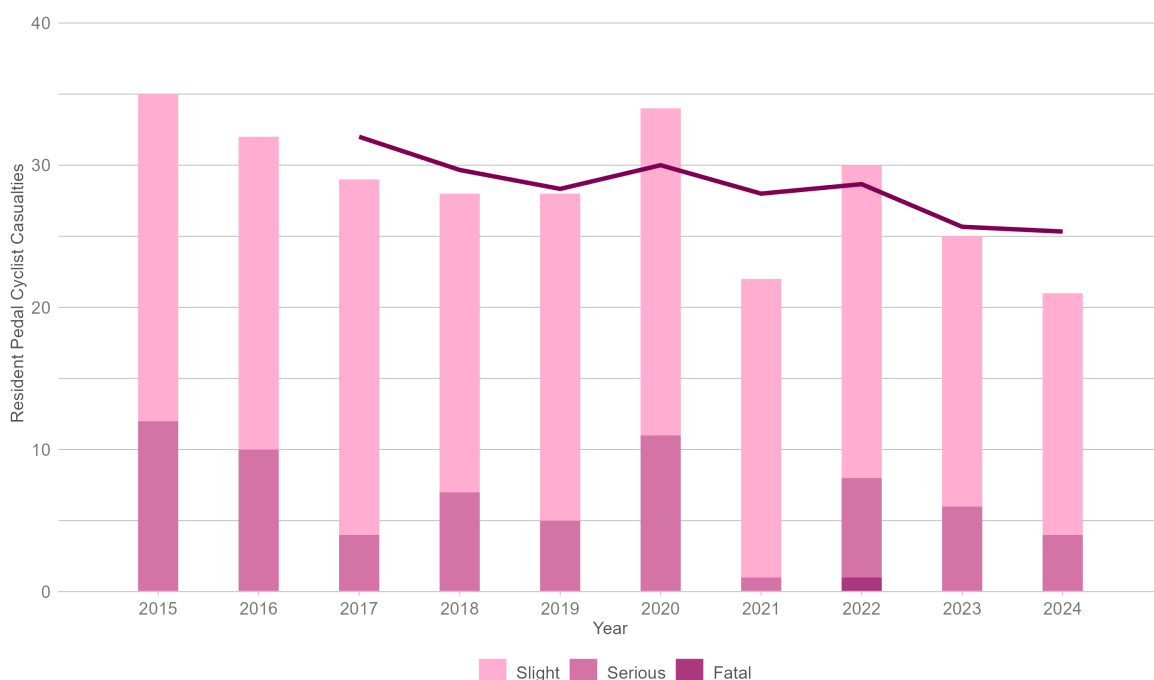
Figure 32: West Berkshire resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)



3.1.11.3 Trends Figure 33 shows West Berkshire’s annual resident pedal cyclist casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Since recording a peak in 2015 in annual resident pedal cyclist casualty numbers at 35 casualties and 12 serious casualties, West Berkshire has observed a steady decline in the figures till 2018 recording 28 casualties and seven serious casualties. After recording a drop in the figures from 34 casualties and 11 serious casualties in 2020 (similar levels to 2015) to 22 casualties and one serious casualty, West Berkshire recorded an increase in the figures recording 30 casualties and seven serious casualties in 2022. A downward trend has been recorded since then. The figures steadily declined to 25 casualties and six serious casualties and finally dropped to 21 casualties with four serious casualties in 2024.

Figure 33: West Berkshire resident pedal cyclist casualties, by year and severity (2015-2024)



3.1.11.3.1 Resident Pedal Cyclist Casualties occurring in other areas The resident pedal cyclists of West Berkshire had seen a relatively high number of casualties in West Berkshire itself, constituting 74% of the total 132 casualties.

3.1.11.4 Socio Demographic Analysis

3.1.11.4.1 Age Figure 34 shows the numbers of resident pedal cyclist casualties by four specified age groups.

West Berkshire shows that resident pedal cyclist casualties were predominantly concentrated within the middle-aged categories, comprising residents aged 35 to 54. Specifically, the 35-44 year-old age group and the 45-54 year-old age group accounted for 20% and 30% of the total casualties, respectively.

It is more informative to consider Figure 35 which shows resident pedal cyclist 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.

West Berkshire shows that the 35-44 year-old age group and 45-54 year-old age group were over-represented across the district with respect to resident pedal cyclist casualties, recording index of 156 and 200, respectively. Furthermore, both the age groups were more overrepresented in comparison to the national index.

Figure 34: West Berkshire resident pedal cyclist casualties, by age group (2020-2024)

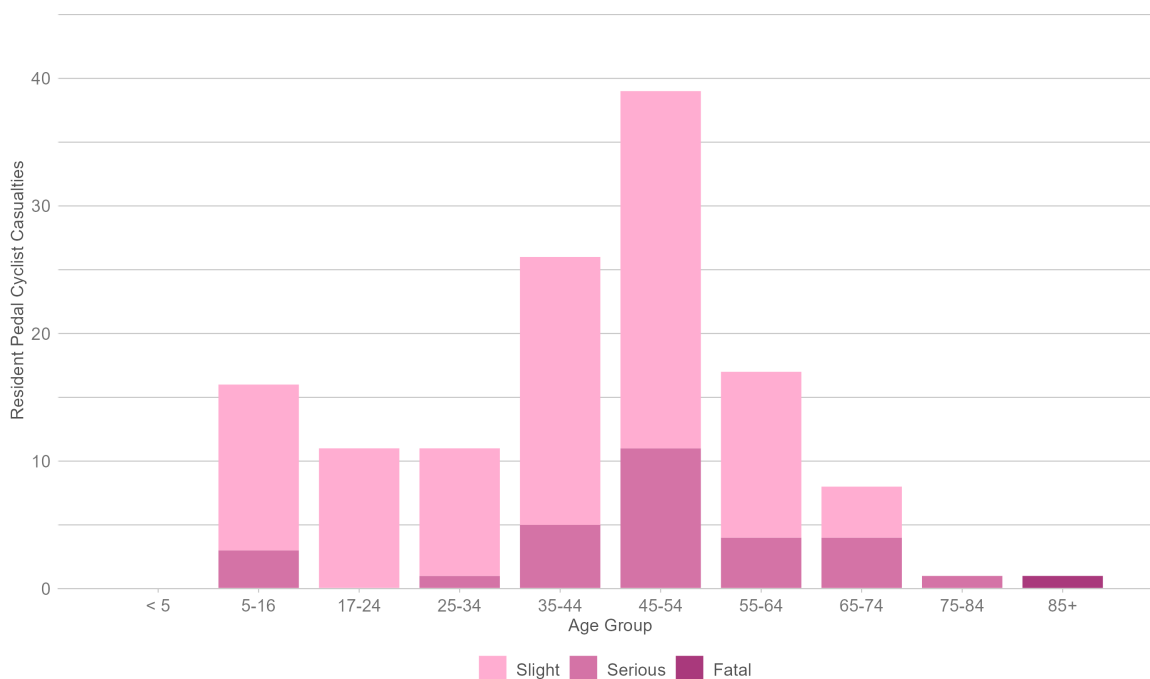
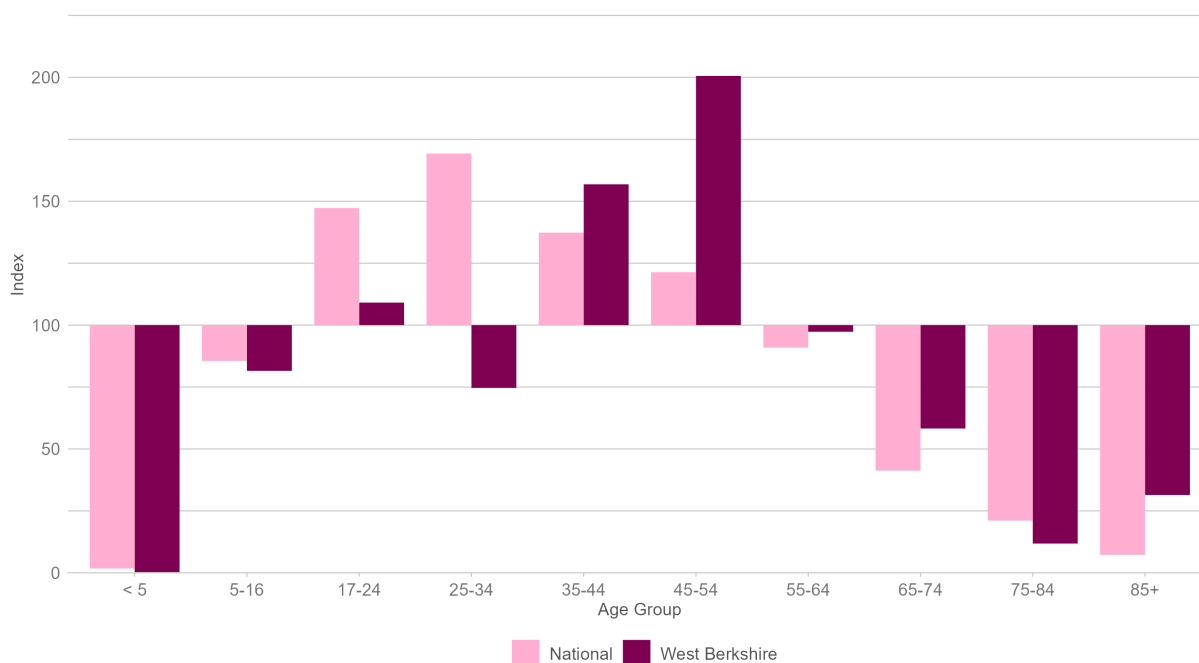


Figure 35: West Berkshire resident pedal cyclist casualties, by age group and indexed by population (2020-2024)



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.

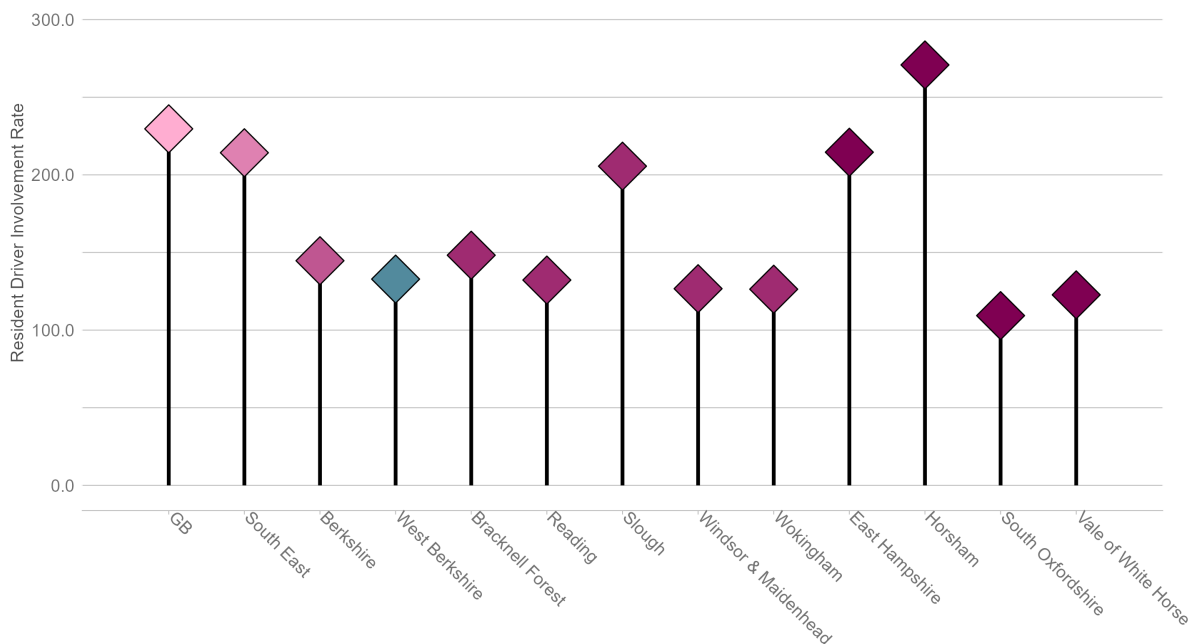
3.2.1 All Resident Motor Vehicle Driver Involvement (excluding motorcycle riders)

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

The resident driver involvement rate of West Berkshire is 132.8 per year, per 100,000 population.

Figure 36: Annual average West Berkshire resident involved drivers per 100,000 population (2020-2024)

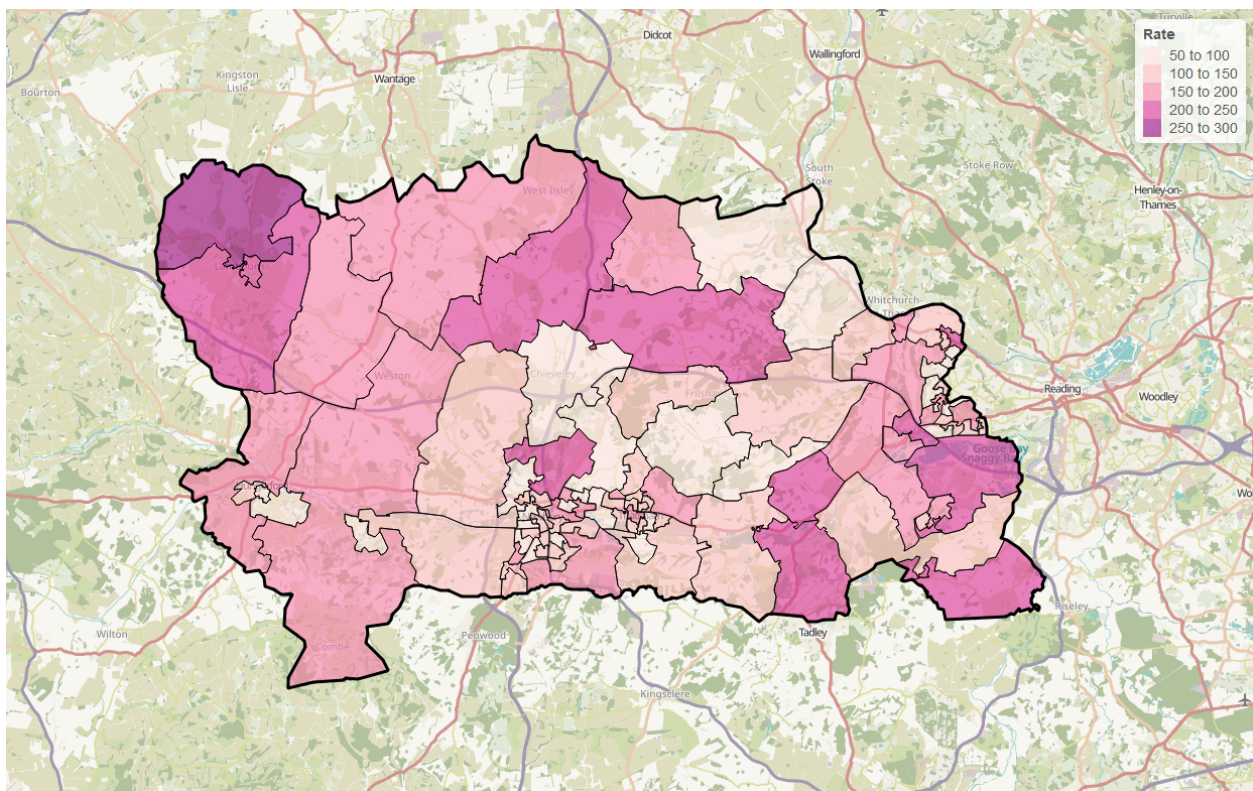


3.2.1.2 Comparisons The resident driver involvement rate of West Berkshire is lower than the national rate and the South East regional rate by 42% and 37%, respectively.

3.2.1.2.1 Residency by Small Area Figure 37 shows the home location of West Berkshire's collision-involved resident drivers by LSOA. The thematic map is coloured by resident involved drivers per year per population of LSOA.

The collisions involving resident drivers has been the highest in Upper Lambourn with a rate of 287.7 per 100,000 population. Followed by this the areas where the rates have been high are Lambourn Woodlands, Leckhampstead, Hampstead Norreys, Burghfield, Beenham and Stratfield Mortimer, where the rates were recorded between 200 to 250 per 100,000 population.

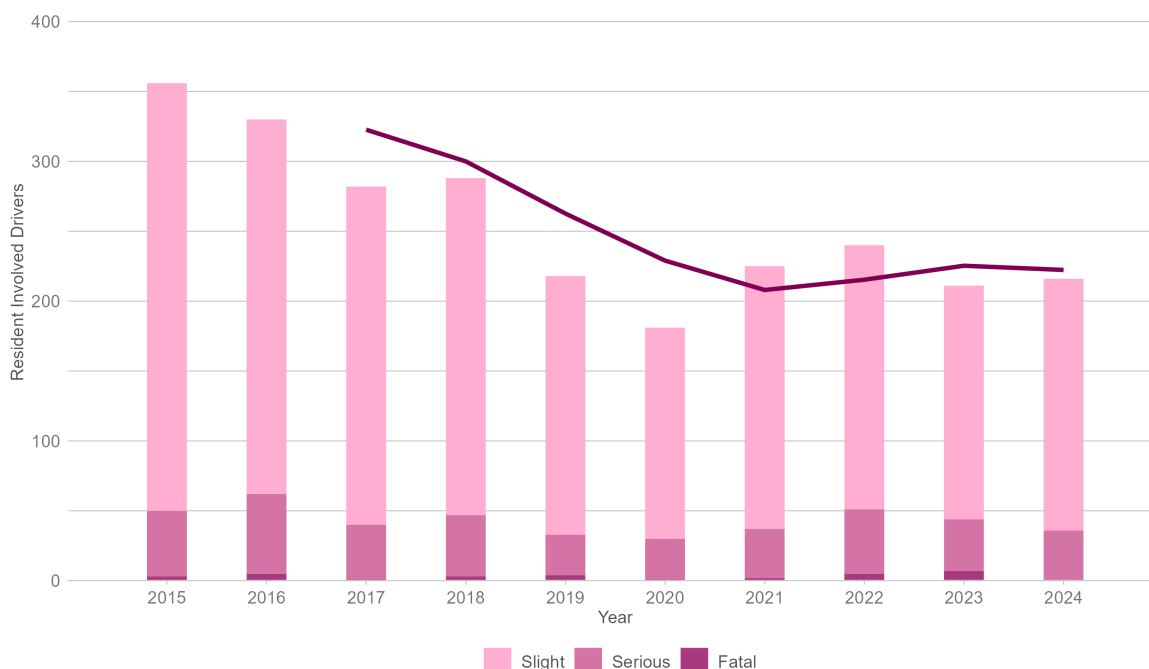
Figure 37: West Berkshire resident involved drivers home location by LSOA, drivers per year per 100,000 population (2020-2024)



3.2.1.3 Trends Figure 38 shows West Berkshire's annual collision-involved resident driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Since a peak in 2015, recording 356 resident involved drivers with 47 serious collisions, West Berkshire has recorded a relatively lower number of resident involved drivers. Since 2015, the figures have steadily decreased till 2020, recording 181 resident involved drivers with 29 serious collisions. Since then, West Berkshire observed an upward trend in the figures till 2022, recording 240 resident involved drivers with 46 serious collisions. Subsequently, in 2023 the figures dropped to 211 resident involved drivers with 37 serious collisions. Finally in 2024, West Berkshire recorded an increase in the resident involved drivers at 216 but a slight decrease of serious collisions to 36.

Figure 38: West Berkshire resident involved drivers, by year and severity (2015-2024)



3.2.1.3.1 Resident driver collision involvement in other areas Between 2020 and 2024, there were 47% of West Berkshire's resident involved drivers, the rest (53%) occurred outside West Berkshire. Hampshire and Reading constituted 12% and 10%, respectively of West Berkshire's resident involved drivers.

3.2.1.4 Socio Demographic Analysis

3.2.1.4.1 Age Figure 39 shows the numbers of resident involved drivers by four specified age groups.

Across West Berkshire, the most resident driver involved casualties were from the ages from 17-54. Particularly from the three age groups of 17-24, 25-34 and 45-54 who had 115 casualties each in all three. The age group 35-44 also had a very high amount casualties with 108. From the ages 65 onward the casualties had steadily dropped.

It is more informative to consider Figure 40 which shows resident involved driver numbers by age group indexed by the population of those age groups in West Berkshire. There is also a national index value for comparison.

All the age groups 17 to 54 were overrepresented. The age group 17-24 had an index of 235.6 which was significantly larger than the National Index being 159.7 for the age group. The age group 45-54 was also overrepresented and held a higher index compared to the National Index.

Figure 39: West Berkshire resident involved drivers, by age group (2020-2024)

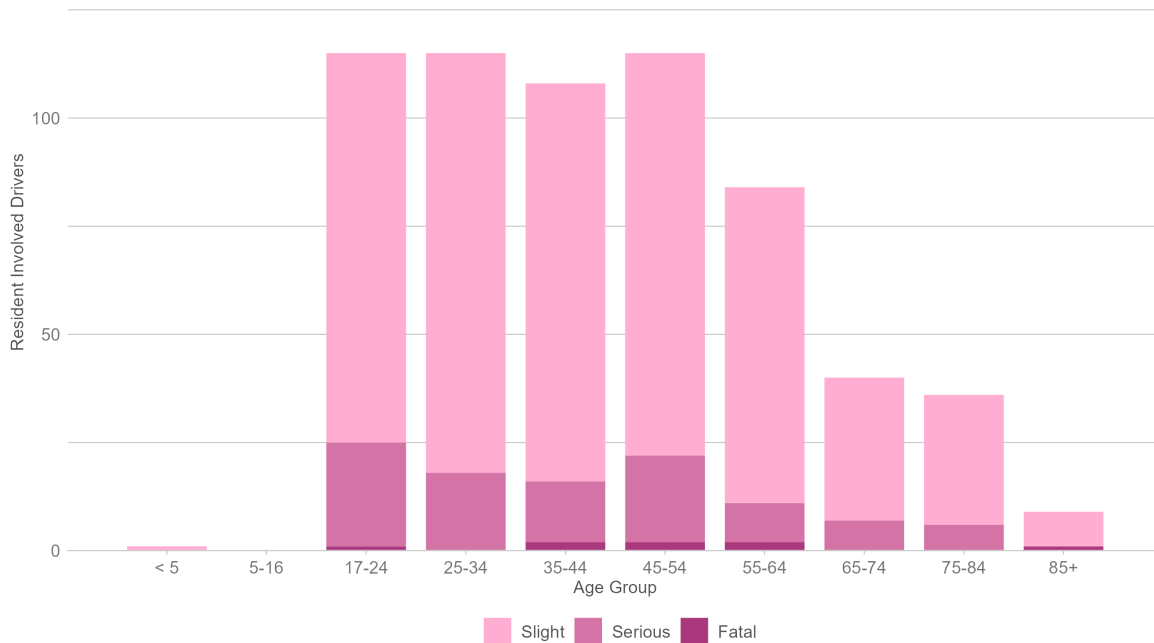


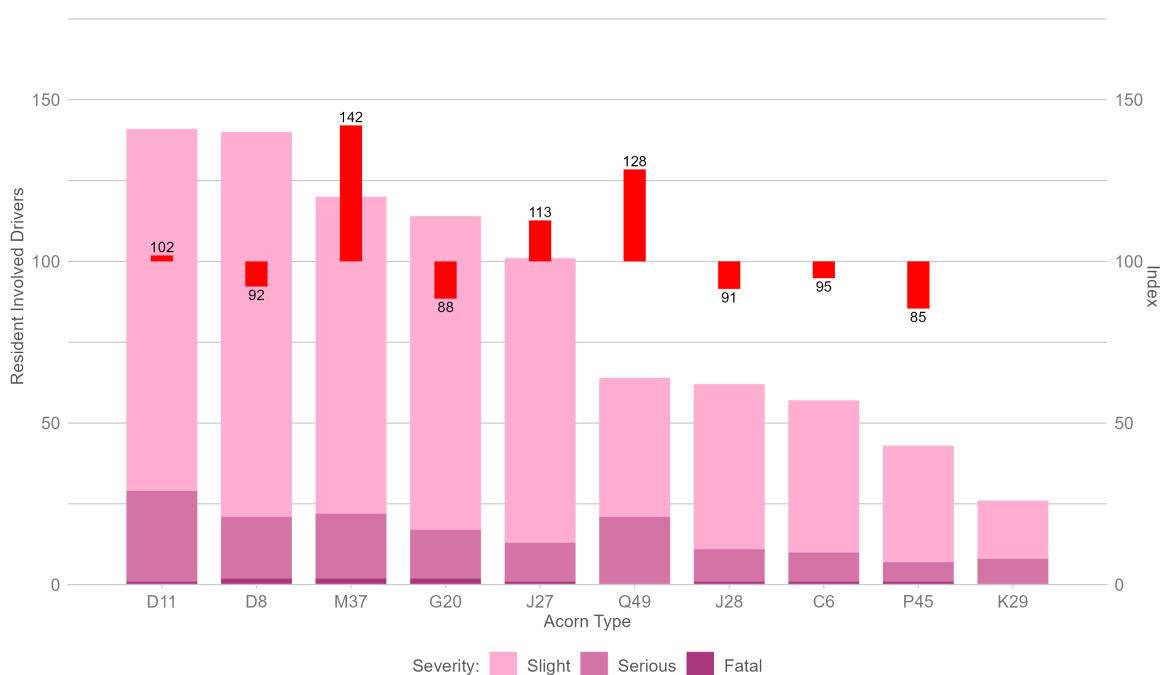
Figure 40: West Berkshire resident involved drivers, by age group and indexed by population (2020-2024)



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 resident involved drivers belonged to D11 (Mature and moneyed out-of-towners), D8 (Affluent, older homeowners), M37 (Restricted residents, socially renting). The Acorn Types M37 and Q49 (Socially renting single adults households) have been overrepresented with an index of 142 and 128, respectively.

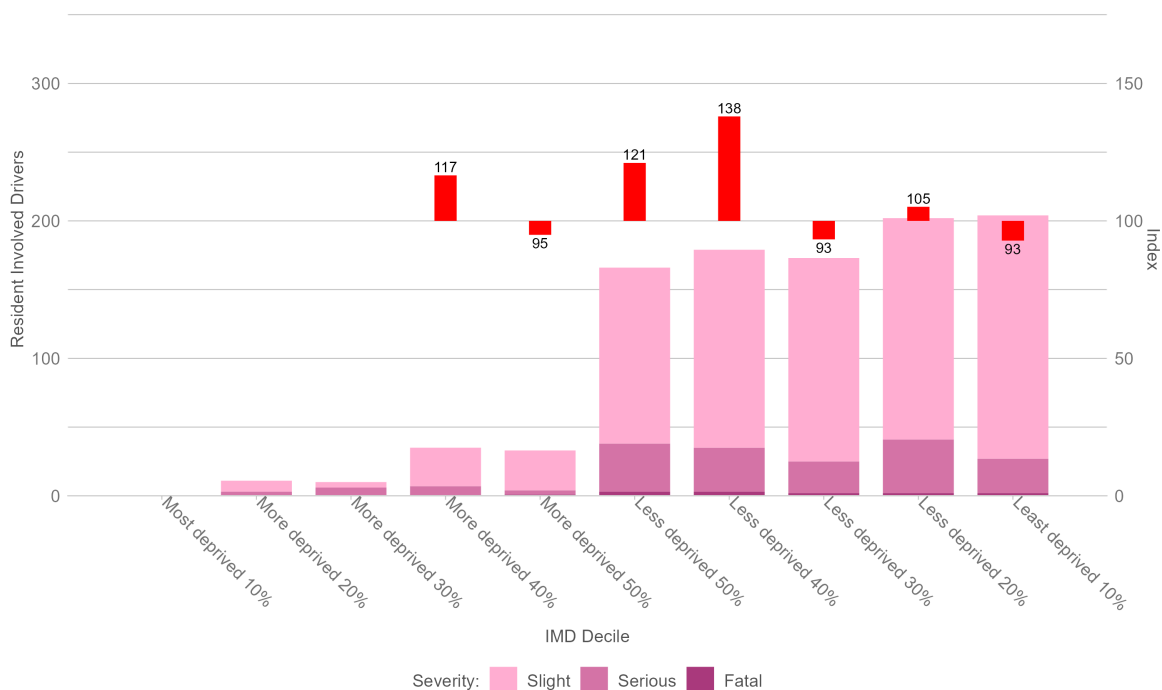
Figure 41: West Berkshire resident involved drivers, by Acorn Type (2020-2024)



3.2.1.4.3 Deprivation Figure 42 shows resident involved drivers by the IMD of the LSOA in which they reside.

Between the years 2020- 2024 across the West Berkshire the most resident involved drivers come from the less deprived IMD decile. The least deprived 10% have the most resident involved drivers (204). The next highest IMD decile is less deprived 20% with 202 resident involved drivers. Less deprived 40% and less deprived 50% are the decile groups which are the most over represented with an index of 121 and 138, respectively. The more deprived 40% decile having relatively less amount of resident involved drivers were over represented with an index 117.

Figure 42: West Berkshire resident involved drivers, by Index of Multiple Deprivation (2020-2024)



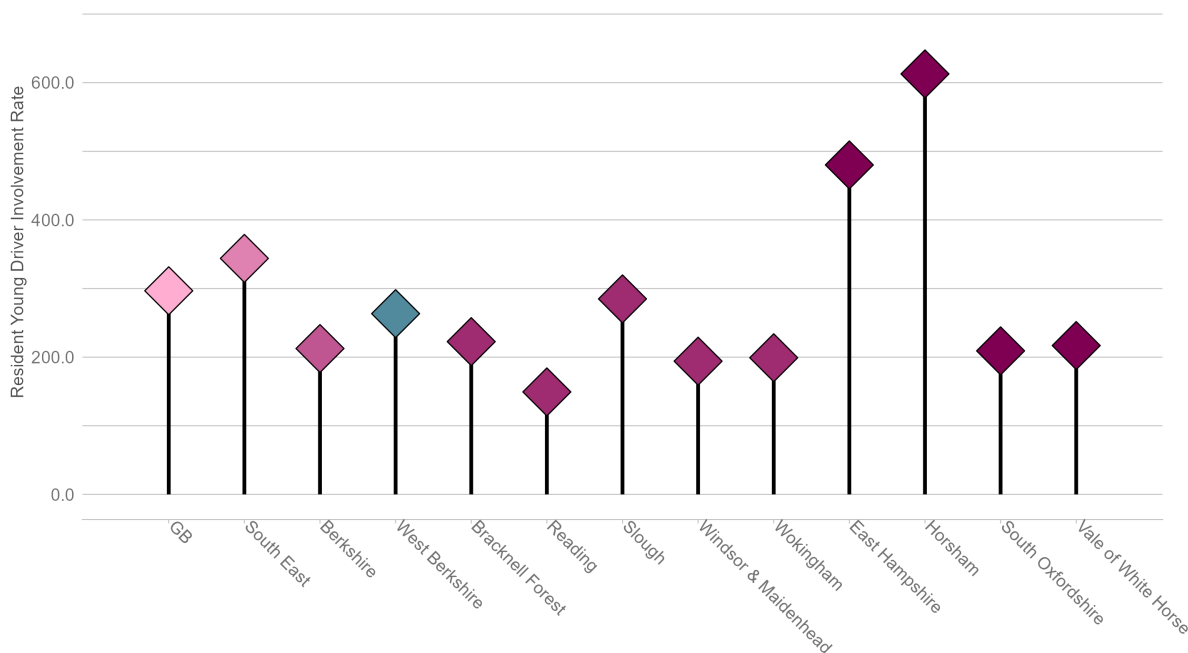
3.2.2 Resident Young Driver Involvement (aged 17 to 24)

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

3.2.2.1 Rates Figure 43 shows the resident young driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

The resident young driver involvement rate of West Berkshire is 263.3 per year, per 100,000 population.

Figure 43: Annual average West Berkshire resident young involved drivers per 100,000 population (2020-2024)

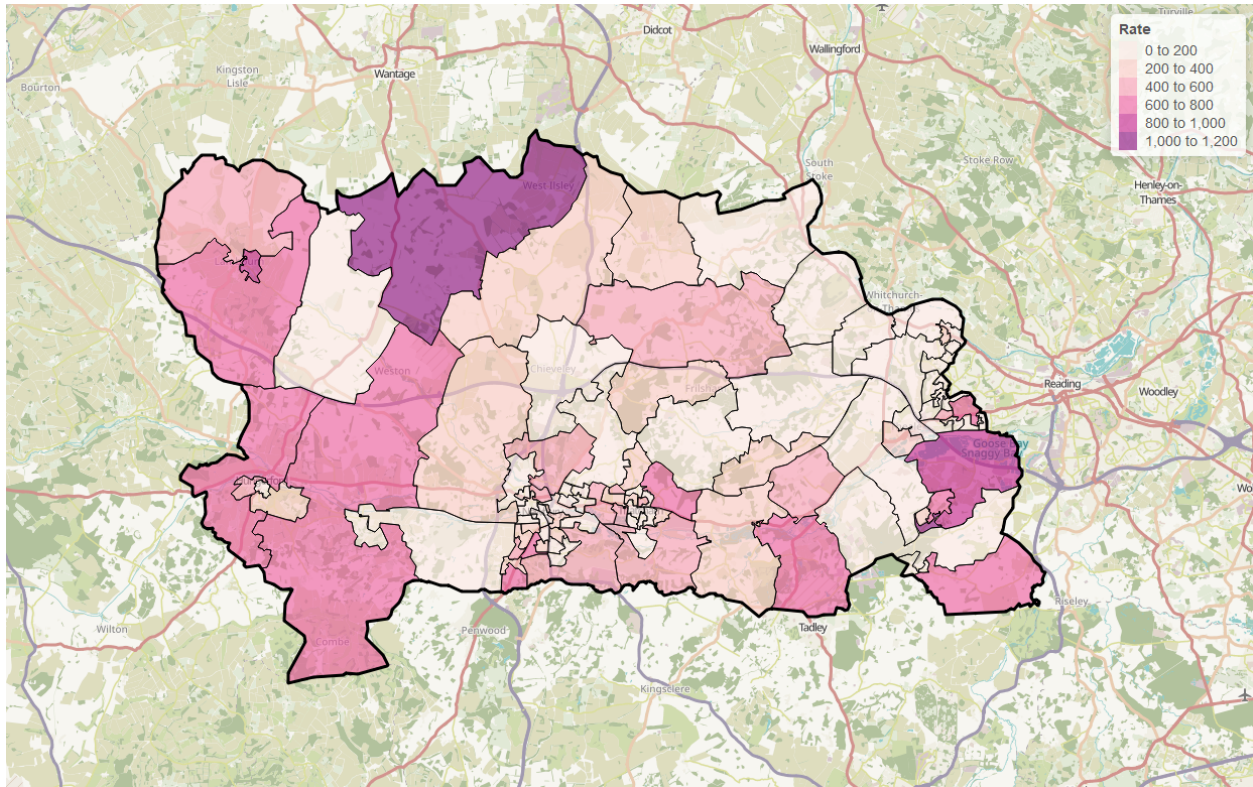


3.2.2.2 Comparisons The resident involved young drivers in West Berkshire is relatively high in comparison with other authorities. The involvement rate of West Berkshire is 11% lower than the national rate and 23% lower than the South East regional rate. Slough, East Hampshire, Horsham have a higher rate than West Berkshire.

3.2.2.2.1 Residency by Small Area Figure 44 shows the home location of West Berkshire's collision-involved resident young drivers by LSOA. The thematic map is coloured by resident involved young drivers per year per young adult population of LSOA.

The area of West Ilsley has the highest resident involved young drivers rate of 1061.9 per 100,000 population. Goose Bay has the next highest resident involved young drivers rate of 869.5 per 100,000 population.

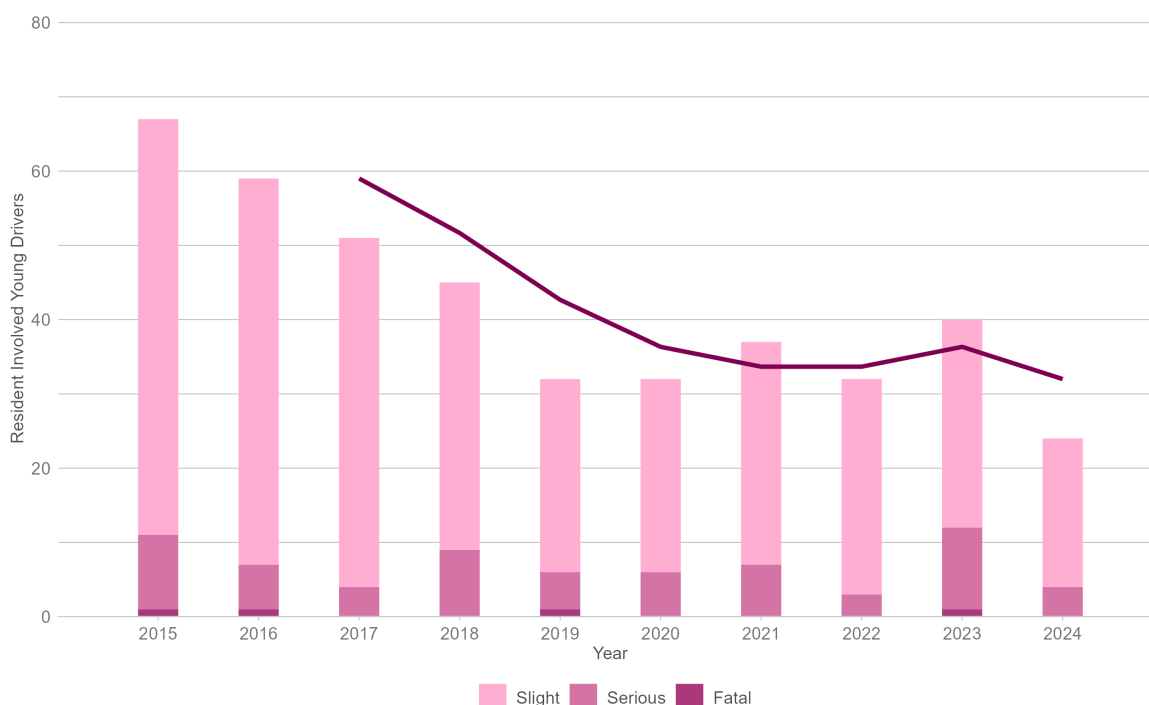
Figure 44: West Berkshire resident young involved drivers home location by LSOA, young drivers per year per 100,000 population (2020-2024)



3.2.2.3 Trends Figure 45 shows West Berkshire’s annual collision-involved resident young driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Since recording a peak in 2015 in annual resident young drivers involved at 67 drivers involved and 10 serious collisions involved, West Berkshire observed a downward trend in the resident involved young drivers till 2019 recording 32 drivers involved and serious collisions involved halved at five. Between 2021 and 2024, West Berkshire observed a fluctuating trend in the resident involved young drivers. The figures dropped from 37 drivers involved and seven serious collisions involved in 2021 to 32 drivers involved (similar levels to 2019) and three serious collisions involved in 2022. After the figures rose to 40 drivers involved and 11 serious collisions involved in 2023, the figures reached an all time low (throughout the decade) at 24 drivers involved and four serious collisions involved.

Figure 45: West Berkshire resident young involved drivers, by year and severity (2015-2024)



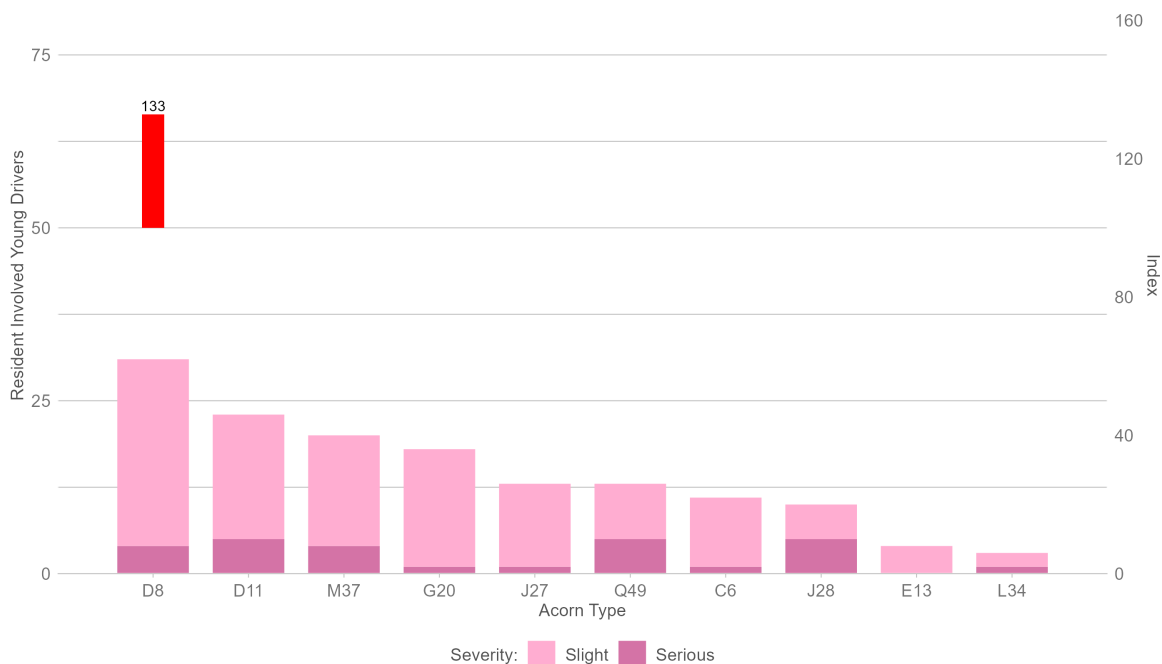
3.2.2.3.1 Resident young driver collision involvement in other areas Between 2020 and 2024, approximately 52% of West Berkshire's resident involved young drivers were recorded in West Berkshire. Hampshire constituted 16% of the total (165) resident involved young drivers.

3.2.2.4 Socio Demographic Analysis

3.2.2.4.1 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.

The acorn type with the highest number of resident involved young drivers was D8 (Affluent, older homeowners). The category D8 was over represented with an index of 133.

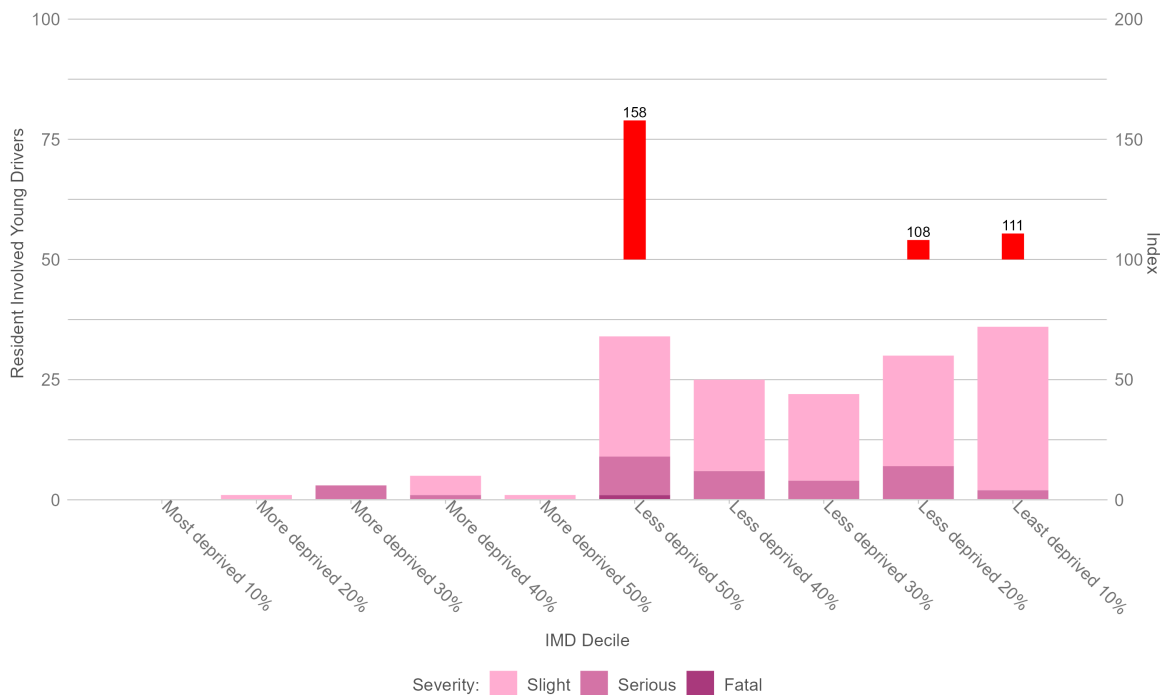
Figure 46: West Berkshire resident young involved drivers, by Acorn Type (2020-2024)



3.2.2.4.2 Deprivation Figure 47 shows resident involved young drivers by the IMD of the LSOA in which they reside.

The highest resident involved young drivers came from the communities with IMD decile of less deprived. The least deprived 10% and less deprived 50% had highest resident involved young drivers rate of 277.6 and 395.5 casualties per 100,000 population. The less deprived 50% was the most over represented acorn type with an index of 158. The least deprived 10% and less deprived 20% had the an index of 111 and 108, respectively.

Figure 47: West Berkshire resident young involved drivers, by Index of Multiple Deprivation (2020-2024)



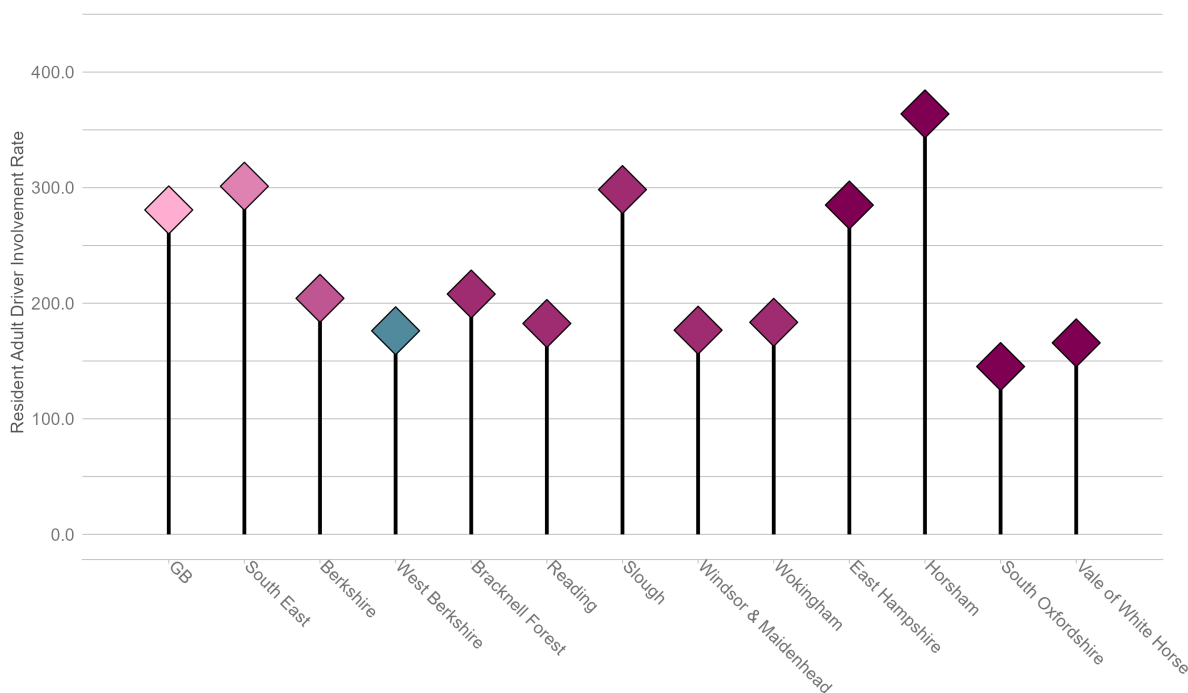
3.2.3 Resident Adult Driver Involvement

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

3.2.3.1 Rates Figure 48 shows the resident adult driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

The resident adult driver involvement rate of West Berkshire is 176.1 per year, per 100,000 population.

Figure 48: Annual average West Berkshire resident adult involved drivers per 100,000 population (2020-2024)

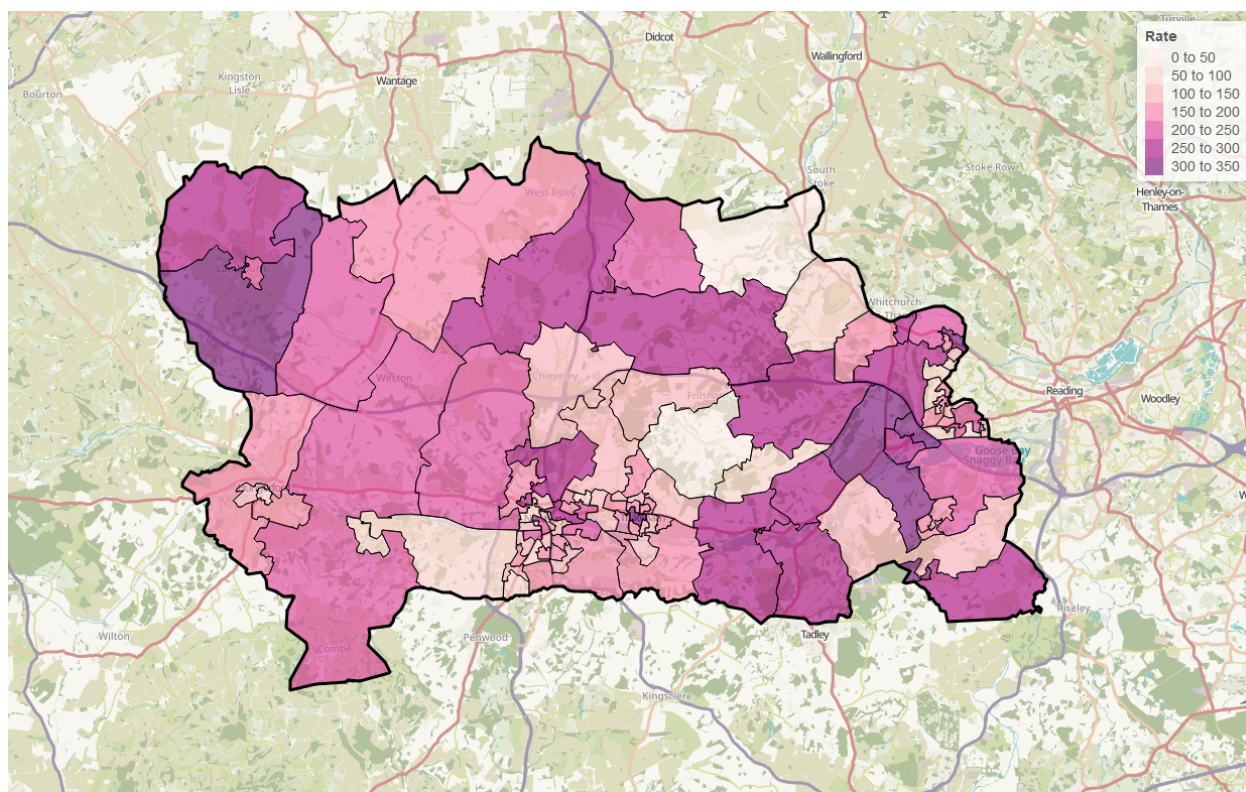


3.2.3.2 Comparisons West Berkshire's resident adult driver involvement rate is 37% lower than the national rate and 41% lower than the South East regional rate. Only two authorities (South Oxfordshire and Vale of White Horse) have lower rates than West Berkshire.

3.2.3.2.1 Residency by Small Area Figure 49 shows the home location of West Berkshire's collision-involved resident adult drivers by LSOA. The thematic map is coloured by resident involved adult drivers per year per adult population of LSOA.

Englefield and Eastbury have the highest resident adult driver involvement rate ranging from 300 to 350 casualties per 100,000 population. Areas like Hampstead Norreys, Tidmarsh, Midgham, Newbury Bypass have high resident adult driver involvement rate ranging 250 to 300 per 100,000 population.

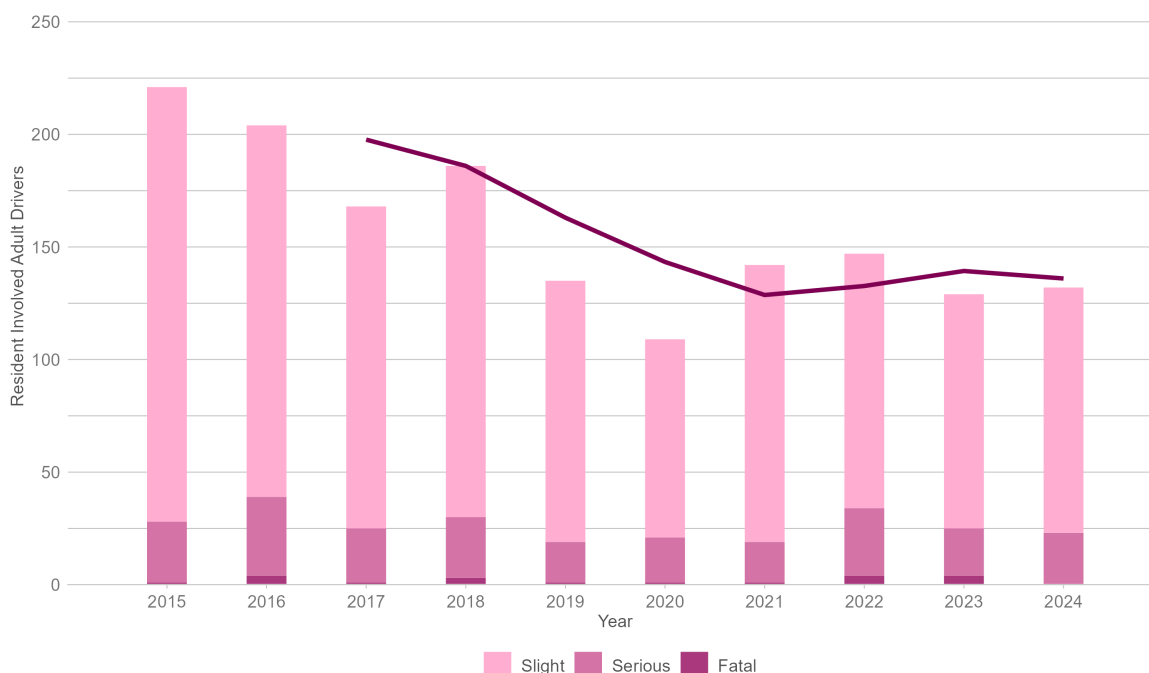
Figure 49: West Berkshire resident adult involved drivers home location by LSOA, adult drivers per year per 100,000 population (2020-2024)



3.2.3.3 Trends Figure 50 shows West Berkshire's annual collision-involved resident adult driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Since recording a peak in 2015 in annual resident involved adult drivers at 221 drivers involved and 27 serious collisions involved, West Berkshire observed a downward trend till 2017, recording 168 drivers involved and 24 serious collisions involved in 2018. In 2019, a 27% reduction in drivers involved was recorded with serious collisions involved dropping to 116. The drivers involved increased from 109 and 20 serious collisions involved in 2020 to 142 drivers involved but a drop in serious collisions involved at 18. Since then, West Berkshire observed a fluctuating trend till 2024. After the figures rose to 147 drivers involved and 30 serious collisions involved, a decline was observed in the following year to 129 drivers involved and 21 serious collisions involved. Finally, in 2024 the figures rose to 132 drivers involved and 23 serious collisions involved, similar levels to 2019.

Figure 50: West Berkshire resident adult involved drivers, by year and severity (2015-2024)



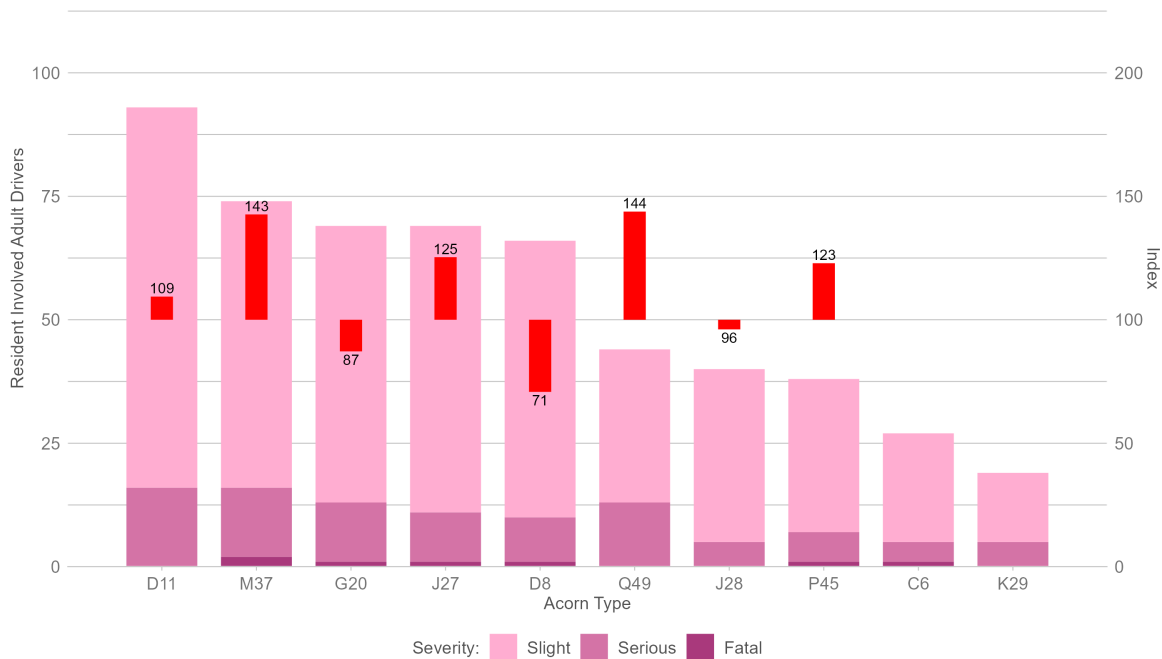
3.2.3.3.1 Resident adult driver collision involvement in other areas Between the years 2020 and 2024, approximately 43% of West Berkshire’s resident involved adult drivers were recorded in West Berkshire. Hampshire and Reading constituted around 12% and 11% of the total (659) resident involved adult drivers.

3.2.3.4 Socio Demographic Analysis

3.2.3.4.1 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.

The Acorn types which recorded the most resident involved adult drivers was D11 (Mature and moneyed out-of-towners). Q49 (Socially renting single adults households), M37 (Restricted residents, socially renting), J27 (Professional families and couples in suburban, owner-occupied areas) were the most over represented Acorn Types.

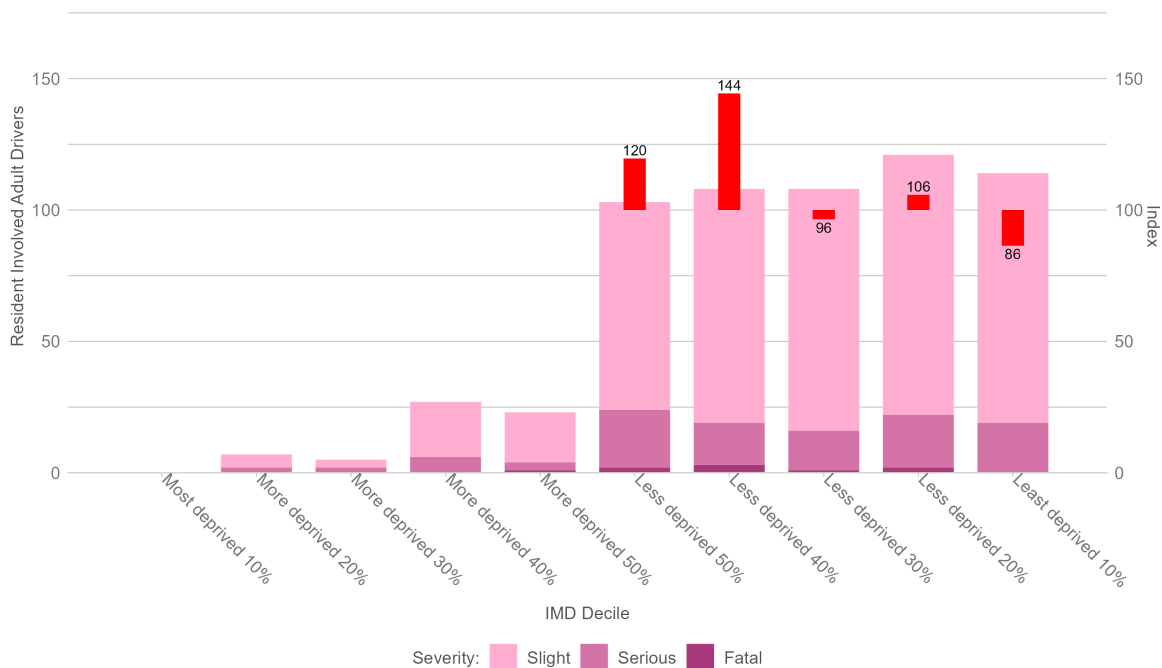
Figure 51: West Berkshire resident adult involved drivers, by Acorn Type (2020-2024)



3.2.3.4.2 Deprivation Figure 52 shows resident involved adult drivers by the IMD of the LSOA in which they reside.

Most of the resident involved adult drivers came from the communities belonging to IMD deciles of Less deprived. Less deprived 20% was the group with the highest resident involved adult drivers (121). Less deprived 40% and less deprived 50% are the groups which were the most over-represented with in an index of 144 and 120, respectively.

Figure 52: West Berkshire resident adult involved drivers, by Index of Multiple Deprivation (2020-2024)



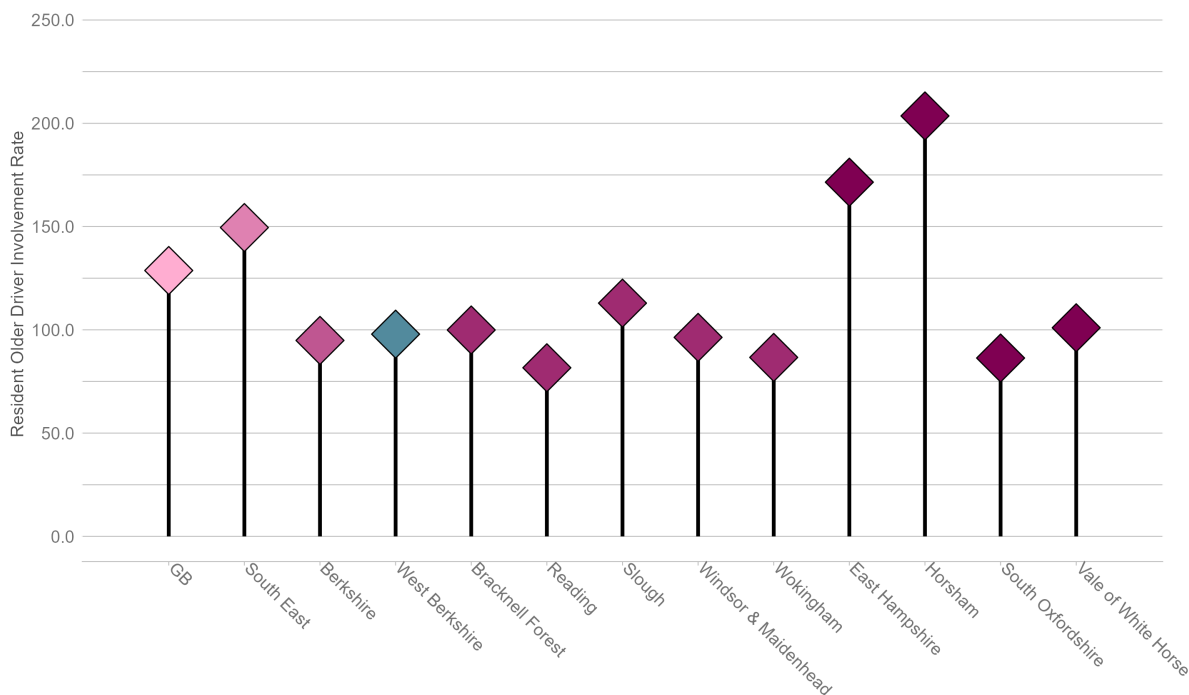
3.2.4 Resident Older Driver Involvement

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

3.2.4.1 Rates Figure 53 shows the resident older driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

The resident older driver involvement rate of across West Berkshire is 97.9 per year, per 100,000 population.

Figure 53: Annual average West Berkshire resident involved older drivers per 100,000 population (2020-2024)

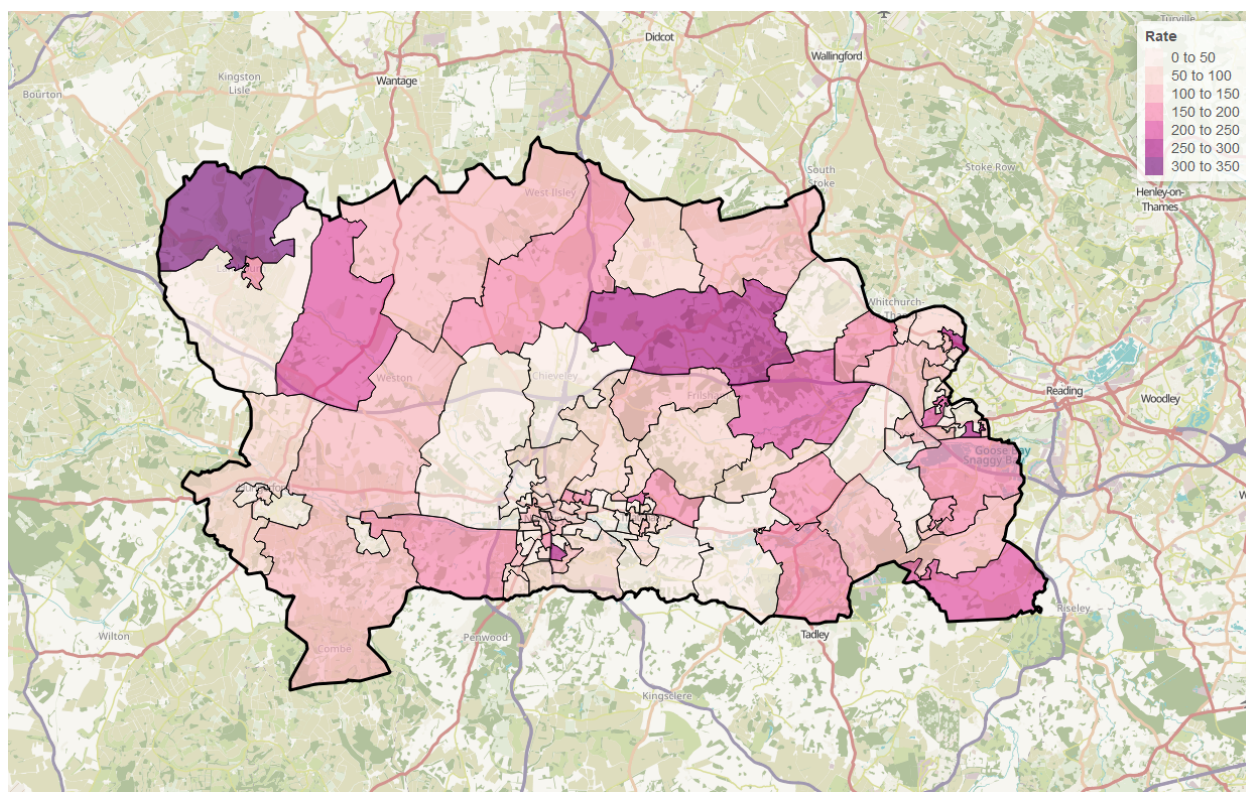


3.2.4.2 Comparisons West Berkshire's resident older driver involvement casualty rate is 23% is lower than the national rate and 34% lower than the South East regional rate.

3.2.4.2.1 Residency by Small Area Figure 54 shows the home location of West Berkshire's collision-involved resident older drivers by LSOA. The thematic map is coloured by resident involved older drivers per year per older population of LSOA.

Across West Berkshire, Upper Lambourn recorded the highest resident older driver involvement rate at 342.2 casualties per 100,000 population. Furthermore, Hampstead Norreys recorded the next highest rate at 292.6, while Purley on Thames registered an involvement rate within the 250–300 range.

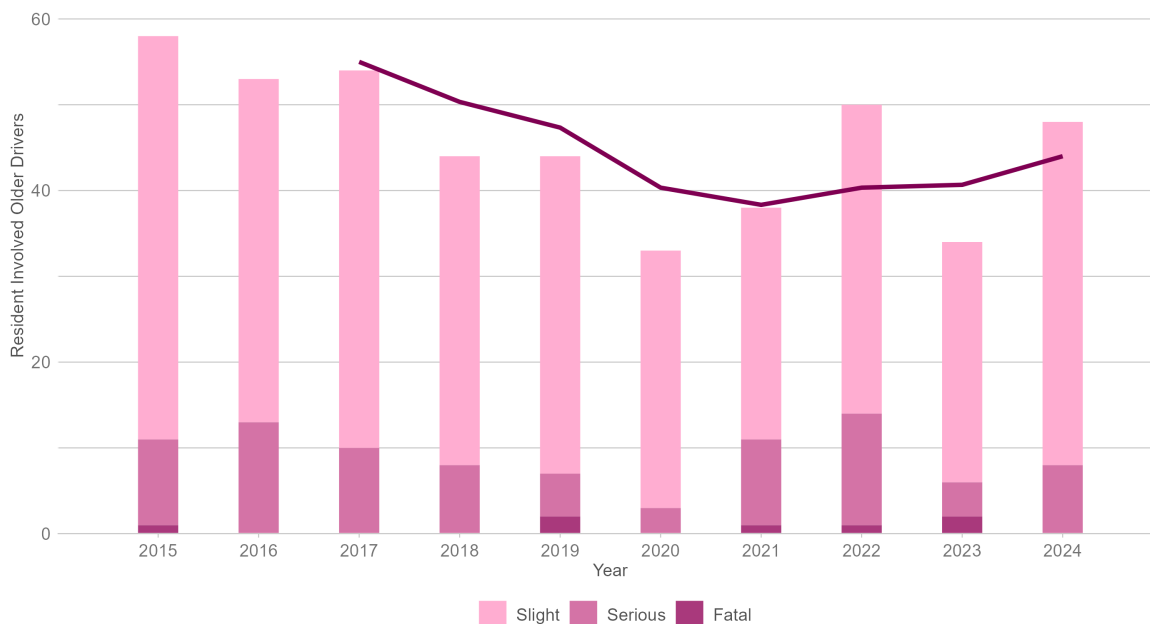
Figure 54: West Berkshire resident involved older drivers home location by LSOA, older drivers per year per 100,000 population (2020-2024)



3.2.4.3 Trends Figure 55 shows West Berkshire's annual collision-involved resident older driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Since recording a peak in 2015 in the annual resident involved older drivers involved at 58 drivers involved and 10 serious collisions involved, West Berkshire have recorded a lower resident involved older driver number. Between 2021 and 2024, a fluctuating trend was observed. After the figures increased from 33 drivers involved to three serious collisions involved to 38 drivers involved and 10 serious collisions involved, the figures rose to 50 drivers involved 13 serious collisions involved in 2022. Subsequently, the figures dropped to 34 drivers involved and four serious collisions involved, similar levels to 2020. Finally in 2024, the figures rose to 48 drivers involved and eight serious collisions involved.

Figure 55: West Berkshire resident involved older drivers, by year and severity (2015-2024)



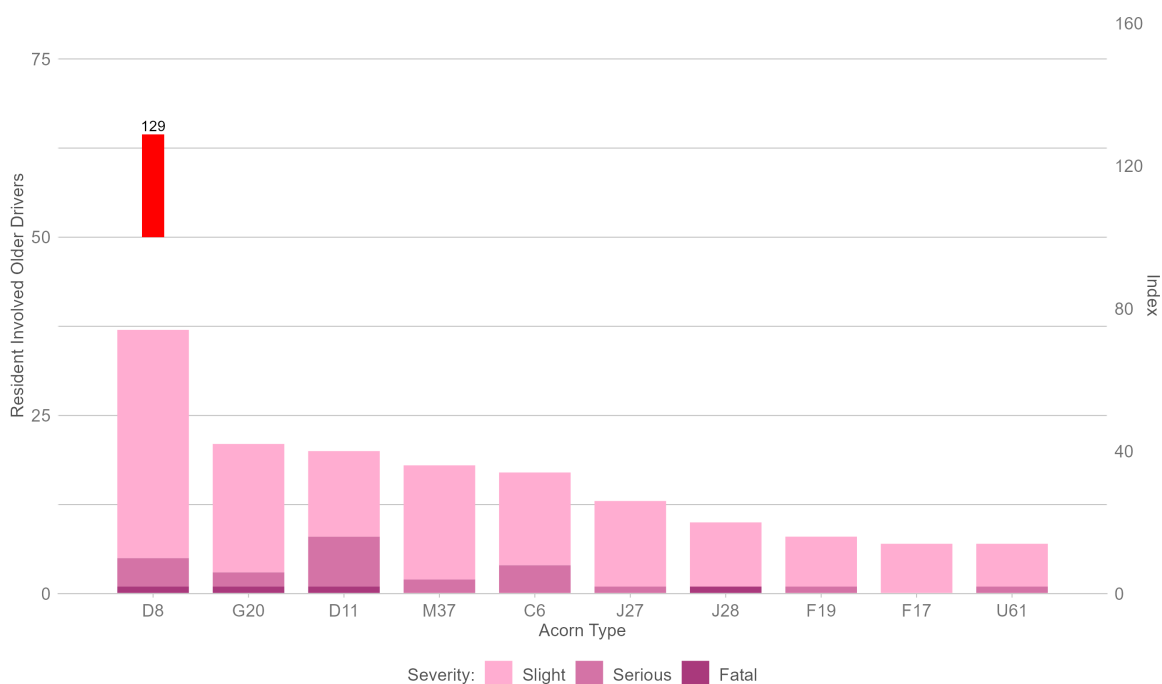
3.2.4.3.1 Resident older driver collision involvement in other areas Between 2020 and 2024, approximately 52% of West Berkshire's resident involved older drivers were recorded in West Berkshire. Hampshire and Reading both recorded around 8% of the total (203) resident involved older drivers.

3.2.4.4 Socio Demographic Analysis

3.2.4.4.1 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.

The highest number of resident involved older driver casualties were observed in the Acorn type D8 (Affluent, older homeowners). D8 was the only group which was over represented with an index of 129.

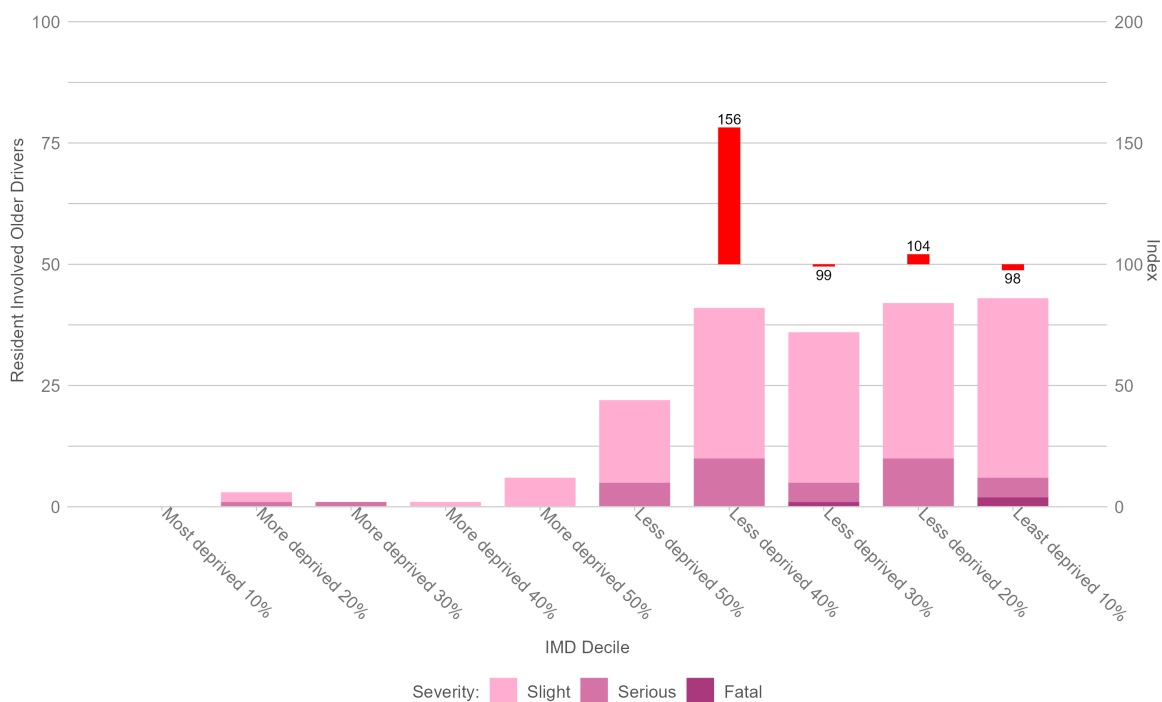
Figure 56: West Berkshire resident involved older drivers, by Acorn Type (2020-2024)



3.2.4.4.2 Deprivation Figure 57 shows resident involved older drivers by the IMD of the LSOA in which they reside.

Across West Berkshire, it was observed that the highest resident involved older drivers came from the communities belonging to the less deprived IMD deciles. Particularly, least deprived 10% and less deprived 20% documented the highest resident involved older drivers of 43 and 42. Less deprived 40% was over represented with an index of 156.

Figure 57: West Berkshire resident involved older drivers, by Index of Multiple Deprivation (2020-2024)



3.3 West Berkshire resident motorcycle riders involved in collisions

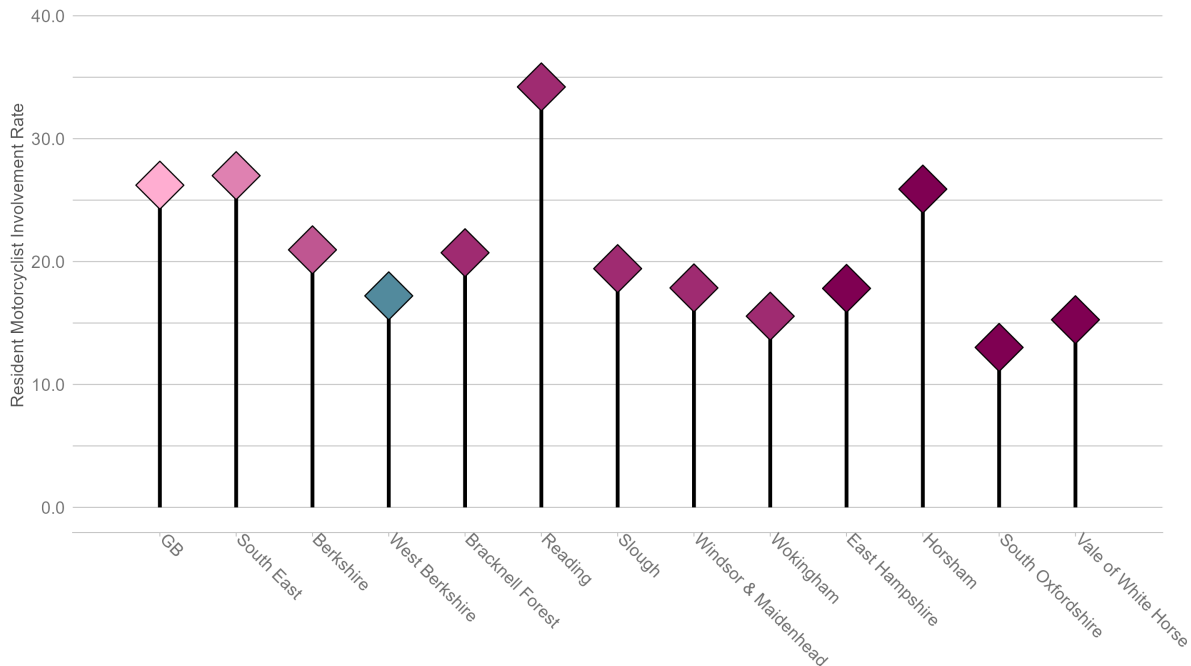
3.3.1 Resident Motorcyclist Involvement

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

3.3.1.1 Rates Figure 58 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 was recorded at 17.2 per year, per 100,000 population.

Figure 58: Annual average West Berkshire resident involved motorcyclist per 100,000 population (2020-2024)

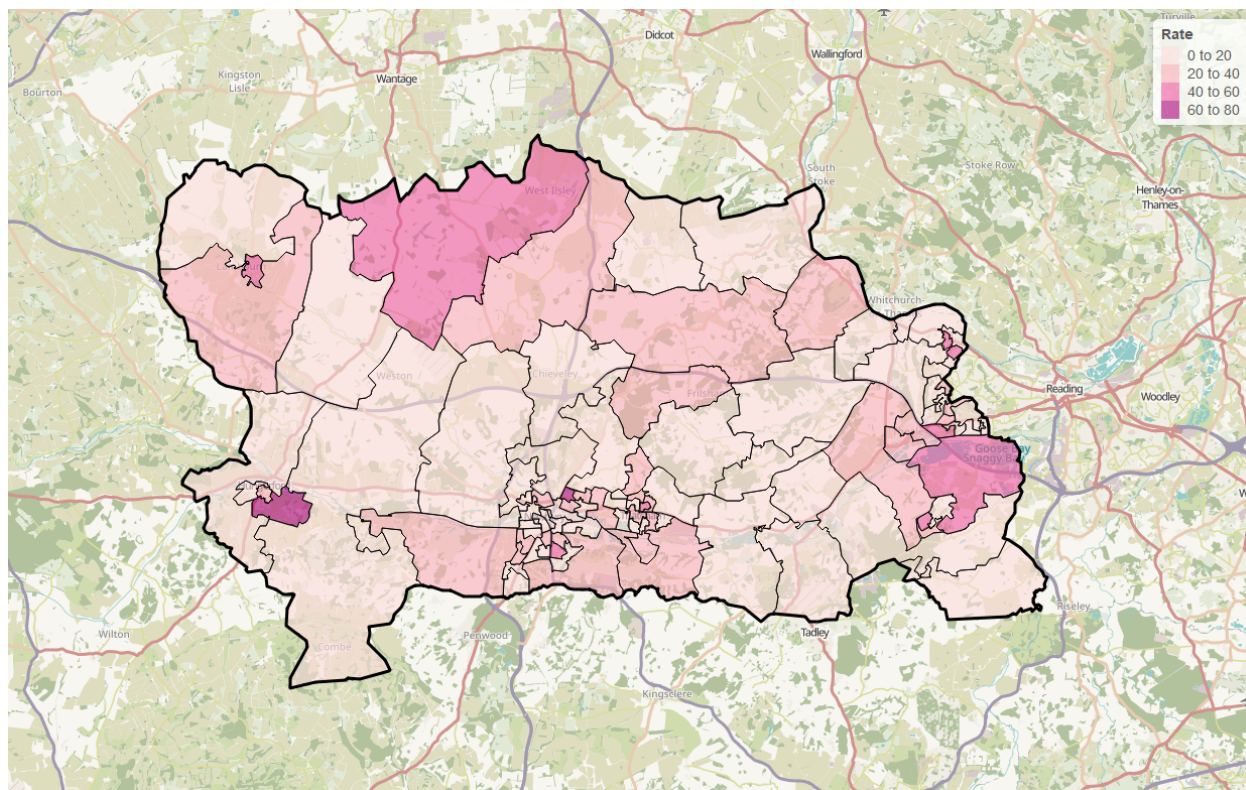


3.3.1.2 Comparisons The resident motorcyclist involvement rate of West Berkshire is 34% lower than the national rate and 36% lower than the South East regional rate. West Berkshire's resident motorcyclist involvement rate is relatively low in comparison to the other authorities. Three authorities (Wokingham, South Oxfordshire, Vale of White Horse) have a lower rate than West Berkshire, the rest of the comparators have higher rates per 100,000 population.

3.3.1.2.1 Residency by Small Area Figure 59 shows the home location of West Berkshire's collision-involved resident motorcyclists by LSOA. The thematic map is coloured by resident involved motorcyclists per year per population of LSOA.

Across West Berkshire, Hungerford and Newbury were the areas with the most recorded resident motorcyclists involvement rate ranging between 60 to 80 per 100,000 population. Areas such as West Ilsley and Goose Bay also observed high rate ranging 40 to 60.

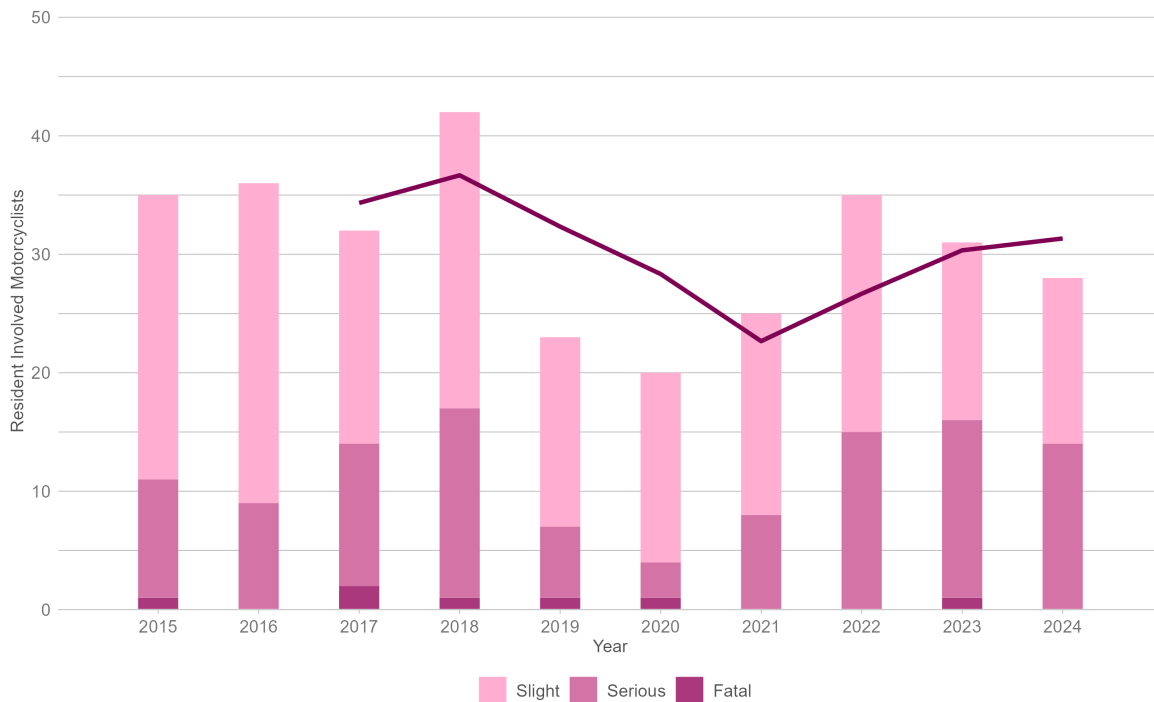
Figure 59: West Berkshire resident involved motorcyclist home location by LSOA, motorcyclists per year per 100,000 population (2020-2024)



3.3.1.3 Trends Figure 60 shows West Berkshire's annual collision-involved resident motorcyclist numbers since 2015, by severity. This includes resident motorcyclists involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

After recording a peak in 2018 in annual resident involved motorcyclists at 42 motorcyclists involved at 16 serious collisions involved, West Berkshire recorded a drop to 23 motorcyclists involved and six serious collisions involved in 2019. Since 2020, an upward trend was observed till 2022, where the figures rose from 20 motorcyclists involved and three serious collisions involved in 2020 to 35 motorcyclists involved and 15 serious collisions (similar levels to 2018) involved in 2022. Since then, the motorcyclists involved numbers had steadily declined. In 2023, the motorcyclists involved dropped to 31 but the serious collisions stayed constant at 15. Finally, the figures decreased to 28 motorcyclists involved and 14 serious collisions involved.

Figure 60: West Berkshire resident involved motorcyclist, by year and severity (2015-2024)



3.3.1.3.1 Resident motorcyclist collision involvement in other areas Between the years 2020 and 2024, approximately 60% of West Berkshire's resident involved motorcyclists were recorded in West Berkshire. Reading and Hampshire constituted for around 12% and 9% of the total (139) resident involved motorcyclists.

3.3.1.4 Socio Demographic Analysis

3.3.1.4.1 Age Figure 61 shows the numbers of resident involved motorcyclists by eight specified age groups.

Most of the resident involved motorcyclists were observed among people belonging to ages between 17-44. Specifically, the age group 17-24 accounted 38 resident involved motorcyclists. Followed by the 25-34 age group accounting for 32.

It is more informative to consider Figure 62 which shows resident involved motorcyclist numbers by age group indexed by the population of those age groups in West Berkshire. There is also a national index value for comparison.

The age groups 17-24 was the most over represented group across West Berkshire and recorded an index of 357.5 which was more than the national index. Similarly, the age group 35-44 relatively lower resident involved motorcyclists than 17-24, recorded an index of 148.8 which was greater than the national index.

Figure 61: West Berkshire resident involved motorcyclists, by age group (2020-2024)

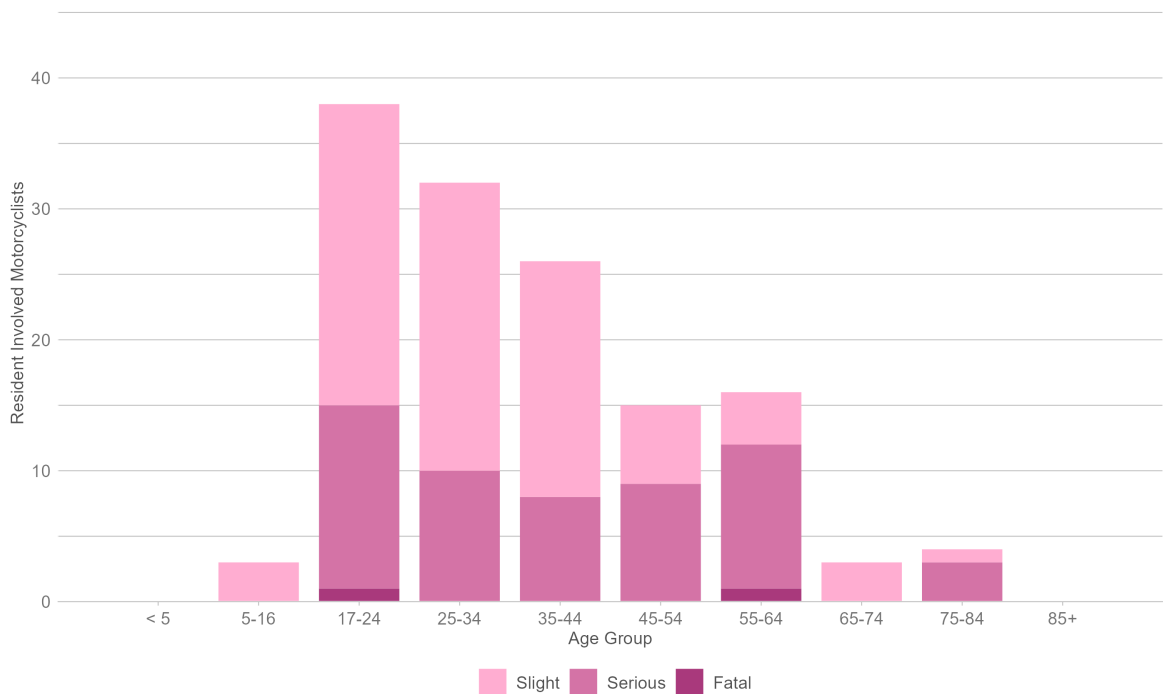
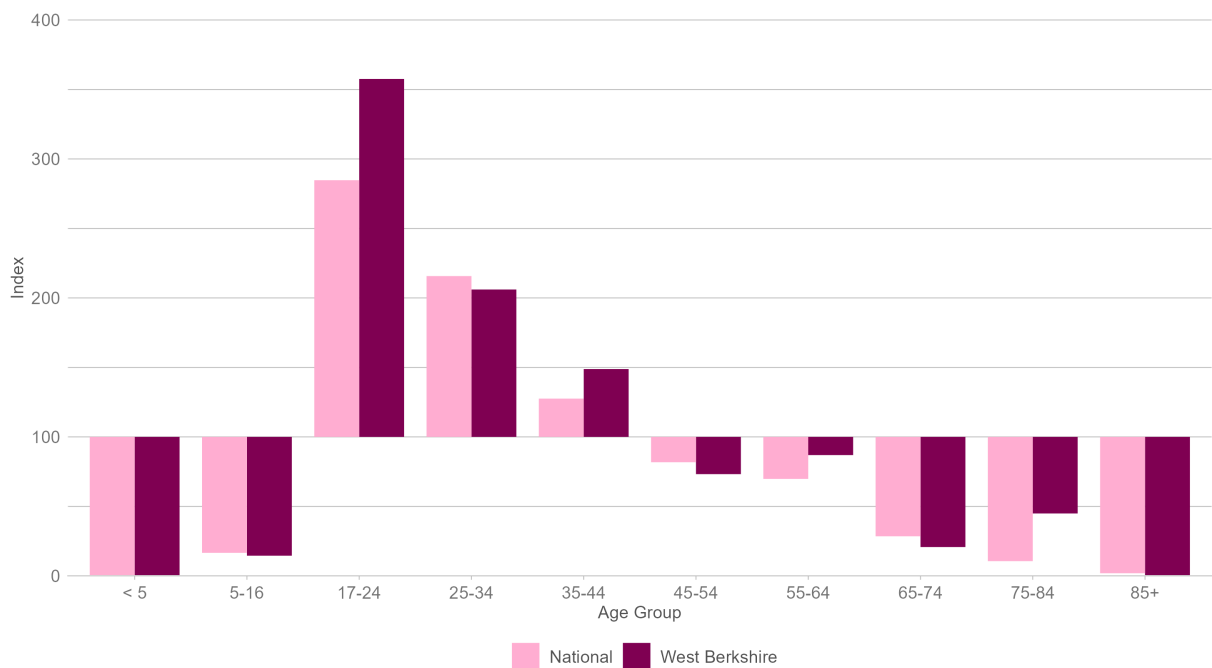


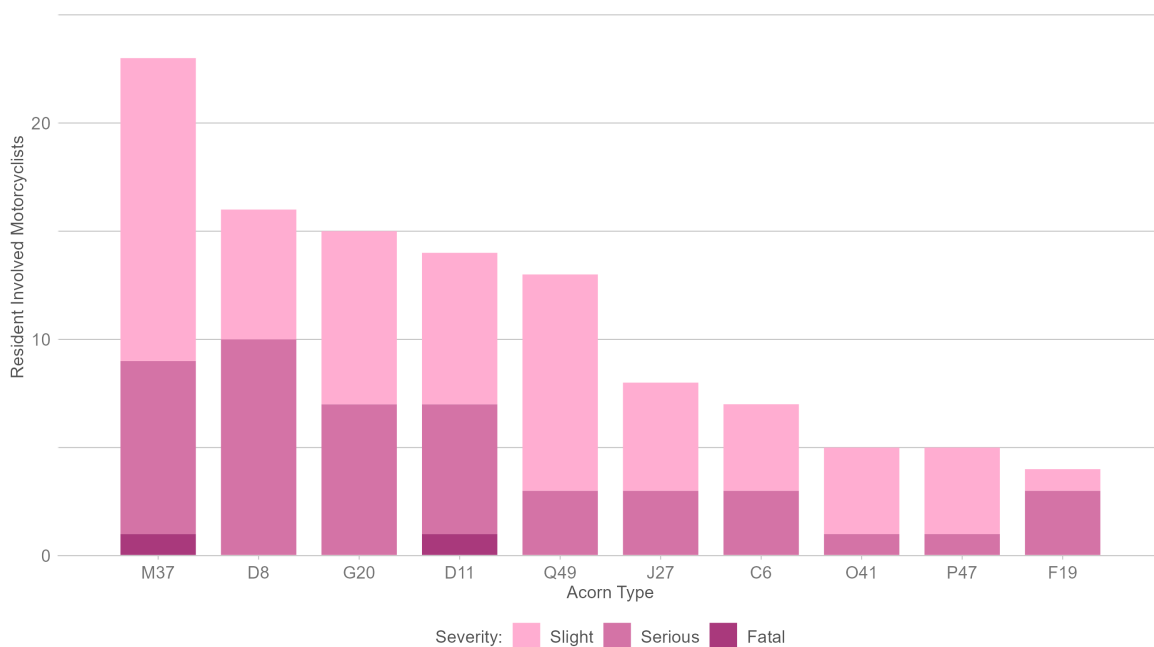
Figure 62: West Berkshire resident involved motorcyclists, by age group and indexed by population (2020-2024)



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.

The Acorn type which constituted the highest number of resident involved motorcyclists is M37 (Restricted residents, socially renting). Followed by D8 (Affluent, older homeowners) had the next highest resident involved motorcyclist.

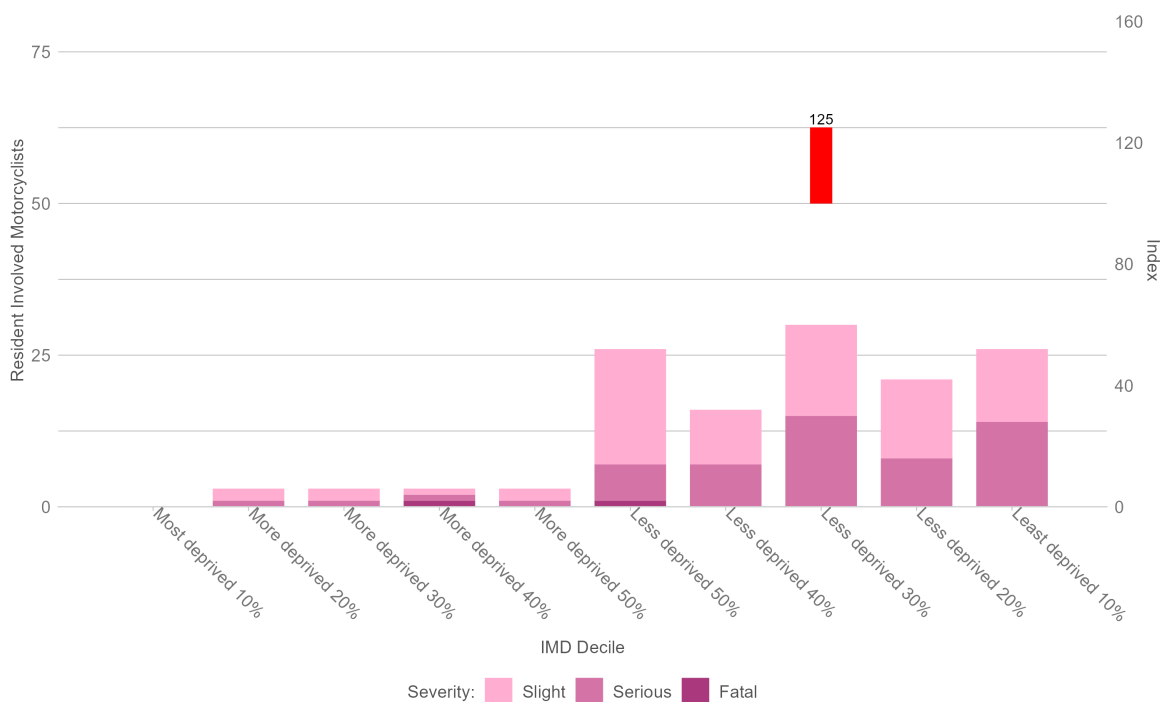
Figure 63: West Berkshire resident involved motorcyclists, by Acorn Type (2020-2024)



3.3.1.4.3 Deprivation Figure 64 shows resident involved motorcyclists by the IMD of the LSOA in which they reside.

West Berkshire's resident involved motorcyclist casualties come from the communities belonging to the less deprived IMD deciles. The less deprived 30% has the highest amount casualties and is the only decile which has been over represented with an index of 125.

Figure 64: West Berkshire resident involved motorcyclists, by Index of Multiple Deprivation (2020-2024)

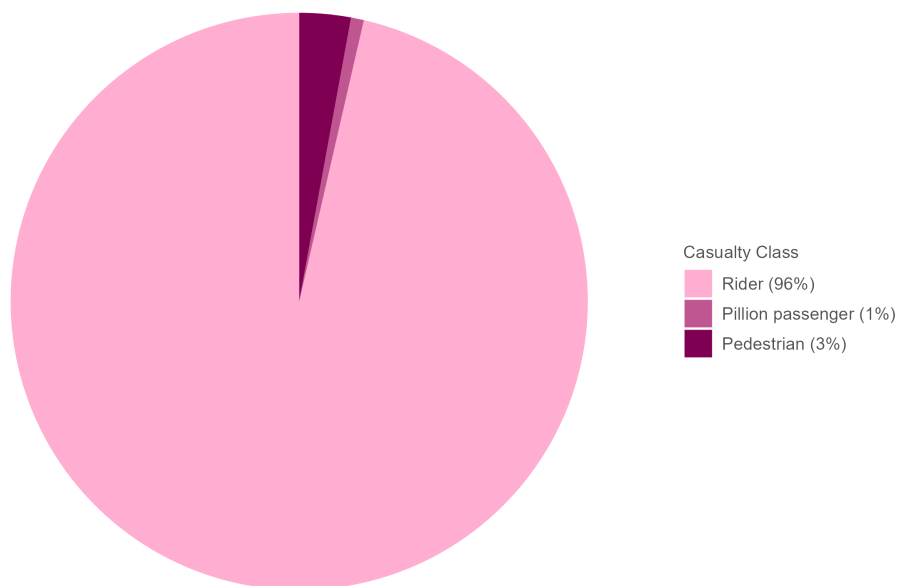


3.3.2 Related Casualties

3.3.2.1 Passenger and pedestrian casualties The related casualties of West Berkshire's resident motorcycle riders have been analysed in Figure 65. Related casualties can be the rider themselves; an injured pillion passenger; or a pedestrian struck by the rider's motorcycle. Consequently, injured drivers and passengers of other vehicles are not included in the analysis.

The resident involved motorcyclist casualties came from the rider (96%) casualty class. A pedestrian was affected 3% of the time and pillion passenger 1%.

Figure 65: Related casualties of West Berkshire's resident involved motorcyclists (2020-2024)



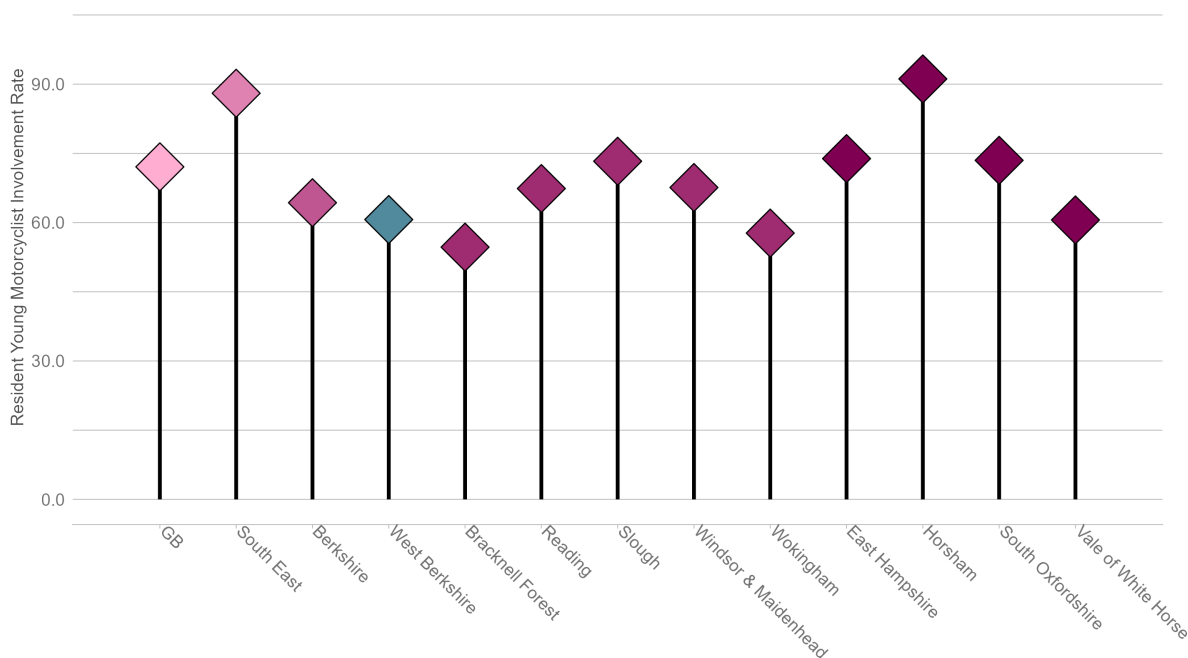
3.3.3 Resident Young Motorcyclist Involvement (aged 17 to 24)

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

3.3.3.1 Rates Figure 66 shows the resident young motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire's resident young motorcyclist involvement rate was recorded at 60.6 per year, per 100,000 population.

Figure 66: Annual average West Berkshire resident young involved motorcyclists per 100,000 population (2020-2024)



3.3.3.2 Comparisons West Berkshire's resident young motorcyclist involvement rate was relatively low in comparison with other authorities. West Berkshire's rate was 15% lower than the national rate and 31% lower than the South East regional rate. Bracknell Forest, Wokingham and Vale of White Horse had lower rate than West Berkshire, the rest of the comparators recorded higher resident young motorcyclist involvement rate per 100,000 population.

3.3.3.2.1 Resident young motorcyclist collision involvement in other areas Between 2020 and 2024, West Berkshire recorded 25 resident involved young motorcyclist in West Berkshire out of the total (38). Followed by Reading who accounted for six.

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

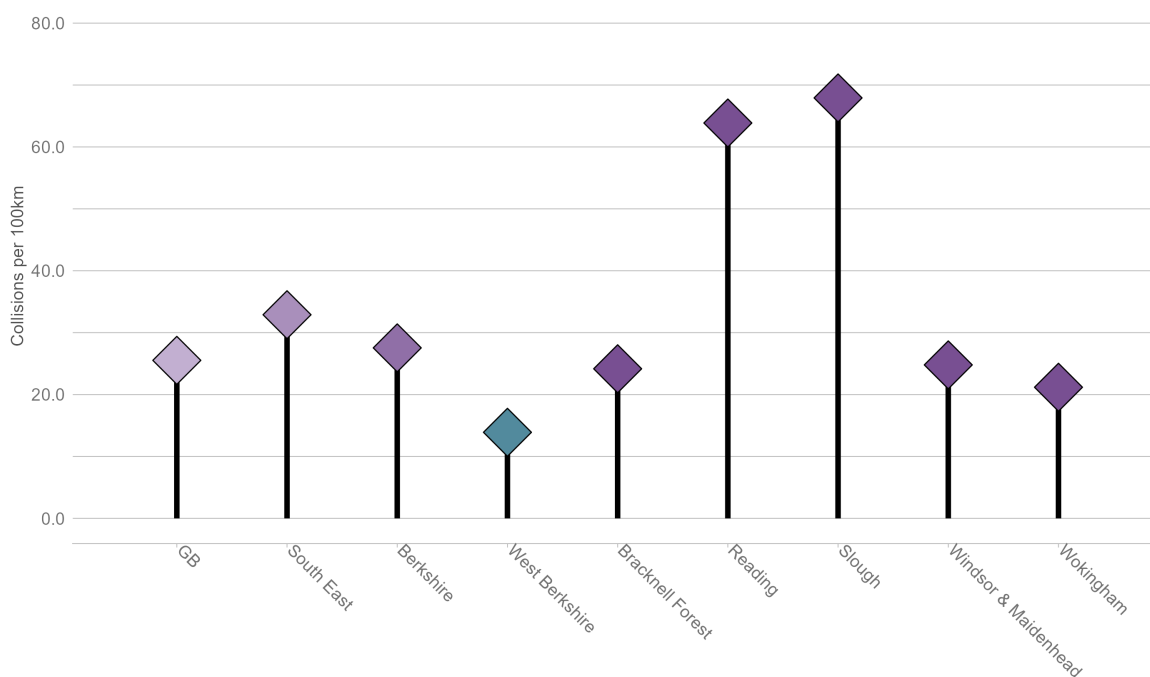
This section refers to all collisions which occurred on West Berkshire's roads. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

4.1.1 Rates

4.1.1.1 Collisions per 100km of road Figure 67 below shows the rate of average annual collisions between 2020 and 2024 per 100km of road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

The rate of the average annual collisions of West Berkshire 13.9 collisions per year, per 100km.

Figure 67: Annual average collisions per 100km of road (2020-2024)

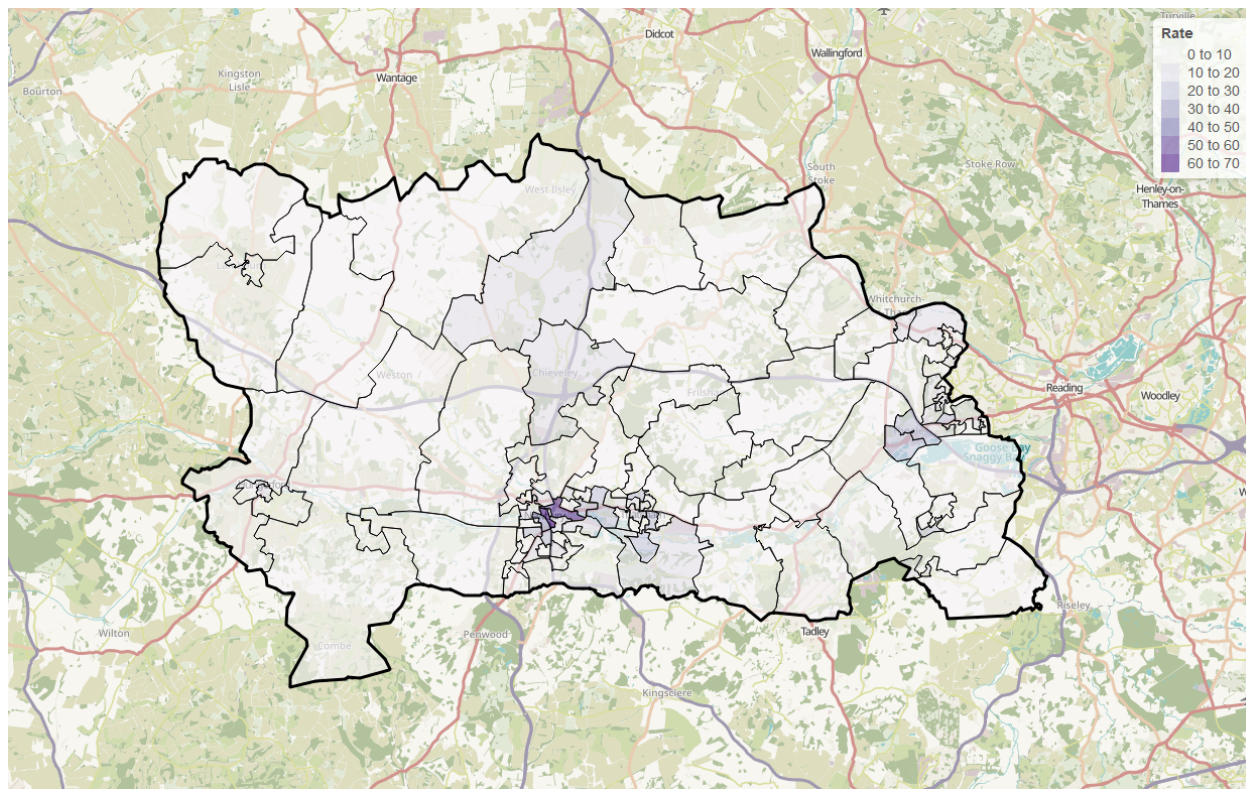


4.1.1.2 Comparisons The average annual collisions per 100km of West Berkshire is the lowest in comparison with the other comparators. It has a 45% lower collision rate than the national rate and 57% lower than the South East regional rate.

4.1.1.2.1 Collisions by Small Area Figure 68 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.

Across West Berkshire, Newbury has the highest average annual collision rate with a rate of 16 collisions per 100km. Following Newbury, Speenhamland recorded the next highest collision rate at 52 collisions per 100km.

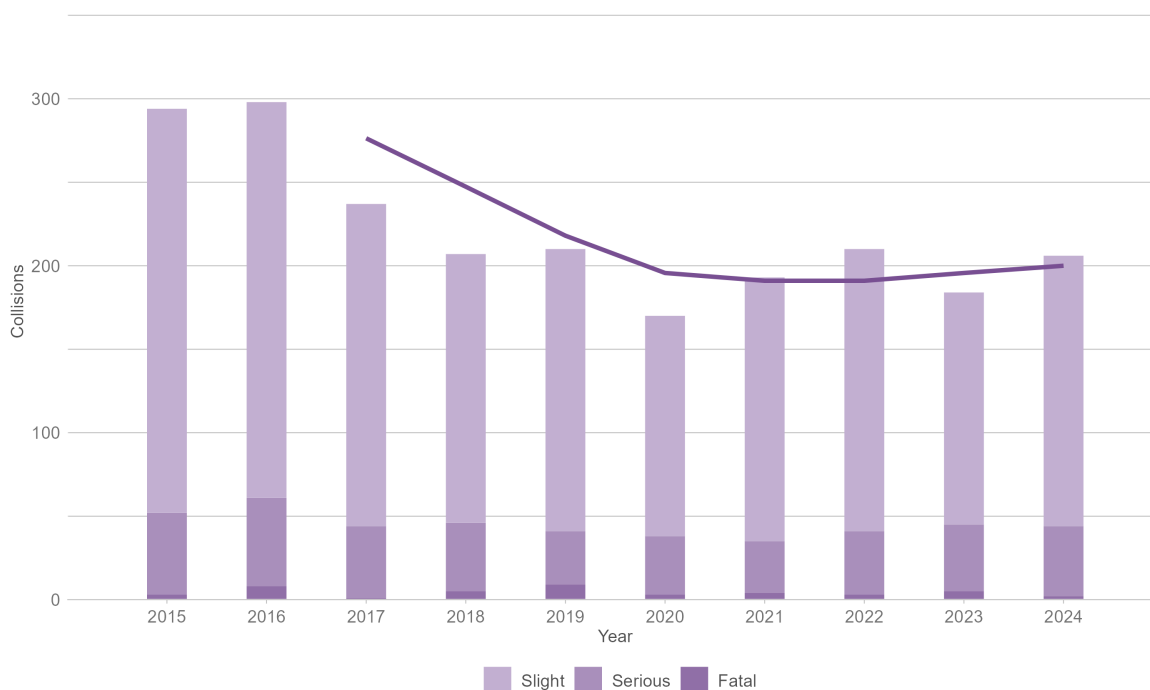
Figure 68: Annual average collisions per 100km of road (2020-2024)



4.1.1.3 Trends Figure 69 shows annual collisions on West Berkshire's roads, since 2015 by severity.

Since recording a peak in 2016 in annual collisions at 298 collisions and 53 serious collisions, West Berkshire observed a relatively lower number of collisions. The collisions had steadily declined till 2018, recording 207 collisions and 41 serious collisions. In the following year, the collisions rose to 210 but the serious collisions dropped to 32. After recording an increase from 170 collisions in 2020 to 193 collisions but a decrease in the serious collisions from 35 to 31 (similar levels to 2019), West Berkshire observed a fluctuating trend between 2021 and 2024. The figures rose to 210 collisions including 38 serious collisions in 2022. Subsequently, in 2023 184 collisions and 40 serious collisions were recorded and finally increased to 206 collisions and 42 serious collisions, returning to similar levels to 2018.

Figure 69: West Berkshire collisions, by year and severity (2015-2024)

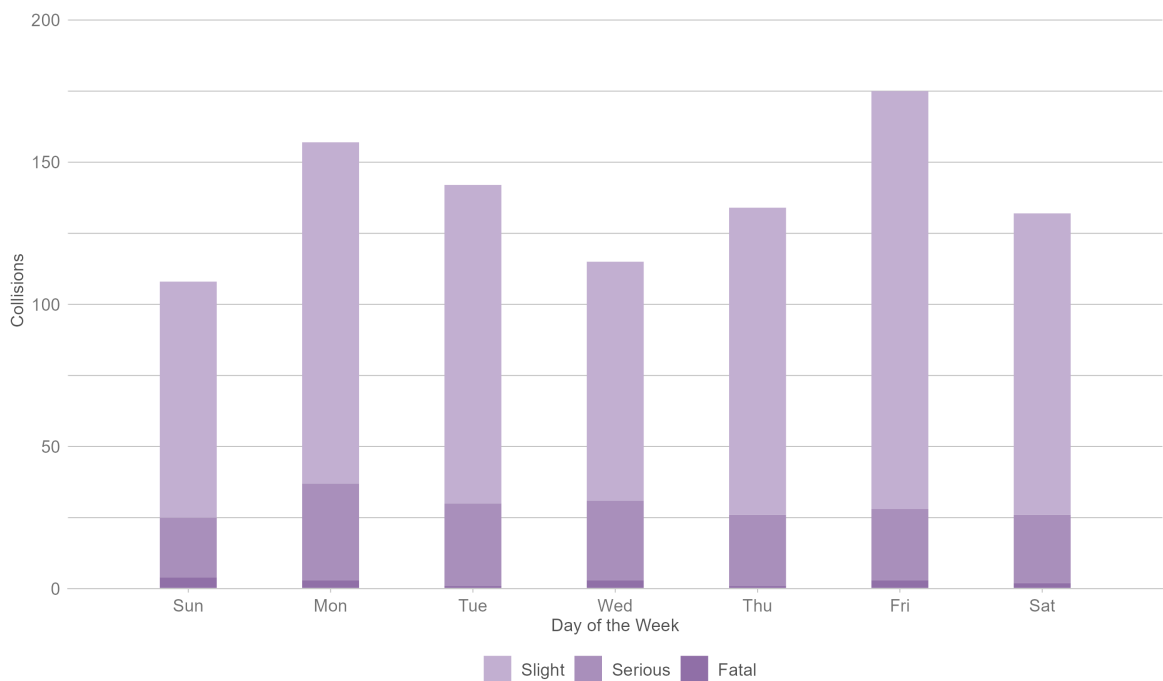


4.1.1.4 Collisions by day of the week

Figure 70 shows collision in West Berkshire by day of the week and severity.

The most collisions occurred on Mondays and Fridays, whereas the least collisions occurred on Sundays and Wednesdays in West Berkshire.

Figure 70: West Berkshire collisions, by day of the week and severity (2020-2024)

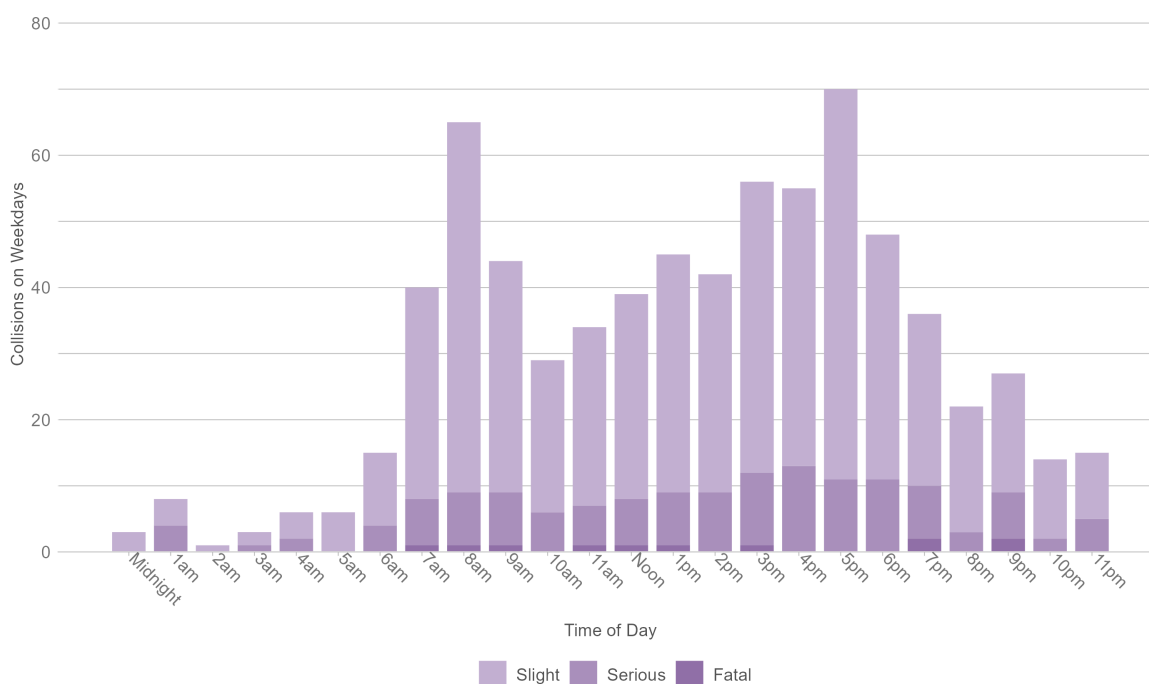


4.1.1.5 Collisions by hour of the day

4.1.1.5.1 Collisions by hour of the day on weekdays Figure 71 shows collisions on weekdays by the hour of the day in which they occurred.

In West Berkshire the most collisions that occurred on Weekdays were observed during the peak morning period between 7am and 9am and the peak evening period 3pm to 6pm particularly a high at 8am and 5pm .

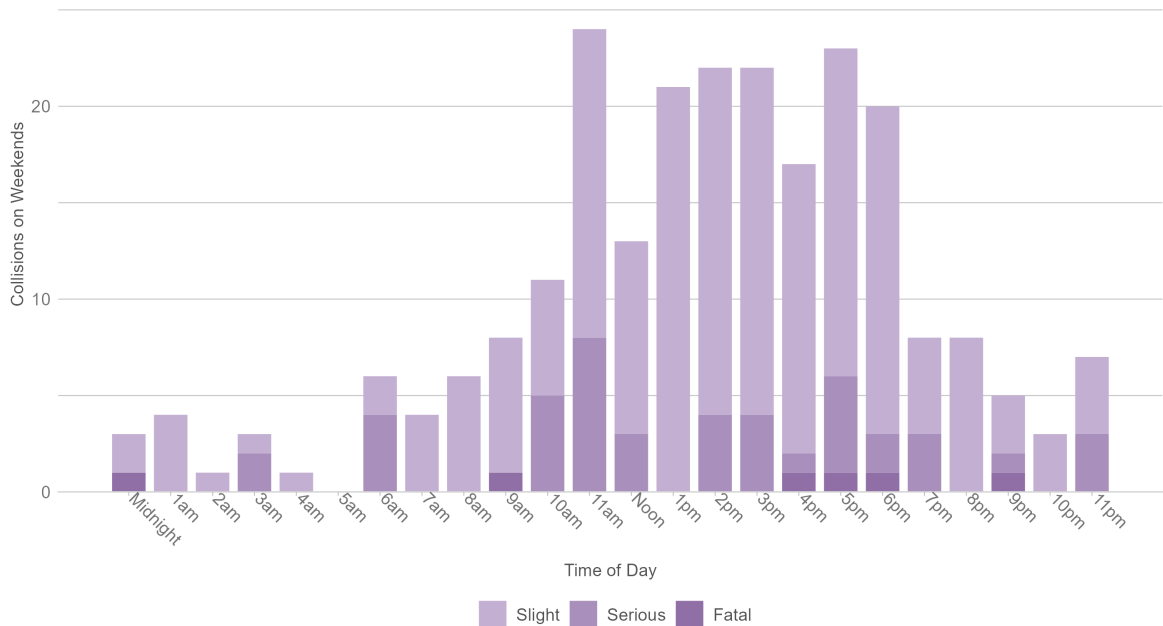
Figure 71: West Berkshire collisions, by hour of the day during weekdays (2020-2024)



4.1.1.5.2 Collisions by hour of the day on weekends

Figure 72 shows collisions on a weekend by the hour of the day in which they occurred. At weekends the collisions are mainly spread across the hours 11am to 6pm, accounting for around 2/3 of all collisions. However, the proportion of collisions that result in serious or fatal injury is higher overnight, between 9pm and 6am.

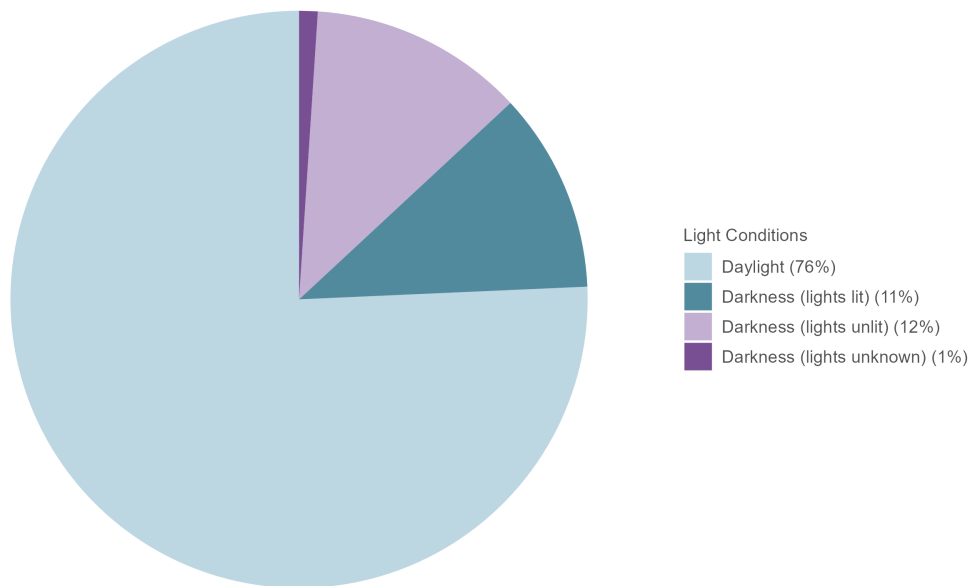
Figure 72: West Berkshire collisions, by hour of the day during weekends (2020-2024)



4.1.1.6 Collisions by light conditions Figure 73 shows collisions in West Berkshire by the light conditions at the time of the collision.

Across West Berkshire it was observed that the most collisions occurred during Daylight amounting to 76% of the total collisions.

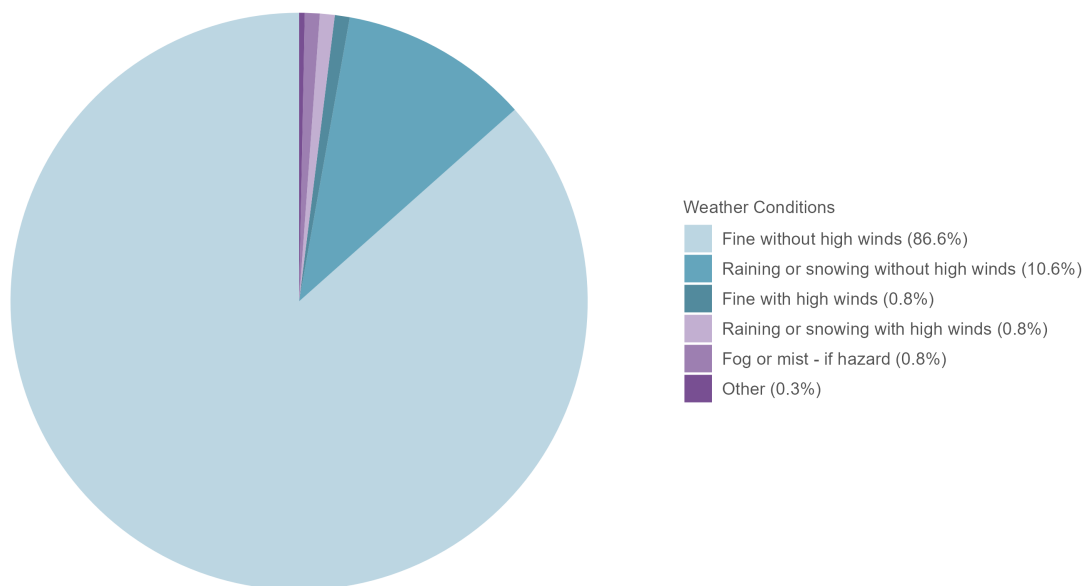
Figure 73: West Berkshire collisions by light conditions (2020-2024)



4.1.1.7 Collisions by weather conditions Figure 74 shows collisions in West Berkshire by the weather conditions present at the time of the collision.

The most collisions were observed during weather conditions recorded under 'fine without high winds' which comprised of 86.6% of the total collisions and the condition 'raining or snowing without high winds' comprised of 10.6% of the collisions.

Figure 74: West Berkshire collisions by weather conditions (2020-2024)



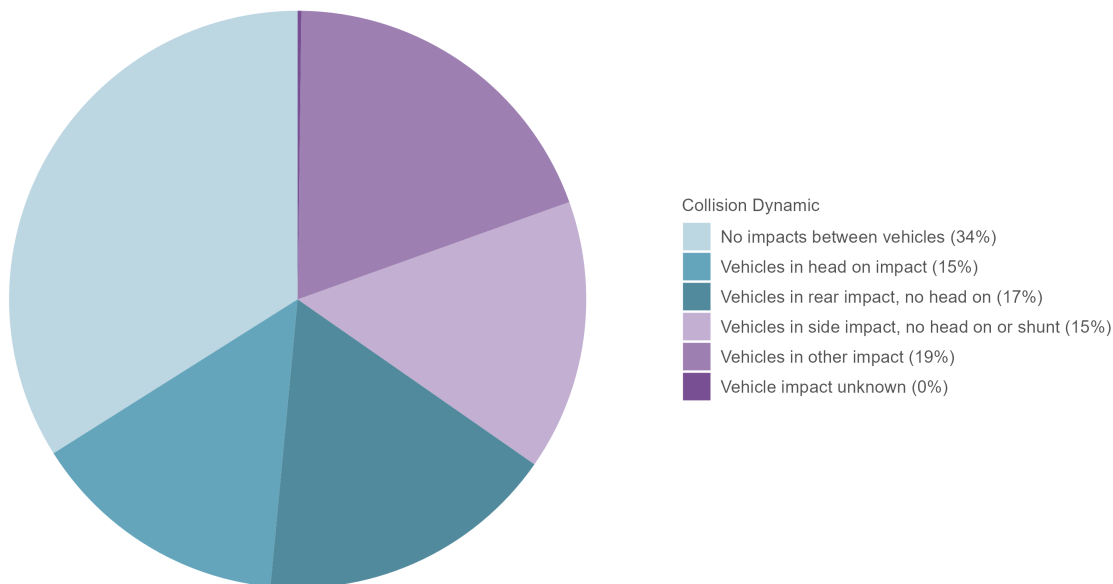
4.1.1.7.1 Collision-involved drivers who reside in other areas Between 2020 and 2024, out of West Berkshire's total collisions (1,355) recorded, just over half of the involved drivers resided in West Berkshire. Approximately, 11% and 10% of the involved drivers resided in Hampshire and Reading, respectively

4.1.1.8 Collision dynamics and driver actions

4.1.1.8.1 Collision dynamics Figure 75 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.

In West Berkshire the most collisions came from when vehicles which had no impact which formed 34% of the collision dynamic, followed by this the vehicles which had a rear impact but not head on impact constituted 17% of the collisions. Collisions which resulted in vehicles having a head on impact or side impact (no head on or shunt) both comprised of 15% of the total collisions.

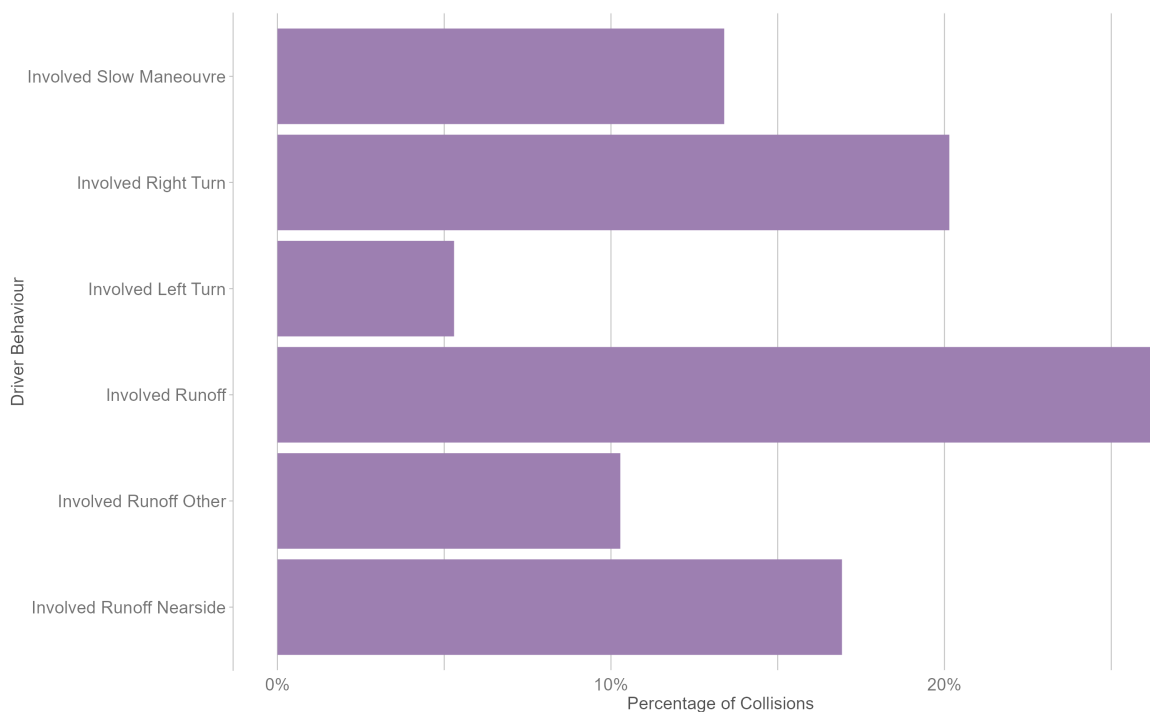
Figure 75: West Berkshire collisions by collision dynamics (2020-2024)



4.1.1.8.2 Driver actions Figure 76 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.

Of the collisions recorded in West Berkshire between 2020 and 2024, 26% involved a runoff and 20% involved a driver turning right.

Figure 76: West Berkshire collisions by driver actions (2020-2024)

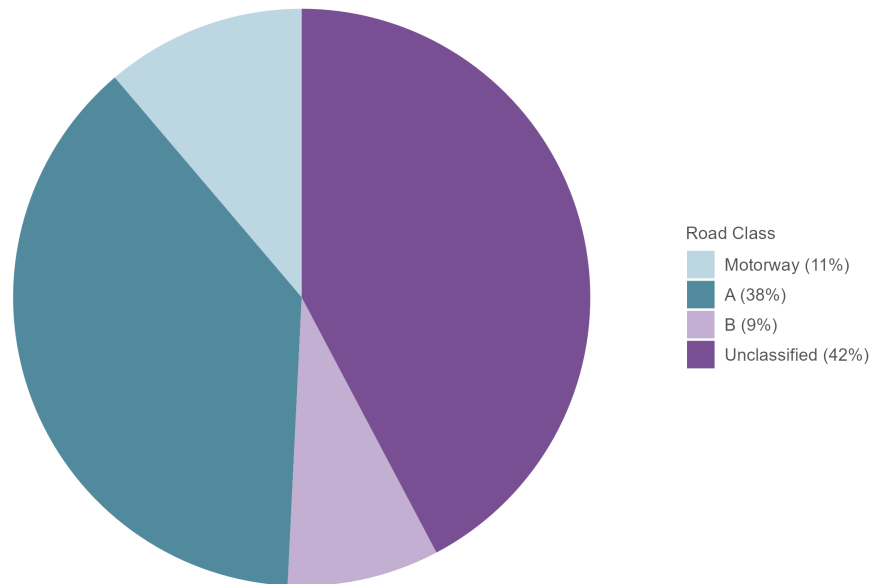


4.1.1.9 Road environment

4.1.1.9.1 Road class Figure 77 shows collisions in West Berkshire by class of road.

Of the collisions recorded in West Berkshire between 2020 and 2024, 42% were recorded on an unclassified road, 38% on an A road and 11% on a motorway.

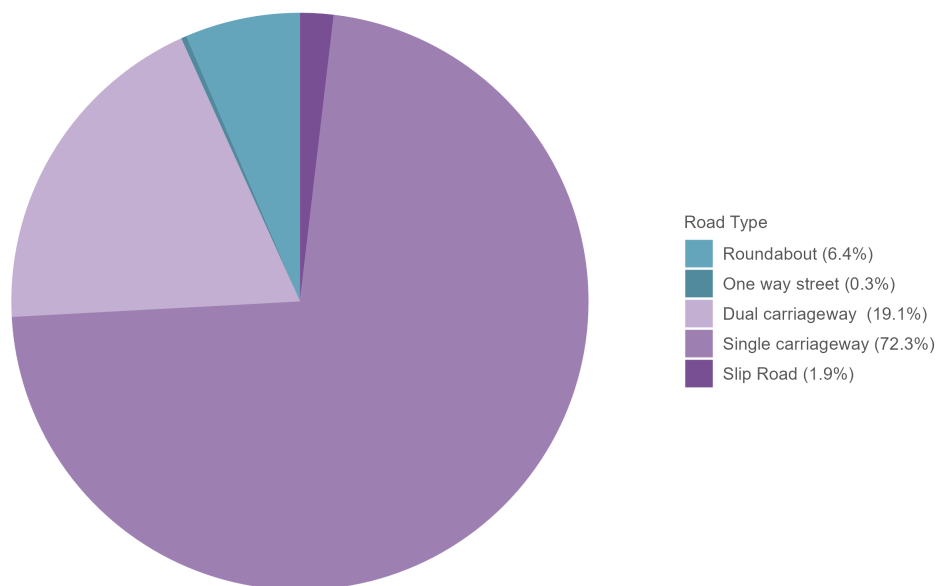
Figure 77: West Berkshire collisions by road class (2020-2024)



4.1.1.9.2 Carriageway type Figure 78 shows collisions in West Berkshire by carriageway type of road.

The collisions that were documented in West Berkshire was mostly observed on Single Carriageway (72.3%). Following this, 19.1% of the collisions were recorded on Dual Carriageway.

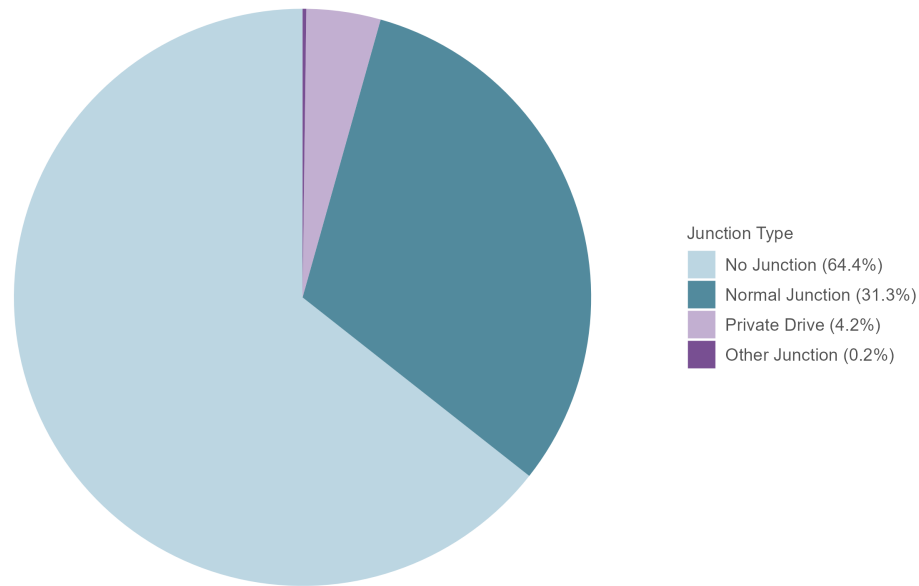
Figure 78: West Berkshire collisions by road carriageway type (2020-2024)



4.1.1.9.3 Junction type Figure 79 shows collisions in West Berkshire by the presence and type of junction.

The collisions which occurred in West Berkshire were mostly observed at junctions categorised under 'No Junction' which comprised of 64.4% of the collisions. A normal junction constituted around 31.3% of the collisions.

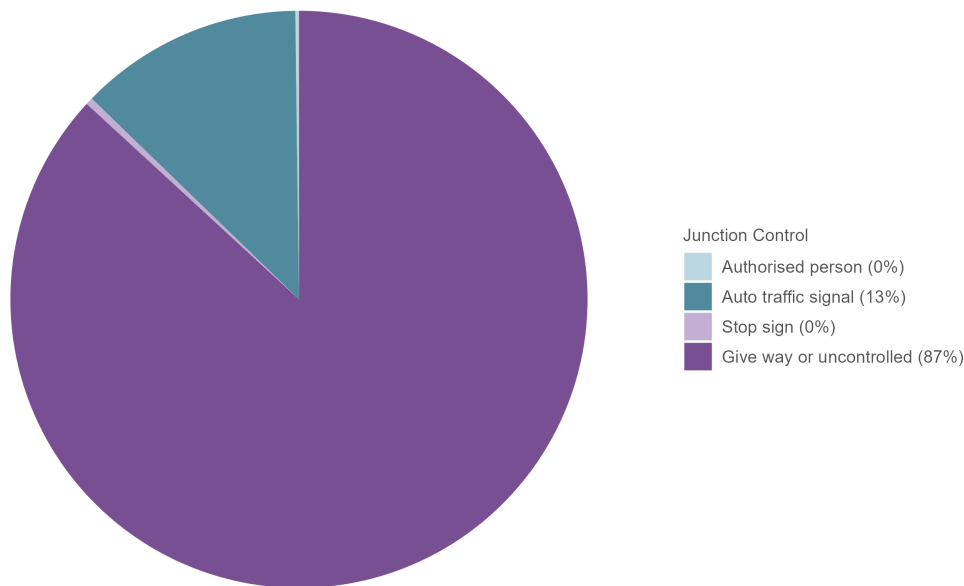
Figure 79: West Berkshire collisions by junction type (2020-2024)



4.1.1.9.4 Junction control Figure 80 shows collisions in West Berkshire by the type of junction control (if the collision took place at a junction).

Across West Berkshire, Give way or uncontrolled junctions comprised the majority (87%) of junctions where collisions occurred.

Figure 80: West Berkshire collisions by junction control (2020-2024)

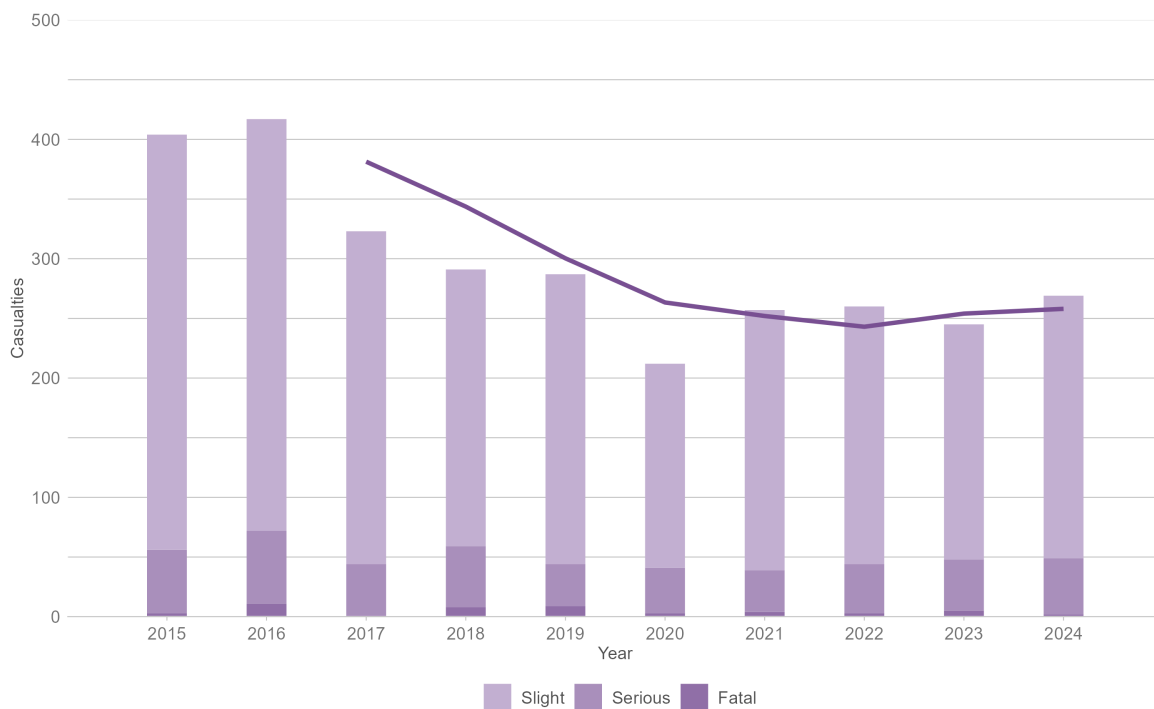


4.1.2 Casualty trends on all roads

4.1.2.1 All casualties Figure 81 shows annual casualty numbers for collisions on West Berkshire's roads.

Since observing a peak in 2016 in annual casualties in West Berkshire recording 417 casualties and 61 serious injuries, the casualty numbers have been relatively low throughout. The figures gradually declined to 287 casualties and 35 serious injuries in 2019. After observing a rise from 212 casualties in 2020 to 257 casualties in 2021 but a drop in serious injuries from 38 to 35 (matching levels in 2019). West Berkshire observed a fluctuation between 2021 and 2024. Casualties rose to 260 including 41 serious injuries. In 2023, casualties declined to 245, while serious injuries rose to 43. Finally, in 2024, casualties increased to 269 with serious injuries increasing to 47.

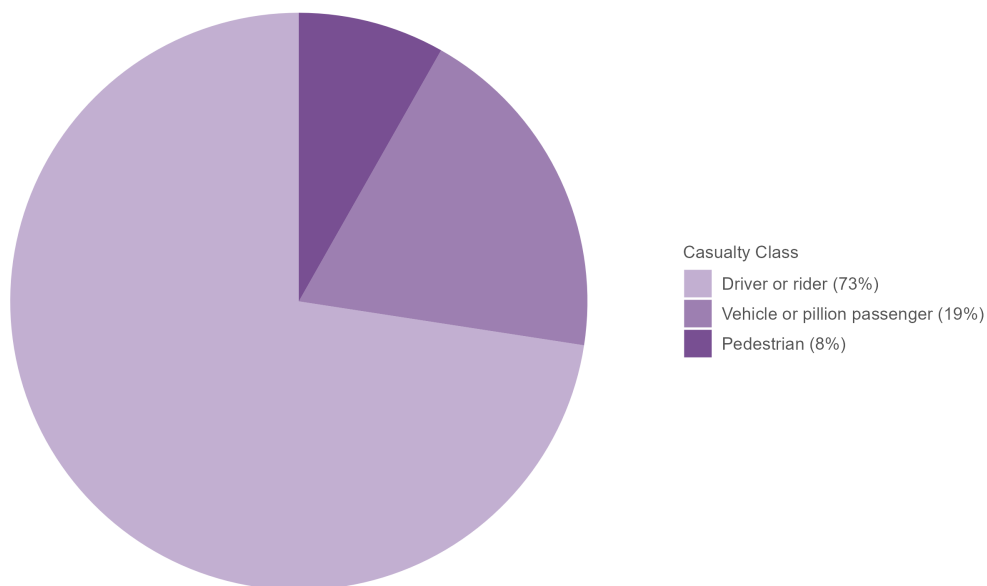
Figure 81: Casualties on West Berkshire's roads by year (2015-2024)



4.1.2.1.1 Casualty class

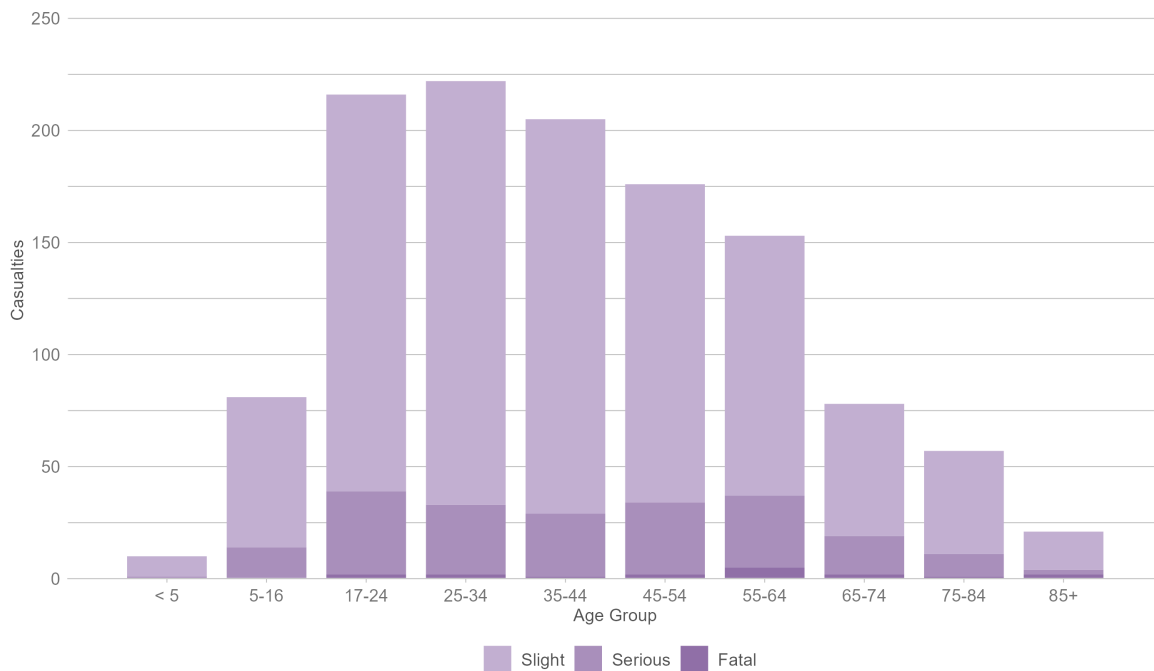
Figure 82 shows the classes of casualties injured in West Berkshire. The most casualties in West Berkshire belonged to the driver or rider casualty class covering upto 73% of the total casualties. Vehicle or pillion passenger comprised of 19% of the collisions.

Figure 82: West Berkshire casualties by casualty class (2020-2024)



4.1.2.1.2 Casualty age Figure 83 shows the age groups of casualties injured in West Berkshire. Between the years 2020 and 2024, across West Berkshire the most casualties came from the ages 17 to 44. Particularly, the age group 25-34 constituting 18% of the casualties, 17-24 and 35-44 amounting upto 17% and 16%, respectively.

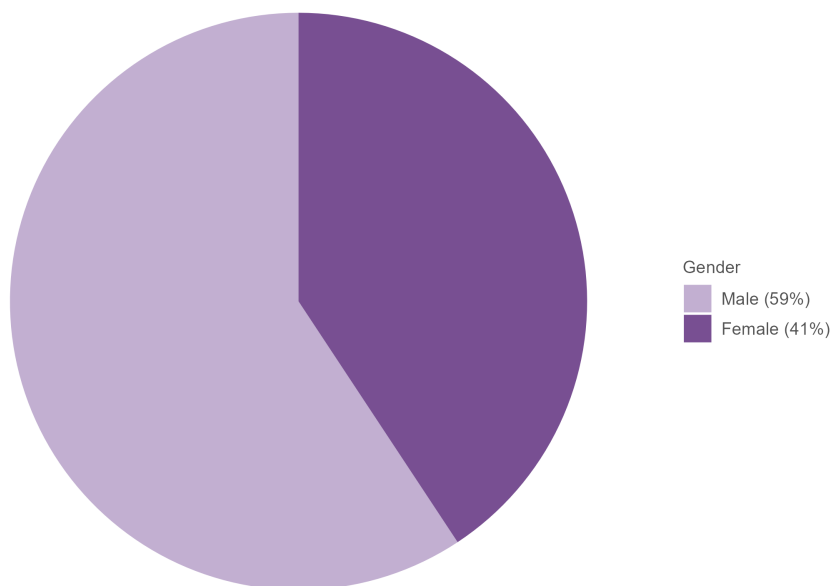
Figure 83: West Berkshire casualties by age group (2020-2024)



4.1.2.1.3 Casualty gender Figure 84 shows the breakdown of casualties injured in West Berkshire by gender.

In West Berkshire, Males suffered 59% of the casualties and females, the rest 41% of the total casualties.

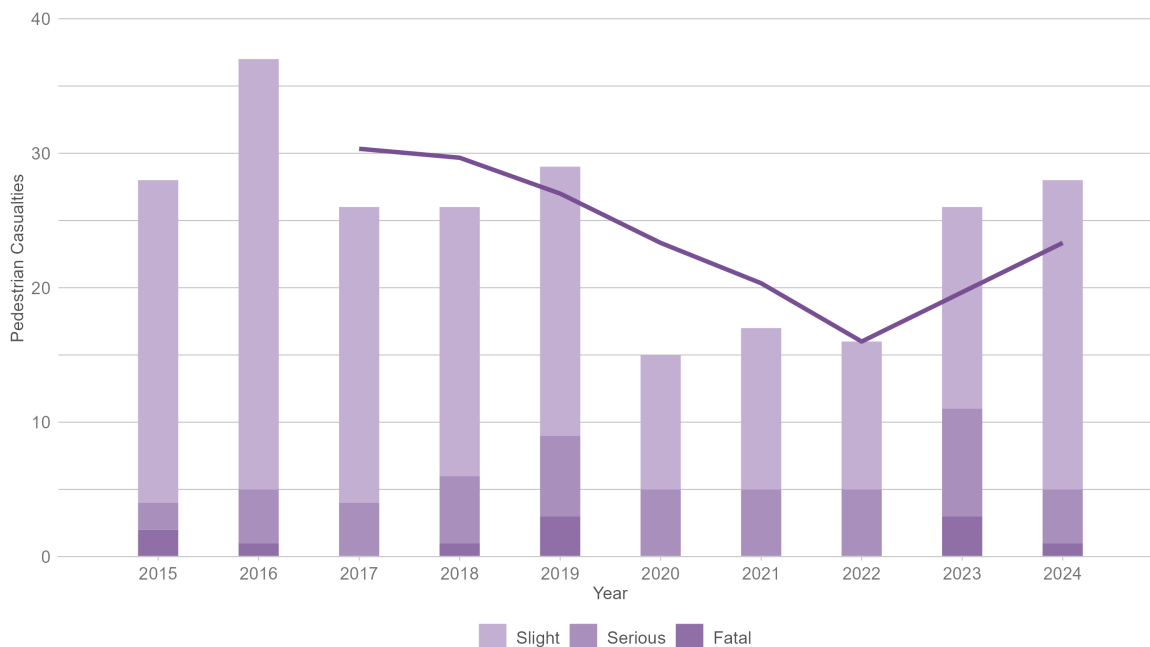
Figure 84: West Berkshire casualties by gender (2020-2024)



4.1.2.2 Pedestrian casualties Figure 85 shows annual pedestrian casualty numbers on collisions on West Berkshire's roads.

Following a decline from 17 casualties in 2021 to 16 in 2022, West Berkshire recorded an upward trend. In 2023, 26 casualties and three fatalities were registered, before figures rose to 28 in 2024 as fatalities dropped to one.

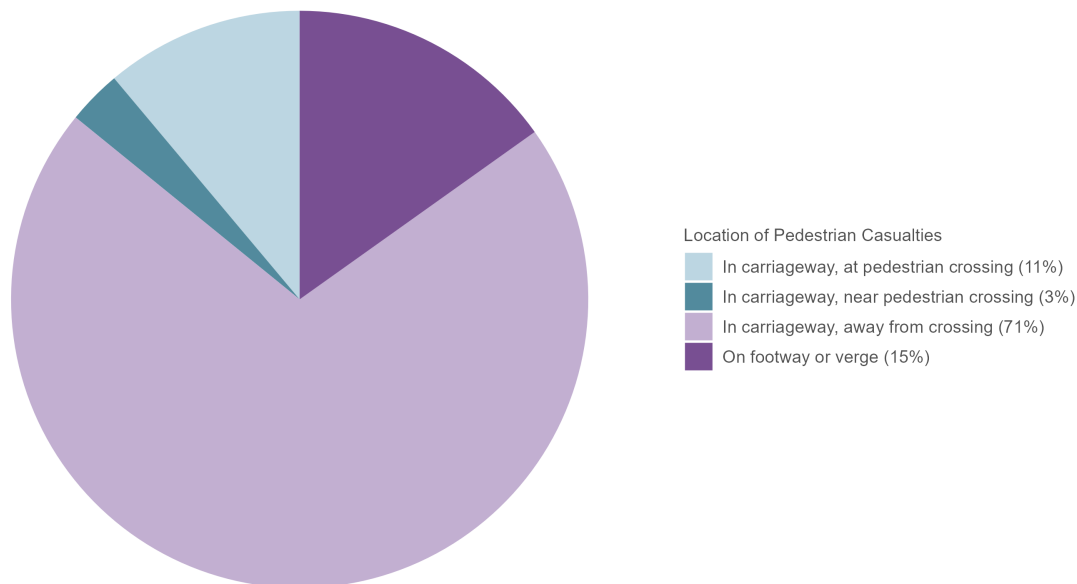
Figure 85: Pedestrian casualties on West Berkshire's roads by year (2015-2024)



4.1.2.2.1 Pedestrian location Figure 86 shows the location of pedestrian casualties injured in West Berkshire.

Of the pedestrian casualties recorded in West Berkshire between 2020 and 2024, 71% were found away from a crossing in a carriageway. 15% were recorded on footway. 11% of pedestrian casualties were recorded at a pedestrian crossing.

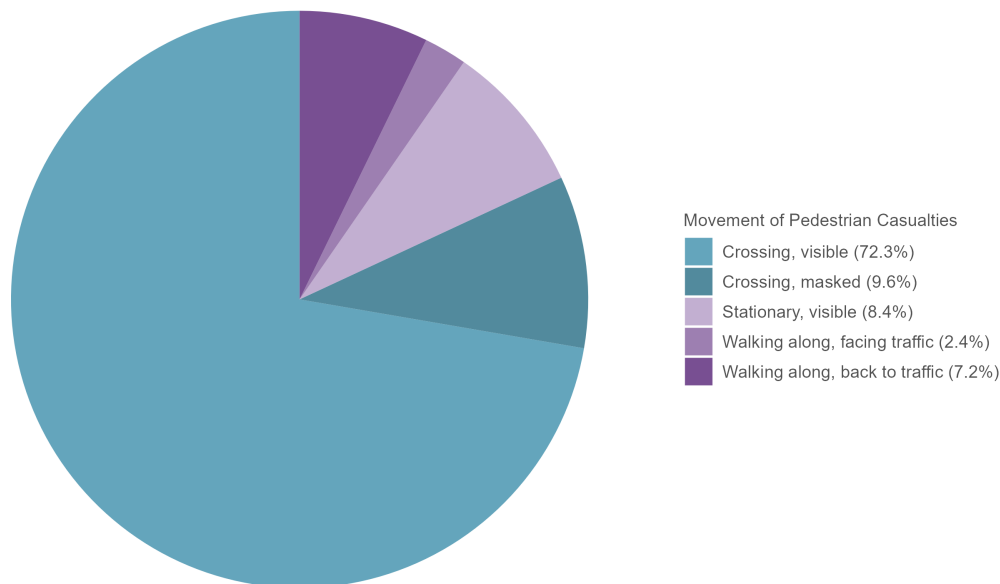
Figure 86: West Berkshire pedestrian casualties by pedestrian location (2020-2024)



4.1.2.2.2 Pedestrian movement Figure 87 shows the movement of pedestrian casualties injured in West Berkshire.

Predominantly, 72.3% of the pedestrian casualties recorded were found at visible crossings. Furthermore, 9.6% of the pedestrian casualties were recorded at a marked crossing.

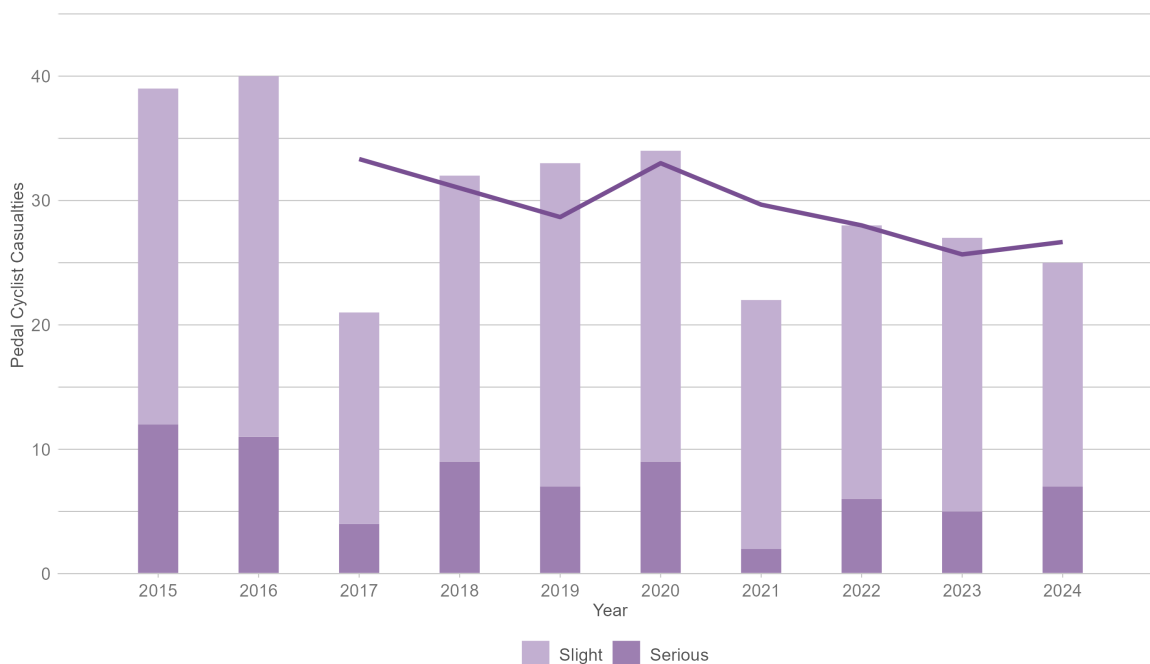
Figure 87: West Berkshire pedestrian casualties by pedestrian movement (2020-2024)



4.1.2.3 Pedal cyclist casualties Figure 88 shows annual pedal cyclist casualty numbers on West Berkshire's roads.

After observing an upward trend from 2018 to 2020, where the annual pedal cyclist casualties rose from 32 in 2018 to 33 in 2019 but serious injuries dropping from nine to seven and eventually, casualties rising to 34 and serious injuries returning to nine (matching 2018) in 2020. However, the figures dropped in 2021, recording 22 casualties and two serious injuries in 2021. West Berkshire recorded a fluctuating trend between 2021 and 2024. In 2021, 22 casualties and two serious injuries were recorded, returning to levels similar to 2017. Subsequently, in 2022, figures rose to 28 casualties and six serious injuries. In 2023, casualties declined slightly to 27 including five serious injuries. Finally, the figures dropped to 25 but serious injuries rose to seven in 2024.

Figure 88: Pedal cyclist casualties on West Berkshire's roads by year (2015-2024)

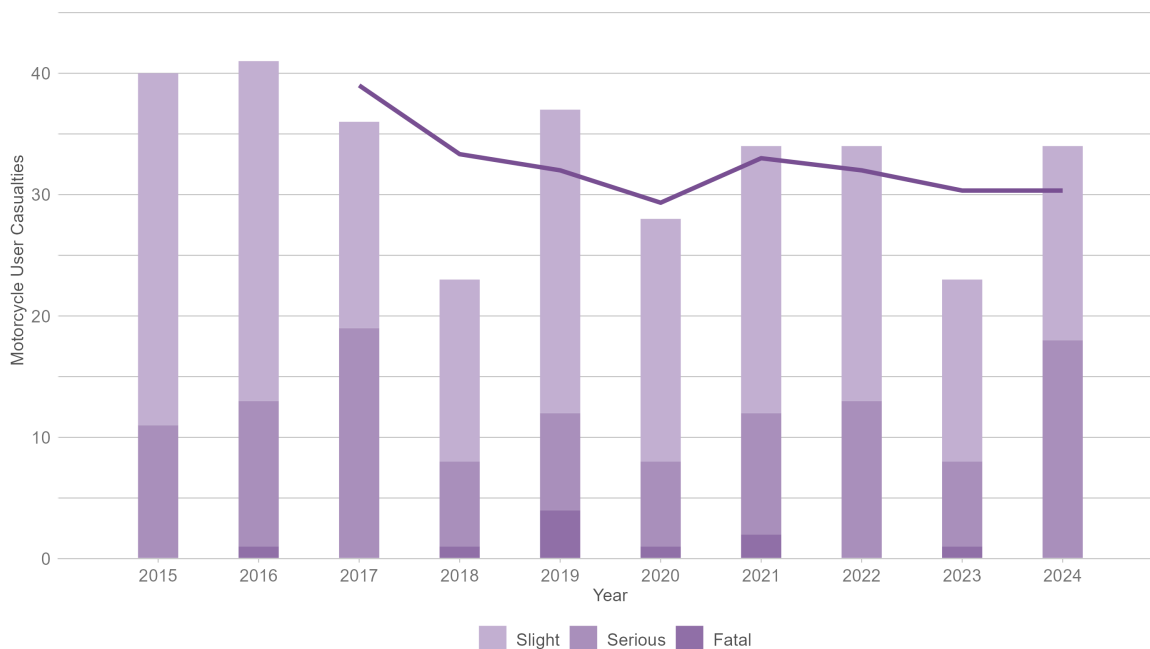


4.1.2.4 Motorcycle user casualties

Figure 89 shows annual motorcycle user casualty numbers on West Berkshire's roads.

West Berkshire observed a fluctuation in annual motorcycle casualties between 2021 and 2024. In 2021, 34 casualties and 10 serious injuries were recorded. Casualties remained stable at 34 in 2022, while serious injuries rose to 13. In 2023, collisions dropped to 23 seven serious injuries. Finally, casualties rose back to 34 and 18 serious injuries in 2024, similar level to 2017.

Figure 89: Motorcycle user casualties on West Berkshire's roads by year (2015-2024)

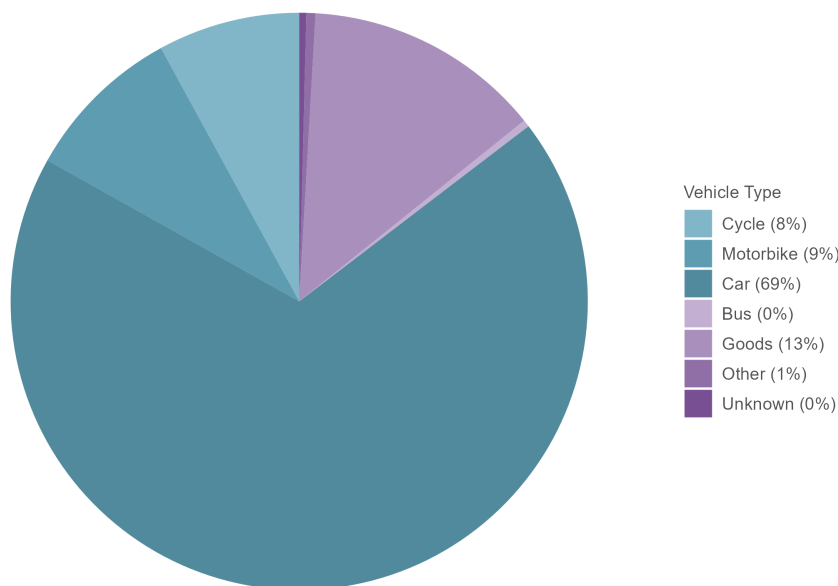


4.1.3 Driver trends on all roads

4.1.3.1 Vehicle type Figure 90 shows the types of vehicles involved in collisions in West Berkshire.

Cars represented the vast majority of collisions across West Berkshire at 69%. In comparison, Commercial Vehicles (Goods) accounted for 13%, while motorcycles and pedal cycles represented 9% and 8%, respectively.

Figure 90: West Berkshire collision-involved drivers by vehicle type (2020-2024)

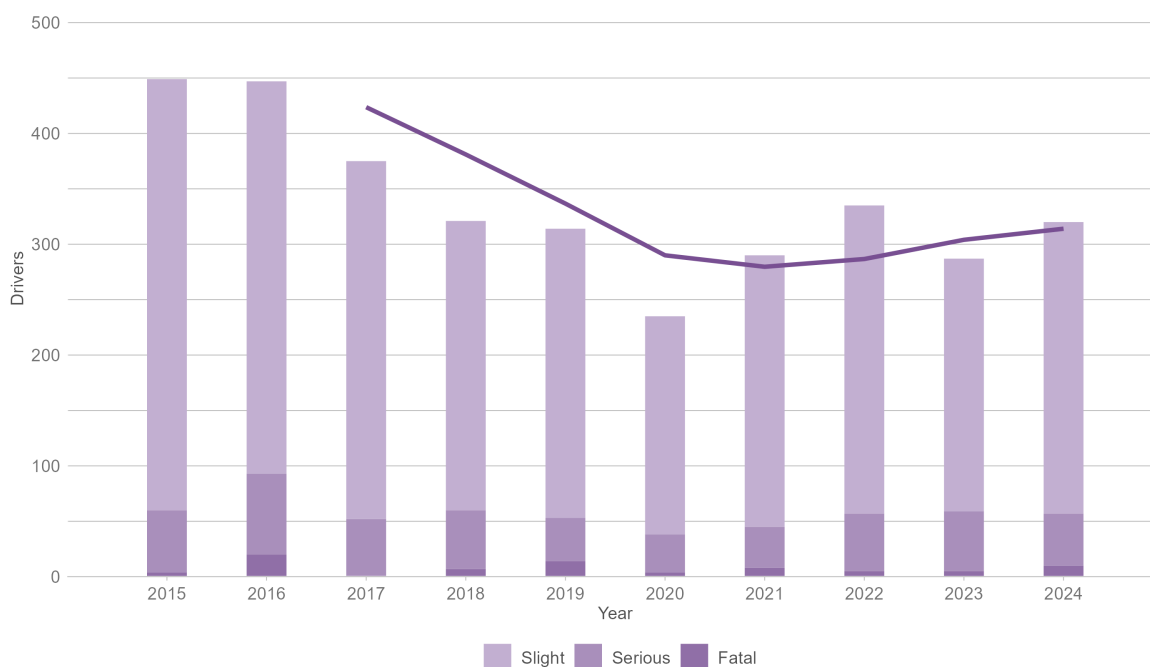


4.1.3.2 All drivers This section covers drivers of motor vehicles involved in collisions. This excludes both motorcycle riders and pedal cyclists, who are covered in subsequent sections.

Figure 91 shows annual driver collision involvement on West Berkshire's roads.

Since recording a peak in annual driver involvement in 2015 at 449 drivers involved and 56 serious collisions involved, West Berkshire has recorded a relatively lower driver involvement. The driver involvement has steadily decreased till 2019, recording 314 drivers involved and 39 serious collisions involved. After the figures increasing from 235 drivers involved and 34 serious collisions involved in 2020 to 290 drivers involved and 37 serious collisions involved. Between 2021 and 2024, West Berkshire observed a fluctuating trend. In 22, the figures rose to 335 drivers involved and 52 serious collisions involved in 2022. Subsequently, the drivers involvement dropped to 287 but the serious collisions involved rose to 54. Finally, in 2024, 320 drivers involved (similar levels to 2018) and 47 serious collisions were recorded.

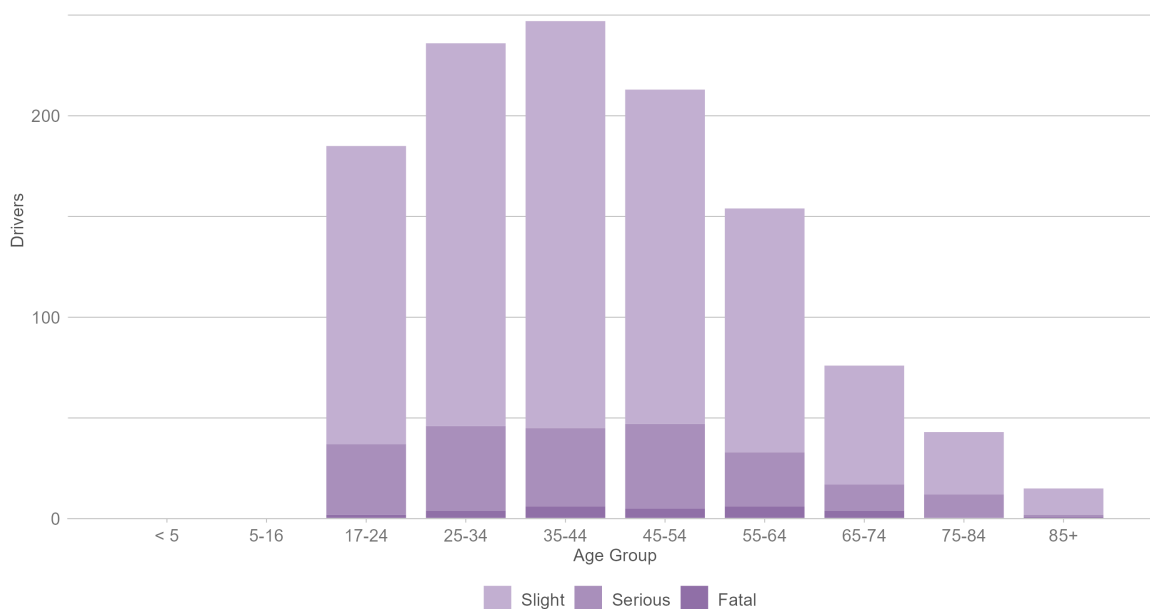
Figure 91: Drivers involved in collisions on West Berkshire's roads by year (2015-2024)



4.1.3.2.1 Driver age Figure 92) shows the age groups of drivers involved in collisions in West Berkshire.

A significant majority of collisions involved drivers aged between 17 and 54. Specifically, the 35–44 age group represented the highest proportion at 21%, followed by those aged 25–34 (20%) and 45–54 (18%), respectively.

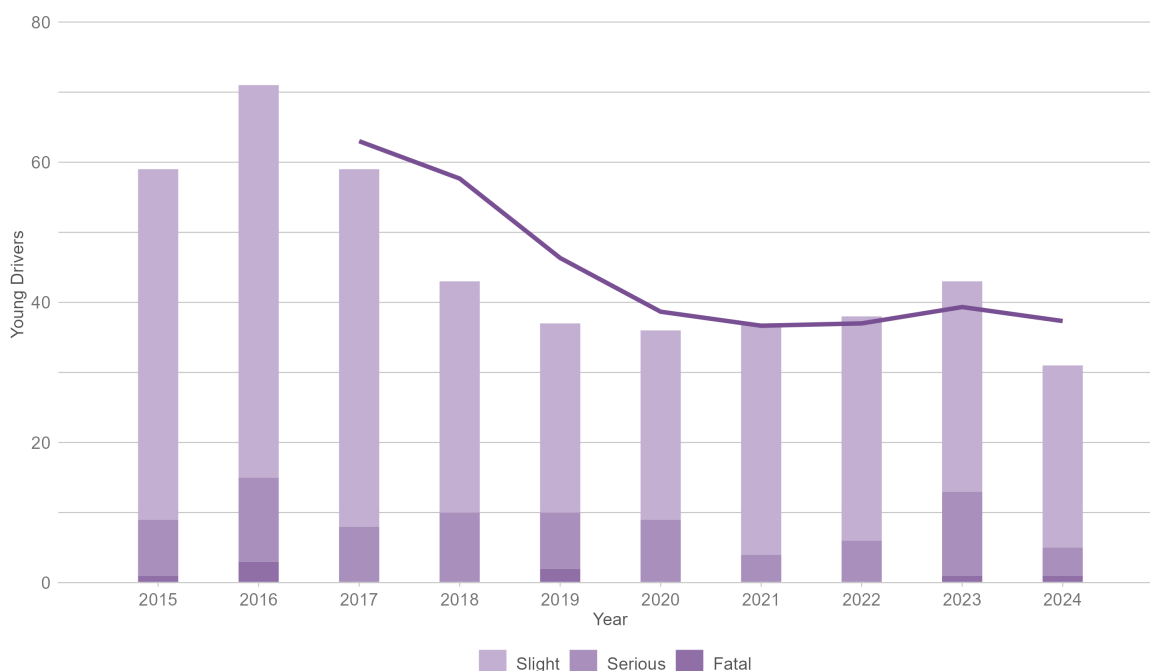
Figure 92: West Berkshire collision-involved drivers by age group (2020-2024)



4.1.3.2.2 Young drivers Figure 93 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.

Since recording a peak in 2016 in the annual young driver involved at 71 young drivers drivers involved and 12 serious collisions involved, West Berkshire has recorded a relatively lower driver involvement over the years. A downward trend was observed since, till 2019 recording 37 drivers involved and eight serious collisions. After the young drivers involved rose from 36 in 2020 to 37 (matching levels of 2019) in 2021, but serious collisions dropping from nine to four, West Berkshire observed an upward trend to 2023, recording 43 young drivers involved and 12 serious collisions. Finally in 2024, the figures dropped to 31 young drivers involved and four serious collisions.

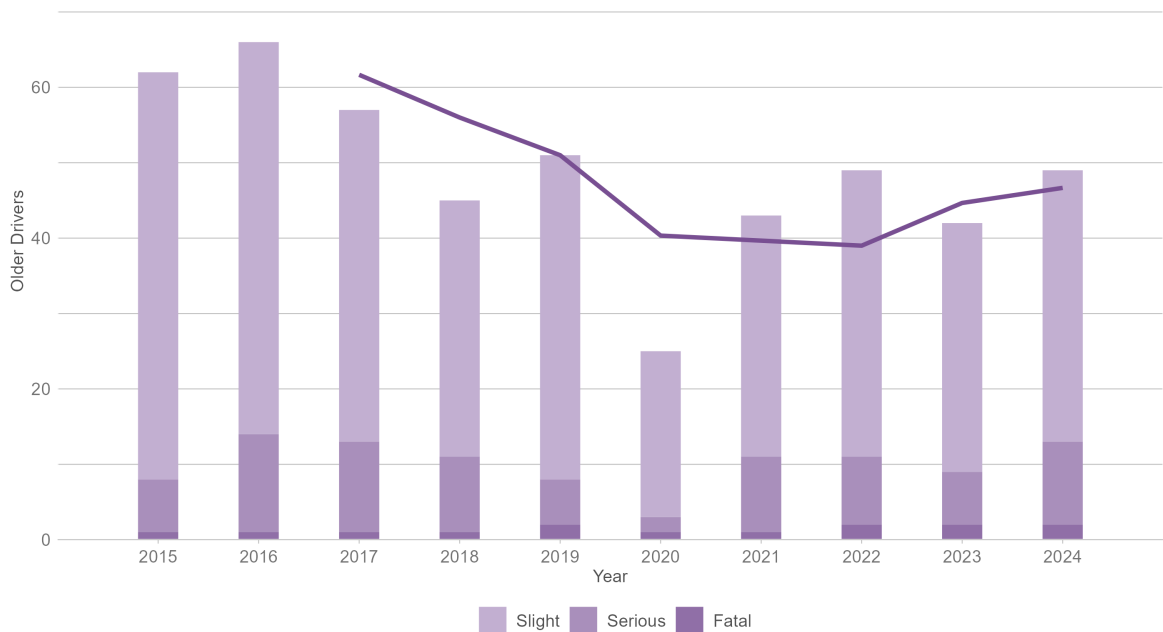
Figure 93: Collision-involved young drivers on West Berkshire's roads by year (2015-2024)



4.1.3.2.3 Older drivers Figure 94 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 a peak in 2016, recording 66 older drivers with 13 serious collisions, West Berkshire has recorded a relatively lower older driver involvement on West Berkshire's roads. After the figures rose from 25 older drivers involved with two serious collisions in 2020 to 43 older drivers involved with 10 serious collisions in 2021. Between 2021 and 2024, West Berkshire observed a fluctuating trend. After the older driver involvement increasing to 49 with serious collisions dropping nine, West Berkshire subsequently recording a decline in the figures, recording 42 older drivers involved with seven serious collisions. Finally in 2024, the figures increased, recording 49 older drivers involved with 11 serious collisions.

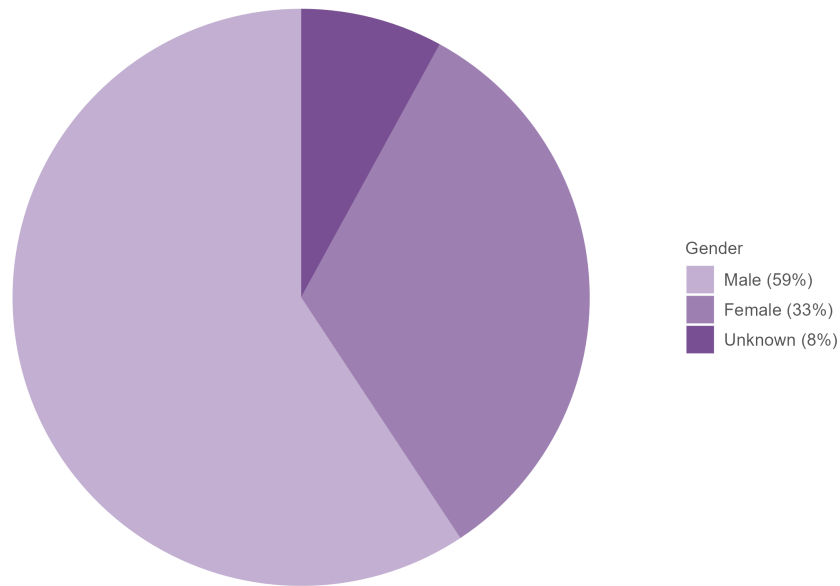
Figure 94: Collision-involved older drivers on West Berkshire’s roads by year (2015-2024)



4.1.3.2.4 Driver gender Figure 95 shows the breakdown of drivers involved in collisions in West Berkshire by gender.

Male drivers accounted for 59% of collisions in West Berkshire, while female drivers represented 33%. The gender of the driver remained unspecified in the remaining 8% of cases.

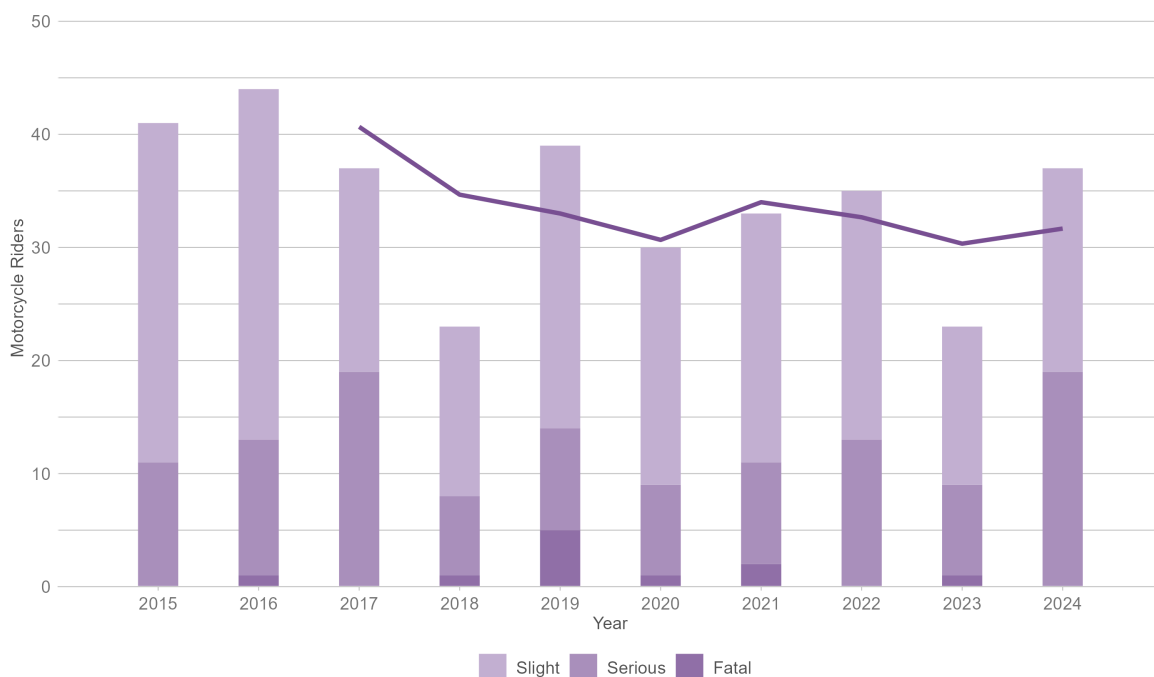
Figure 95: West Berkshire collision-involved drivers by gender (2020-2024)



4.1.3.3 Motorcycle riders Figure 96 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's roads.

Since recording a peak in the motorcycle riders involved in 2016 at 44 motorcycle riders involved and 12 serious collisions, West Berkshire has recorded a relatively lower motorcycle riders involvement since then. The motorcycle riders involvement has steadily decreased till 2018, recording 23 motorcycle riders involved and seven serious collisions. The figures rose to 39 motorcycle riders involved and nine serious collisions. An upward trend was observed from 2020 to 2022, the figures rose from 30 motorcycle riders involved and nine serious collisions in 2020 to 35 motorcycle riders involved and 13 serious collisions in 2022. Subsequently, in 2023 the figures had dropped to 23 motorcycle riders involved and eight serious collisions. Finally in 2024, the figures returned to 37 motorcycle riders involved and 19 serious collisions, matching the levels of 2017.

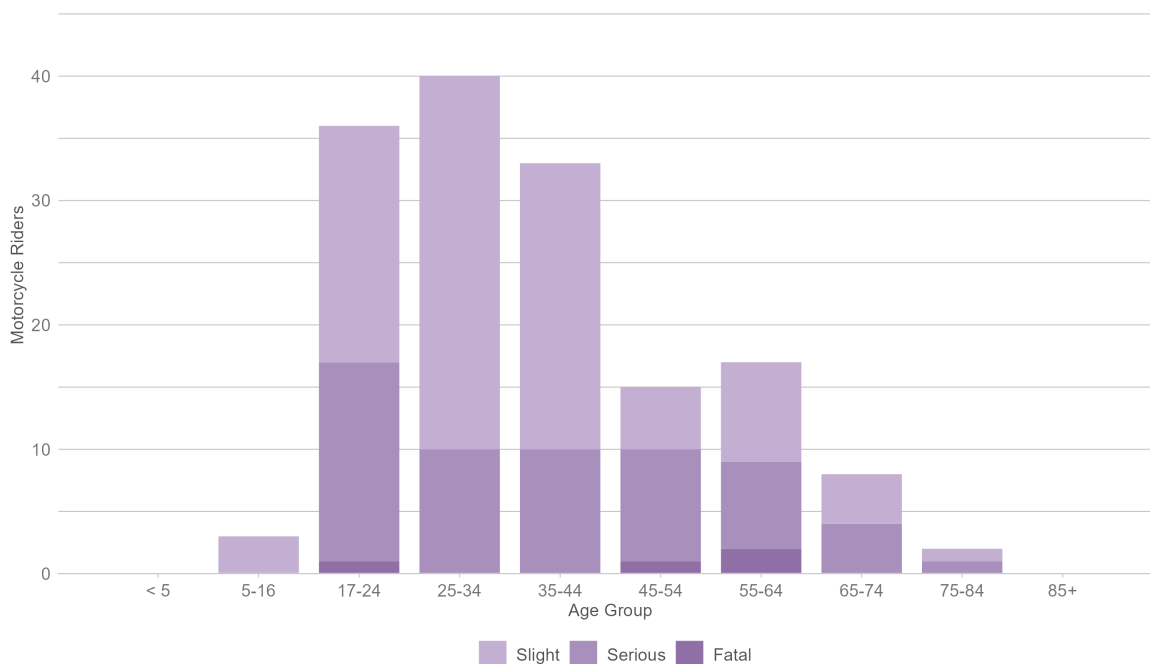
Figure 96: Collision-involved motorcycle riders on West Berkshire's roads by year (2015-2024)



4.1.3.3.1 Rider age Figure 97) shows the age groups of motorcycle riders involved in collisions in West Berkshire.

Motorcycle collisions predominantly involved riders aged 17–44, who constituted a significant majority (71%) of the total in West Berkshire. Within this demographic, the 25–34 age group recorded the highest collisions (40), followed by the 17–24 (36) and 35–44 (33).

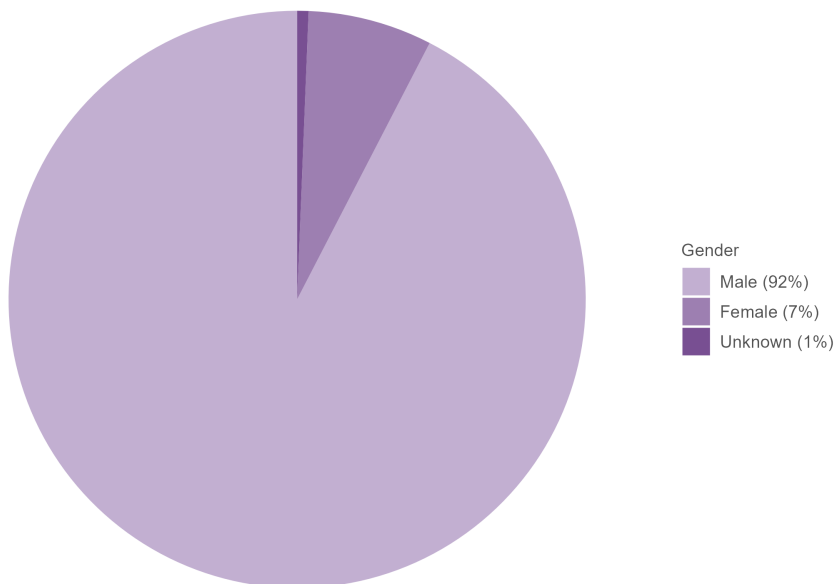
Figure 97: West Berkshire collision-involved motorcycle riders by age group (2020-2024)



4.1.3.3.2 Rider gender Figure 98 shows the breakdown of motorcycle riders involved in collisions in West Berkshire by gender.

Motorcycle collisions predominantly involved male riders, who accounted for 92% of the total in West Berkshire. Female riders represented approximately 7%, while the remaining 1% of collisions involved riders with an unspecified gender identity.

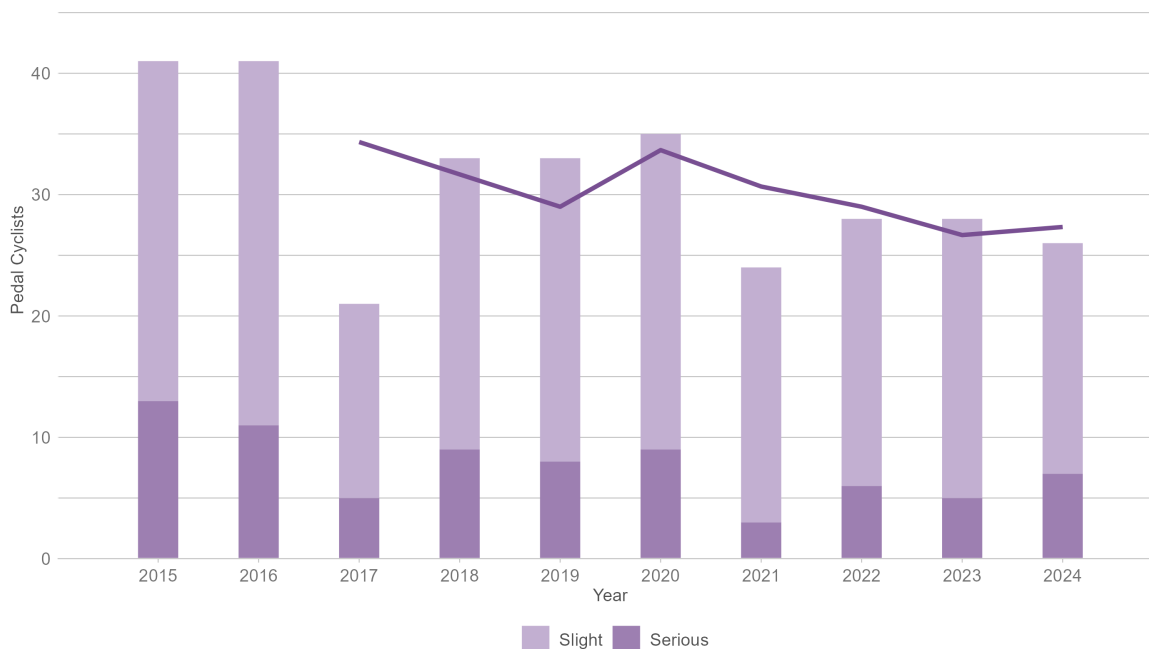
Figure 98: West Berkshire collision-involved motorcycle riders by gender (2020-2024)



4.1.3.4 Pedal cyclists Figure 99 shows annual numbers of pedal cyclists involved in collisions on West Berkshire's roads.

Since recording a peak in 2015 in the annual number of pedal cyclists involved at 41 pedal cyclists involved and 13 serious collisions, West Berkshire has recorded a relatively lower pedal cyclists involvement since then. The figures have fluctuated throughout the decade. The figures dropped from 35 pedal cyclists involved and nine serious collisions in 2020 to 24 pedal cyclists involved and three serious collisions, before rising to 28 pedal cyclists involved and six serious collisions and staying consistent in the following year. Finally in 2024, the pedal cyclists involvement dropped to 26 but the serious collisions rose from five in 2023 to seven in 2024.

Figure 99: Collision-involved pedal cyclists on West Berkshire's roads by year (2015-2024)

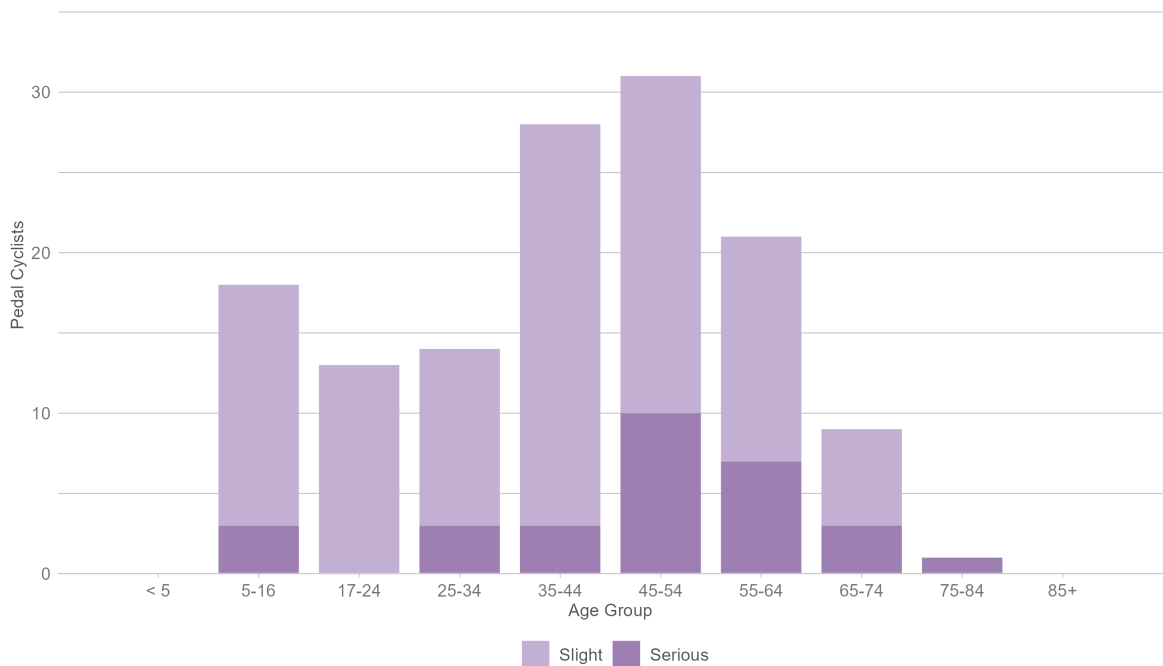


4.1.3.4.1 Cyclist age

Figure 100) shows the age groups of pedal cyclists involved in collisions in West Berkshire.

West Berkshire recorded a high number of pedal cyclist collisions, which were predominantly concentrated among middle-aged cyclists. Specifically, those aged 35–44 and 45–54 represented 20% and 22% of the total (135) collisions, respectively. Furthermore, cyclists ageing 55–64 accounted for 15% of the total collisions.

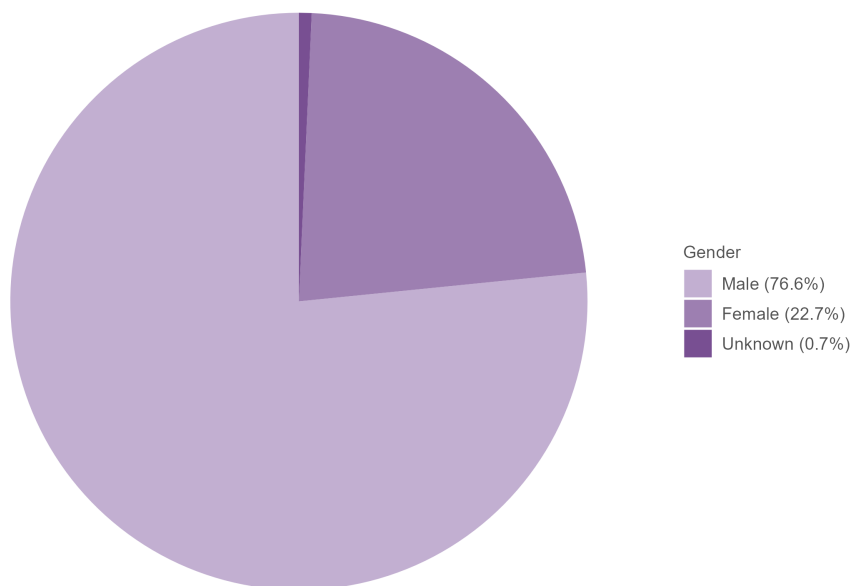
Figure 100: West Berkshire collision-involved pedal cyclists by age group (2020-2024)



4.1.3.4.2 Cyclist gender Figure 101 shows the breakdown of pedal cyclists involved in collisions in West Berkshire by gender.

Male pedal cyclists predominated the collision data in West Berkshire with 76.6%, while females represented 22.7% of the total. A negligible proportion (0.7%) involved individuals where gender was not recorded.

Figure 101: West Berkshire collision-involved pedal cyclists by gender (2020-2024)



4.2 Collisions on Urban Roads in West Berkshire

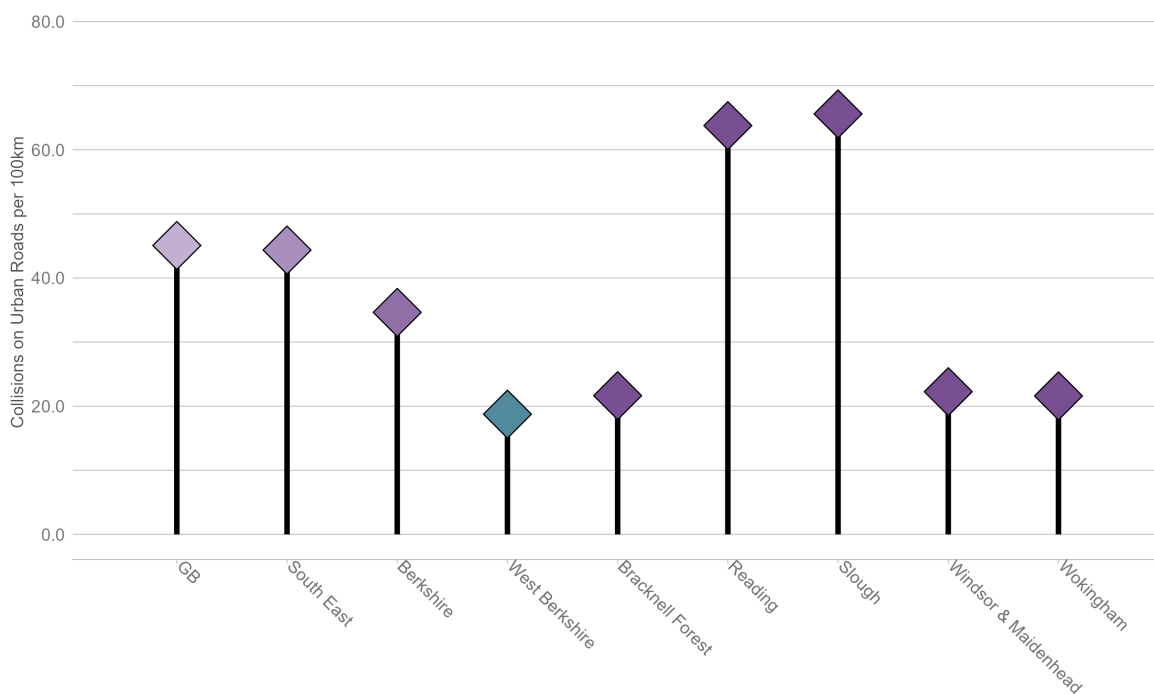
The following section investigates collisions in West Berkshire which occurred on urban roads. For an explanation of how urban roads have been identified in West Berkshire, please refer to Section 5.1.2.1.1.

4.2.1 Rates

4.2.1.1 Collisions on urban roads per 100km of urban road Figure 102 below shows the rate of average annual collisions on urban roads between 2020 and 2024 per 100km of urban road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

West Berkshire recorded an average annual collision rate on urban roads among compared authorities 18 collisions per year, per 100km.

Figure 102: Annual average collisions on urban roads per 100km of urban road (2020-2024)

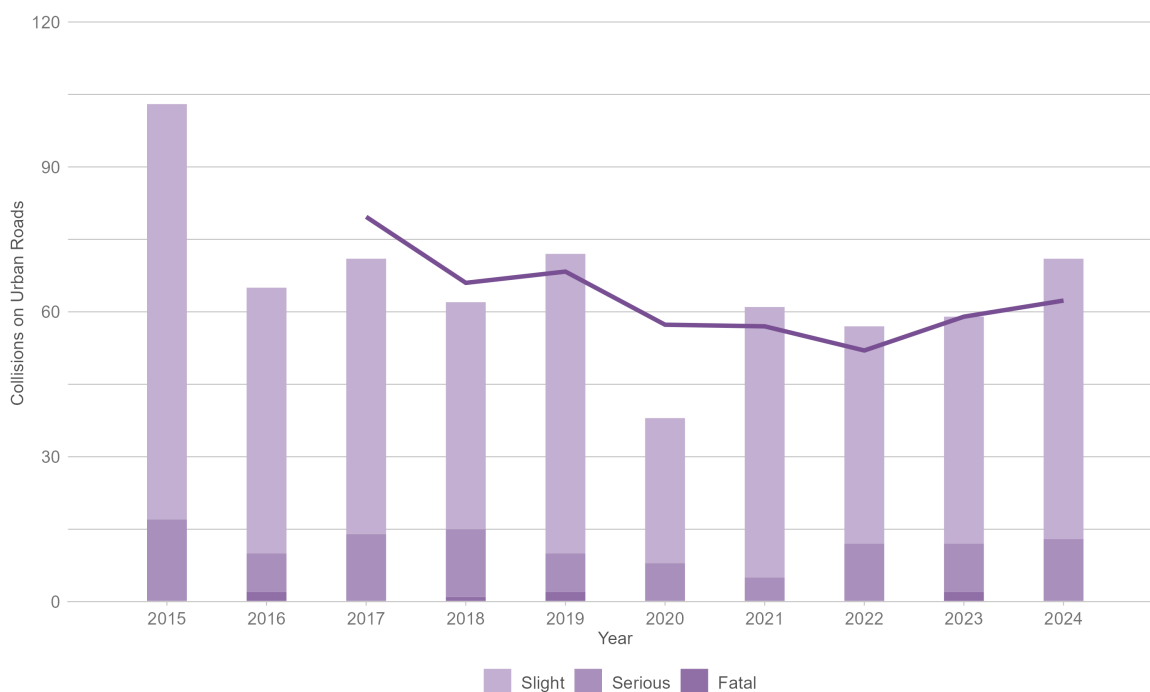


4.2.1.2 Comparisons West Berkshire recorded the lowest average annual collision rate on urban roads among compared authorities. This figure is 58% lower than the national average and 57% lower than South East.

4.2.1.3 Trends Figure 103 shows annual collisions on West Berkshire’s urban roads, since 2015 by severity.

Since recording a peak in the annual collisions on the urban roads in 2015 at 103 collisions and 17 serious collisions, West Berkshire recorded a relatively lower collisions of collisions since then. A fluctuating trend was observed throughout the decade. After the collisions rose from 38 in 2020 to 61 in 2021, West Berkshire recorded more or less the same number of collisions till 2023. Finally in 2024, West Berkshire recorded 71 collisions and 13 serious collisions, similar levels to 2017.

Figure 103: West Berkshire collisions on urban roads, by year and severity (2015-2024)

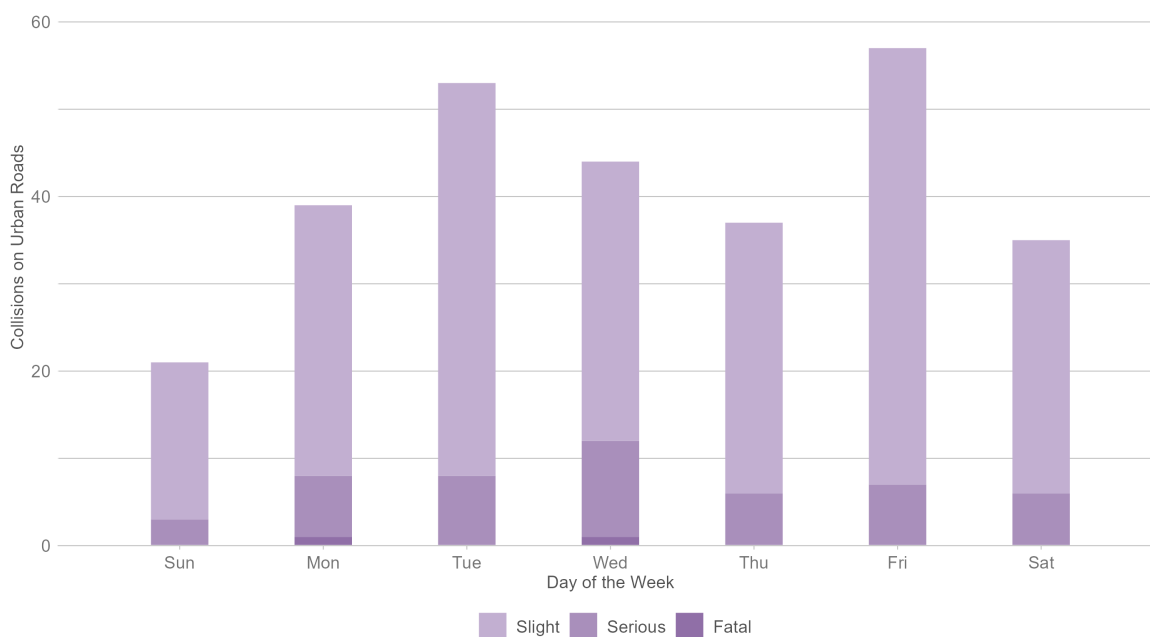


4.2.1.4 Collisions by day of the week

Figure 104 shows collisions on urban roads in West Berkshire by day of the week and severity.

Collisions on urban roads in West Berkshire fluctuated across the week, reaching peaks on Tuesday (53) and Friday (57). Conversely, Sunday recorded the lowest collisions in the week.

Figure 104: West Berkshire collisions on urban roads, by day of the week and severity (2020-2024)

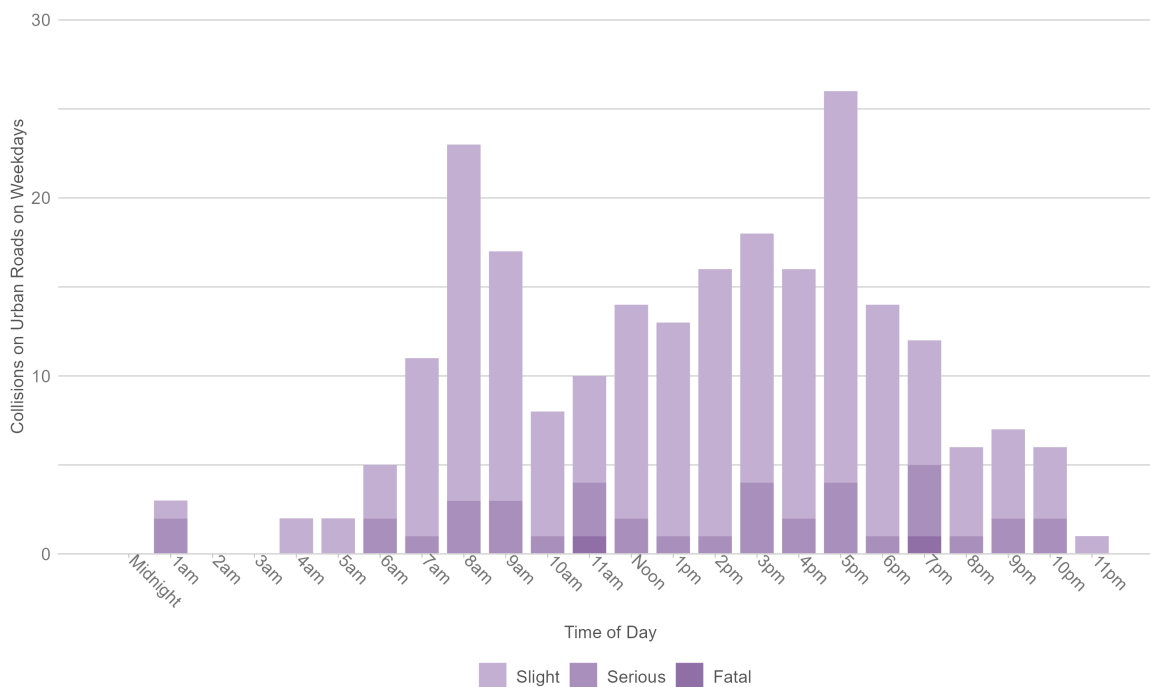


4.2.1.5 Collisions on urban roads by hour of the day

4.2.1.5.1 Collisions on urban roads by hour of the day on weekdays Figure 105 shows collisions on urban roads on weekdays by the hour of the day in which they occurred.

Within West Berkshire, collisions on urban roads were observed the most in peak mornings (7am-9am) and peak evenings (3pm- 5pm). Specifically, collisions on weekdays peaked at 8am accounting for 23 collisions and 5pm accounting for 26 collisions.

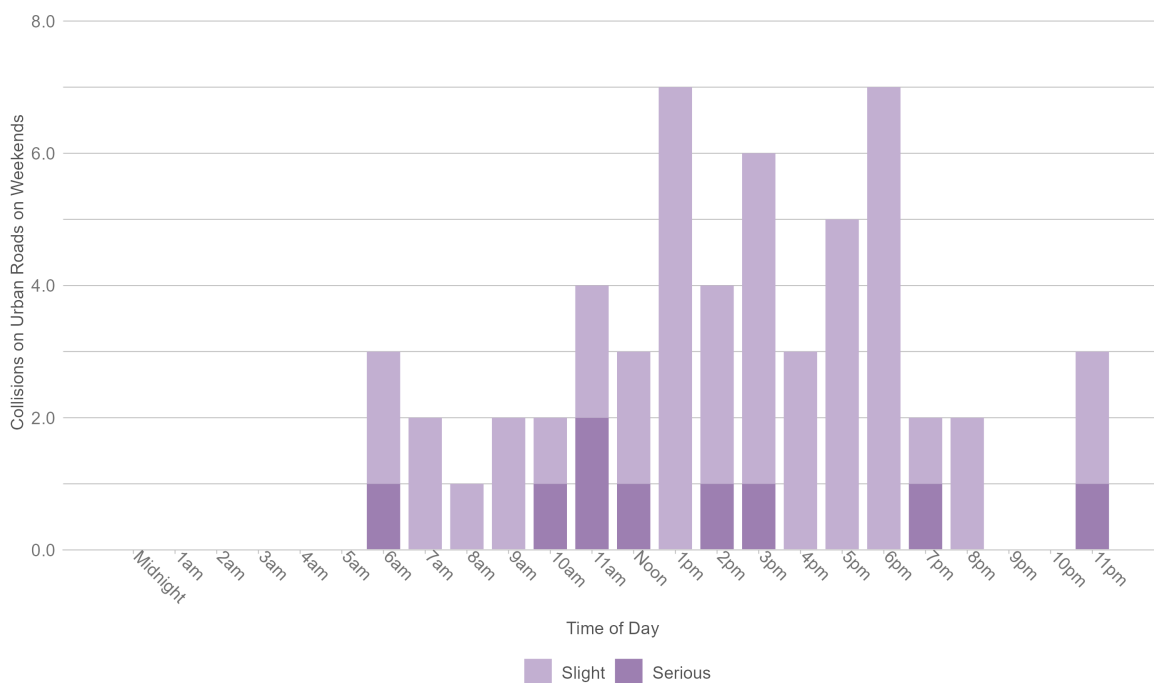
Figure 105: West Berkshire collisions on urban roads, by hour of the day during weekdays (2020-2024)



4.2.1.5.2 Collisions on urban roads by hour of the day on weekends Figure 106 shows collisions on urban roads on a weekend by the hour of the day in which they occurred.

Within West Berkshire, collisions peaked at 1pm accounting for seven collisions and 6pm in the evening accounting for five collisions on weekend.

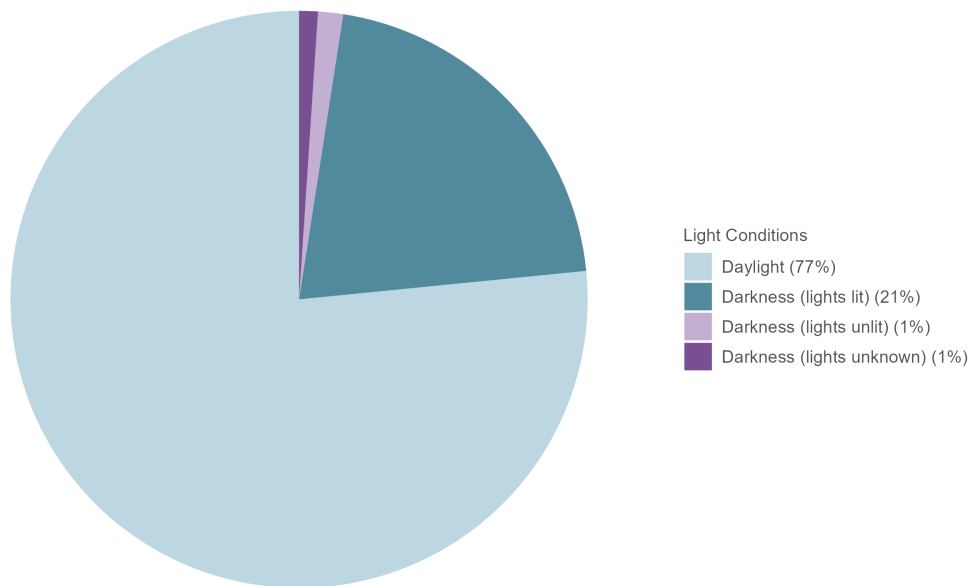
Figure 106: West Berkshire collisions on urban roads, by hour of the day during weekends (2020-2024)



4.2.1.6 Collisions on urban roads by light conditions Figure 107 shows collisions on urban roads in West Berkshire by the light conditions at the time of the collision.

The majority of urban collisions in West Berkshire (77%) occurred during daylight. A further 21% were recorded in darkness where street lighting was present.

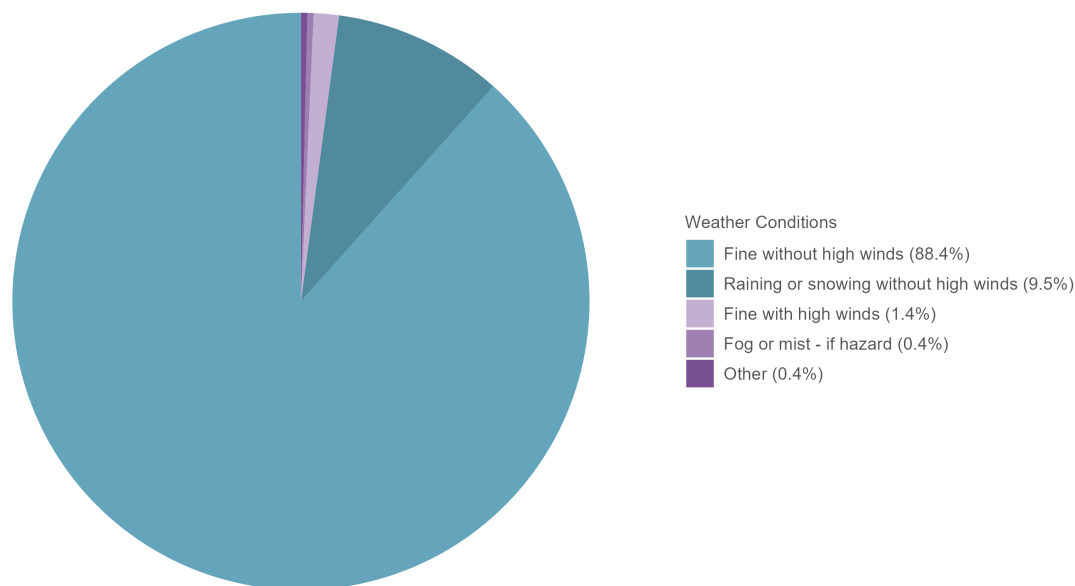
Figure 107: West Berkshire collisions on urban roads by light conditions (2020-2024)



4.2.1.7 Collisions on urban roads by weather conditions Figure 108 shows collisions on urban roads in West Berkshire by the weather conditions present at the time of the collision.

A majority of the collisions on urban roads in West Berkshire were registered under weather conditions reported as 'fine without high winds' (88.4%). 9.5% of the collisions were recorded under conditions when it was raining or snowing without high winds (9.5%).

Figure 108: West Berkshire collisions on urban roads by weather conditions (2020-2024)



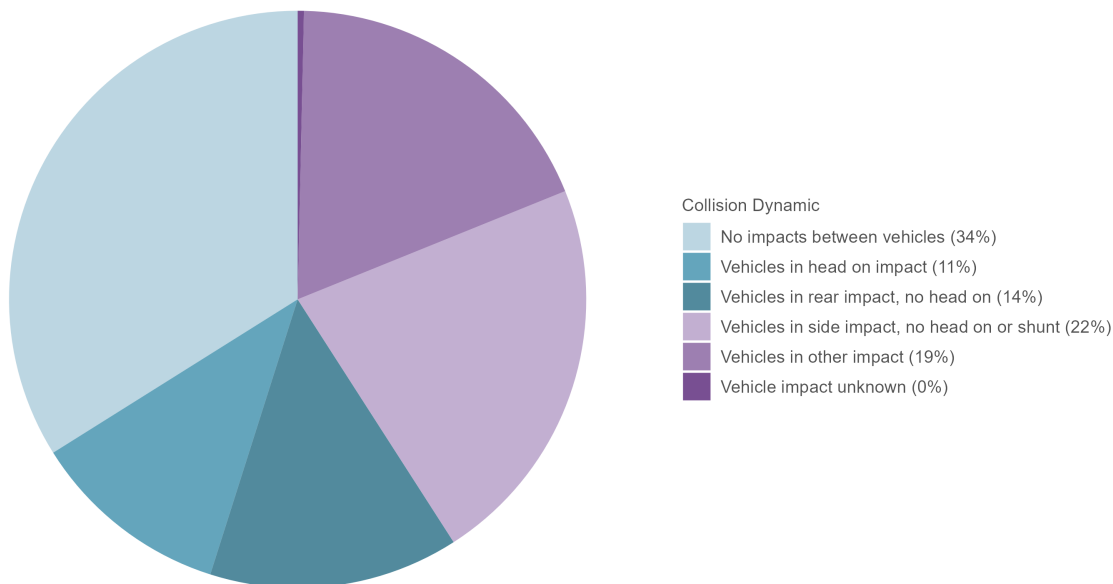
4.2.1.7.1 Collisions on urban roads by driver residency Of all the collisions recorded on urban roads in West Berkshire between 2020 and 2024, Approximately, half of the drivers involved in collisions resided in West Berkshire. 21% and 5% of the drivers involved in collisions in West Berkshire belonged to Reading and Hampshire, respectively.

4.2.1.8 Collision dynamics and driver actions on urban roads

4.2.1.8.1 Collision dynamics Figure 109 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.

Approximately 34% of urban collisions in West Berkshire involved no impact between vehicles. Side impacts and rear-end collisions accounted for 22% and 14% of the total, respectively.

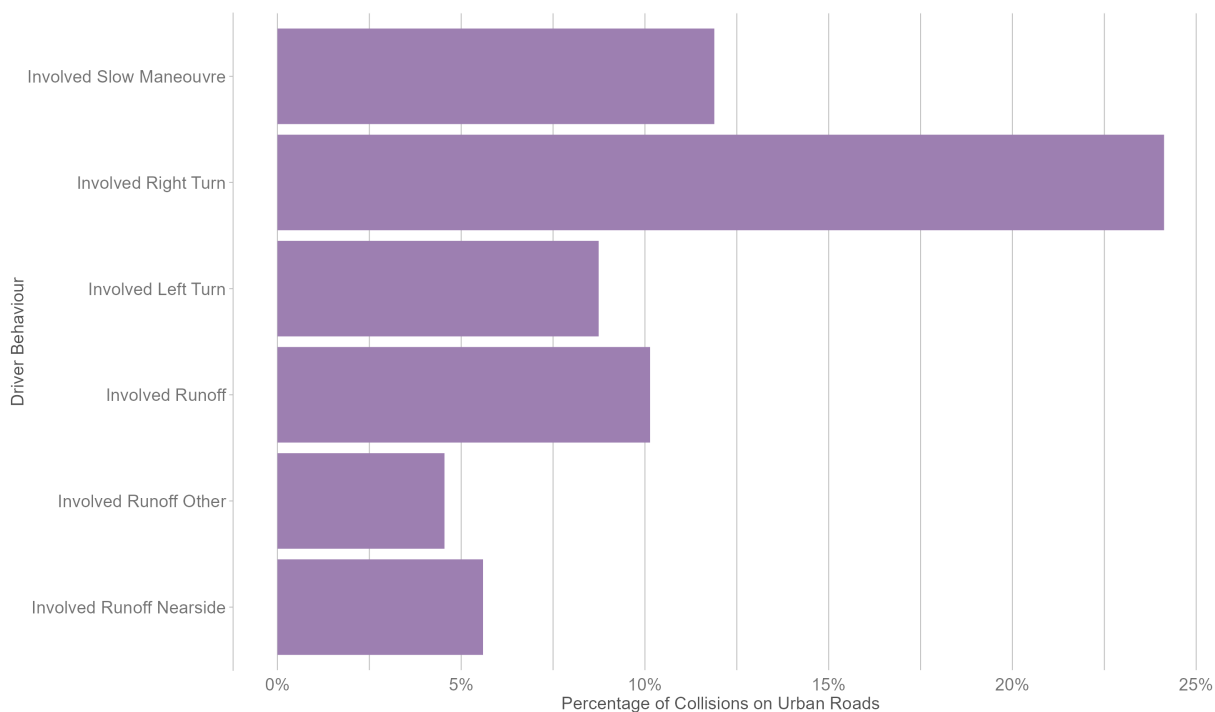
Figure 109: West Berkshire collisions on urban roads by collision dynamics (2020-2024)



4.2.1.8.2 Driver actions Figure 110 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.

Approximately, 37% of recorded urban collisions involved drivers manoeuvring a right turn. A further 34 collisions occurred at slow speeds, while 29 crashes were registered as run-off.

Figure 110: West Berkshire collisions on urban roads by driver actions (2020-2024)

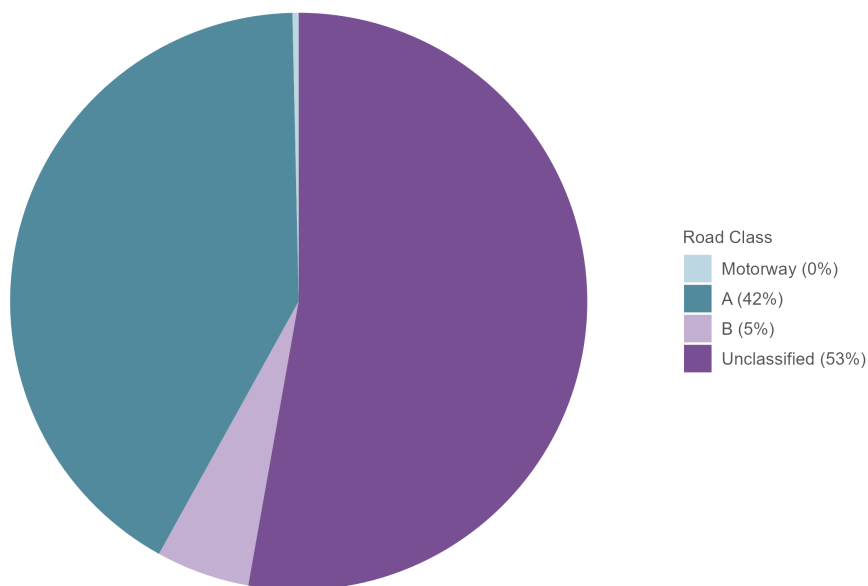


4.2.1.9 Urban road environment

4.2.1.9.1 Road class Figure 111 shows collisions on urban roads in West Berkshire by class of road.

Approximately 53% of urban collisions in West Berkshire were registered on unclassified roads. A-roads accounted for a further 41% of the total recorded collisions.

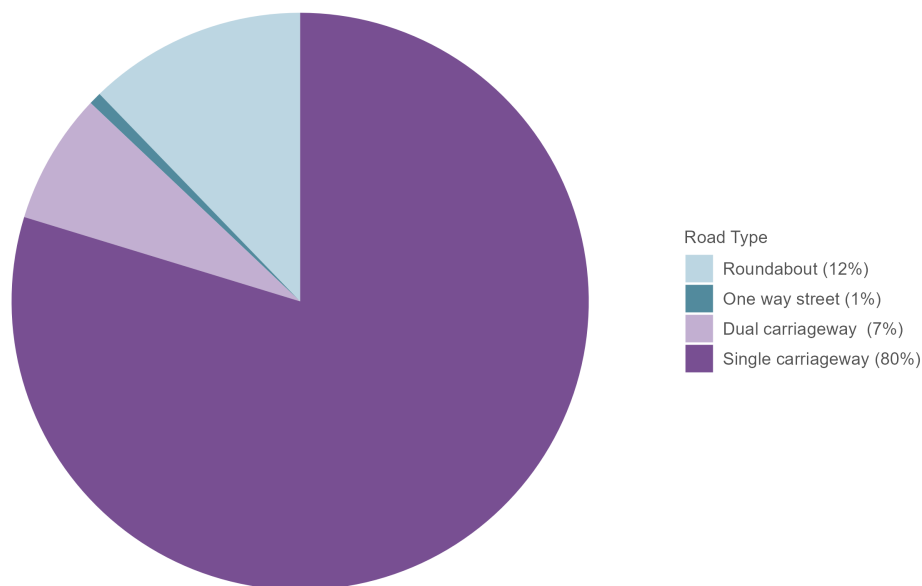
Figure 111: West Berkshire collisions on urban roads by road class (2020-2024)



4.2.1.9.2 Carriageway type Figure 112 shows collisions on urban roads in West Berkshire by carriageway type of road.

A vast majority of the urban collisions were recorded on single carriageways (80%). Roundabouts constituted approximately 12% of the total 228 incidents.

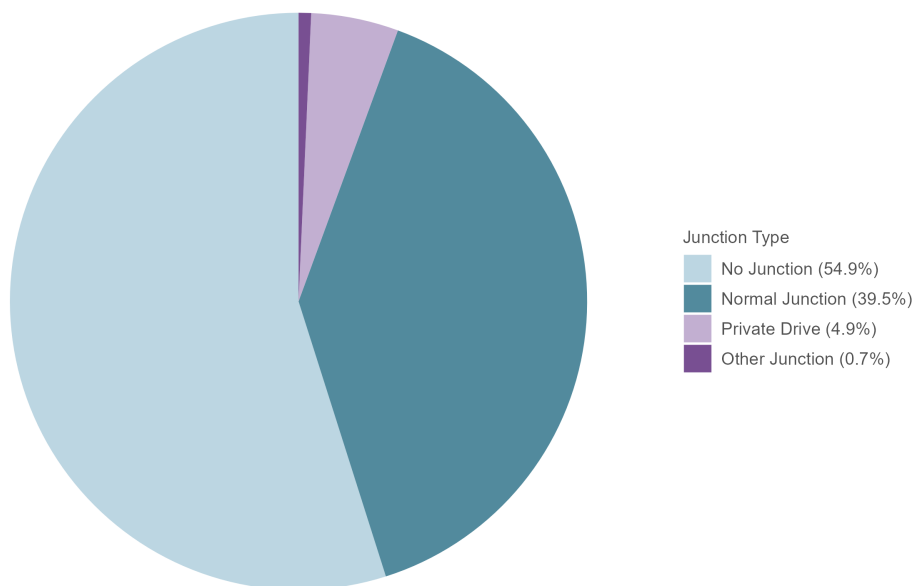
Figure 112: West Berkshire collisions on urban roads by road carriageway type (2020-2024)



4.2.1.9.3 Junction type Figure 113 shows collisions on urban roads in West Berkshire by the presence and type of junction.

Approximately 55% of urban collisions occurred on road sections with no junctions. A further 39.5% of incidents were registered at normal junctions.

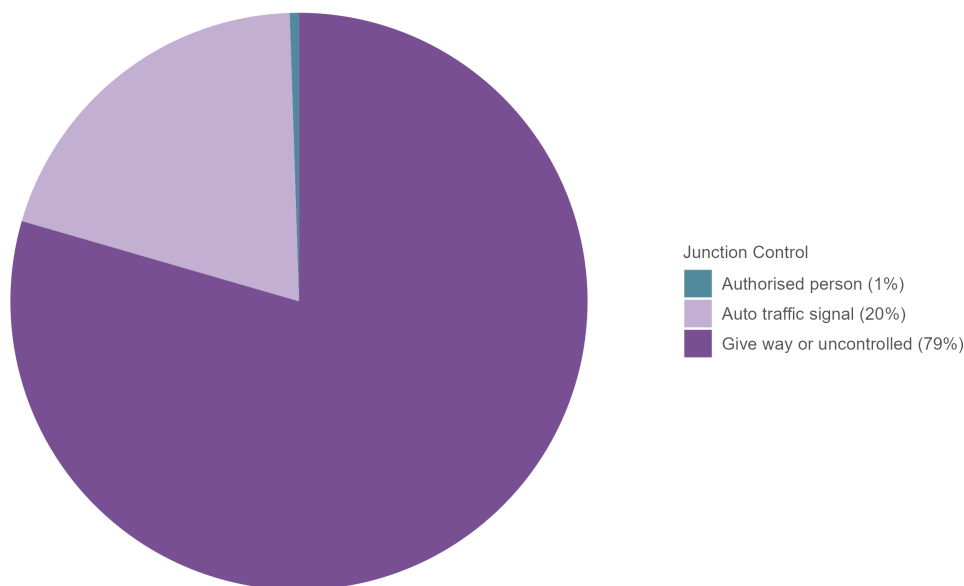
Figure 113: West Berkshire collisions on urban roads by junction type (2020-2024)



4.2.1.9.4 Junction control Figure 114 shows collisions on urban roads in West Berkshire by the type of junction control (if the collision took place at a junction).

Approximately, 79% of the urban collisions were recorded on uncontrolled junctions. A further 20% of the crashes were observed at traffic signals. 1% of the collisions were logged under the supervision of an authorised person.

Figure 114: West Berkshire collisions on urban roads by junction control (2020-2024)

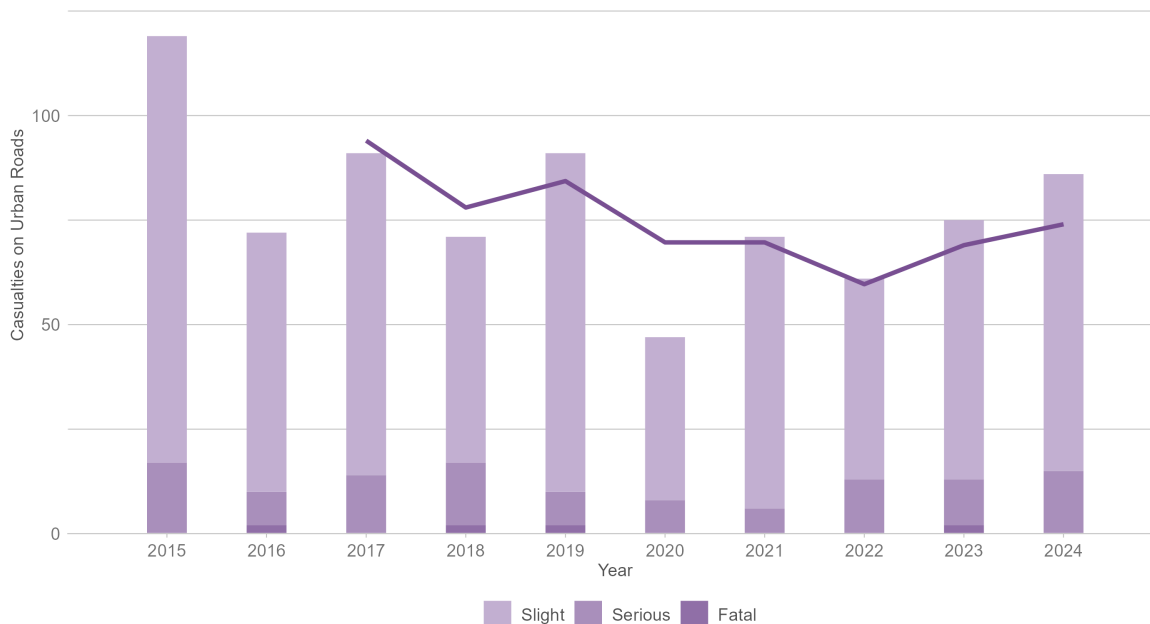


4.2.2 Casualty trends on urban roads

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

West Berkshire observed an initial drop in annual collision casualties from 71 in 2021 to 61 in 2022, with zero fatalities recorded over this two-year period. A 22% increase was recorded in 2023, including a rise in fatalities to two. An upward trend continued in 2024 as casualties increased to 86, while fatal injuries returning to zero.

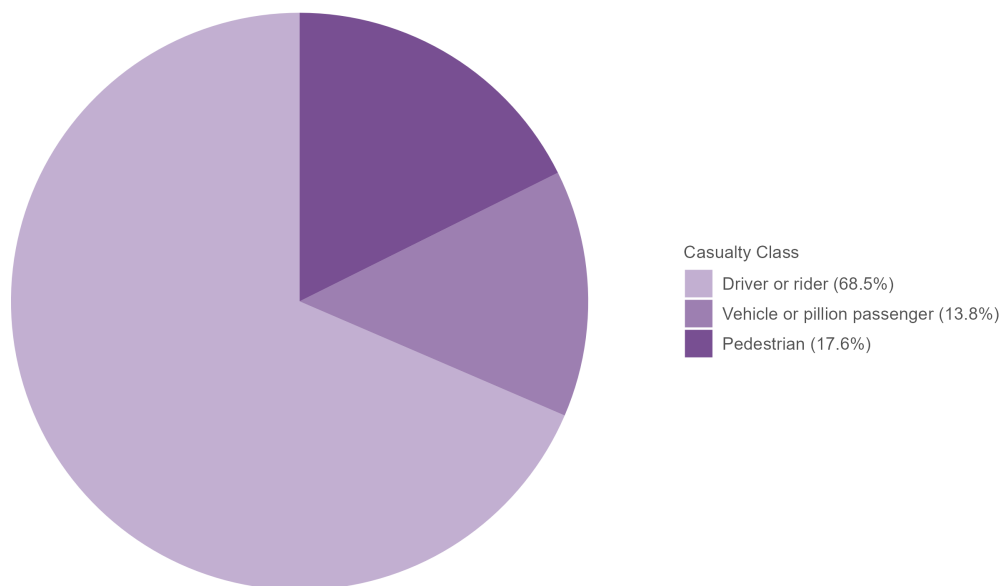
Figure 115: Casualties on West Berkshire's urban roads by year (2015-2024)



4.2.2.1.1 Casualty class Figure 116 shows the classes of casualties injured on urban roads in West Berkshire.

Approximately, 68.5% of the casualties recorded on urban roads in West Berkshire were drivers or riders. Pedestrians represented 17.6% of the total, while vehicle or pillion passengers accounted for the remaining 13.8%.

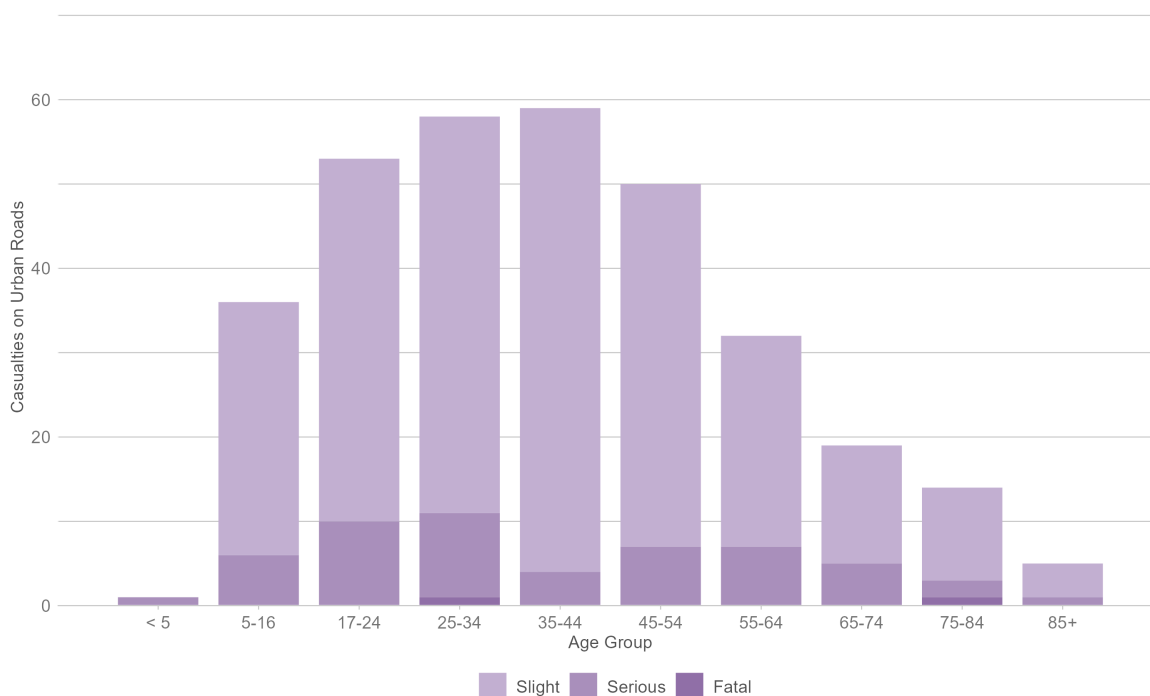
Figure 116: West Berkshire casualties on urban roads by casualty class (2020-2024)



4.2.2.1.2 Casualty age Figure 117) shows the age groups of casualties injured on urban roads in West Berkshire.

Casualties on urban roads predominantly involved individuals aged 18–50. The 35–44 age group recorded the highest volume with 59 casualties, while those aged 25–34 represented 17% of the total. Younger people (aged 17–24) constituted 16% (53) of casualties across the urban roads in West Berkshire.

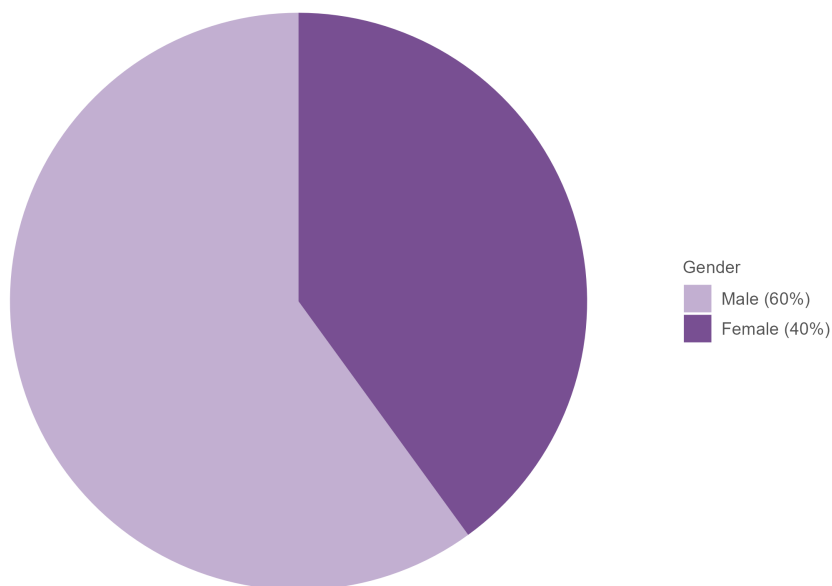
Figure 117: West Berkshire casualties on urban roads by age group (2020-2024)



4.2.2.1.3 Casualty gender Figure 118 shows the breakdown of casualties injured on urban roads in West Berkshire by gender.

Males predominated the casualties on urban roads accounting 60% of the total.

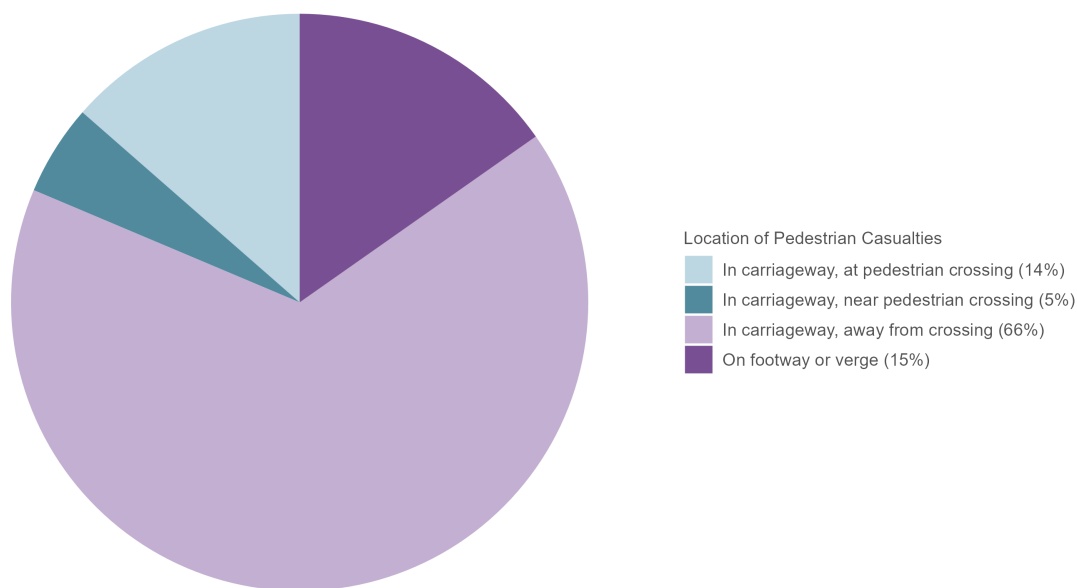
Figure 118: West Berkshire casualties on urban roads by gender (2020-2024)



4.2.2.1.4 Pedestrian location Figure 119 shows the location of pedestrian casualties injured on urban roads in West Berkshire.

Of the pedestrian casualties recorded, predominantly 66% of the pedestrians were injured away from a crossing in a carriageway. 15% of the pedestrians were injured on a footway. Followed by 14% of the pedestrians were injured at a pedestrian crossing.

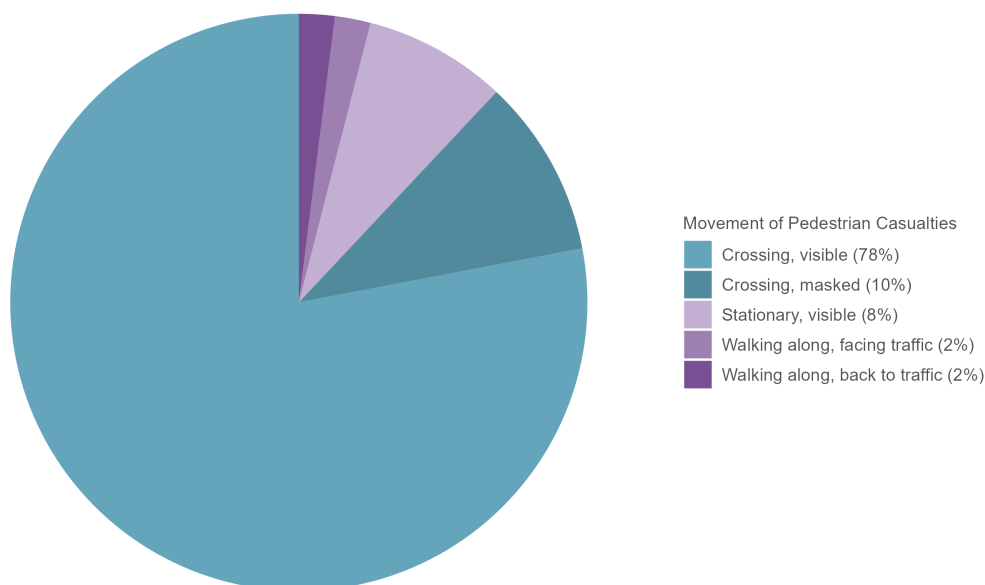
Figure 119: West Berkshire pedestrian casualties on urban roads by pedestrian location (2020-2024)



4.2.2.1.5 Pedestrian movement Figure 120 shows the movement of pedestrian casualties injured on urban roads in West Berkshire.

Where pedestrian casualties were recorded, 78% were visible on a crossing. 10% of the pedestrian were injured due to being masked on a crossing.

Figure 120: West Berkshire pedestrian casualties on urban roads by pedestrian movement (2020-2024)

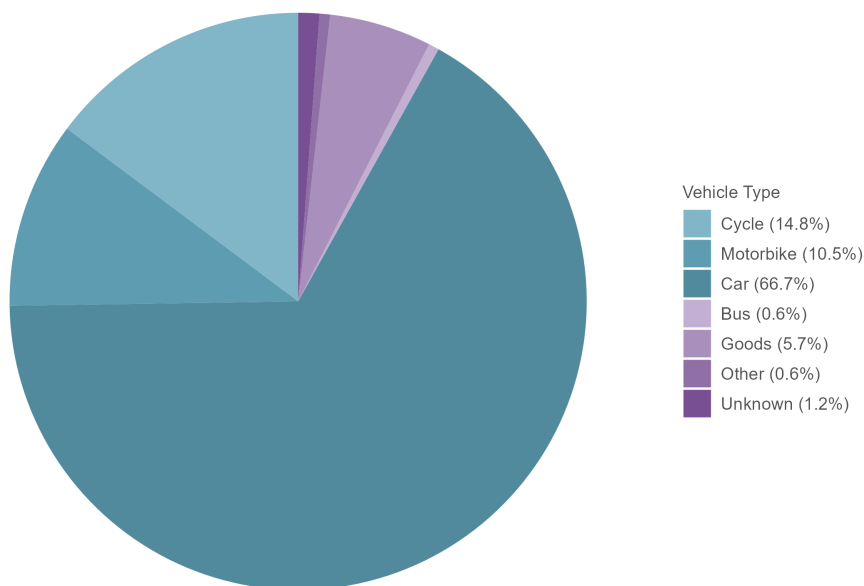


4.2.3 Driver trends on urban roads

4.2.3.1 Vehicle type Figure 121 shows the types of vehicles involved in collisions on urban roads in West Berkshire.

Around 66.7% of the total collisions on urban roads represented collisions involving cars. Cycle and motorbike were involved 14.8% and 10.5%, respectively.

Figure 121: West Berkshire collision-involved drivers on urban roads by vehicle type (2020-2024)

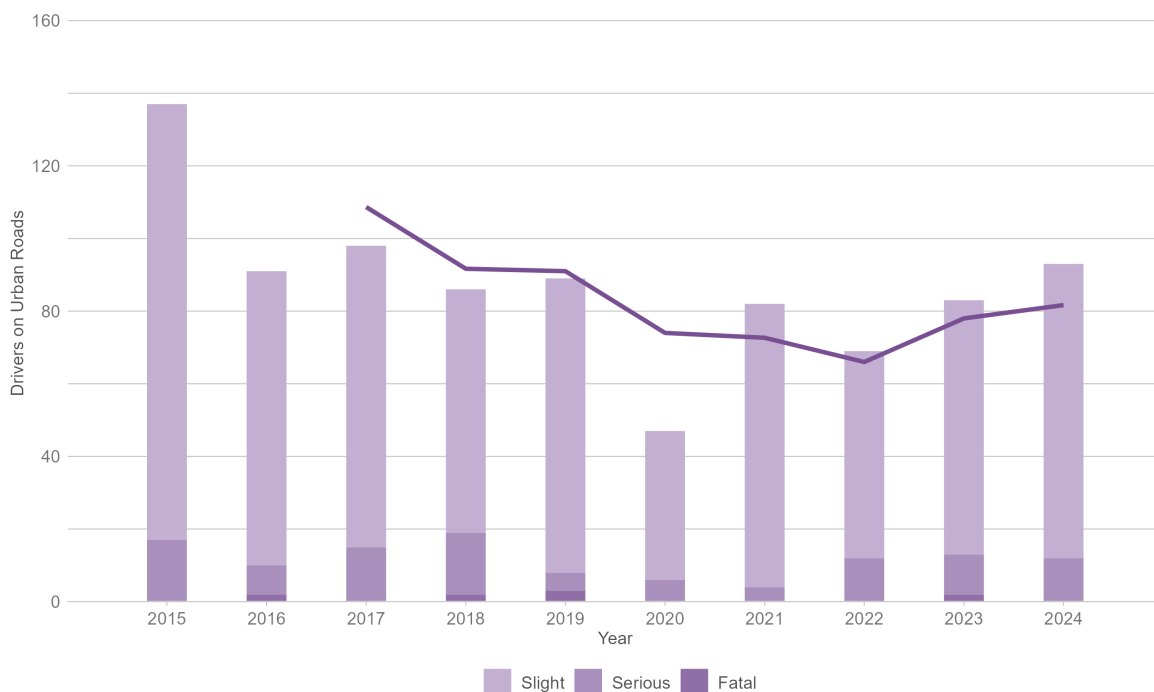


4.2.3.2 All drivers This section covers drivers of motor vehicles involved in collisions on urban roads. This excludes both motorcycle riders and pedal cyclists, who are covered in subsequent sections.

Figure 122 shows annual driver collision involvement on West Berkshire's urban roads.

Since a peak in 2015, recording 137 drivers involved and 17 serious collisions on urban roads, West Berkshire recorded a relatively lower driver involvement since then. A fluctuating trend was observed throughout the decade. After the drivers involved rose from 47 in 2020 to 82 in 2021, but the serious collisions dropped from six to four, West Berkshire recorded a decline in the driver involvement in the following year but an increase in serious collisions recording 69 drivers involved and 12 serious collisions. Since then, an upward trend in the driver involvement has been observed. The driver involvement rose in 2023 recording 83 drivers (similar to 2021) involved but a decrease in the serious collisions at 11. Finally, the figures rose in 2024, recording 93 drivers involved and 12 serious collisions, similar to the levels of 2016.

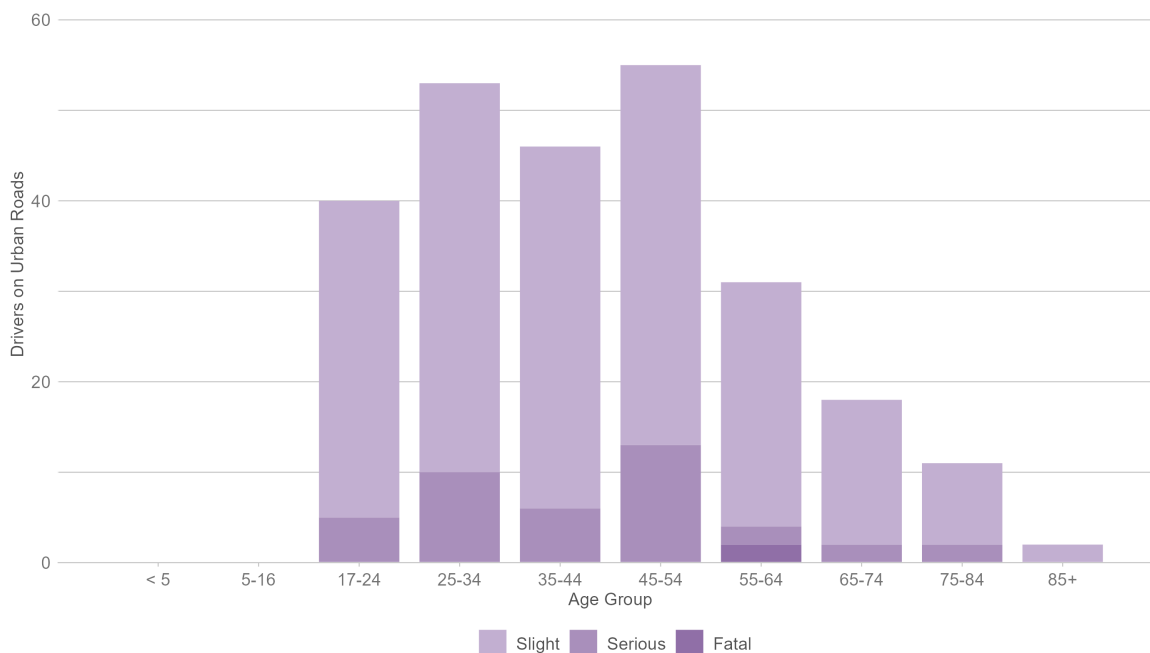
Figure 122: Drivers involved in collisions on West Berkshire's urban roads by year (2015-2024)



4.2.3.2.1 Driver age Figure 123) shows the age groups of drivers involved in collisions on urban roads in West Berkshire.

A vast majority of the collisions involved comprised of drivers aging 25 to 54. The collisions peaked at 55, involving drivers of the age group 45-54. Following this, 20% of the drivers belonged to the age category 25-34. West Berkshire observed two fatal injuries involving senior drivers (55-64).

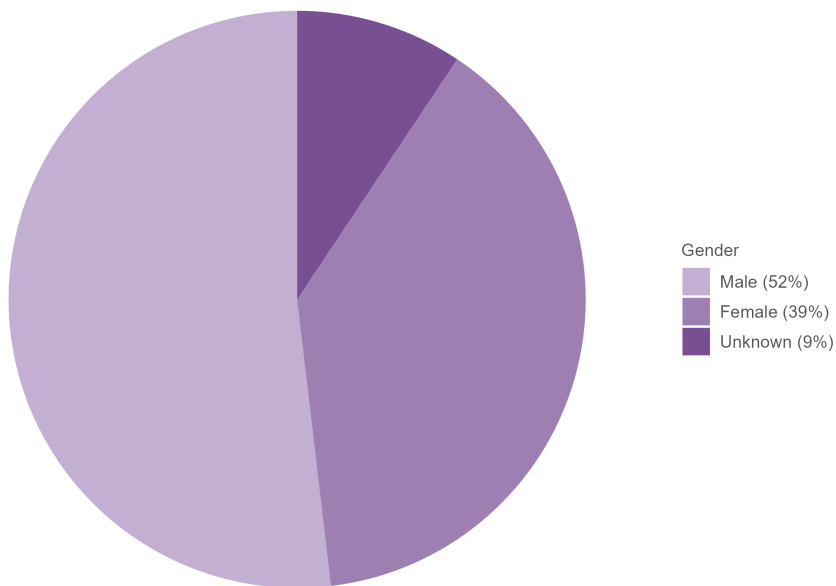
Figure 123: West Berkshire collision-involved drivers on urban roads by age group (2020-2024)



4.2.3.2.2 Driver gender Figure 124 shows the breakdown of drivers involved in collisions on urban roads in West Berkshire by gender.

Male drivers predominated the collision data on urban roads, accounting for 52% of the total collisions. Female drivers represented 39%, while the gender was unspecified for the remaining 9% of the data.

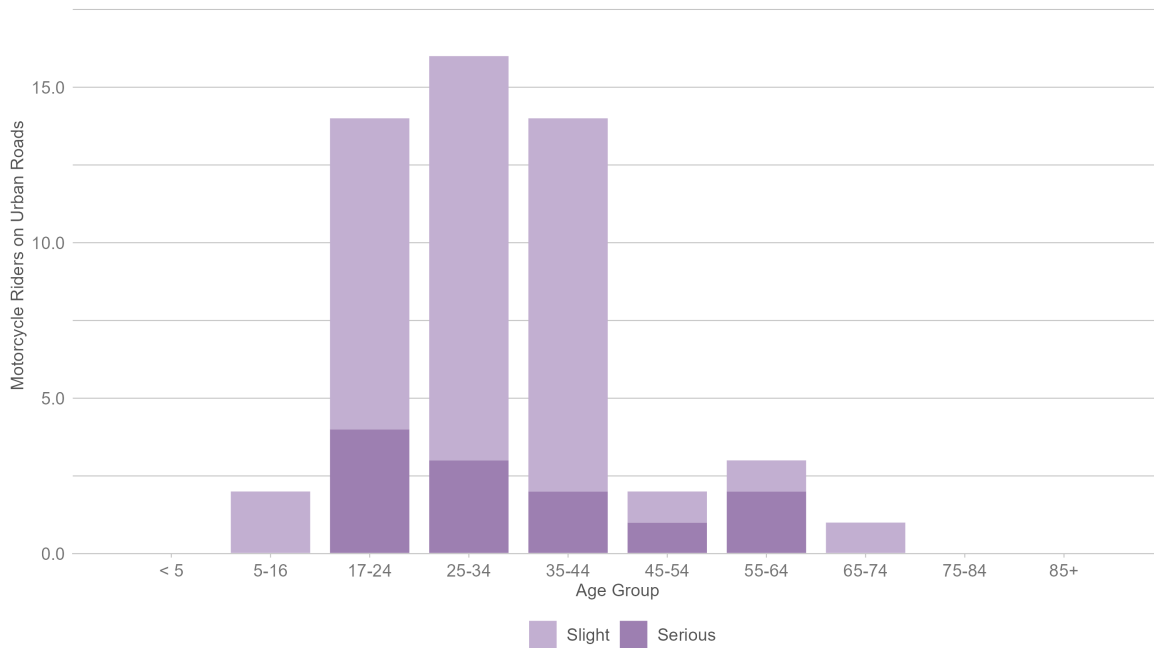
Figure 124: West Berkshire collision-involved drivers on urban roads by gender (2020-2024)



4.2.3.2.3 Rider age Figure 125 shows the age groups of motorcycle riders involved in collisions on urban roads in West Berkshire.

In West Berkshire between 2020 and 2024, 30% of motorcycle riders belonged to the 25-34 age group. Motorcycle riders of the age groups 17-24 and 35-44 both constituted of 26% of the 52 collisions recorded involving motorcycle riders on urban roads.

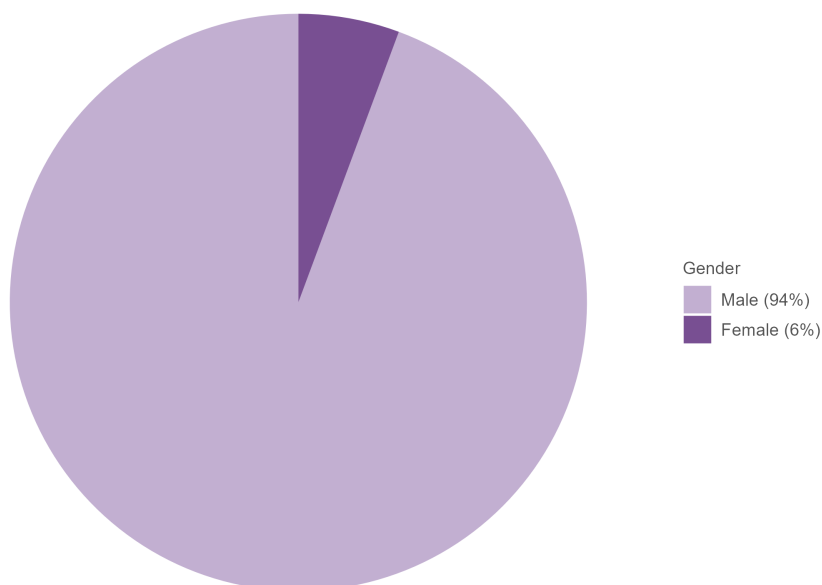
Figure 125: West Berkshire collision-involved motorcycle riders on urban roads by age group (2020-2024)



4.2.3.2.4 Rider gender Figure 126 shows the breakdown of motorcycle riders involved in collisions on urban roads in West Berkshire by gender.

Male motorcycle riders predominately are involved in collisions contituing 94% of the motorcycle riders involved.

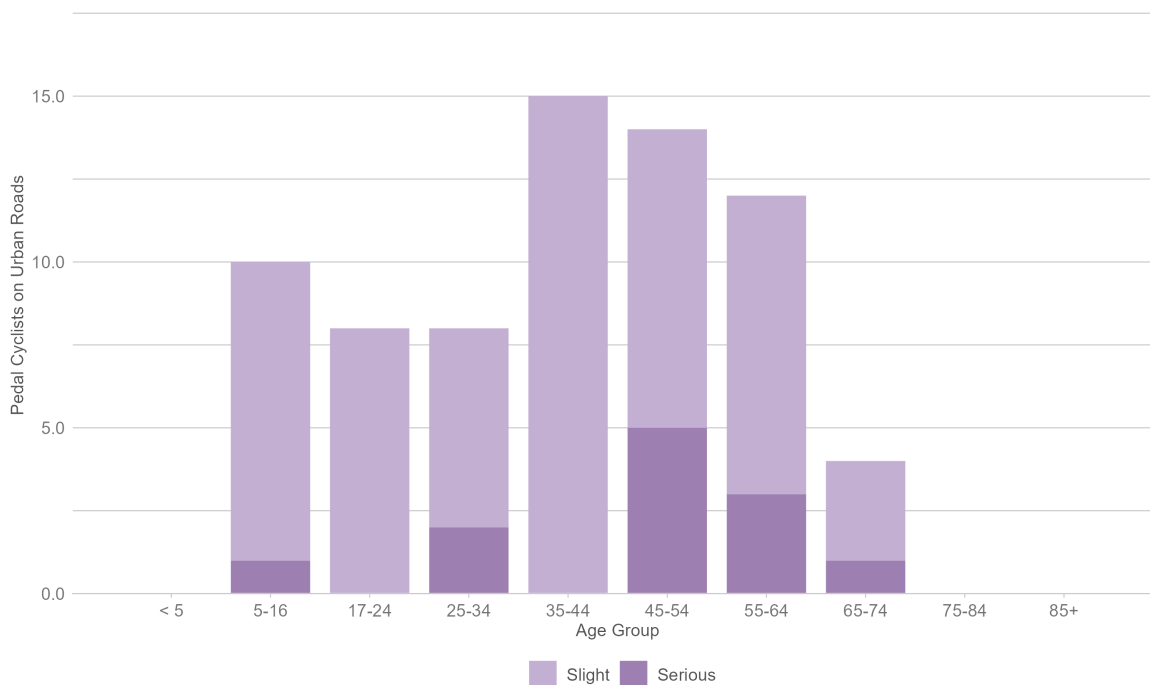
Figure 126: West Berkshire collision-involved motorcycle riders on urban roads by gender (2020-2024)



4.2.3.2.5 Cyclist age Figure 127) shows the age groups of pedal cyclists involved in collisions on urban roads in West Berkshire.

Pedal cyclists involved on urban roads in West Berkshire mostly belonged to the middle- age and older age groups. Specifically, pedal cyclists of the age group 35-44 constituted of approximately 21% of the total 71 pedal cyclists involved. Followed by pedal cyclists involved belonging to the age groups 45-54 and 55-64 age group accounting 19% and 16% of the total pedal cyclists involved.

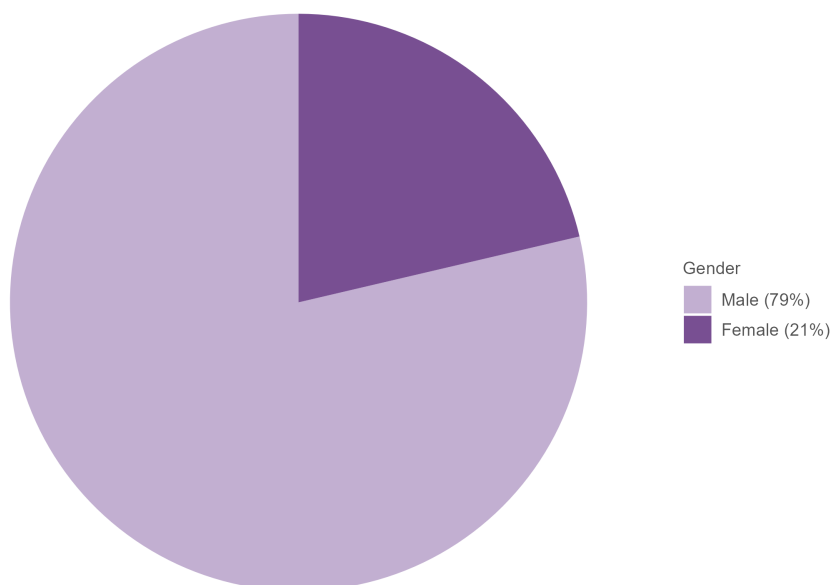
Figure 127: West Berkshire collision-involved pedal cyclists on urban roads by age group (2020-2024)



4.2.3.2.6 Cyclist gender Figure 128 shows the breakdown of pedal cyclists involved in collisions on urban roads in West Berkshire by gender.

Males predominated the pedal cyclists involved on urban roads, constituting 79% of the total 59 pedal cyclists involved in West Berkshire.

Figure 128: West Berkshire collision-involved pedal cyclists on urban roads by gender (2020-2024)



4.3 Collisions on Rural Roads in West Berkshire

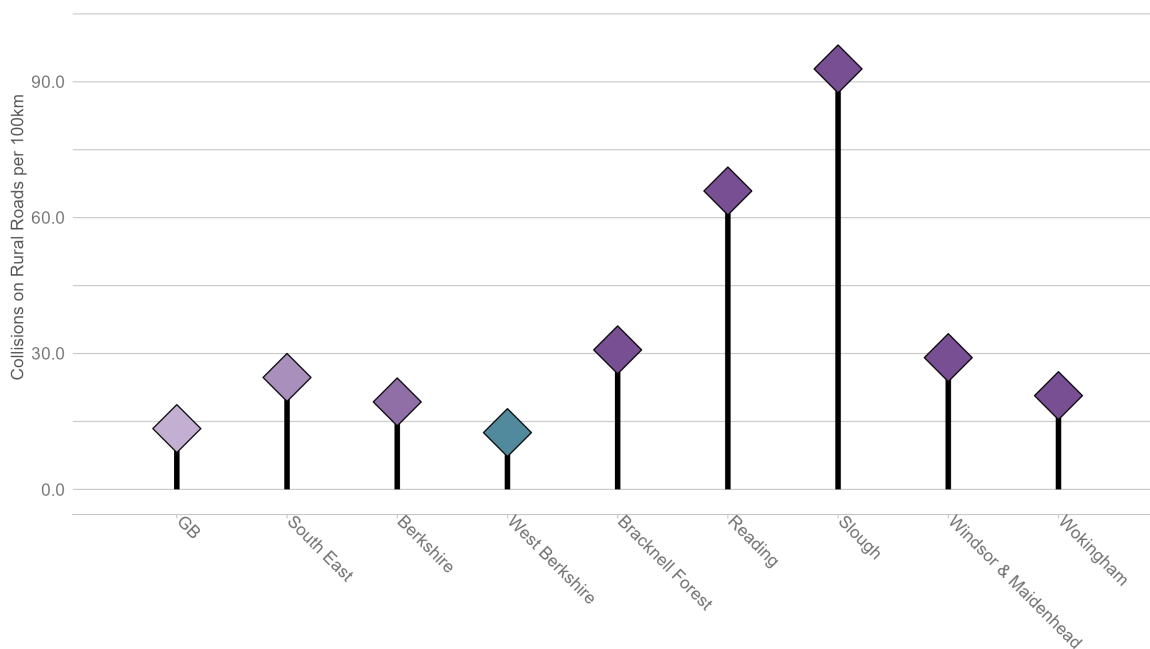
The following section investigates collisions in West Berkshire which occurred on rural roads. For an explanation of how rural roads have been identified in West Berkshire, please refer to Section 5.1.2.1.1.

4.3.1 Rates

4.3.1.1 Collisions on rural roads per 100km of rural road Figure 129 below shows the rate of average annual collisions on rural roads between 2020 and 2024 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 annual collision rate on rural roads were recorded at 12.5 per collisions per year, per 100km of rural road length.

Figure 129: Annual average collisions on rural roads per 100km of rural road (2020-2024)

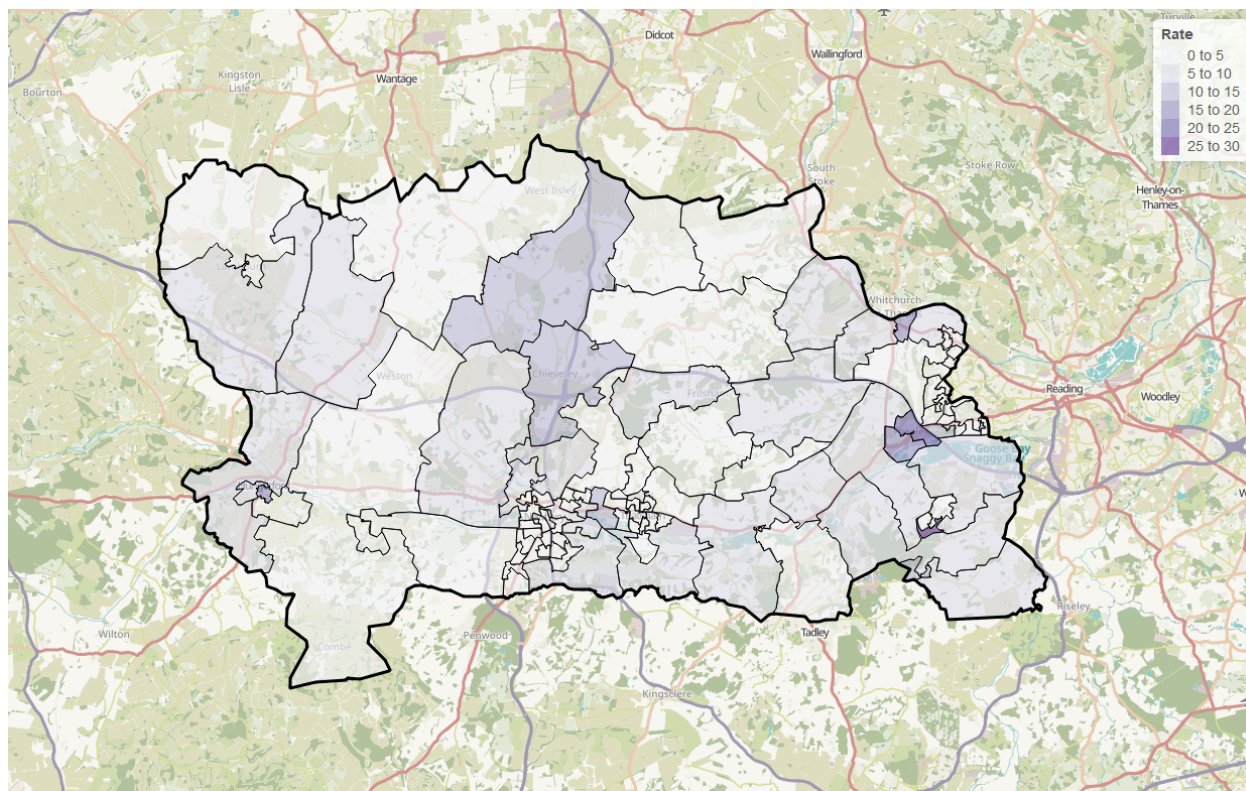


4.3.1.2 Comparisons West Berkshire recorded the lowest annual collision rate on rural roads in comparison to the rest of the comparators. West Berkshire recorded collisions rate 6% lower than the national rate and 49% lower than the South East regional rate.

4.3.1.2.1 Collisions on Rural Roads by Small Area Figure 130 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.

Burghfield Common recorded the highest collisions per 100km at 26.9 on rural roads. Following this, Theale recorded the next highest collisions at 22.5 per 100km.

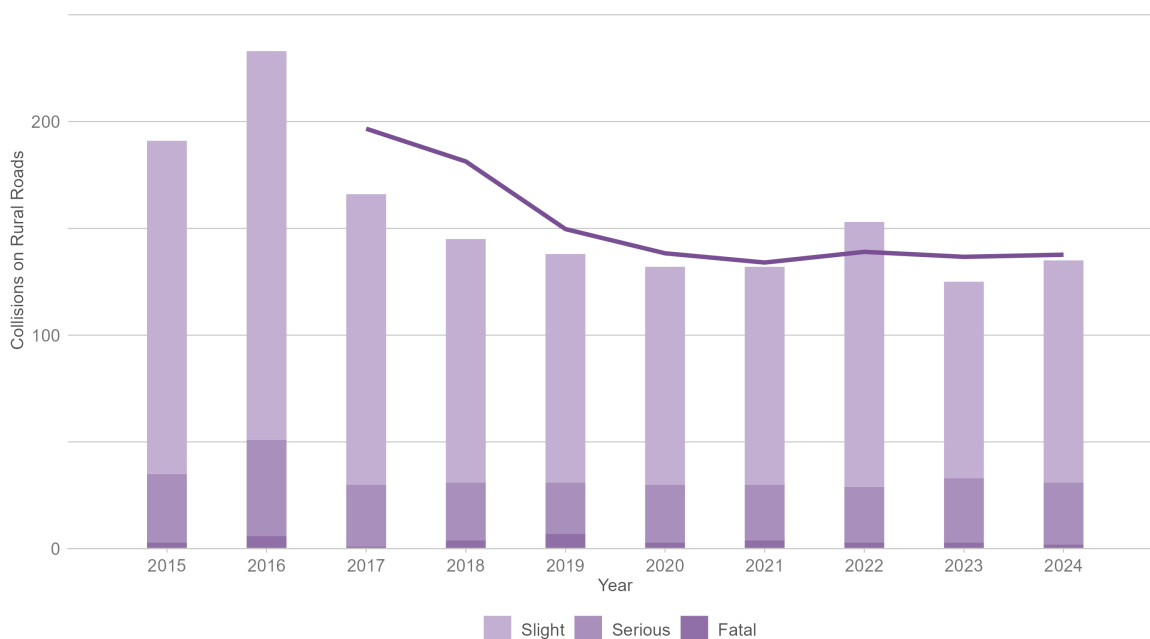
Figure 130: Annual average collisions on rural roads per 100km of rural road (2020-2024)



4.3.1.3 Trends Figure 131 shows annual collisions on West Berkshire's rural roads, since 2015 by severity.

Since a peak in 2016, recording 233 annual collisions and 45 serious collisions on rural roads, West Berkshire recorded a relatively lower number of collisions till 2024. A steady decline in the collisions was observed till 2019, recording 138 collisions and 24 serious collisions in 2019. The figures stayed more or less constant throughout 2020 and 2021, recording 132 collisions in both years. The collisions rose to 153 collisions with serious collisions staying constant at 26 throughout 2020 and 2021. The collisions to 153 with serious collisions staying constant at 26 in 2022. Subsequently, the collisions dropped to 125 but serious collisions rose to 30 in 2023. Finally, in 2024, the collisions rose to 135 with a reduction in serious collisions to 29, similar levels to 2020 and 2021.

Figure 131: West Berkshire collisions on rural roads, by year and severity (2015-2024)

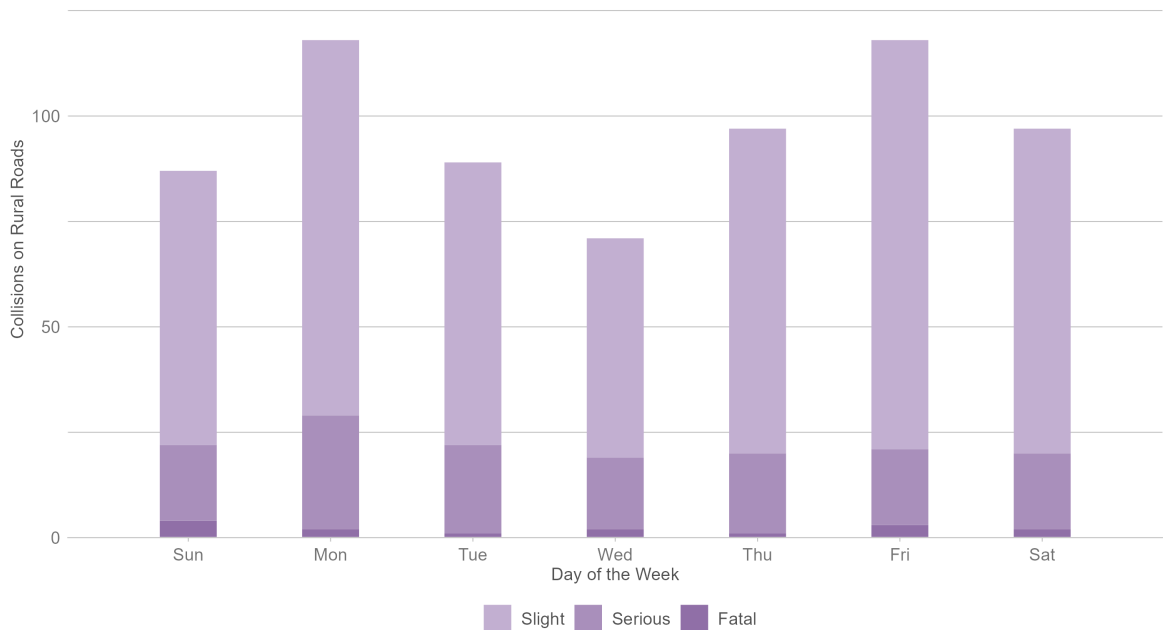


4.3.1.4 Collisions by day of the week

Figure 132 shows collisions on rural roads in West Berkshire by day of the week and severity.

Weekday collisions on rural roads followed a U-shaped distribution, collisions peaked on Monday and Friday at 118 each. While, the collisions were the lowest throughout the week on Wednesday with 71.

Figure 132: West Berkshire collisions on rural roads, by day of the week and severity (2020-2024)

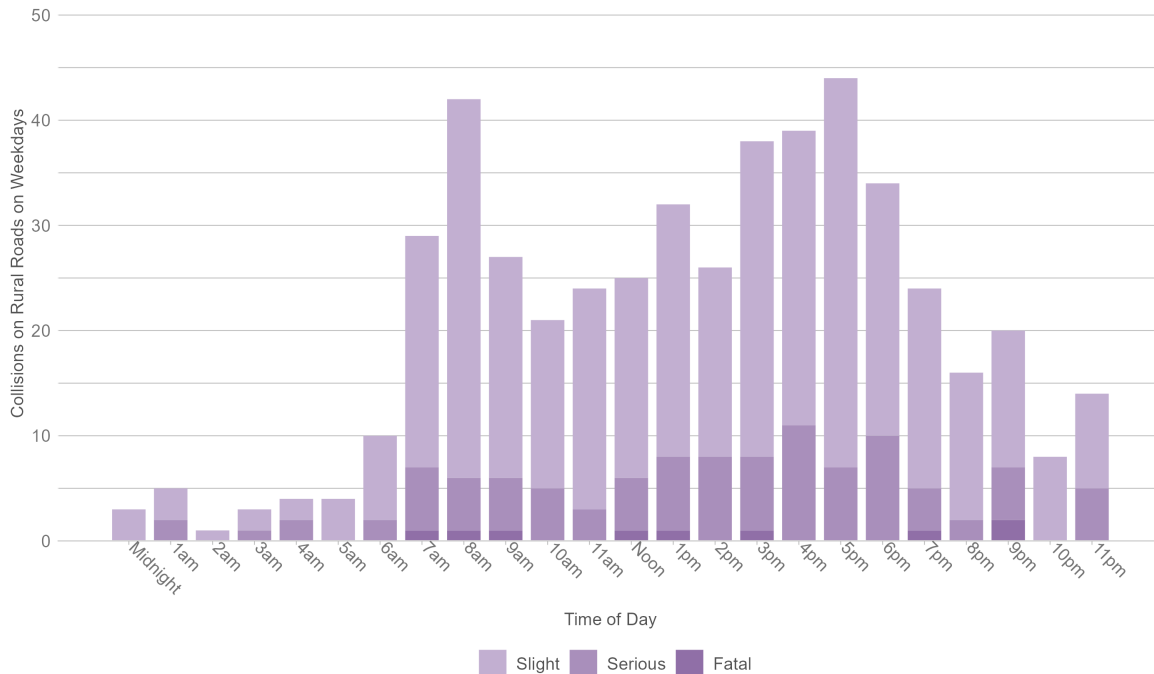


4.3.1.5 Collisions on rural roads by hour of the day

4.3.1.5.1 Collisions on rural roads by hour of the day on weekdays Figure 133 shows collisions on rural roads on weekdays by the hour of the day in which they occurred.

Collisions on rural roads on weekdays peaked in the office hours in the mornings (7am-9am) and evenings (3pm-5pm) periods. Collisions were recorded the highest at 5pm with 44 and 42 crashes at 8am.

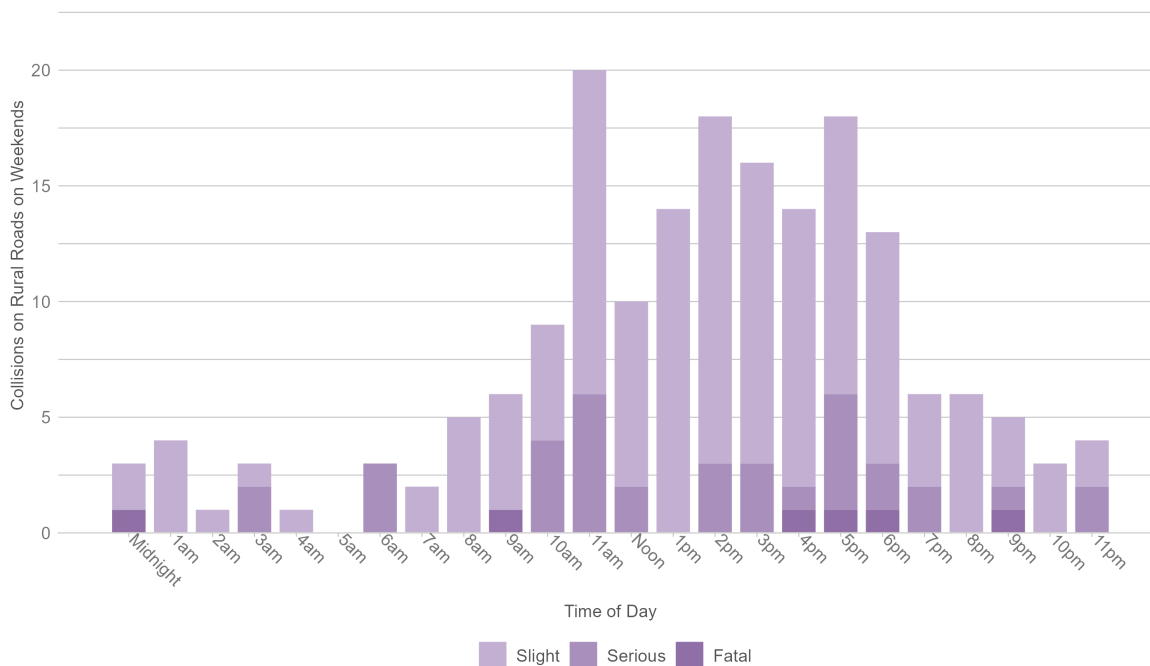
Figure 133: West Berkshire collisions on rural roads, by hour of the day during weekdays (2020-2024)



4.3.1.5.2 Collisions on rural roads by hour of the day on weekends Figure 134 shows collisions on rural roads on a weekend by the hour of the day in which they occurred.

Weekend collisions predominantly occurred during the afternoon. The morning peak was recorded at 11am with 20 collisions. Between 1pm and 6pm, the collisions on rural roads on weekends remain relatively high constituting approximately 50% of the total collisions (184). West Berkshire recorded around 18 at 2pm before decline at 3pm and 4pm at 16 and 14, respectively. The collisions returned to 18 at 5pm, matching the levels of 2pm.

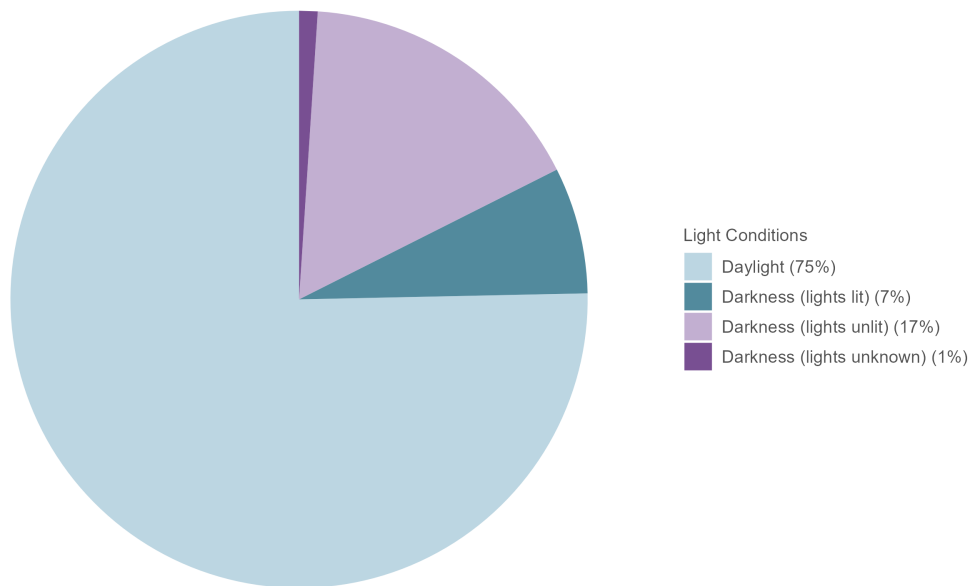
Figure 134: West Berkshire collisions on rural roads, by hour of the day during weekends (2020-2024)



4.3.1.6 Collisions on rural roads by light conditions Figure 135 shows collisions on rural roads in West Berkshire by the light conditions at the time of the collision.

Collisions on rural roads peaked during daylight accounting for 75% of the total (677). 7% of the collisions occurred in darkness on unlit sections.

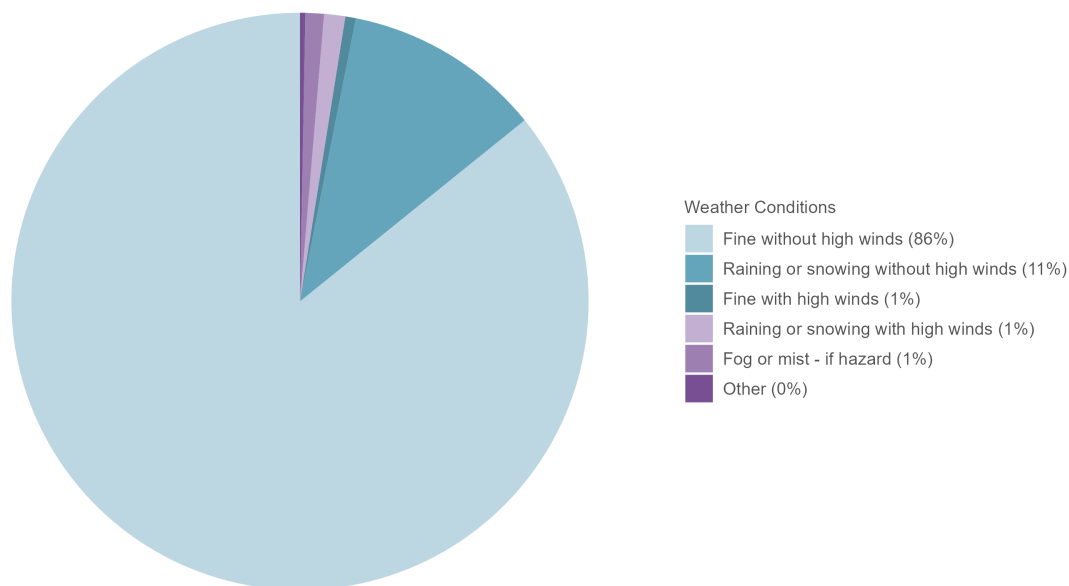
Figure 135: West Berkshire collisions on rural roads by light conditions (2020-2024)



4.3.1.7 Collisions on rural roads by weather conditions Figure 136 shows collisions on rural roads in West Berkshire by the weather conditions present at the time of the collision.

West Berkshire predominantly recorded collisions on rural roads when the weather was fine and dry constituting 85.7% of the collisions on rural roads. Approximately, 11% of the collisions were recorded when it rained or snowed without high winds.

Figure 136: West Berkshire collisions on rural roads by weather conditions (2020-2024)



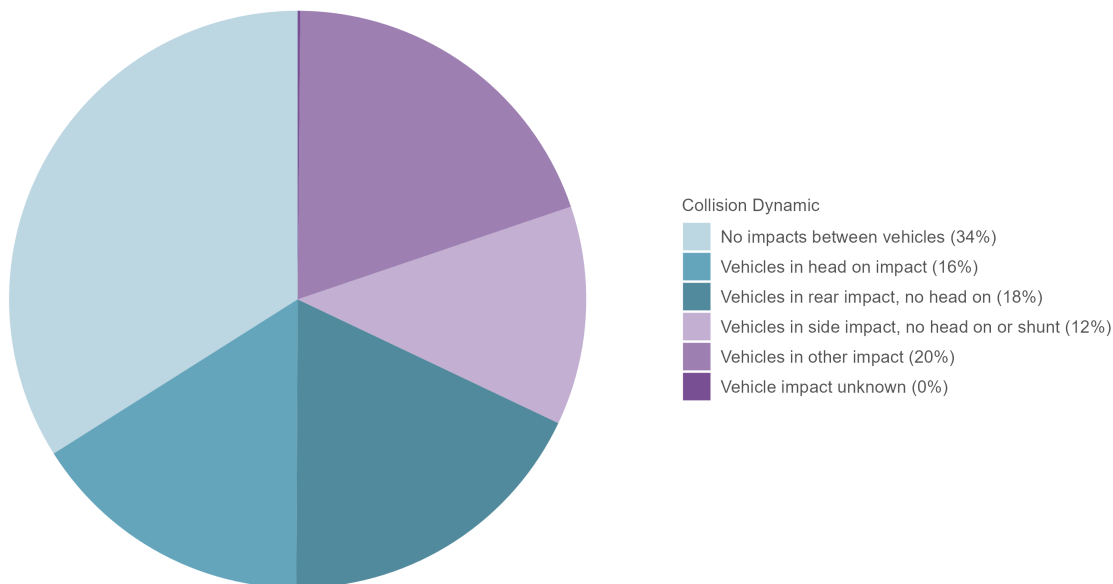
4.3.1.7.1 Collisions on rural roads by driver residency The resident drivers of West Berkshire were predominantly involved in collisions on rural roads in West Berkshire accounting for approximately 52% of the total (758). Hampshire and Oxfordshire represented 15% and 6% of the total collisions, respectively.

4.3.1.8 Collision dynamics and driver actions on rural roads

4.3.1.8.1 Collision dynamics Figure 137 shows collisions on rural roads in West Berkshire by the dynamics resulting in the collision. A description of collision dynamics and the derivation using STATS19 data is outlined in section 5.1.4 of this report.

Single vehicle collisions accounted for 34% of the collisions on rural roads. 18% of the collisions represented collisions in which involved vehicles in rear impacts with no head ons. Collisions involving vehicles in an head on impact accounted for 16% of the collisions.

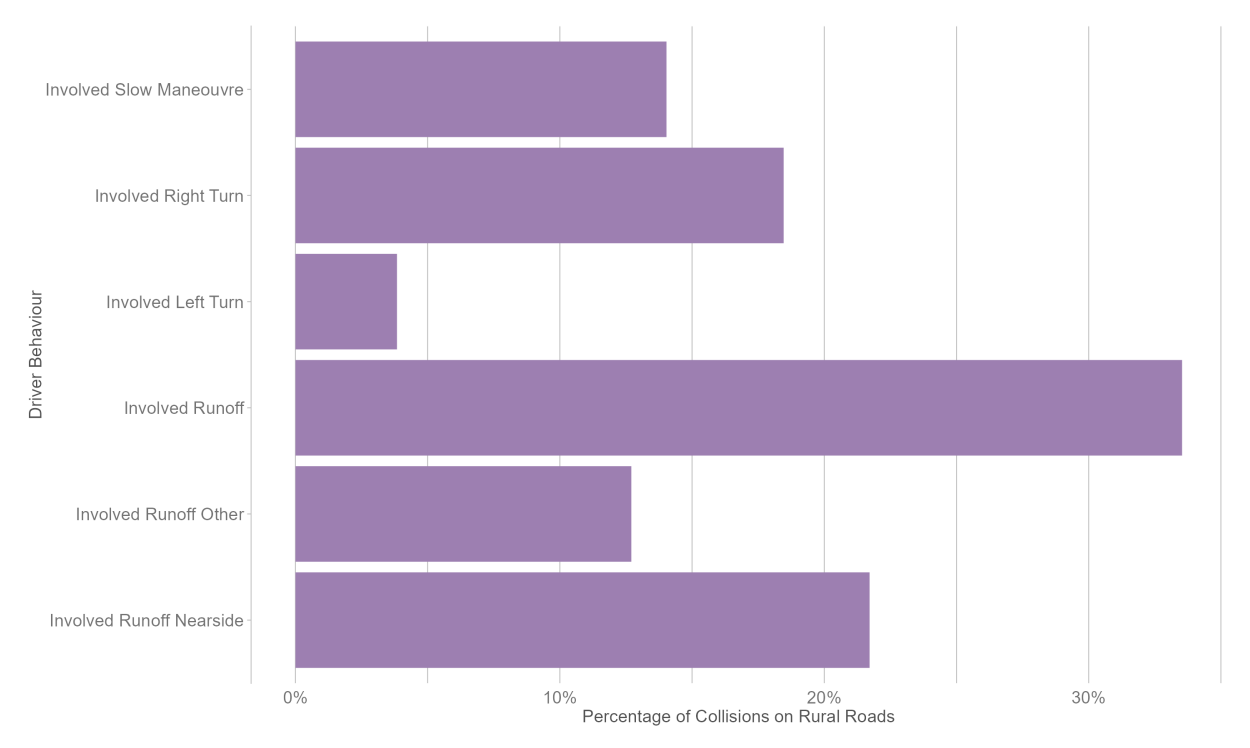
Figure 137: West Berkshire collisions on rural roads by collision dynamics (2020-2024)



4.3.1.8.2 Driver actions Figure 138 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.

Approximately one-third of collisions on rural roads involved a vehicle running off the road. Specifically, 21% of total collisions were recorded as nearside 'run-off' events.

Figure 138: West Berkshire collisions on rural roads by driver actions (2020-2024)

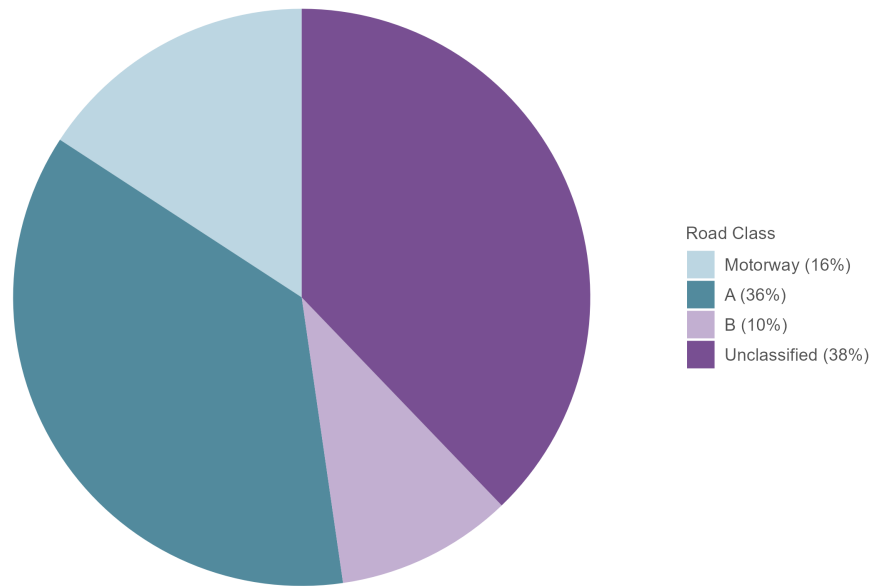


4.3.1.9 Rural road environment

4.3.1.9.1 Road class Figure 139 shows collisions on rural roads in West Berkshire by class of road.

Unclassified roads recorded the highest proportion of collisions in West Berkshire at 38%. Principal ‘A’ roads represented a further 36% of collisions. Furthermore, motorways and ‘B’ roads accounted for 16% and 10% of the total (677) collisions, respectively.

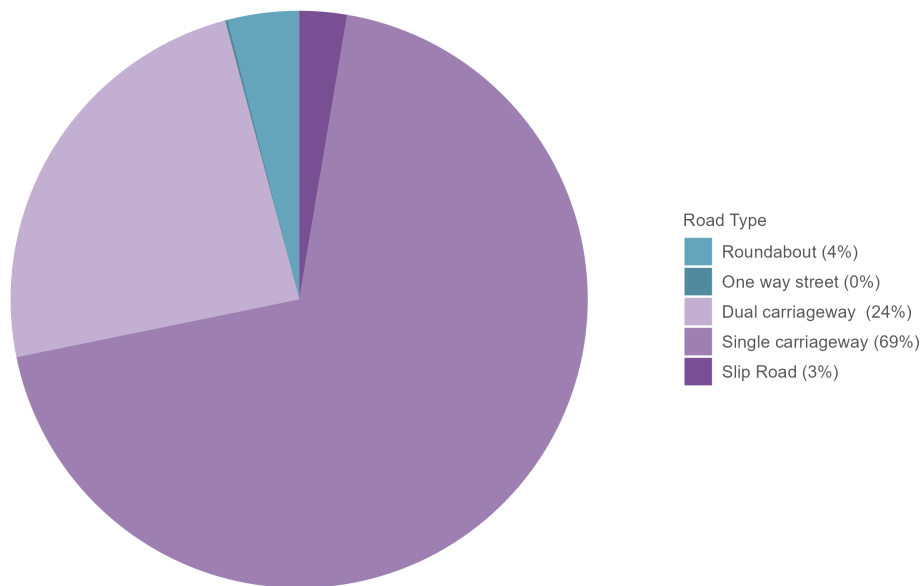
Figure 139: West Berkshire collisions on rural roads by road class (2020-2024)



4.3.1.9.2 Carriageway type Figure 140 shows collisions on rural roads in West Berkshire by carriageway type of road.

Collisions on rural roads were predominantly recorded on a single carriageway (69%). Dual Carriageway represented a further 24% of the collisions in West Berkshire.

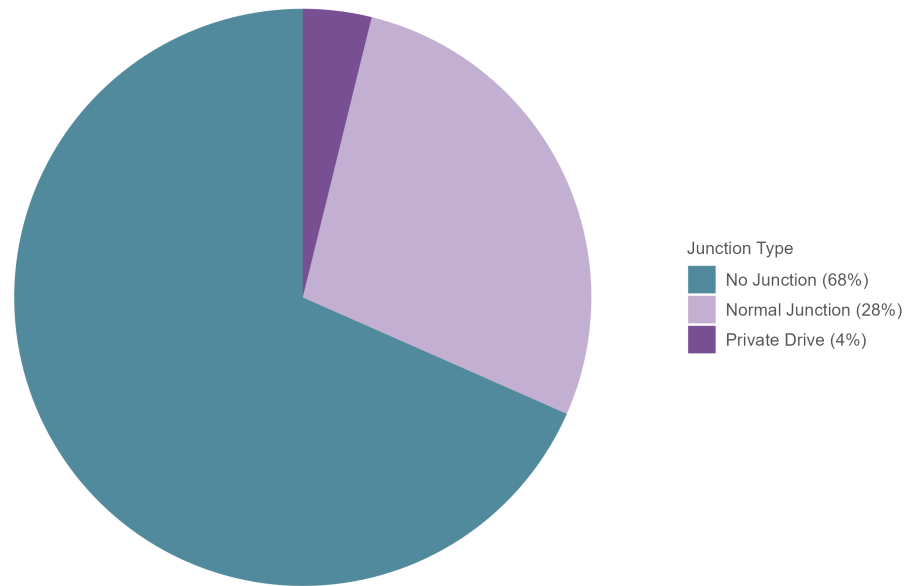
Figure 140: West Berkshire collisions on rural roads by road carriageway type (2020-2024)



4.3.1.9.3 Junction type Figure 141 shows collisions on rural roads in West Berkshire by the presence and type of junction.

The majority of rural collisions (68%) occurred on road sections away from junctions. By contrast, crashes at standard junctions accounted for 188 cases.

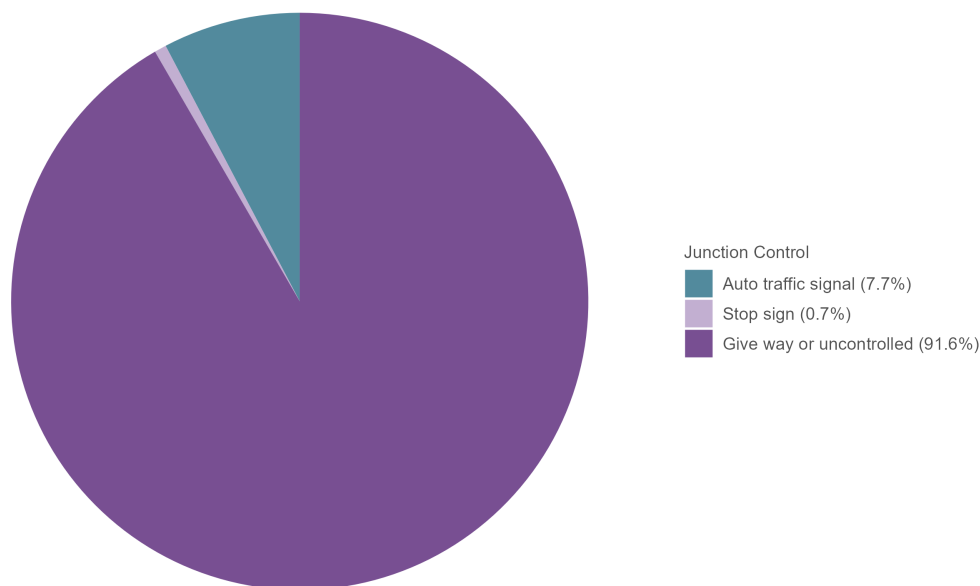
Figure 141: West Berkshire collisions on rural roads by junction type (2020-2024)



4.3.1.9.4 Junction control Figure 142 shows collisions on rural roads in West Berkshire by the type of junction control (if the collision took place at a junction).

West Berkshire's collisions that took place at a junction on a rural road were predominantly recorded on an uncontrolled junction or Give way accounting for 91.6% of the collisions. 7.7% of the collisions were recorded at an Auto traffic signal.

Figure 142: West Berkshire collisions on rural roads by junction control (2020-2024)

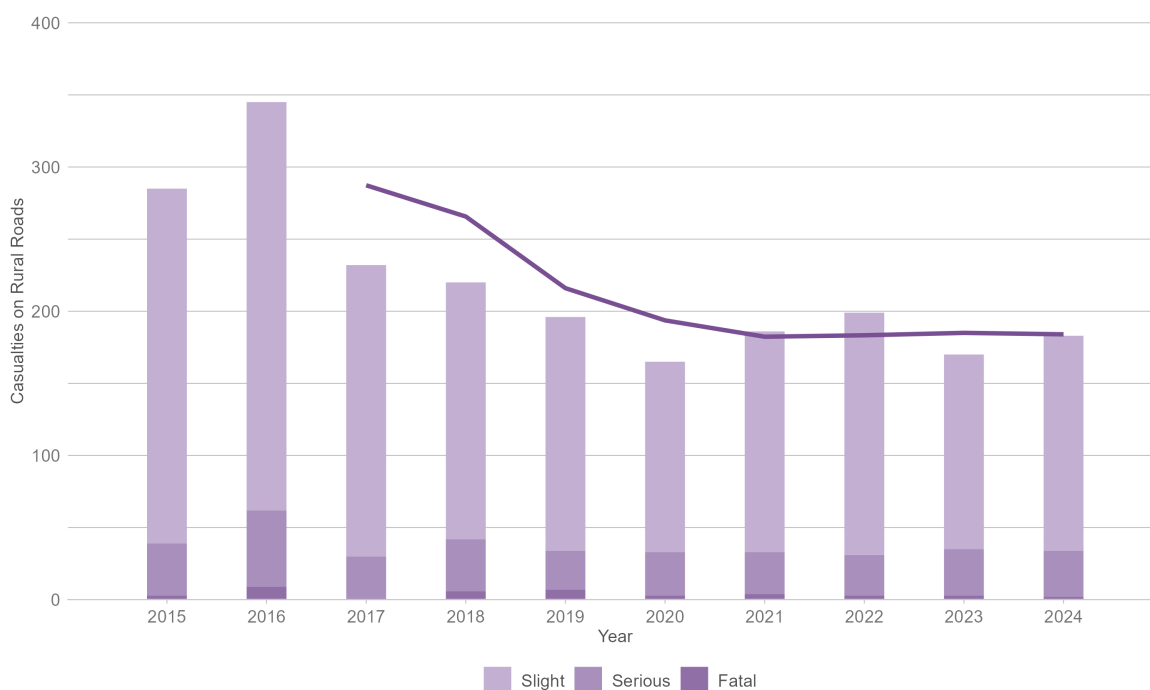


4.3.2 Casualty trends on rural roads

4.3.2.1 All casualties Figure 143 shows annual casualty numbers for collisions on West Berkshire's rural roads.

Since a peak in 2016, recording 285 casualties and 36 serious casualties on rural roads, West Berkshire observed a downward trend till 2019, recording 196 casualties and 27 serious casualties. After the casualties rose from 165 in 2020 to 186 in 2021, but serious casualties dropping from 30 to 29, West Berkshire observed a fluctuating trend between 2021 and 2024. The casualties rose to 199 in 2022 with serious casualties dropping to 28, similar levels to 2019, before observing an inverse trend in the following year where casualties dropped to 170 and serious casualties increased to 32. Finally, the casualties increased to 183 with serious casualties staying constant at 32.

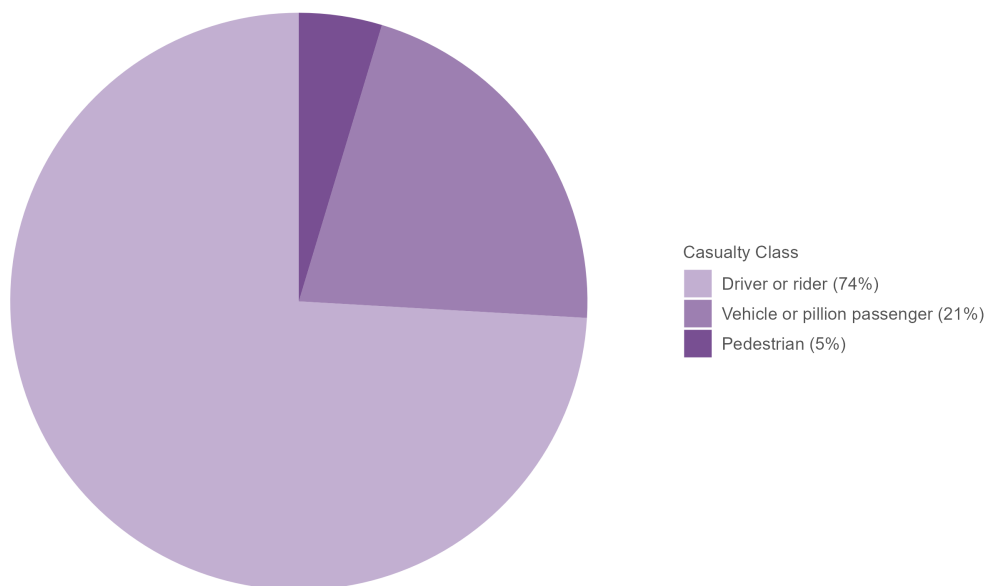
Figure 143: Casualties on West Berkshire's rural roads by year (2015-2024)



4.3.2.1.1 Casualty class Figure 144 shows the classes of casualties injured on rural roads in West Berkshire.

Driver casualties on rural roads in West Berkshire predominated the casualties numbers accounting for 74% of the total (903). Further 21% of the total casualties represented vehicle or pillion passenger. The balance 5% comprised pedestrian.

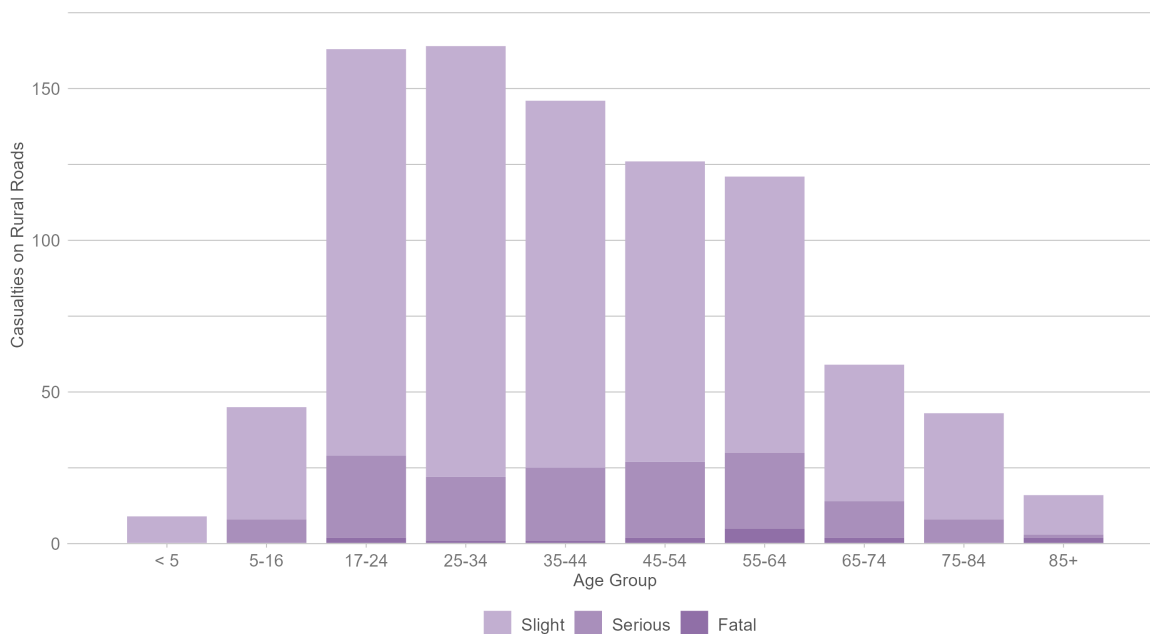
Figure 144: West Berkshire casualties on rural roads by casualty class (2020-2024)



4.3.2.1.2 Casualty age Figure 145) shows the age groups of casualties injured on rural roads in West Berkshire.

Casualties on rural roads were predominantly concentrated among those aged 17–44. Casualties peaked within the 17–24 (163) and 25–34 (164) age categories, while those aged 35–44 constituted 16% of the total.

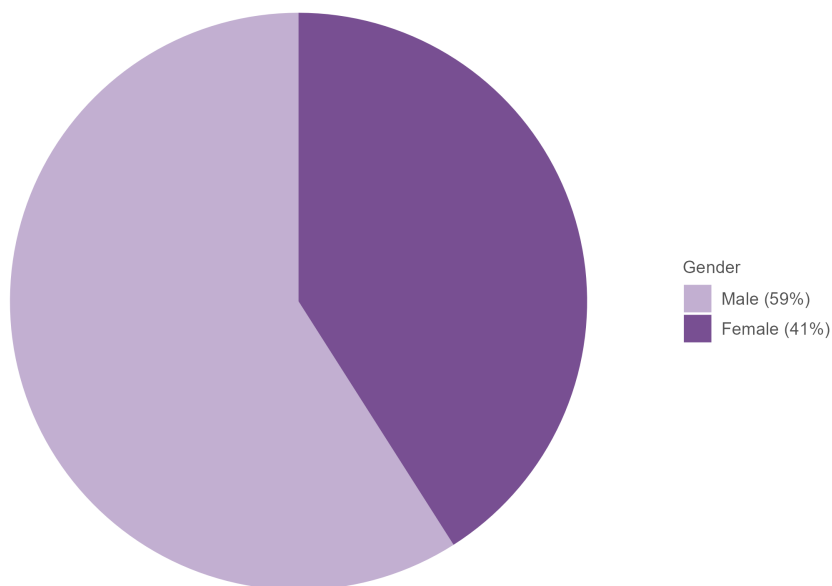
Figure 145: West Berkshire casualties on rural roads by age group (2020-2024)



4.3.2.1.3 Casualty gender Figure 146 shows the breakdown of casualties injured on rural roads in West Berkshire by gender.

Males casualties on rural roads constituted 59% of the total. While, females represented the remaining 41%.

Figure 146: West Berkshire casualties on rural roads by gender (2020-2024)

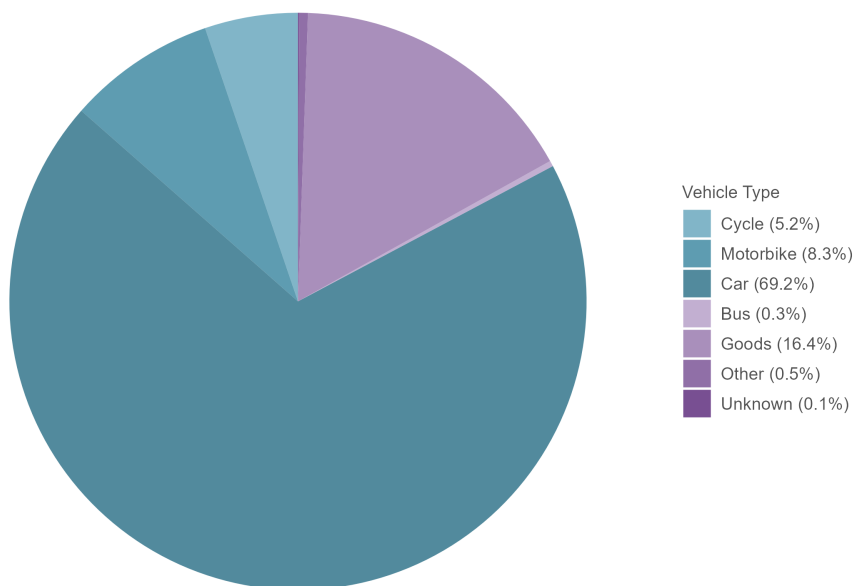


4.3.3 Driver trends on rural roads

4.3.3.1 Vehicle type Figure 147 shows the types of vehicles involved in collisions on rural roads in West Berkshire.

A vast majority of the collisions on rural roads involved cars (69.2%). Incidents involving vehicles carrying goods constituted 16.4% of the total (1,265). Motorbikes were involved in 105 recorded collisions.

Figure 147: West Berkshire collision-involved drivers on rural roads by vehicle type (2020-2024)

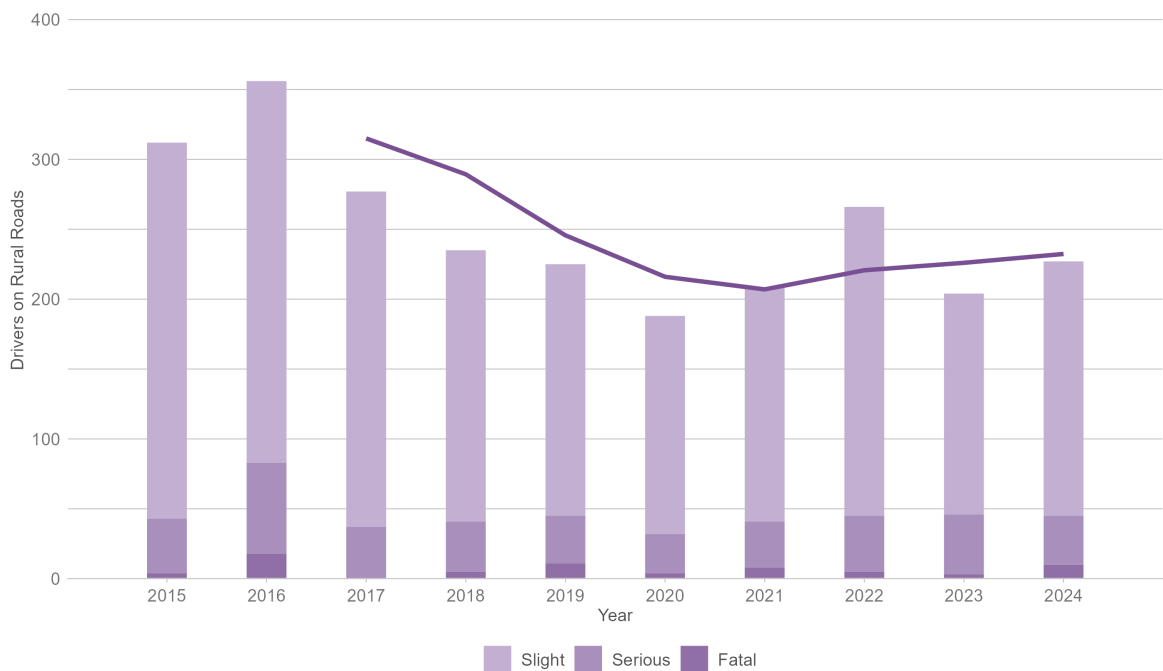


4.3.3.2 All drivers This section covers drivers of motor vehicles involved in collisions on rural roads. This excludes both motorcycle riders and pedal cyclists, who are covered in subsequent sections.

Figure 148 shows annual driver collision involvement on West Berkshire's rural roads.

Since a peak in 2016, recording 312 drivers involved on rural roads and 65 serious collisions, West Berkshire observed a downward trend in the driver involvement till 2019, recording 225 drivers involved and 34 serious collisions. After recording a rise in the figures from 188 drivers involved and 28 serious collisions in 2020 to 206 drivers involved and 33 serious collisions in 2021, West Berkshire observed a fluctuating trend between 2021 and 2024. The drivers involvement rose by 27% in 2022, recording 266 drivers involved and 40 serious collisions, before the driver involvement decreasing in 2023 to 204 and serious collisions rising to 43. Finally in 2024, West Berkshire observed an inverse trend recording a rise in the driver involvement to 227, but the serious collisions falling to 35.

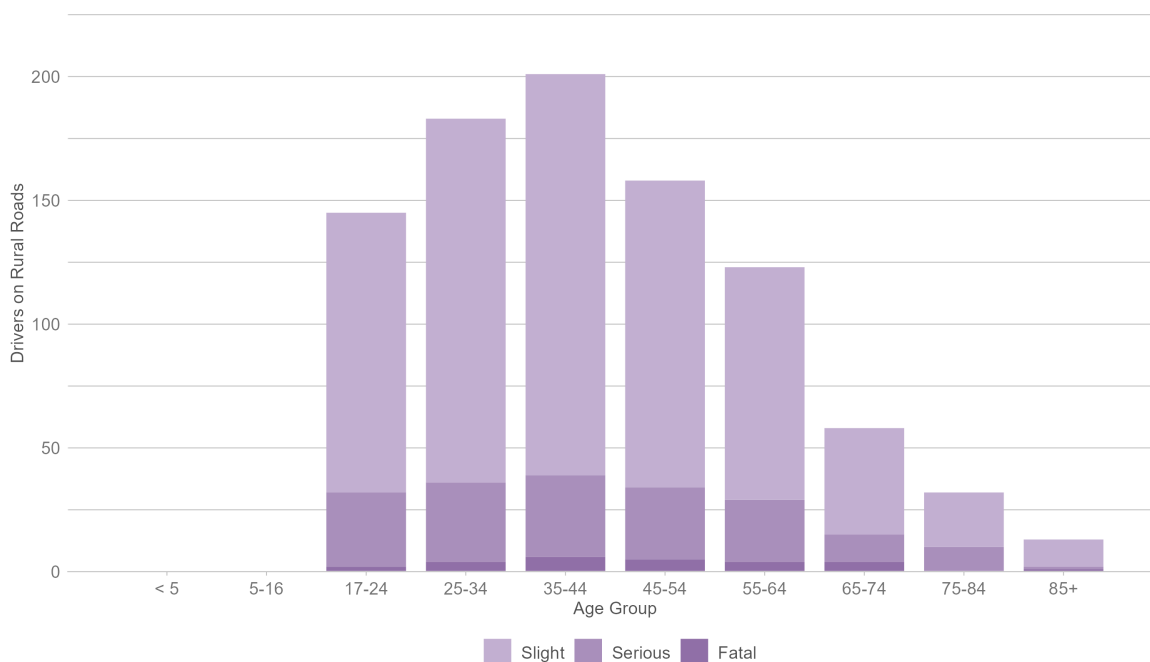
Figure 148: Drivers involved in collisions on West Berkshire’s rural roads by year (2015-2024)



4.3.3.2.1 Driver age Figure 149) shows the age groups of drivers involved in collisions on rural roads in West Berkshire.

Collisions on rural roads in West Berkshire peaked among drivers aged 35–44, who accounted for approximately 22% of the total (913), including six fatalities. Furthermore, the 25–34 age group constituted 20% of all recorded collisions.

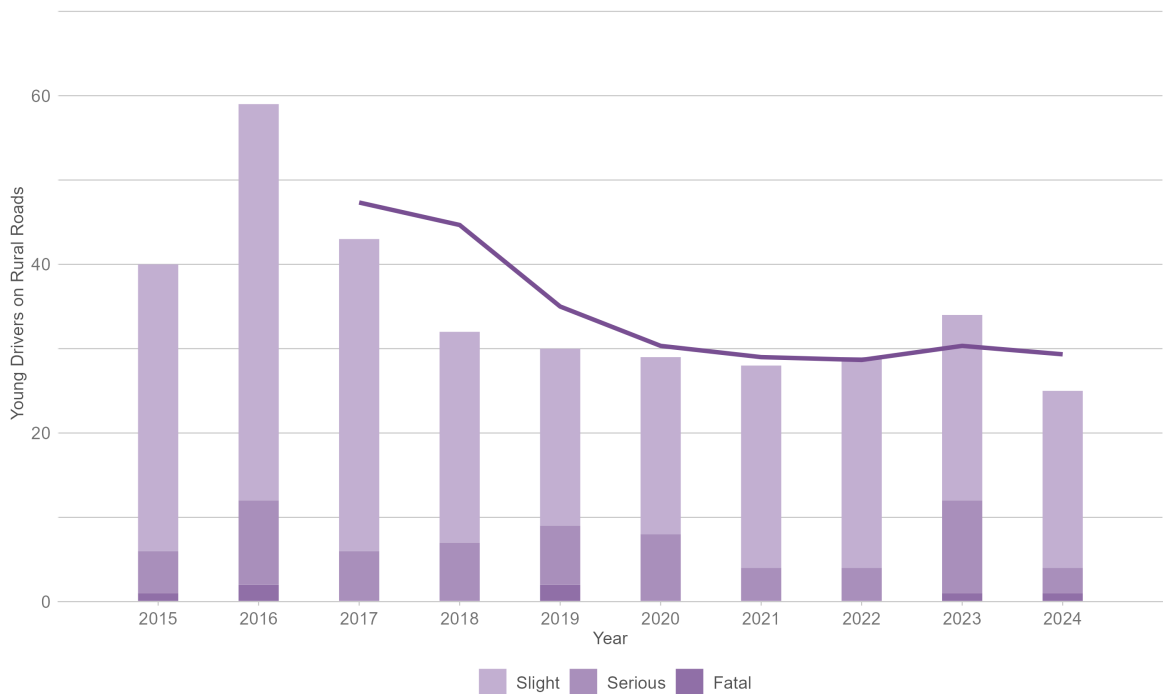
Figure 149: West Berkshire collision-involved drivers on rural roads by age group (2020-2024)



4.3.3.2.2 Young drivers Figure 150 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.

Since the peak in 2016, recording 59 young drivers involved and five serious collisions, West Berkshire observed a downward trend till 2021, recording 28 drivers involved and four serious collisions. Since 2021, an upward trend was observed in the driver involvement. The figures rose to 34 drivers involved and 11 serious collisions in 2023. Finally in 2024, the figures dropped to 25 drivers involved and three serious collisions.

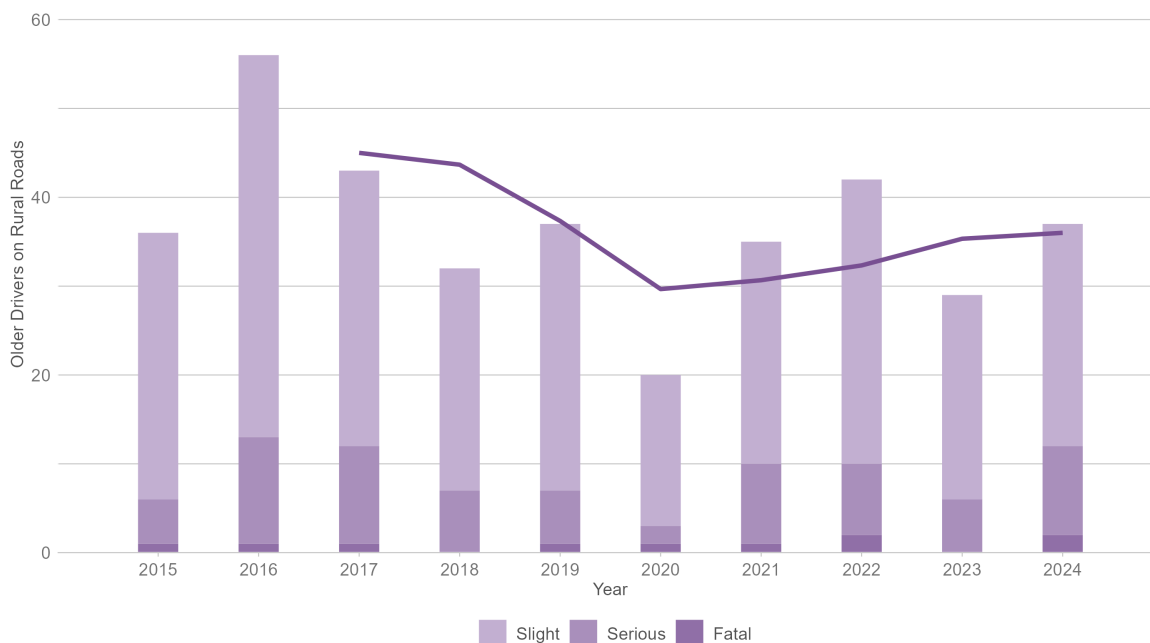
Figure 150: Collision-involved young drivers on West Berkshire’s rural roads by year (2015-2024)



4.3.3.2.3 Older drivers Figure 151 shows annual numbers of older drivers involved in collisions on West Berkshire’s rural roads. In this analysis, older drivers are those aged 60 and over.

Collisions involving older drivers on rural roads fluctuated between 2021 and 2024. After increasing from 35 in 2021 to 42 in 2022 with fatal collisions also increasing from one to two. Drivers involved declined by 30% in 2023 with zero fatal collisions. In 2024, the driver involvement rose again to 37 and fatal collisions returning to two.

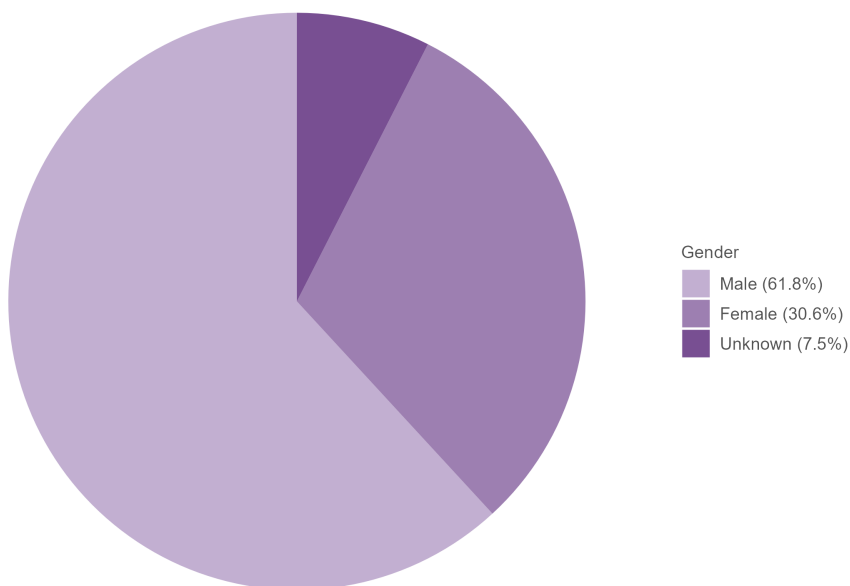
Figure 151: Collision-involved older drivers on West Berkshire's rural roads by year (2015-2024)



4.3.3.2.4 Driver gender Figure 152 shows the breakdown of drivers involved in collisions on rural roads in West Berkshire by gender.

Male drivers predominated the collision data on rural roads, accounting for 61.8% of the total (1,093). Female drivers represented 30.6%, while the remaining 7.5% were recorded 'unknown'.

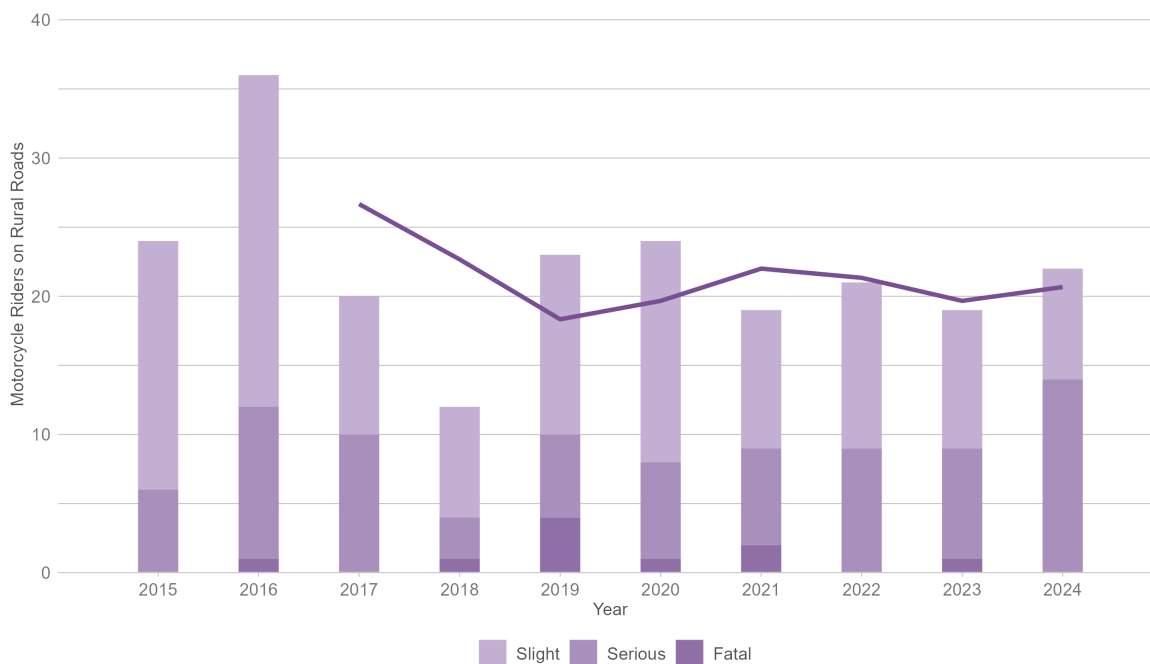
Figure 152: West Berkshire collision-involved drivers on rural roads by gender (2020-2024)



4.3.3.3 Motorcycle riders Figure 153 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's rural roads.

West Berkshire observed a high serious collision involvement throughout the decade. Since the peak in 2016, 36 motorcycle riders involved and 11 serious collisions, West Berkshire observed a downward trend till 2018, recording 12 motorcycle riders involved and three serious collisions. An upward trend was observed till 2020, recording 24 motorcycle riders involved and seven serious collisions. Between 2021 and 2024, West Berkshire observed a fluctuating trend in the motorcycle riders involvement. The motorcycle riders involvement decreased to 19 with the serious collisions remaining constant at seven. Subsequently, the figures dropped to 19 motorcycle riders involved and eight serious collisions. Finally in 2024, the motorcycle riders involvement rose to 22 and serious collisions recorded an all time (throughout the decade) high at 14.

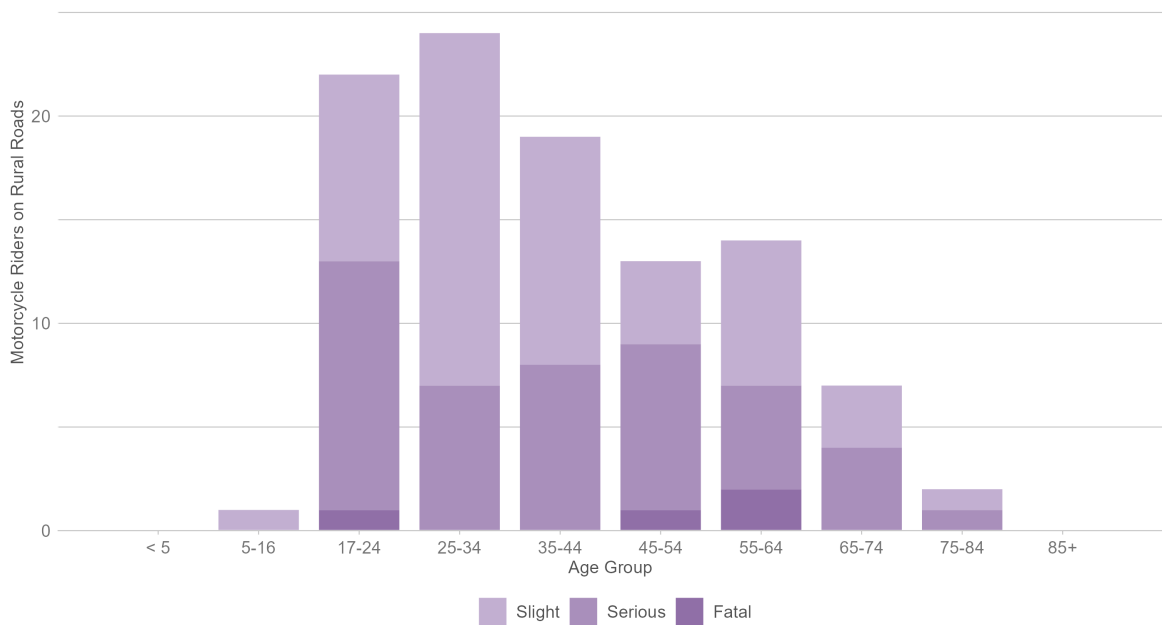
Figure 153: Collision-involved motorcycle riders on West Berkshire's rural roads by year (2015-2024)



4.3.3.3.1 Rider age Figure 154) shows the age groups of motorcycle riders involved in collisions on rural roads in West Berkshire.

Of the motorcycle riders involved on rural roads, most the motorcycle riders belonged to the age group 17-44. Figures peaking at 25-34 at 24 motorcycle riders involved, followed by the age group 17-24 with 22 motorcycle riders involved. Among all the seriously- injured motorcycle riders involved, most of the motorcycle riders belonged to the age group 17-24 recording 12 seriously injured motorcycle riders.

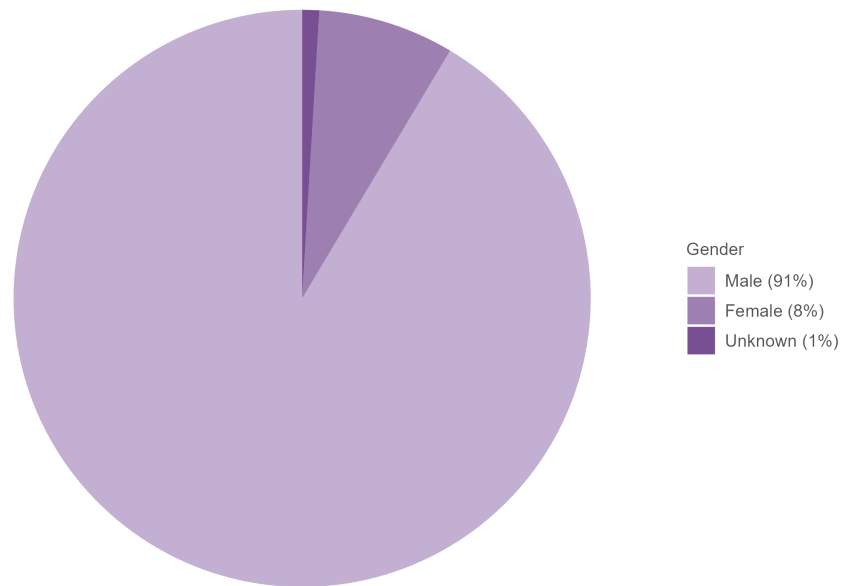
Figure 154: West Berkshire collision-involved motorcycle riders on rural roads by age group (2020-2024)



4.3.3.3.2 Rider gender Figure 155 shows the breakdown of motorcycle riders involved in collisions on rural roads in West Berkshire by gender.

Of the motorcycle riders involved on rural roads, male riders predominantly constituted 91% of the motorcycle riders involved. Around 1% of the motorcycle riders involved, their gender was not known.

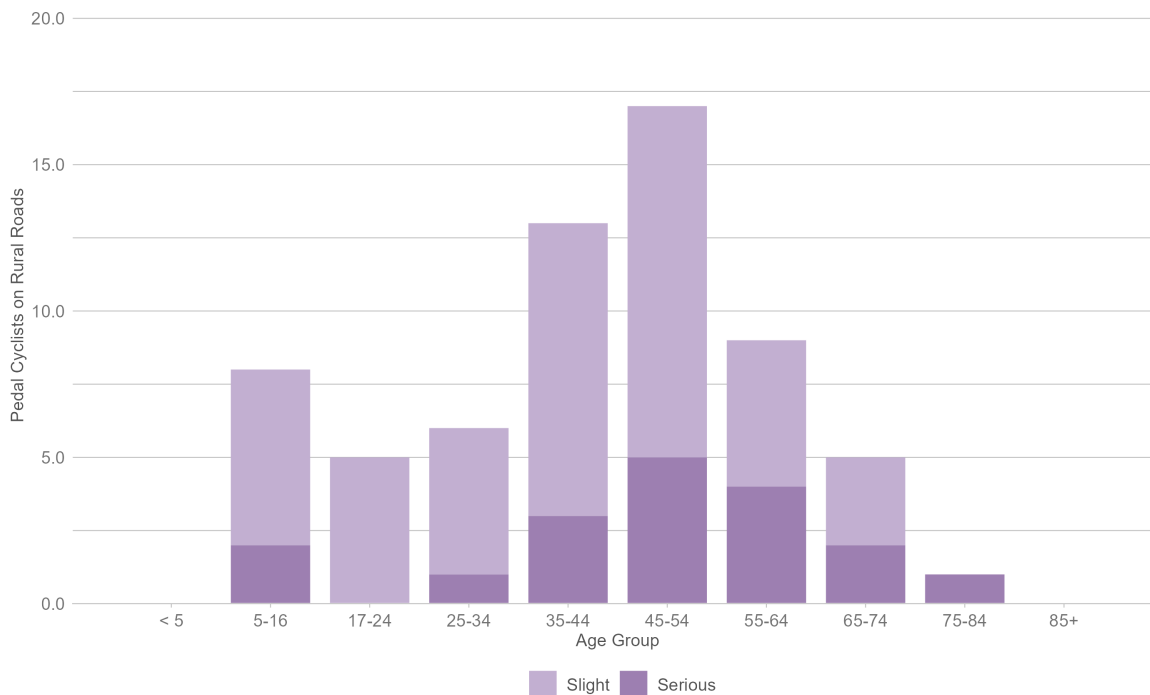
Figure 155: West Berkshire collision-involved motorcycle riders on rural roads by gender (2020-2024)



4.3.3.3.3 Cyclist age Figure 156 shows the age groups of pedal cyclists involved in collisions on rural roads in West Berkshire.

Annual pedal cyclists involved in collisions peaked among pedal cyclists age 45-54 at 17. Furthermore, pedal cyclists between the age groups 35-44 and 55-64 recorded high collisions in West Berkshire out of the total 64 collisions.

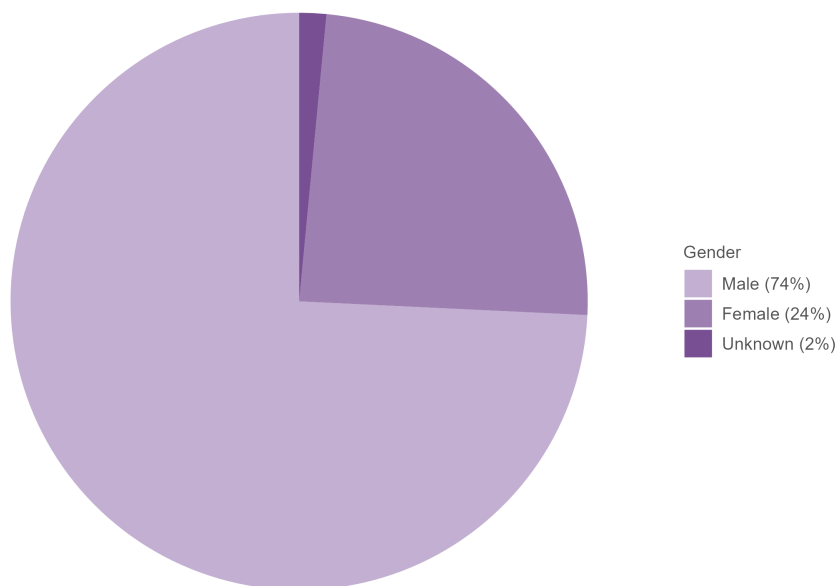
Figure 156: West Berkshire collision-involved pedal cyclists on rural roads by age group (2020-2024)



4.3.3.3.4 Cyclist gender Figure 157 shows the breakdown of pedal cyclists involved in collisions on rural roads in West Berkshire by gender.

Male pedal cyclists predominate the collision data on rural roads recording 49 collisions. West Berkshire recorded 16 female pedal cyclists involved in collisions, while there was one pedal cyclist whose gender was not known.

Figure 157: West Berkshire collision-involved pedal cyclists on rural roads by gender (2020-2024)



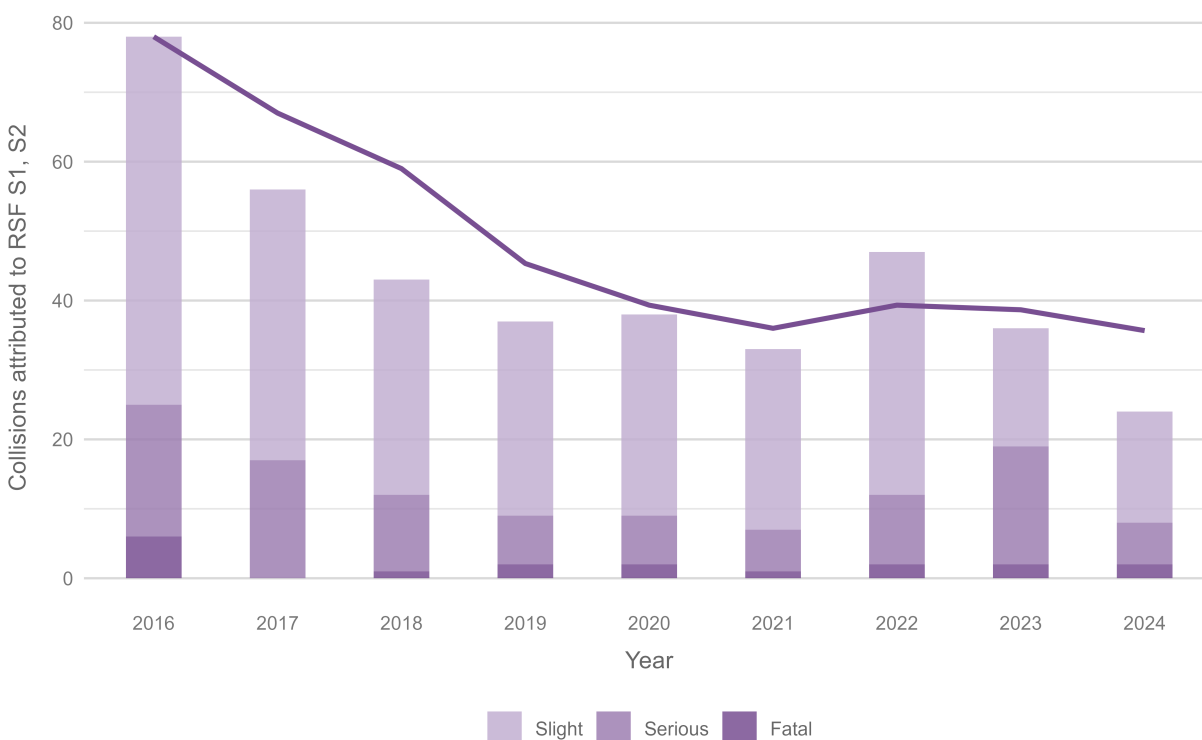
4.4 Road Safety Factors

Each section below examines trends in reported collisions on West Berkshire's roads involving groups of related road safety factors (RSFs). For each group, the total number of collisions in which any RSF 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 RSFs. For more information about RSFs and the techniques used to analyse them see section 5.1.6. For a complete list of all RSFs and RSF groupings used by Agilysis, see section 5.2.

4.4.1 Speed Related

This section examines collisions, by severity, where at least one of the Road Safety Factors S1 *Exceeding speed limit* and/or S2 *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 158: Collisions in West Berkshire where RSFS1 and/or RSFS2 were recorded (2015-2024)



4.4.1.1 Trends Figure 158 shows annual collisions on West Berkshire’s roads where at least one of the speed choice RSFs were recorded, with a three-year moving average trend line for speed choice collisions.

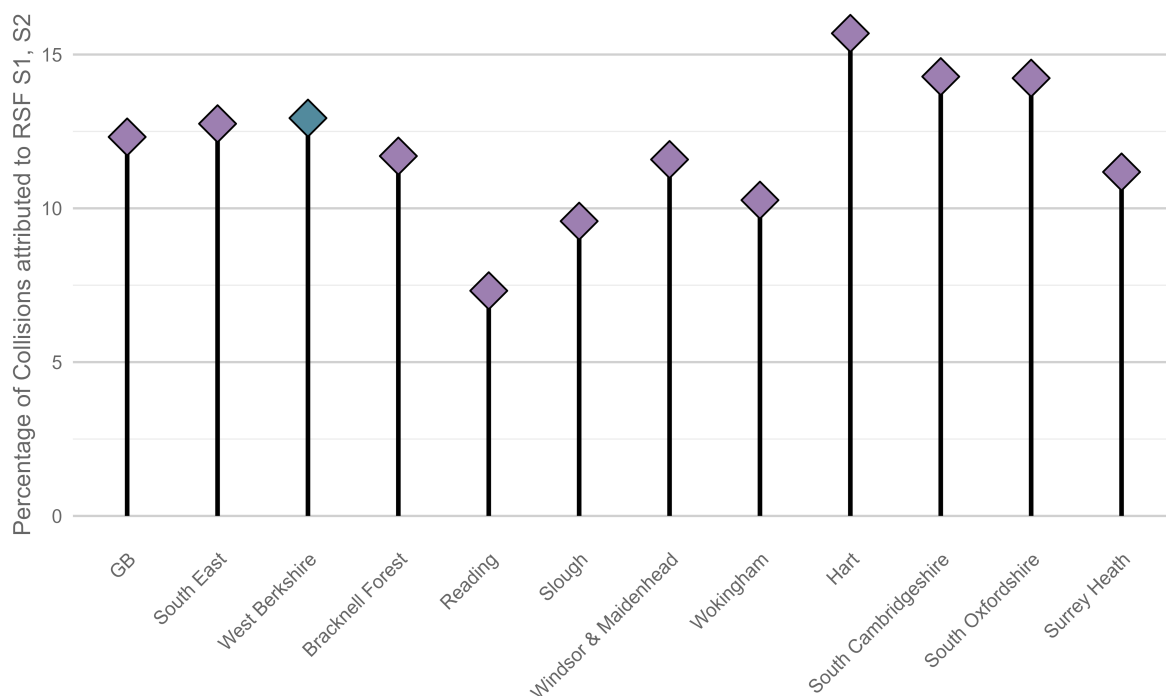
West Berkshire recorded a peak in the annual collisions attributed to RSF S1 (Exceeding speed limit), S2 (Travelling too fast for conditions) in the year 2016 at 78 collisions including six fatal collisions. The collisions dropped in the following year recording 56 collisions and no fatal collisions. Since then, the figures have steadily reduced till 2019 at 37 collisions, but fatal collisions increasing to two. The collisions rose to 38 and fatal collisions remaining constant at two in 2020 before declining to 33 collisions in 2021. The collisions increased to 47 in 2022 and have decreased since then. In 2023, 36 collisions were recorded with the serious collisions returning to 17, similar levels to 2017. Finally, in 2024 collisions were at its all time low throughout the decade, recording 24 collisions with two fatal collisions.

4.4.1.2 Comparisons Figure 159 shows collisions on West Berkshire’s roads where at least one of the speed choice RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

Of all collisions recorded between 2020 and 2024 with police officer attendance, around 12% were collisions attributed to RSF S1 and S2. West Berkshire accounted for a lower percentage than the national and the South East regional percentage. West Berkshire had a relatively high

percentage of collisions compared to other authorities, with the exceptions of South Oxfordshire, South Cambridgeshire, and Hart, which recorded a higher percentage.

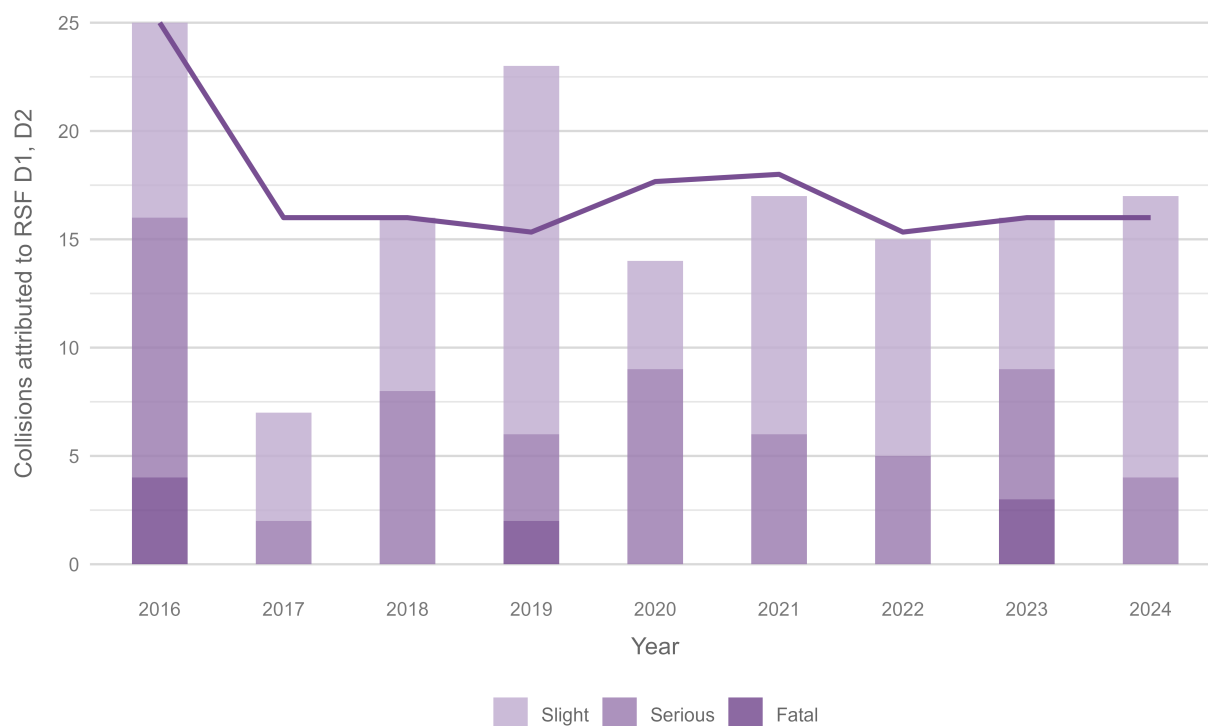
Figure 159: Percentage of collisions in West Berkshire and comparators where RSFS1 and/or RSFS2 were recorded (2020-2024)



4.4.2 Impairment

This section examines collisions, by severity, where at least one of the road safety factors D1 *Affected by Alcohol* and/or D2 *Affected by drugs* 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 160: Collisions in West Berkshire where RSFD1 and/or RSFD2 were recorded (2015-2024)



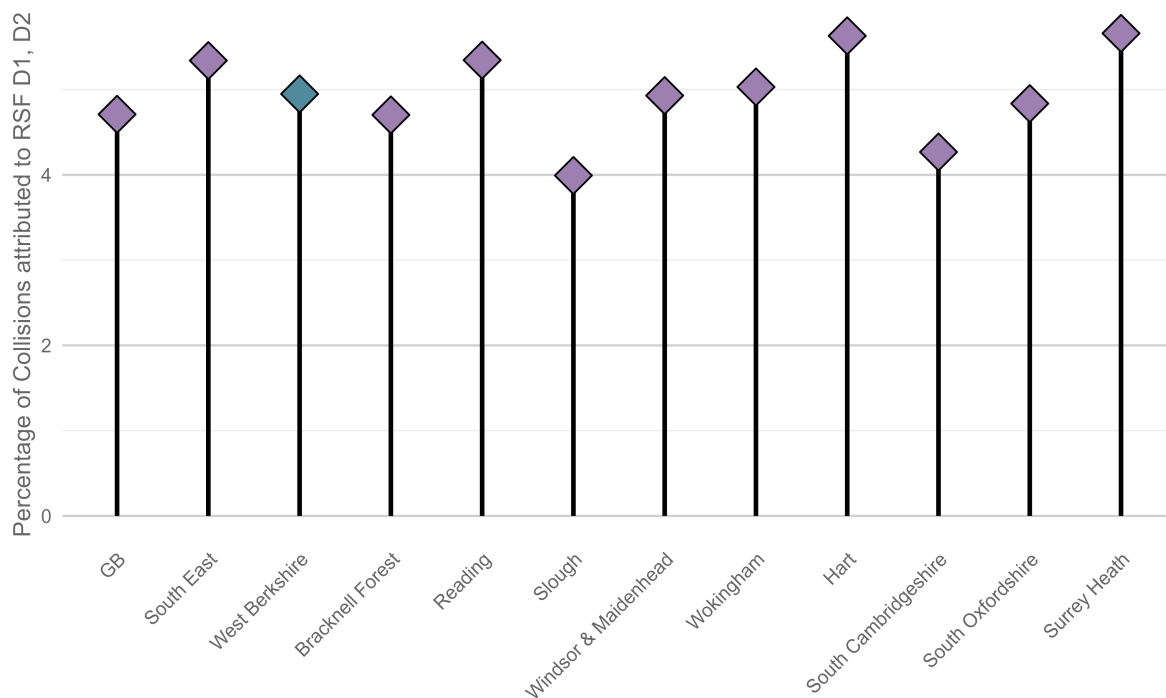
4.4.2.1 Trends Figure 160 shows annual collisions on West Berkshire's roads where at least one of the impairment RSFs were recorded, with a three-year moving average trend line for impairment collisions.

West Berkshire observed a fluctuating trend since its peak in 2016 recording 25 collisions attributed to RSF D1 (Affected by Alcohol), D2 (Affected by drugs) including four fatal collisions. In 2017, an all time (throughout the decade) low was recorded at seven collisions including fatal collisions dropping to zero. Since then, the collisions have increased till 2019, recording 23 collisions including two fatal collisions. After recording a reduction in collisions in 2020 at 14, West Berkshire recorded an increase in 2021 at 17 collisions. In 2022, the figures dropped to 15 collisions and since then a steady increase in collisions was observed. In 2024, collisions were recorded at 17, returning to similar levels to 2021.

4.4.2.2 Comparisons Figure 161 shows collisions on West Berkshire's roads where at least one of the impairment RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

West Berkshire recorded approximately 4.9% of collisions attributed to alcohol and drugs. This proportion was similar to the national percentage (4.7%). West Berkshire recorded a lower percentage than the South East regional rate (5.3%), performing at an average level in comparison to other authorities.

Figure 161: Percentage of collisions in West Berkshire and comparators where RSFD1 and/or RSFD2 were recorded (2020-2024)



4.4.3 Road Surface Conditions

This section examines collisions, by severity, where at least one of the RSFs R1 *Deposit on road* and/or R2 *Slippery surface due to weather* and/or R5 *Drivers /rider vision affected by adverse weather or dazzle* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 162: Collisions in West Berkshire where RSFR1 and/or RSFR1 and/or RSFR2 were recorded (2015-2024)



4.4.3.1 Trends Figure 162 shows annual collisions on West Berkshire’s roads where at least one of the road surface RSFs were recorded, with a three-year moving average trend line for road surface collisions.

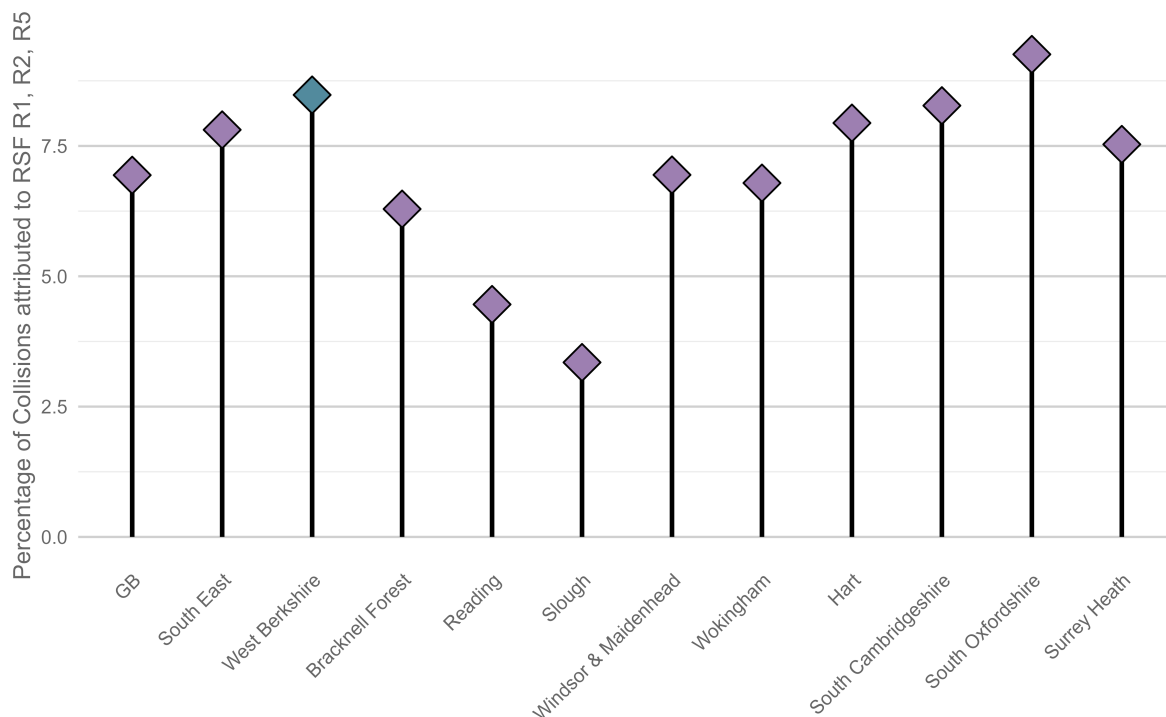
After recording a peak in collisions attributed to RSF R1 (Deposit on road), R2 (Slippery surface due to weather), R5 (Drivers /rider vision affected by adverse weather or dazzle) in the year 2016 recording 53 collisions and eight serious collisions. Since then, collisions have declined recording nearly half of 2016 (25 collisions and five serious collisions). An increase in 2020 was observed, recording 29 collisions including six serious collision. The collisions dropped to 21 collisions but serious collisions doubling at six. After collisions returning to 29 collisions and six serious collisions, similar to 2020, the collisions halved since then. The collisions rose from 13 in 2023 to 15 in 2024 with serious collisions staying under six (2022).

4.4.3.2 Comparisons Figure 163 shows collisions on West Berkshire’s roads where at least one of the road surface RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

West Berkshire recorded relatively high percentage of collisions where at least one road surface factor was recorded compared to other authorities. West Berkshire recorded 8.4% collisions attributed to RSF R1 (Deposit on road), R2 (Slippery surface due to weather), R5 (Drivers /rider vision affected by adverse weather or dazzle). With the exception of South Oxfordshire (9.2%), the rest

of the authorities had a lower percentage of collisions, including the national (6.9%) and South East regional rate (7.8%)

Figure 163: Percentage of collisions in West Berkshire and comparators where RSFR1 and/or RSFR1 and/or RSFR2 were recorded (2020-2024)



4.4.4 Control Errors

This section examines collisions, by severity, where at least one of the RSFs B8 *Sudden braking* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 164: Collisions in West Berkshire where RSFB8 and/or RSFS2 and/or RSFS2 were recorded (2015-2024)



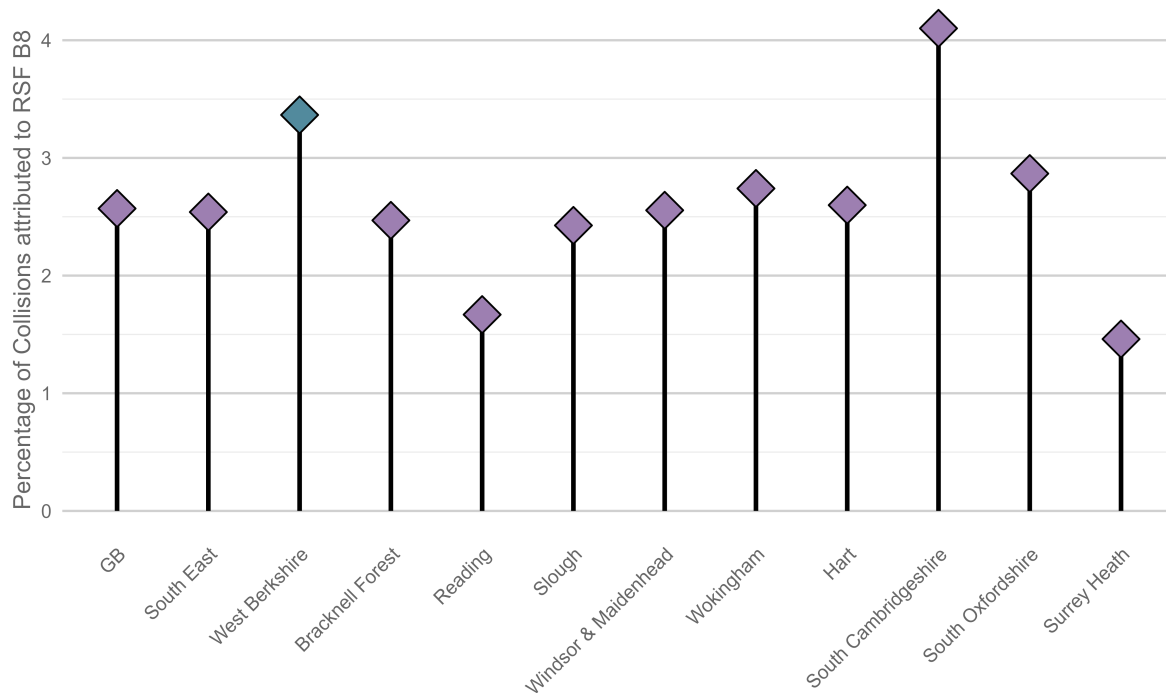
4.4.4.1 Trends Figure 164 shows annual collisions on West Berkshire's roads where at least one of the control error RSFs were recorded, with a three-year moving average trend line for control error collisions.

The annual collisions attributed to RSF B8 (Sudden braking) peaked in West Berkshire in the year 2015 and 2016, both recording collisions at 22. Since, then the collisions have decreased till 2021 at four. The collisions rose in 2022 to 10 before returning to four in 2023, matching the same level as 2021. In 2024, collisions were recorded at five.

4.4.4.2 Comparisons Figure 165 shows collisions on West Berkshire's roads where at least one of the control error RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

West Berkshire observed relatively high collision where a percentage of all officer attended collisions where any RSF was recorded compared to the other authorities, recording 3.3% of collisions where at least one of the control error RSFs was recorded. With the exception of South Cambridgeshire (4.1%), West Berkshire had a higher percentage than other authorities including the national (2.5%) and the South East regional rate (2.5%).

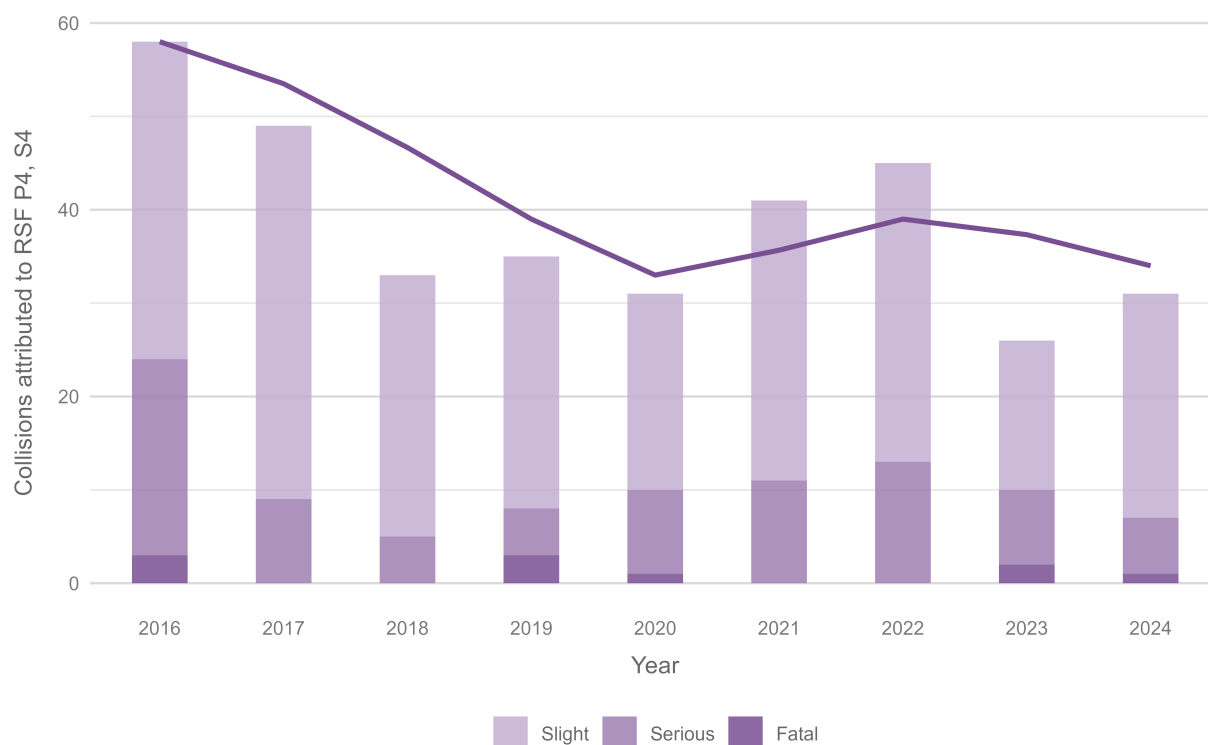
Figure 165: Percentage of collisions in West Berkshire and comparators where RSFB8 and/or RSFS2 and/or RSFS2 were recorded (2020-2024)



4.4.5 Unsafe Behaviour

This section examines collisions, by severity, where at least one of the RSFs S4 *Dangerous or reckless driving/riding* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 166: Collisions in West Berkshire where RSFS4 were recorded (2015-2024)



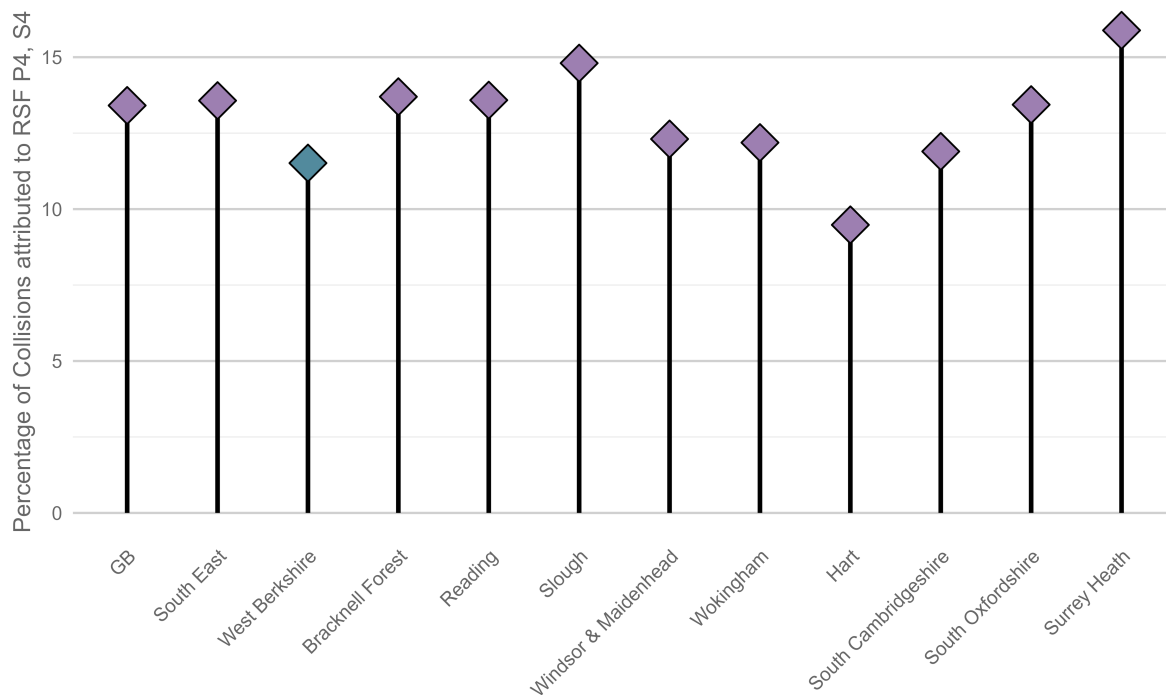
4.4.5.1 Trends Figure 166 shows annual collisions on West Berkshire's roads where at least one of the unsafe behaviour RSFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions.

Since a peak in 2016 recording 58 collisions attributed to RSF P4 (Careless or in a hurry), S4 (Dangerous or reckless driving/riding) in West Berkshire including 21 serious collisions, the figures have been relatively lower. After 2020, an upward trend was observed, the figures had increased from 31 collisions and nine serious collisions in 2020 to 45 collisions and 13 serious collisions in 2022. Subsequently, in 2023 the figures dropped to 26 collisions and eight serious collisions. Finally in 2024, collisions rose to 31 with serious collisions dropping to six.

4.4.5.2 Comparisons Figure 167 shows collisions on West Berkshire's roads where at least one of the unsafe behaviour RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

West Berkshire recorded a relatively low percentage (11.5%) of collisions attributed to RSF P4 (Careless or in a hurry), S4 (Dangerous or reckless driving/riding) compared to other authorities. With the exception of Hart, all other compared authorities held a higher percentage, including the national average (13.4%) and the South East regional rate (13.5%).

Figure 167: Percentage of collisions in West Berkshire and comparators where RSF601 and/or RSF602 were recorded (2020-2024)



4.4.6 Distraction

This section examines collisions, by severity, where at least one of the RSFs D6 *Using mobile device* and/or D7 *Distraction in or outside of vehicle* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 168: Collisions in West Berkshire where RSFD6 and/or RSFD7 were recorded (2015-2024)



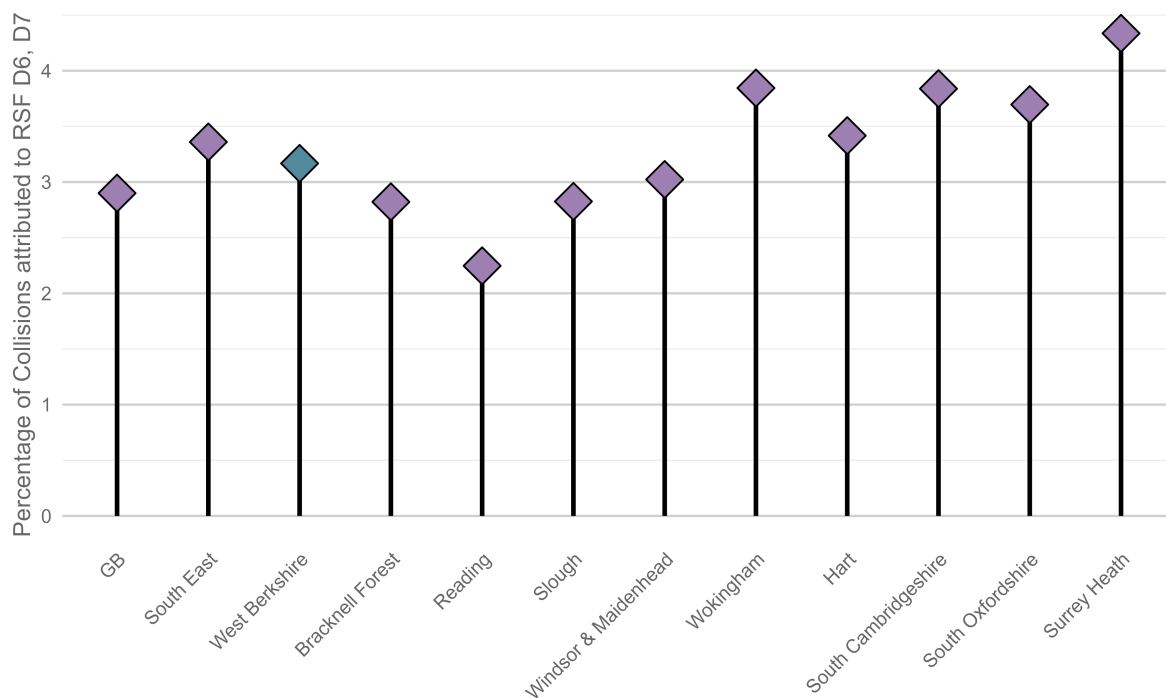
4.4.6.1 Trends Figure 168 shows annual collisions on West Berkshire’s roads where at least one of the distraction RSFs were recorded, with a three-year moving average trend line for distraction collisions.

West Berkshire observed a U- shaped trend for annual collisions attributed to RSF D6 (Using mobile device), D7 (Distraction in or outside of vehicle). Since collisions peaked in 2016 recording 20 collisions and five serious collisions, the collisions have halved in 2017 and have been steadily decreasing till 2019 recording six collisions and one serious collisions. In 2020, the collisions increased to nine collisions but no serious collisions recorded. After collisions dropping to eight collisions, matching the levels of 2018, since then the collisions have increased till the year 2023, recording 14 collisions with serious collisions peaking at six (throughout the decade). In 2024, the figure had returned to eight matching the levels of 2021.

4.4.6.2 Comparisons Figure 169 shows collisions on West Berkshire’s roads where at least one of the distraction RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

Out of all collisions West Berkshire recorded, approximately 3.1% of the collisions were attributed to D6 (Using mobile device), D7 (Distraction in or outside of vehicle). West Berkshire recorded a higher percentage than the National (2.9%) and South East Regional rate (3.3%). In comparison with the other authorities, West Berkshire recorded an average ranking across the comparators.

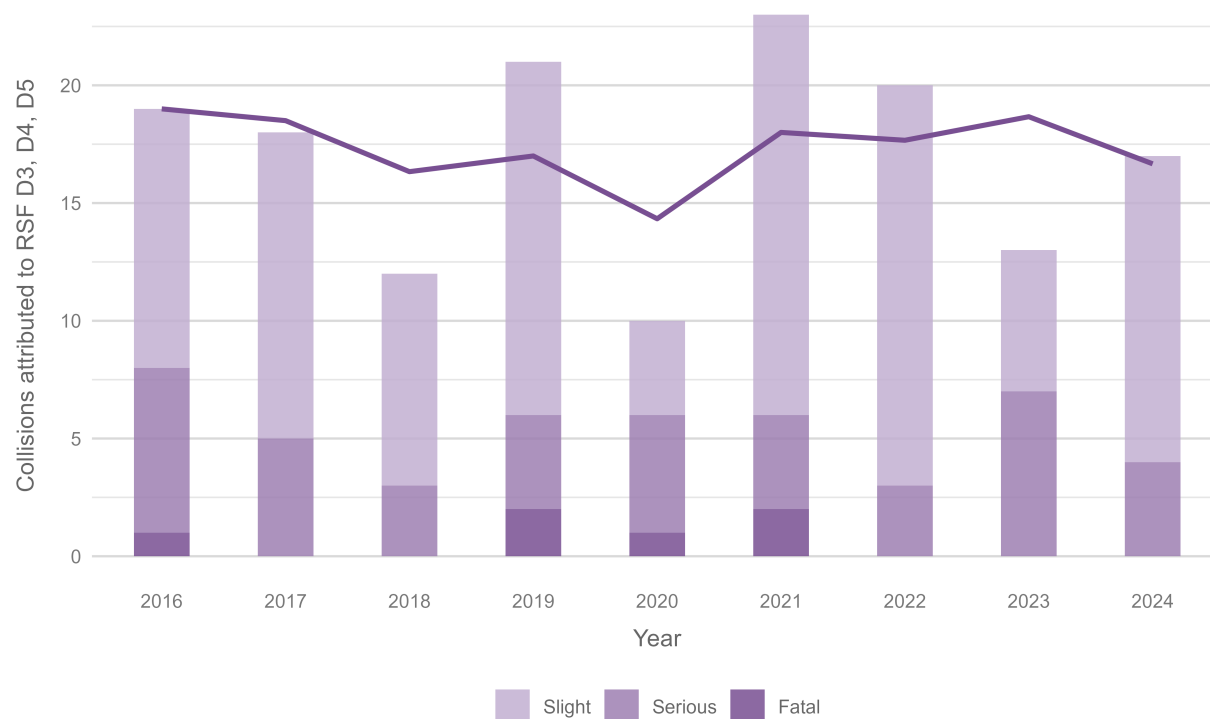
Figure 169: Percentage of collisions in West Berkshire and comparators where RSFD6 and/or RSF5D7 were recorded (2020-2024)



4.4.7 Medically Unfit

This section examines collisions, by severity, where at least one of the RSFs D4 *Uncorrected or defective eyesight* and/or D5 *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 170: Collisions in West Berkshire where RSF504 and/or RSF505 were recorded (2015-2024)



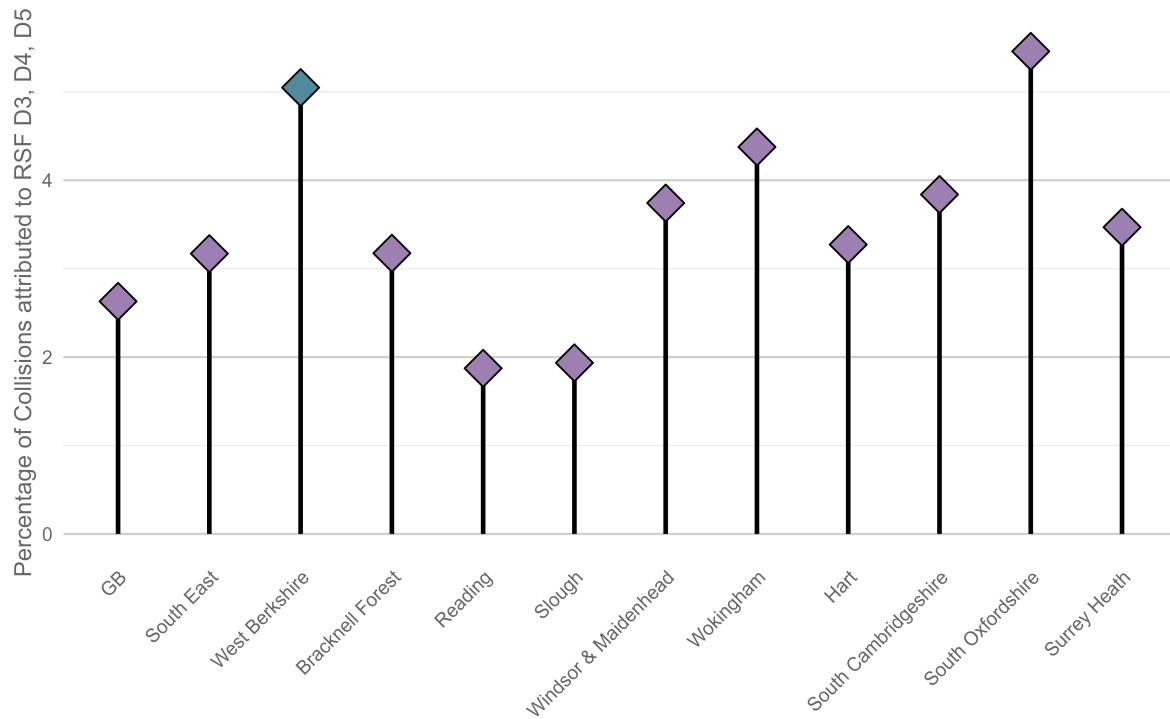
4.4.7.1 Trends Figure 170 shows annual collisions on West Berkshire's roads where at least one of the medically unfit RSFs were recorded, with a three-year moving average trend line for medically unfit collisions.

West Berkshire recorded a fluctuating trend in collisions attributed to Road Safety Factors (RSF) D3 (Driver/rider too tired), D4 (Defective eyesight), and D5 (Illness or disability) since 2016. After witnessing a peak in 2021, recording 23 collisions with five serious collisions (matching levels to 2017). Collisions dropped to 20 in 2022 with zero serious collision, before declining to 13 in 2023 but serious collision returning to seven (same as 2016). Subsequently, collisions rose to 17 in 2024.

4.4.7.2 Comparisons Figure 171 shows collisions on West Berkshire's roads where at least one of the medically unfit RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Approximately 5% of all collisions recorded in West Berkshire were attributed to RSF D3 (Driver/rider too tired to drive/ride safely), D4 (Uncorrected or defective eyesight), D5 (Illness or disability (mental or physical)). West Berkshire recorded a higher percentage than the National (2.6%) and South East regional rate (3.1%). With the exception of South Oxfordshire (5.4%), West Berkshire observed a much higher percentage in comparison with the other authorities.

Figure 171: Percentage of collisions in West Berkshire and comparators where RSF504 and/or RSF505 were recorded (2020-2024)



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. Agilysis Acorn profiling uses CACI's Acorn cross-channel classification system², which is assigned uniquely for each casualty and vehicle user based on individual postcodes in STATS19 records. Typically, nearly 85% of casualty and driver STATS19 records can be matched to Acorn Types, so residency analysis is based on about five out of six West Berkshire residents involved in reported injury collisions.

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

²<https://acorn.caci.co.uk/how-acorn-works/.html>

Acorn presently classifies the community represented by each UK postcode into one of 7 categories, 22 Groups and 65 Types. Each Group embraces between 3 and 6 Types. A complete list of Acorn Types is provided in 5.2.2.

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.

Throughout, comparisons are made to the following national/regional/local authority areas: - Great Britain - South East Region - Berkshire - Wokingham - Bracknell Forest - Reading - Slough - Windsor & Maidenhead - West Berkshire - Hart - South Cambridgeshire - South Oxfordshire - Surrey Heath

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

5.1.6 Road Safety Factors

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

RSFs replace contributory factors (CFs) from 2024. DfT has provided a retrospective conversion of CFs to RSFs, however, these in many cases do not map one-to-one. This means direct comparisons between RSFs and CFs cannot be made. This analysis looks at pre-2024 years utilising DfT converted RSFs, and post 2024 years using RSFs recorded as such.

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

In RSF analysis specifically related to pedestrians, only RSFs 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 Agilysis often organises RSFs into groupings. A complete list of all RSFs and their groupings may be found in section 5.2.

5.2 Road Safety 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 road safety 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 Agilysis has used in the past for this purpose. Clients may wish to devise alternative approaches.

Impairment		
Affected by alcohol		Affected by drugs
Road Surface & Weather Conditions		
Deposit on road	Slippery surface due to weather	Drivers /rider vision affected by adverse weather or dazzle
Sudden Braking		
Sudden braking		
Unsafe Behaviour		
Careless or in a hurry	Dangerous or reckless driving/riding	
Distraction		
Using mobile device	Distraction in or outside of vehicle	
Medically Unfit		
Driver/rider too tired to drive/ride safely	Uncorrected or defective eyesight	Illness or disability (mental or physical)
Speed		
Exceeding speed limit	Travelling too fast for conditions	

5.2.1 Contributory Factor to Road Safety Factor Mapping

Below is a table mapping the conversion from contributory factors to road safety factors.

Figure 172: RSF Mapping Table

Theme Description	RSF Code	RSF Description	CF Code	CF Description
Speed	S1	Exceeding speed limit	306	Exceeding speed limit
Speed	S2	Travelling too fast for conditions	307	Travelling too fast for conditions
Speed	S2	Travelling too fast for conditions	409	Swerved
Speed	S2	Travelling too fast for conditions	410	Loss of control
Impairment	D1	Affected by alcohol	501	Impaired by alcohol
Impairment	D2	Affected by drugs	502	Impaired by drugs (illicit or medicinal)
Road Surface	R1	Deposit on road	101	Poor or defective road surface
Road Surface	R1	Deposit on road	102	Deposit on road (e.g. oil, mud, chippings)
Road Surface	R2	Slippery surface due to weather	103	Slippery road (due to weather)
Road Surface	R5	Drivers /rider vision affected by adverse weather or dazzle	706	Dazzling sun
Road Surface	R5	Drivers /rider vision affected by adverse weather or dazzle	707	Rain, sleet, snow or fog
Road Surface	R5	Drivers /rider vision affected by adverse weather or dazzle	708	Spray from other vehicles
Control Errors	B8	Sudden braking	408	Sudden braking
Unsafe Behaviour	P4	Careless or in a hurry	808	Careless, reckless or in a hurry
Unsafe Behaviour	S4	Dangerous or reckless driving/riding	601	Aggressive driving
Unsafe Behaviour	S4	Dangerous or reckless driving/riding	602	Careless, reckless or in a hurry
Unsafe Behaviour	S4	Dangerous or reckless driving/riding	308	Following too close
Distraction	D6	Using mobile device	508	Driver using mobile phone
Distraction	D7	Distraction in or outside of vehicle	509	Distraction in vehicle
Distraction	D7	Distraction in or outside of vehicle	510	Distraction outside vehicle
Distraction	D7	Distraction in or outside of vehicle	705	Dazzling headlights
Medically Unfit	D3	Driver/rider too tired to drive/ride safely	503	Fatigue
Medically Unfit	D4	Uncorrected or defective eyesight	504	Uncorrected, defective eyesight
Medically Unfit	D5	Illness or disability (mental or physical)	505	Illness or disability, mental or physical

5.2.2 Complete list of Acorn Types

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

A - Exclusive Addresses		
A1	High-flyers in luxury apartments and townhouses	<i>High-flyers in luxury apartments and townhouses</i>
A2	Wealthy, gentrified areas	<i>Wealthy, gentrified areas</i>
A3	Asset-rich, out-of-town older families	<i>Asset-rich, out-of-town older families</i>
B - Flourishing Capital		
B4	High-end professionals in city flats	<i>High-end professionals in city flats</i>
B5	Successful young families in smart urban areas	<i>Successful young families in smart urban areas</i>
C - Upmarket Families		
C6	Executives in expensive suburban houses	<i>Executives in expensive suburban houses</i>
C7	Prosperous families in green-belt areas with substantial homes	<i>Prosperous families in green-belt areas with substantial homes</i>
D - Commuter-Belt Wealth		
D8	Affluent, older homeowners	<i>Affluent, older homeowners</i>
D9	Families and couples in comfortable homes	<i>Families and couples in comfortable homes</i>
D10	Well-off families in larger semis	<i>Well-off families in larger semis</i>
D11	Mature and moneyed out-of-towners	<i>Mature and moneyed out-of-towners</i>
D12	Well-to-do empty nesters in detached houses	<i>Well-to-do empty nesters in detached houses</i>
E - Prosperous Professionals		
E13	Families in leafy suburbs	<i>Families in leafy suburbs</i>
E14	Upmarket young families in terraces	<i>Upmarket young families in terraces</i>
E15	Educated professionals renting flats	<i>Educated professionals renting flats</i>

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

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

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

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

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

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

L - Traditional Homeowners

L34 **Older owner-occupier households in semis** *Older owner-occupier households in semis*

L35 **Settled communities, semi-detached properties** *Settled communities, semi-detached properties*

M - Family Renters

M36 **Cost-conscious families in terraces** *Cost-conscious families in terraces*

M37 **Restricted residents, socially renting** *Restricted residents, socially renting*

N - Urban Diversity

N38 **Younger families, multi-occupancy and rented households** *Younger families, multi-occupancy and rented households*

N39 **Diverse communities in smaller semis and terraces** *Diverse communities in smaller semis and terraces*

N40 **Young families, limited means in terraced metropolitan areas** *Young families, limited means in terraced metropolitan areas*

O - Stable Seniors

O41 **Living on modest means in terraces** *Living on modest means in terraces*

O42 **Retired homeowners in semi-detached and detached houses** *Retired homeowners in semi-detached and detached houses*

O43 **Older couples living in detached houses, rural communities** *Older couples living in detached houses, rural communities*

P - Tenant Living

P44 **Urban, aspiring flat dwellers** *Urban, aspiring flat dwellers*

P45 **Privately renting squeezed professionals in flats** *Privately renting squeezed professionals in flats*

P46 **Sharers and students in private rentals** *Sharers and students in private rentals*

P47 **Singles and couples in rented flats** *Singles and couples in rented flats*

Q - Limited Budgets

Q48 **Routine occupations, socially renting families in semis**

Q49 **Socially renting single adult households**

R - Hard-Up Households

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

S - Cash-Strapped Families

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

T - Constrained Pensioners

T57	Older renters in flats and tenements
T58	Poorer pensioners in semis

U - Challenging Circumstances

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

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

5.3 Data Tables

Table 1: All Casualties - West Berkshire Residents (3.1.1)

Year	Fatal	Serious	Slight	Total
2015	2	53	278	333
2016	3	37	282	322
2017	3	36	235	274
2018	6	39	200	245
2019	3	21	181	205
2020	1	30	153	184
2021	0	27	187	214
2022	1	39	177	217
2023	5	45	162	212
2024	0	38	171	209
Total	24	365	2026	2415

Table 2: Child Casualties - West Berkshire Residents

Year	Fatal	Serious	Slight	Total
2015	0	4	24	28
2016	0	2	37	39
2017	0	2	26	28
2018	0	1	23	24
2019	0	5	17	22
2020	0	3	13	16
2021	0	2	11	13
2022	0	4	11	15
2023	0	2	15	17
2024	0	1	18	19
Total	0	26	195	221

Table 3: Pedestrian Casualties - West Berkshire Residents (3.1.6)

Year	Fatal	Serious	Slight	Total
2015	0	3	18	21
2016	1	2	27	30
2017	0	7	24	31
2018	2	4	22	28
2019	1	4	19	24
2020	0	3	16	19

Year	Fatal	Serious	Slight	Total
2021	0	3	11	14
2022	0	4	12	16
2023	2	5	11	18
2024	0	5	19	24
Total	6	40	179	225

Table 4: Pedal Cycle User Casualties - West Berkshire Residents (3.1.11)

Year	Fatal	Serious	Slight	Total
2015	0	12	23	35
2016	0	10	22	32
2017	0	4	25	29
2018	0	7	21	28
2019	0	5	23	28
2020	0	11	23	34
2021	0	1	21	22
2022	1	7	22	30
2023	0	6	19	25
2024	0	4	17	21
Total	1	67	216	284

Table 5: Motor Vehicle Drivers Involved in Injury Collisions - West Berkshire Residents (3.2.1)

Year	Fatal	Serious	Slight	Total
2015	3	47	306	356
2016	5	57	268	330
2017	1	39	242	282
2018	3	44	241	288
2019	4	29	185	218
2020	1	29	151	181
2021	2	35	188	225
2022	5	46	189	240
2023	7	37	167	211
2024	0	36	180	216
Total	31	399	2117	2547

Table 6: Motorcyclists Involved in Injury Collisions - West Berkshire Residents

Year	Fatal	Serious	Slight	Total
2015	1	10	24	35
2016	0	9	27	36
2017	2	12	18	32
2018	1	16	25	42
2019	1	6	16	23
2020	1	3	16	20
2021	0	8	17	25
2022	0	15	20	35
2023	1	15	15	31
2024	0	14	14	28
Total	7	108	192	307

Table 7: Young Adult Drivers Involved in Injury Collisions - West Berkshire Residents (3.2.2)

Year	Fatal	Serious	Slight	Total
2015	1	10	56	67
2016	1	6	52	59
2017	0	4	47	51
2018	0	9	36	45
2019	1	5	26	32
2020	0	6	26	32
2021	0	7	30	37
2022	0	3	29	32
2023	1	11	28	40
2024	0	4	20	24
Total	4	65	350	419

Table 8: All Collisions - West Berkshire Roads (4.1)

Year	Fatal	Serious	Slight	Total
2015	3	49	242	294
2016	8	53	237	298
2017	1	43	193	237
2018	5	41	161	207
2019	9	32	169	210
2020	3	35	132	170
2021	4	31	158	193
2022	3	38	169	210
2023	5	40	139	184

Year	Fatal	Serious	Slight	Total
2024	2	42	162	206
Total	43	404	1762	2209

Table 9: Urban Collisions - West Berkshire Roads (4.2)

Year	Fatal	Serious	Slight	Total
2015	0	17	86	103
2016	2	8	55	65
2017	0	14	57	71
2018	1	14	47	62
2019	2	8	62	72
2020	0	8	30	38
2021	0	5	56	61
2022	0	12	45	57
2023	2	10	47	59
2024	0	13	58	71
Total	7	109	543	659

Table 10: Rural Collisions - West Berkshire Roads (4.3)

Year	Fatal	Serious	Slight	Total
2015	3	32	156	191
2016	6	45	182	233
2017	1	29	136	166
2018	4	27	114	145
2019	7	24	107	138
2020	3	27	102	132
2021	4	26	102	132
2022	3	26	124	153
2023	3	30	92	125
2024	2	29	104	135
Total	36	295	1219	1550

Table 11: Collisions by Hour of the Day (Weekdays) - West Berkshire Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	0	3	3
1am	0	4	4	8
2am	0	0	1	1

Time of Day	Fatal	Serious	Slight	Total
3am	0	1	2	3
4am	0	2	4	6
5am	0	0	6	6
6am	0	4	11	15
7am	1	7	32	40
8am	1	8	56	65
9am	1	8	35	44
10am	0	6	23	29
11am	1	6	27	34
Noon	1	7	31	39
1pm	1	8	36	45
2pm	0	9	33	42
3pm	1	11	44	56
4pm	0	13	42	55
5pm	0	11	59	70
6pm	0	11	37	48
7pm	2	8	26	36
8pm	0	3	19	22
9pm	2	7	18	27
10pm	0	2	12	14
11pm	0	5	10	15
Total	11	141	571	723

Table 12: Collisions by Hour of the Day (Weekends) - West Berkshire Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	1	0	2	3
1am	0	0	4	4
2am	0	0	1	1
3am	0	2	1	3
4am	0	0	1	1
5am	0	0	0	0
6am	0	4	2	6
7am	0	0	4	4
8am	0	0	6	6
9am	1	0	7	8
10am	0	5	6	11
11am	0	8	16	24
Noon	0	3	10	13
1pm	0	0	21	21
2pm	0	4	18	22
3pm	0	4	18	22

Time of Day	Fatal	Serious	Slight	Total
4pm	1	1	15	17
5pm	1	5	17	23
6pm	1	2	17	20
7pm	0	3	5	8
8pm	0	0	8	8
9pm	1	1	3	5
10pm	0	0	3	3
11pm	0	3	4	7
Total	6	45	189	240

5.4 List of Figures

5 List of Figures

1	Annual average West Berkshire resident casualties per 100,000 population (2020 - 2024)	6
2	West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)	7
3	West Berkshire resident casualties, by year and severity (2015-2024)	8
4	West Berkshire resident casualties, by age group (2020-2024)	9
5	West Berkshire resident casualties, by age group and indexed by population (2020-2024)	10
6	West Berkshire resident casualties, by Acorn Type (2020-2024)	11
7	West Berkshire resident casualties, by Index of Multiple Deprivation (2020-2024)	12
8	Annual average West Berkshire resident child casualties per 100,000 population (2020-2024)	13
9	West Berkshire resident child casualties, by year and severity (2015-2024)	14
10	Annual average West Berkshire resident young adult casualties per 100,000 population (2020-2024)	15
11	West Berkshire resident young adult casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)	16
12	West Berkshire resident young adult casualties, by year and severity (2015-2024)	17
13	Annual average West Berkshire resident adult casualties per 100,000 population (2020-2024)	18
14	West Berkshire resident adult casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)	19

15	West Berkshire resident adult casualties, by year and severity (2015-2024)	20
16	West Berkshire resident adult casualties, by Acorn Type (2020-2024)	21
17	West Berkshire resident adult casualties, by Index of Multiple Deprivation (2020-2024)	22
18	Annual average West Berkshire resident older casualties per 100,000 population (2020-2024)	23
19	West Berkshire resident older casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)	24
20	West Berkshire resident older casualties, by year and severity (2015-2024)	25
21	Annual average West Berkshire resident pedestrian casualties per 100,000 population (2020-2024)	26
22	West Berkshire resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)	27
23	West Berkshire resident pedestrian casualties, by year and severity (2015-2024) .	28
24	West Berkshire resident pedestrian casualties, by age group (2020-2024)	29
25	West Berkshire resident pedestrian casualties, by age group and indexed by population (2020-2024)	29
26	West Berkshire resident pedestrian casualties, by Index of Multiple Deprivation (2020-2024)	30
27	Annual average West Berkshire resident child pedestrian casualties per 100,000 population (2020-2024)	31
28	Annual average West Berkshire resident young adult pedestrian casualties per 100,000 population (2020-2024)	32
29	Annual average West Berkshire resident adult pedestrian casualties per 100,000 population (2020-2024)	33
30	Annual average West Berkshire resident older pedestrian casualties per 100,000 population (2020-2024)	34
31	Annual average West Berkshire resident pedal cyclist casualties per 100,000 population (2020-2024)	35
32	West Berkshire resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2020-2024)	36
33	West Berkshire resident pedal cyclist casualties, by year and severity (2015-2024)	37
34	West Berkshire resident pedal cyclist casualties, by age group (2020-2024)	38
35	West Berkshire resident pedal cyclist casualties, by age group and indexed by population (2020-2024)	38
36	Annual average West Berkshire resident involved drivers per 100,000 population (2020-2024)	39

37	West Berkshire resident involved drivers home location by LSOA, drivers per year per 100,000 population (2020-2024)	40
38	West Berkshire resident involved drivers, by year and severity (2015-2024)	41
39	West Berkshire resident involved drivers, by age group (2020-2024)	42
40	West Berkshire resident involved drivers, by age group and indexed by population (2020-2024)	42
41	West Berkshire resident involved drivers, by Acorn Type (2020-2024)	43
42	West Berkshire resident involved drivers, by Index of Multiple Deprivation (2020-2024)	44
43	Annual average West Berkshire resident young involved drivers per 100,000 population (2020-2024)	45
44	West Berkshire resident young involved drivers home location by LSOA, young drivers per year per 100,000 population (2020-2024)	46
45	West Berkshire resident young involved drivers, by year and severity (2015-2024)	47
46	West Berkshire resident young involved drivers, by Acorn Type (2020-2024) . . .	48
47	West Berkshire resident young involved drivers, by Index of Multiple Deprivation (2020-2024)	49
48	Annual average West Berkshire resident adult involved drivers per 100,000 population (2020-2024)	50
49	West Berkshire resident adult involved drivers home location by LSOA, adult drivers per year per 100,000 population (2020-2024)	51
50	West Berkshire resident adult involved drivers, by year and severity (2015-2024) .	52
51	West Berkshire resident adult involved drivers, by Acorn Type (2020-2024)	53
52	West Berkshire resident adult involved drivers, by Index of Multiple Deprivation (2020-2024)	54
53	Annual average West Berkshire resident involved older drivers per 100,000 population (2020-2024)	55
54	West Berkshire resident involved older drivers home location by LSOA, older drivers per year per 100,000 population (2020-2024)	56
55	West Berkshire resident involved older drivers, by year and severity (2015-2024) .	57
56	West Berkshire resident involved older drivers, by Acorn Type (2020-2024)	58
57	West Berkshire resident involved older drivers, by Index of Multiple Deprivation (2020-2024)	59
58	Annual average West Berkshire resident involved motorcyclist per 100,000 population (2020-2024)	60

59	West Berkshire resident involved motorcyclist home location by LSOA, motorcyclists per year per 100,000 population (2020-2024)	61
60	West Berkshire resident involved motorcyclist, by year and severity (2015-2024) .	62
61	West Berkshire resident involved motorcyclists, by age group (2020-2024)	63
62	West Berkshire resident involved motorcyclists, by age group and indexed by population (2020-2024)	63
63	West Berkshire resident involved motorcyclists, by Acorn Type (2020-2024) . . .	64
64	West Berkshire resident involved motorcyclists, by Index of Multiple Deprivation (2020-2024)	65
65	Related casualties of West Berkshire's resident involved motorcyclists (2020-2024)	66
66	Annual average West Berkshire resident young involved motorcyclists per 100,000 population (2020-2024)	67
67	Annual average collisions per 100km of road (2020-2024)	68
68	Annual average collisions per 100km of road (2020-2024)	69
69	West Berkshire collisions, by year and severity (2015-2024)	70
70	West Berkshire collisions, by day of the week and severity (2020-2024)	71
71	West Berkshire collisions, by hour of the day during weekdays (2020-2024)	72
72	West Berkshire collisions, by hour of the day during weekends (2020-2024) . . .	73
73	West Berkshire collisions by light conditions (2020-2024)	74
74	West Berkshire collisions by weather conditions (2020-2024)	75
75	West Berkshire collisions by collision dynamics (2020-2024)	76
76	West Berkshire collisions by driver actions (2020-2024)	77
77	West Berkshire collisions by road class (2020-2024)	78
78	West Berkshire collisions by road carriageway type (2020-2024)	79
79	West Berkshire collisions by junction type (2020-2024)	80
80	West Berkshire collisions by junction control (2020-2024)	81
81	Casualties on West Berkshire's roads by year (2015-2024)	82
82	West Berkshire casualties by casualty class (2020-2024)	83
83	West Berkshire casualties by age group (2020-2024)	84
84	West Berkshire casualties by gender (2020-2024)	85
85	Pedestrian casualties on West Berkshire's roads by year (2015-2024)	86
86	West Berkshire pedestrian casualties by pedestrian location (2020-2024)	87
87	West Berkshire pedestrian casualties by pedestrian movement (2020-2024) . . .	88

88	Pedal cyclist casualties on West Berkshire's roads by year (2015-2024)	89
89	Motorcycle user casualties on West Berkshire's roads by year (2015-2024)	90
90	West Berkshire collision-involved drivers by vehicle type (2020-2024)	91
91	Drivers involved in collisions on West Berkshire's roads by year (2015-2024)	92
92	West Berkshire collision-involved drivers by age group (2020-2024)	93
93	Collision-involved young drivers on West Berkshire's roads by year (2015-2024)	94
94	Collision-involved older drivers on West Berkshire's roads by year (2015-2024)	95
95	West Berkshire collision-involved drivers by gender (2020-2024)	96
96	Collision-involved motorcycle riders on West Berkshire's roads by year (2015-2024)	97
97	West Berkshire collision-involved motorcycle riders by age group (2020-2024)	98
98	West Berkshire collision-involved motorcycle riders by gender (2020-2024)	99
99	Collision-involved pedal cyclists on West Berkshire's roads by year (2015-2024)	100
100	West Berkshire collision-involved pedal cyclists by age group (2020-2024)	101
101	West Berkshire collision-involved pedal cyclists by gender (2020-2024)	102
102	Annual average collisions on urban roads per 100km of urban road (2020-2024)	103
103	West Berkshire collisions on urban roads, by year and severity (2015-2024)	104
104	West Berkshire collisions on urban roads, by day of the week and severity (2020-2024)	105
105	West Berkshire collisions on urban roads, by hour of the day during weekdays (2020-2024)	106
106	West Berkshire collisions on urban roads, by hour of the day during weekends (2020-2024)	107
107	West Berkshire collisions on urban roads by light conditions (2020-2024)	108
108	West Berkshire collisions on urban roads by weather conditions (2020-2024)	109
109	West Berkshire collisions on urban roads by collision dynamics (2020-2024)	110
110	West Berkshire collisions on urban roads by driver actions (2020-2024)	111
111	West Berkshire collisions on urban roads by road class (2020-2024)	112
112	West Berkshire collisions on urban roads by road carriageway type (2020-2024)	113
113	West Berkshire collisions on urban roads by junction type (2020-2024)	114
114	West Berkshire collisions on urban roads by junction control (2020-2024)	115
115	Casualties on West Berkshire's urban roads by year (2015-2024)	116
116	West Berkshire casualties on urban roads by casualty class (2020-2024)	117
117	West Berkshire casualties on urban roads by age group (2020-2024)	118

118	West Berkshire casualties on urban roads by gender (2020-2024)	119
119	West Berkshire pedestrian casualties on urban roads by pedestrian location (2020-2024)	120
120	West Berkshire pedestrian casualties on urban roads by pedestrian movement (2020-2024)	121
121	West Berkshire collision-involved drivers on urban roads by vehicle type (2020-2024)	122
122	Drivers involved in collisions on West Berkshire's urban roads by year (2015-2024)	123
123	West Berkshire collision-involved drivers on urban roads by age group (2020-2024)	124
124	West Berkshire collision-involved drivers on urban roads by gender (2020-2024) .	125
125	West Berkshire collision-involved motorcycle riders on urban roads by age group (2020-2024)	126
126	West Berkshire collision-involved motorcycle riders on urban roads by gender (2020-2024)	127
127	West Berkshire collision-involved pedal cyclists on urban roads by age group (2020-2024)	128
128	West Berkshire collision-involved pedal cyclists on urban roads by gender (2020-2024)	129
129	Annual average collisions on rural roads per 100km of rural road (2020-2024) . .	130
130	Annual average collisions on rural roads per 100km of rural road (2020-2024) . .	131
131	West Berkshire collisions on rural roads, by year and severity (2015-2024)	132
132	West Berkshire collisions on rural roads, by day of the week and severity (2020-2024)	133
133	West Berkshire collisions on rural roads, by hour of the day during weekdays (2020-2024)	134
134	West Berkshire collisions on rural roads, by hour of the day during weekends (2020-2024)	135
135	West Berkshire collisions on rural roads by light conditions (2020-2024)	136
136	West Berkshire collisions on rural roads by weather conditions (2020-2024) . . .	137
137	West Berkshire collisions on rural roads by collision dynamics (2020-2024)	138
138	West Berkshire collisions on rural roads by driver actions (2020-2024)	139
139	West Berkshire collisions on rural roads by road class (2020-2024)	140
140	West Berkshire collisions on rural roads by road carriageway type (2020-2024) . .	141
141	West Berkshire collisions on rural roads by junction type (2020-2024)	142
142	West Berkshire collisions on rural roads by junction control (2020-2024)	143
143	Casualties on West Berkshire's rural roads by year (2015-2024)	144

144	West Berkshire casualties on rural roads by casualty class (2020-2024)	145
145	West Berkshire casualties on rural roads by age group (2020-2024)	146
146	West Berkshire casualties on rural roads by gender (2020-2024)	147
147	West Berkshire collision-involved drivers on rural roads by vehicle type (2020-2024)	148
148	Drivers involved in collisions on West Berkshire's rural roads by year (2015-2024) .	149
149	West Berkshire collision-involved drivers on rural roads by age group (2020-2024)	150
150	Collision-involved young drivers on West Berkshire's rural roads by year (2015-2024)	151
151	Collision-involved older drivers on West Berkshire's rural roads by year (2015-2024)	152
152	West Berkshire collision-involved drivers on rural roads by gender (2020-2024) . .	153
153	Collision-involved motorcycle riders on West Berkshire's rural roads by year (2015-2024)	154
154	West Berkshire collision-involved motorcycle riders on rural roads by age group (2020-2024)	155
155	West Berkshire collision-involved motorcycle riders on rural roads by gender (2020-2024)	156
156	West Berkshire collision-involved pedal cyclists on rural roads by age group (2020-2024)	157
157	West Berkshire collision-involved pedal cyclists on rural roads by gender (2020-2024)	158
158	Collisions in West Berkshire where RSFS1 and/or RSFS2 were recorded (2015-2024)	159
159	Percentage of collisions in West Berkshire and comparators where RSFS1 and/or RSFS2 were recorded (2020-2024)	160
160	Collisions in West Berkshire where RSFD1 and/or RSFD2 were recorded (2015-2024)	161
161	Percentage of collisions in West Berkshire and comparators where RSFD1 and/or RSFD2 were recorded (2020-2024)	162
162	Collisions in West Berkshire where RSFR1 and/or RSFR1 and/or RSFR2 were recorded (2015-2024)	163
163	Percentage of collisions in West Berkshire and comparators where RSFR1 and/or RSFR1 and/or RSFR2 were recorded (2020-2024)	164
164	Collisions in West Berkshire where RSFB8 and/or RSFS2 and/or RSFS2 were recorded (2015-2024)	165
165	Percentage of collisions in West Berkshire and comparators where RSFB8 and/or RSFS2 and/or RSFS2 were recorded (2020-2024)	166
166	Collisions in West Berkshire where RSFS4 were recorded (2015-2024)	167
167	Percentage of collisions in West Berkshire and comparators where RSF601 and/or RSF602 were recorded (2020-2024)	168

168	Collisions in West Berkshire where RSFD6 and/or RSFD7 were recorded (2015-2024)	169
169	Percentage of collisions in West Berkshire and comparators where RSFD6 and/or RSFD7 were recorded (2020-2024)	170
170	Collisions in West Berkshire where RSF504 and/or RSF505 were recorded (2015-2024)	171
171	Percentage of collisions in West Berkshire and comparators where RSF504 and/or RSF505 were recorded (2020-2024)	172
172	RSF Mapping Table	180



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