

West Berkshire Area Profile

Data Catalogue

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1 Introduction

1.1 Overview

1.1.1 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.

1.1.2 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 Mosaic socio-demographic classification. Annual trends are presented and analysed for key road user groups, predominantly based on data from the last five full years of available statistics but referring to older figures where appropriate.

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

1.1.3 Analytical Techniques

The analytical techniques employed throughout this Area Profile are detailed in the Analytical Techniques section on page 4.1. 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>

1.2 Profile Configuration

1.2.1 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 the West Berkshire to update selected sections when appropriate, without a requirement to update the entire document.

Section 2 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 force constabularies 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 3 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 4 includes Appendices detailing all Mosaic Types and the profile and distribution of specific Mosaic Types relevant to West Berkshire. It also contains data tables for all analysis referred to in this Area Profile.

1.2.2 Scope

All figures included in this report are based on STATS 19 collision data. The residents section covers casualties and motor vehicle users involved in collisions who are residents of West Berkshire, regardless of where in Britain the collision occurred. Resident analysis in this profile is based on the national STATS19 dataset as provided to Road Safety Analysis by the Department for Transport for publication in MAST Online over the five-year period between 2017 and 2021 inclusive. For a more complete explanation, please refer to 4.1.1 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 2017 and 2021 inclusive. For a more complete explanation, please refer to 4.1.1 on methodology for calculating network collision risk.

2 West Berkshire Resident Risk

For information about the provenance and scope of data included in this section, please refer to section 1.2.2. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1.

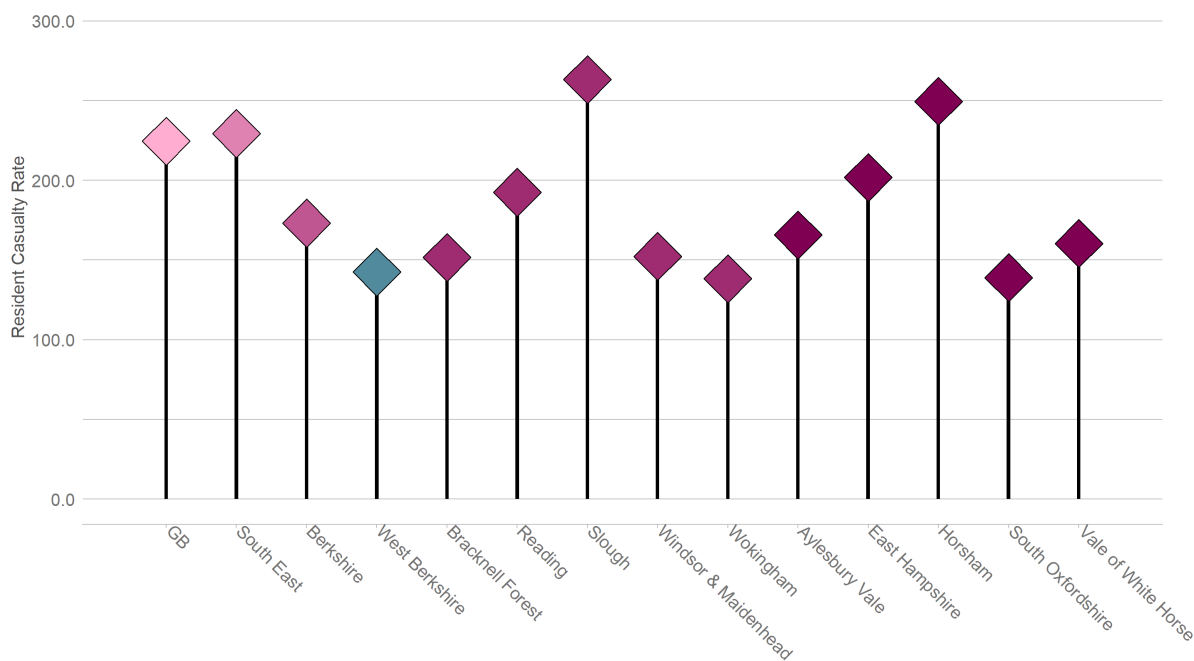
2.1 West Berkshire Resident Casualties

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 2.2.

2.1.1 All Resident Casualties

2.1.1.1 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.

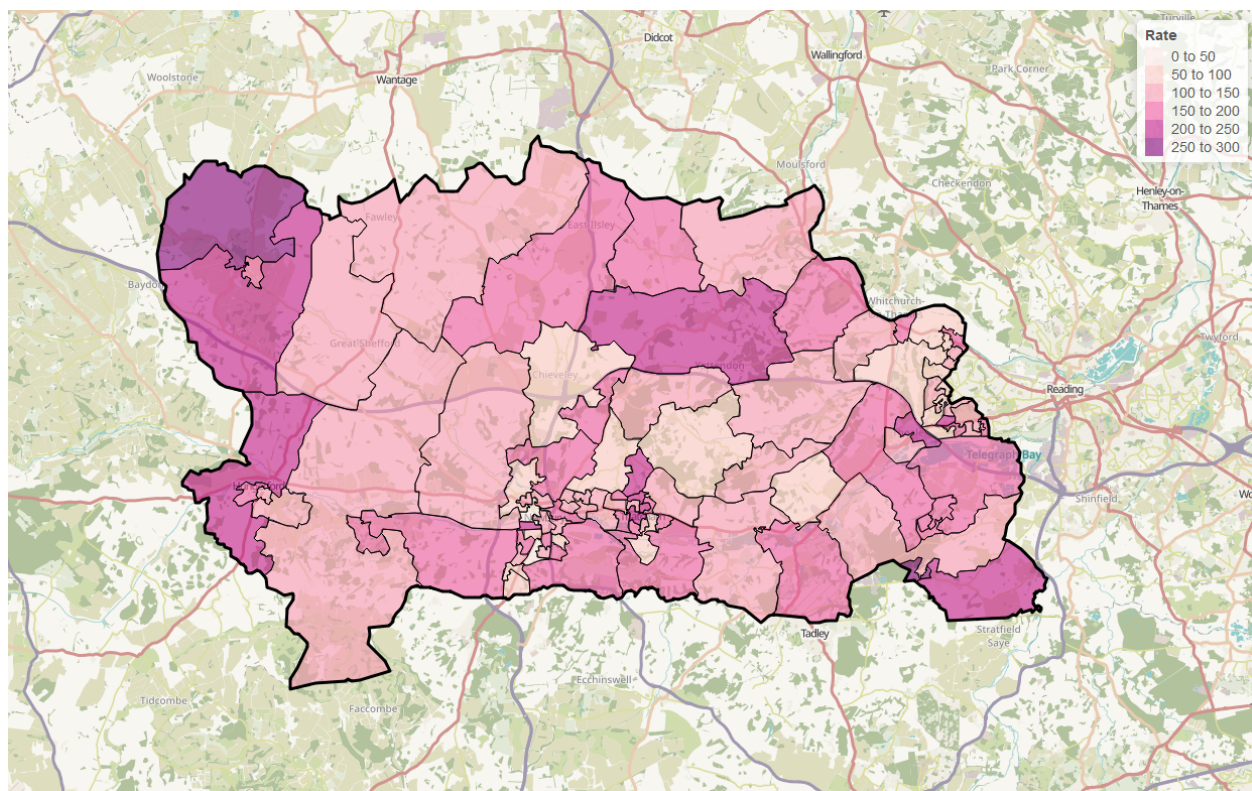
Figure 1: Annual average West Berkshire resident casualties per 100,000 population (2017 - 2021)



2.1.1.2 Comparisons

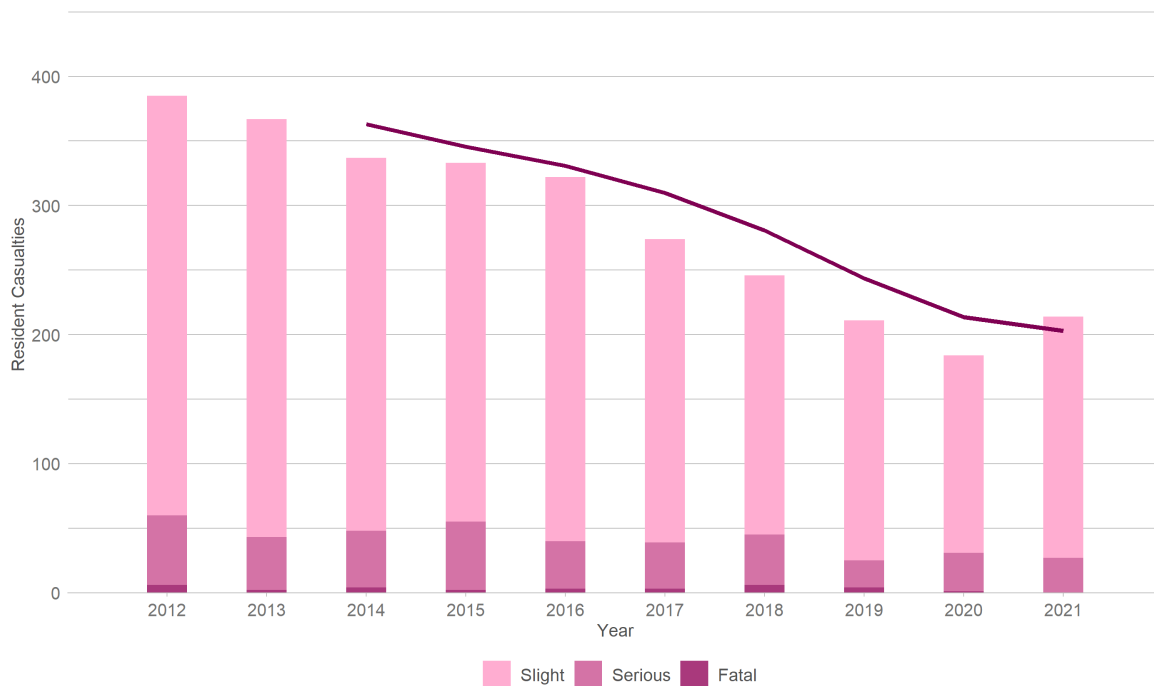
2.1.1.2.1 Residency by Small Area Figure 2 shows the home location of the West Berkshire's resident casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

Figure 2: West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.1.3 Trends Figure 3 shows West Berkshire's annual resident casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Figure 3: West Berkshire resident casualties, by year and severity (2012-2021)



2.1.1.4 Socio Demographic Analysis

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

Figure 4: West Berkshire resident casualties, by age group (2017-2021)

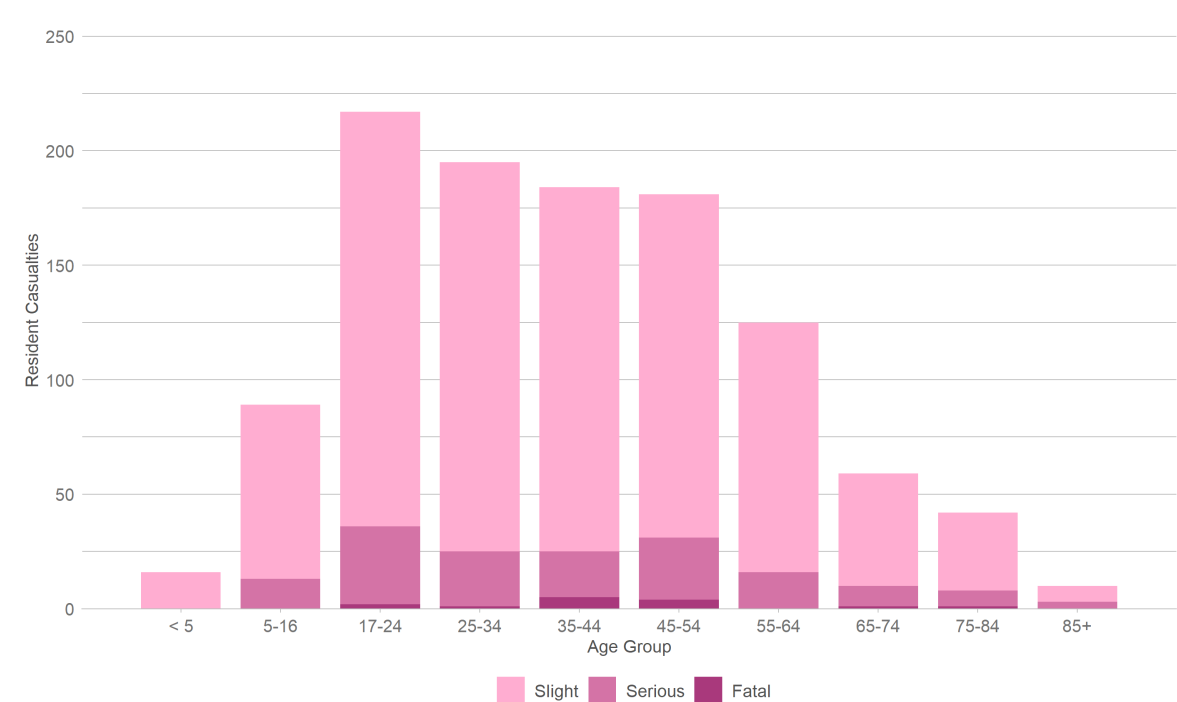


Figure 5: West Berkshire resident casualties, by age group and indexed by population (2017-2021)

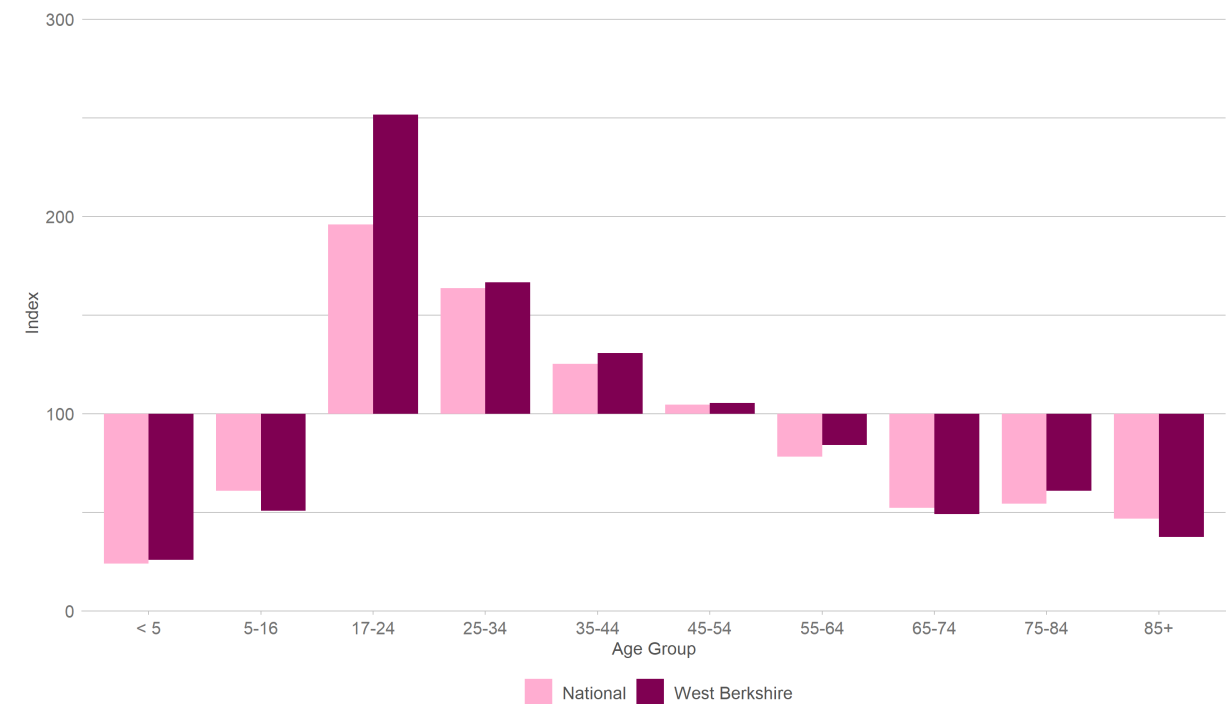
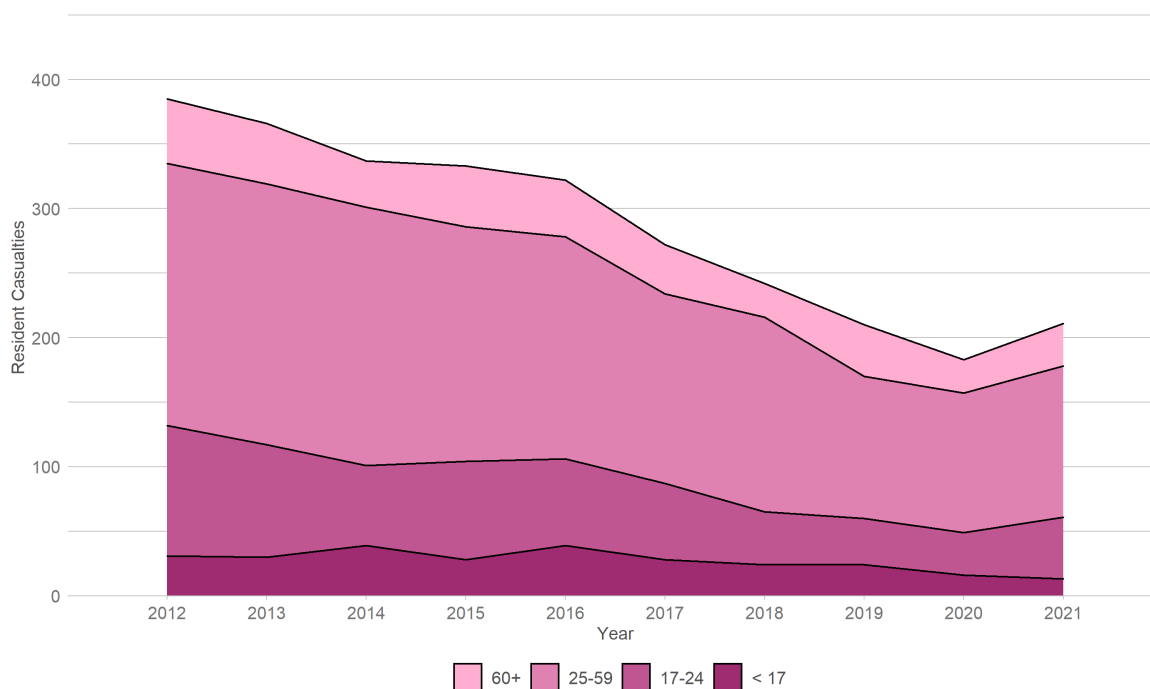


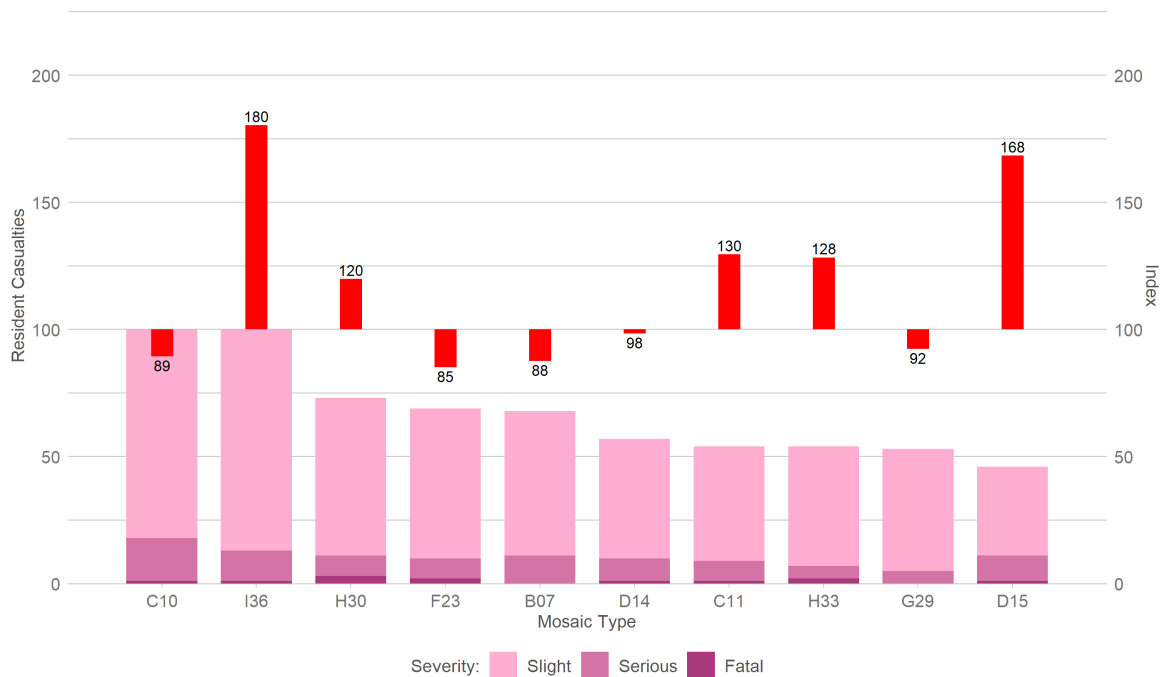
Figure 6 illustrates the overall trend for the four age groups over the last ten years.

Figure 6: West Berkshire resident casualty trend by age group (2012-2021)



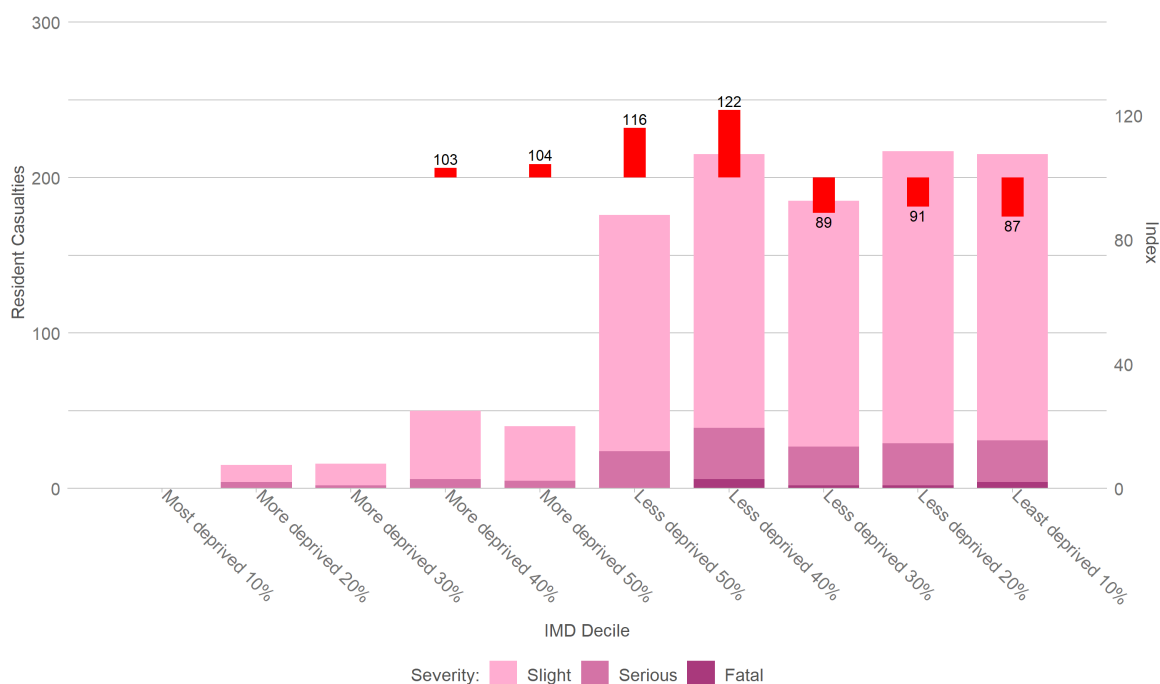
2.1.1.4.2 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 7: West Berkshire resident casualties, by Mosaic Type (2017-2021)



2.1.1.4.3 Deprivation Figure 8 shows resident casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 8: West Berkshire resident casualties, by Index of Multiple Deprivation (2017-2021)

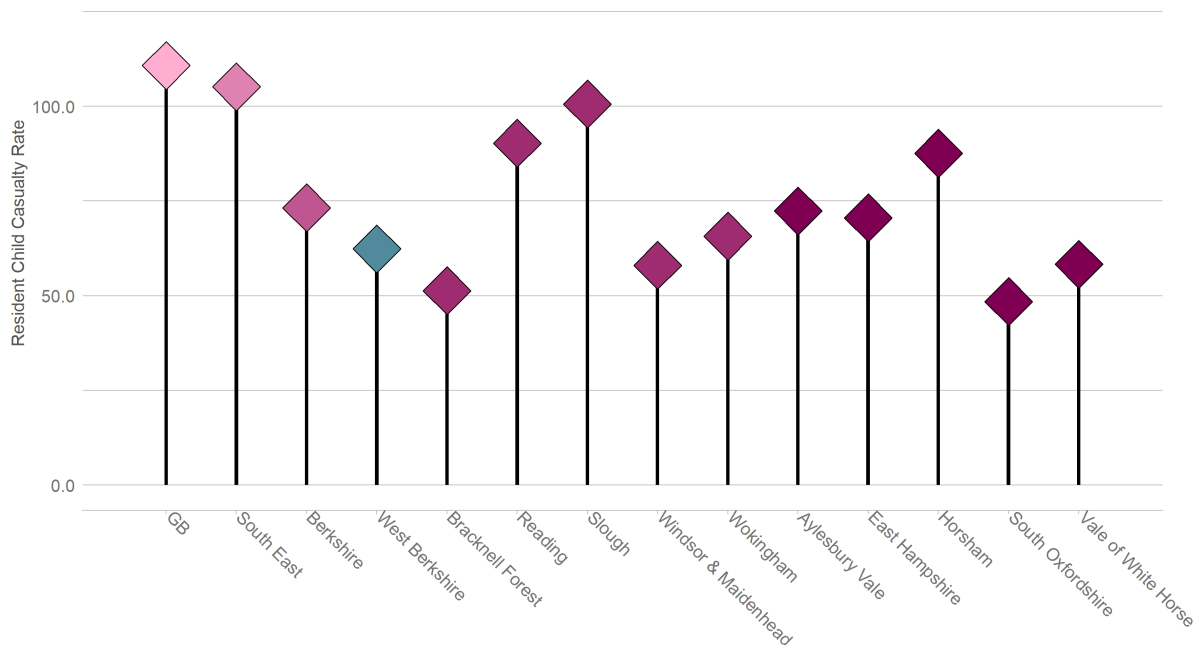


2.1.2 Resident Child Casualties

This section examines child casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1.

2.1.2.1 Rates Figure 9 shows the West Berkshire resident child casualty rate compared to the national and regional rates, and to the most similar comparators.

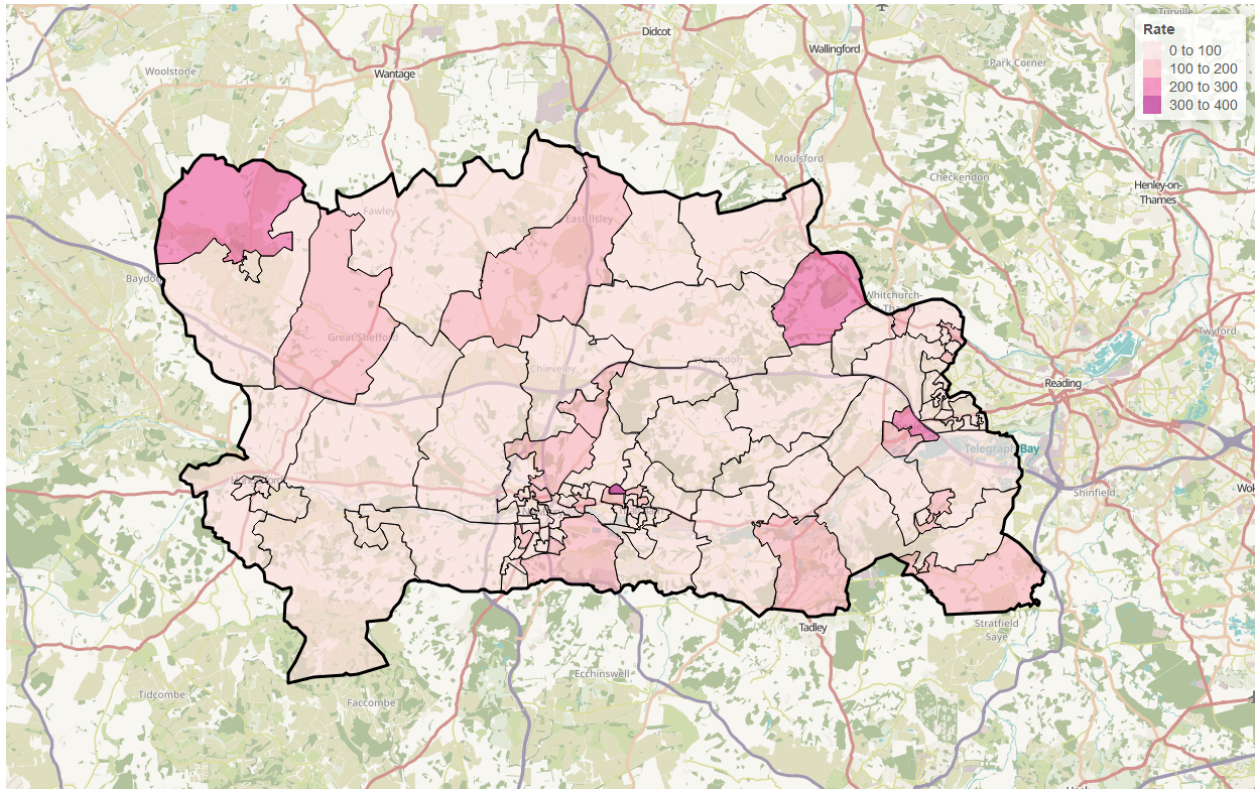
Figure 9: Annual average West Berkshire resident child casualties per 100,000 population (2017-2021)



2.1.2.2 Comparisons

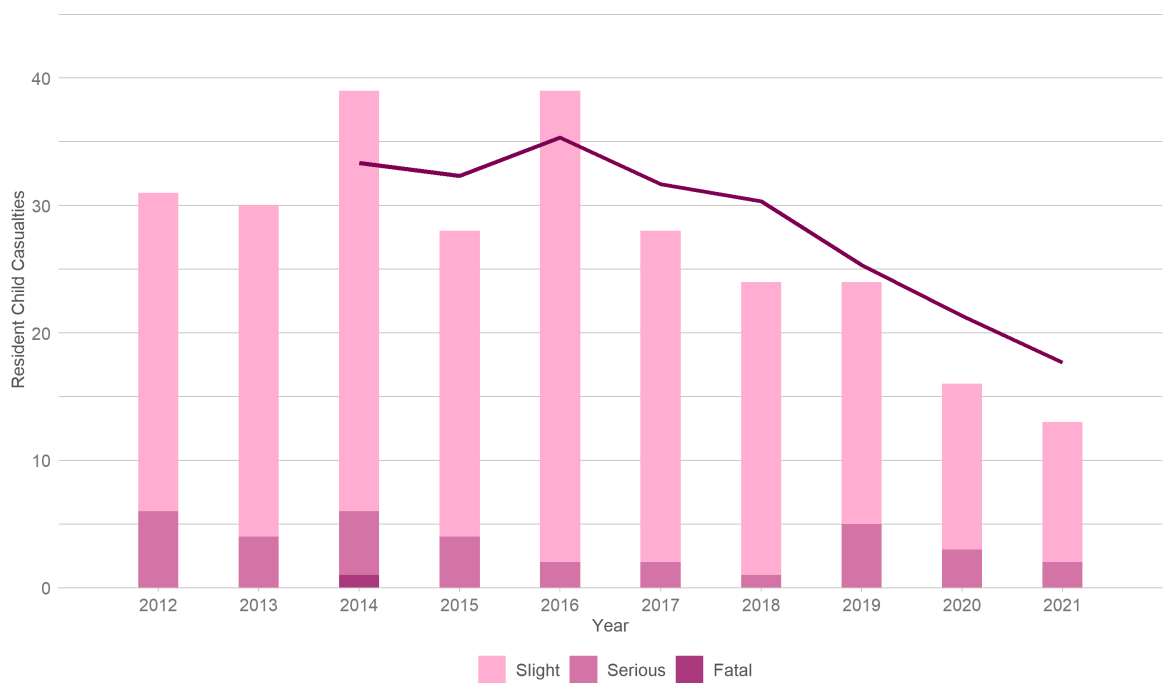
2.1.2.2.1 Residency by Small Area Figure 10 shows the home location of West Berkshire’s resident child casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

Figure 10: West Berkshire resident child casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.2.3 Trends Figure 11 shows West Berkshire's annual resident child casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

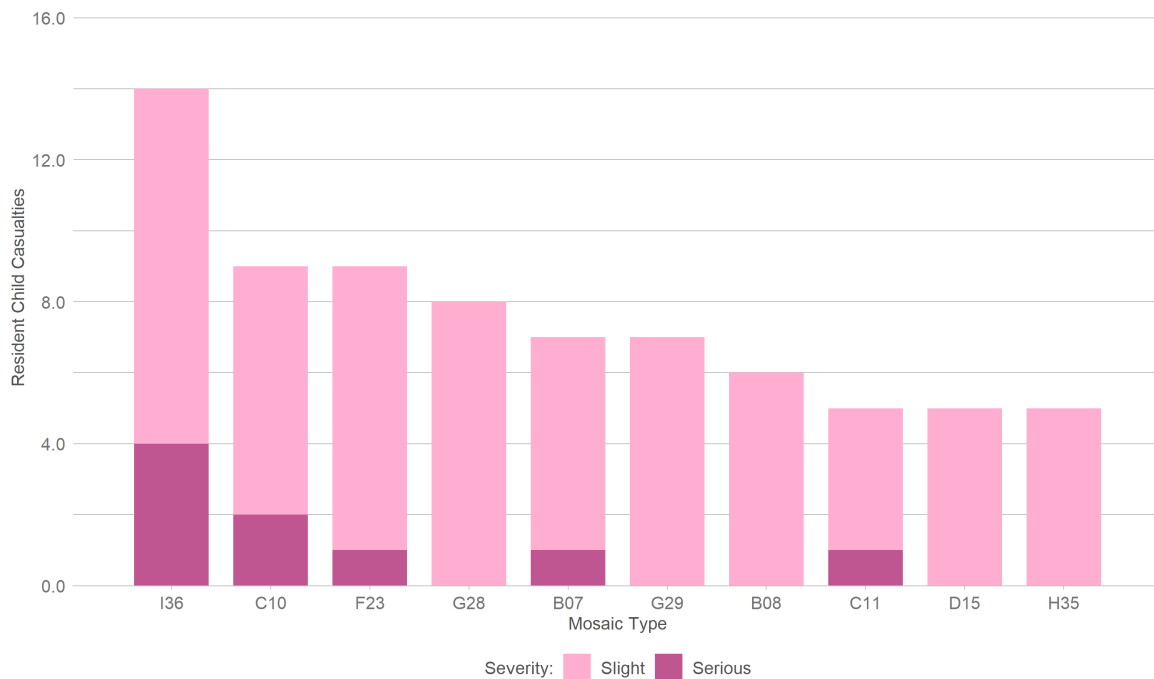
Figure 11: West Berkshire resident child casualties, by year and severity (2012-2021)



2.1.2.4 Socio Demographic Analysis

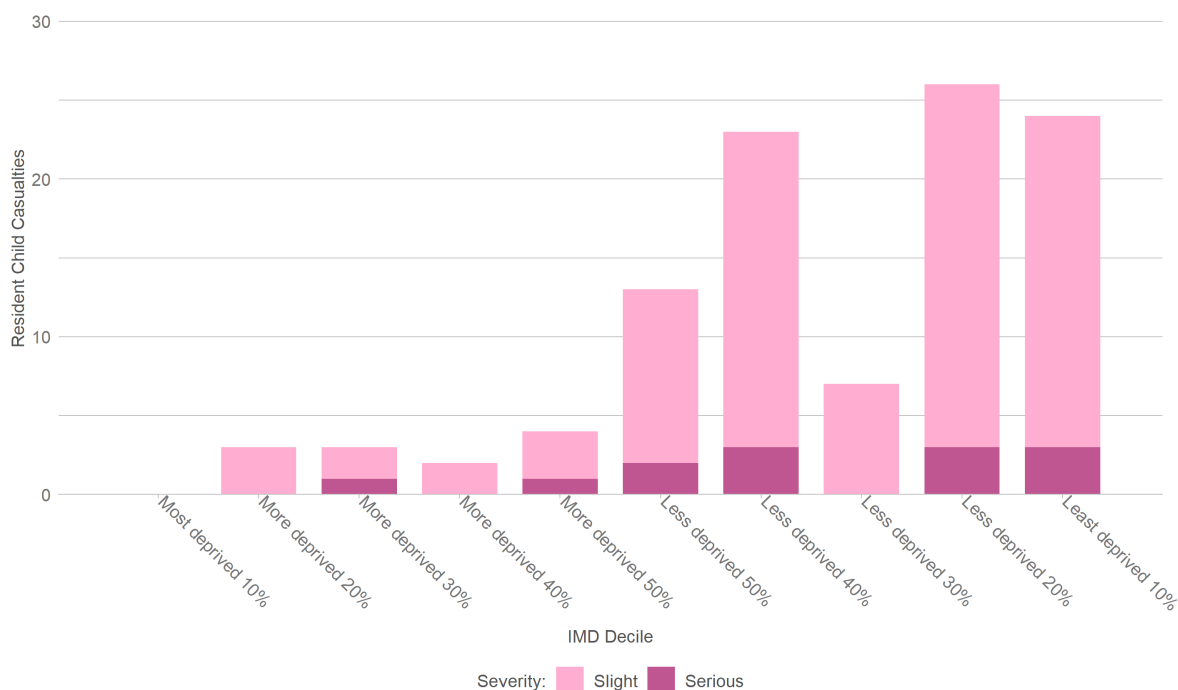
2.1.2.4.1 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident child casualties live provides an insight into those injured in collisions.

Figure 12: West Berkshire resident child casualties, by Mosaic Type (2017-2021)



2.1.2.4.2 Deprivation Figure 13 shows resident child casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 13: West Berkshire resident child casualties, by Index of Multiple Deprivation (2017-2021)

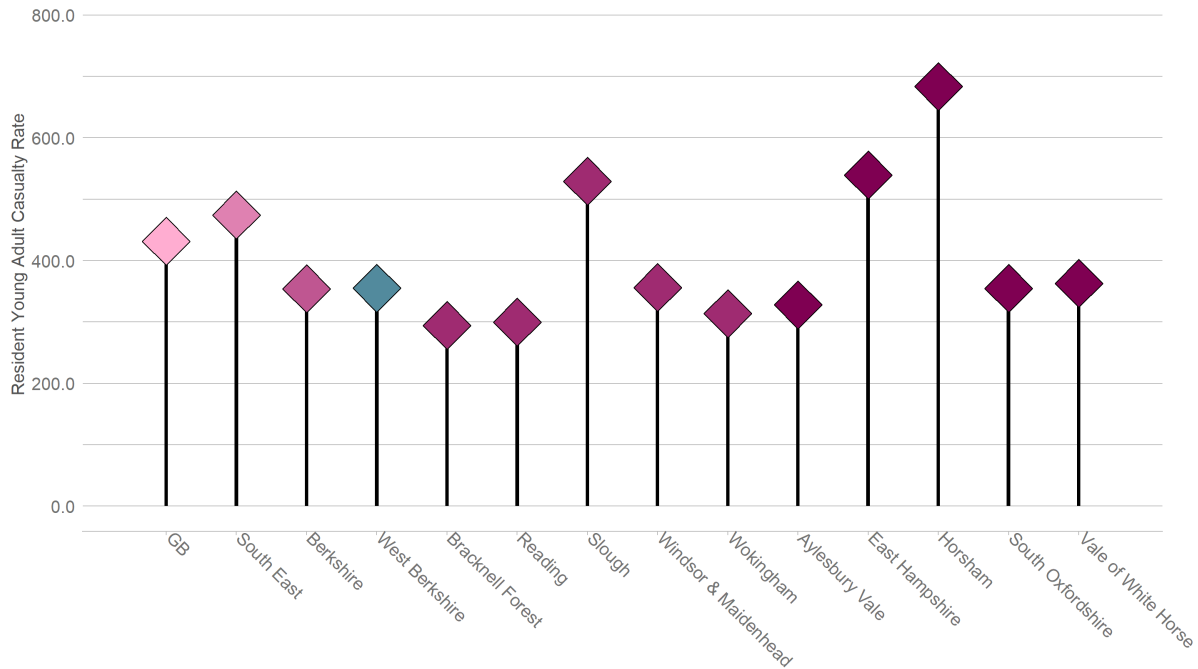


2.1.3 Resident Young Adult Casualties

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 4.1.1.

2.1.3.1 Rates Figure 14 shows the resident young adult casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

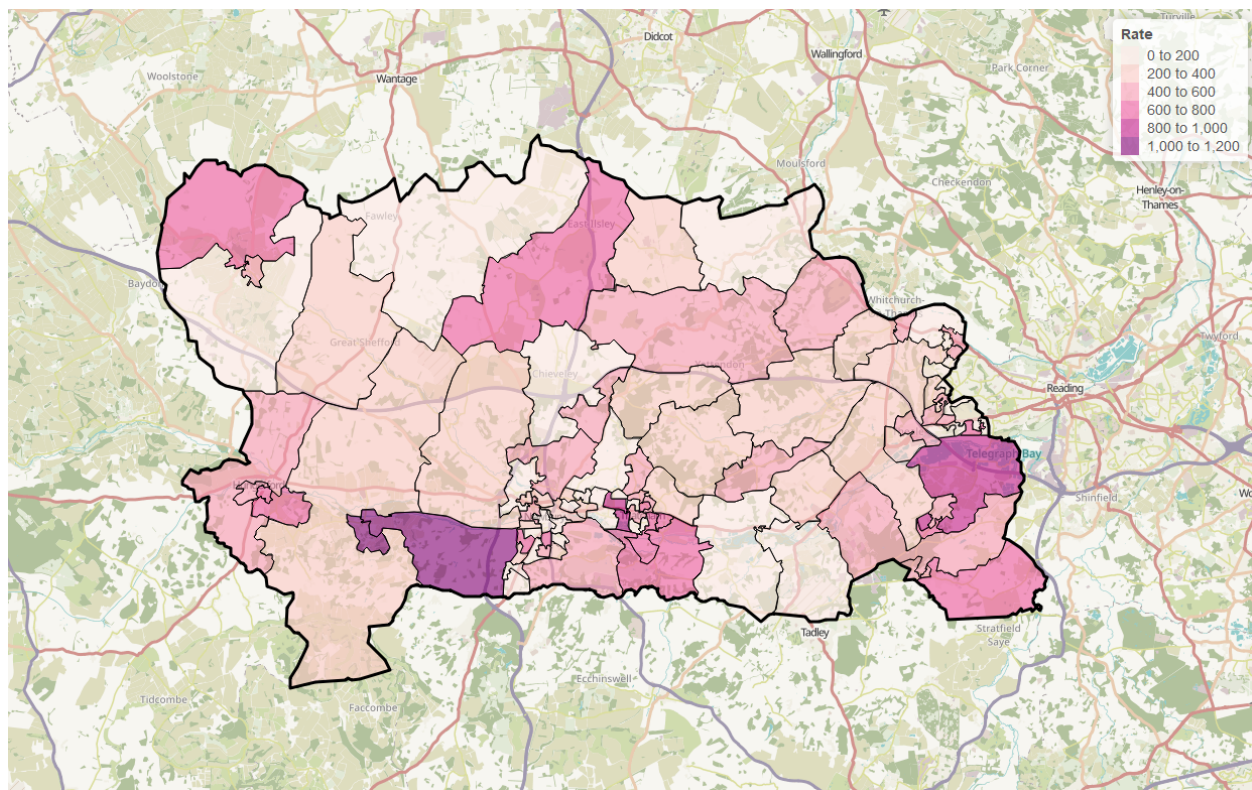
Figure 14: Annual average West Berkshire resident young adult casualties per 100,000 population (2017-2021)



2.1.3.2 Comparisons

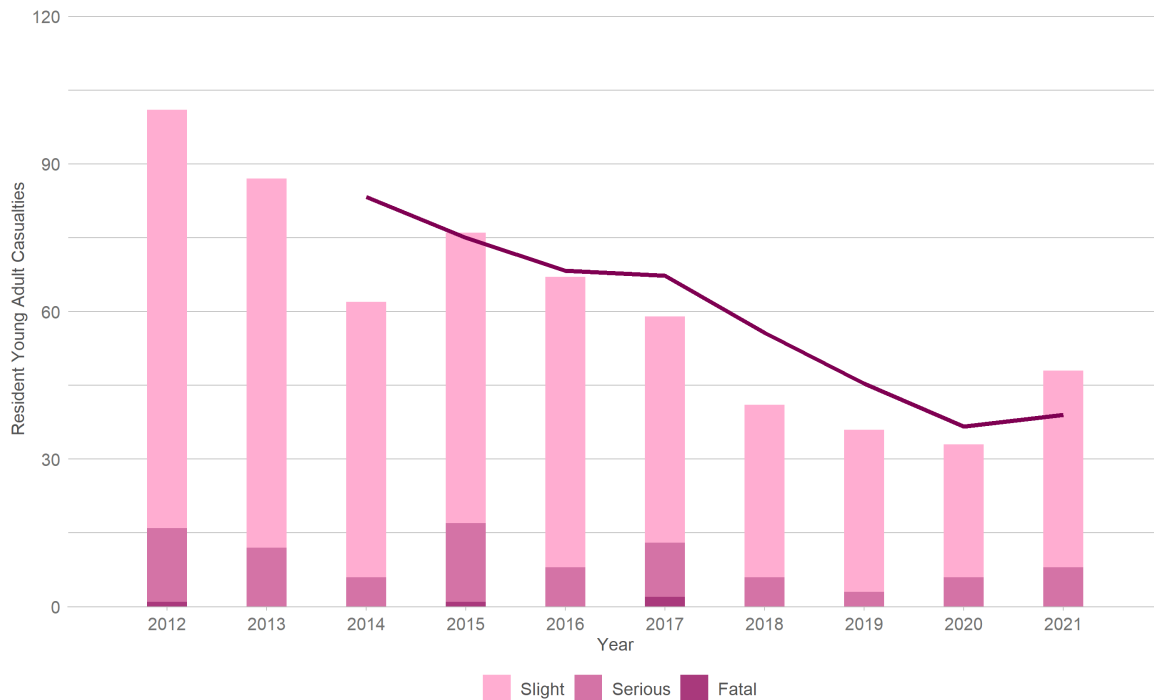
2.1.3.2.1 Residency by Small Area Figure 15 shows the home location of the West Berkshire's resident young adult casualties by lower layer super output area (LSOA). The thematic map is coloured by resident young adult casualties per year per young adult population of LSOA.

Figure 15: West Berkshire resident young adult casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.3.3 Trends Figure 16 shows West Berkshire's annual resident young adult casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

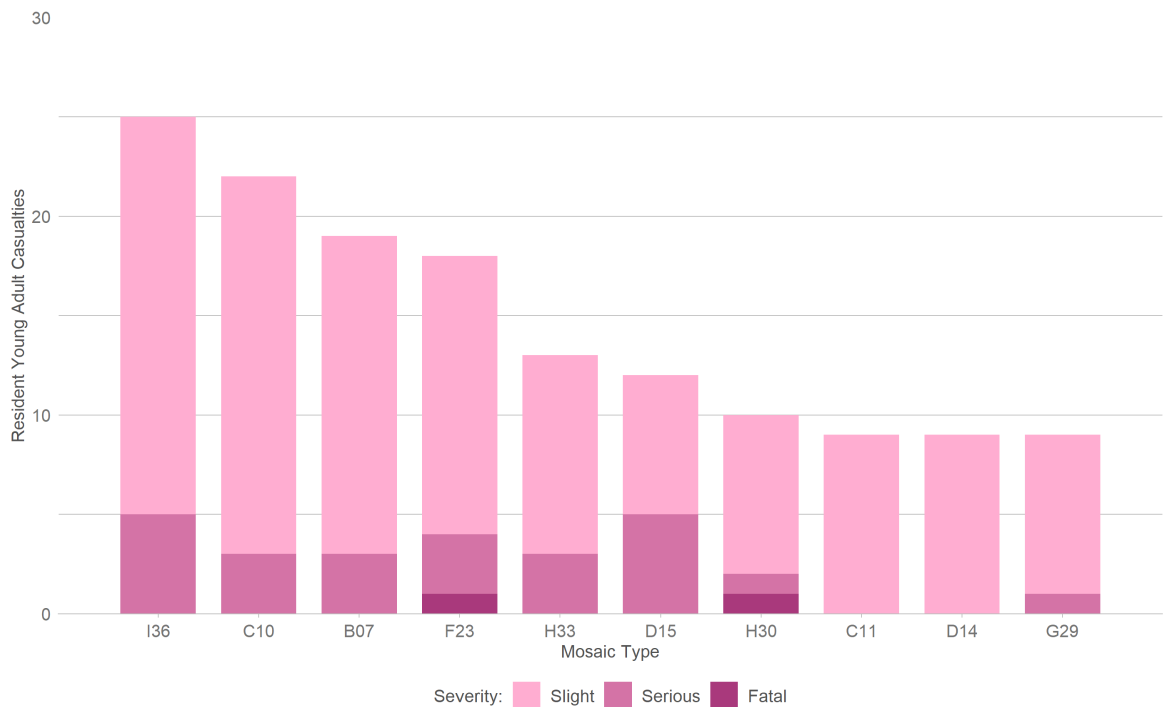
Figure 16: West Berkshire resident young adult casualties, by year and severity (2012-2021)



2.1.3.4 Socio Demographic Analysis

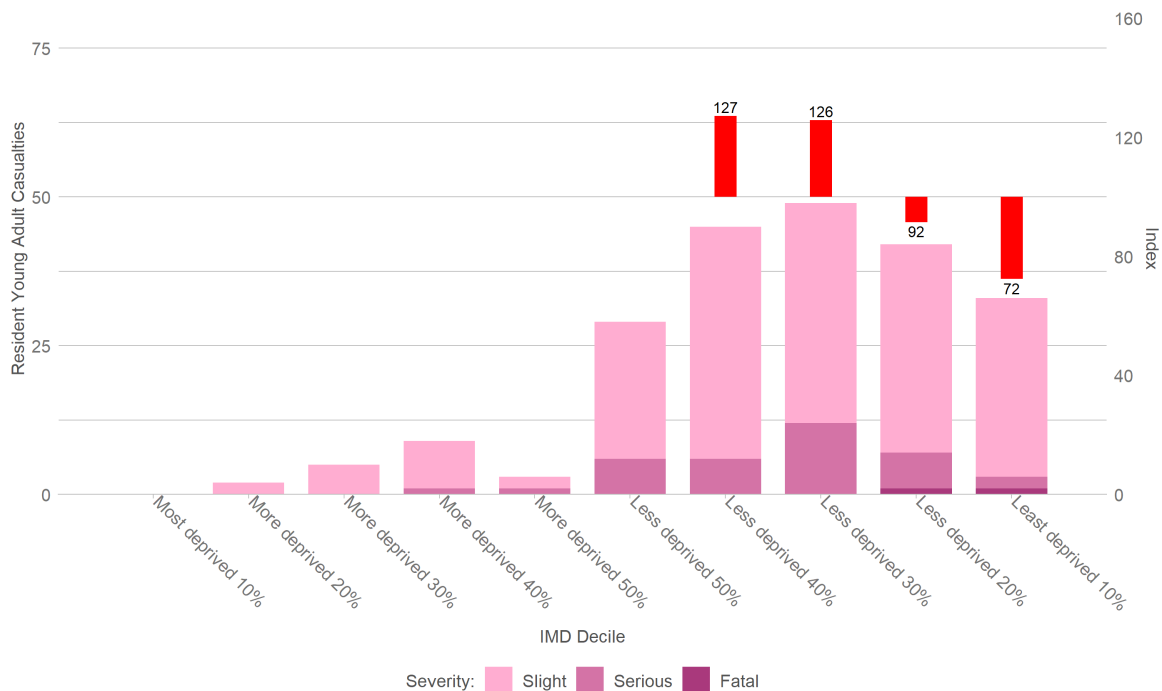
2.1.3.4.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident young adult casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 17: West Berkshire resident young adult casualties, by Mosaic Type (2017-2021)



2.1.3.4.2 Deprivation Figure 18 shows resident young adult casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 18: West Berkshire resident young adult casualties, by Index of Multiple Deprivation (2017-2021)

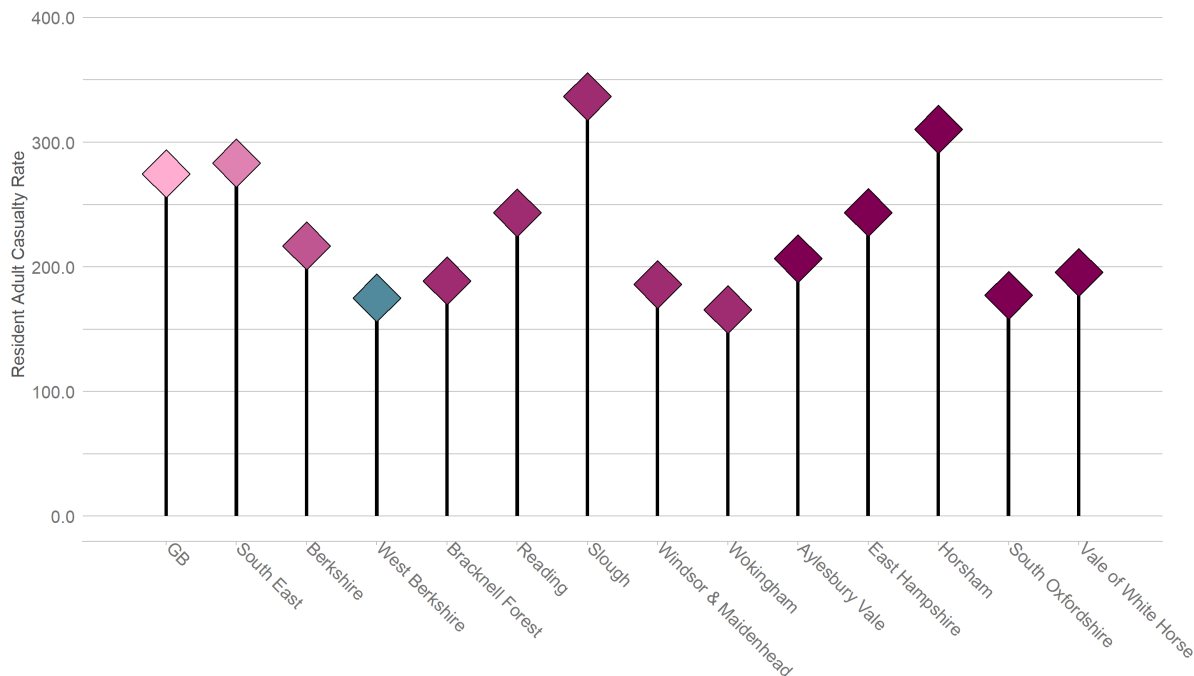


2.1.4 Resident Adult Casualties

This section examines adult casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1.

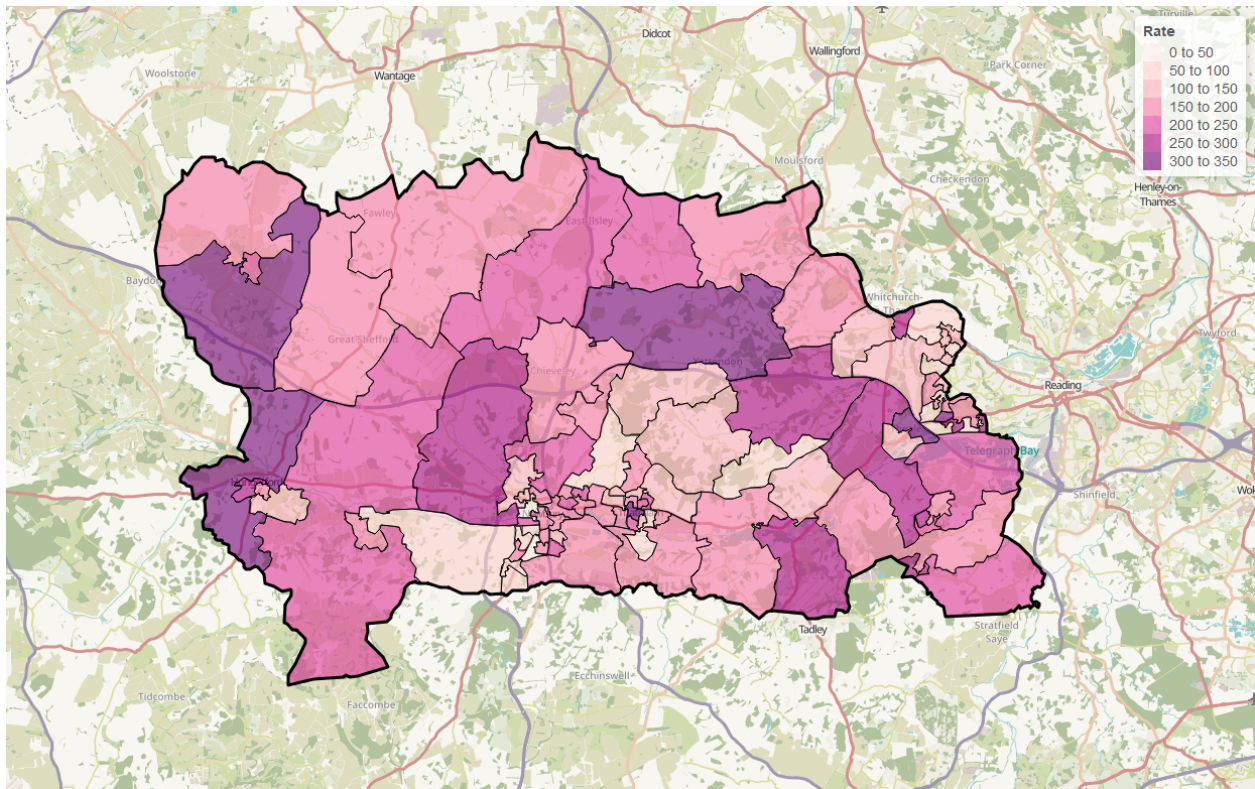
2.1.4.1 Rates Figure 19 shows the resident adult casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 19: Annual average West Berkshire resident adult casualties per 100,000 population (2017-2021)



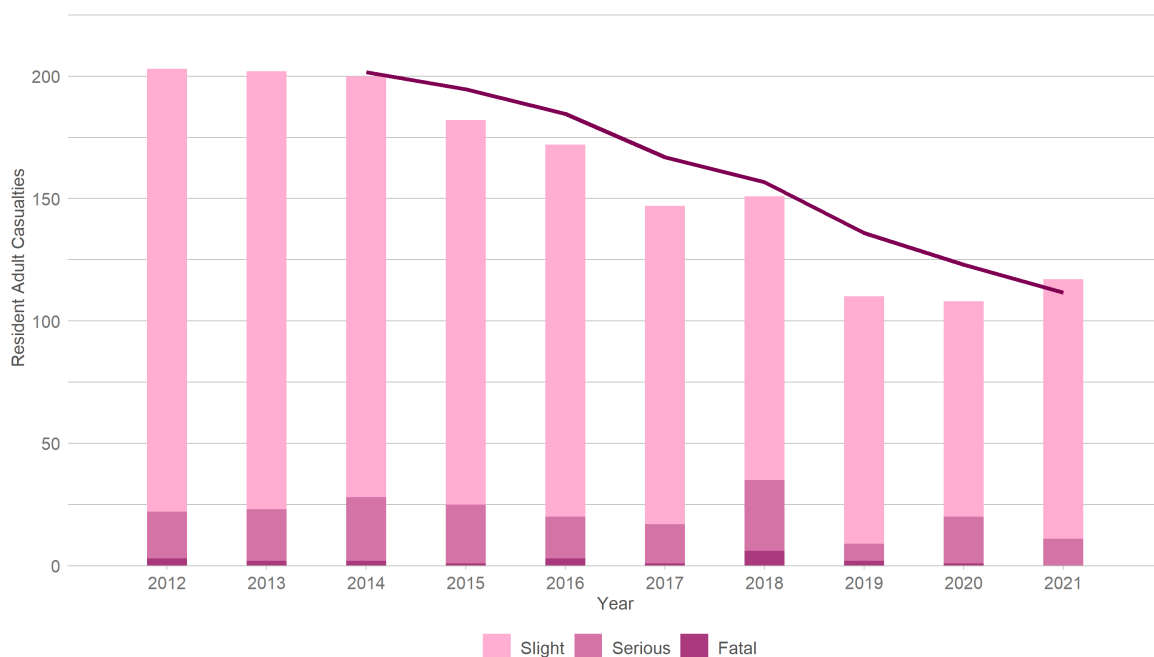
2.1.4.1.1 Residency by Small Area Figure 20 shows the home location of the West Berkshire’s resident adult casualties by lower layer super output area (LSOA). The thematic map is coloured by resident adult casualties per year per adult population of LSOA.

Figure 20: West Berkshire resident adult casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.4.2 Trends Figure 21 shows West Berkshire’s annual resident adult casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Figure 21: West Berkshire resident adult casualties, by year and severity (2012-2021)

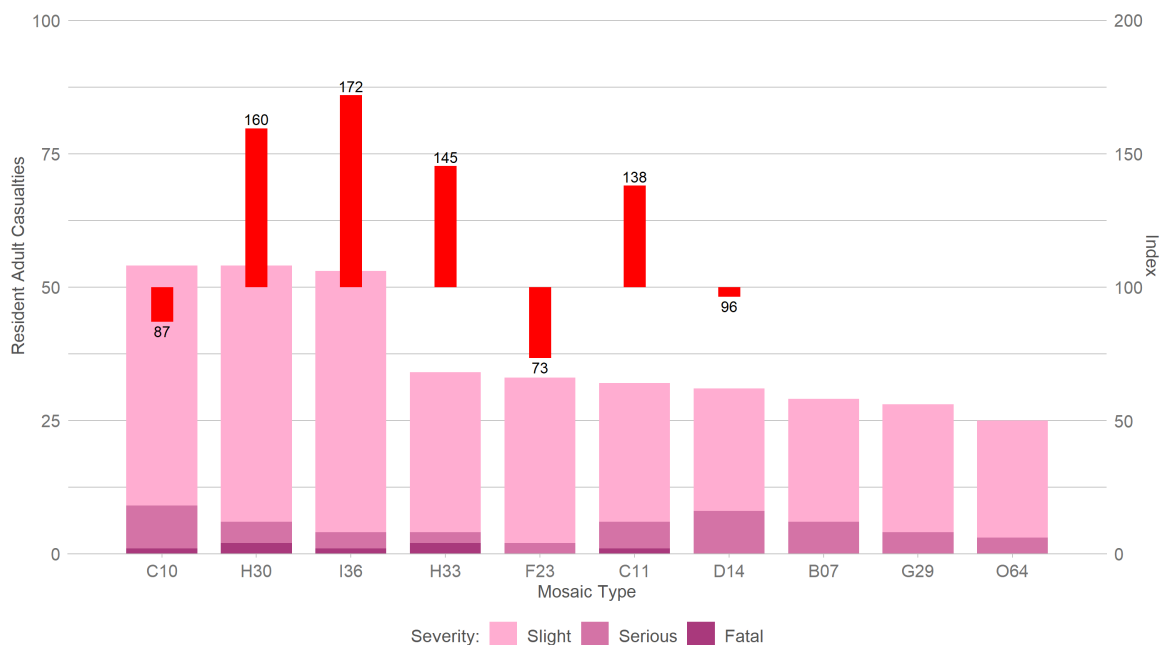


2.1.4.2.1 Resident Adult Casualties occurring in other areas

2.1.4.3 Socio Demographic Analysis

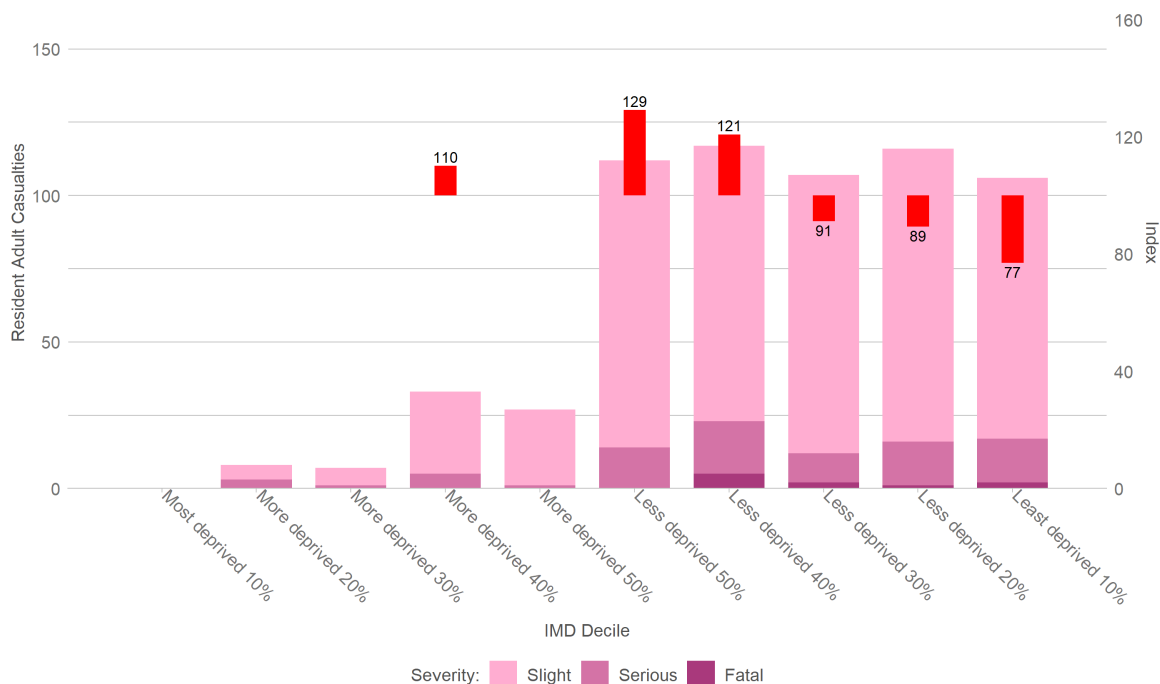
2.1.4.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident adult casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 22: West Berkshire resident adult casualties, by Mosaic Type (2017-2021)



2.1.4.3.2 Deprivation Figure @rf(fig:AP-2-1-4-6) shows resident adult casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 23: West Berkshire resident adult casualties, by Index of Multiple Deprivation (2017-2021)

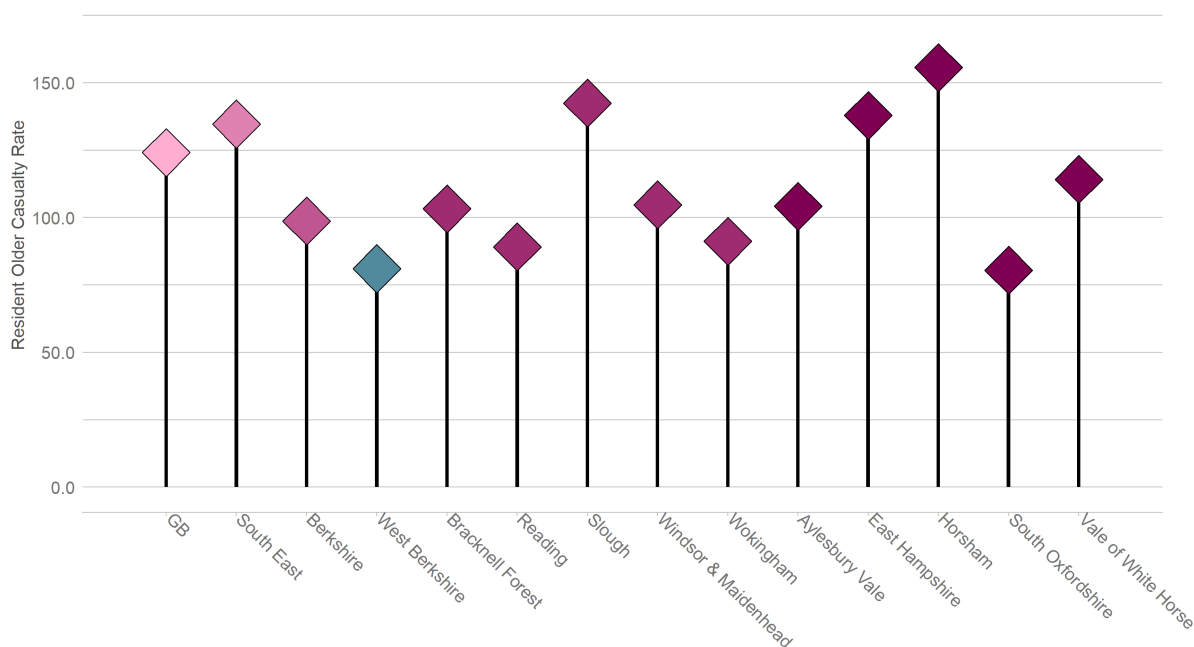


2.1.5 Resident Older Casualties

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 4.1.1.

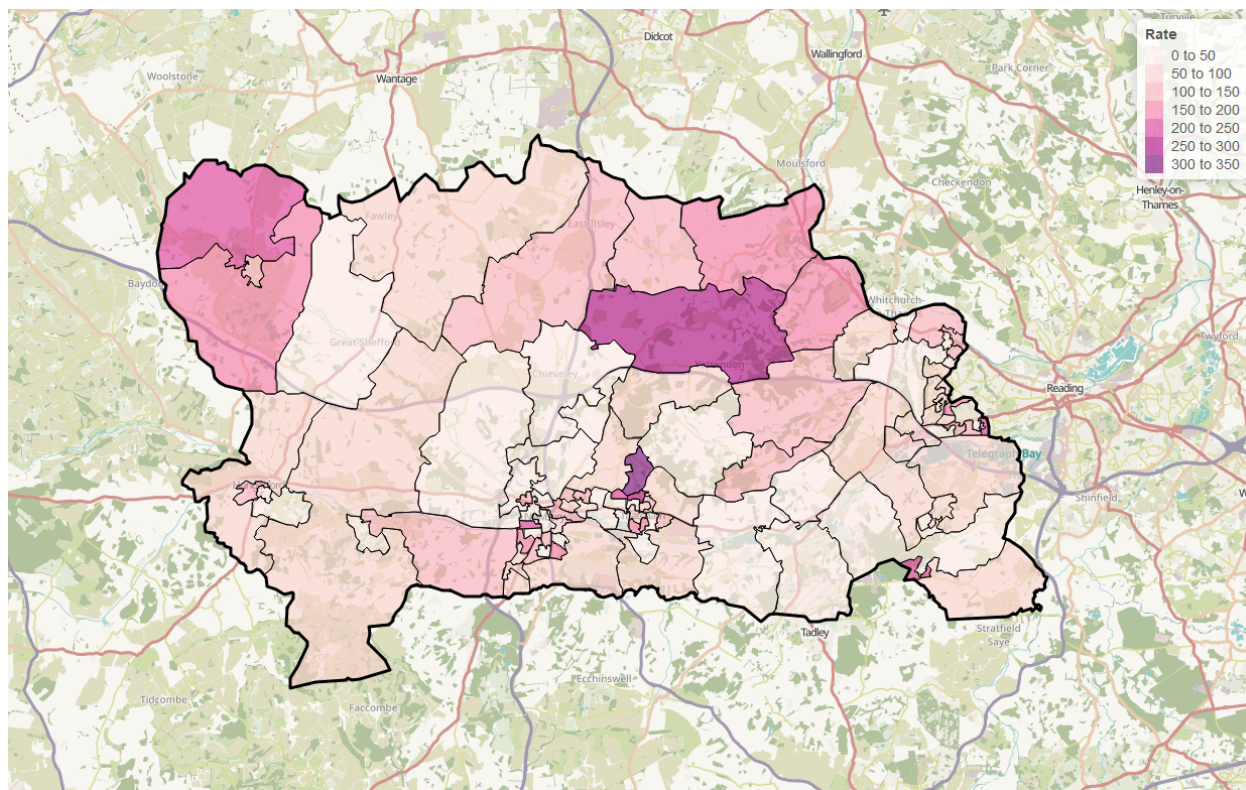
2.1.5.1 Rates Figure 24 shows the resident older casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 24: Annual average West Berkshire resident older casualties per 100,000 population (2017-2021)



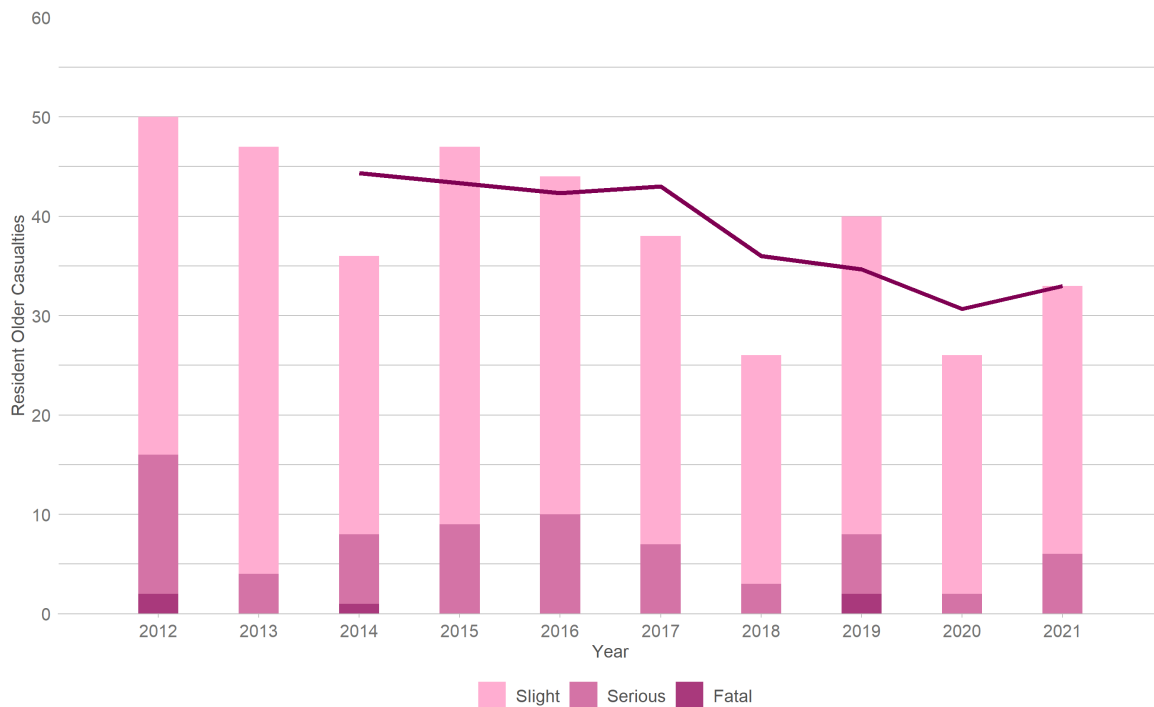
2.1.5.1.1 Residency by Small Area Figure 25 shows the home location of the West Berkshire's resident older casualties by lower layer super output area (LSOA). The thematic map is coloured by resident older casualties per year per older population of LSOA.

Figure 25: West Berkshire resident older casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.5.2 Trends Figure 26 shows West Berkshire's annual resident older casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

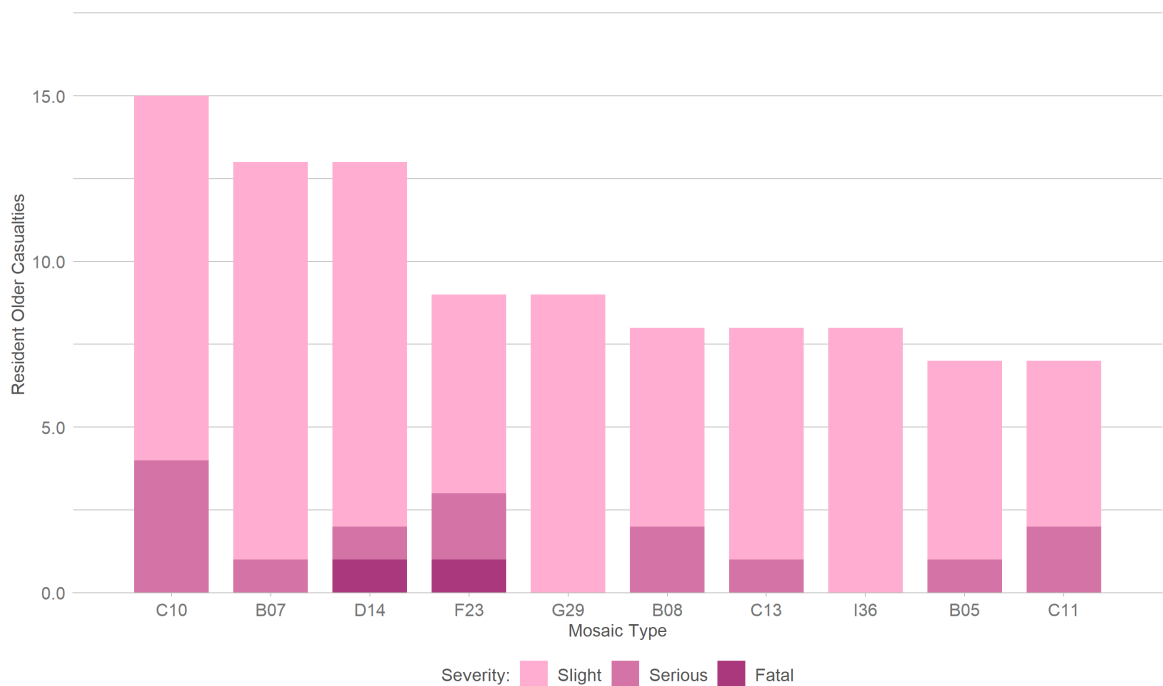
Figure 26: West Berkshire resident older casualties, by year and severity (2012-2021)



2.1.5.3 Socio Demographic Analysis

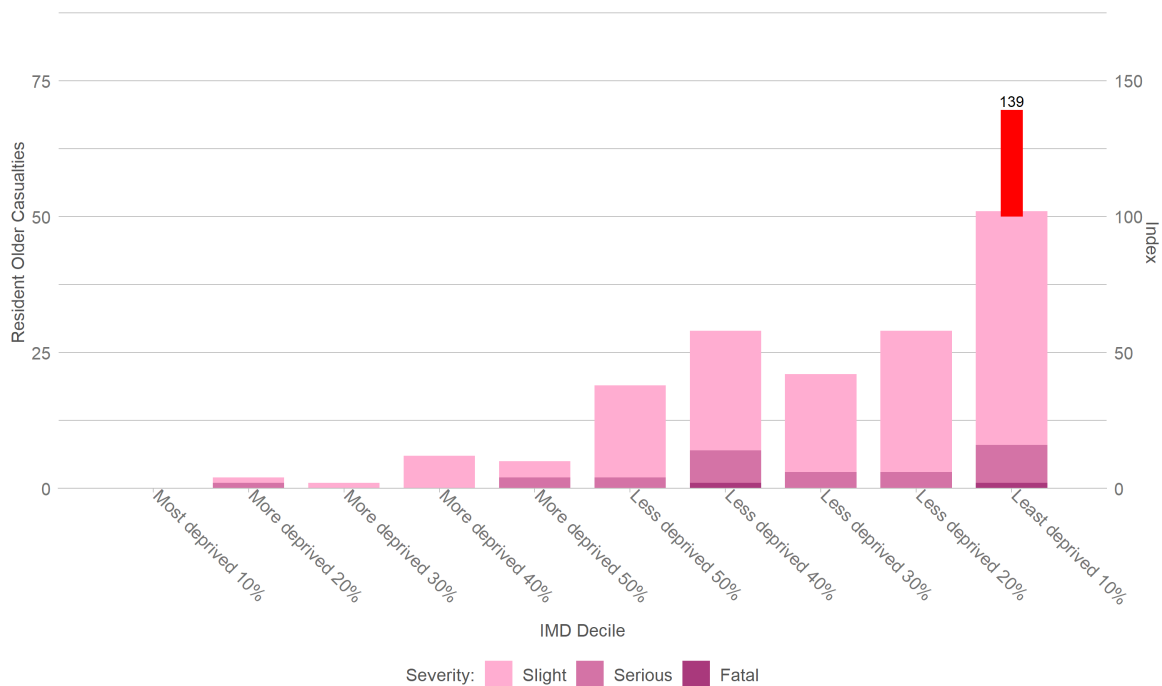
2.1.5.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident older casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 27: West Berkshire resident older casualties, by Mosaic Type (2017-2021)



2.1.5.3.2 Deprivation Figure 28 shows resident older casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 28: West Berkshire resident older casualties, by Index of Multiple Deprivation (2017-2021)

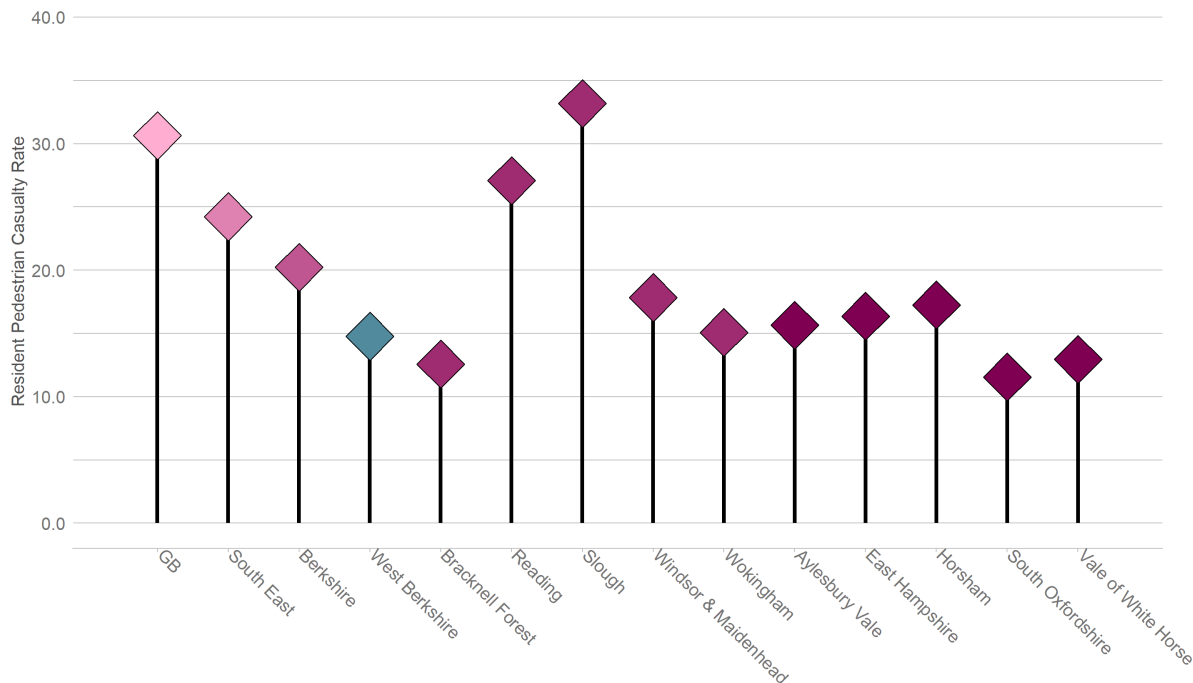


2.1.6 All West Berkshire Resident Pedestrian Casualties

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 4.1.1.

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

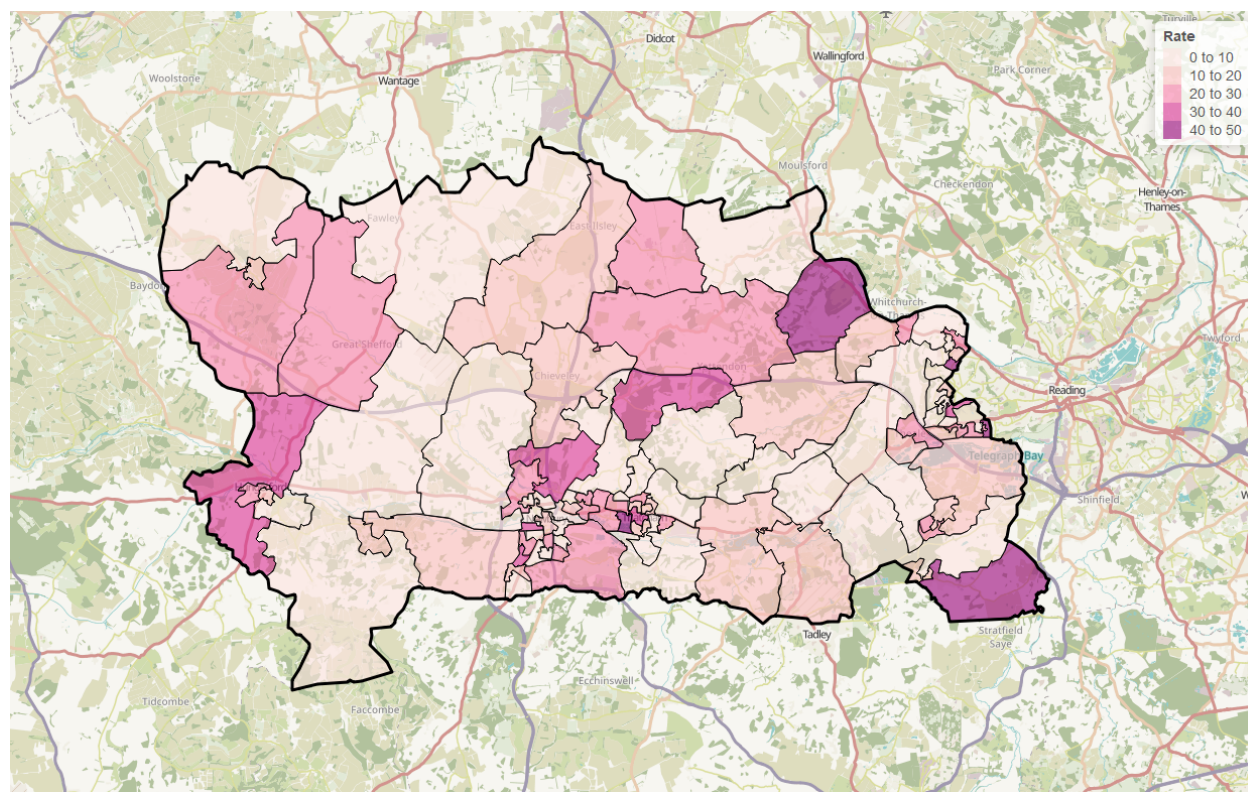
Figure 29: Annual average West Berkshire resident pedestrian casualties per 100,000 population (2017-2021)



2.1.6.2 Comparisons

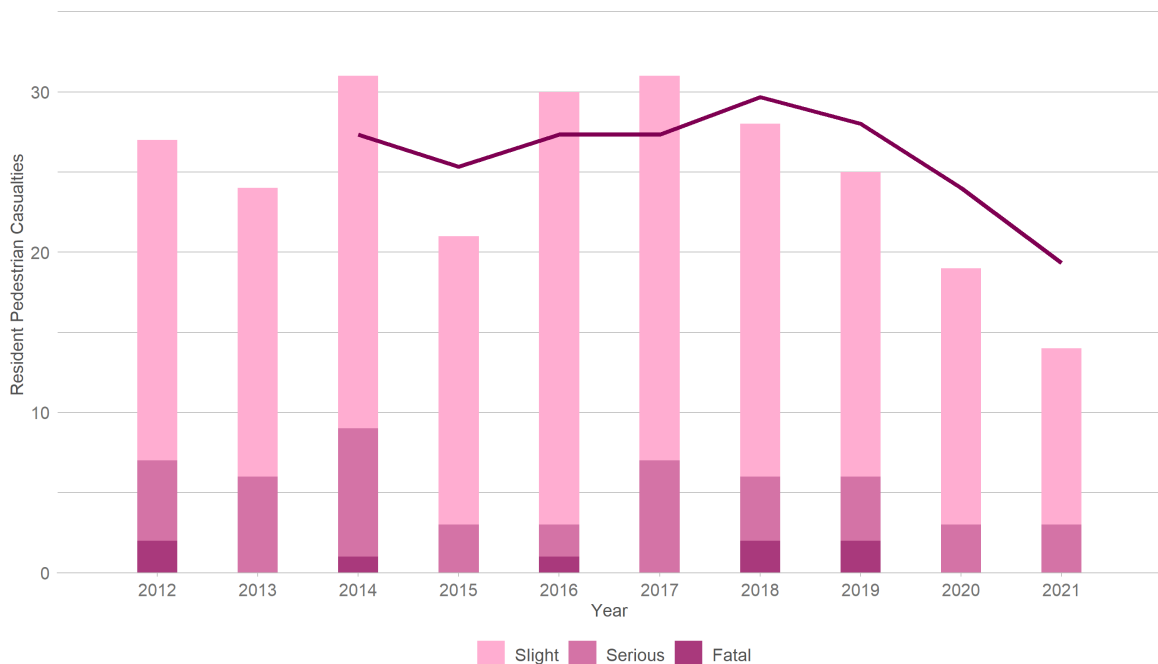
2.1.6.2.1 Residency by Small Area Figure 30 shows the home location of the West Berkshire’s resident pedestrian casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

Figure 30: West Berkshire resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.6.3 Trends Figure 31 shows West Berkshire's annual resident pedestrian casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Figure 31: West Berkshire resident pedestrian casualties, by year and severity (2012-2021)



2.1.6.3.1 Resident Pedestrian Casualties occurring in other areas See AP_2.2.1.4.csv

2.1.6.4 Socio Demographic Analysis

2.1.6.4.1 Age Figure 32 shows the numbers of resident pedestrian casualties by four specified age groups.

It is more informative to consider Figure 33 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.

Figure 32: West Berkshire resident pedestrian casualties, by age group (2017-2021)

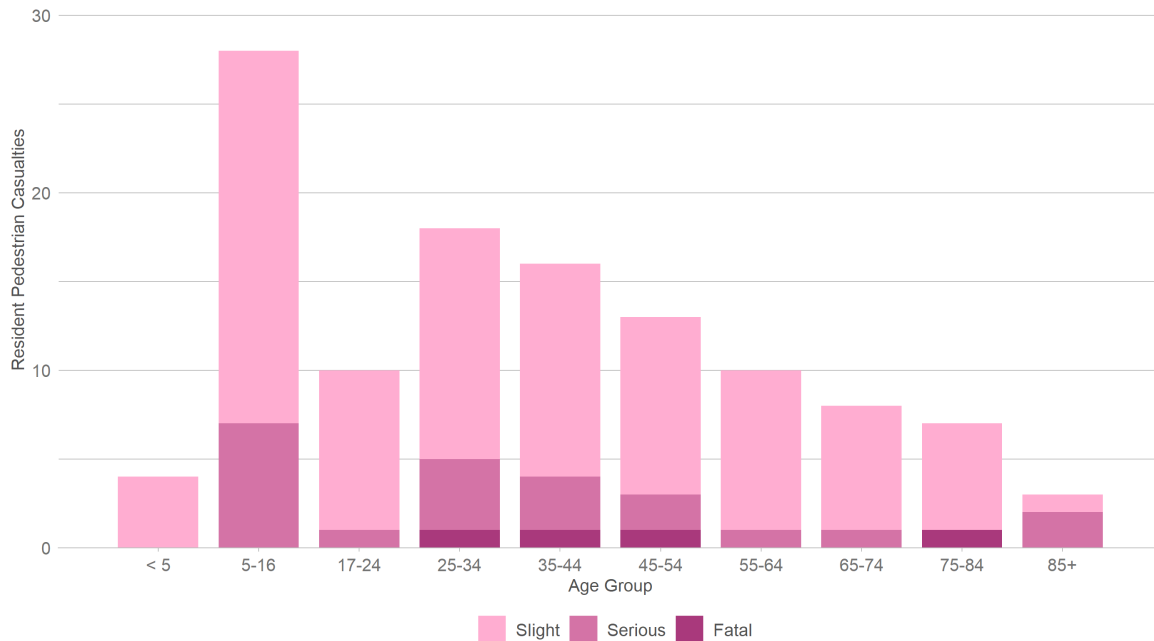


Figure 33: West Berkshire resident pedestrian casualties, by age group and indexed by population (2017-2021)

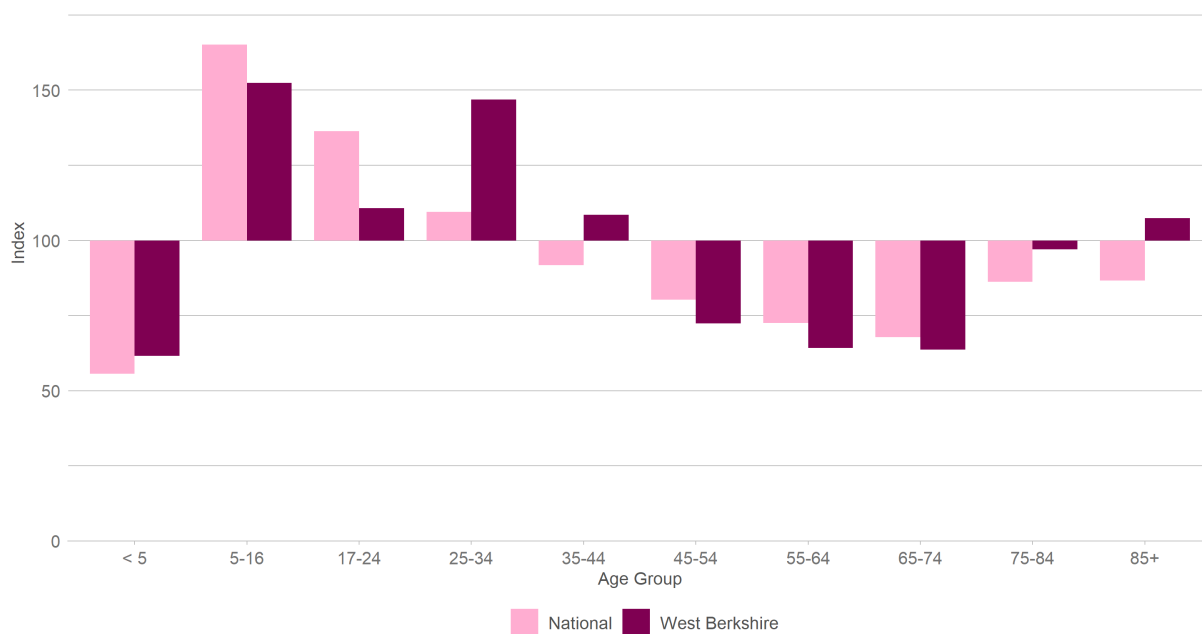
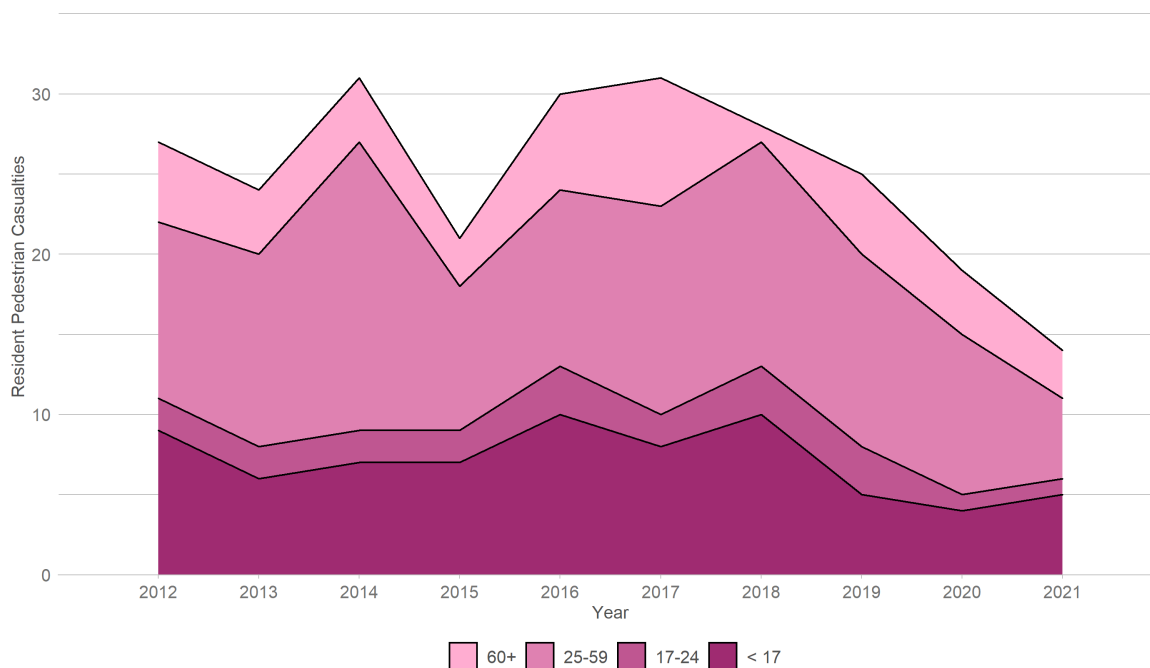


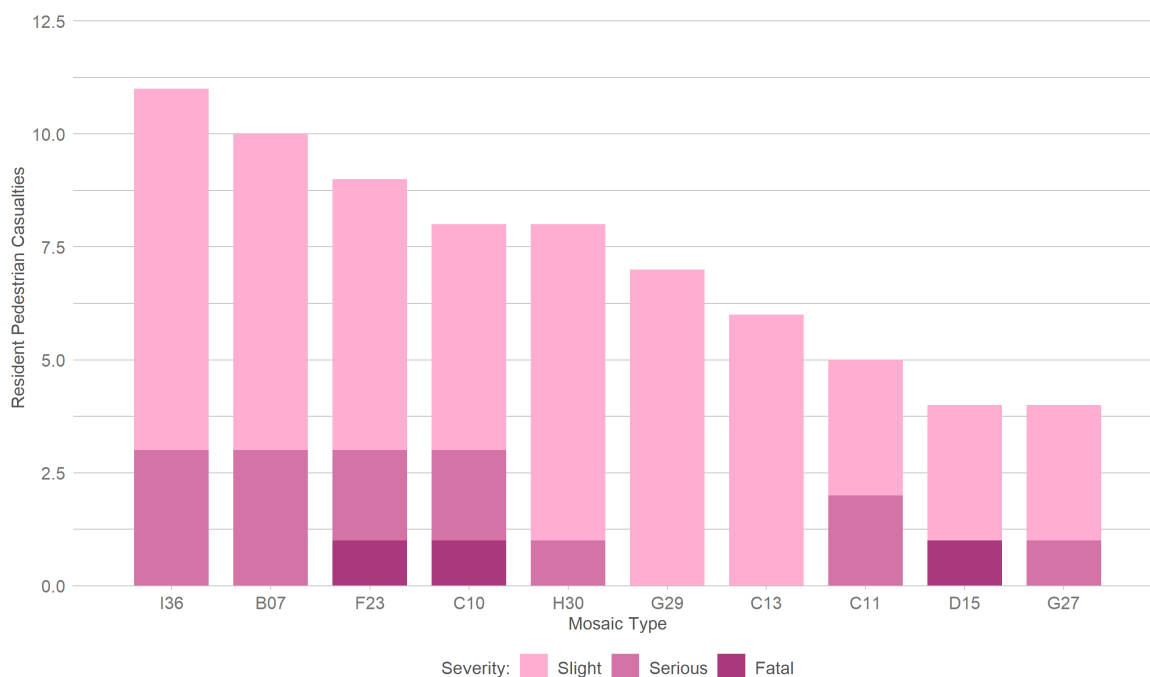
Figure 34 illustrates the overall trend for the four age groups over the last ten years.

Figure 34: West Berkshire resident pedestrian casualty trend by age group (2012-2021)



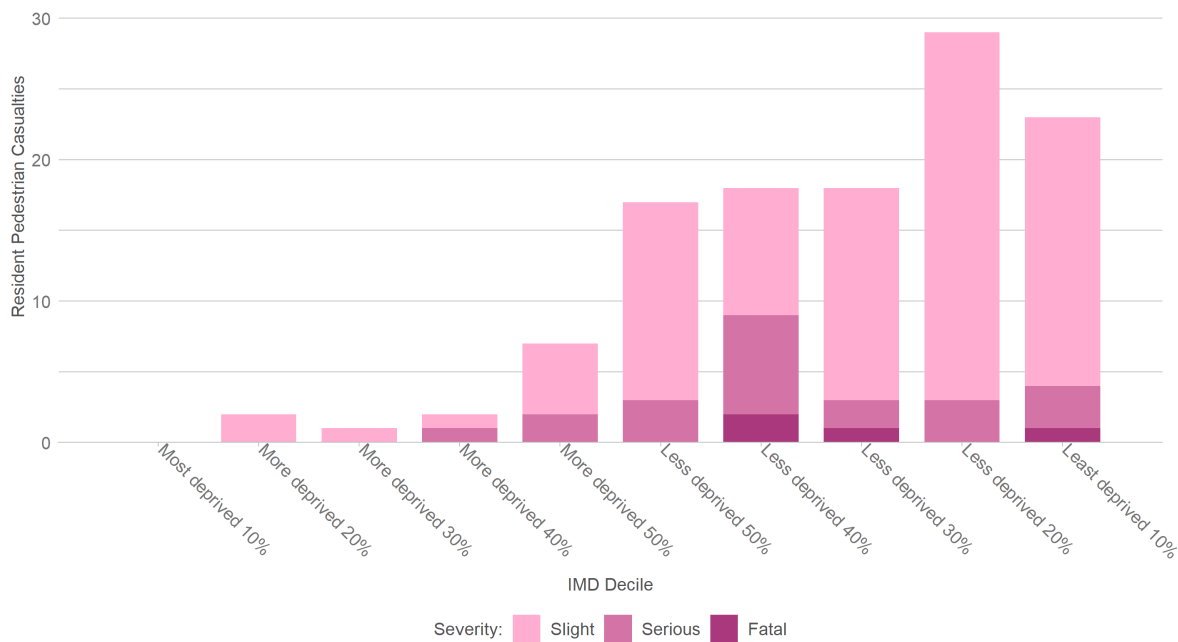
2.1.6.4.2 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident pedestrian casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 35: West Berkshire resident pedestrian casualties, by Mosaic Type (2017-2021)



2.1.6.4.3 Deprivation Figure 36 shows resident pedestrian casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 36: West Berkshire resident pedestrian casualties, by Index of Multiple Deprivation (2017-2021)

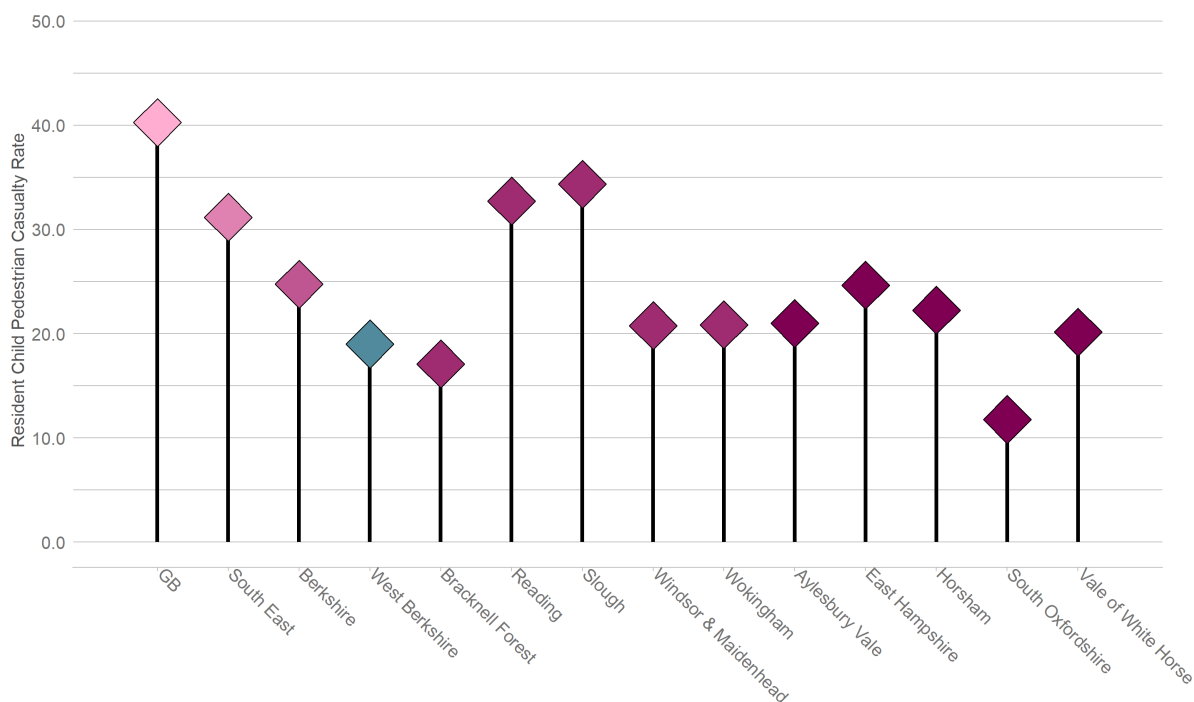


2.1.7 West Berkshire Resident Child Pedestrian Casualties

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 4.1.1.

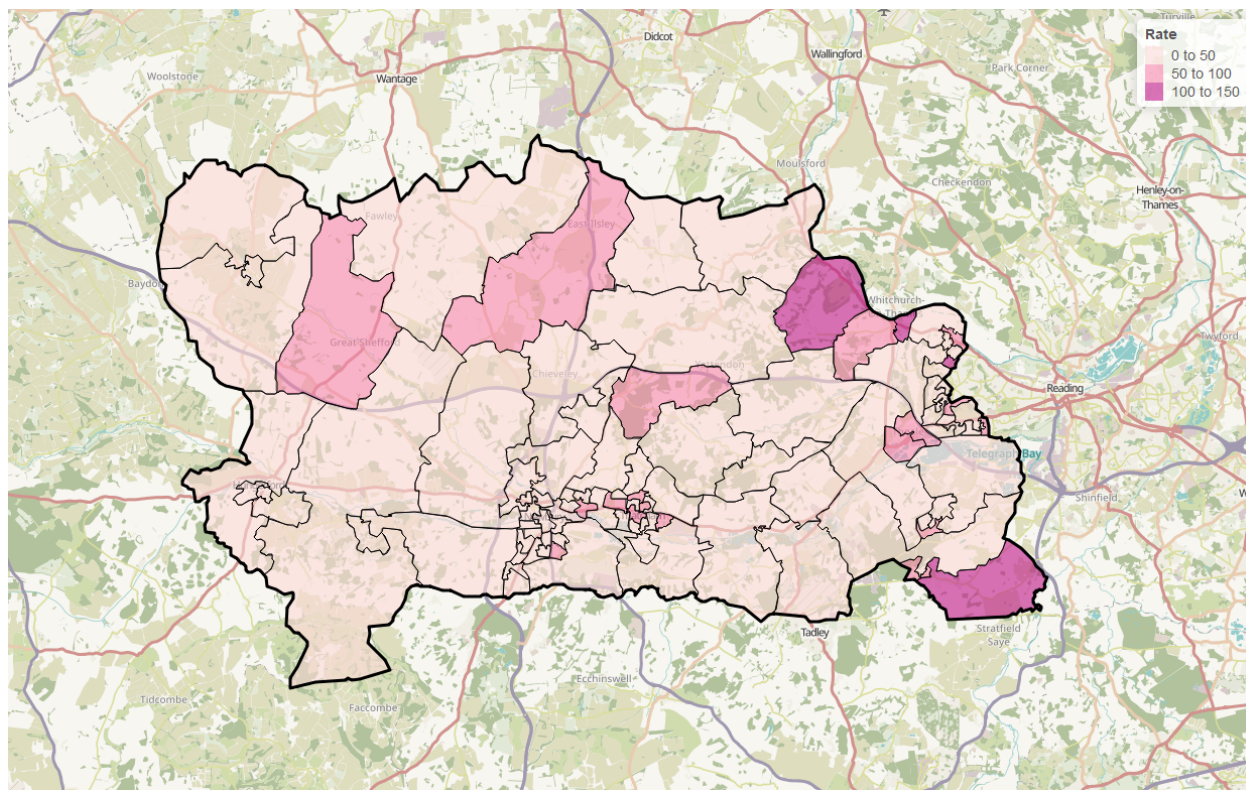
2.1.7.1 Rates Figure 37 shows the resident child pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 37: Annual average West Berkshire resident child pedestrian casualties per 100,000 population (2017-2021)



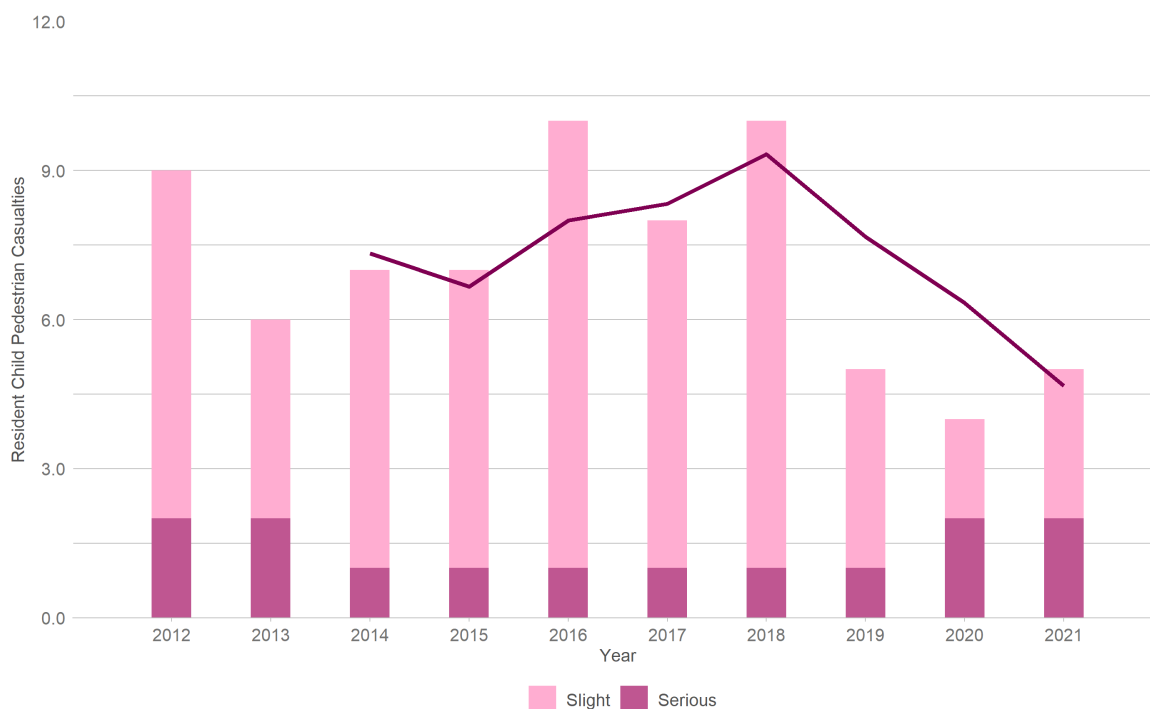
2.1.7.1.1 Residency by Small Area Figure 38 shows the home location of the West Berkshire's resident child pedestrian casualties by lower layer super output area (LSOA). The thematic map is coloured by resident child pedestrian casualties per year per child population of LSOA.

Figure 38: West Berkshire resident child pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.7.2 Trends Figure 39 shows West Berkshire's annual resident child pedestrian casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

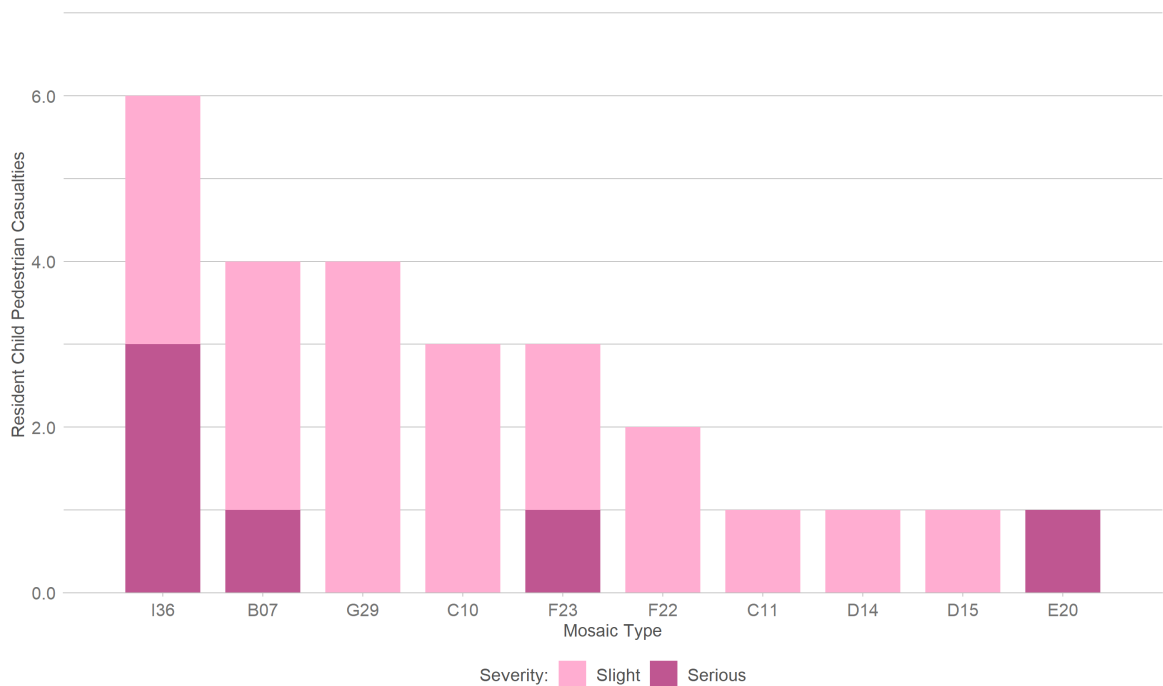
Figure 39: West Berkshire resident child pedestrian casualties, by year and severity (2012-2021)



2.1.7.3 Socio Demographic Analysis

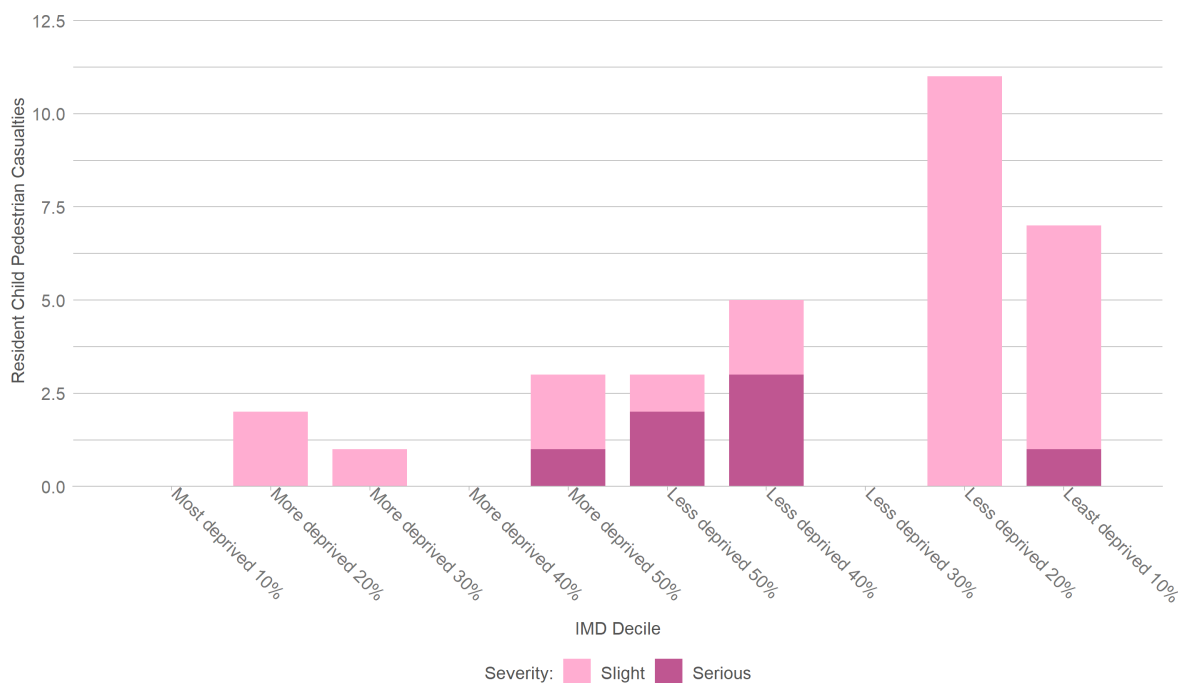
2.1.7.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident child pedestrian casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 40: West Berkshire resident child pedestrian casualties, by Mosaic Type (2017-2021)



2.1.7.3.2 Deprivation Figure 41 shows resident child pedestrian casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 41: West Berkshire resident child pedestrian casualties, by Index of Multiple Deprivation (2017-2021)

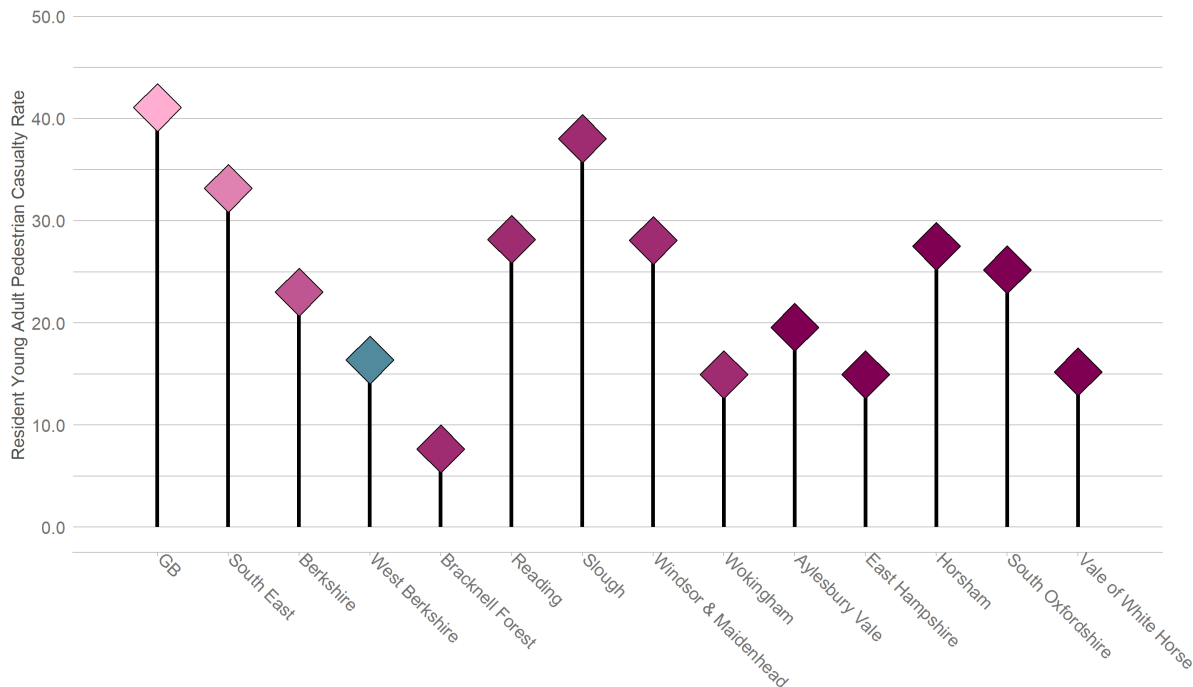


2.1.8 West Berkshire Resident Young Adult Pedestrian Casualties

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 4.1.1.

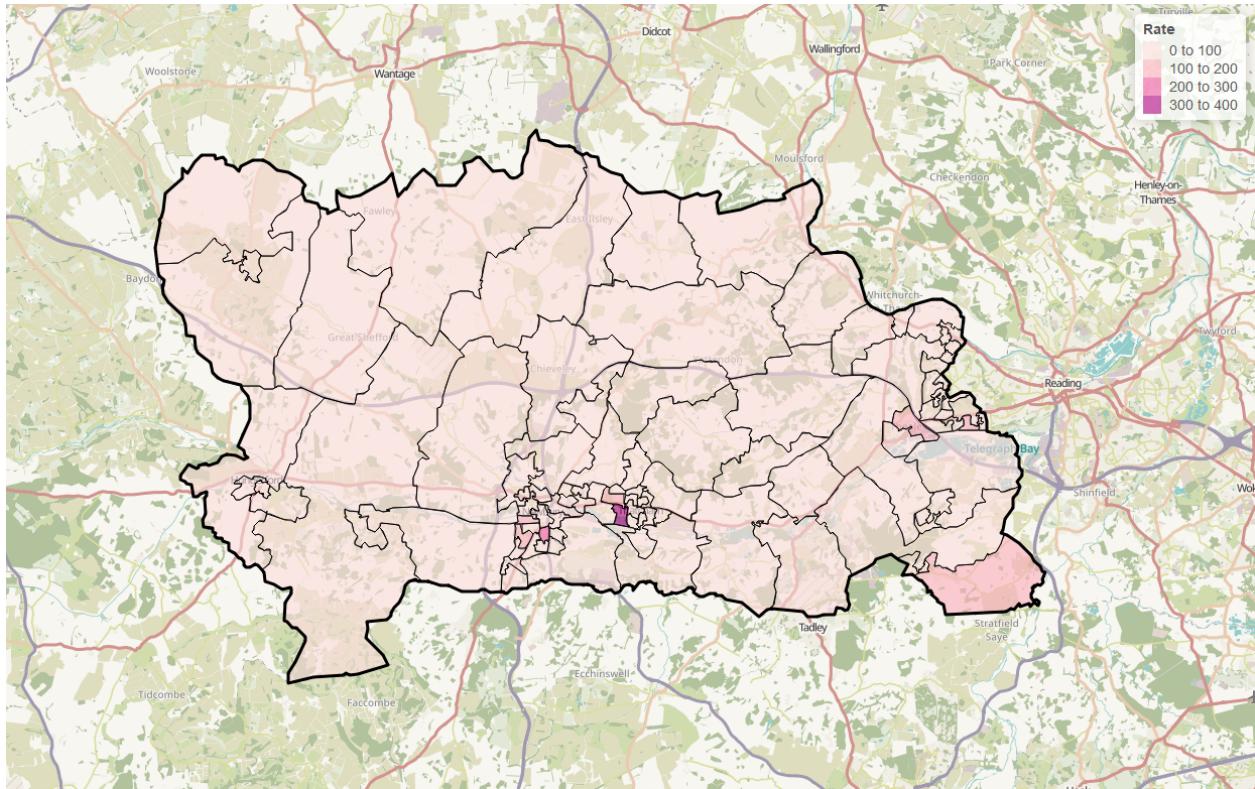
2.1.8.1 Rates Figure 42 shows the resident young adult pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 42: Annual average West Berkshire resident young adult pedestrian casualties per 100,000 population (2017-2021)



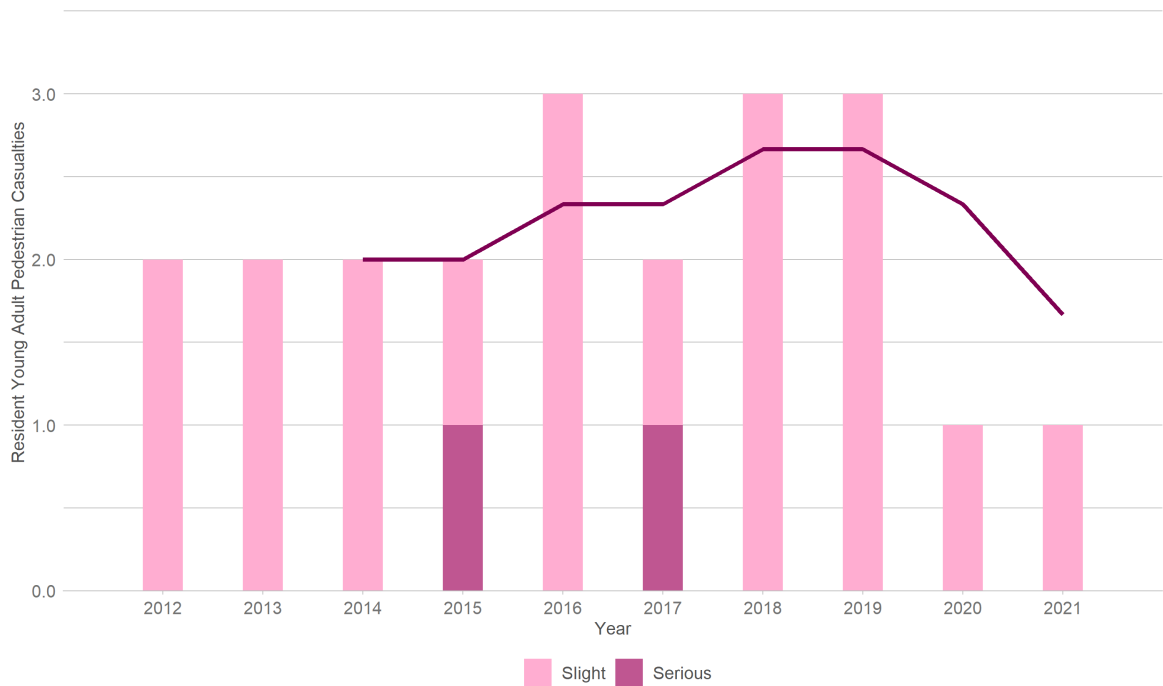
2.1.8.1.1 Residency by Small Area Figure 43 shows the home location of the West Berkshire’s resident young adult pedestrian casualties by lower layer super output area (LSOA). The thematic map is coloured by resident young adult pedestrian casualties per year per young adult population of LSOA.

Figure 43: West Berkshire resident young adult pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.8.2 Trends Figure 44 shows West Berkshire’s annual resident young adult pedestrian casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

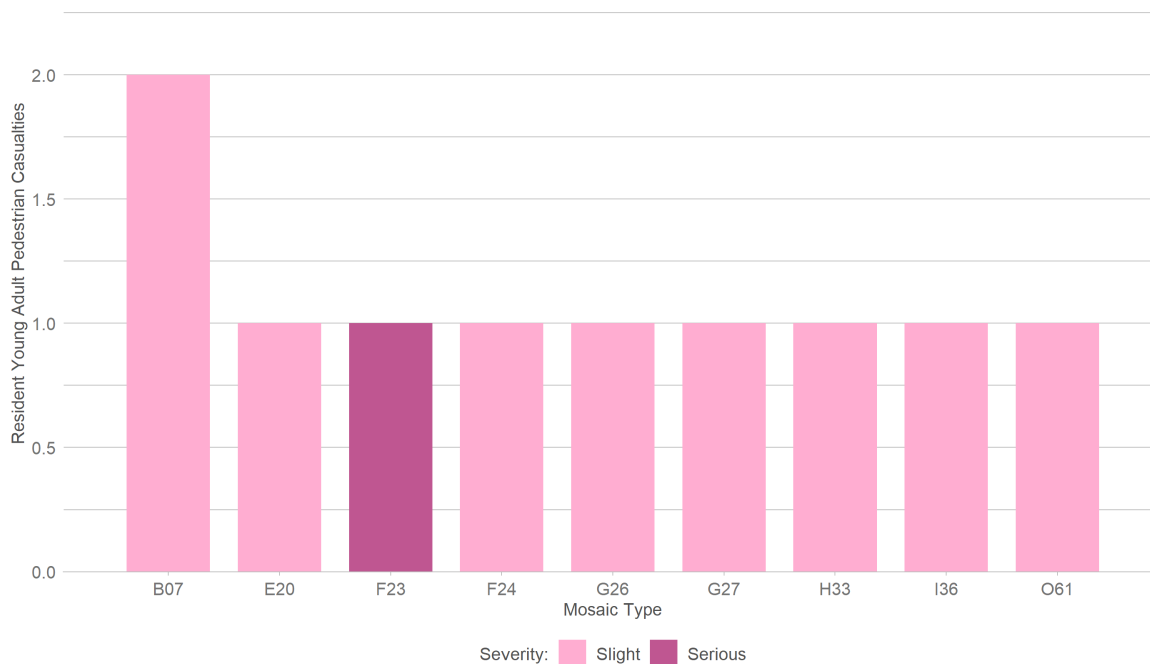
Figure 44: West Berkshire resident young adult pedestrian casualties, by year and severity (2012-2021)



2.1.8.3 Socio Demographic Analysis

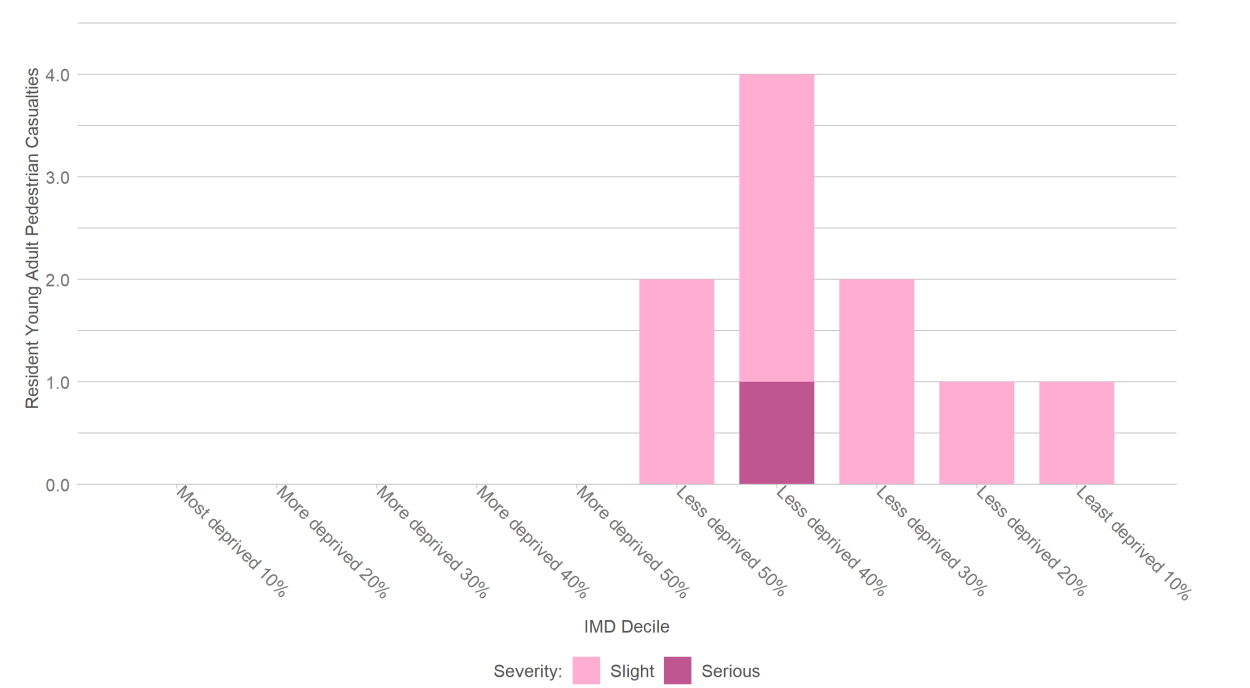
2.1.8.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident young adult pedestrian casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 45: West Berkshire resident young adult pedestrian casualties, by Mosaic Type (2017-2021)



2.1.8.3.2 Deprivation Figure 46 shows resident young adult pedestrian casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 46: West Berkshire resident young adult pedestrian casualties, by Index of Multiple Deprivation (2017-2021)

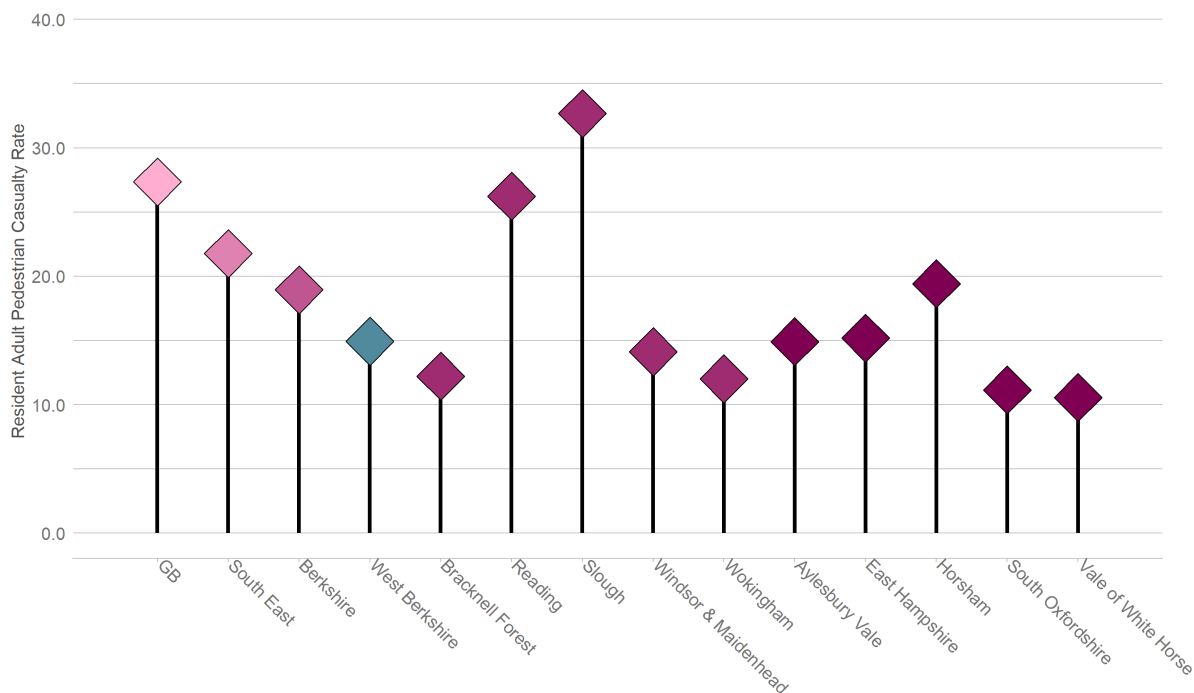


2.1.9 West Berkshire Resident Adult Pedestrian Casualties

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 4.1.1.

2.1.9.1 Rates Figure 47 shows the resident adult pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

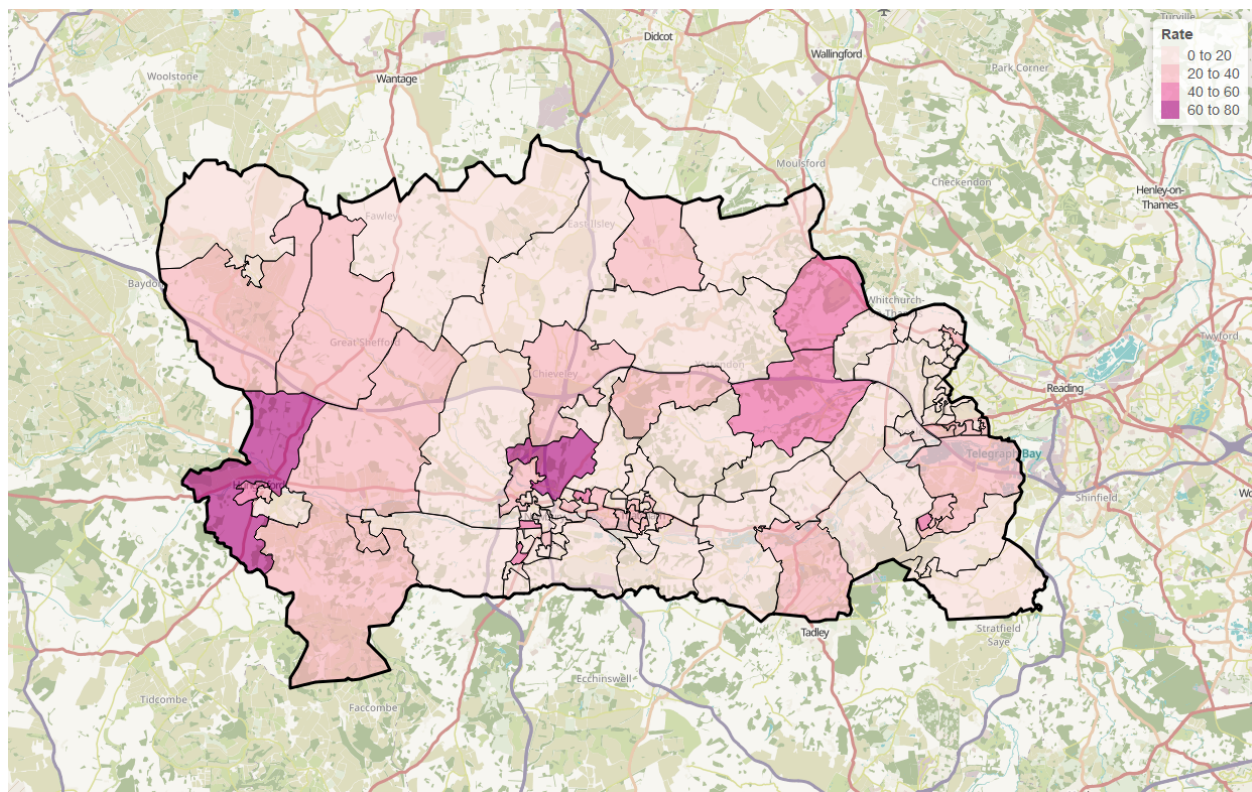
Figure 47: Annual average West Berkshire resident adult pedestrian casualties per 100,000 population (2017-2021)



2.1.9.2 Comparisons

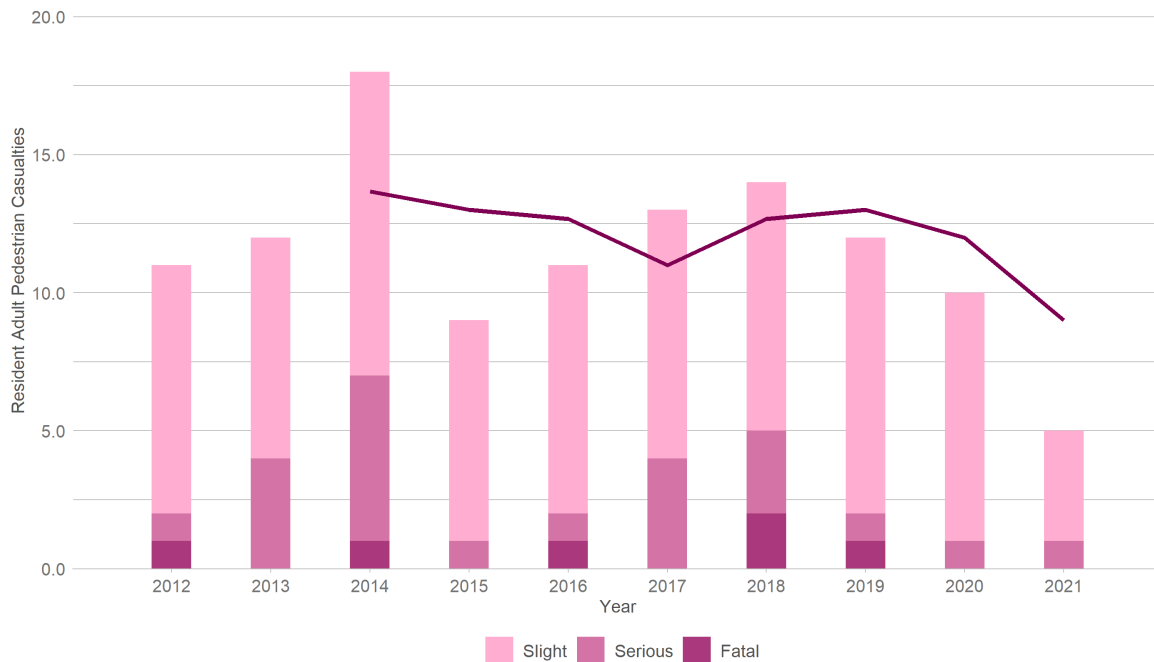
2.1.9.2.1 Residency by Small Area Figure 48 shows the home location of the West Berkshire's resident adult pedestrian casualties by lower layer super output area (LSOA). The thematic map is coloured by resident adult pedestrian casualties per year per adult population of LSOA.

Figure 48: West Berkshire resident adult pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.9.3 Trends Figure 49 shows West Berkshire’s annual resident adult pedestrian casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

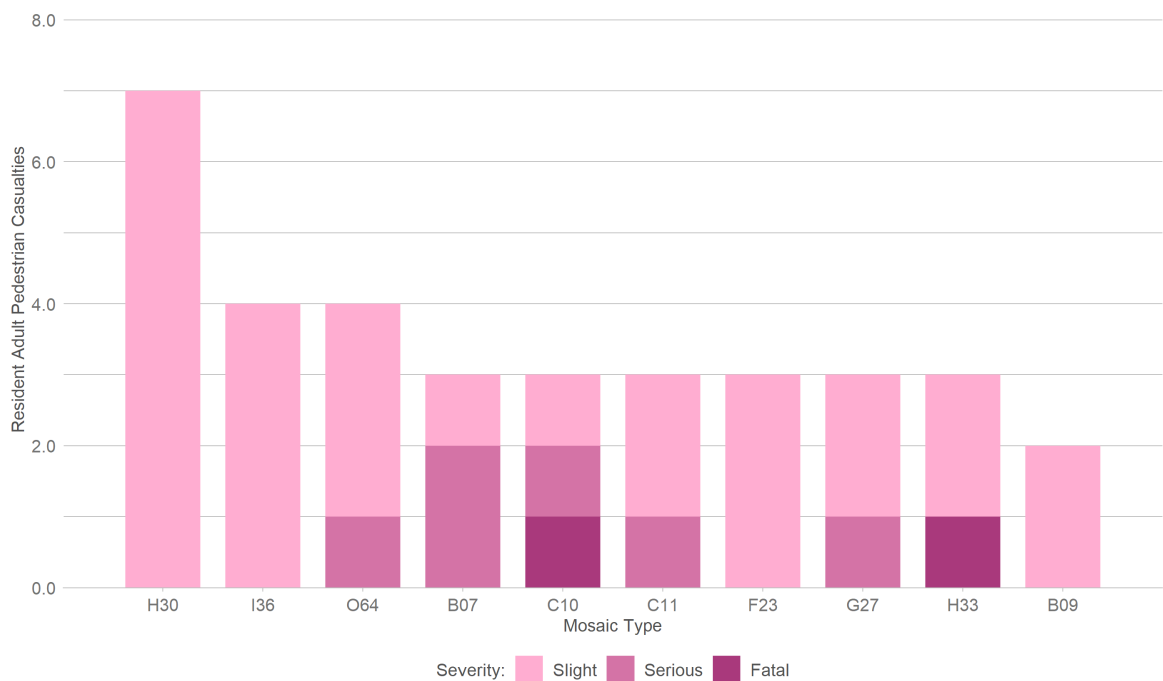
Figure 49: West Berkshire resident adult pedestrian casualties, by year and severity (2012-2021)



2.1.9.4 Socio Demographic Analysis

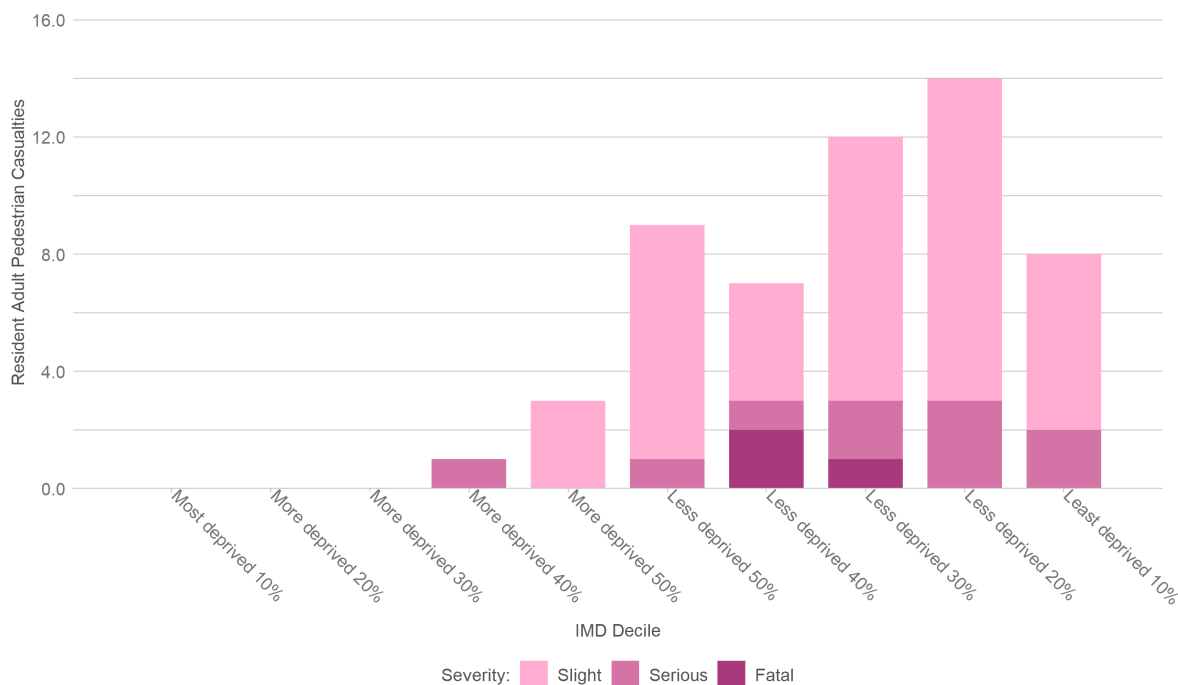
2.1.9.4.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident adult pedestrian casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 50: West Berkshire resident adult pedestrian casualties, by Mosaic Type (2017-2021)



2.1.9.4.2 Deprivation Figure 51 shows resident adult pedestrian casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 51: West Berkshire resident adult pedestrian casualties, by Index of Multiple Deprivation (2017-2021)

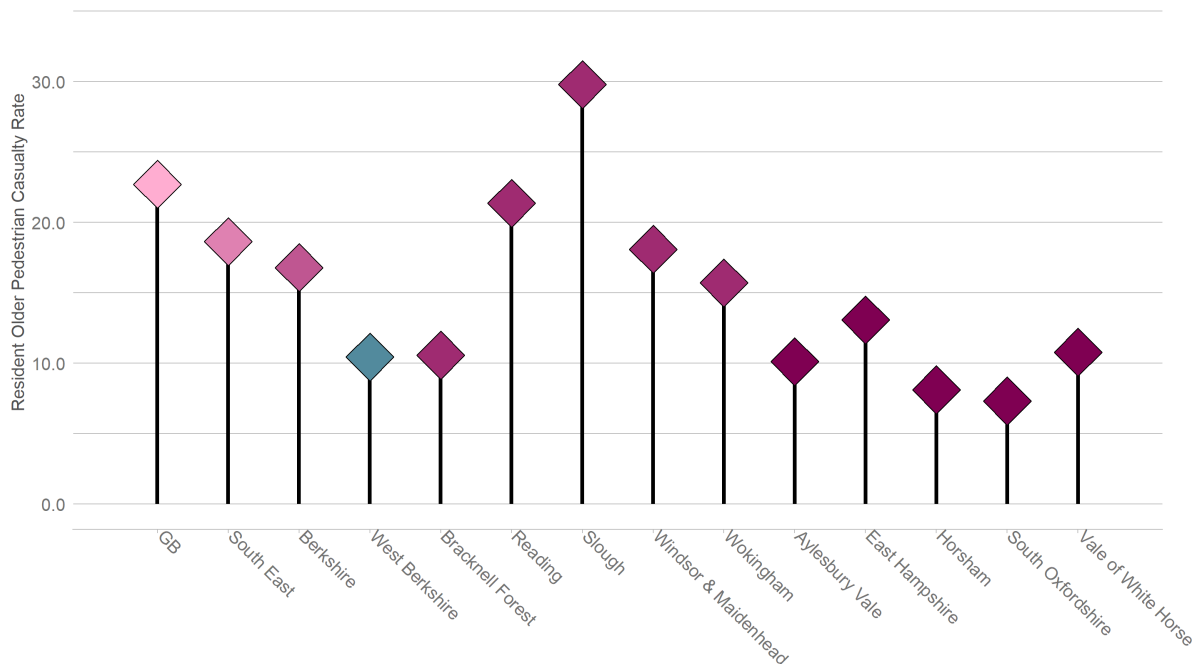


2.1.10 West Berkshire Resident Older Pedestrian Casualties

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 4.1.1.

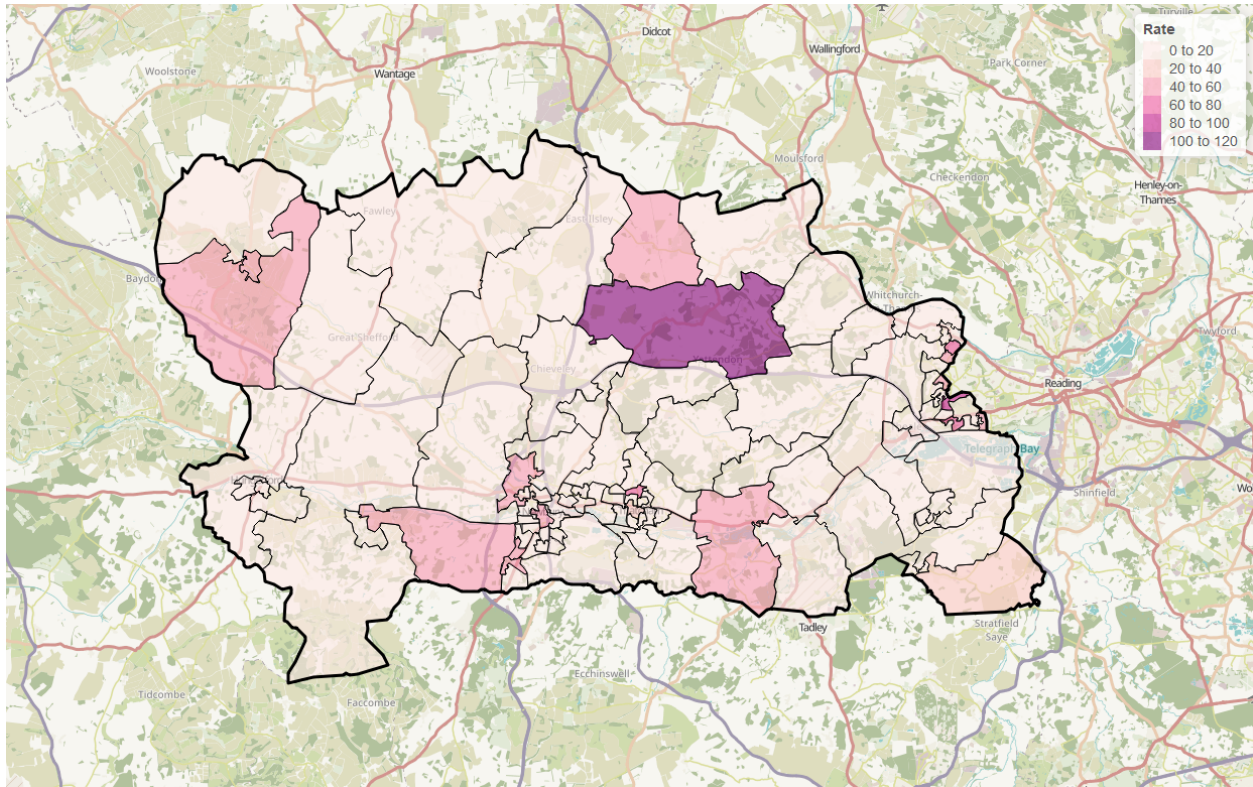
2.1.10.1 Rates Figure 52 shows the resident older pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 52: Annual average West Berkshire resident older pedestrian casualties per 100,000 population (2017-2021)



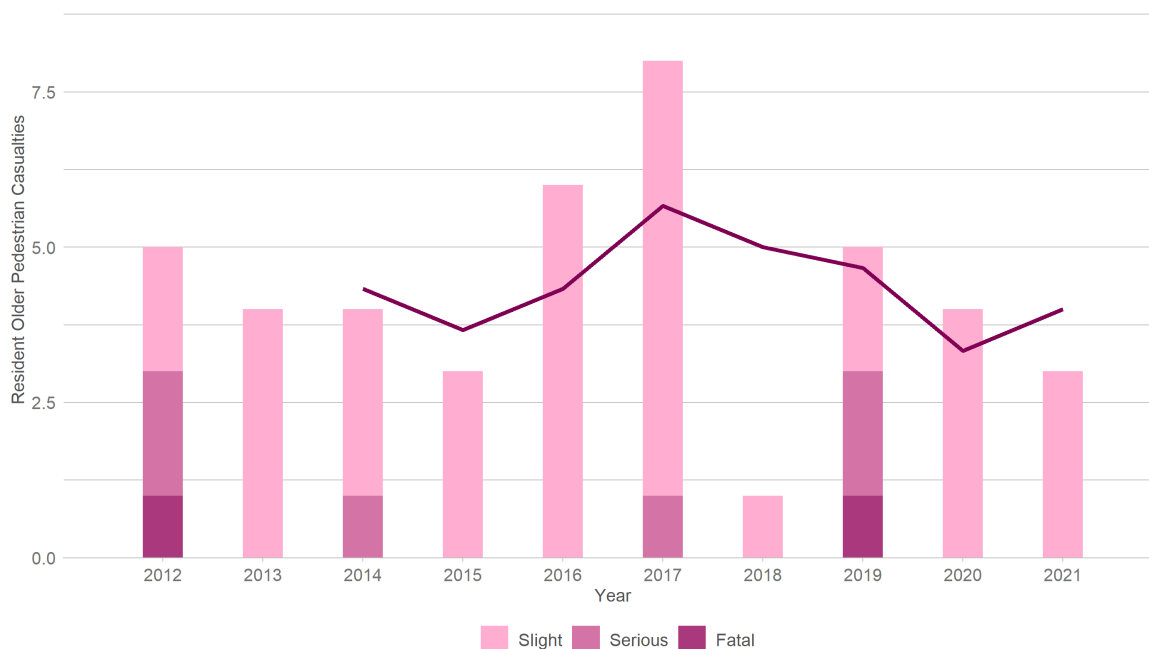
2.1.10.1.1 Residency by Small Area Figure 53 shows the home location of the West Berkshire’s resident older pedestrian casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

Figure 53: West Berkshire resident older pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.10.2 Trends Figure 54 shows West Berkshire’s annual resident older pedestrian casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

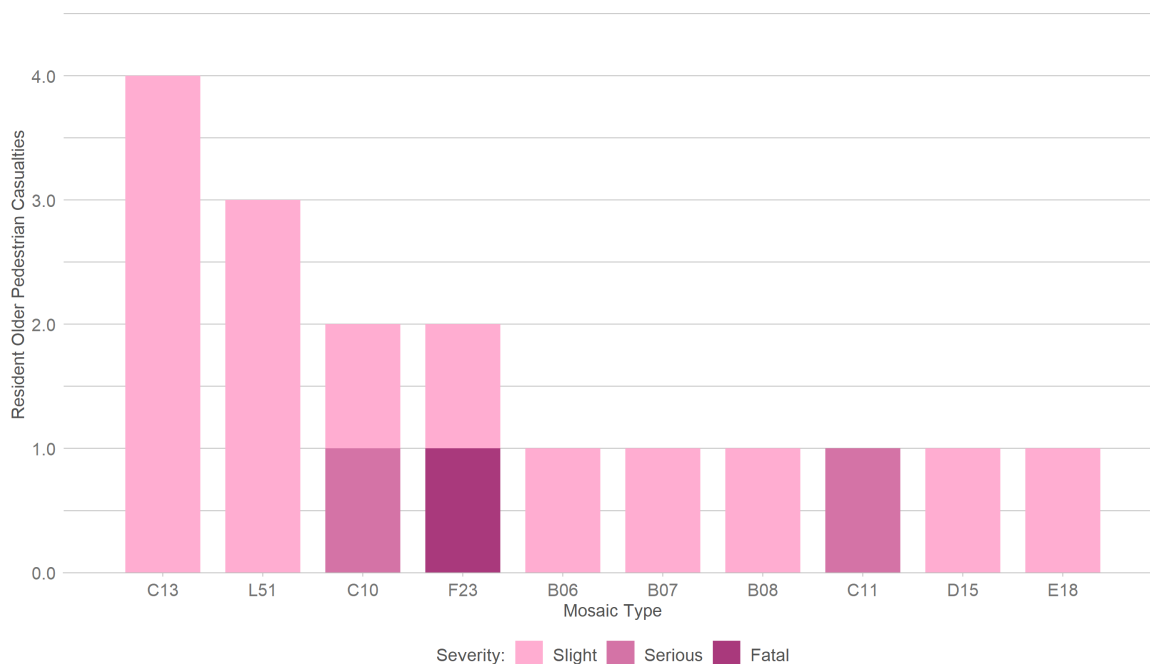
Figure 54: West Berkshire resident older pedestrian casualties, by year and severity (2012-2021)



2.1.10.3 Socio Demographic Analysis

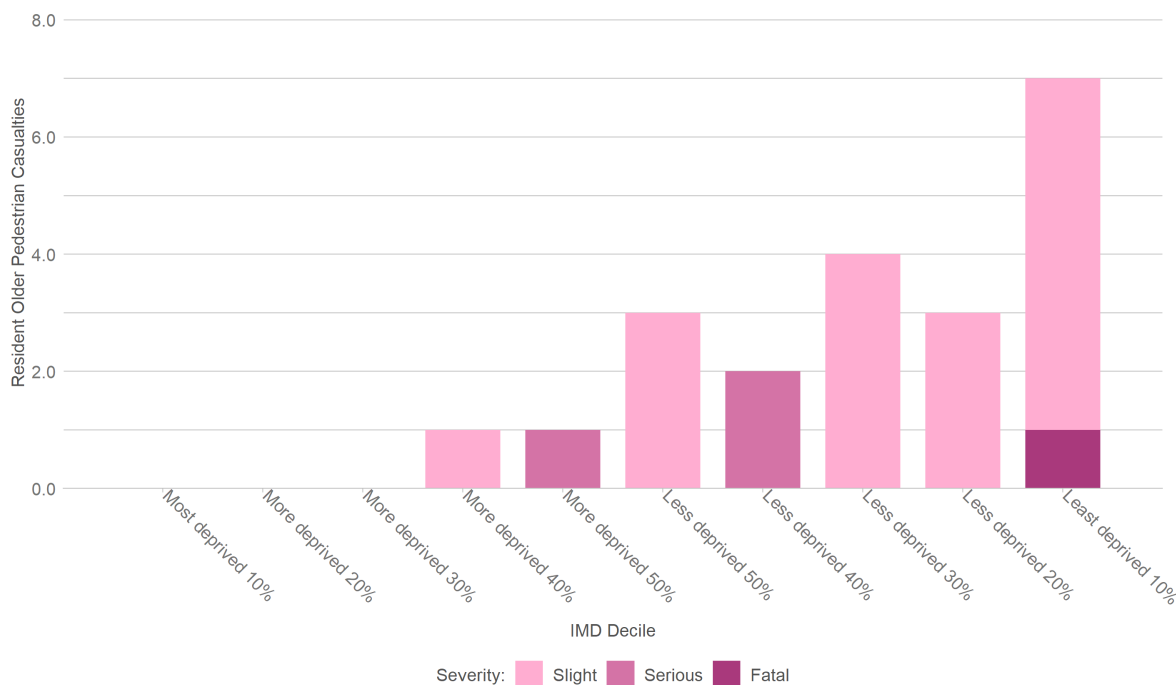
2.1.10.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident older pedestrian casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 55: West Berkshire resident older pedestrian casualties, by Mosaic Type (2017-2021)



2.1.10.3.2 Deprivation Figure 56 shows resident older pedestrian casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 56: West Berkshire resident older pedestrian casualties, by Index of Multiple Deprivation (2017-2021)

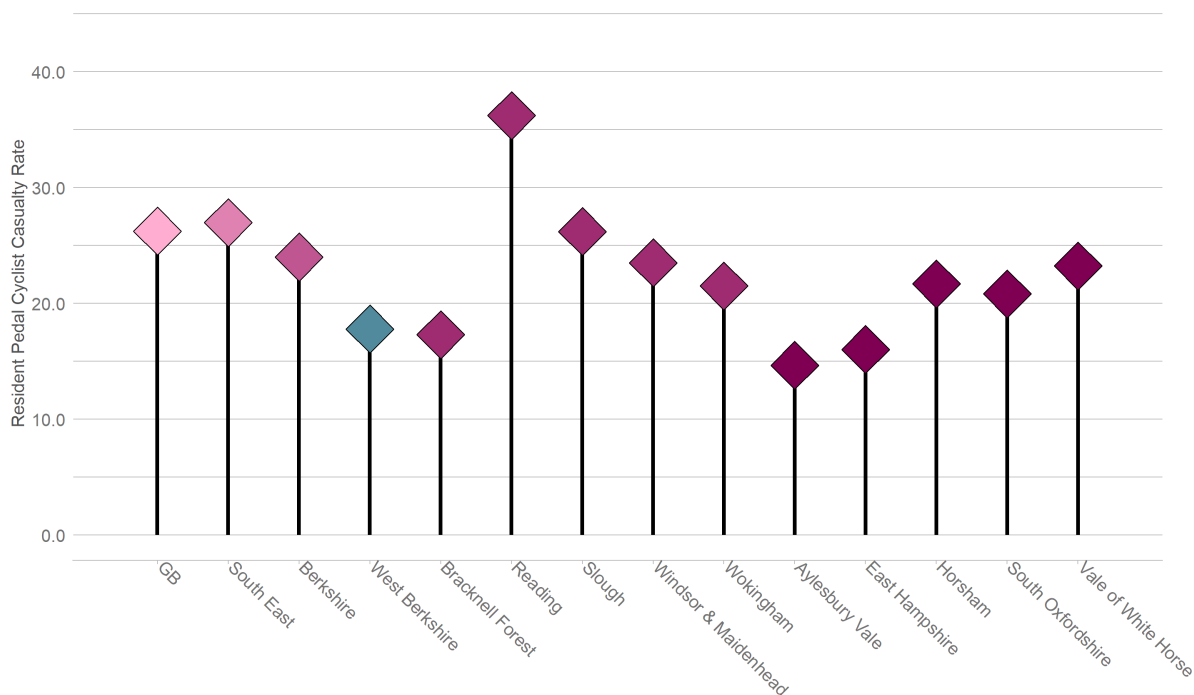


2.1.11 All West Berkshire Resident Pedal Cyclist Casualties

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 4.1.1.

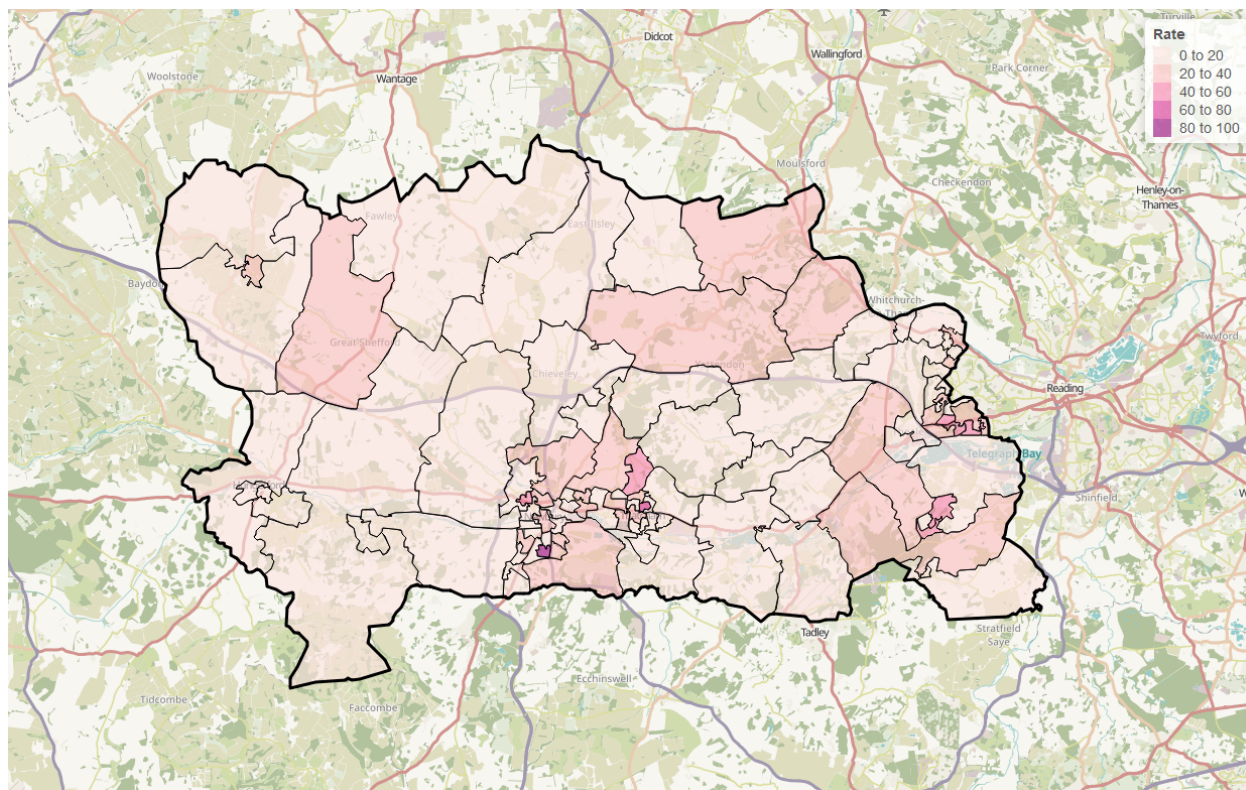
2.1.11.1 Rates Figure 57 shows the resident pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 57: Annual average West Berkshire resident pedal cyclist casualties per 100,000 population (2017-2021)



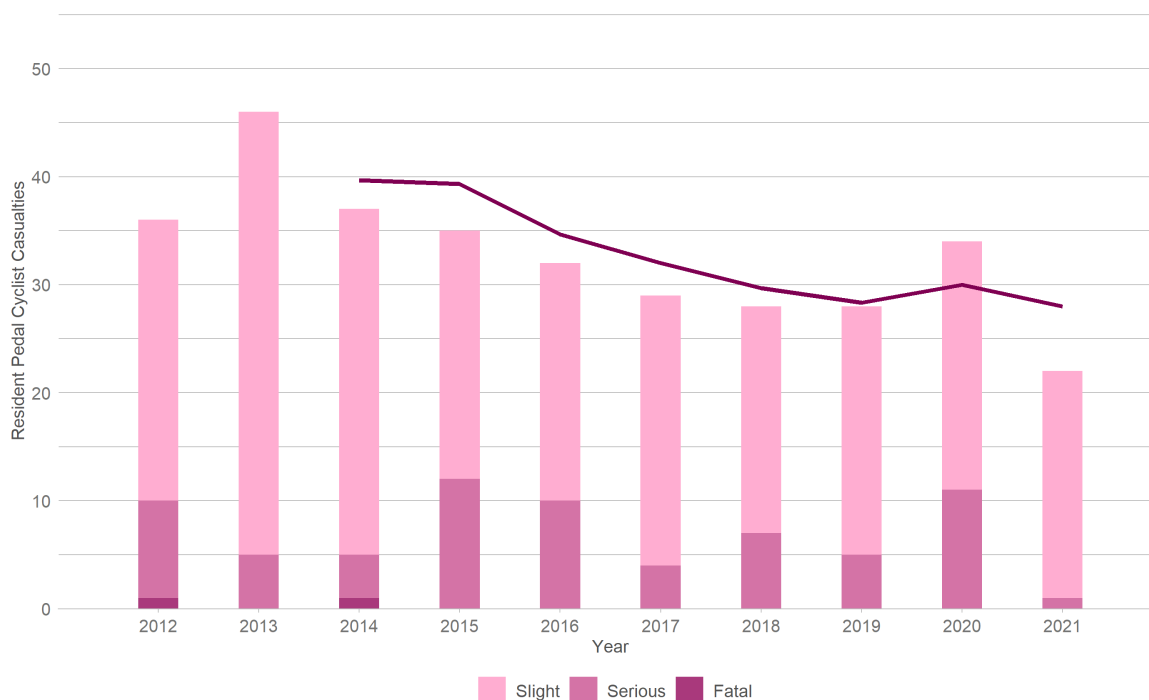
2.1.11.1.1 Residency by Small Area Figure 58 shows the home location of the West Berkshire's resident pedal cyclist casualties by lower layer super output area (LSOA). The thematic map is coloured by resident pedal cyclist casualties per year per population of LSOA.

Figure 58: West Berkshire resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.11.2 Trends Figure 59 shows West Berkshire's annual resident pedal cyclist casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Figure 59: West Berkshire resident pedal cyclist casualties, by year and severity (2012-2021)



2.1.11.3 Socio Demographic Analysis

2.1.11.3.1 Age Figure 60 shows the numbers of resident pedal cyclist casualties by four specified age groups.

It is more informative to consider Figure 61 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.

Figure 60: West Berkshire resident pedal cyclist casualties, by age group (2017-2021)

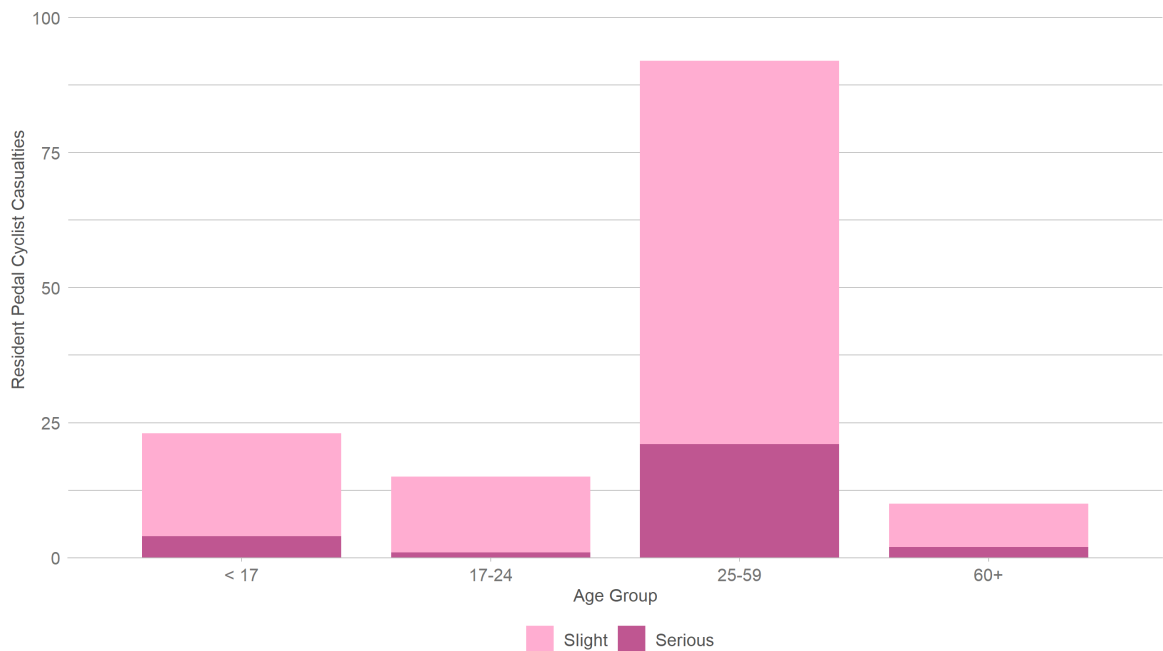


Figure 61: West Berkshire resident pedal cyclist casualties, by age group and indexed by population (2017-2021)

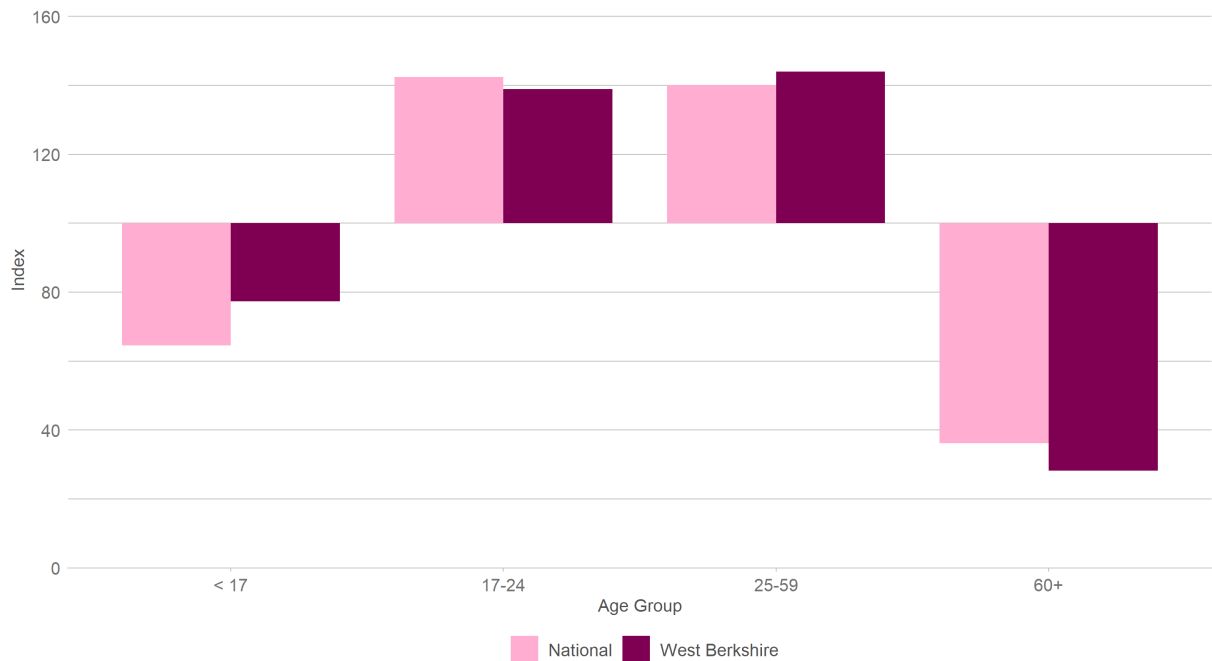
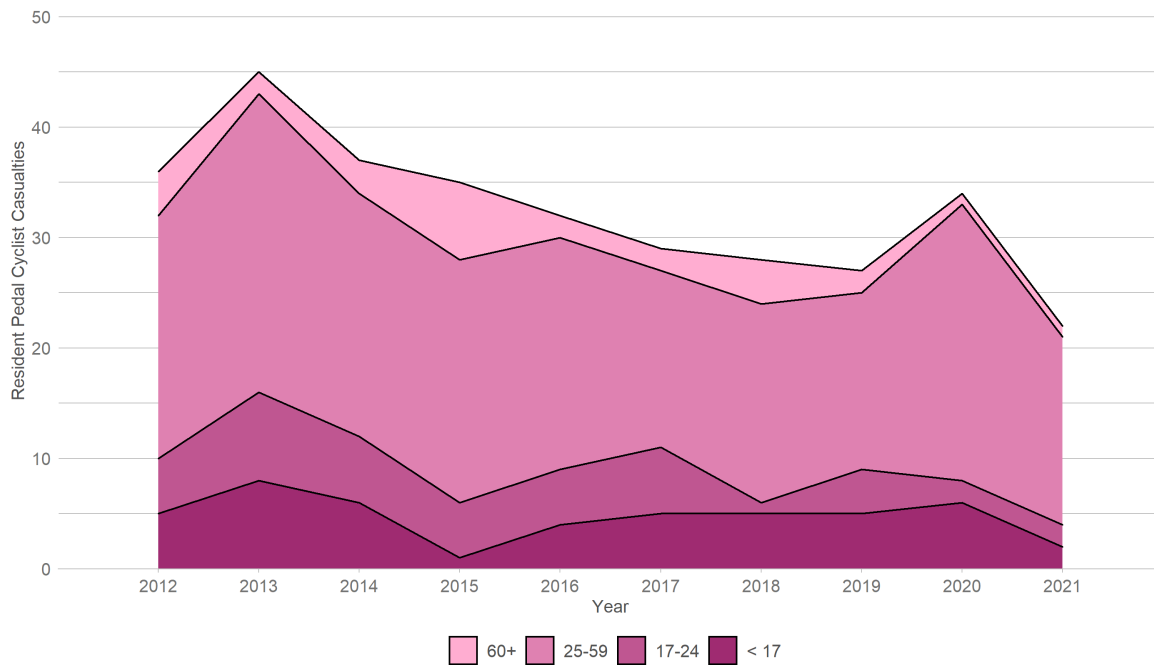


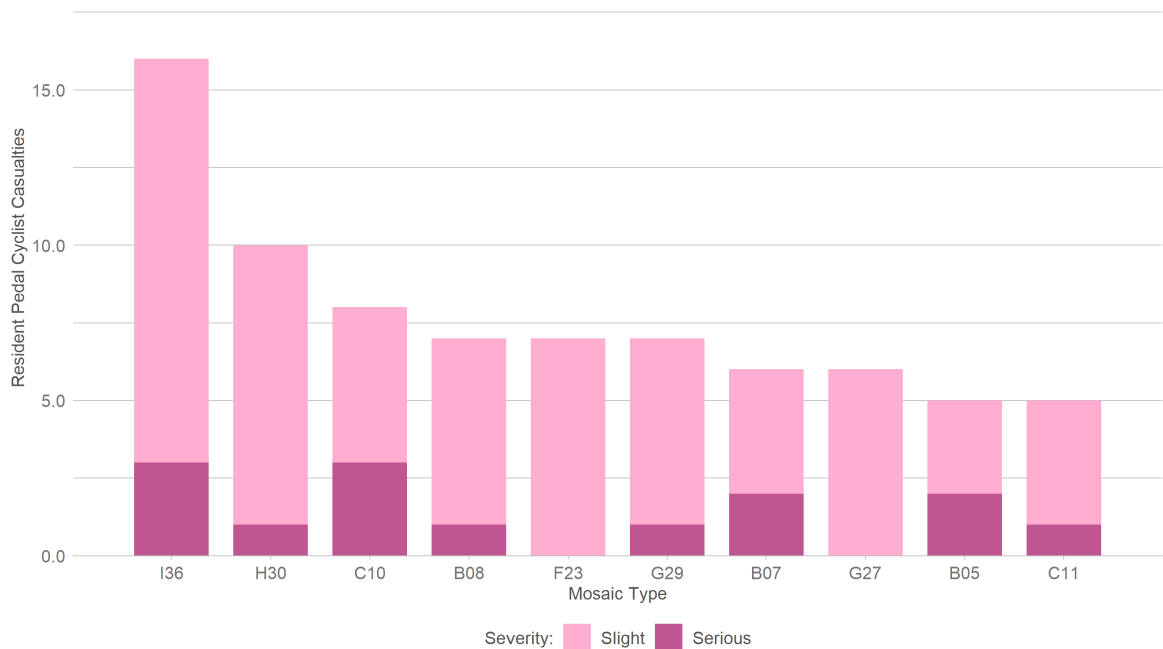
Figure 62 illustrates the overall trend for the four age groups over the last ten years.

Figure 62: West Berkshire resident pedal cyclist casualty trend by age group (2012-2021)



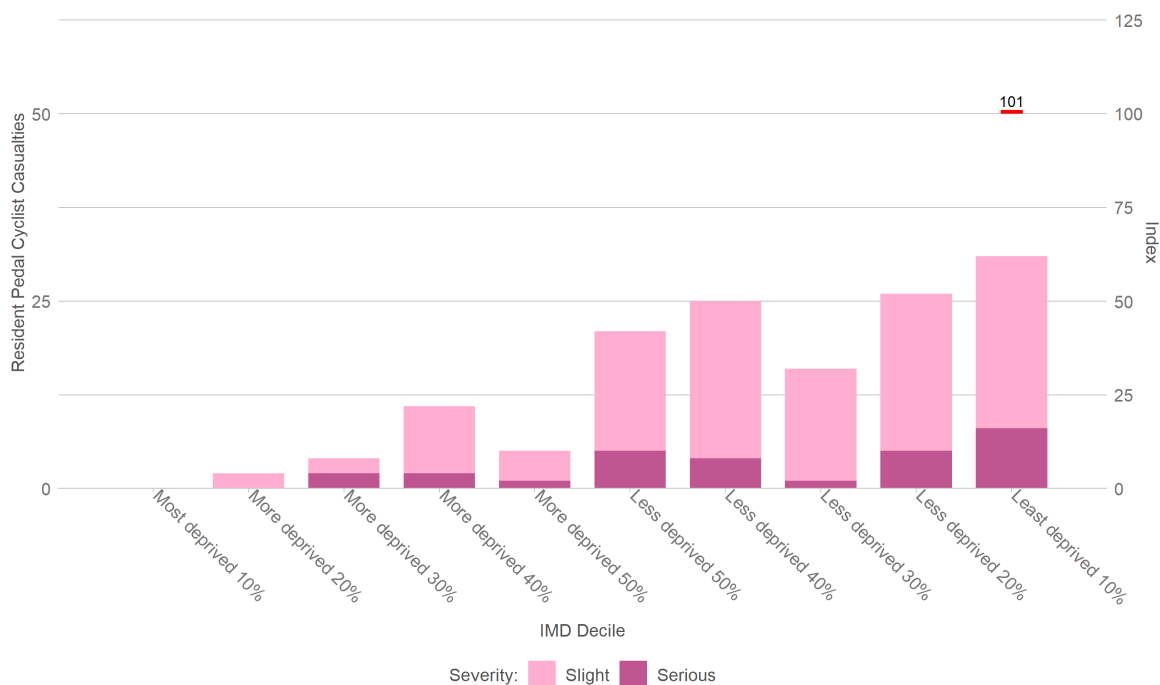
2.1.11.3.2 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident pedal cyclist casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 63: West Berkshire resident pedal cyclist casualties, by Mosaic Type (2017-2021)



2.1.11.3.3 Deprivation Figure 64 shows resident pedal cyclist casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 64: West Berkshire resident pedal cyclist casualties, by Index of Multiple Deprivation (2017-2021)

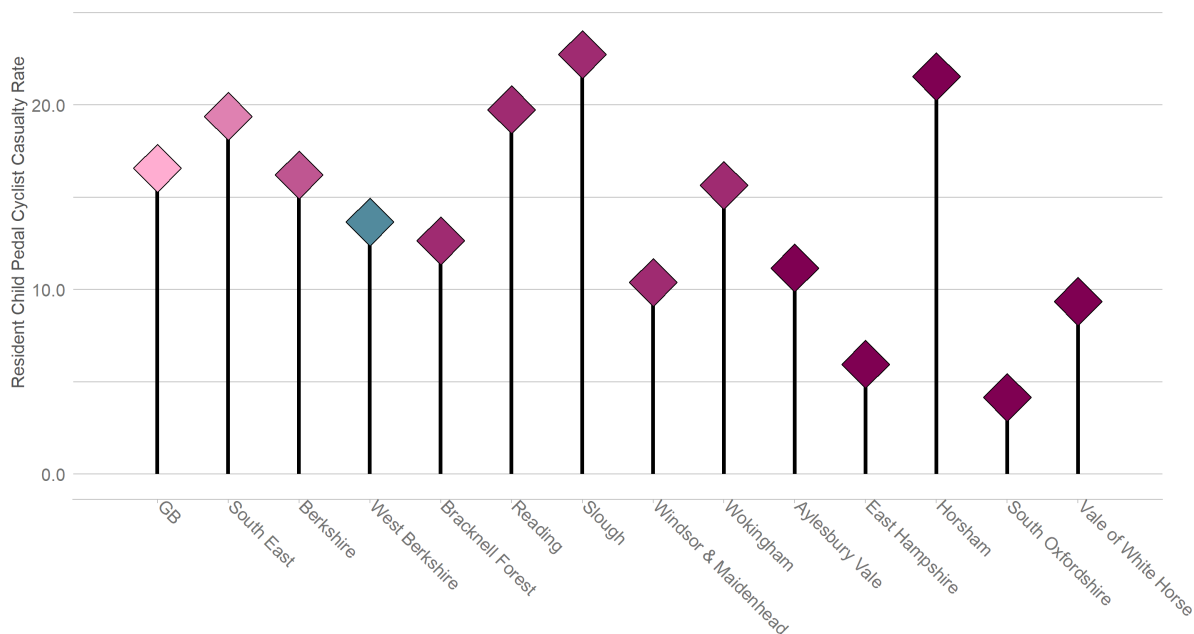


2.1.12 West Berkshire Resident Child Pedal Cyclist Casualties

This section examines child pedal cyclist casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to section 4.1.1.

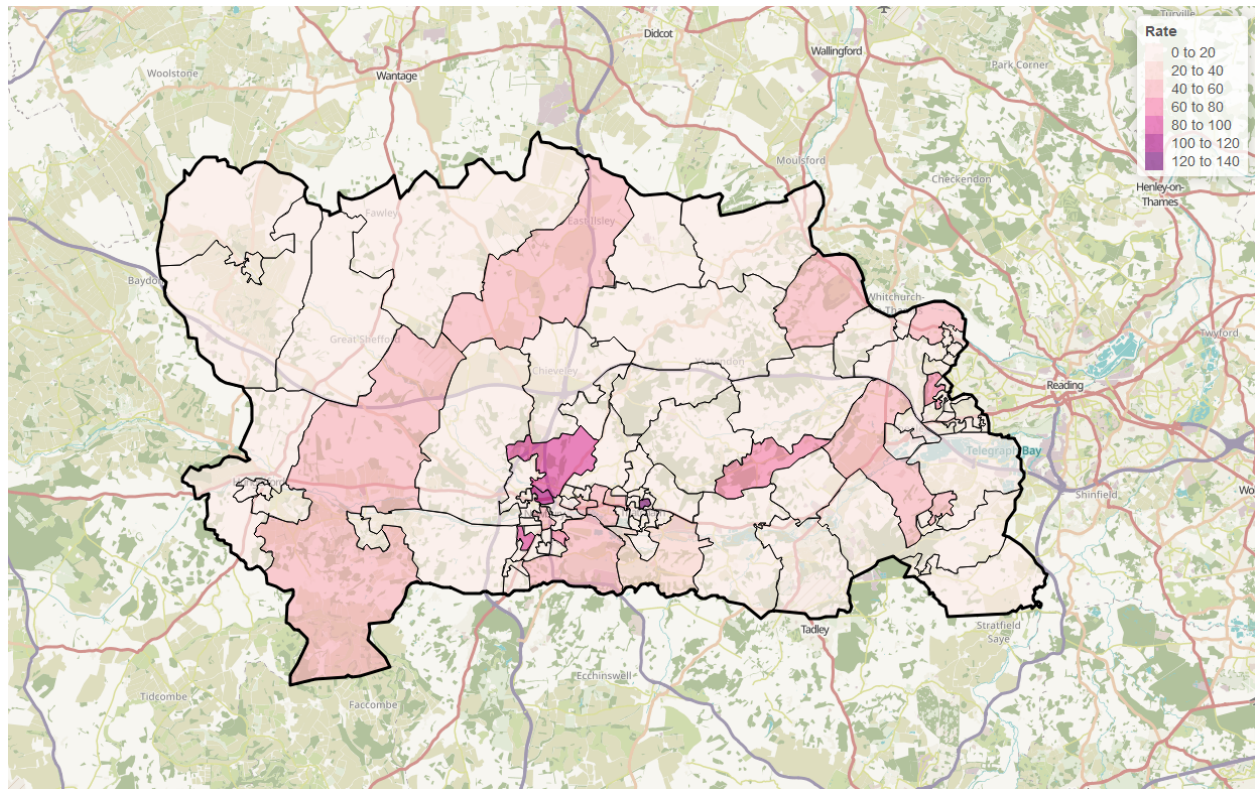
2.1.12.1 Rates Figure 65 shows the resident child pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 65: Annual average West Berkshire resident child pedal cyclist casualties per 100,000 population (2017-2021)



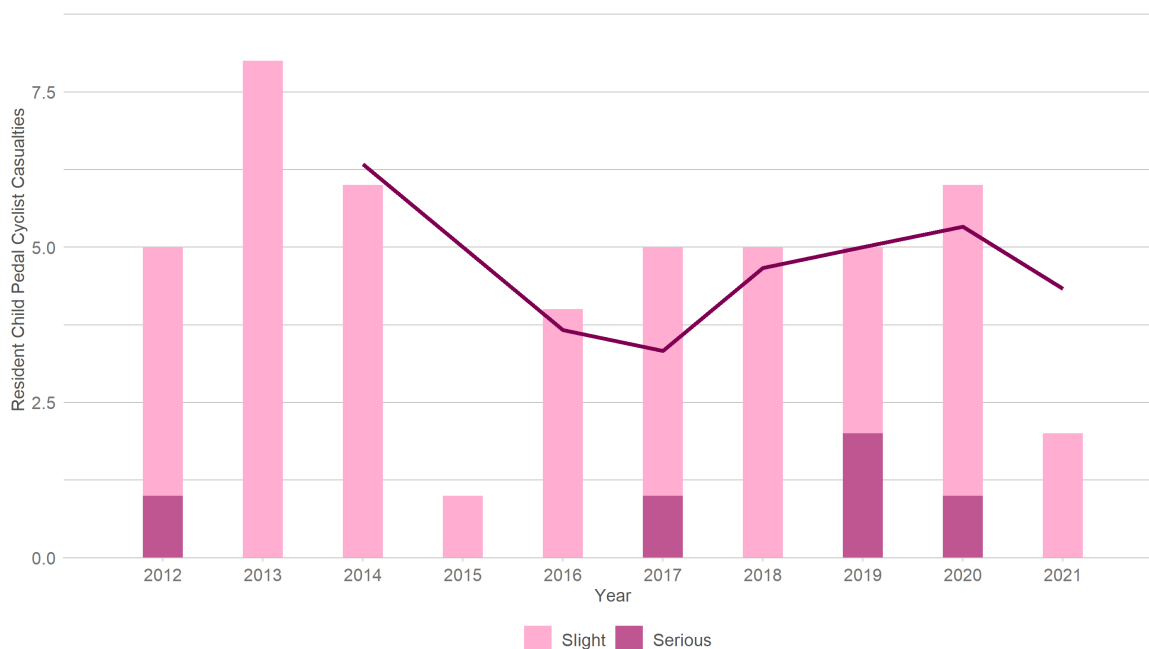
2.1.12.1.1 Residency by Small Area Figure 66 shows the home location of the West Berkshire's resident child pedal cyclist casualties by lower layer super output area (LSOA). The thematic map is coloured by resident child pedal cyclist casualties per year per child population of LSOA.

Figure 66: West Berkshire resident child pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.12.2 Trends Figure 67 shows West Berkshire's annual resident child pedal cyclist casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

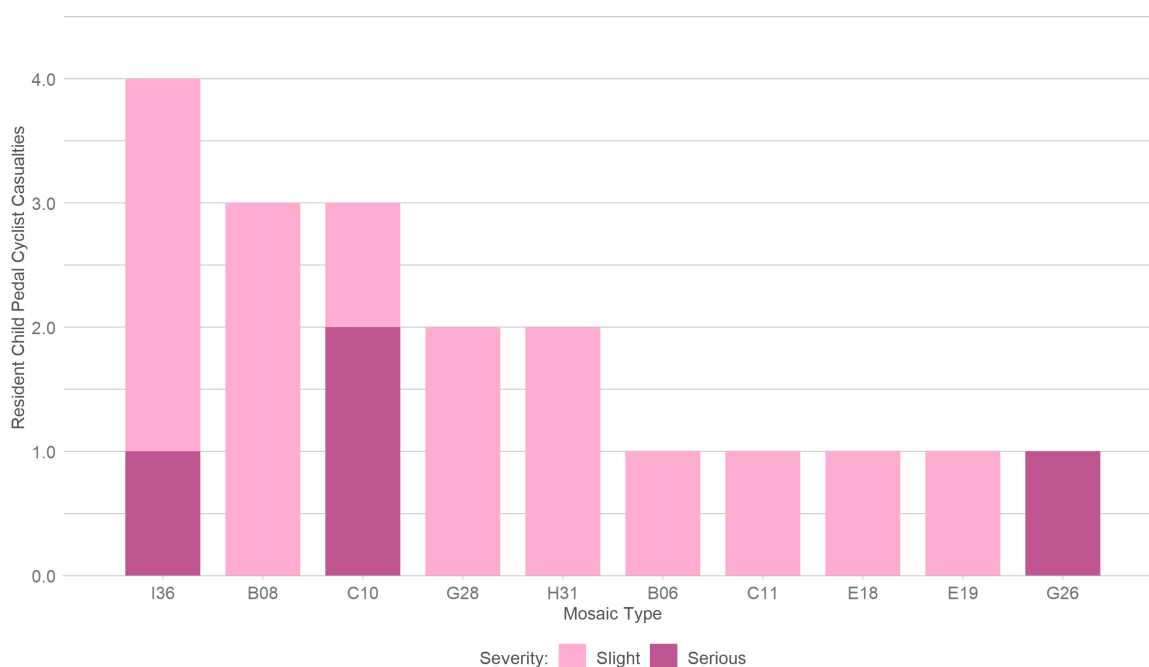
Figure 67: West Berkshire resident child pedal cyclist casualties, by year and severity (2012-2021)



2.1.12.3 Socio Demographic Analysis

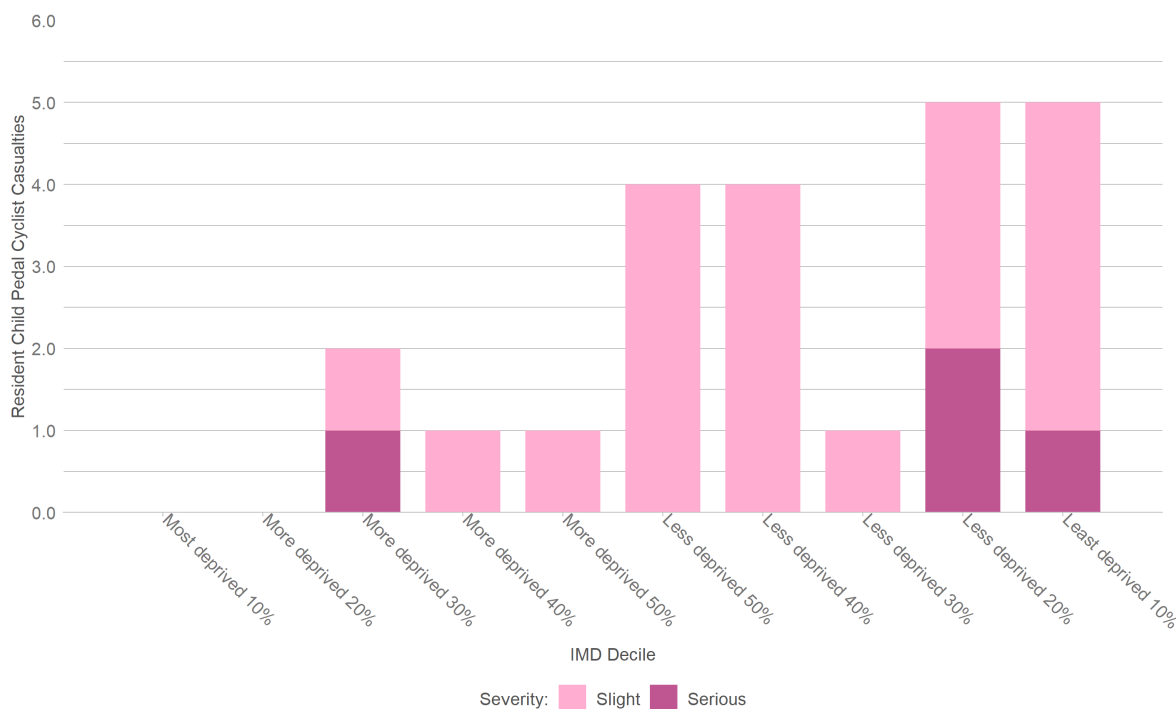
2.1.12.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident child pedal cyclist casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 68: West Berkshire resident child pedal cyclist casualties, by Mosaic Type (2017-2021)



2.1.12.3.2 Deprivation Figure 69 shows resident child pedal cyclist casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 69: West Berkshire resident child pedal cyclist casualties, by Index of Multiple Deprivation (2017-2021)

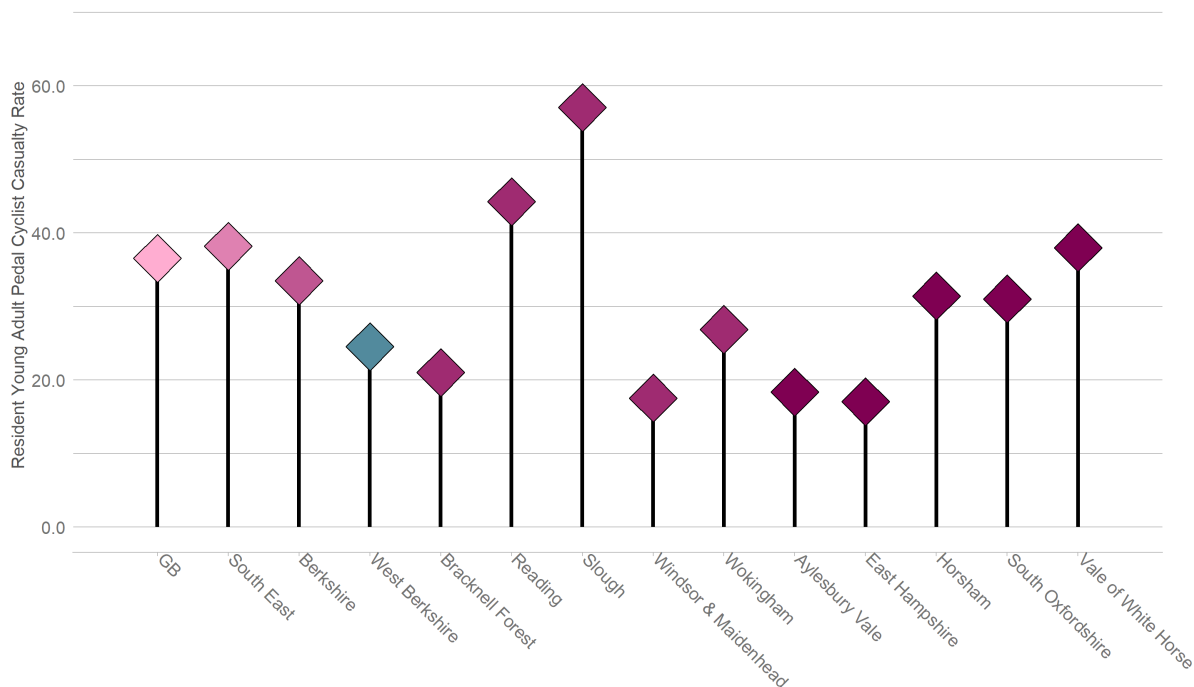


2.1.13 West Berkshire Resident Young Adult Pedal Cyclist Casualties

This section examines young adult pedal cyclist casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to section 4.1.1.

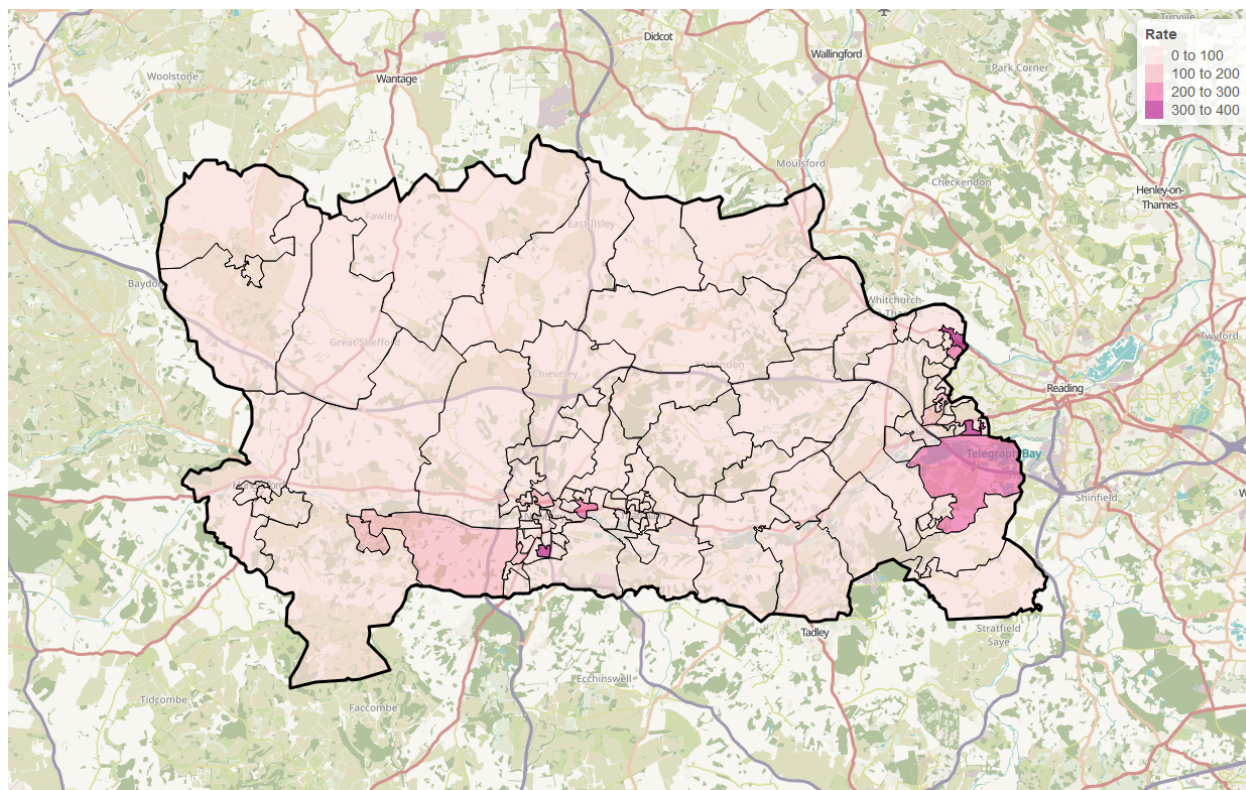
2.1.13.1 Rates Figure 70 shows the resident young adult pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 70: Annual average West Berkshire resident young adult pedal cyclist casualties per 100,000 population (2017-2021)



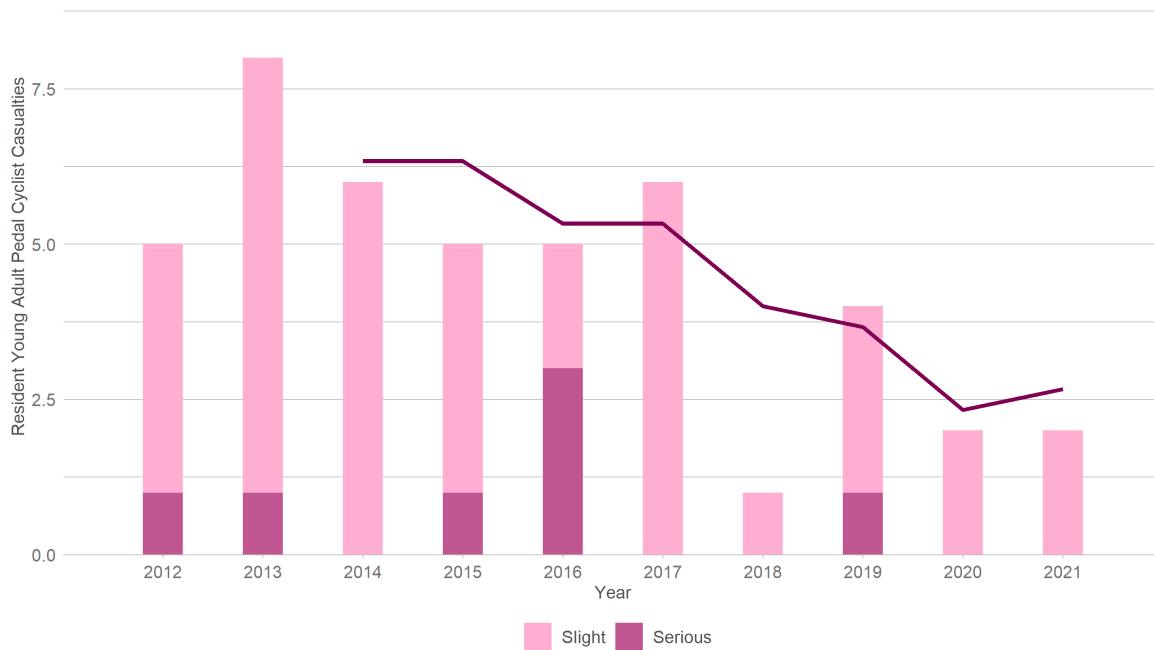
2.1.13.1.1 Residency by Small Area Figure 71 shows the home location of the West Berkshire's resident young adult pedal cyclist casualties by lower layer super output area (LSOA). The thematic map is coloured by resident young adult pedal cyclist casualties per year per young adult population of LSOA.

Figure 71: West Berkshire resident young adult pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.13.2 Trends Figure 72 shows West Berkshire's annual resident young adult pedal cyclist casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

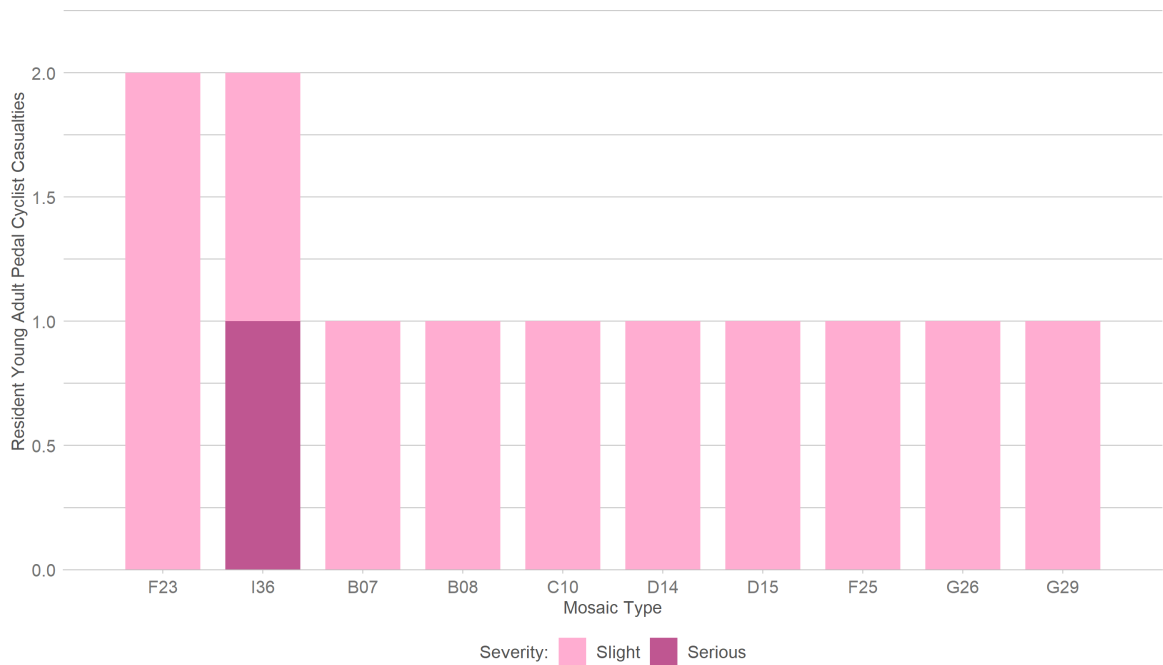
Figure 72: West Berkshire resident young adult pedal cyclist casualties, by year and severity (2012-2021)



2.1.13.3 Socio Demographic Analysis

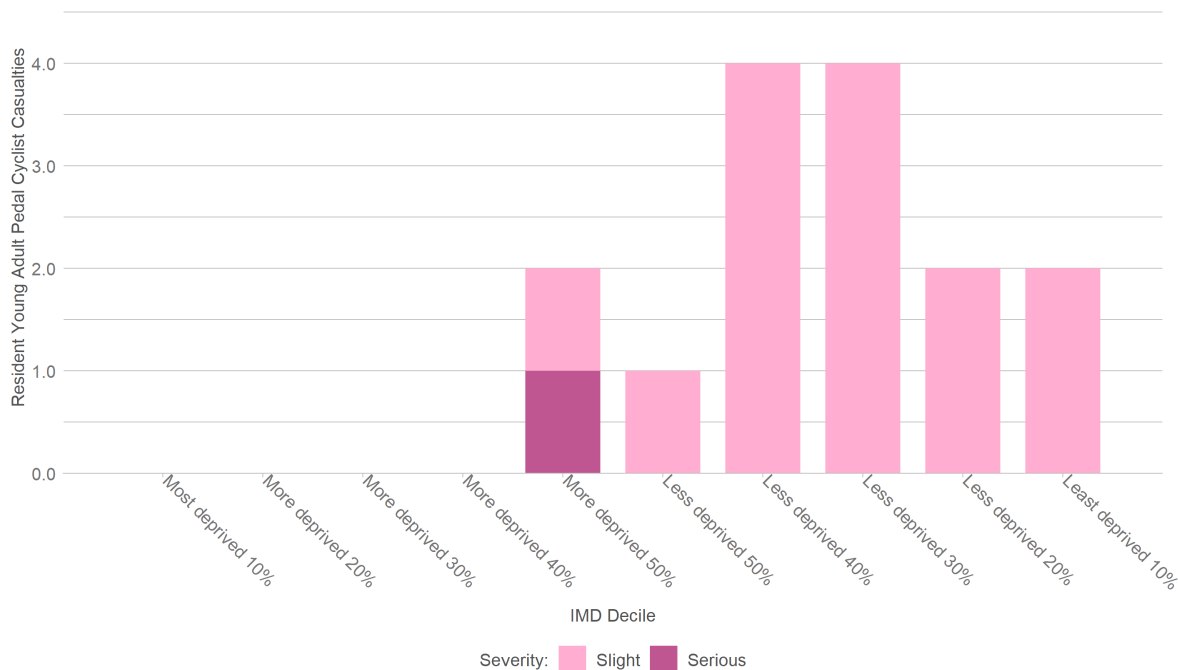
2.1.13.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident young adult pedal cyclist casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 73: West Berkshire resident young adult pedal cyclist casualties, by Mosaic Type (2017-2021)



2.1.13.3.2 Deprivation Figure 74 shows resident young adult pedal cyclist casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 74: West Berkshire resident young adult pedal cyclist casualties, by Index of Multiple Deprivation (2017-2021)

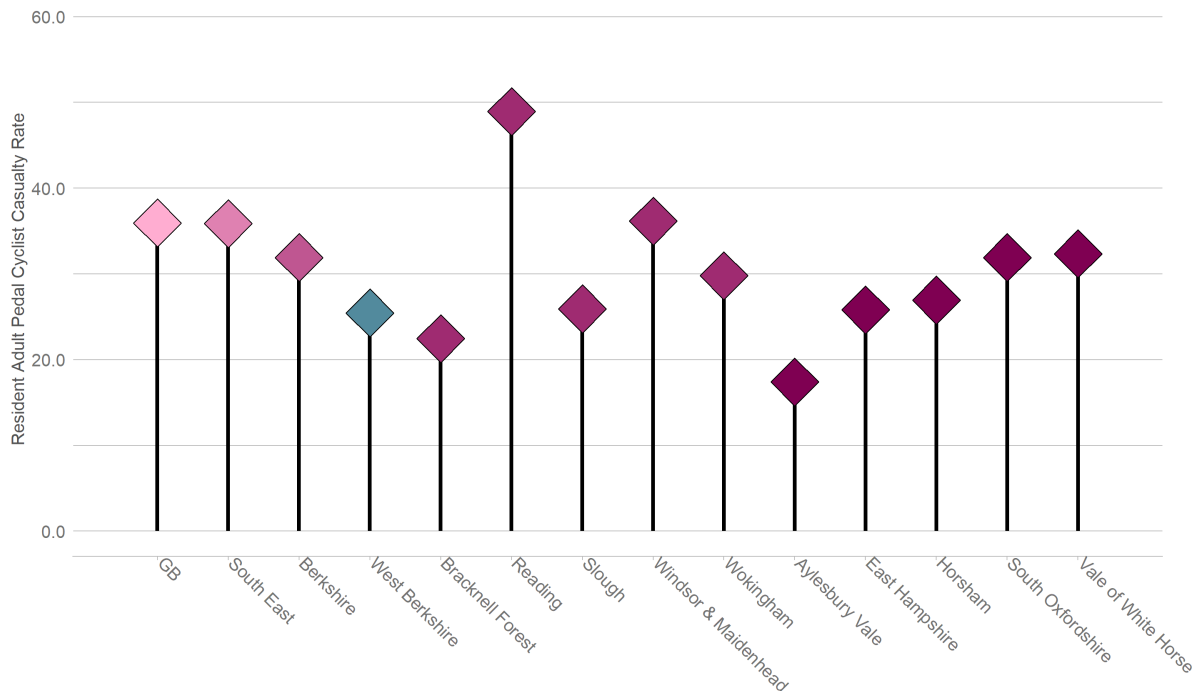


2.1.14 West Berkshire Resident Adult Pedal Cyclist Casualties

This section examines adult pedal cyclist casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1.

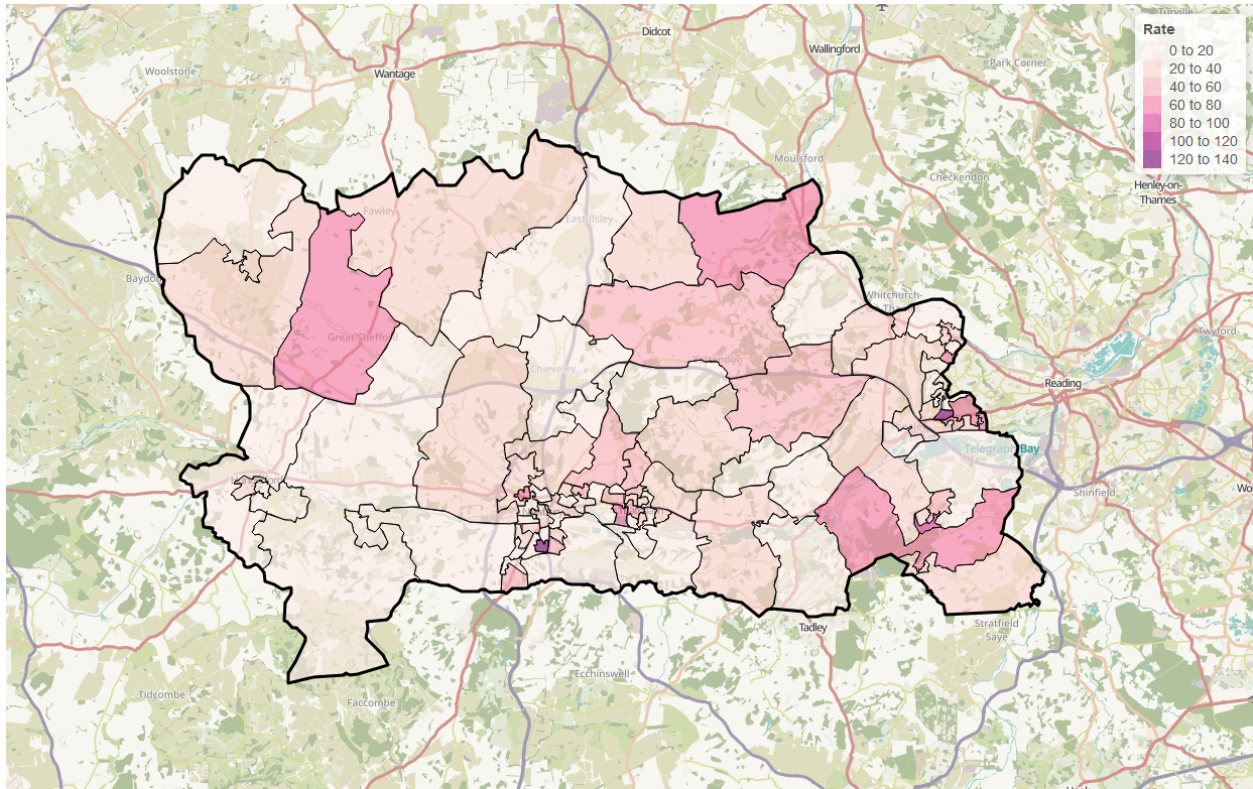
2.1.14.1 Rates Figure 75 shows the resident adult pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 75: Annual average West Berkshire resident adult pedal cyclist casualties per 100,000 population (2017-2021)



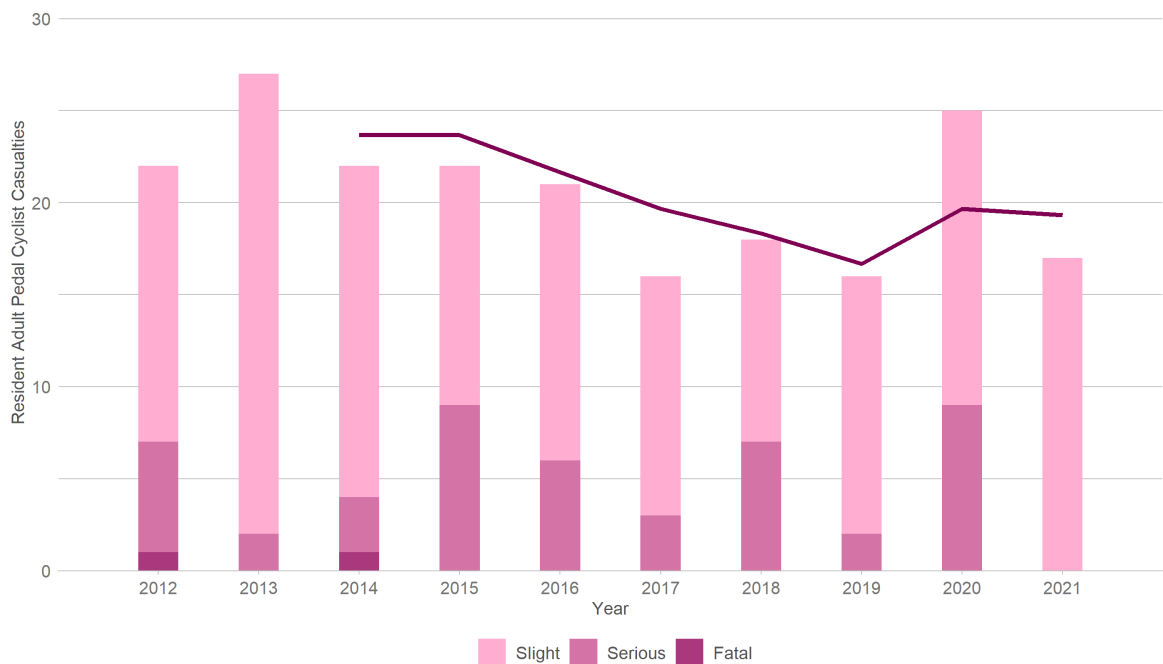
2.1.14.1.1 Residency by Small Area Figure 76 shows the home location of the West Berkshire’s resident adult pedal cyclist casualties by lower layer super output area (LSOA). The thematic map is coloured by resident adult pedal cyclist casualties per year per population of LSOA.

Figure 76: West Berkshire resident adult pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.14.2 Trends Figure 77 shows West Berkshire's annual resident adult pedal cyclist casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

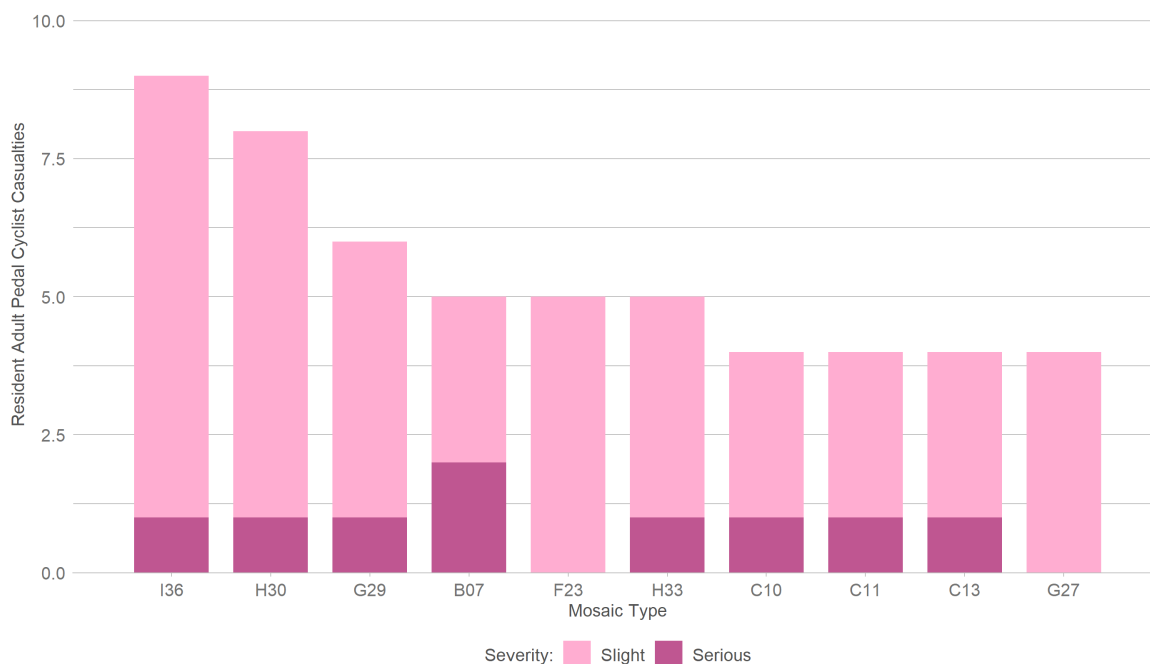
Figure 77: West Berkshire resident adult pedal cyclist casualties, by year and severity (2012-2021)



2.1.14.3 Socio Demographic Analysis

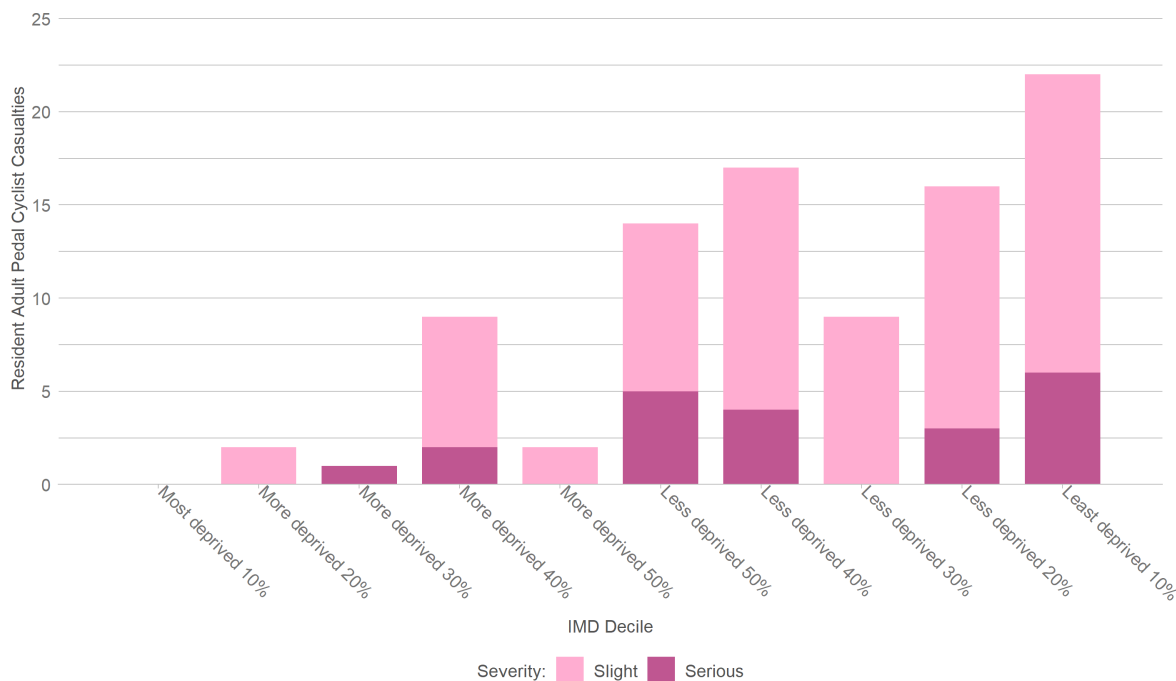
2.1.14.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident adult pedal cyclist casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 78: West Berkshire resident adult pedal cyclist casualties, by Mosaic Type (2017-2021)



2.1.14.3.2 Deprivation Figure 79 shows resident adult pedal cyclist casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 79: West Berkshire resident adult pedal cyclist casualties, by Index of Multiple Deprivation (2017-2021)

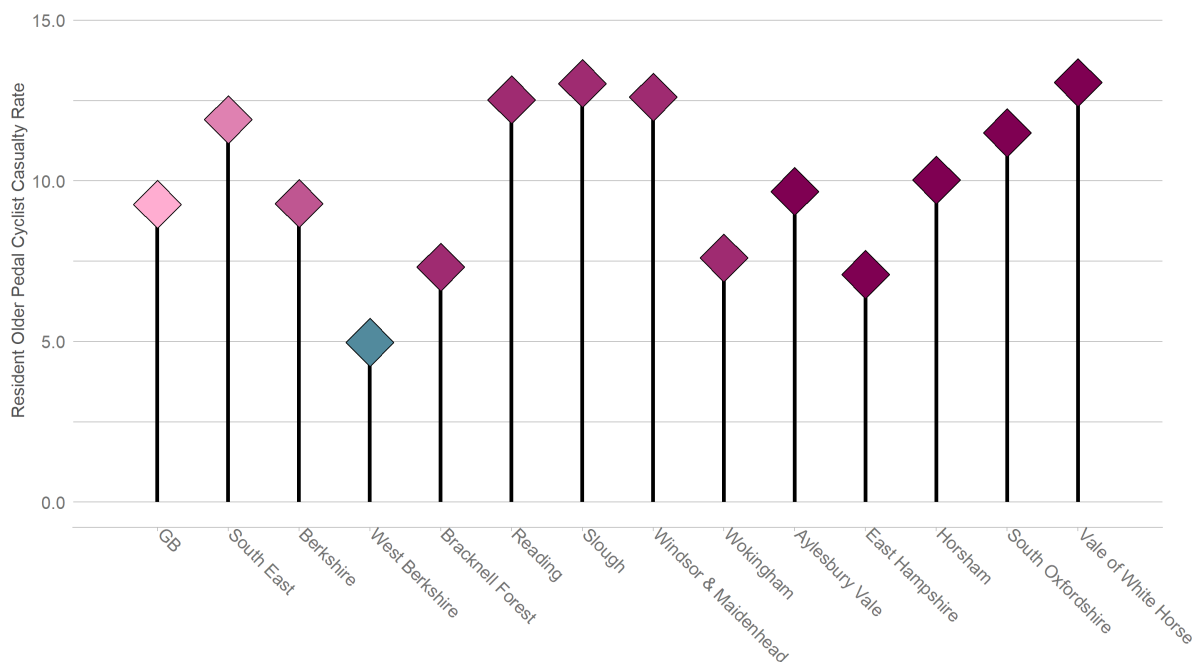


2.1.15 West Berkshire Resident Older Pedal Cyclist Casualties

This section examines older pedal cyclist casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1.

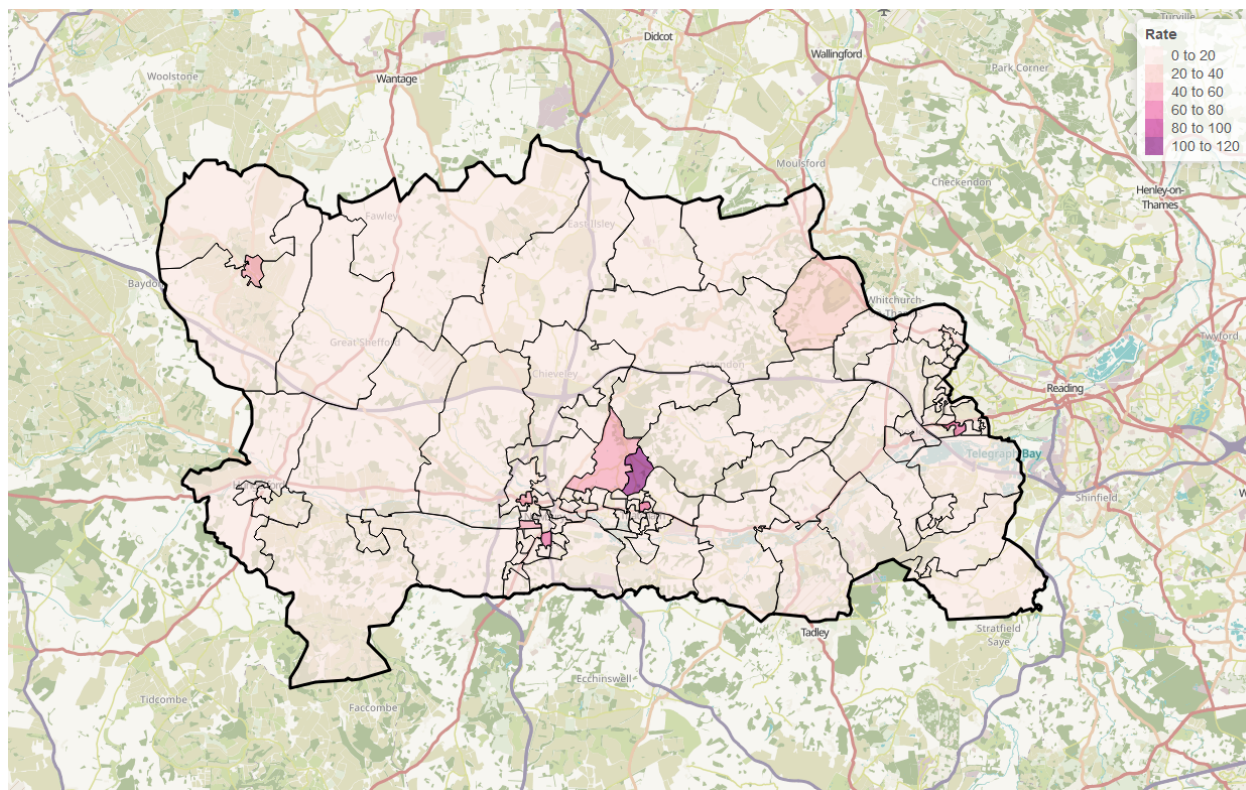
2.1.15.1 Rates Figure 80 shows the resident older pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 80: Annual average West Berkshire resident older pedal cyclist casualties per 100,000 population (2017-2021)



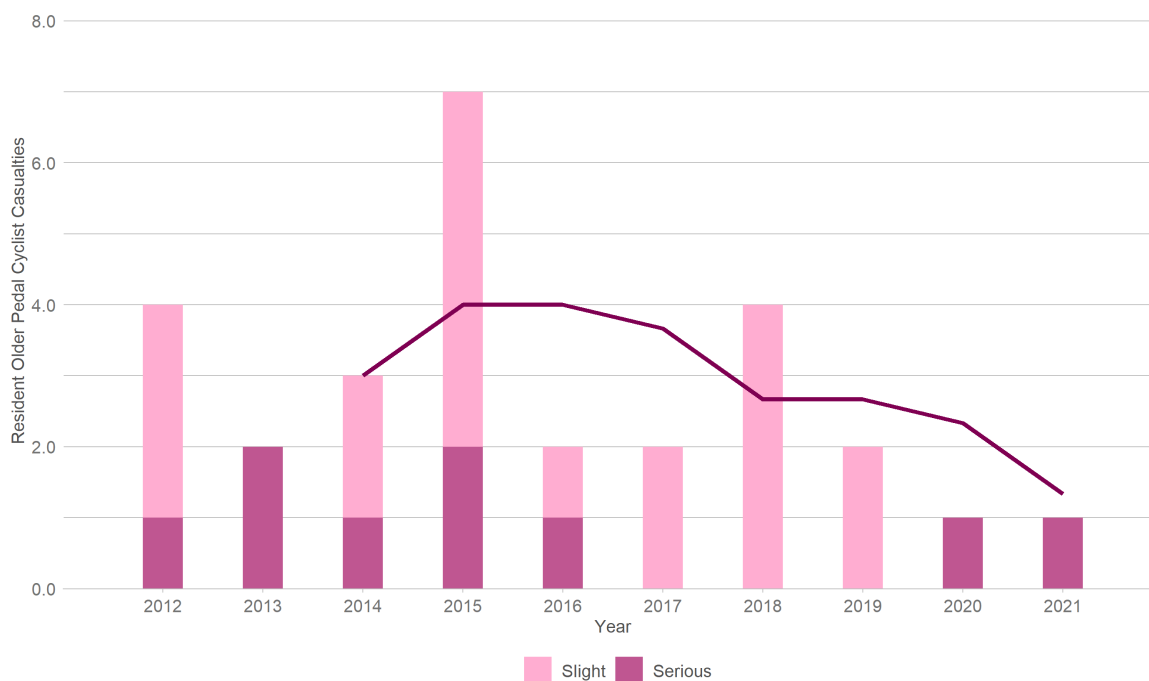
2.1.15.1.1 Residency by Small Area Figure 81 shows the home location of the West Berkshire's resident older pedal cyclist casualties by lower layer super output area (LSOA). The thematic map is coloured by resident older pedal cyclist casualties per year per older population of LSOA.

Figure 81: West Berkshire resident older pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



2.1.15.2 Trends Figure 82 shows West Berkshire's annual resident older pedal cyclist casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

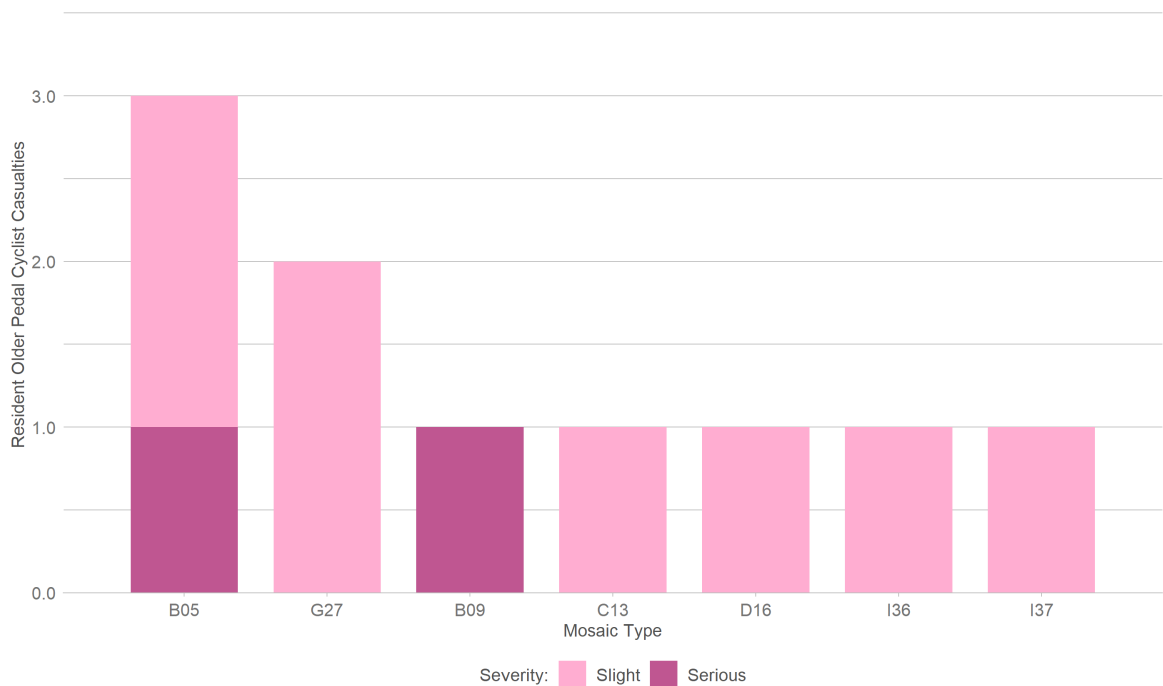
Figure 82: West Berkshire resident older pedal cyclist casualties, by year and severity (2012-2021)



2.1.15.3 Socio Demographic Analysis

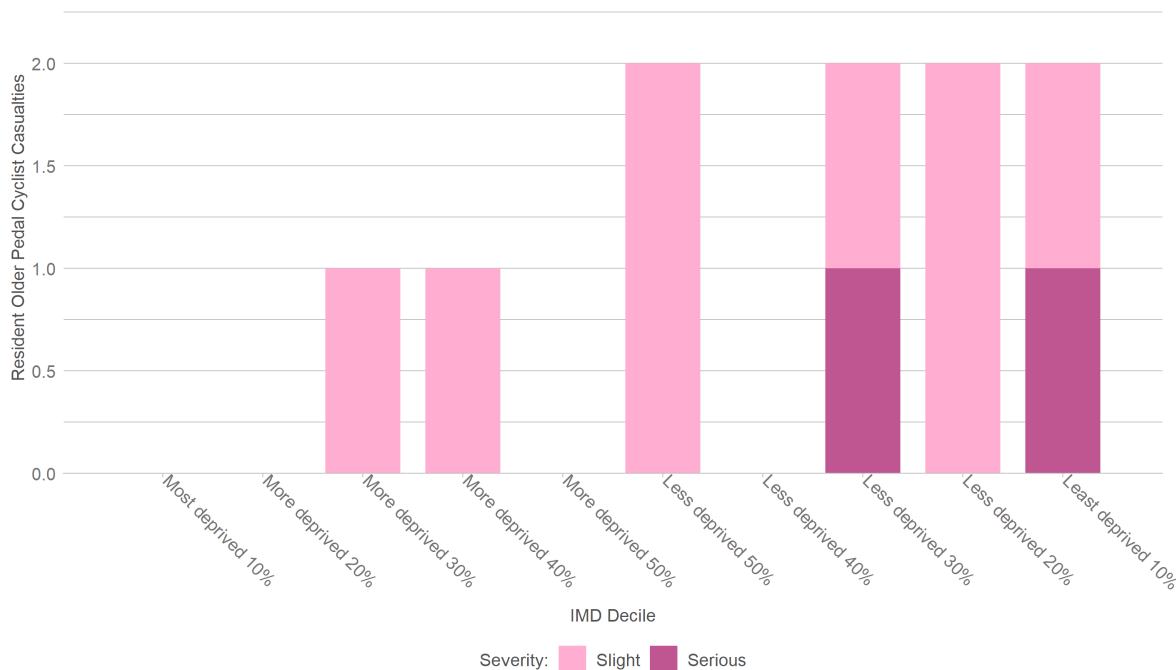
2.1.15.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident older pedal cyclist casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 83: West Berkshire resident older pedal cyclist casualties, by Mosaic Type (2017-2021)



2.1.15.3.2 Deprivation Figure 84 shows resident older pedal cyclist casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 84: West Berkshire resident older pedal cyclist casualties, by Index of Multiple Deprivation (2017-2021)



2.2 West Berkshire Resident Drivers Involved in Collisions

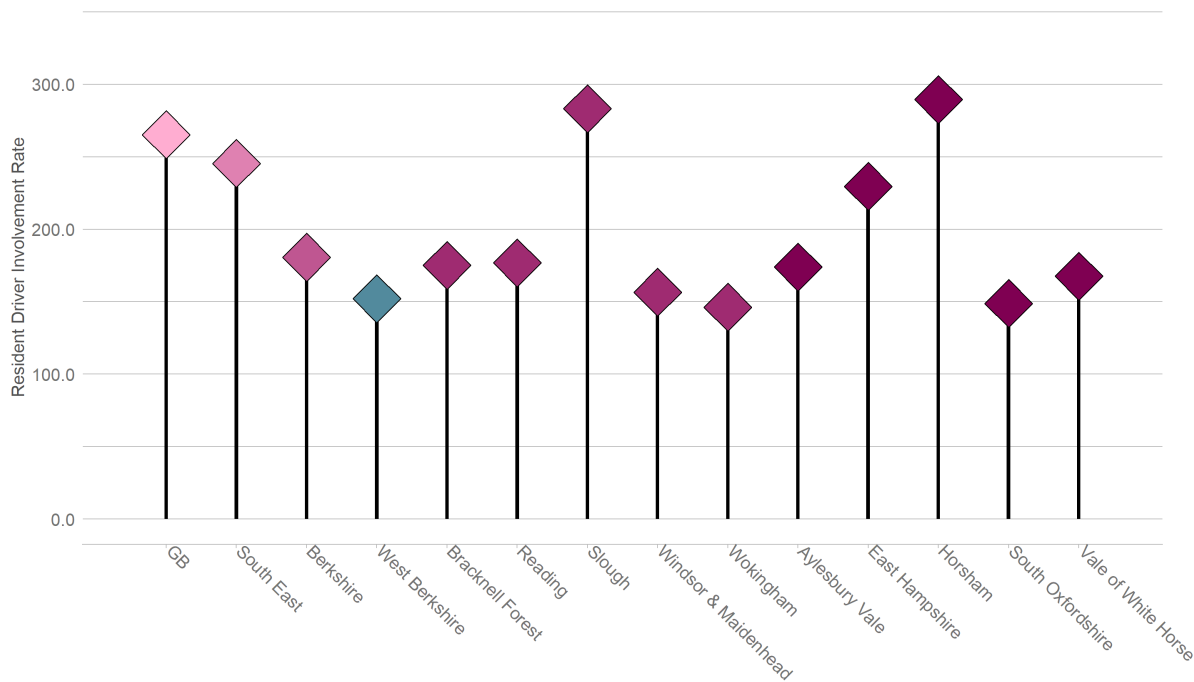
This section refers to all drivers of motor vehicles and motorcycles involved in collisions and who are residents of West Berkshire.

2.2.1 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.

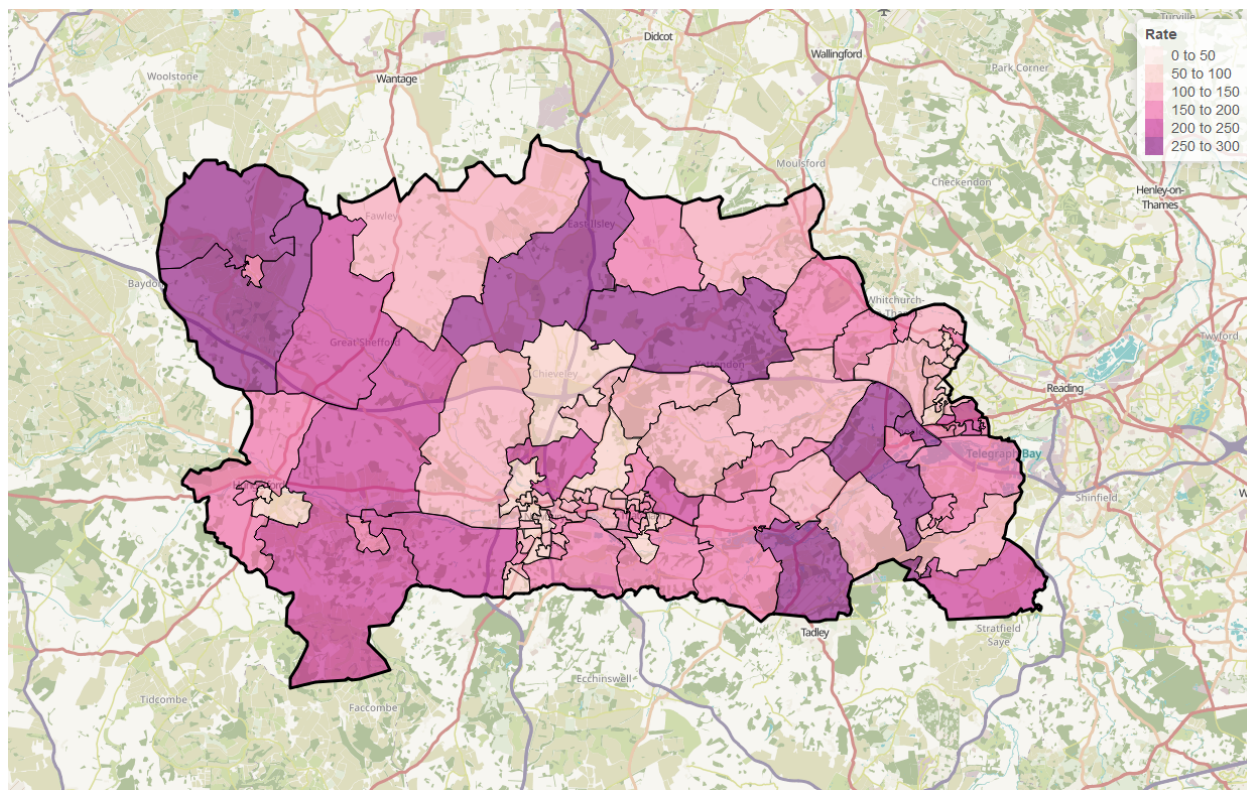
2.2.1.1 Rates Figure 85 shows the resident driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 85: Annual average West Berkshire resident involved drivers per 100,000 population (2017-2021)



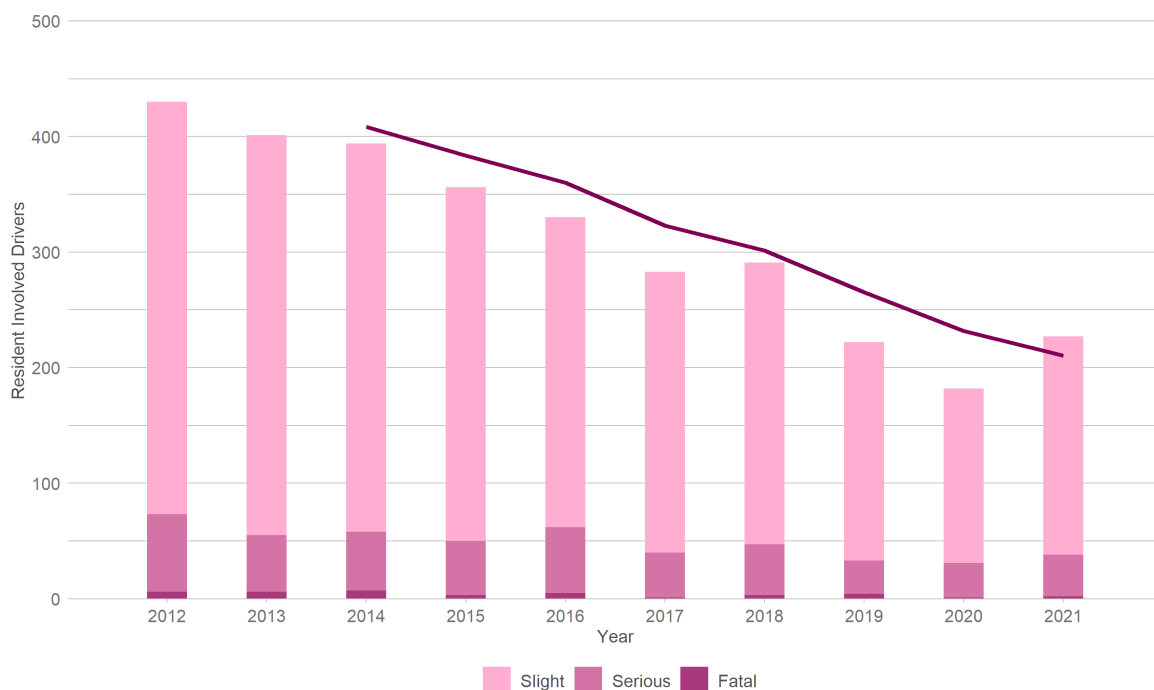
2.2.1.1.1 Residency by Small Area Figure 86 shows the home location of the West Berkshire’s collision involved resident drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved drivers per year per population of LSOA.

Figure 86: West Berkshire resident involved drivers home location by LSOA, involved drivers per year per 100,000 population (2017-2021)



2.2.1.2 Trends Figure 87 shows West Berkshire's annual collision involved resident driver numbers since 2012, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Figure 87: West Berkshire resident involved drivers, by year and severity (2012-2021)



2.2.1.3 Socio Demographic Analysis

2.2.1.3.1 Age Figure 88 shows the numbers of resident involved drivers by four specified age groups.

It is more informative to consider Figure 89 which shows resident involved driver numbers by age group indexed by the population of those age groups in West Berkshire. There is also a national index value for comparison.

Figure 88: West Berkshire resident involved drivers, by age group (2017-2021)

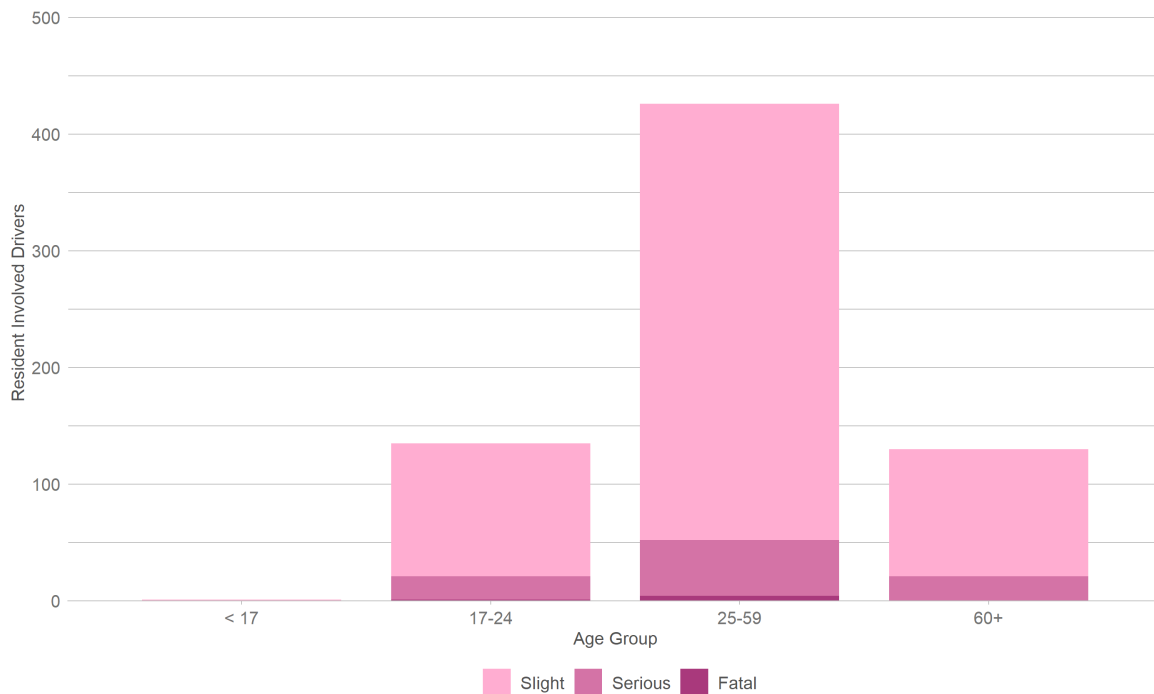


Figure 89: West Berkshire resident involved drivers, by age group and indexed by population (2017-2021)

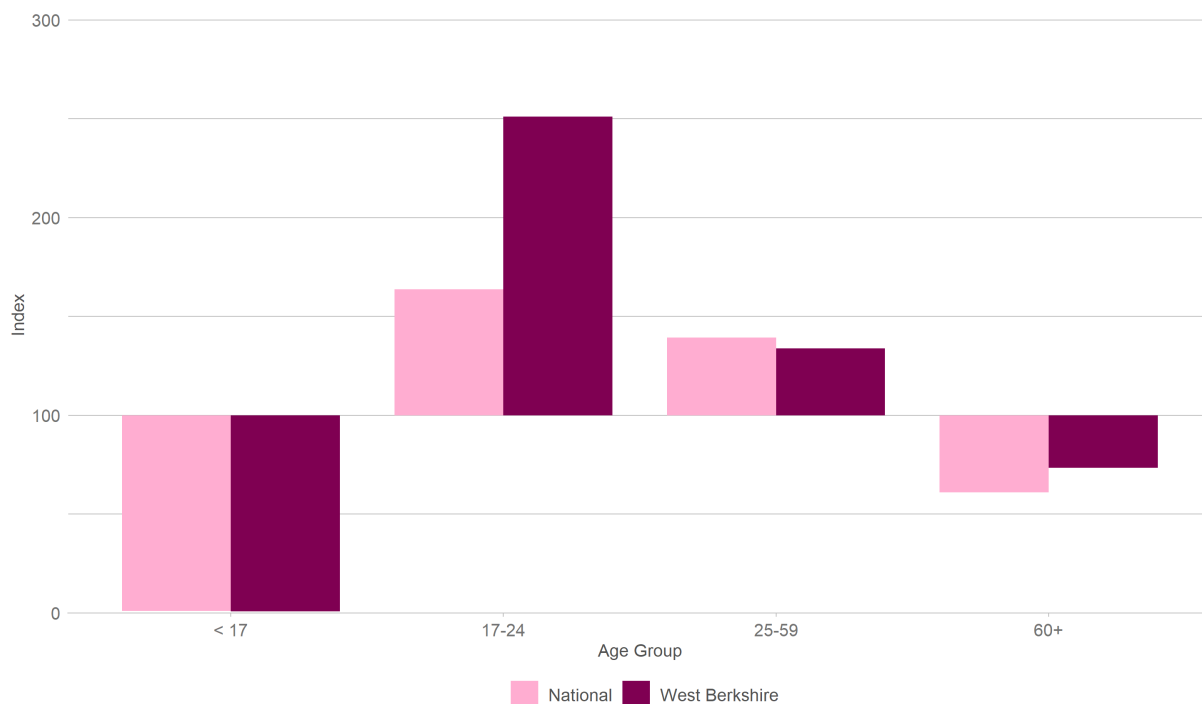
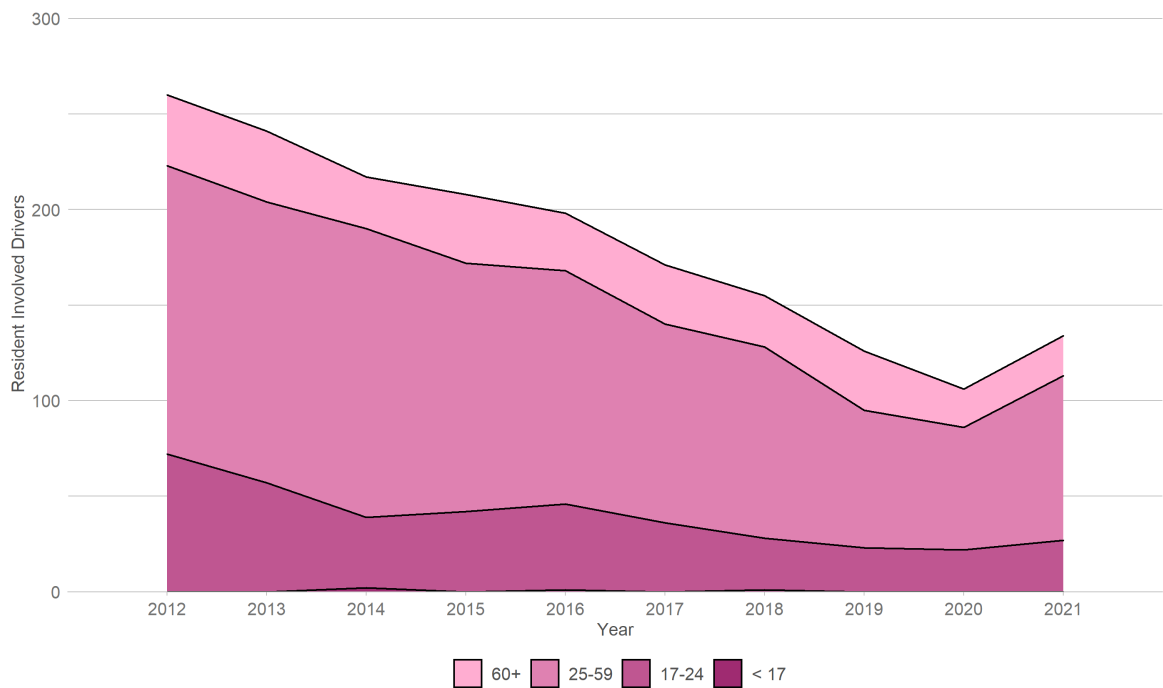


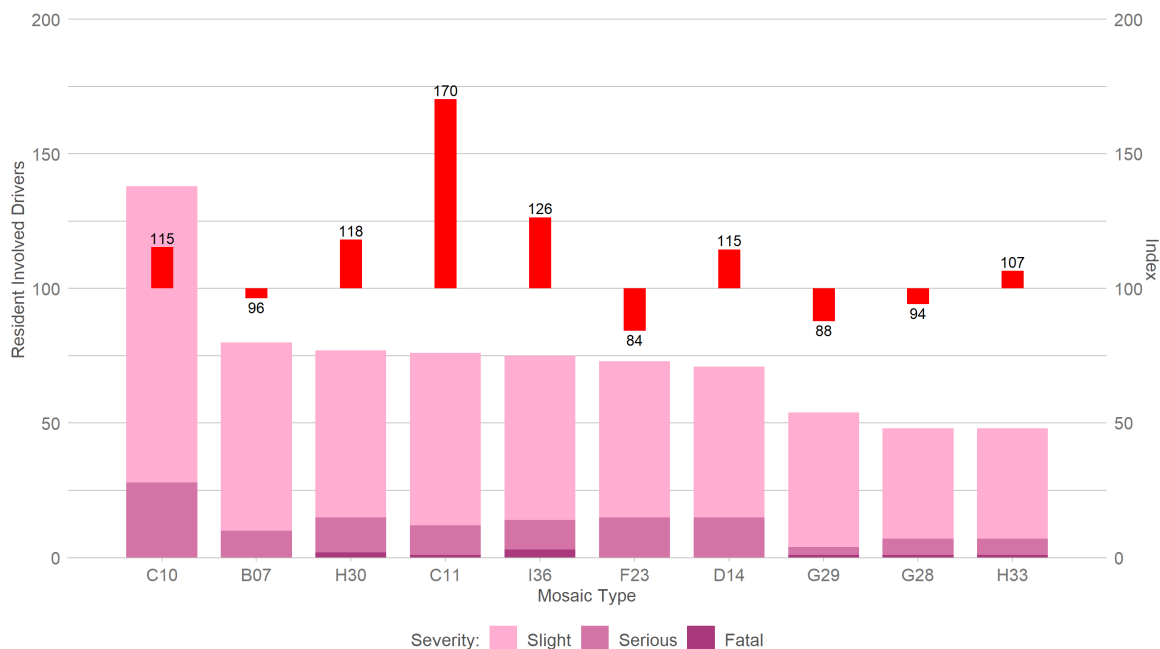
Figure 90 illustrates the overall trend for the four age groups over the last ten years.

Figure 90: West Berkshire resident involved drivers trend by age group (2012-2021)



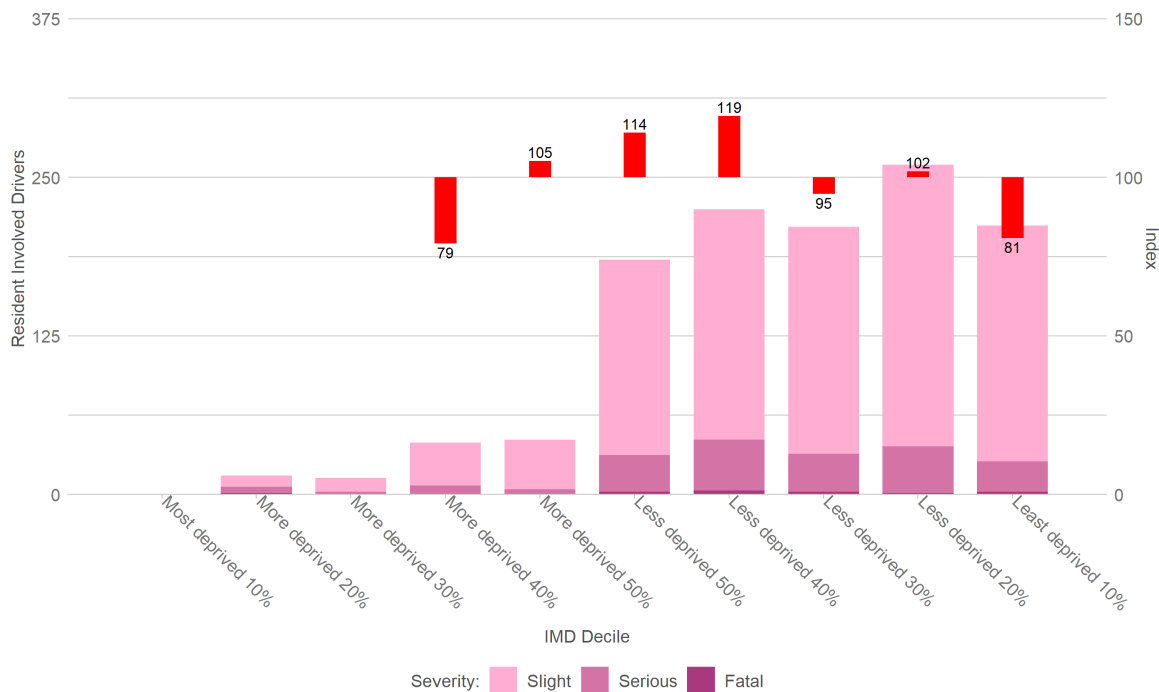
2.2.1.3.2 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident drivers live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 91: West Berkshire resident involved drivers, by Mosaic Type (2017-2021)



2.2.1.3.3 Deprivation Figure 92 shows resident involved drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

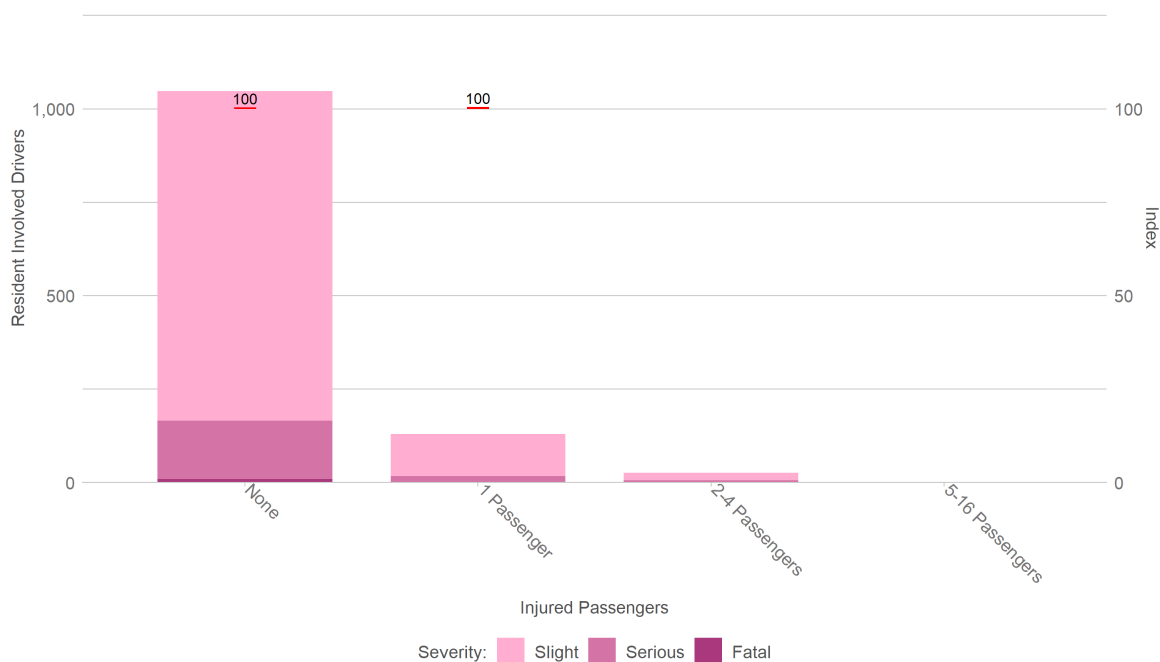
Figure 92: West Berkshire resident involved drivers, by Index of Multiple Deprivation (2017-2021)



2.2.2 Related Casualties

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

Figure 93: Injured passengers in West Berkshire's resident involved drivers vehicles, compared to all drivers (2017-2021)

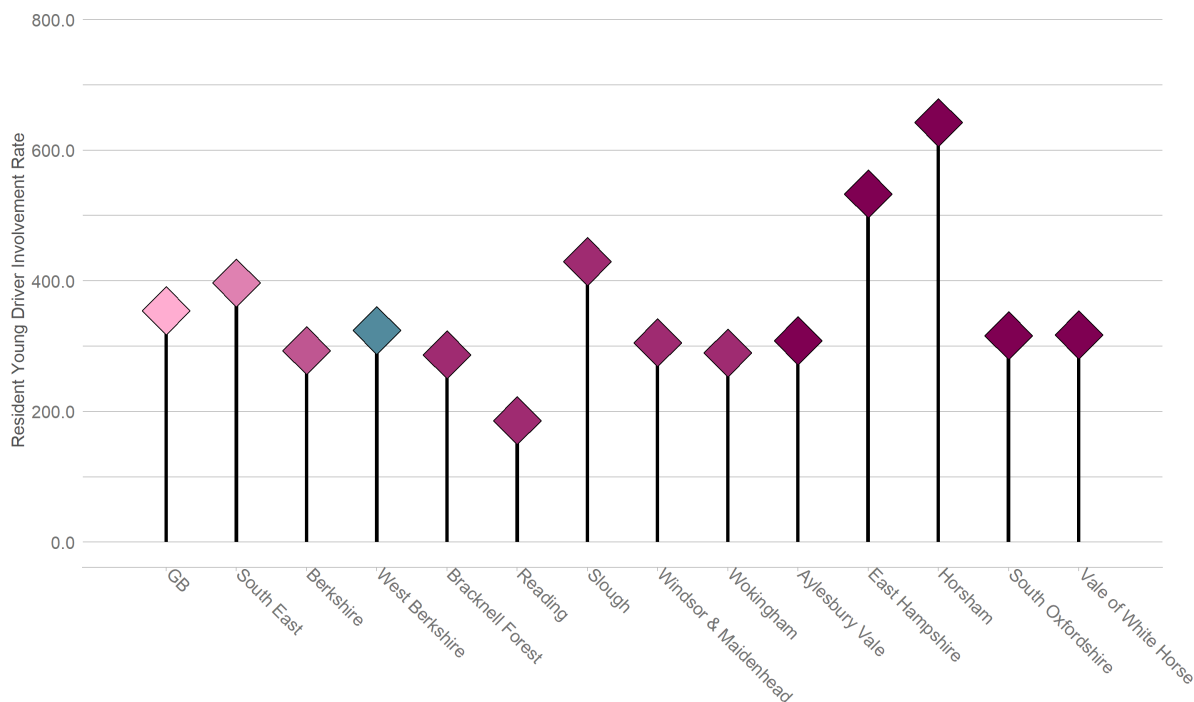


2.2.3 Resident Young Driver Involvement (aged 17 to 24)

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

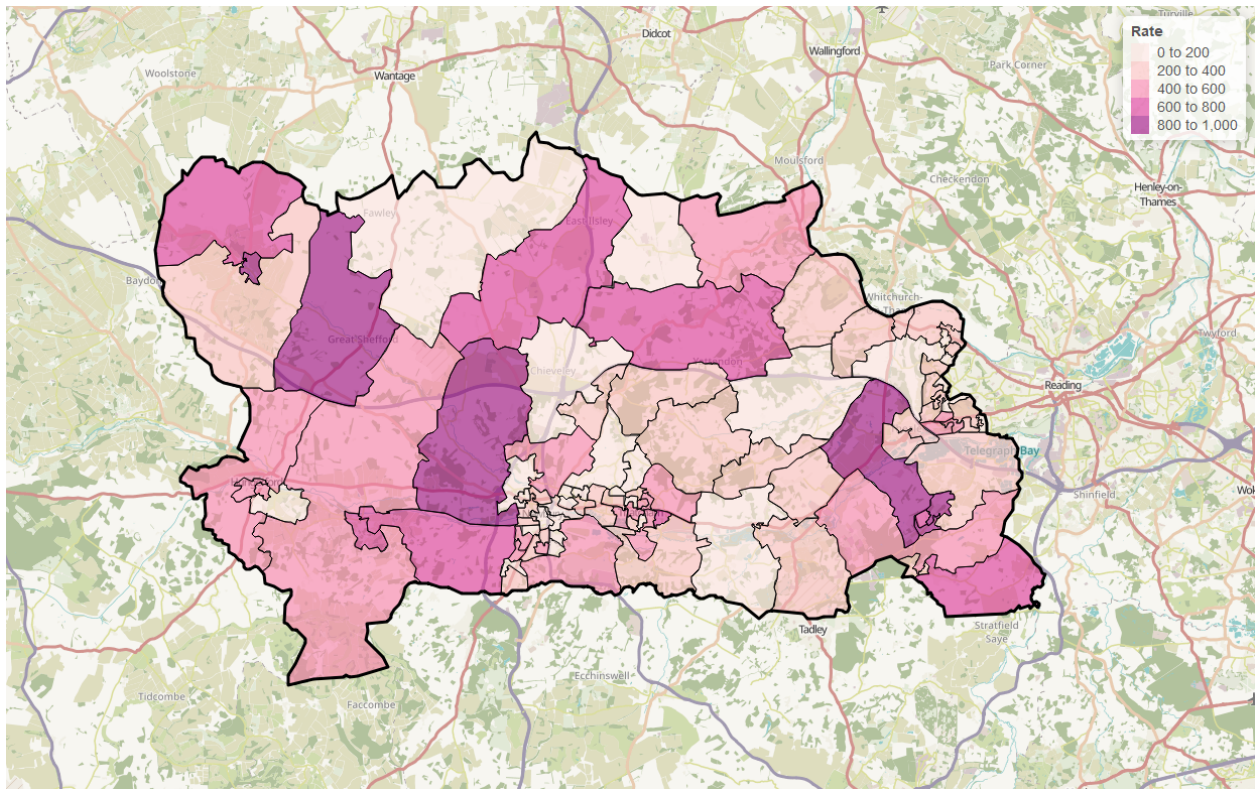
2.2.3.1 Rates Figure 94 shows the resident young driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 94: Annual average West Berkshire resident young involved drivers per 100,000 population (2017-2021)



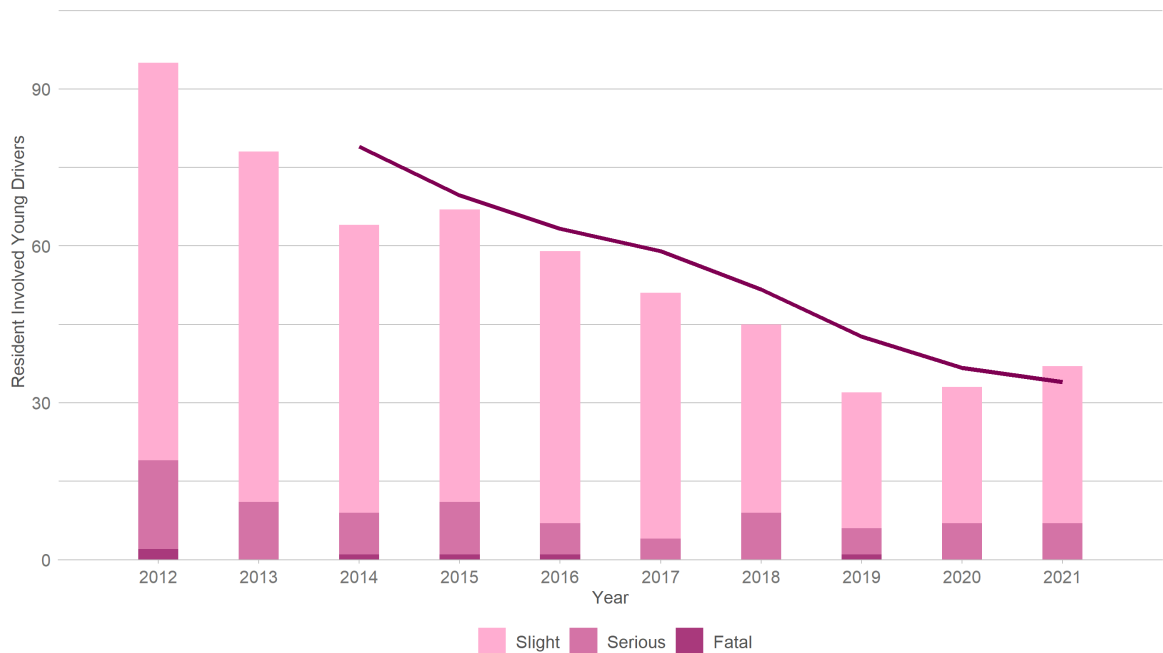
2.2.3.1.1 Residency by Small Area Figure 95 shows the home location of the West Berkshire’s collision involved resident young drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved young drivers per year per young adult population of LSOA.

Figure 95: West Berkshire resident young involved drivers home location by LSOA, young involved drivers per year per 100,000 population (2017-2021)



2.2.3.2 Trends Figure 96 shows West Berkshire’s annual collision involved resident young driver numbers since 2012, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

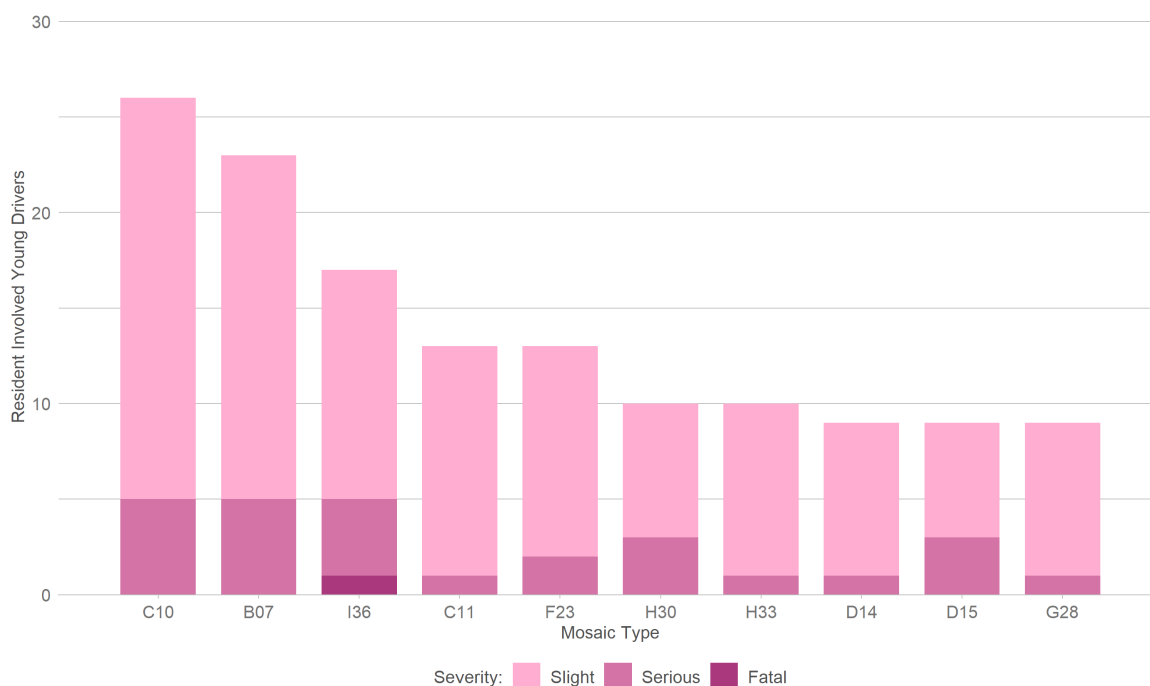
Figure 96: West Berkshire resident young involved drivers, by year and severity (2012-2021)



2.2.3.3 Socio Demographic Analysis

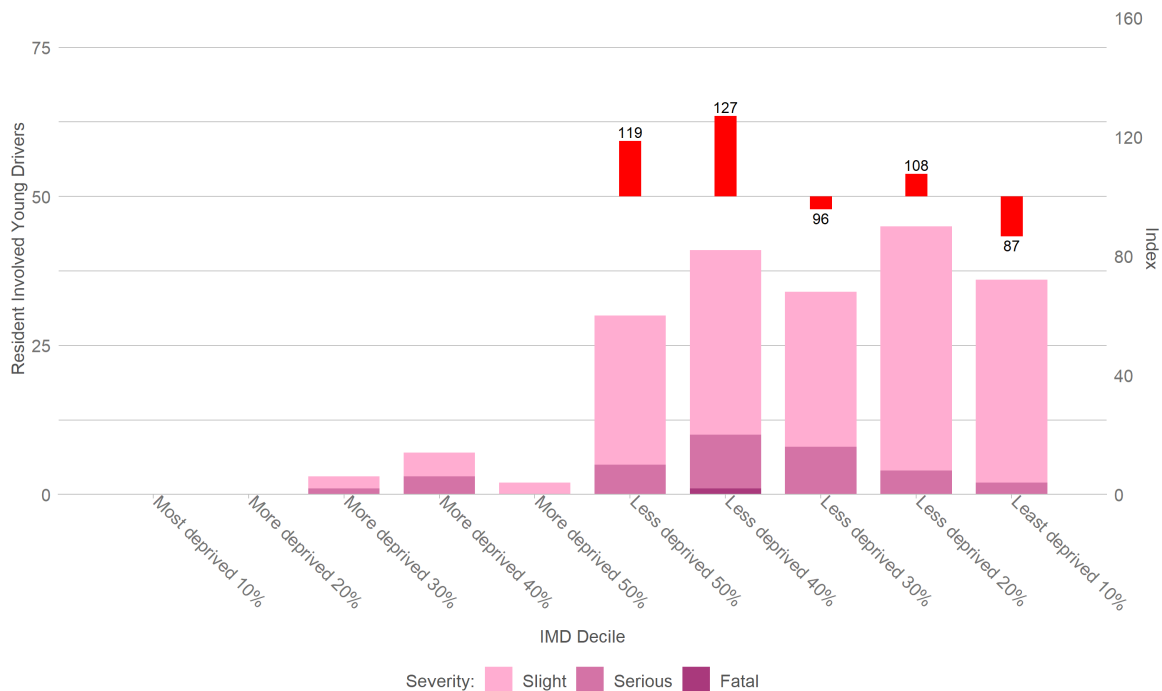
2.2.3.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident young drivers live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 97: West Berkshire resident young involved drivers, by Mosaic Type (2017-2021)



2.2.3.3.2 Deprivation Figure 98 shows resident involved young drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

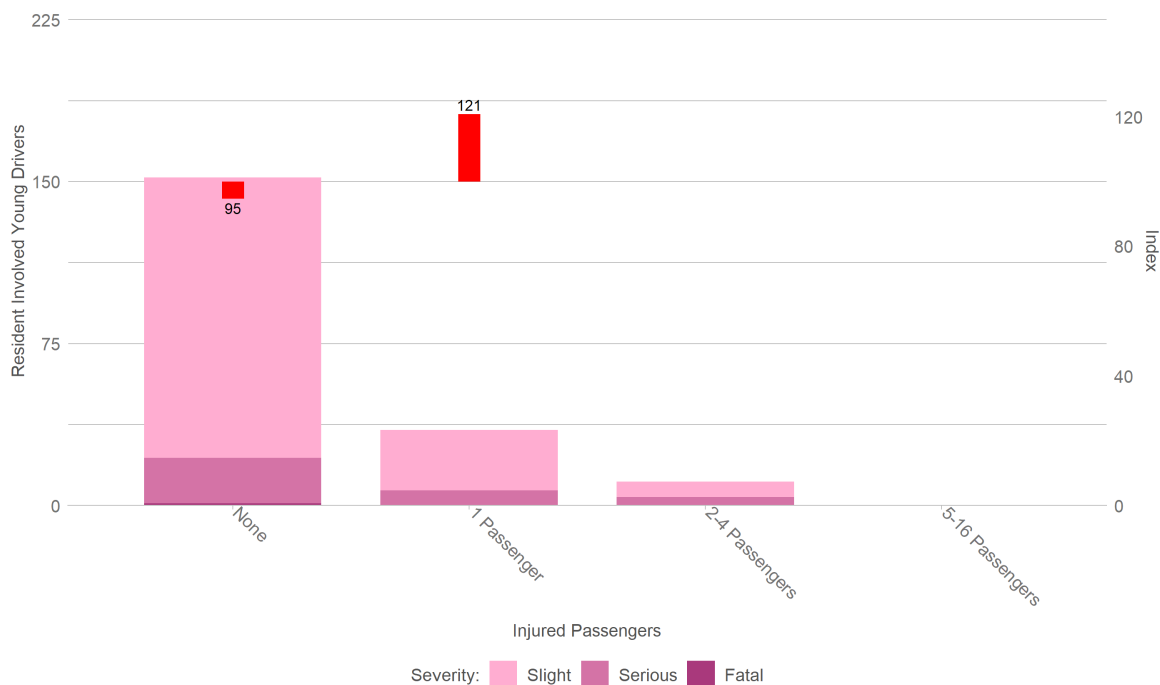
Figure 98: West Berkshire resident young involved drivers, by Index of Multiple Deprivation (2017-2021)



2.2.4 Related Casualties

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

Figure 99: Injured passengers in West Berkshire's resident involved young drivers vehicles, compared to all young drivers (2017-2021)

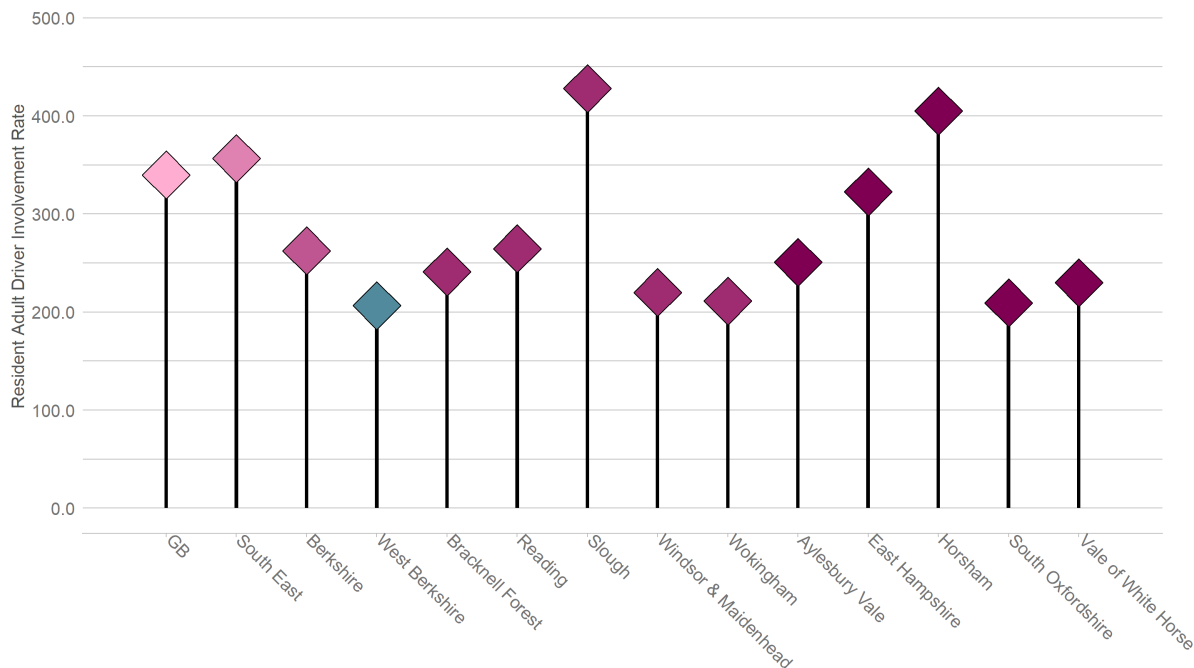


2.2.5 Resident Adult Driver Involvement

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

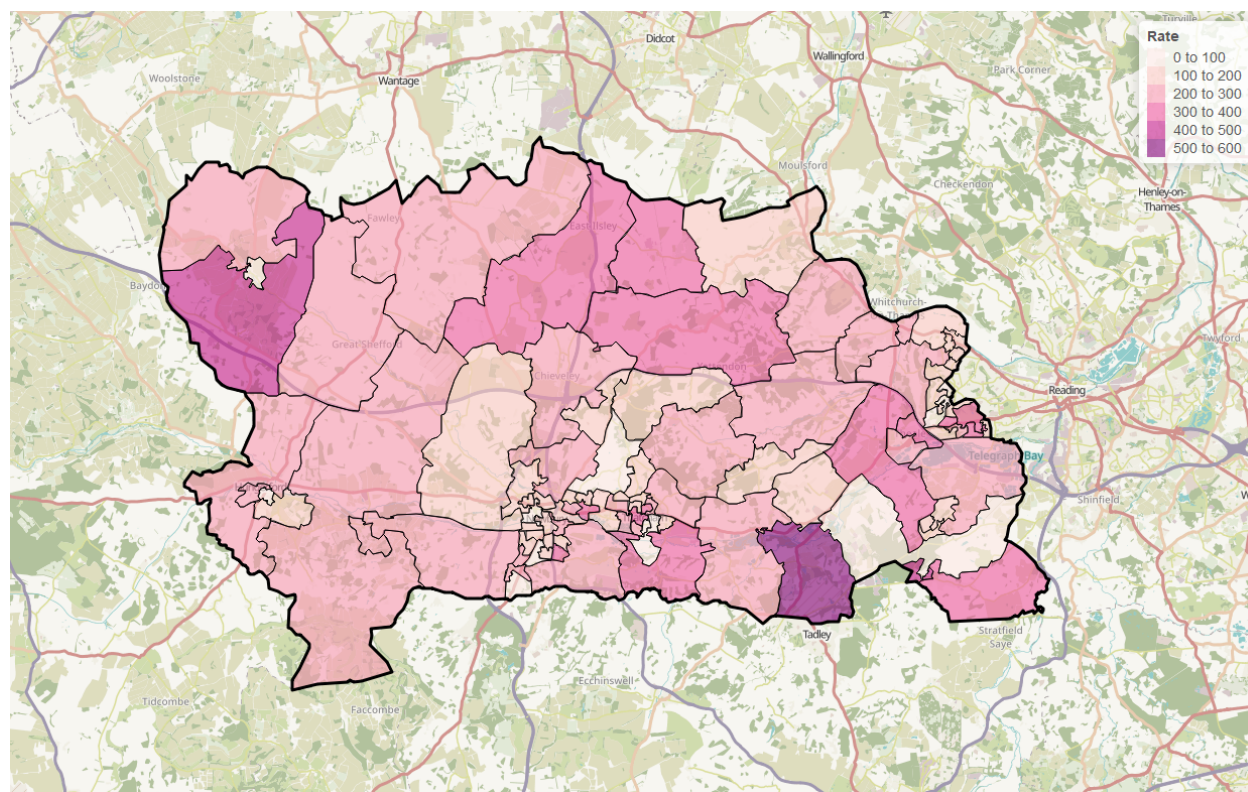
2.2.5.1 Rates Figure 100 shows the resident adult driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 100: Annual average West Berkshire resident adult involved drivers per 100,000 population (2017-2021)



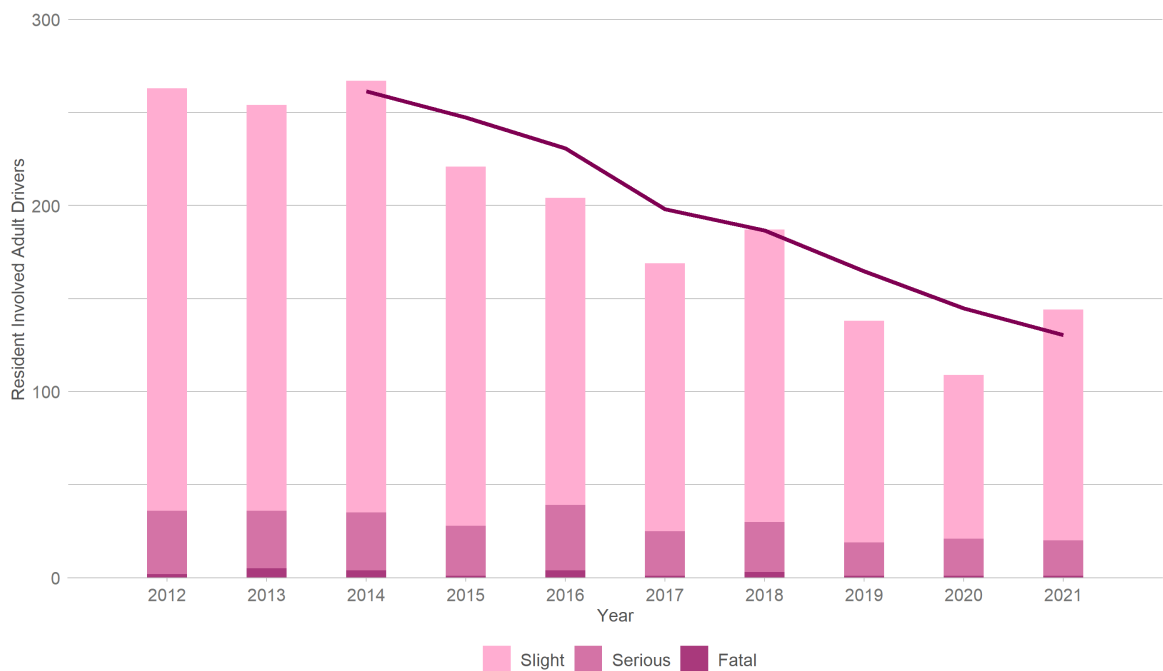
2.2.5.1.1 Residency by Small Area Figure 101 shows the home location of the West Berkshire’s collision involved resident adult drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved adult drivers per year per adult population of LSOA.

Figure 101: West Berkshire resident adult involved drivers home location by LSOA, adult involved drivers per year per 100,000 population (2017-2021)



2.2.5.2 Trends Figure 102 shows West Berkshire's annual collision involved resident adult driver numbers since 2012, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

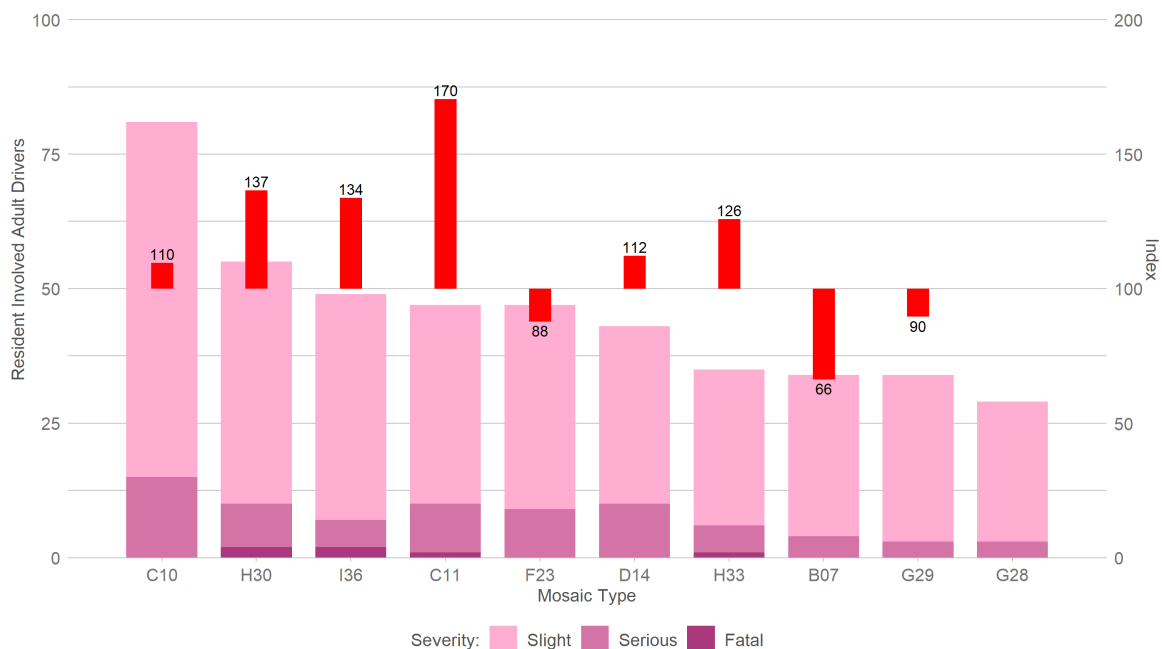
Figure 102: West Berkshire resident adult involved drivers, by year and severity (2012-2021)



2.2.5.3 Socio Demographic Analysis

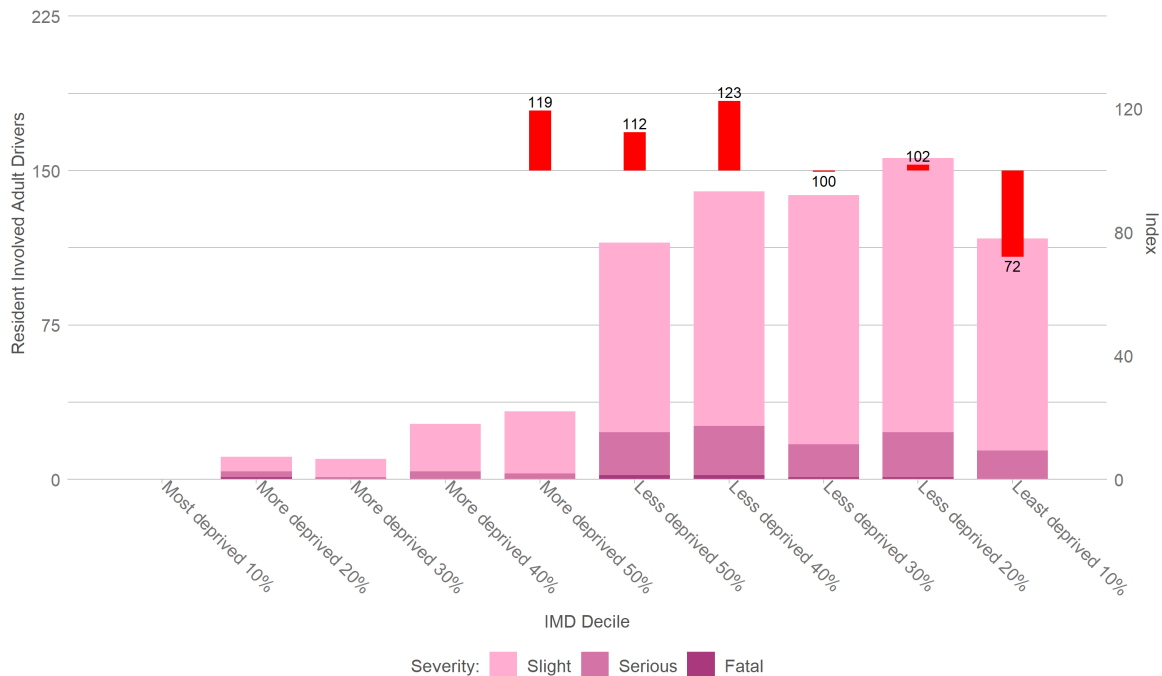
2.2.5.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident adult drivers live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 103: West Berkshire resident adult involved drivers, by Mosaic Type (2017-2021)



2.2.5.3.2 Deprivation Figure 104 shows resident involved adult drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

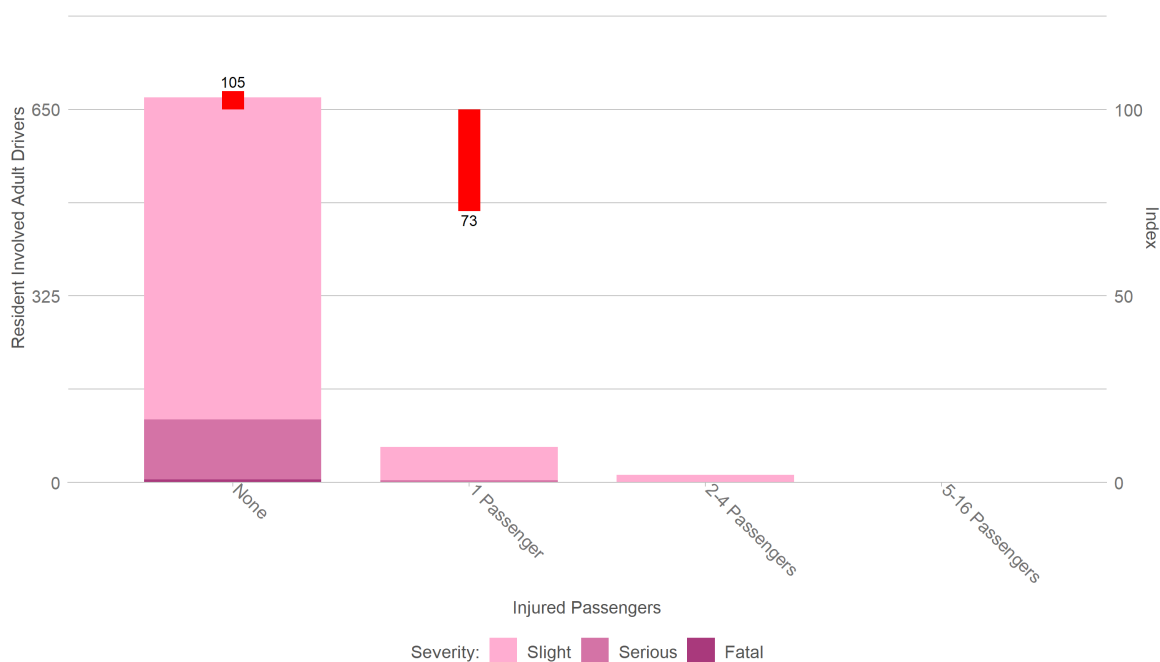
Figure 104: West Berkshire resident adult involved drivers, by Index of Multiple Deprivation (2017-2021)



2.2.6 Related Casualties

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

Figure 105: Injured passengers in West Berkshire's resident involved adult drivers vehicles, compared to all adult drivers (2017-2021)

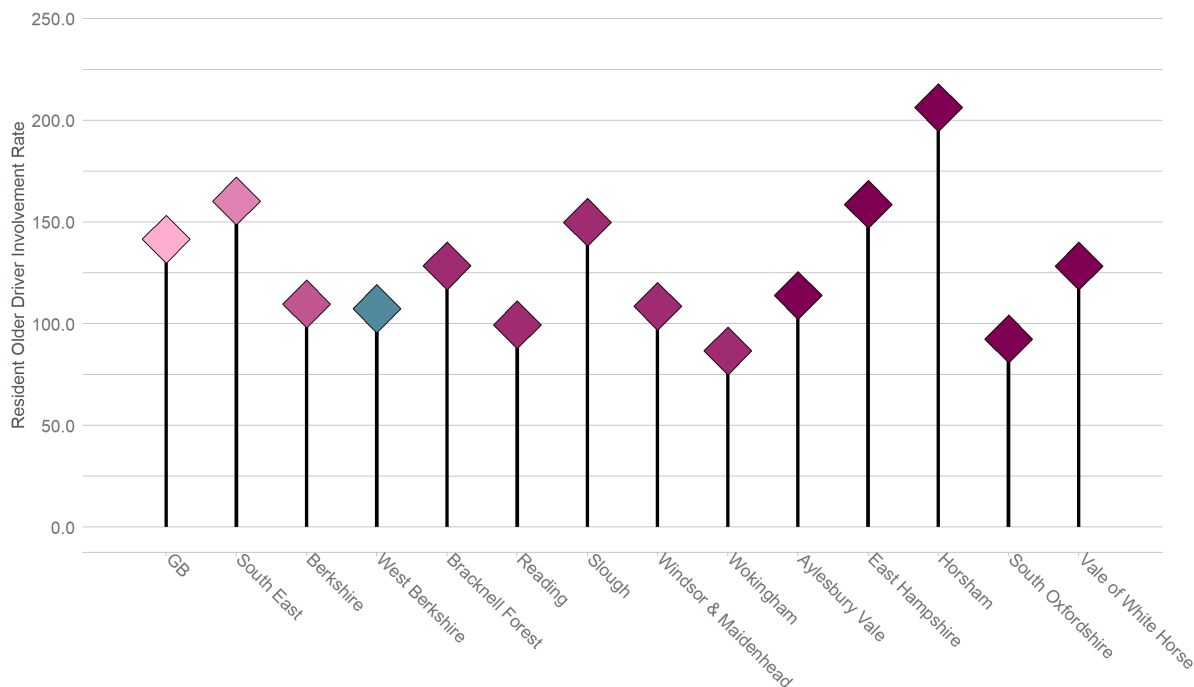


2.2.7 Resident Older Driver Involvement

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

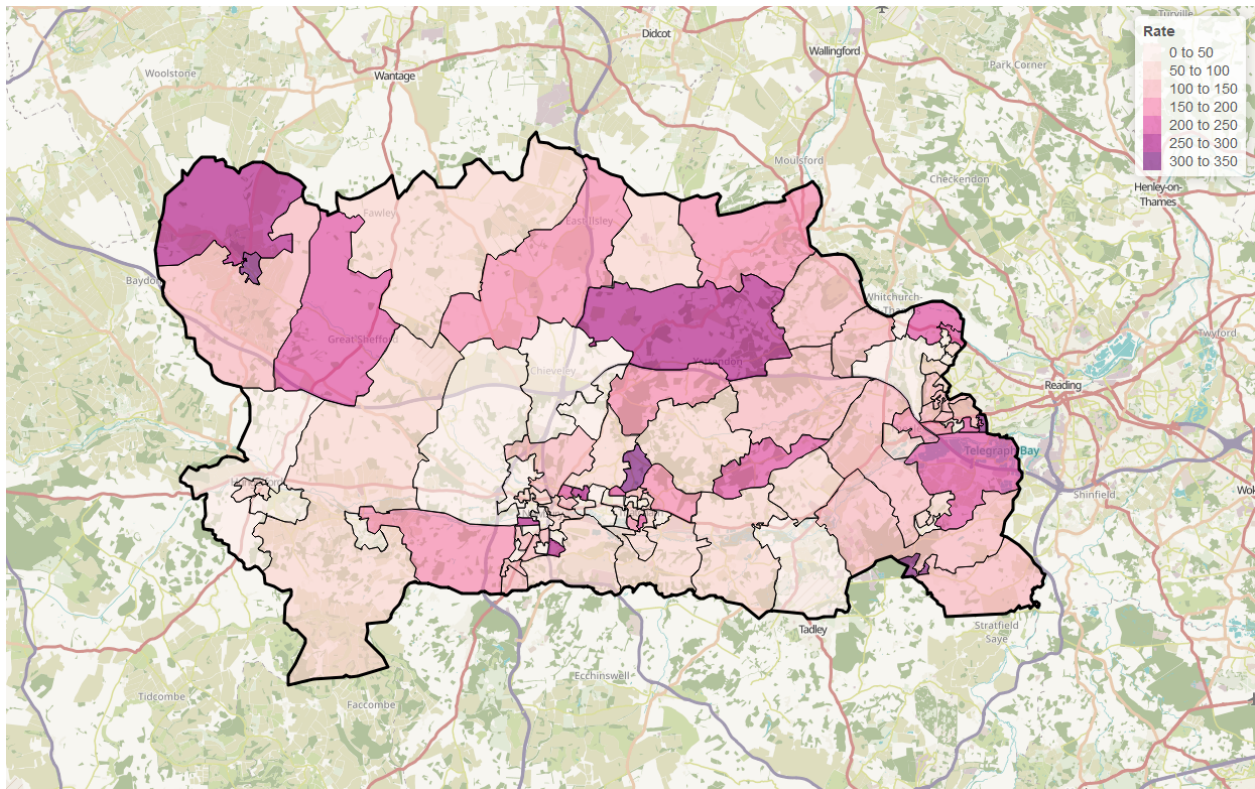
2.2.7.1 Rates Figure 106 shows the resident older driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 106: Annual average West Berkshire resident involved older drivers per 100,000 population (2017-2021)



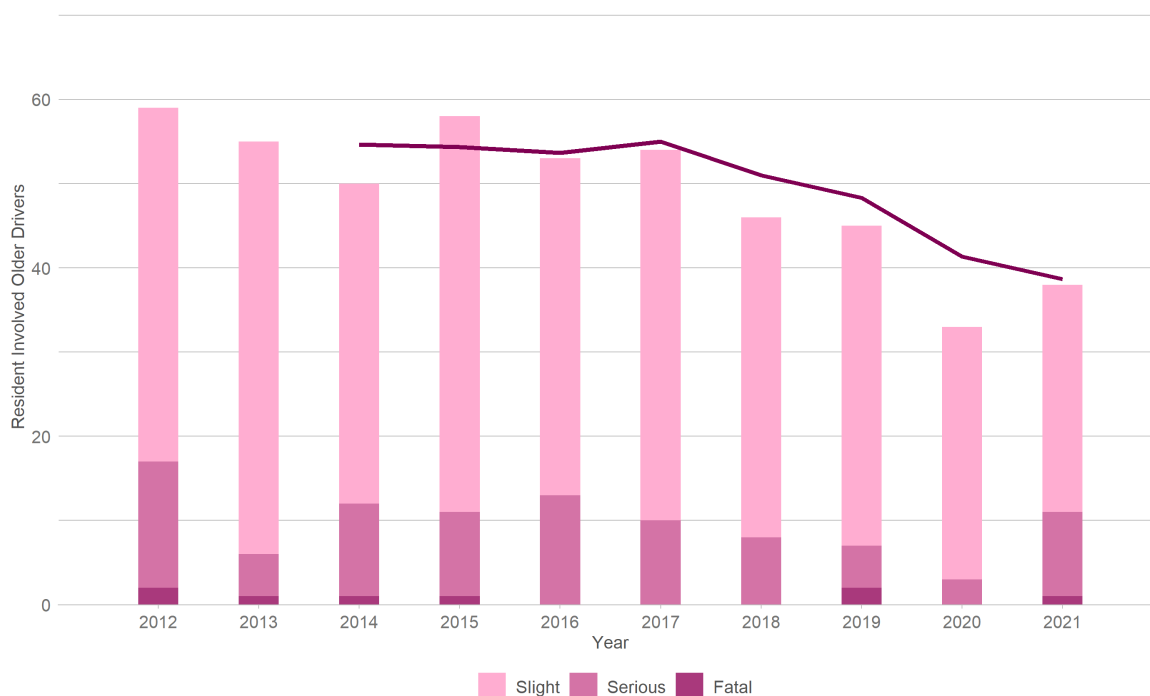
2.2.7.1.1 Residency by Small Area Figure 107 shows the home location of the West Berkshire’s collision involved resident older drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved older drivers per year per older population of LSOA.

Figure 107: West Berkshire resident involved older drivers home location by LSOA, older involved drivers per year per 100,000 population (2017-2021)



2.2.7.2 Trends Figure 108 shows West Berkshire's annual collision involved resident older driver numbers since 2012, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

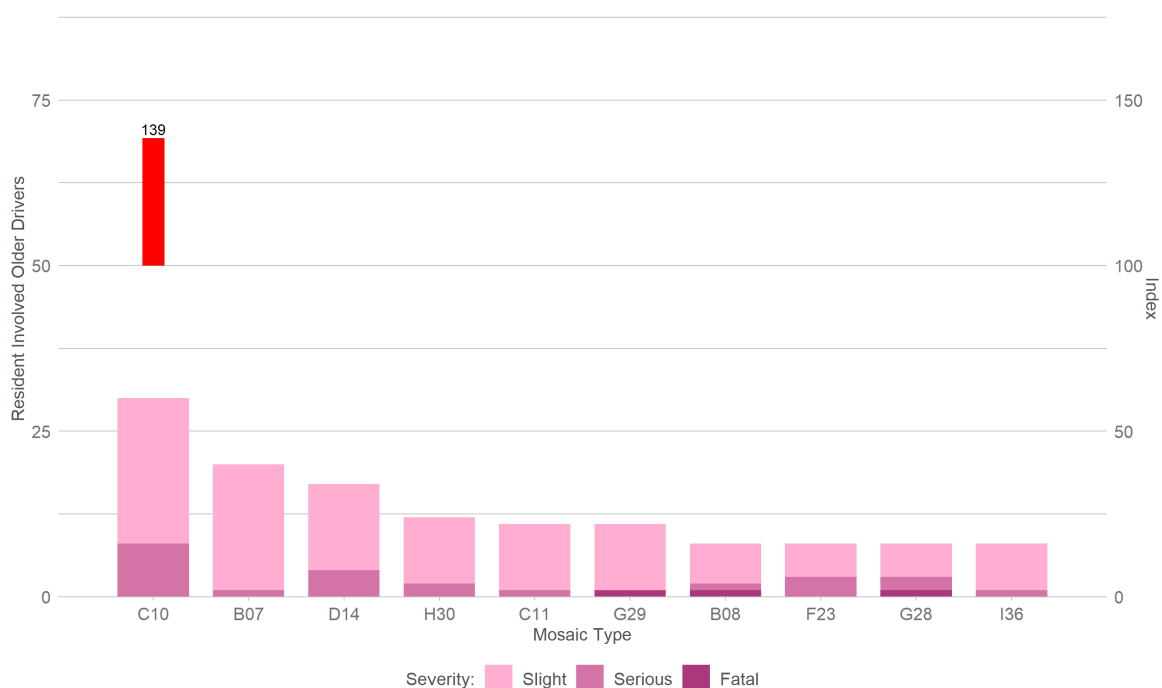
Figure 108: West Berkshire resident involved older drivers, by year and severity (2012-2021)



2.2.7.3 Socio Demographic Analysis

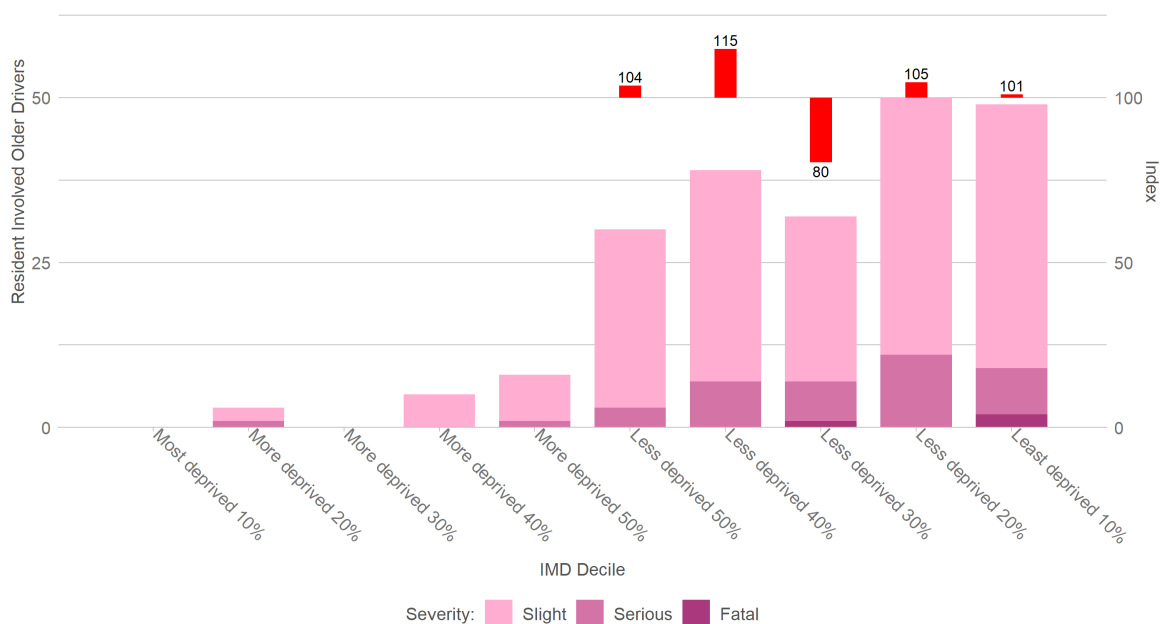
2.2.7.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident older drivers live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 109: West Berkshire resident involved older drivers, by Mosaic Type (2017-2021)



2.2.7.3.2 Deprivation Figure 110 shows resident involved older drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

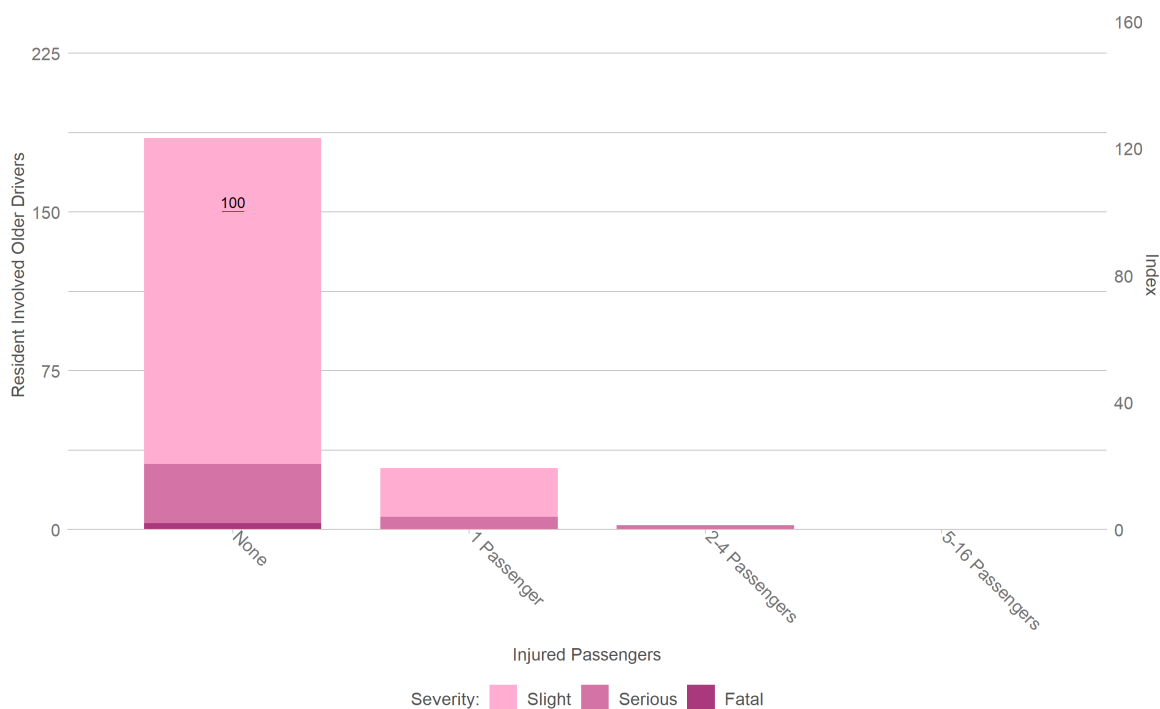
Figure 110: West Berkshire resident involved older drivers, by Index of Multiple Deprivation (2017-2021)



2.2.8 Related Casualties

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

Figure 111: Injured passengers in West Berkshire's resident involved older drivers vehicles, compared to all older drivers (2017-2021)



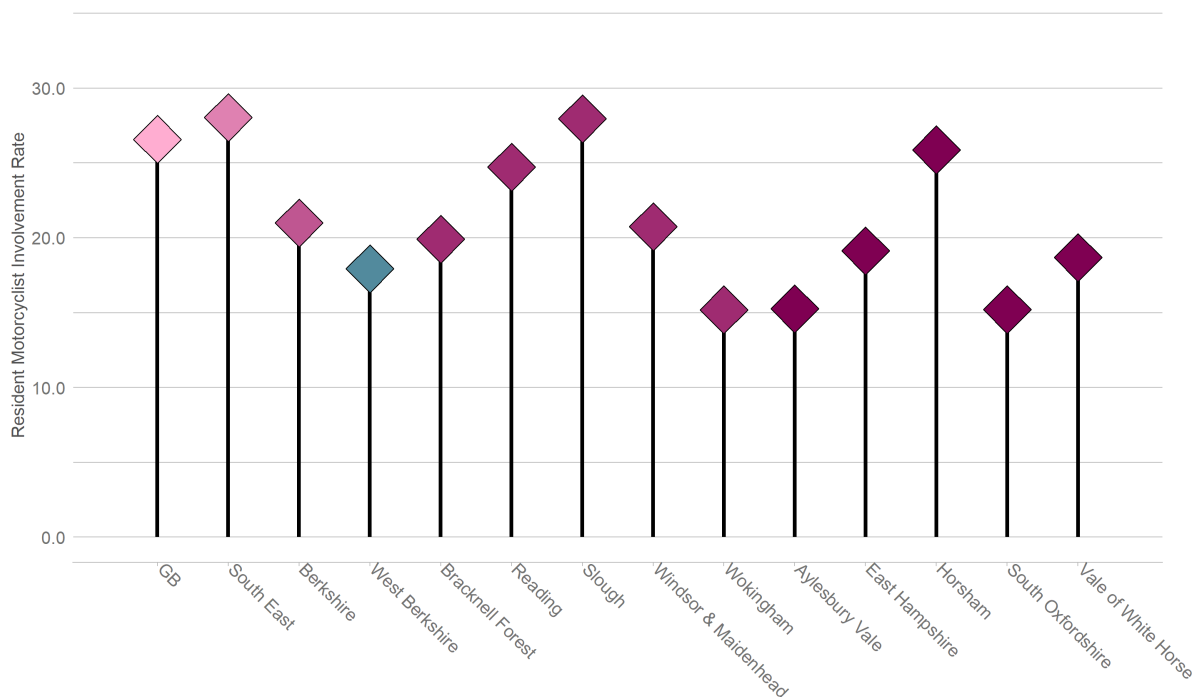
2.3 West Berkshire resident motorcycle riders involved in collisions

2.3.1 Resident Motorcyclist Involvement

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

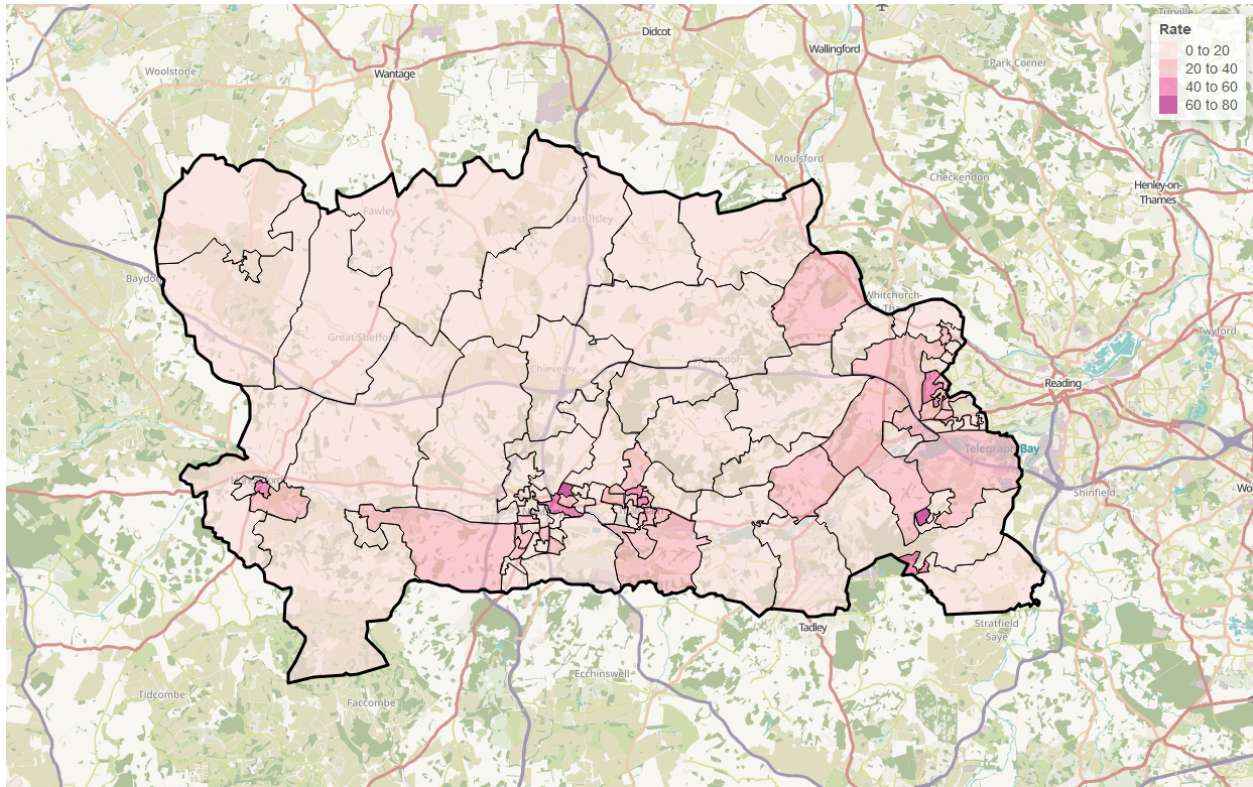
2.3.1.1 Rates Figure 112 shows the resident motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 112: Annual average West Berkshire resident involved motorcyclist per 100,000 population (2017-2021)



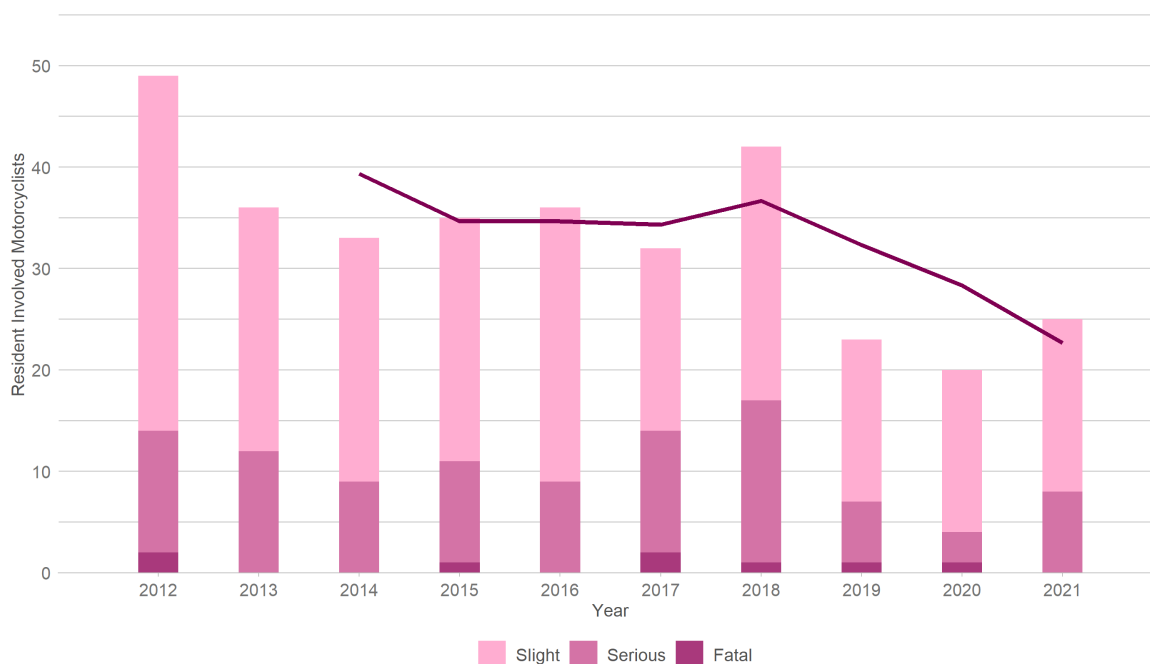
2.3.1.1.1 Residency by Small Area Figure 113 shows the home location of the West Berkshire’s collision involved resident motorcyclist by lower layer super output area (LSOA). The thematic map is coloured by resident involved motorcyclist per year per population of LSOA.

Figure 113: West Berkshire resident involved motorcyclist home location by LSOA, involved motorcyclist per year per 100,000 population (2017-2021)



2.3.1.2 Trends Figure 114 shows West Berkshire’s annual collision involved resident motorcyclist numbers since 2012, by severity. This includes resident motorcyclist involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Figure 114: West Berkshire resident involved motorcyclist, by year and severity (2012-2021)



2.3.1.3 Socio Demographic Analysis

2.3.1.3.1 Age Figure 115 shows the numbers of resident involved motorcyclists by four specified age groups.

It is more informative to consider Figure 116 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.

Figure 115: West Berkshire resident involved motorcyclists, by age group (2017-2021)

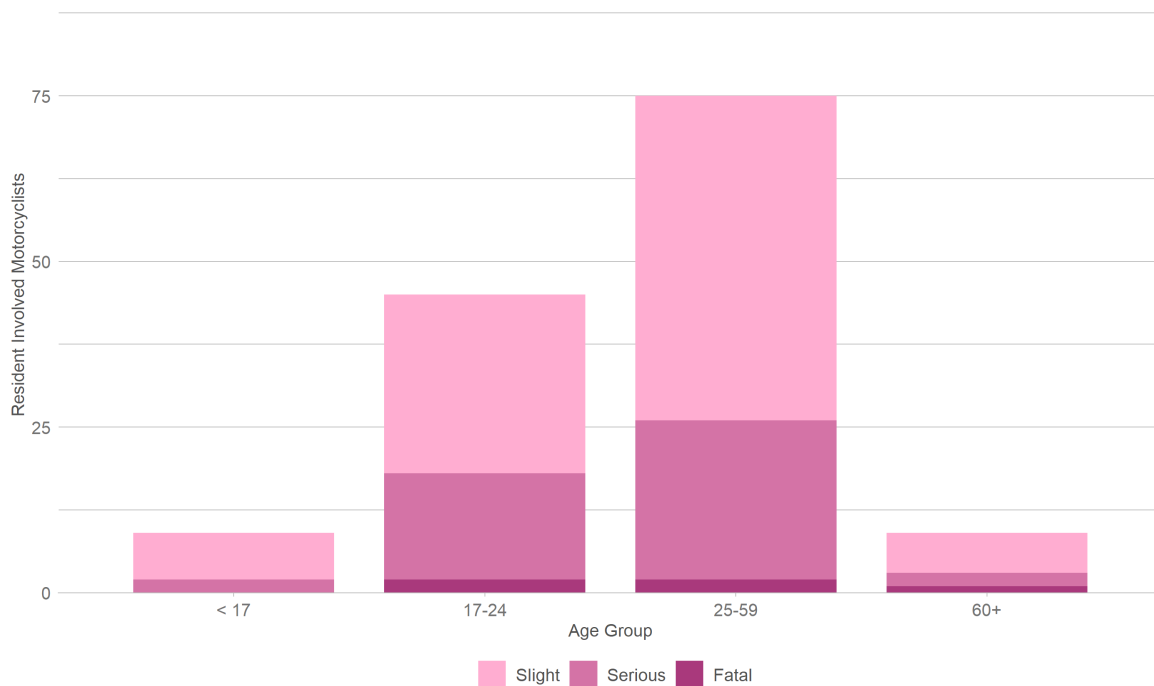


Figure 116: West Berkshire resident involved motorcyclists, by age group and indexed by population (2017-2021)

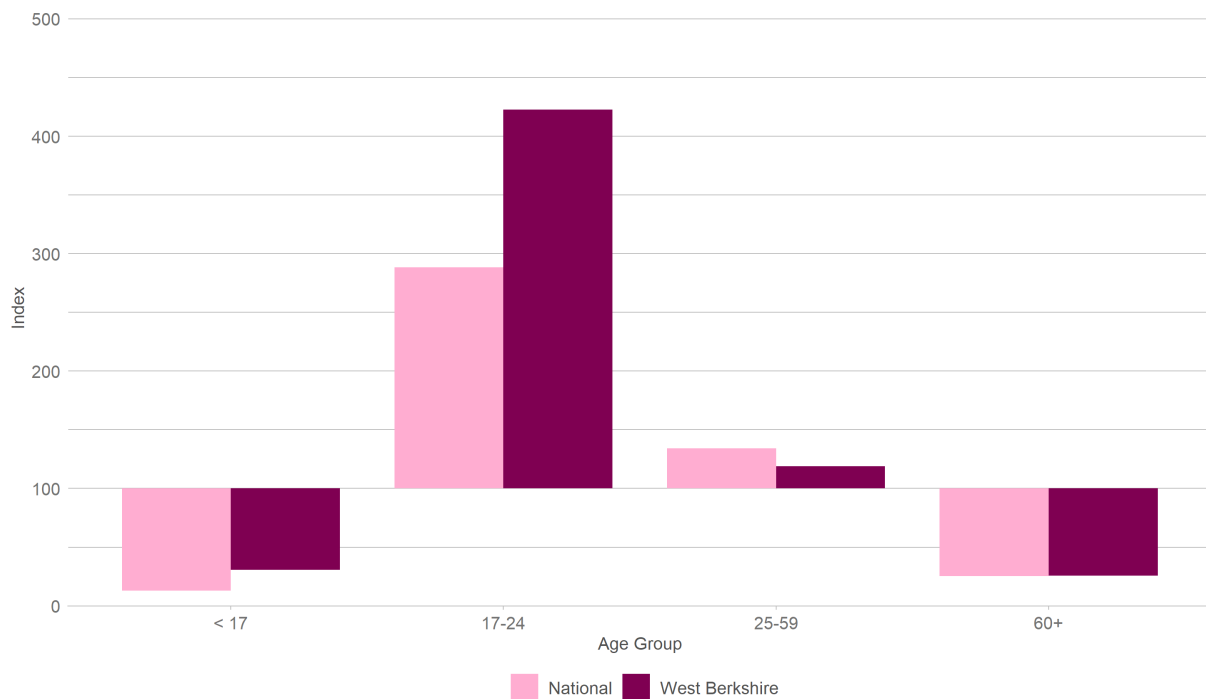
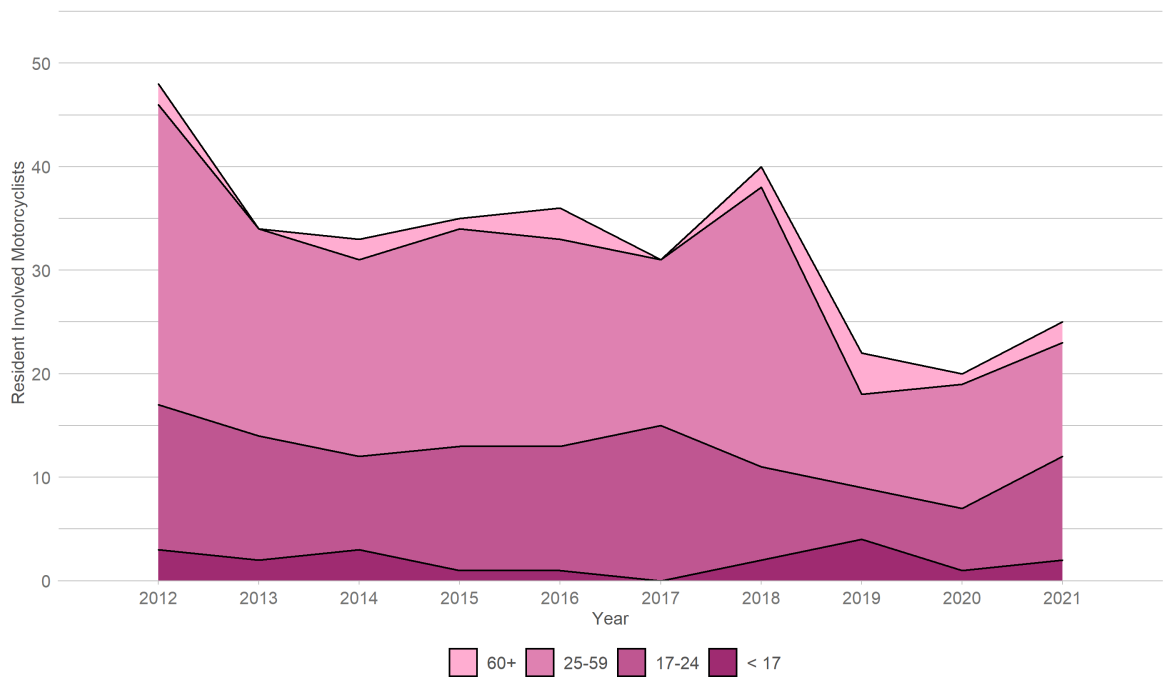


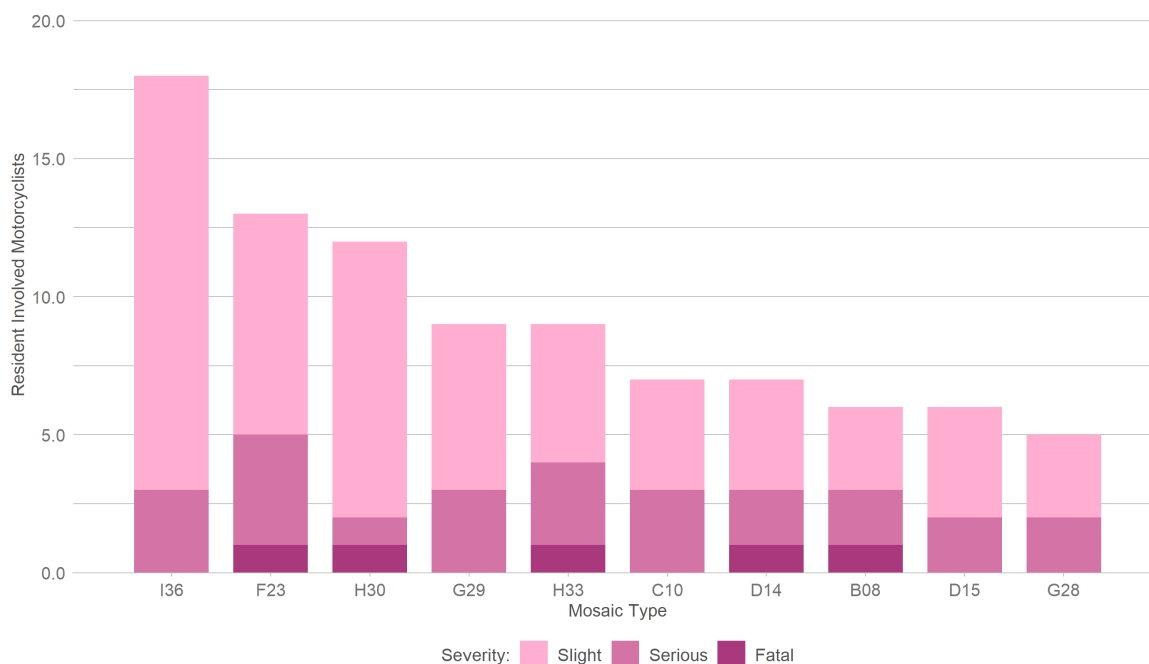
Figure 117 illustrates the overall trend for the four age groups over the last ten years.

Figure 117: West Berkshire resident involved motorcyclists trend by age group (2012-2021)



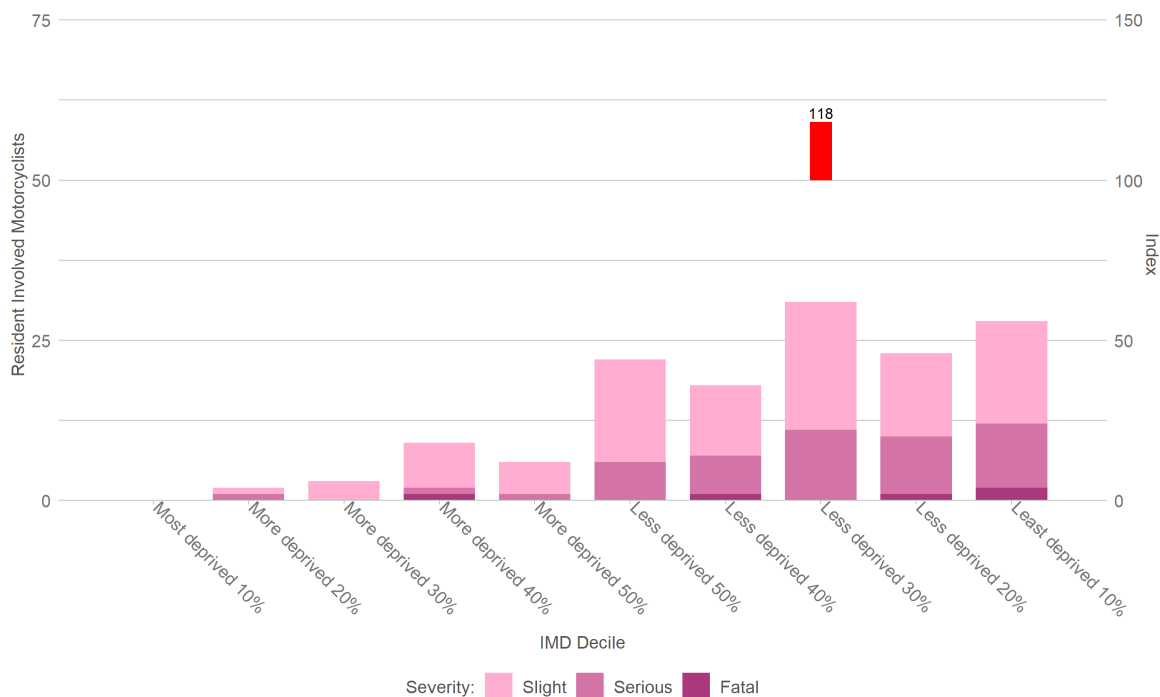
2.3.1.3.2 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident motorcyclists live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 118: West Berkshire resident involved motorcyclists, by Mosaic Type (2017-2021)



2.3.1.3.3 Deprivation Figure 119 shows resident involved motorcyclists by the IMD of the LSOA (Lower Super Output Area) in which they reside.

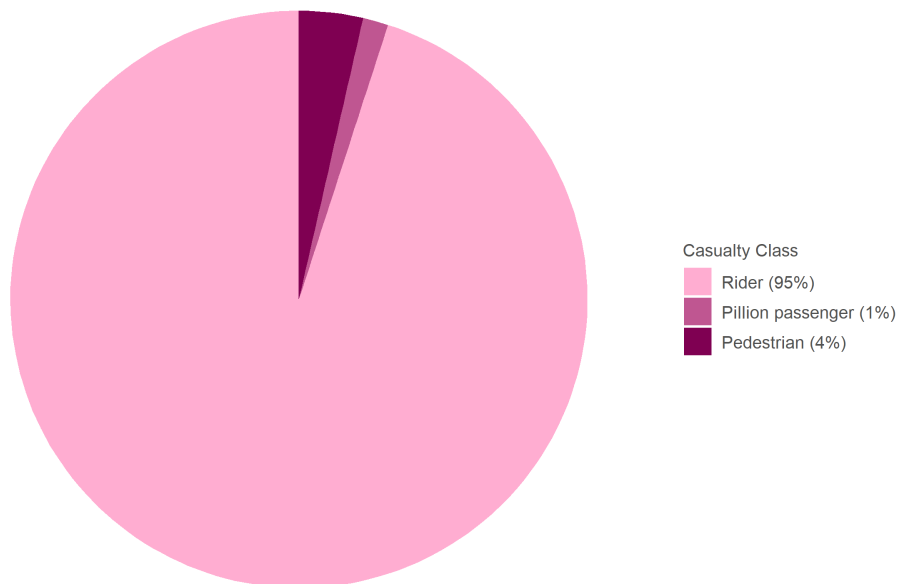
Figure 119: West Berkshire resident involved motorcyclists, by Index of Multiple Deprivation (2017-2021)



2.3.2 Related Casualties

2.3.2.1 Passenger and pedestrian casualties The related casualties of West Berkshire's resident motorcycle riders have been analysed in Figure 120. 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.

Figure 120: Related casualties of West Berkshire's resident involved motorcyclists (2017-2021)

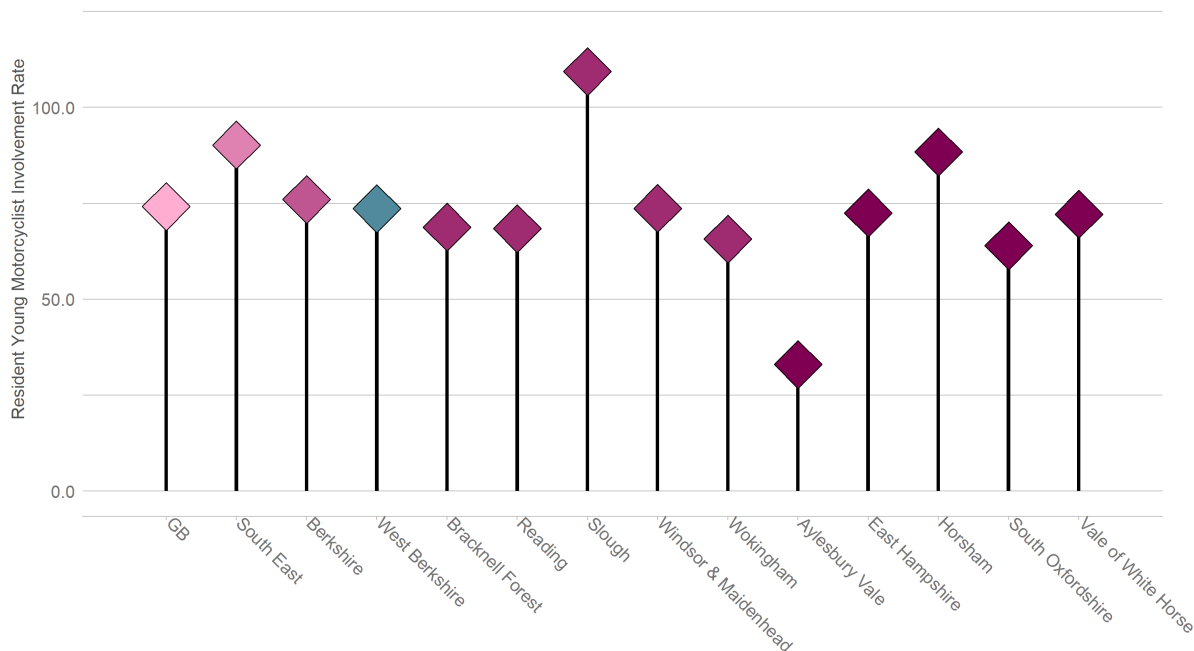


2.3.3 Resident Young Motorcyclist Involvement (aged 17 to 24)

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

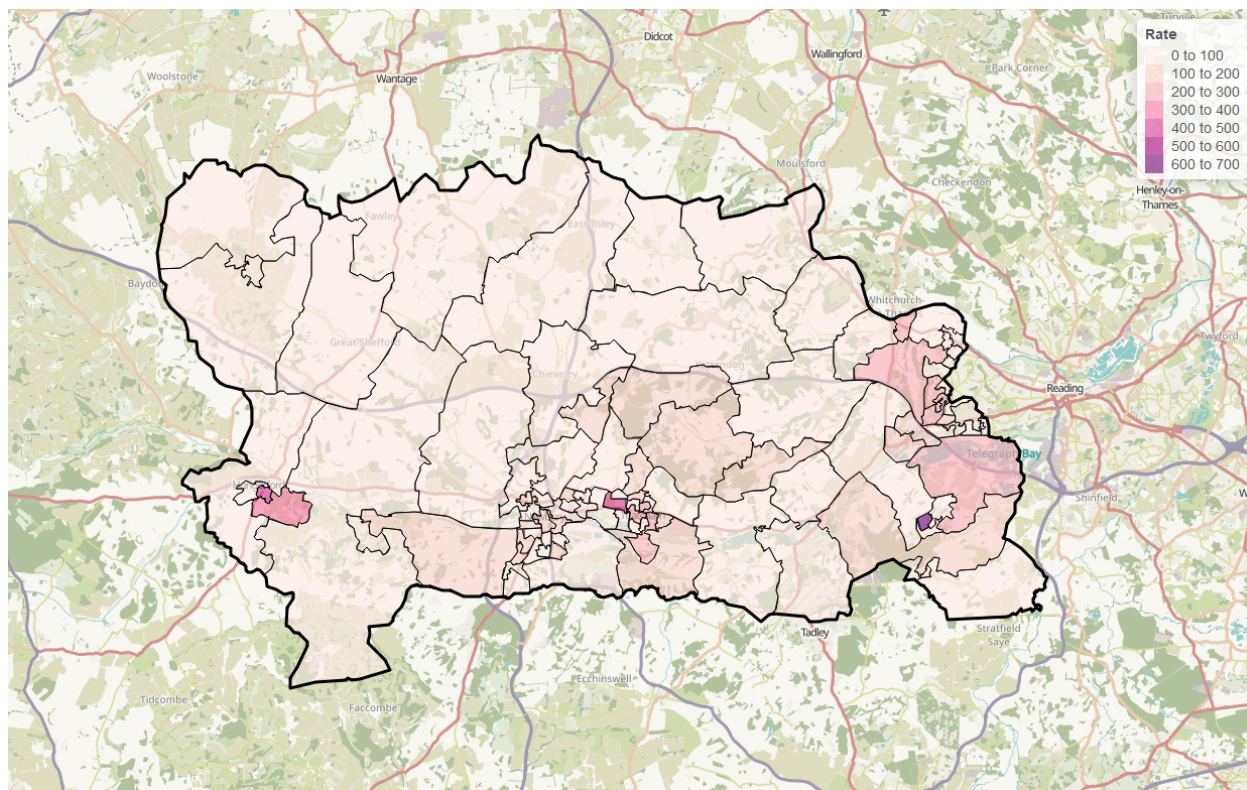
2.3.3.1 Rates Figure 121 shows the resident young motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 121: Annual average West Berkshire resident young involved motorcyclists per 100,000 population (2017-2021)



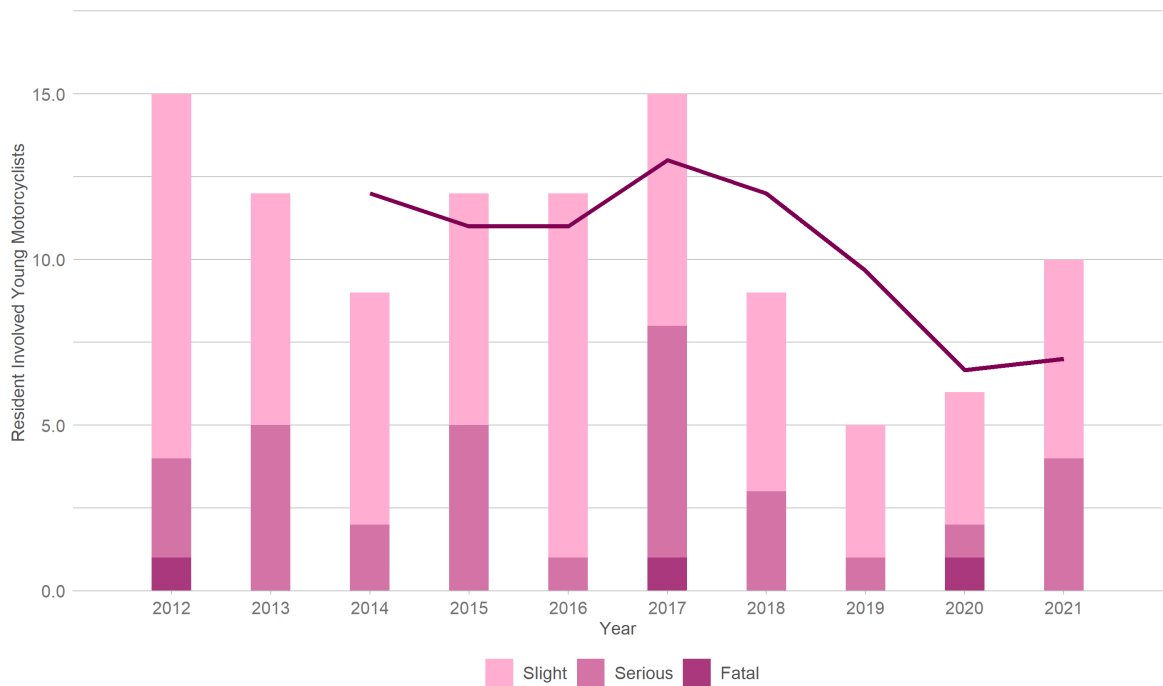
2.3.3.1.1 Residency by Small Area Figure 122 shows the home location of the West Berkshire’s collision involved resident young motorcyclists by lower layer super output area (LSOA). The thematic map is coloured by resident involved young motorcyclists per year per young adult population of LSOA.

Figure 122: West Berkshire resident young involved motorcyclists home location by LSOA, young involved motorcyclists per year per 100,000 population (2017-2021)



2.3.3.2 Trends Figure 123 shows West Berkshire’s annual collision involved resident young motorcyclist numbers since 2012, by severity. This includes resident motorcyclists involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

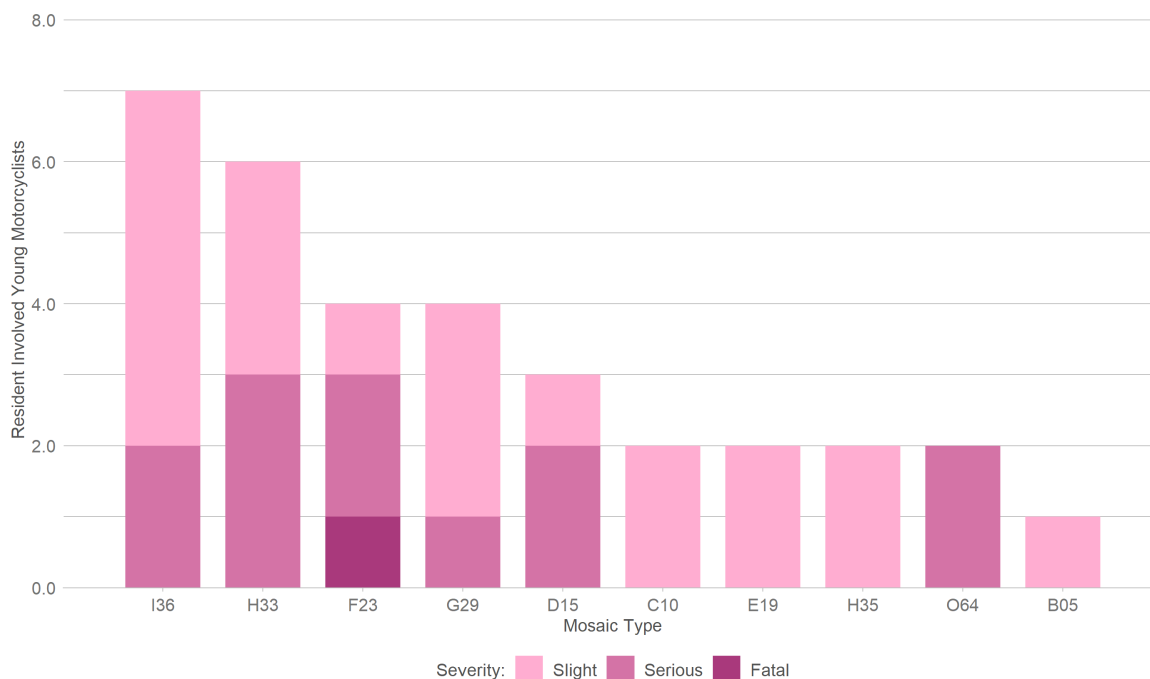
Figure 123: West Berkshire resident young involved motorcyclists, by year and severity (2012-2021)



2.3.3.3 Socio Demographic Analysis

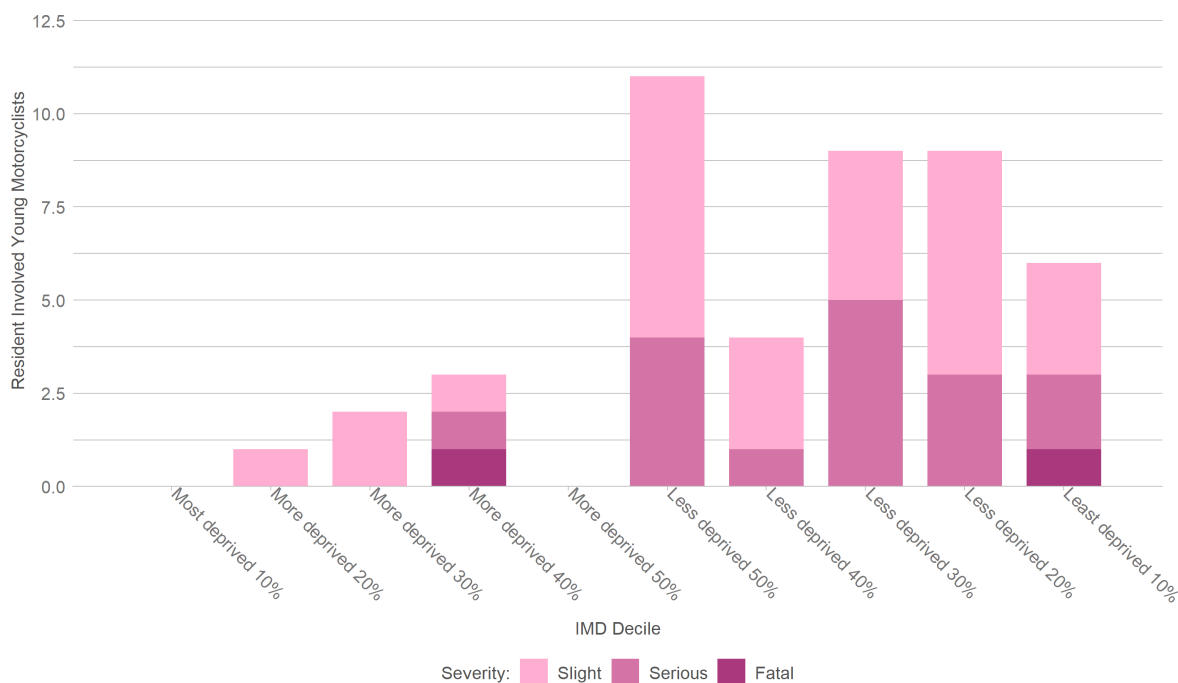
2.3.3.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident young motorcyclists live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 124: West Berkshire resident young involved motorcyclists, by Mosaic Type (2017-2021)



2.3.3.3.2 Deprivation Figure 125 shows resident involved young motorcyclists by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 125: West Berkshire resident young involved motorcyclists, by Index of Multiple Deprivation (2017-2021)

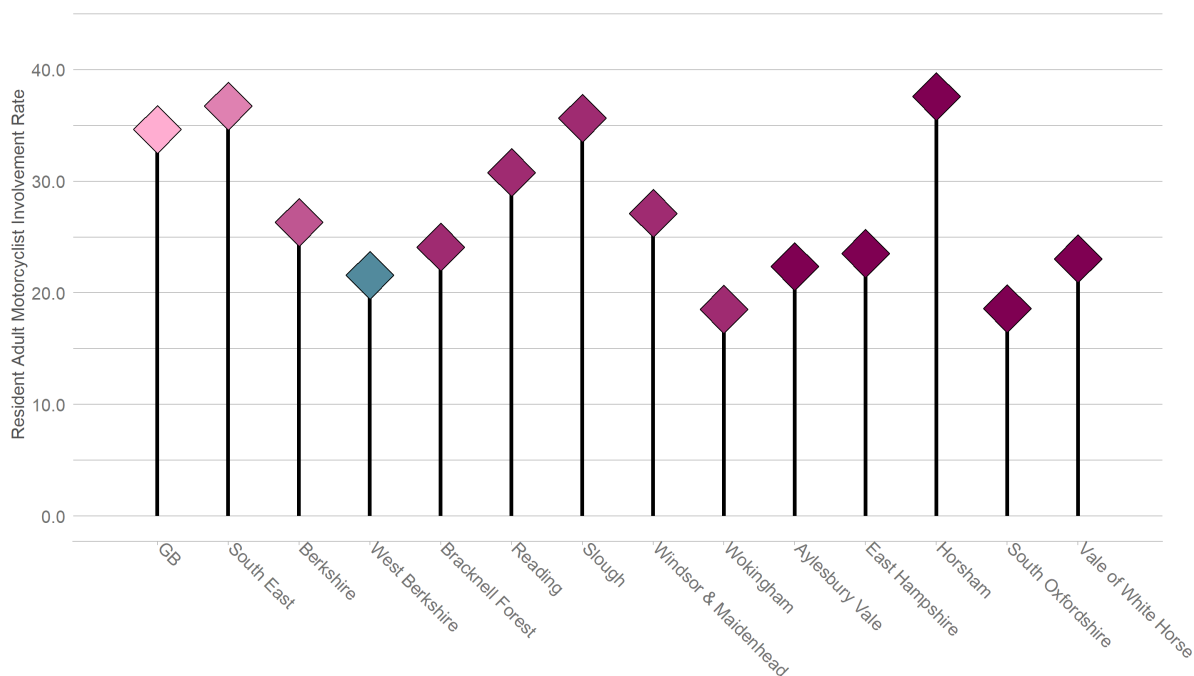


2.3.4 Resident Adult Motorcyclist Involvement

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

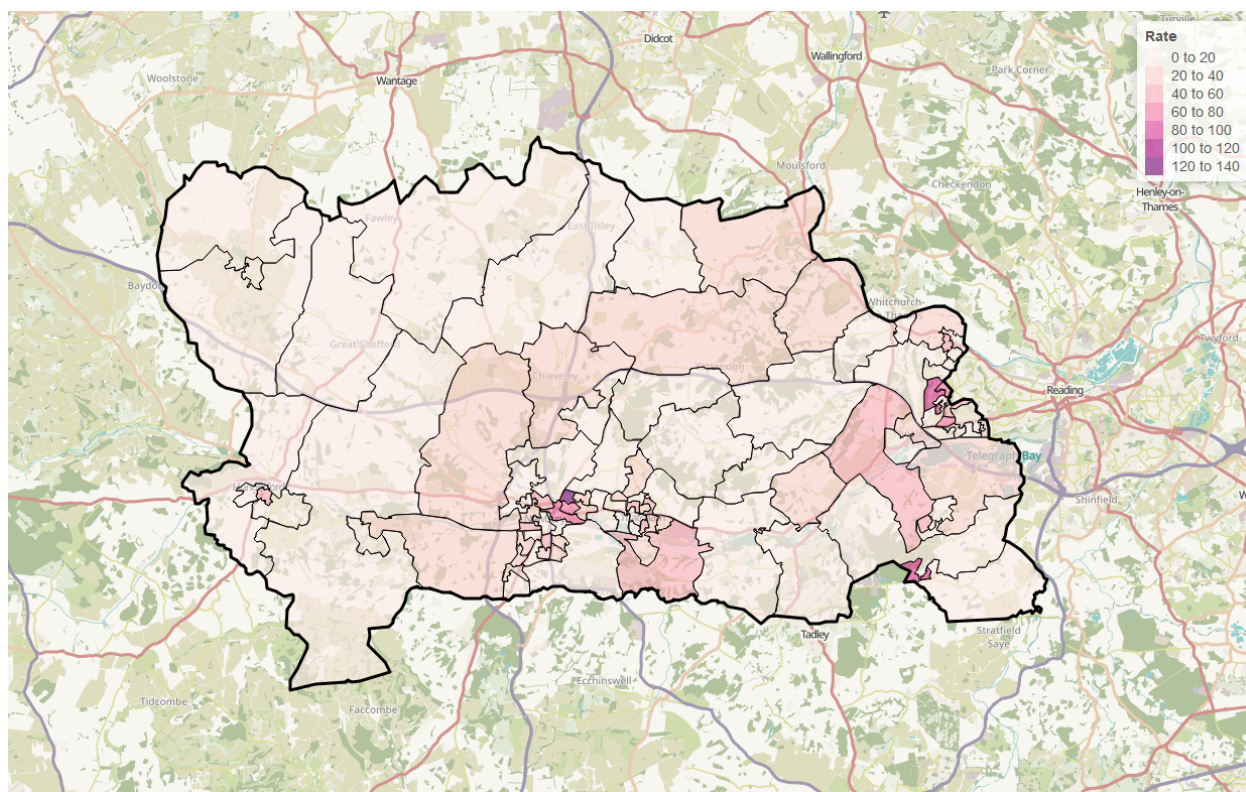
2.3.4.1 Rates Figure 126 shows the resident adult motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 126: Annual average West Berkshire resident adult involved motorcyclists per 100,000 population (2017-2021)



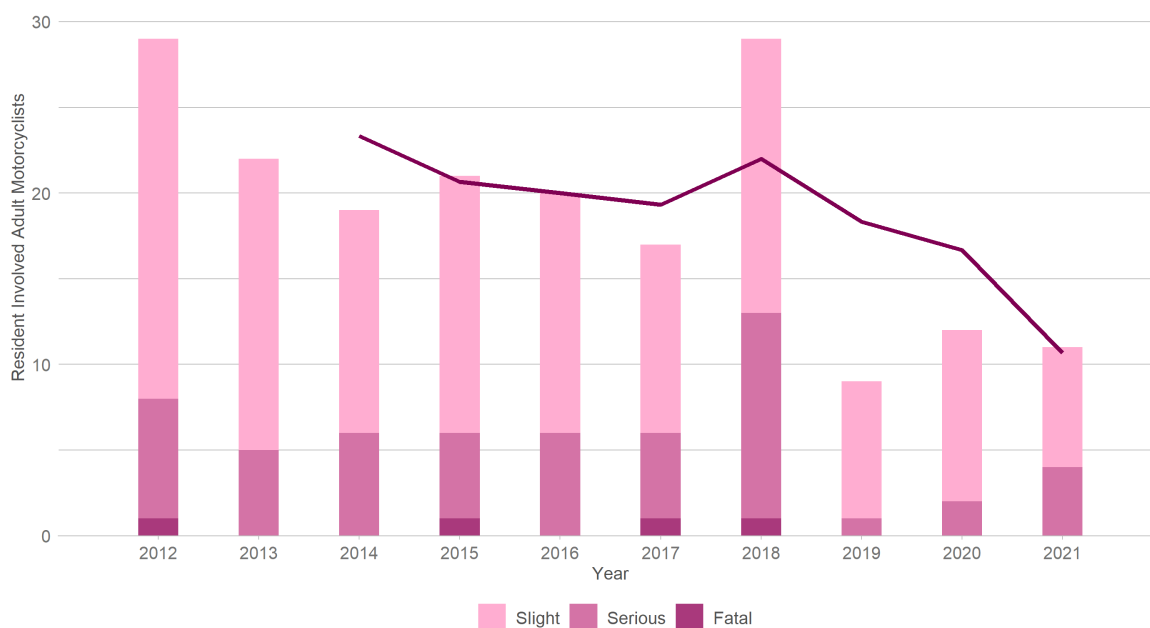
2.3.4.1.1 Residency by Small Area Figure 127 shows the home location of the West Berkshire's collision involved resident adult motorcyclists by lower layer super output area (LSOA). The thematic map is coloured by resident involved adult motorcyclists per year per adult population of LSOA.

Figure 127: West Berkshire resident adult involved motorcyclists home location by LSOA, adult involved motorcyclists per year per 100,000 population (2017-2021)



2.3.4.2 Trends Figure 128 shows West Berkshire's annual collision involved resident adult motorcyclist numbers since 2012, by severity. This includes resident motorcyclists involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

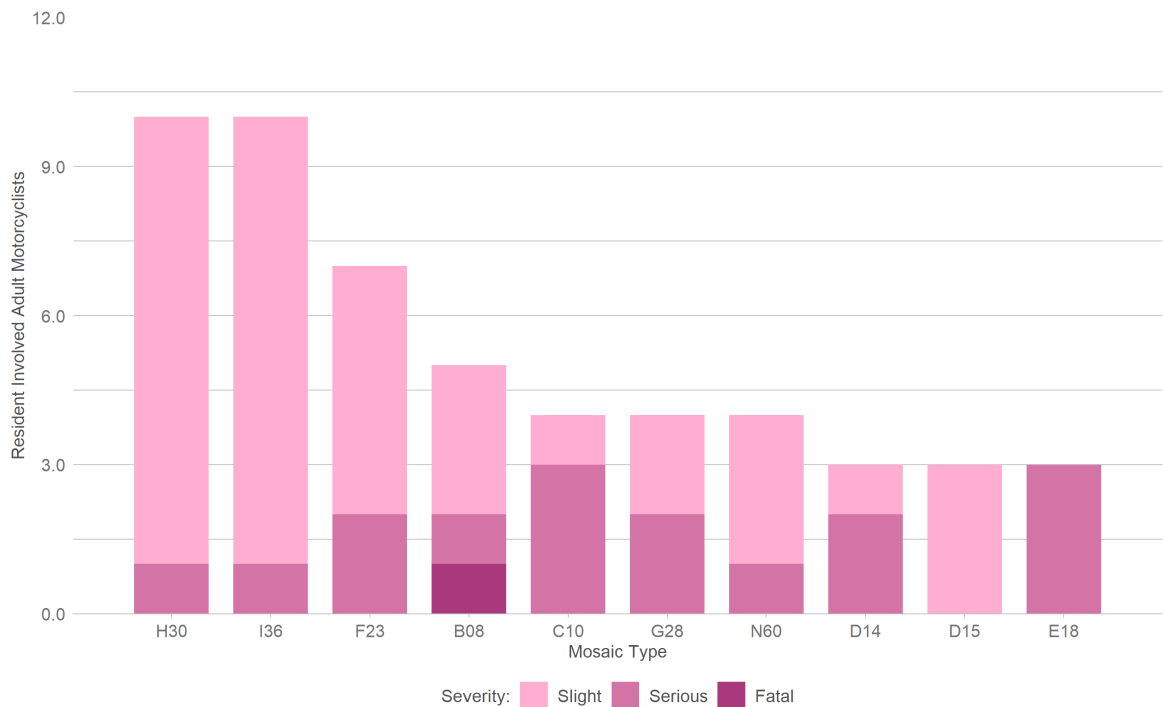
Figure 128: West Berkshire resident adult involved motorcyclists, by year and severity (2012-2021)



2.3.4.3 Socio Demographic Analysis

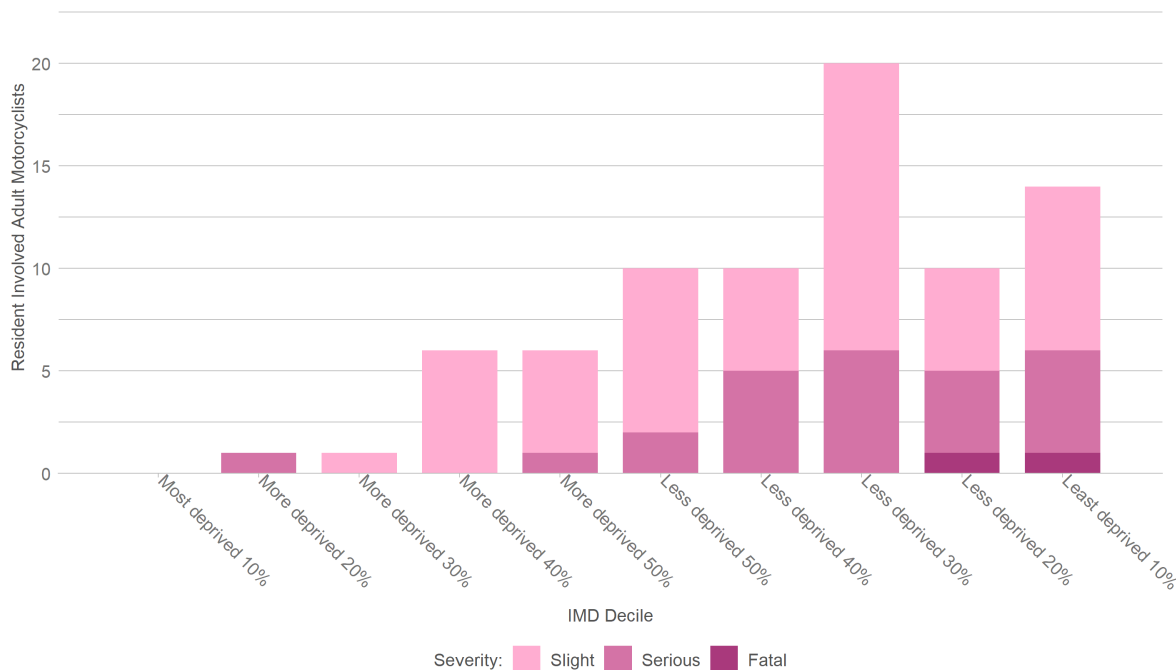
2.3.4.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire's resident adult motorcyclists live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 129: West Berkshire resident adult involved motorcyclists, by Mosaic Type (2017-2021)



2.3.4.3.2 Deprivation Figure 130 shows resident involved adult motorcyclists by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 130: West Berkshire resident adult involved motorcyclists, by Index of Multiple Deprivation (2017-2021)

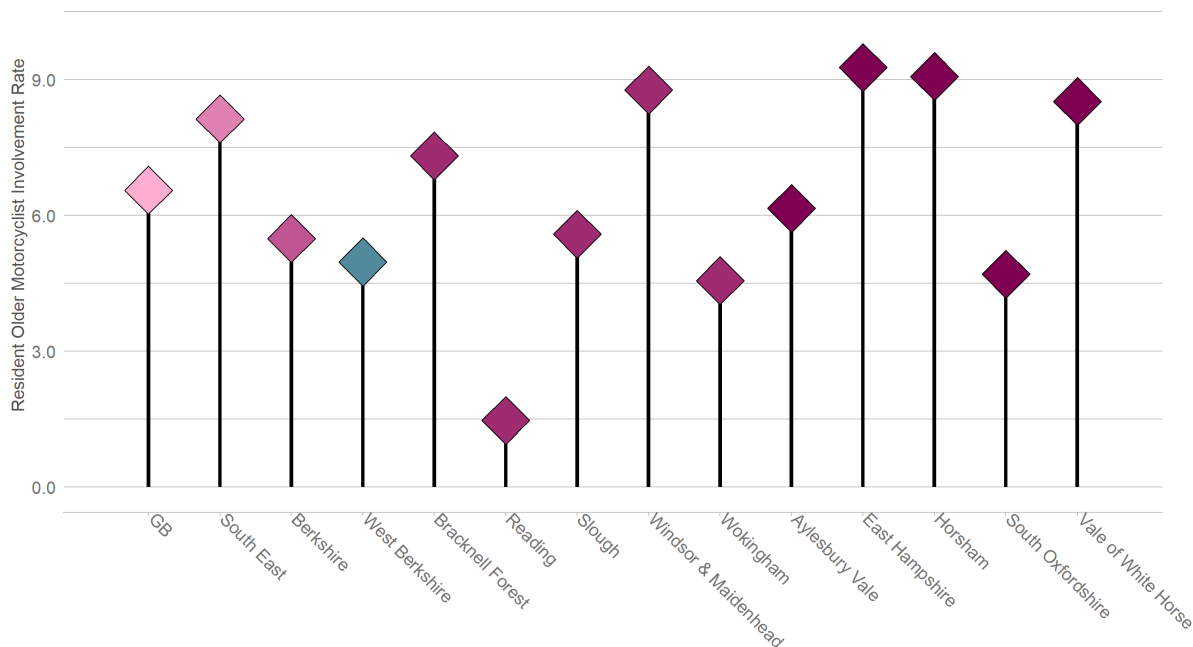


2.3.5 Resident Older Motorcyclist Involvement

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

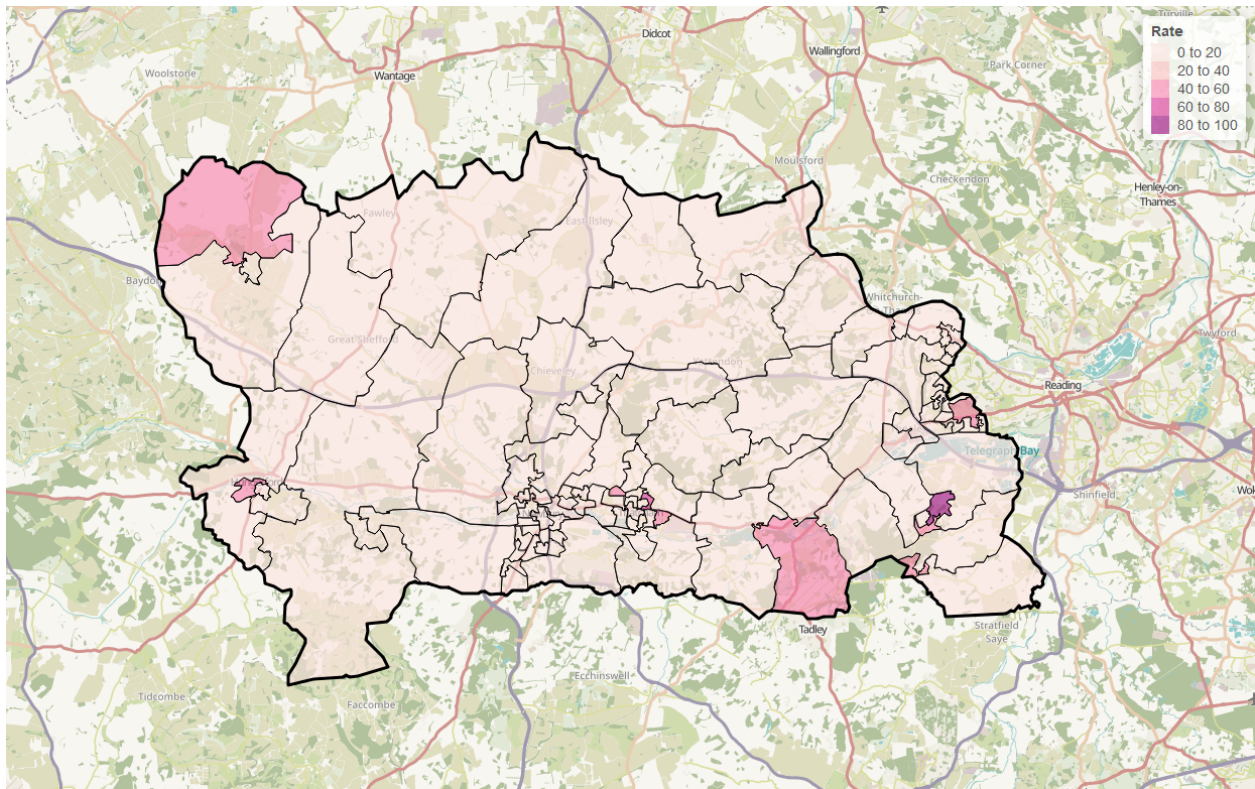
2.3.5.1 Rates Figure 131 shows the resident older motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Figure 131: Annual average West Berkshire resident involved older motorcyclists per 100,000 population (2017-2021)



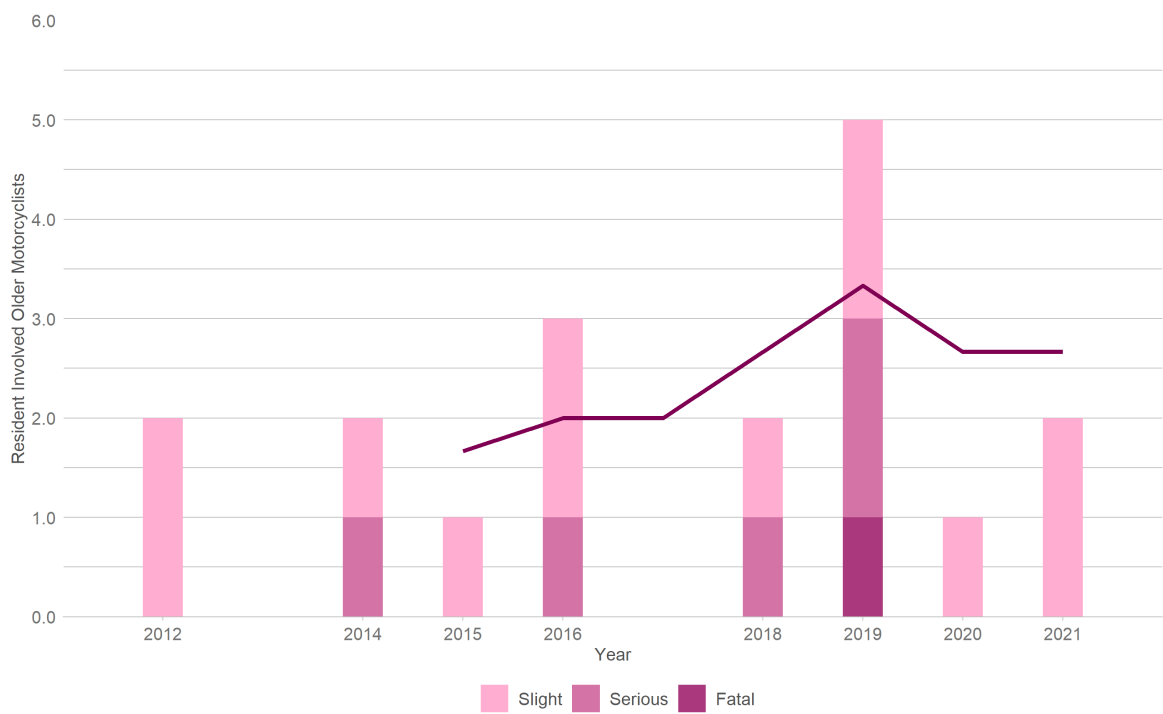
2.3.5.1.1 Residency by Small Area Figure 132 shows the home location of the West Berkshire's collision involved resident older motorcyclists by lower layer super output area (LSOA). The thematic map is coloured by resident involved older motorcyclists per year per older population of LSOA.

Figure 132: West Berkshire resident involved older motorcyclists home location by LSOA, older involved motorcyclists per year per 100,000 population (2017-2021)



2.3.5.2 Trends Figure 133 shows West Berkshire’s annual collision involved resident older motorcyclist numbers since 2012, by severity. This includes resident motorcyclists involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

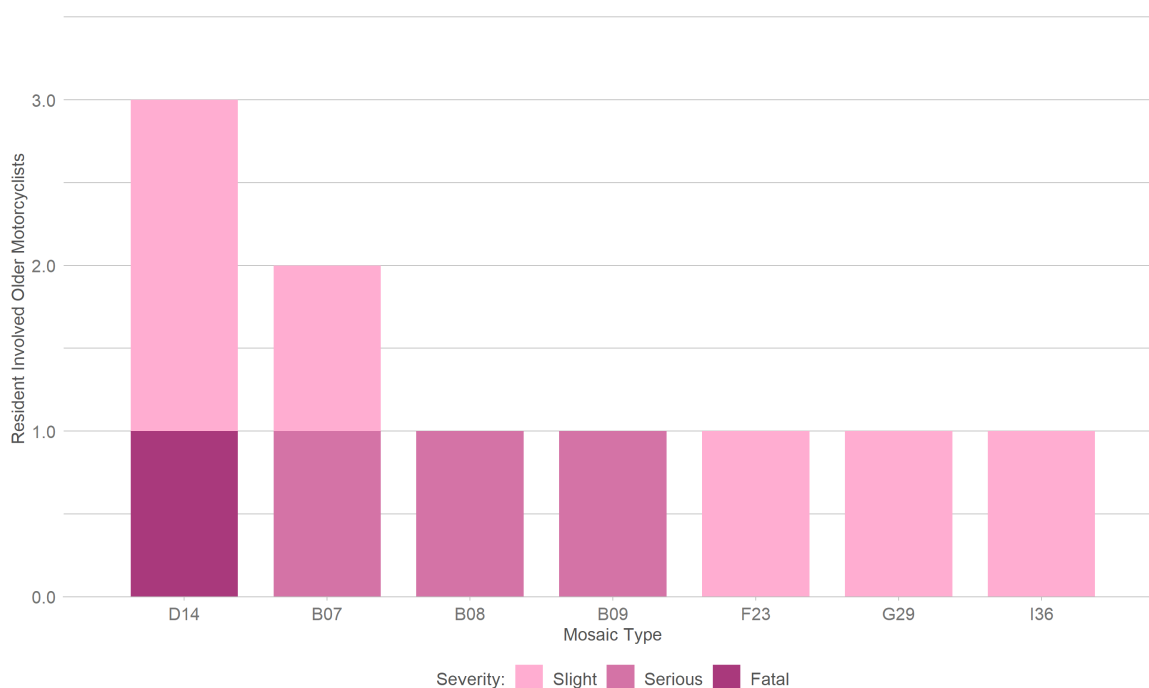
Figure 133: West Berkshire resident involved older motorcyclists, by year and severity (2012-2021)



2.3.5.3 Socio Demographic Analysis

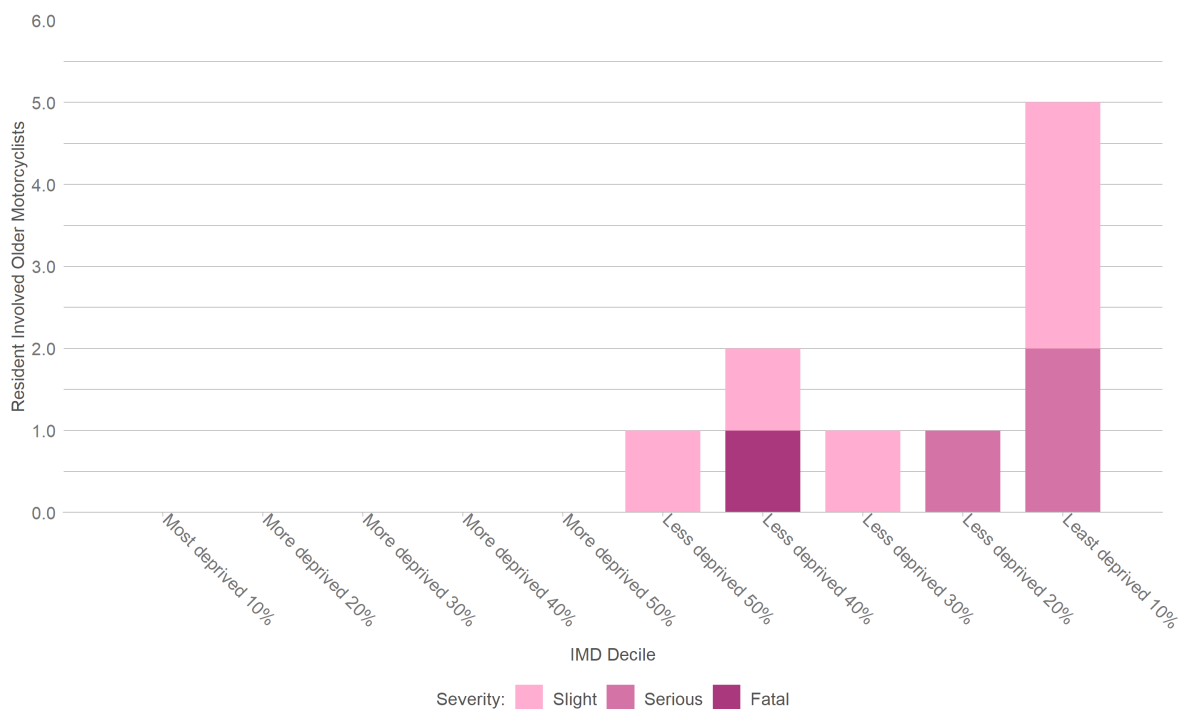
2.3.5.3.1 Segmentation Analysis of the Mosaic communities in which West Berkshire’s resident older motorcyclists live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 4.1.1.1.

Figure 134: West Berkshire resident involved older motorcyclists, by Mosaic Type (2017-2021)



2.3.5.3.2 Deprivation Figure 135 shows resident involved older motorcyclists by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Figure 135: West Berkshire resident involved older motorcyclists, by Index of Multiple Deprivation (2017-2021)



3 West Berkshire Road Network Risk

For information about the provenance and scope of data included in this section, please refer to section 1.2.2. For an explanation of the methodologies employed throughout this section, please refer to section 4.1.2.

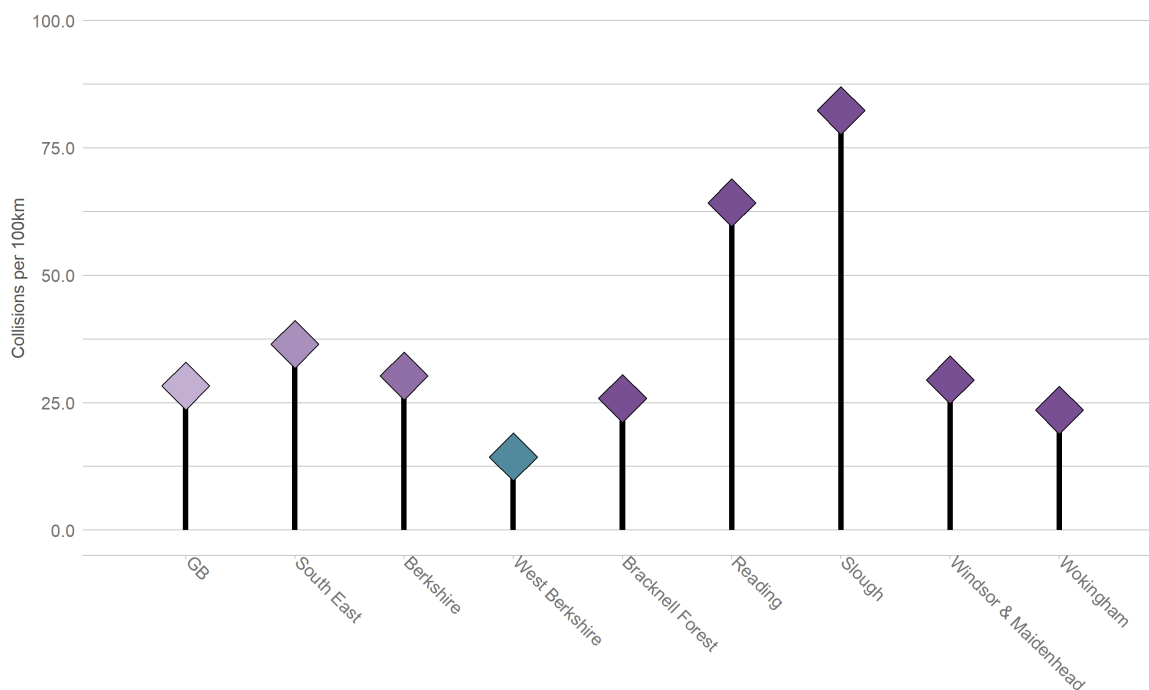
3.1 Collisions in West Berkshire

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 4.1.2.

3.1.1 Rates

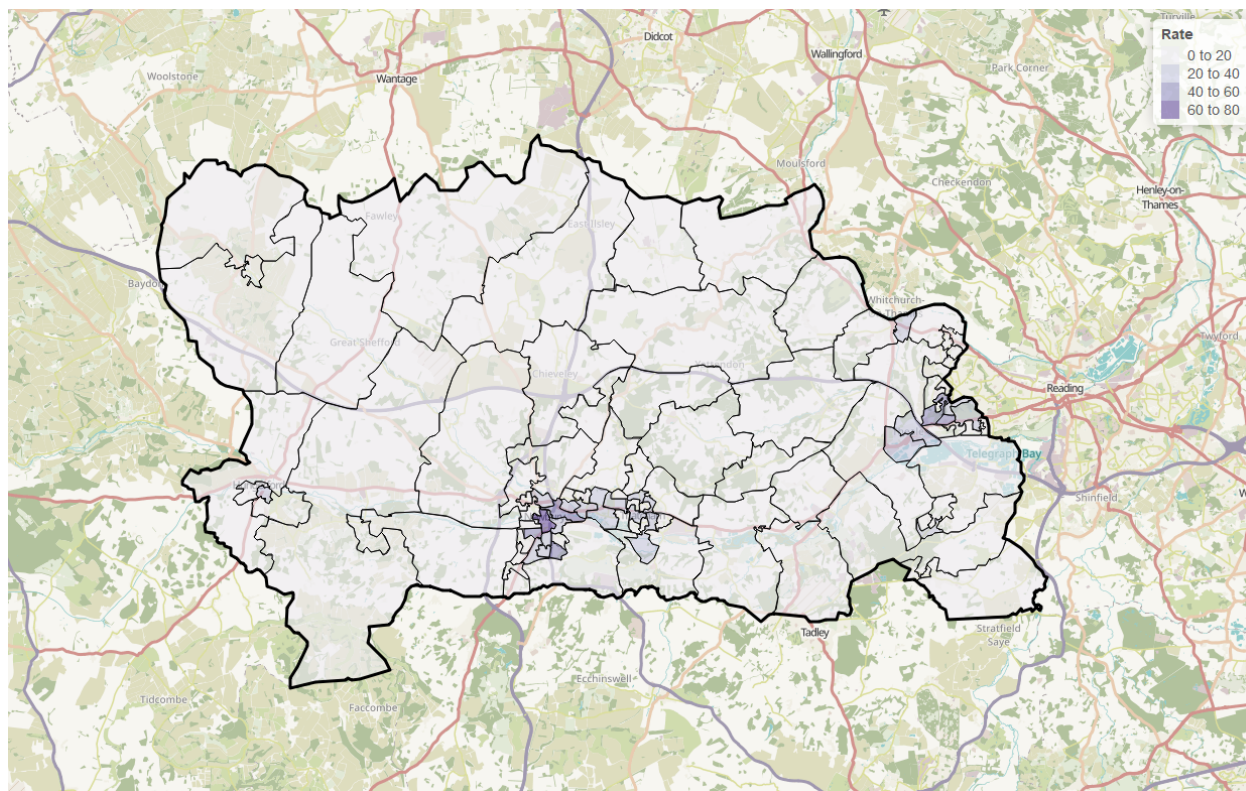
3.1.1.1 Collisions per 100km of road Figure 136 below shows the rate of average annual collisions between 2017 and 2021 per 100km of road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

Figure 136: Annual average collisions per 100km of road (2017-2021)



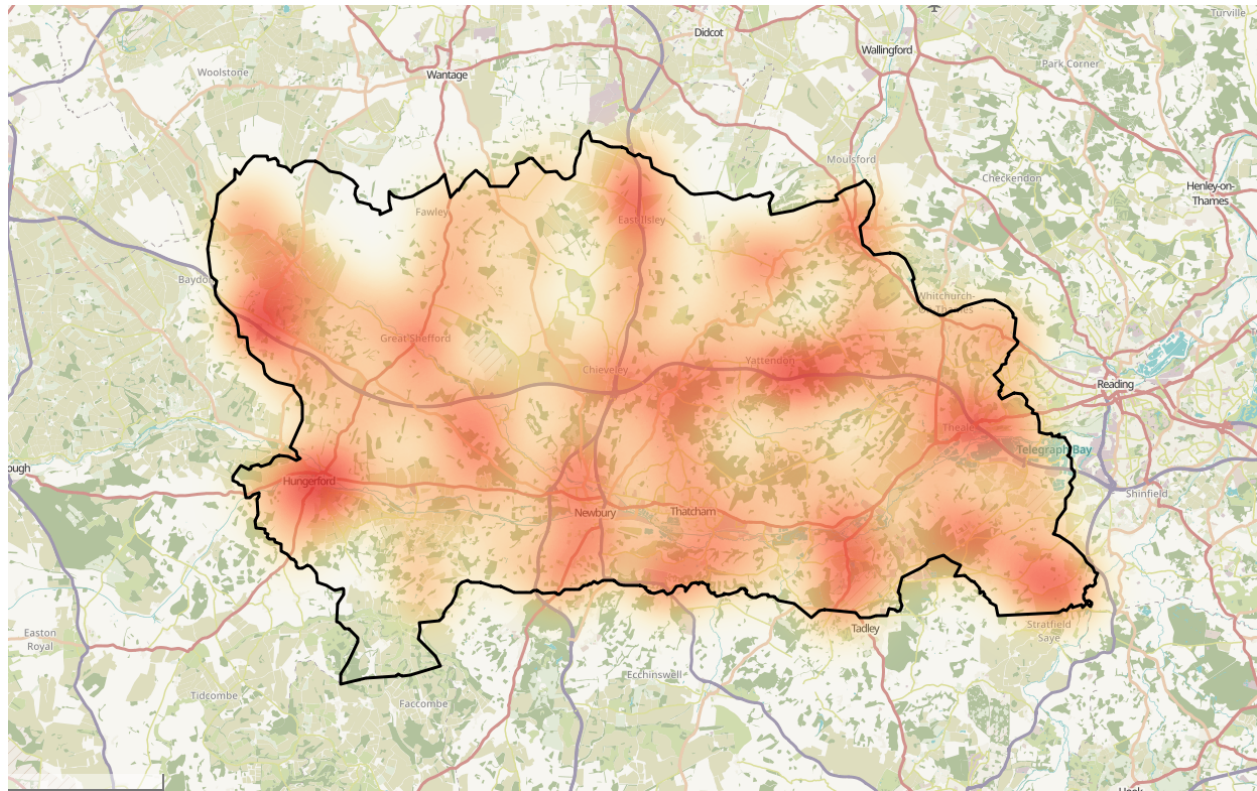
3.1.1.1.1 Collisions by Small Area Figure 137 shows collisions on all roads in West Berkshire by LSOA. The thematic map is colour coded by the rate of annual average collisions per 100km of road.

Figure 137: Annual average collisions per 100km of road (2017-2021)



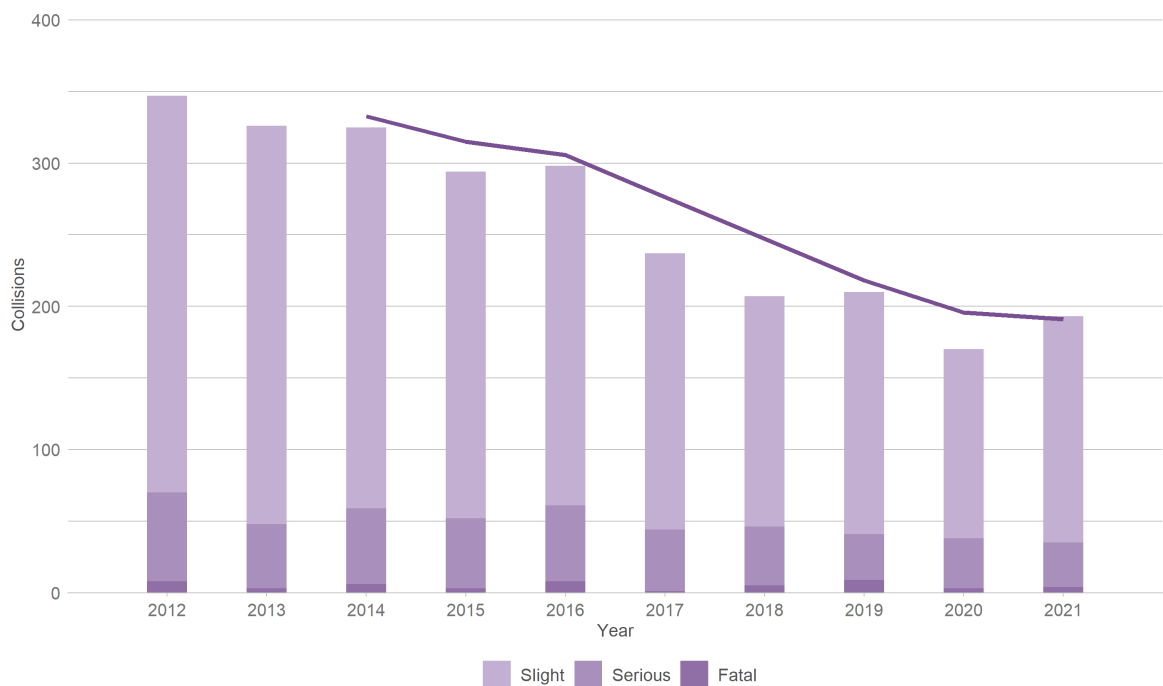
3.1.1.1.2 Collision Locations Figure 138 shows a heatmap of collisions on all roads in West Berkshire.

Figure 138: Collision heatmap (2017-2021)



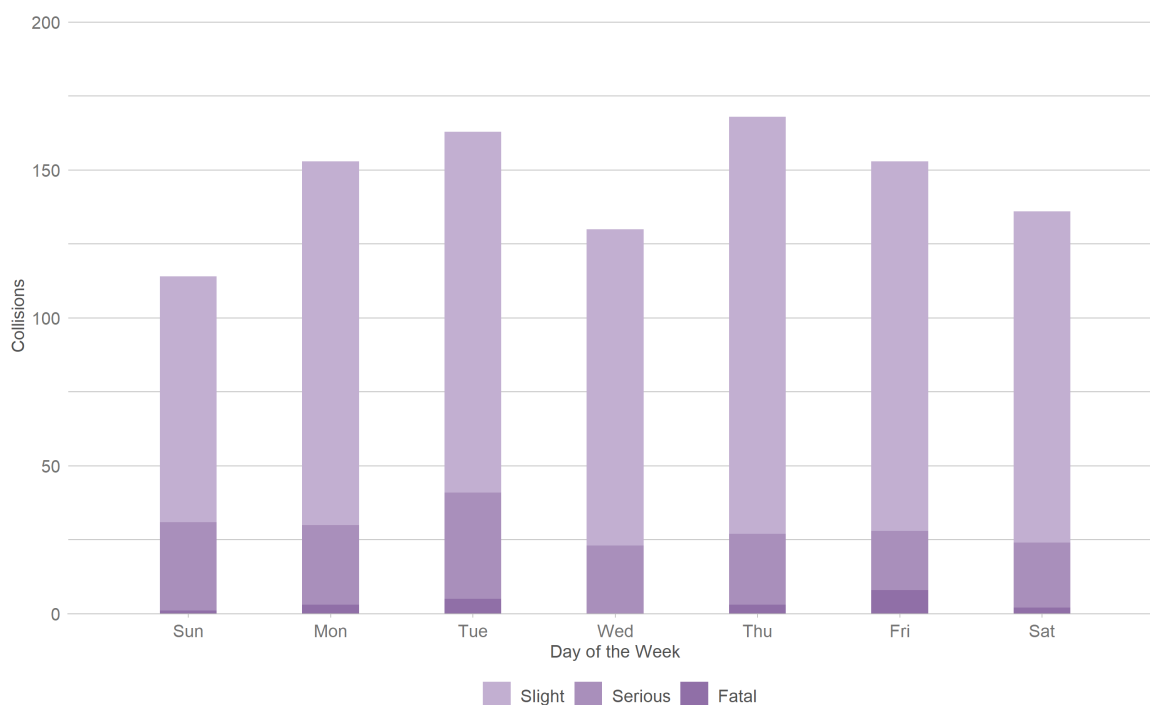
3.1.1.2 Trends Figure 139 shows annual collisions on West Berkshire's roads, since 2012 by severity.

Figure 139: West Berkshire collisions, by year and severity (2012-2021)



3.1.1.3 Collisions by day of the week Figure 140 shows collision in West Berkshire by day of the week and severity.

Figure 140: West Berkshire collisions, by day of the week and severity (2017-2021)



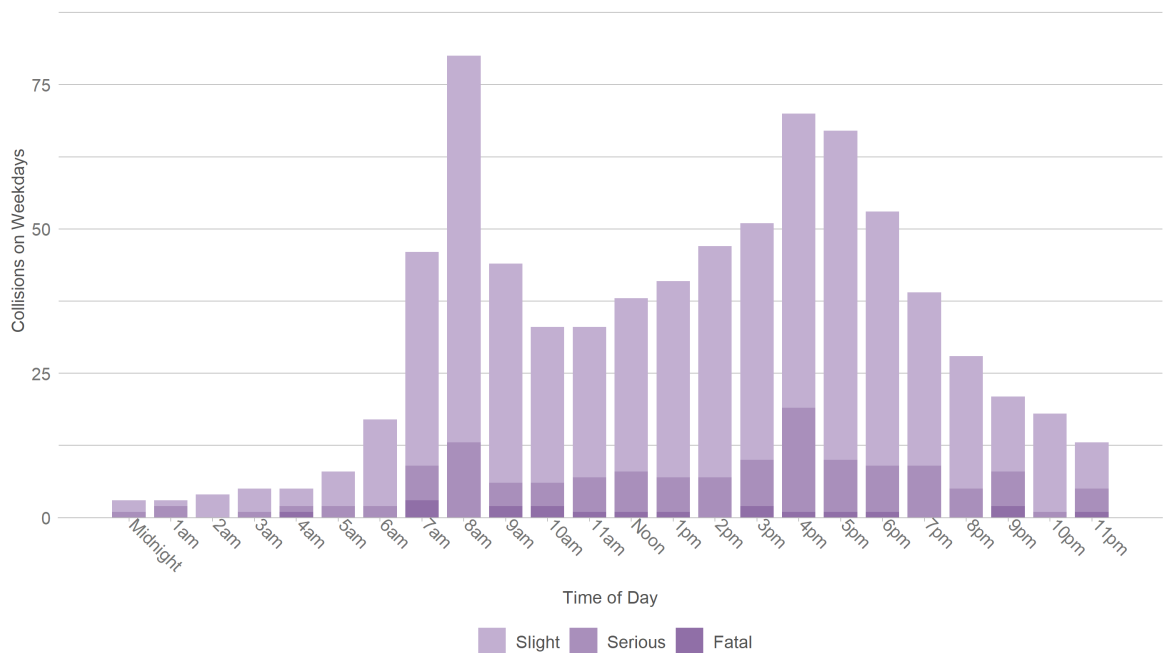
3.1.1.4 Collisions by hour of the day

3.1.1.4.1 Collisions by hour of the day on weekdays

Figure 141 shows collisions on weekdays

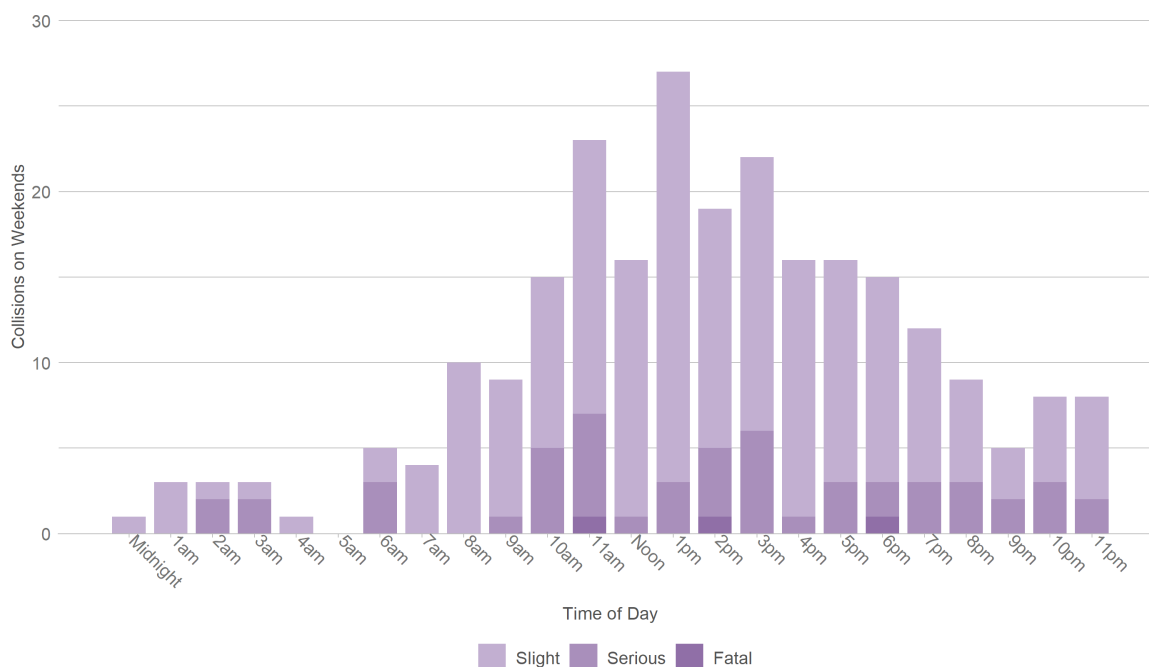
by the hour of the day in which they occurred.

Figure 141: West Berkshire collisions, by hour of the day during weekdays (2017-2021)



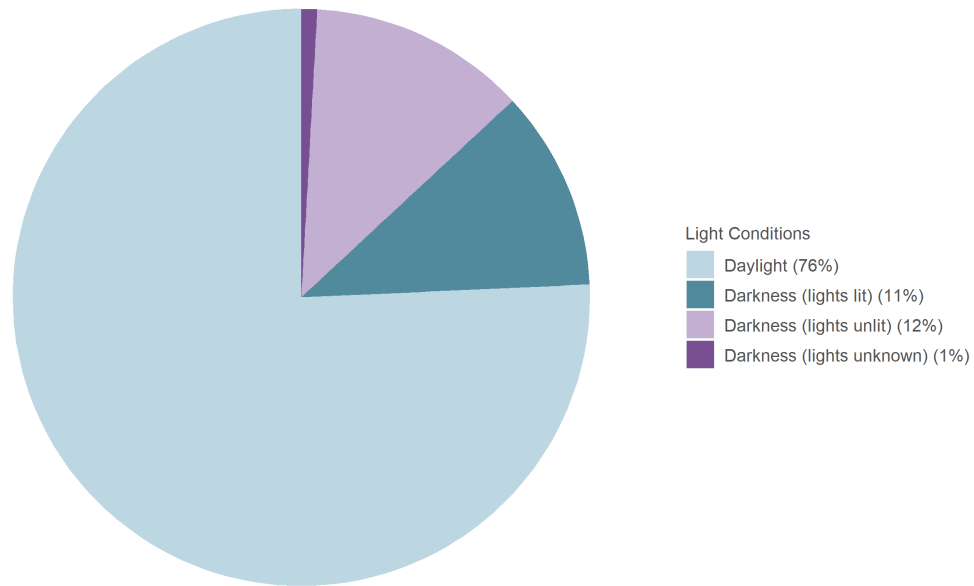
3.1.1.4.2 Collisions by hour of the day on weekends Figure 142 shows collisions on a weekend by the hour of the day in which they occurred.

Figure 142: West Berkshire collisions, by hour of the day during weekends (2017-2021)



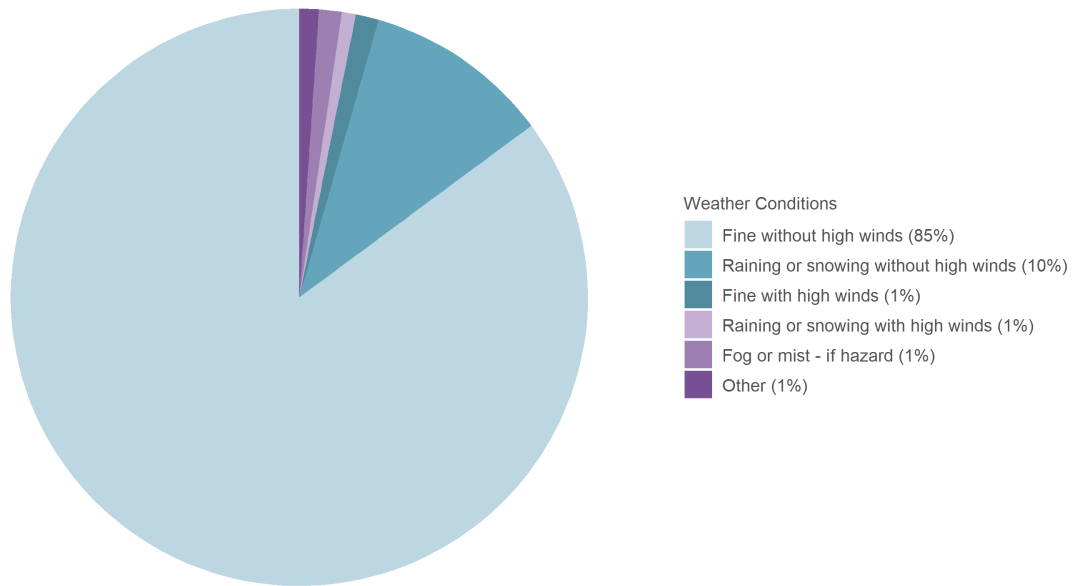
3.1.1.5 Collisions by light conditions Figure 143 shows collisions in West Berkshire by the light conditions at the time of the collision.

Figure 143: West Berkshire collisions by light conditions (2017-2021)



3.1.1.6 Collisions by weather conditions Figure 144 shows collisions in West Berkshire by the weather conditions present at the time of the collision.

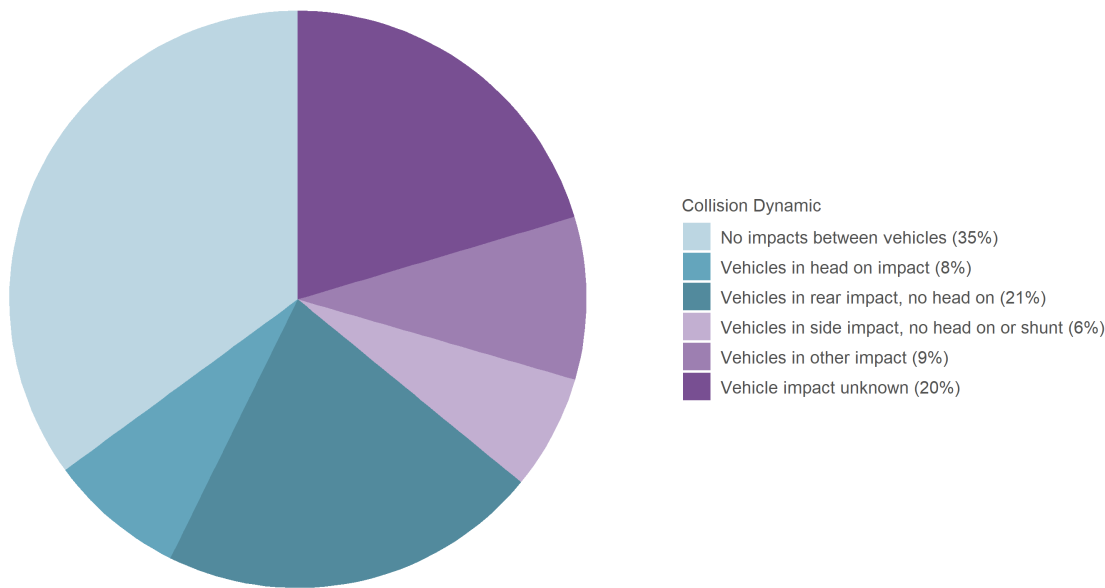
Figure 144: West Berkshire collisions by weather conditions (2017-2021)



3.1.1.7 Collision dynamics and driver actions

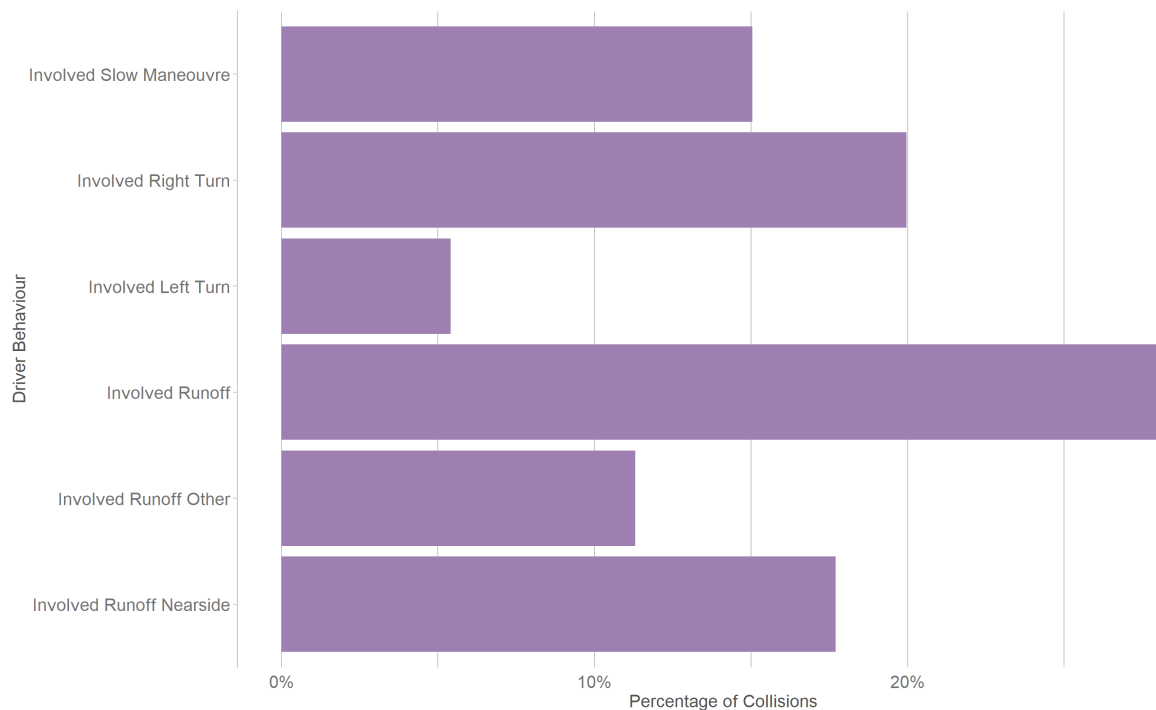
3.1.1.7.1 Collision dynamics Figure 145 shows collisions in West Berkshire by the dynamics resulting in the collision.

Figure 145: West Berkshire collisions by collision dynamics (2017-2021)



3.1.1.7.2 Driver actions Figure 146 shows collisions in West Berkshire by the presence of different driver actions.

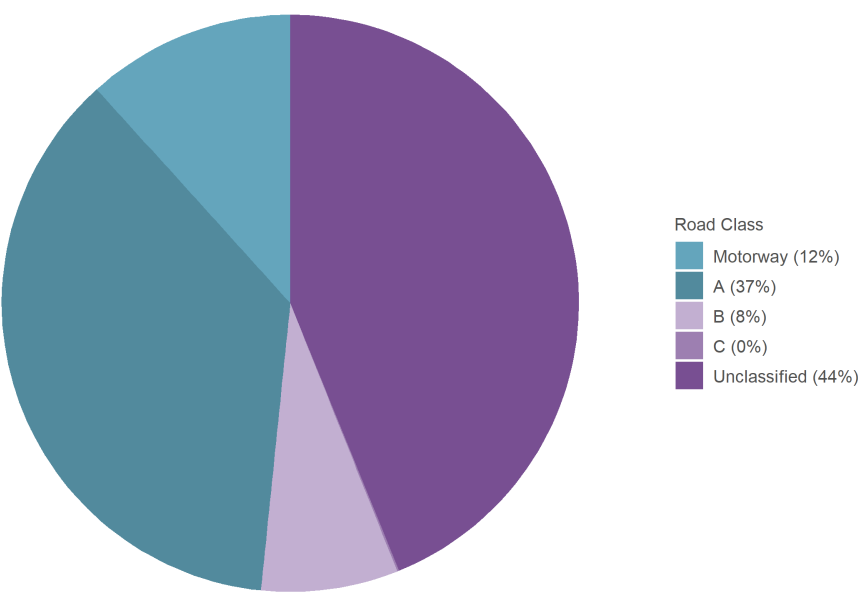
Figure 146: West Berkshire collisions by driver actions (2017-2021)



3.1.1.8 Road environment

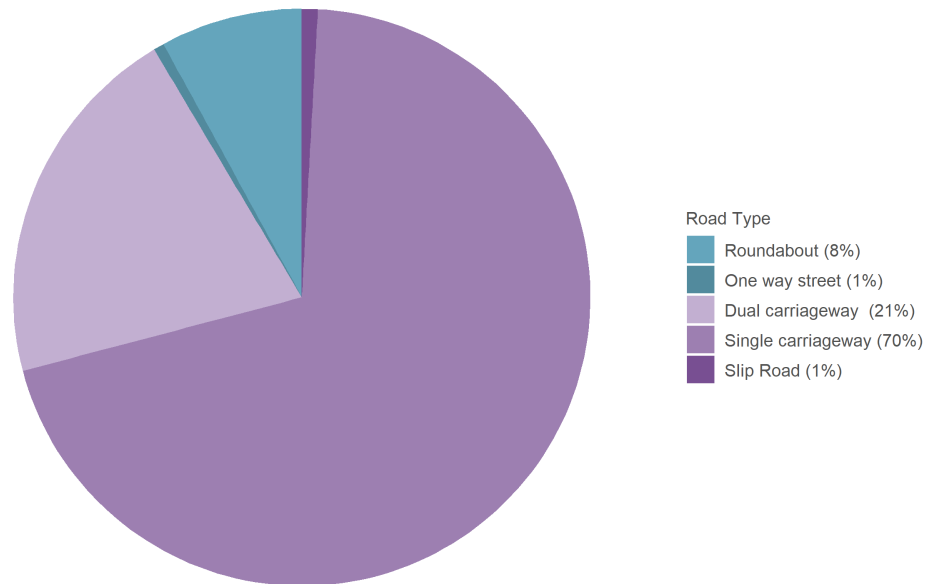
3.1.1.8.1 Road class Figure 147 shows collisions in West Berkshire by class of road.

Figure 147: West Berkshire collisions by road class (2017-2021)



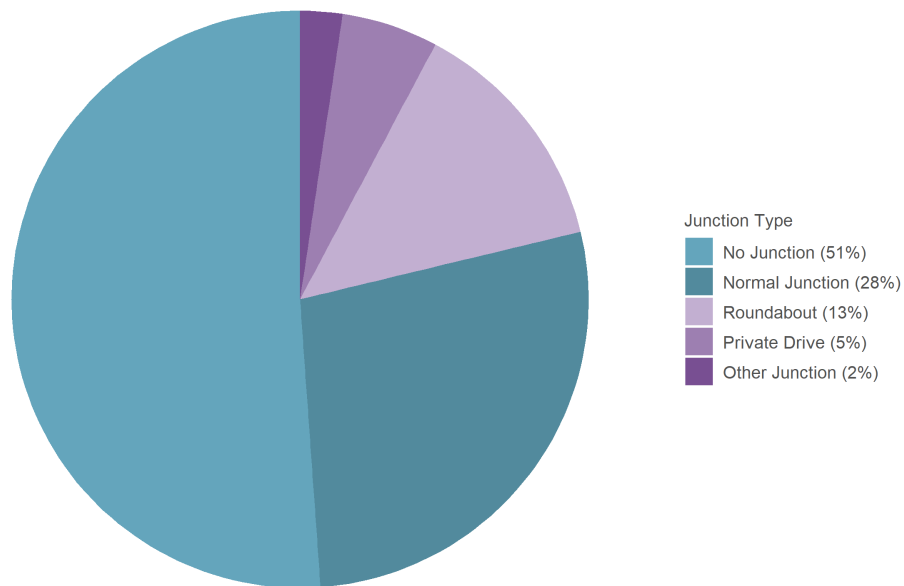
3.1.1.8.2 Carriageway type Figure 148 shows collisions in West Berkshire by carriageway type of road.

Figure 148: West Berkshire collisions by road carriageway type (2017-2021)



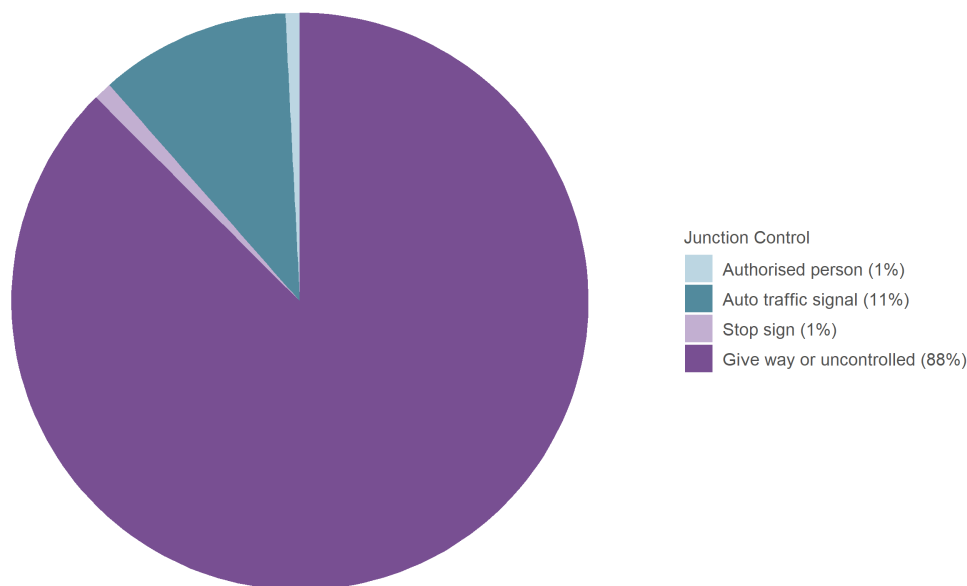
3.1.1.8.3 Junction type Figure 149 shows collisions in West Berkshire by the presence and type of junction.

Figure 149: West Berkshire collisions by junction type (2017-2021)



3.1.1.8.4 Junction control Figure 150 shows collisions in West Berkshire by the type of junction control (if the collision took place at a junction).

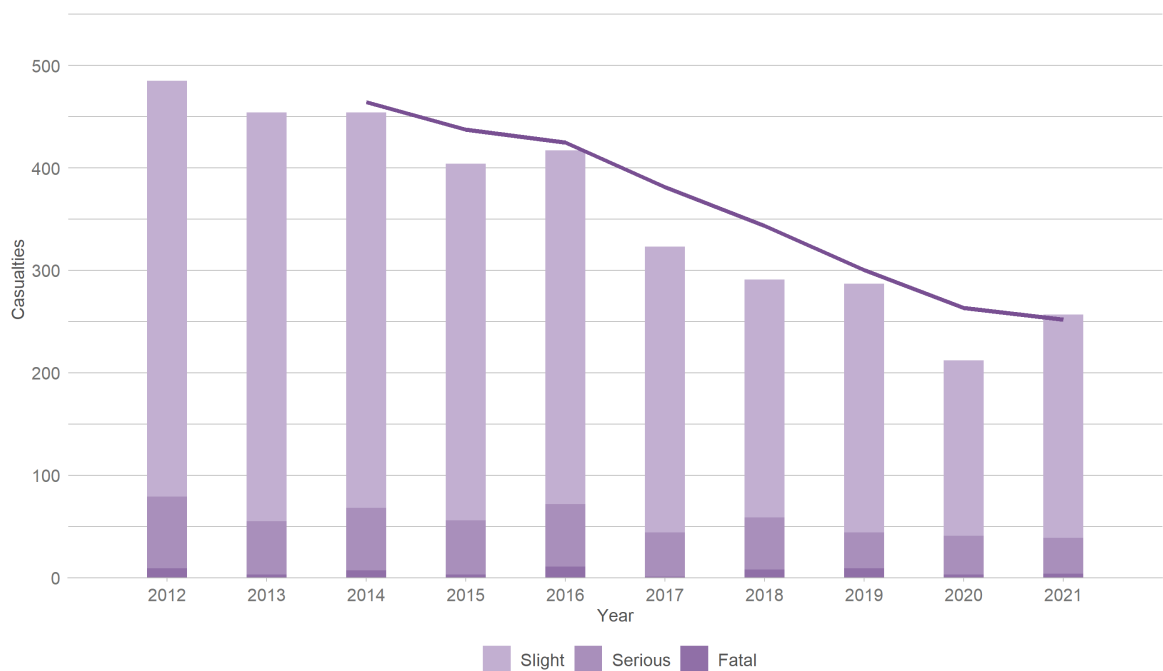
Figure 150: West Berkshire collisions by junction control (2017-2021)



3.1.2 Casualty trends on all roads

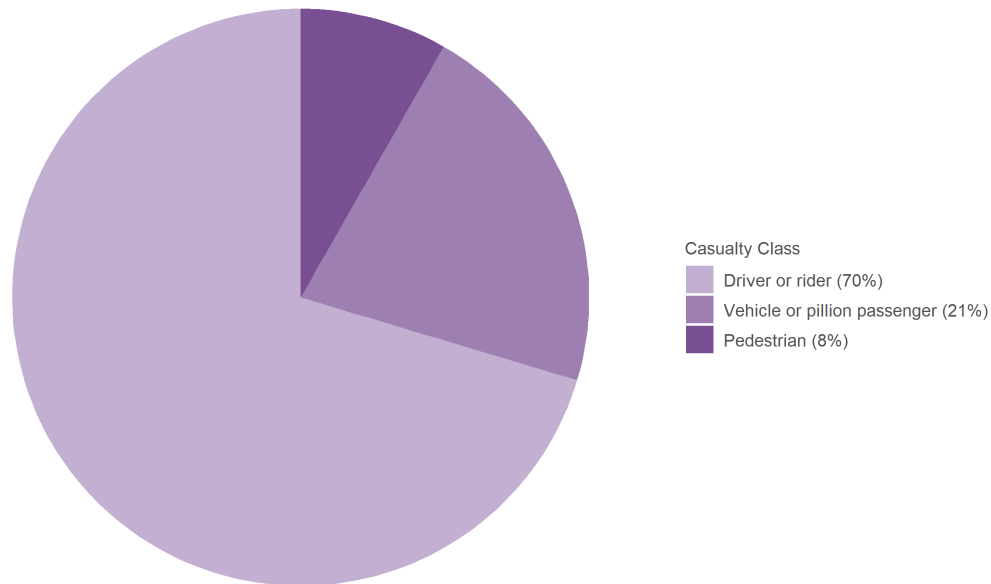
3.1.2.1 All casualties Figure 151 shows annual casualty numbers on collisions on West Berkshire's roads.

Figure 151: Casualties on West Berkshire’s roads by year (2012-2021)



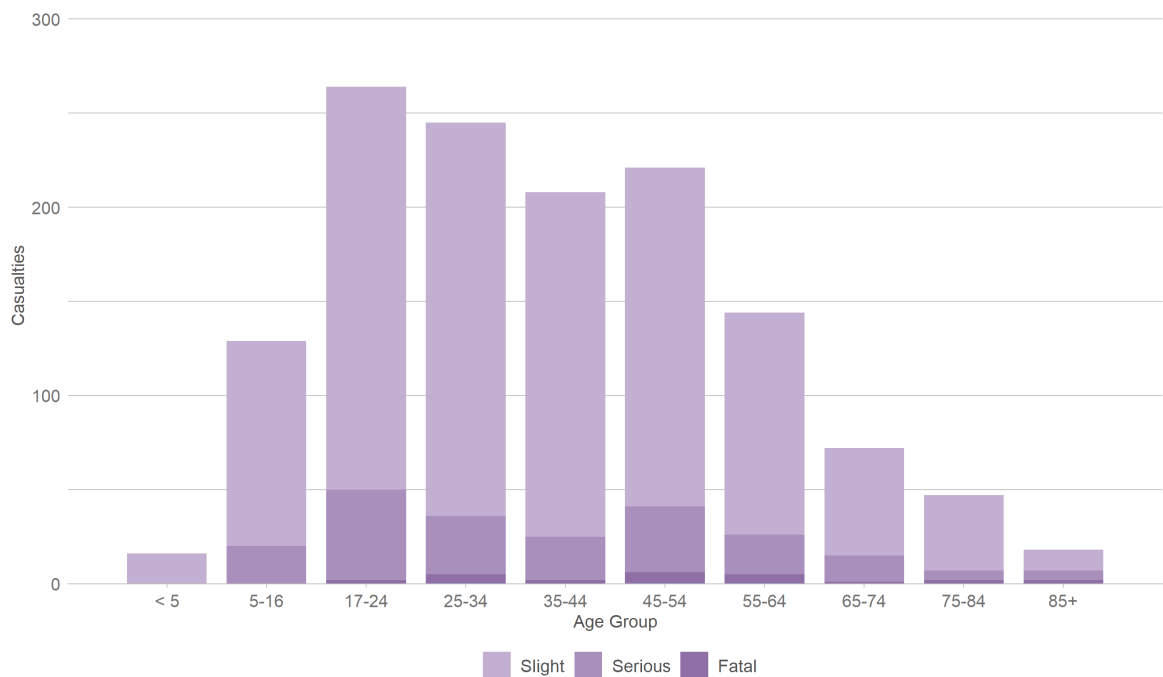
3.1.2.1.1 Casualty class Figure 152 shows the classes of casualties injured in West Berkshire.

Figure 152: West Berkshire casualties by casualty class (2017-2021)



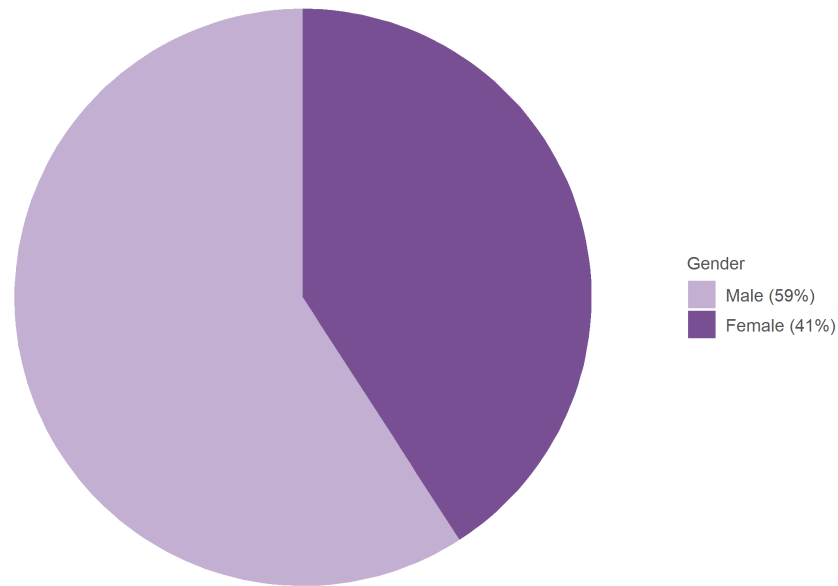
3.1.2.1.2 Casualty age Figure 153 shows the age groups of casualties injured in West Berkshire.

Figure 153: West Berkshire casualties by age group (2017-2021)



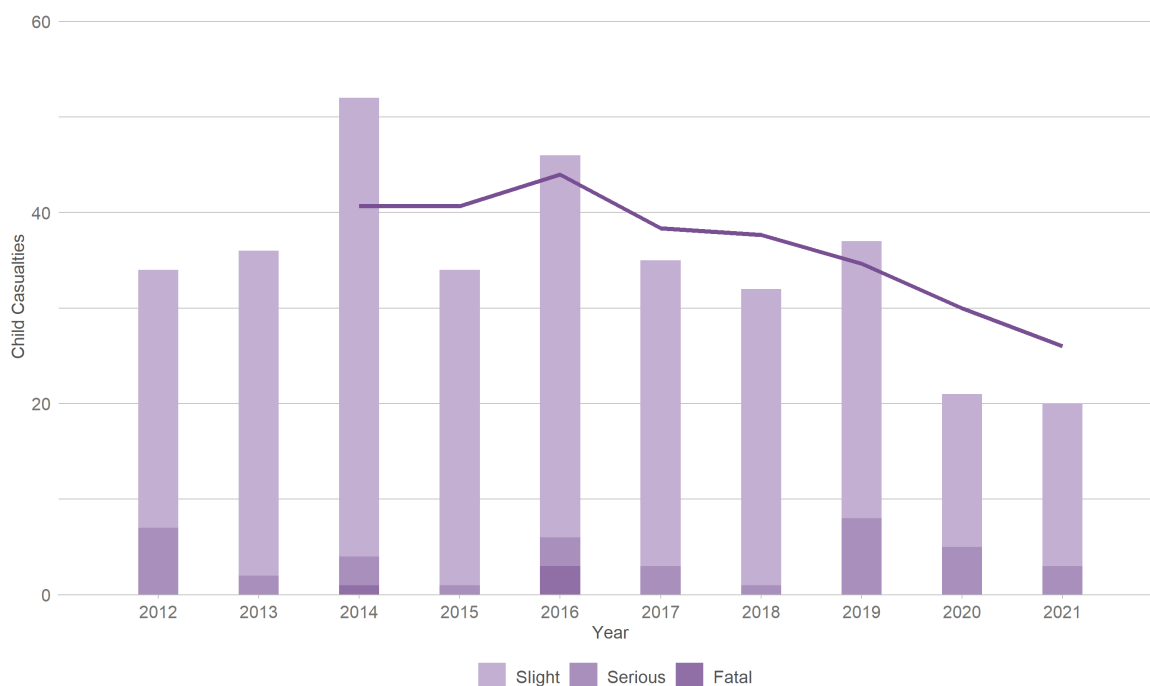
3.1.2.1.3 Casualty gender Figure 154 shows the breakdown of casualties injured in West Berkshire by gender.

Figure 154: West Berkshire casualties by gender (2017-2021)



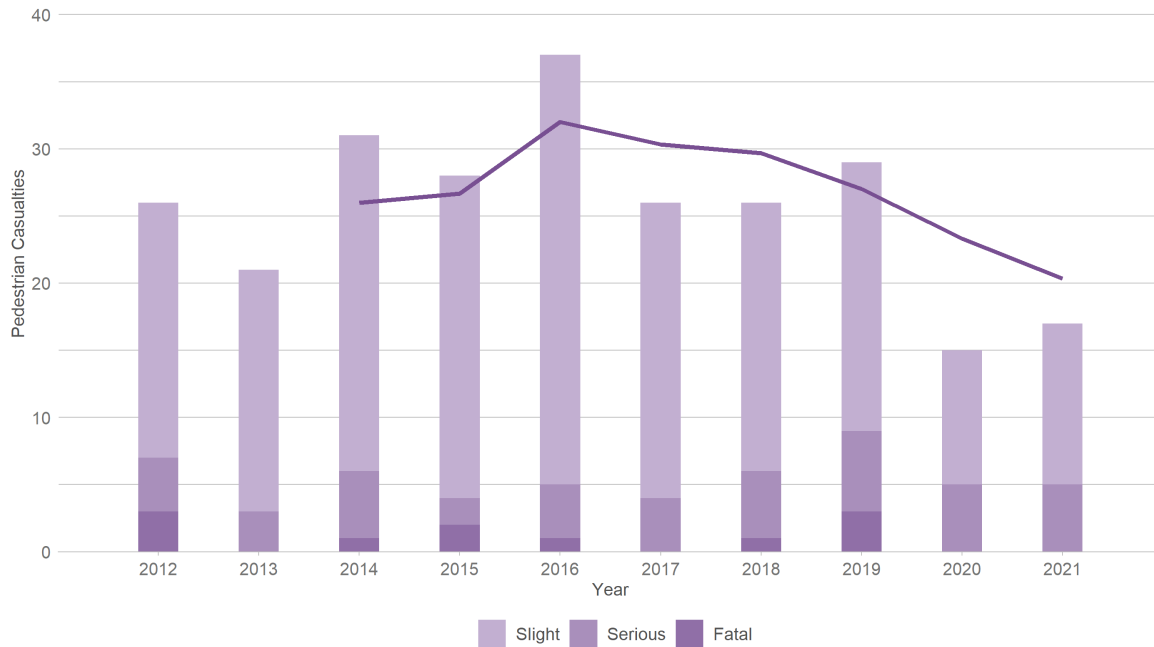
3.1.2.2 Child casualties Figure 155 shows annual child casualty numbers on collisions on West Berkshire's roads.

Figure 155: Child casualties on West Berkshire's roads by year (2012-2021)



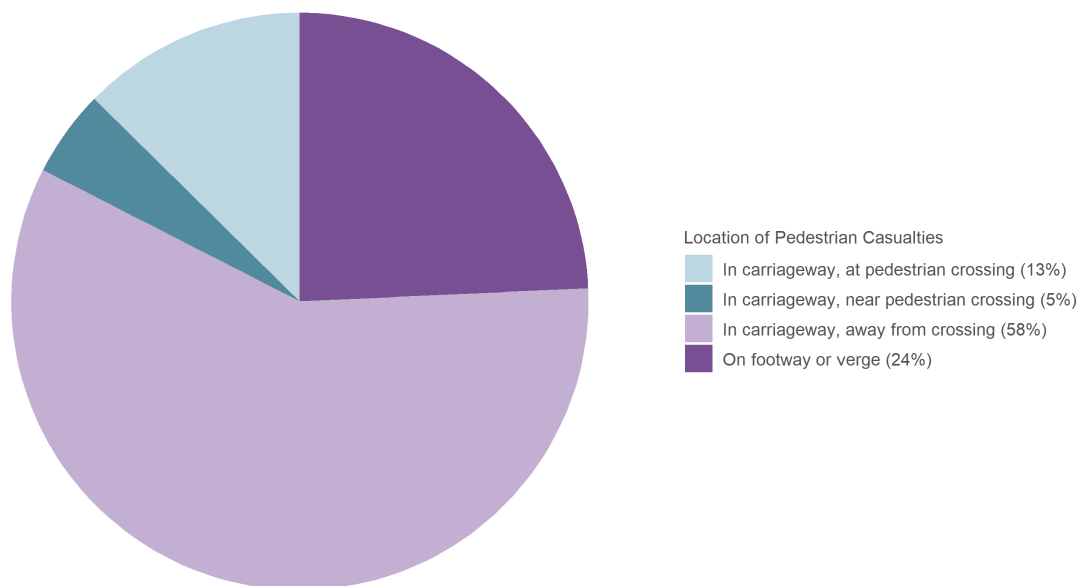
3.1.2.3 Pedestrian casualties Figure 156 shows annual pedestrian casualty numbers on collisions on West Berkshire's roads.

Figure 156: Pedestrian casualties on West Berkshire's roads by year (2012-2021)



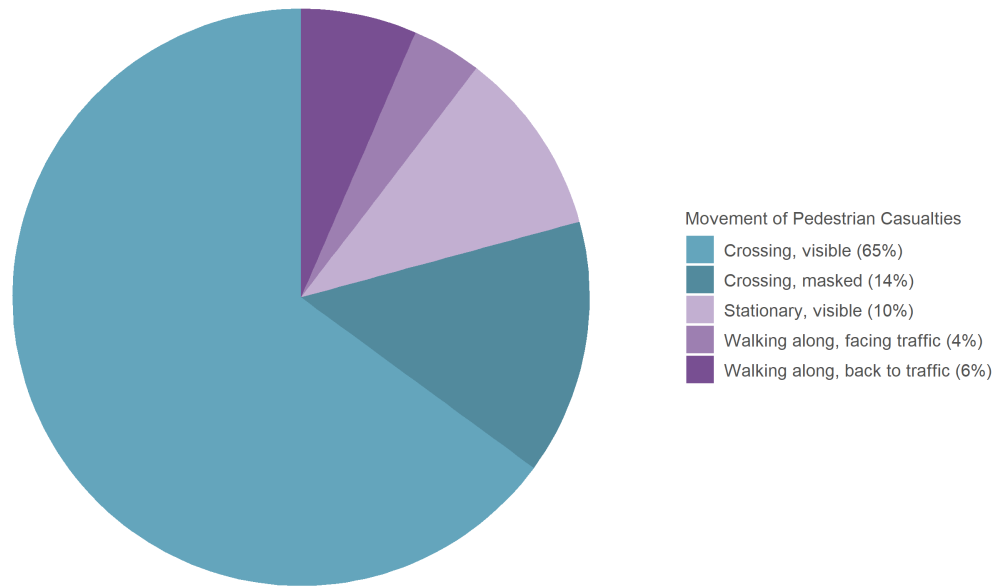
3.1.2.3.1 Pedestrian location Figure 157 shows the location of pedestrian casualties injured in West Berkshire.

Figure 157: West Berkshire pedestrian casualties by pedestrian location (2017-2021)



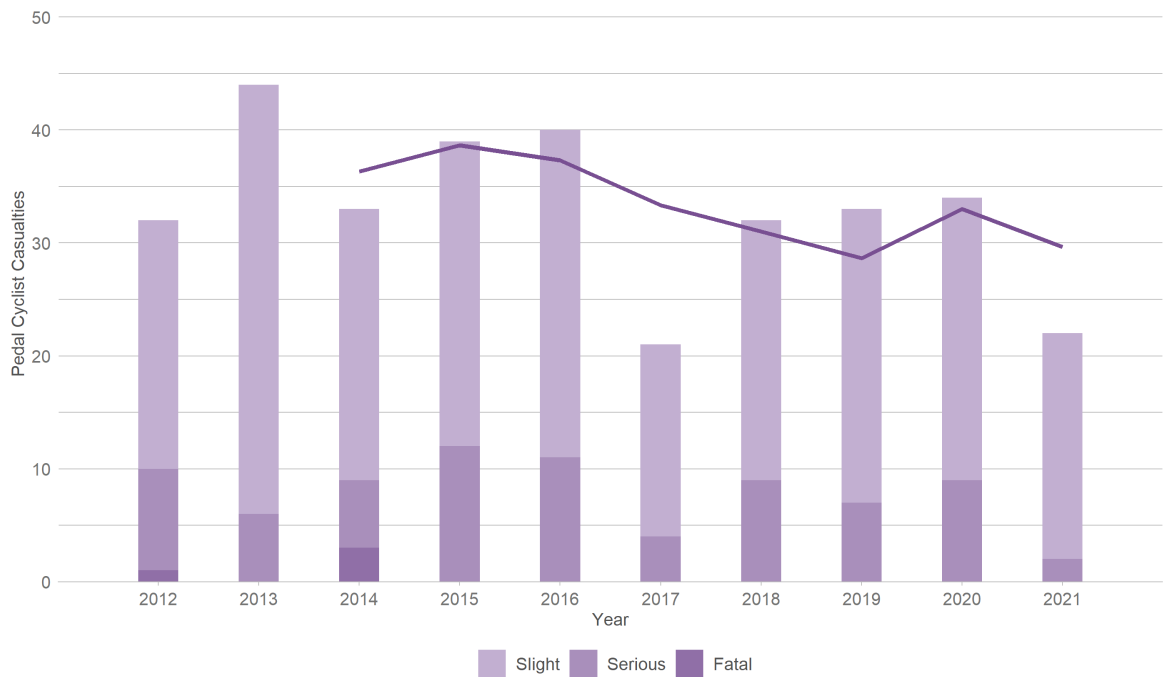
3.1.2.3.2 Pedestrian movement Figure 158 shows the movement of pedestrian casualties injured in West Berkshire.

Figure 158: West Berkshire pedestrian casualties by pedestrian movement (2017-2021)



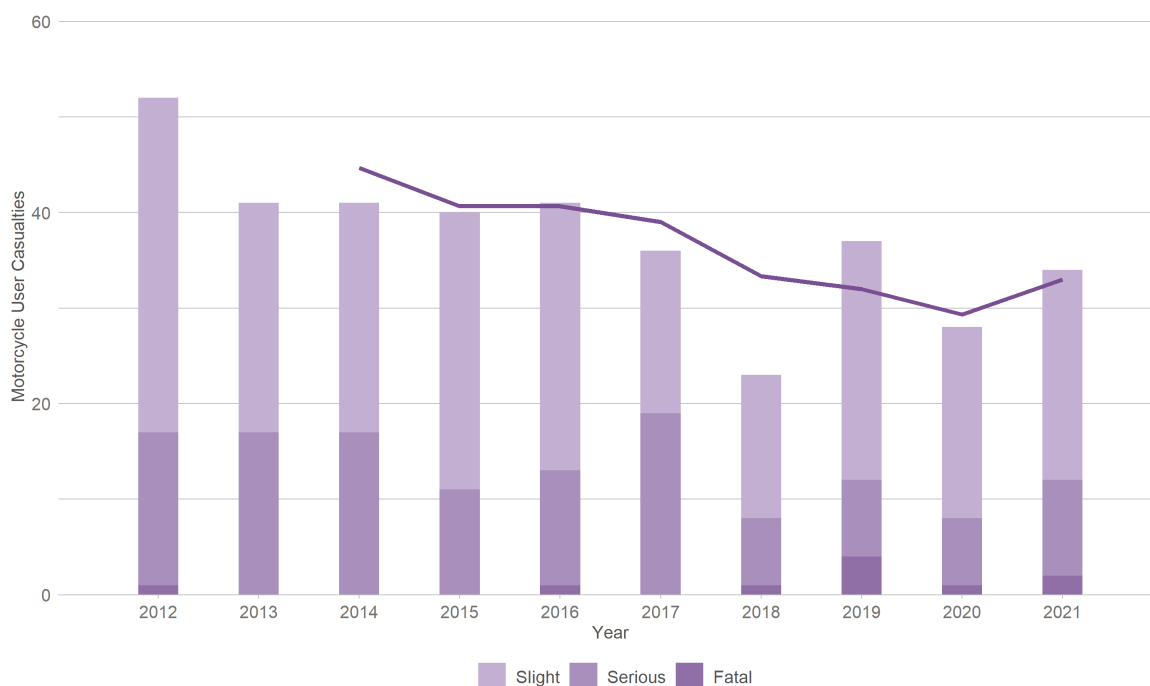
3.1.2.4 Pedal cyclist casualties Figure 159 shows annual pedal cyclist casualty numbers on West Berkshire's roads.

Figure 159: Pedal cyclist casualties on West Berkshire’s roads by year (2012-2021)



3.1.2.5 Motorcycle user casualties Figure 160 shows annual motorcycle user casualty numbers on West Berkshire’s roads.

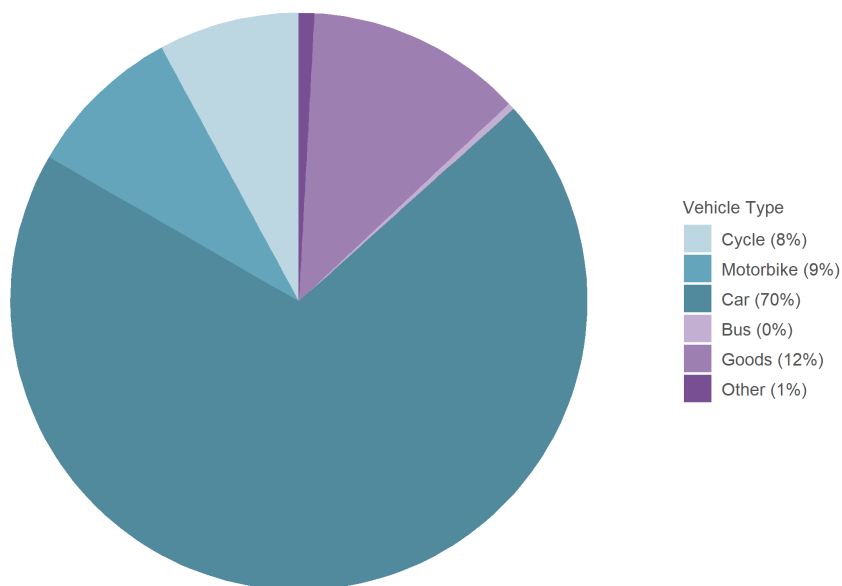
Figure 160: Motorcycle user casualties on West Berkshire's roads by year (2012-2021)



3.1.3 Driver trends on all roads

3.1.3.1 Vehicle type Figure 161 shows the types of vehicles involved in collisions in West Berkshire.

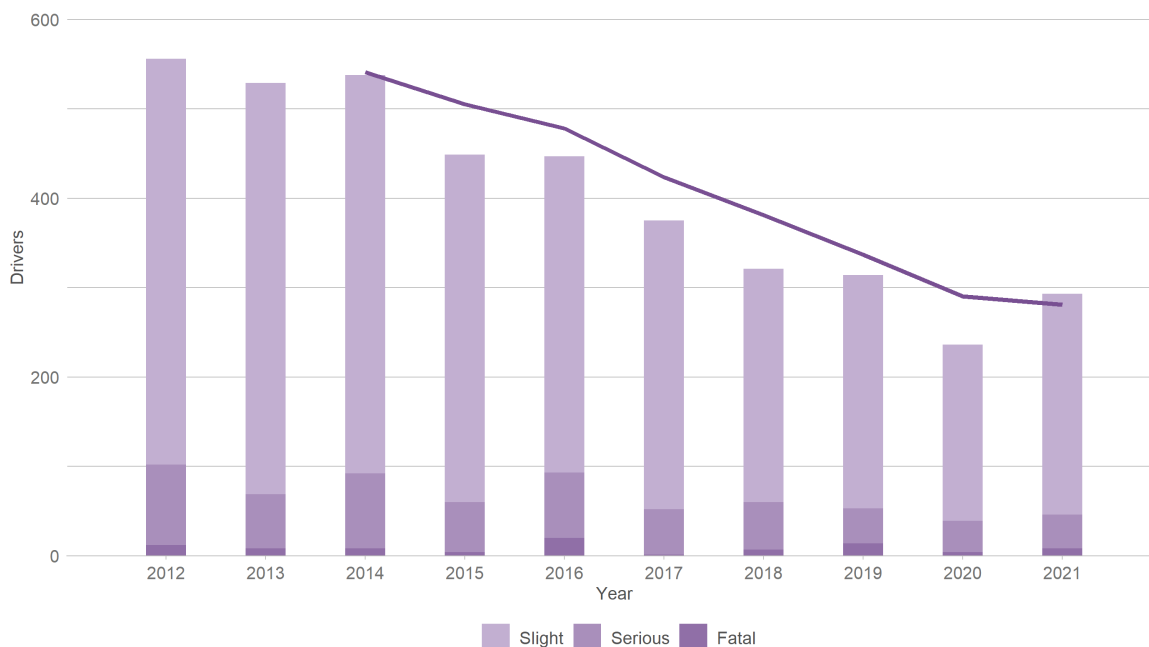
Figure 161: West Berkshire collision-involved drivers by vehicle type (2017-2021)



3.1.3.2 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.

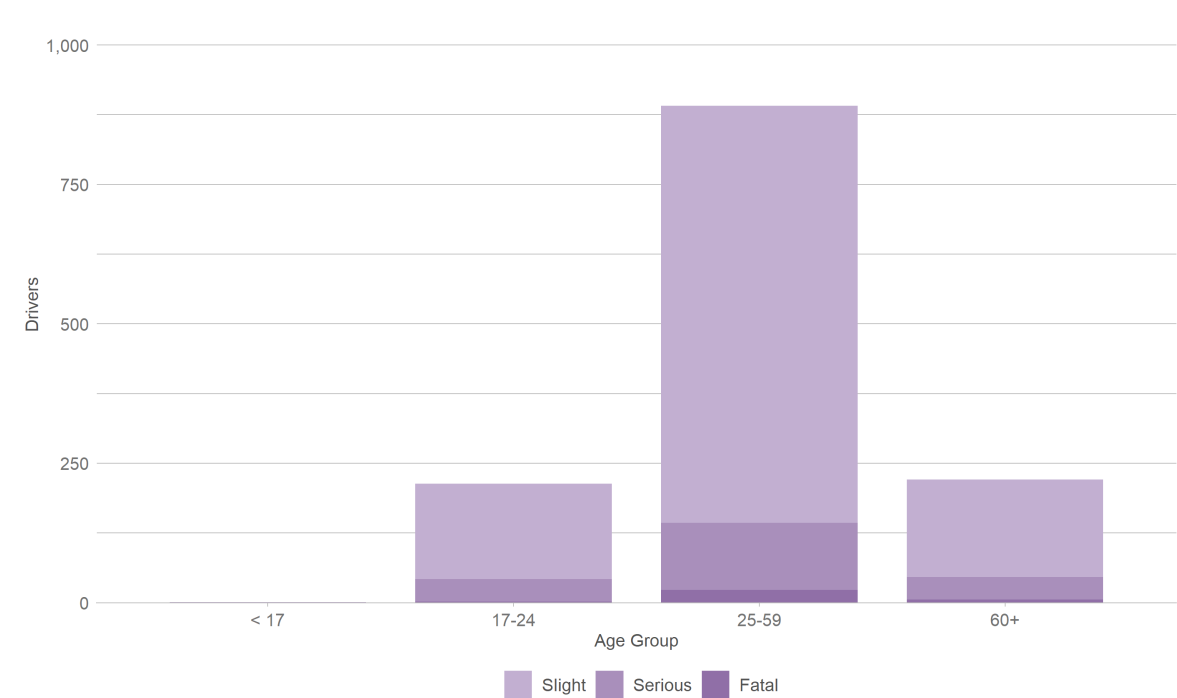
Figure 162 shows annual driver collision involvement on West Berkshire's roads.

Figure 162: Drivers involved in collisions on West Berkshire's roads by year (2012-2021)



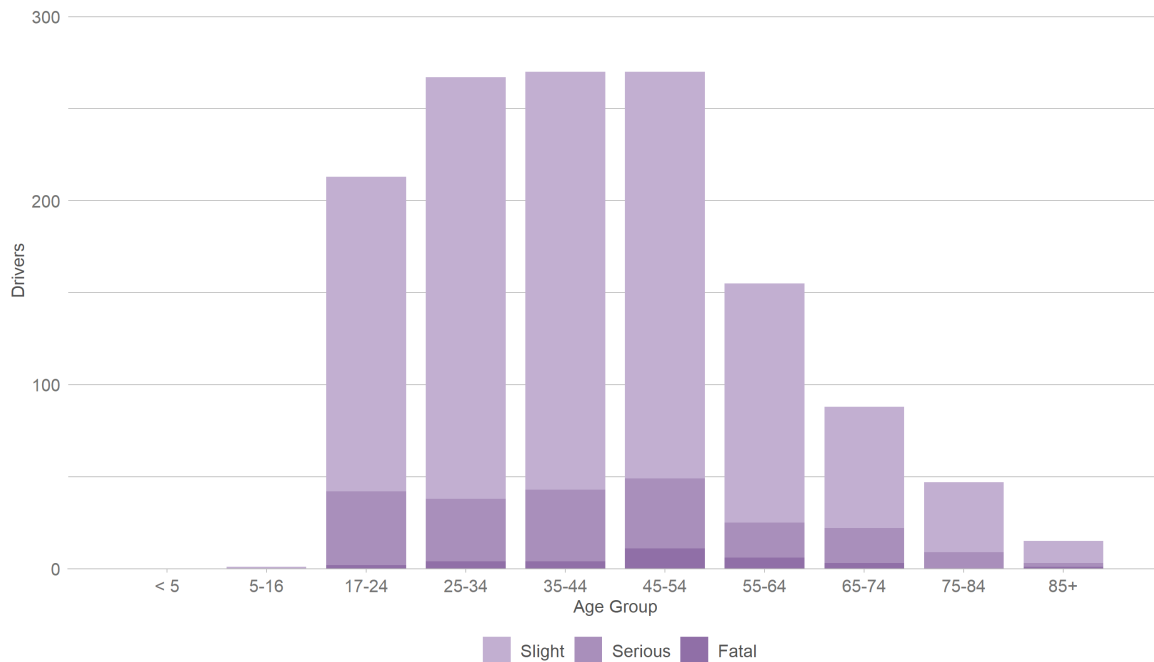
3.1.3.2.1 Driver age Figure 164 shows the age groups of drivers involved in collisions in West Berkshire.

Figure 163: West Berkshire collision-involved drivers by age group (2017-2021)



or, alternatively

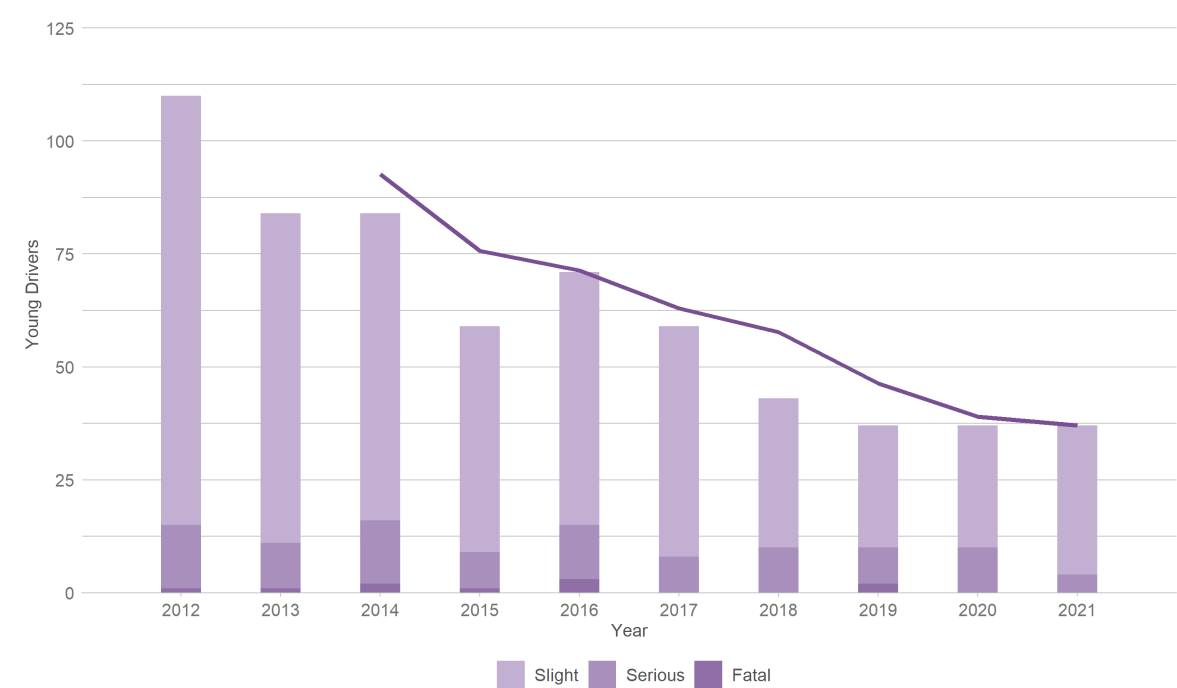
Figure 164: West Berkshire collision-involved drivers by age group (2017-2021)



Young drivers

Figure 165 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.

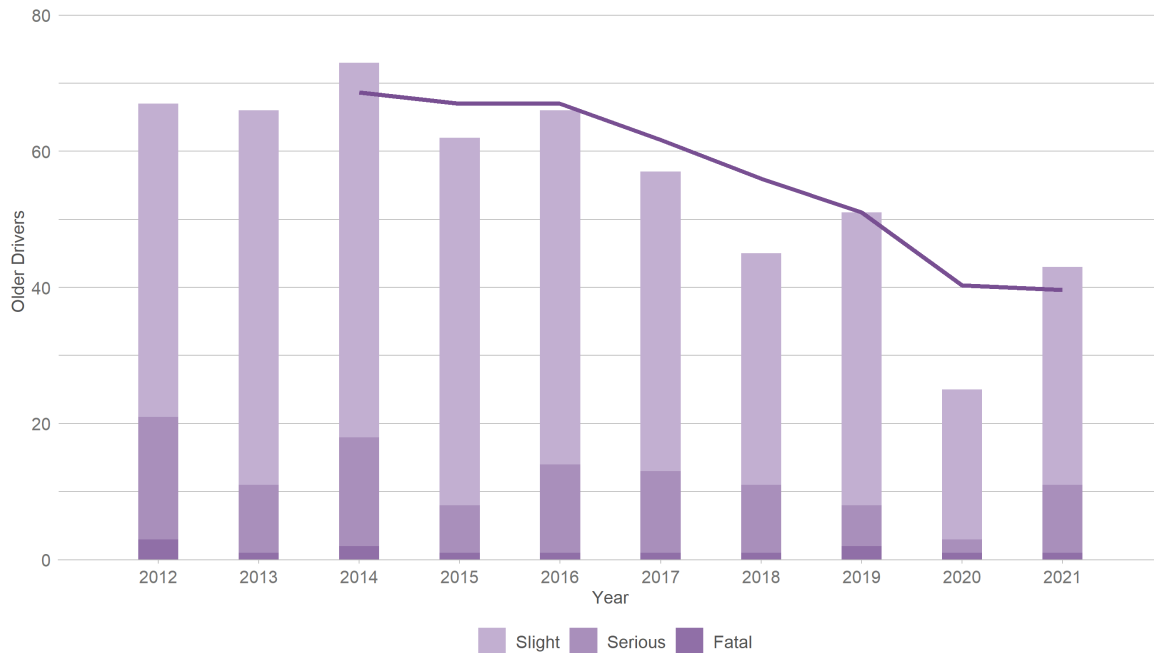
Figure 165: Collision-involved young drivers on West Berkshire’s roads by year (2012-2021)



Older drivers

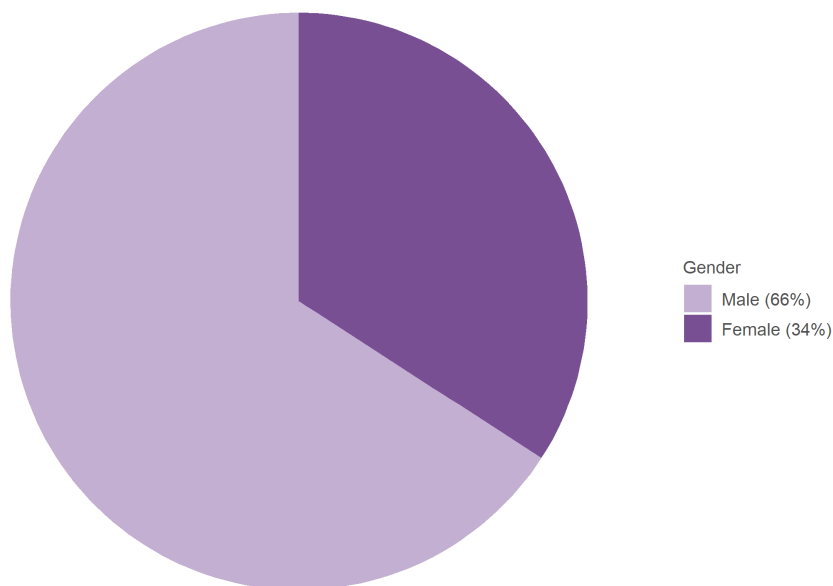
Figure 166 shows annual numbers of older drivers involved in collisions on West Berkshire’s roads. In this analysis, older drivers are those aged 60 and over.

Figure 166: Collision-involved older drivers on West Berkshire's roads by year (2012-2021)



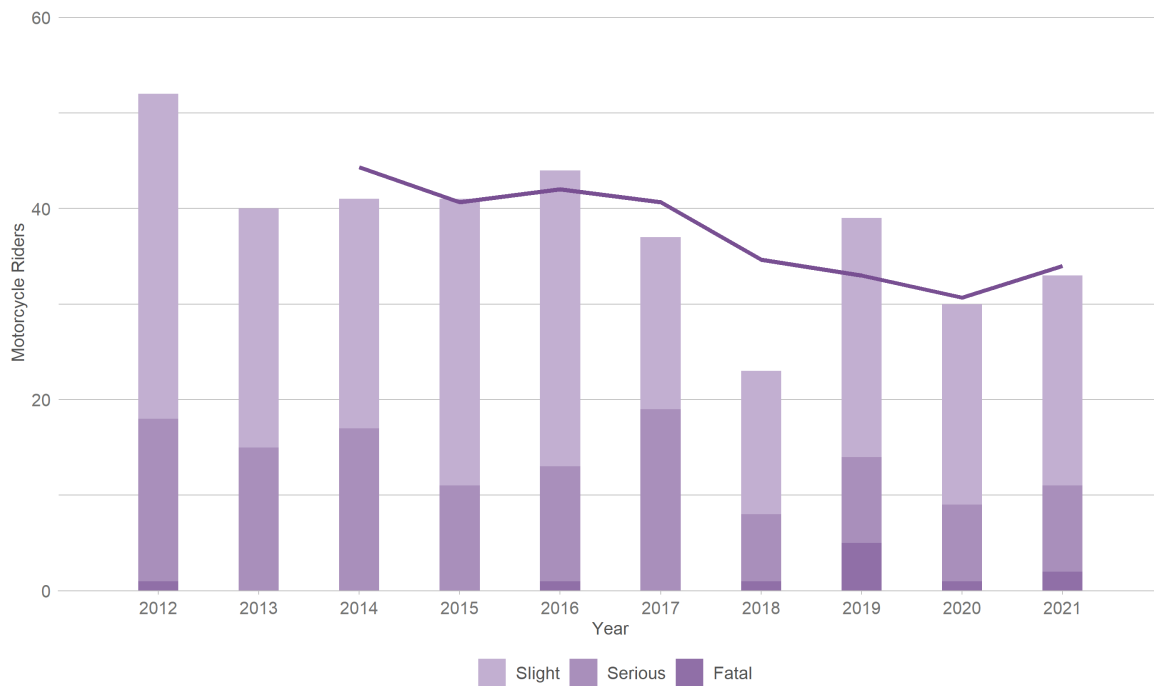
3.1.3.2.2 Driver gender Figure 167 shows the breakdown of drivers involved in collisions in West Berkshire by gender.

Figure 167: West Berkshire collision-involved drivers by gender (2017-2021)



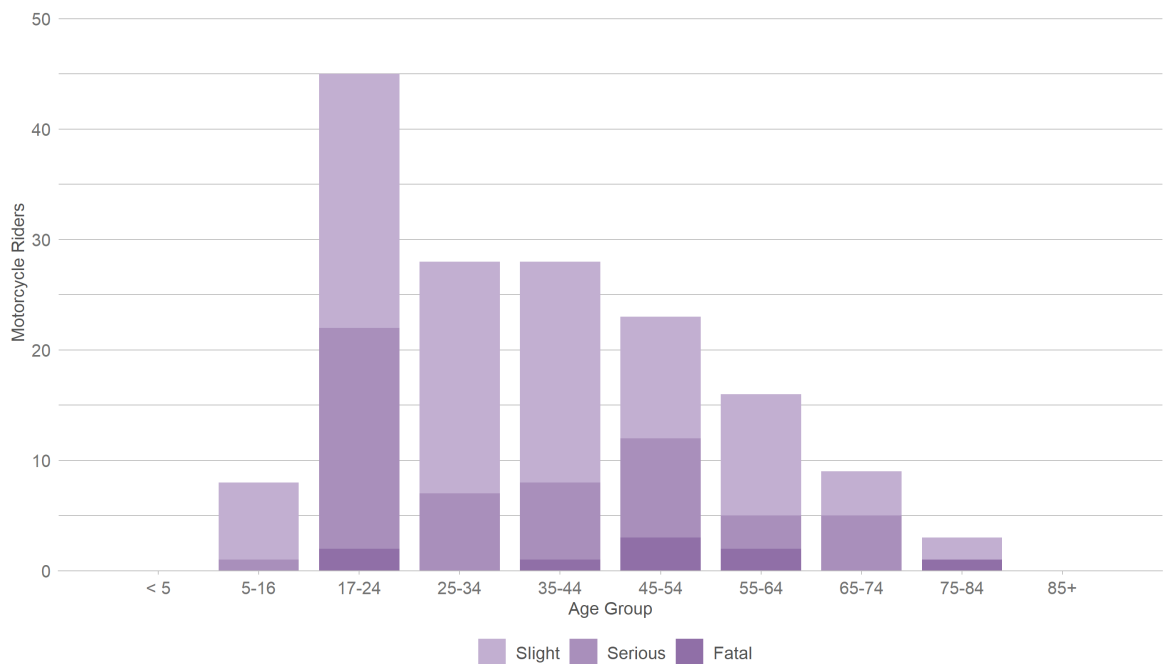
3.1.3.3 Motorcycle riders Figure 168 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's roads.

Figure 168: Collision-involved motorcycle riders on West Berkshire's roads by year (2012-2021)



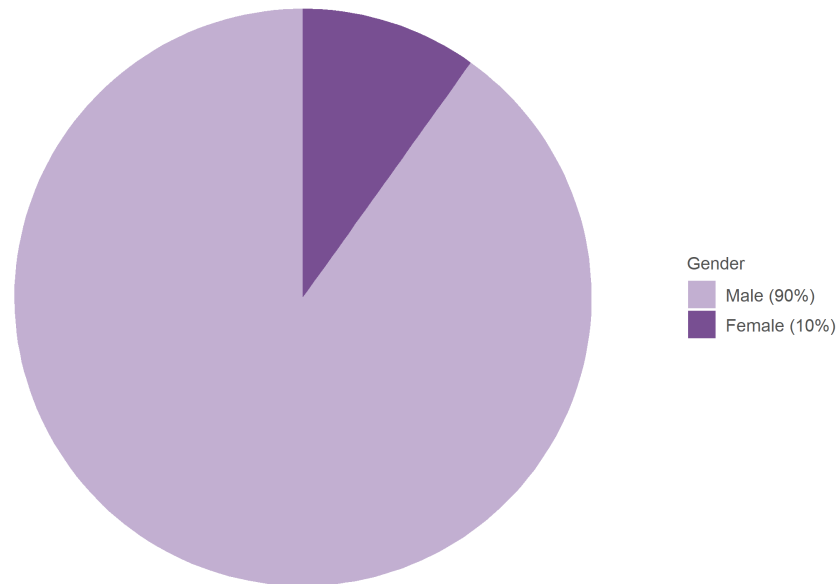
3.1.3.3.1 Rider age Figure 169 shows the age groups of motorcycle riders involved in collisions in West Berkshire.

Figure 169: West Berkshire collision-involved motorcycle riders by age group (2017-2021)



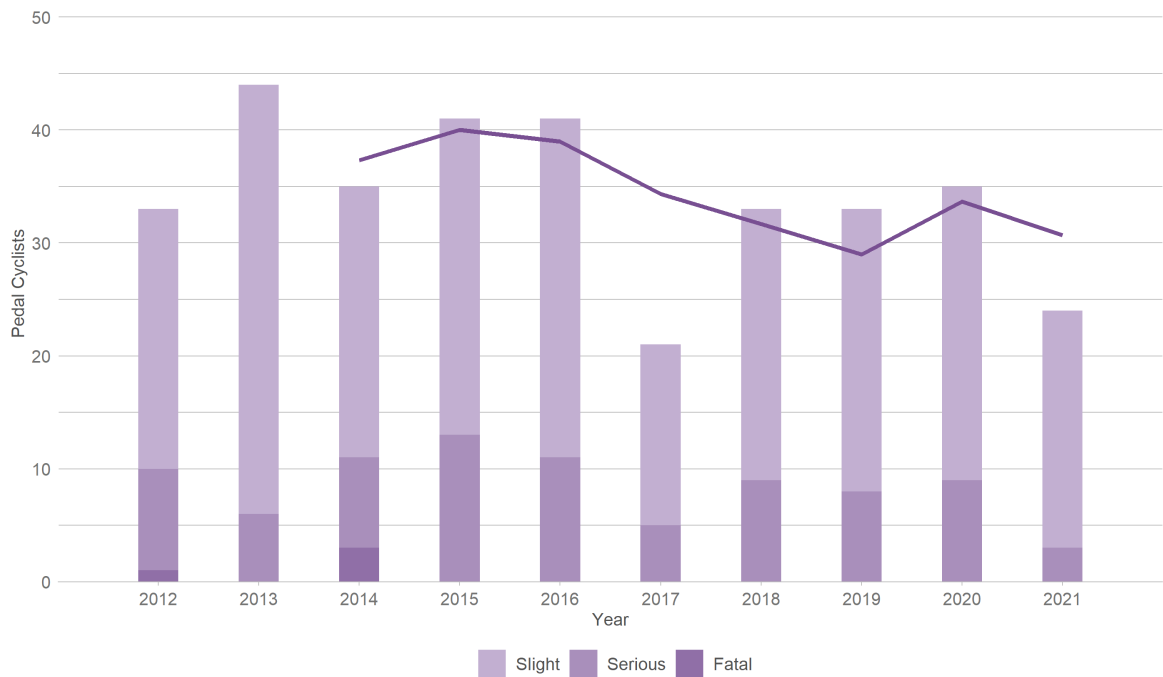
3.1.3.3.2 Rider gender Figure 170 shows the breakdown of motorcycle riders involved in collisions in West Berkshire by gender.

Figure 170: West Berkshire collision-involved motorcycle riders by gender (2017-2021)



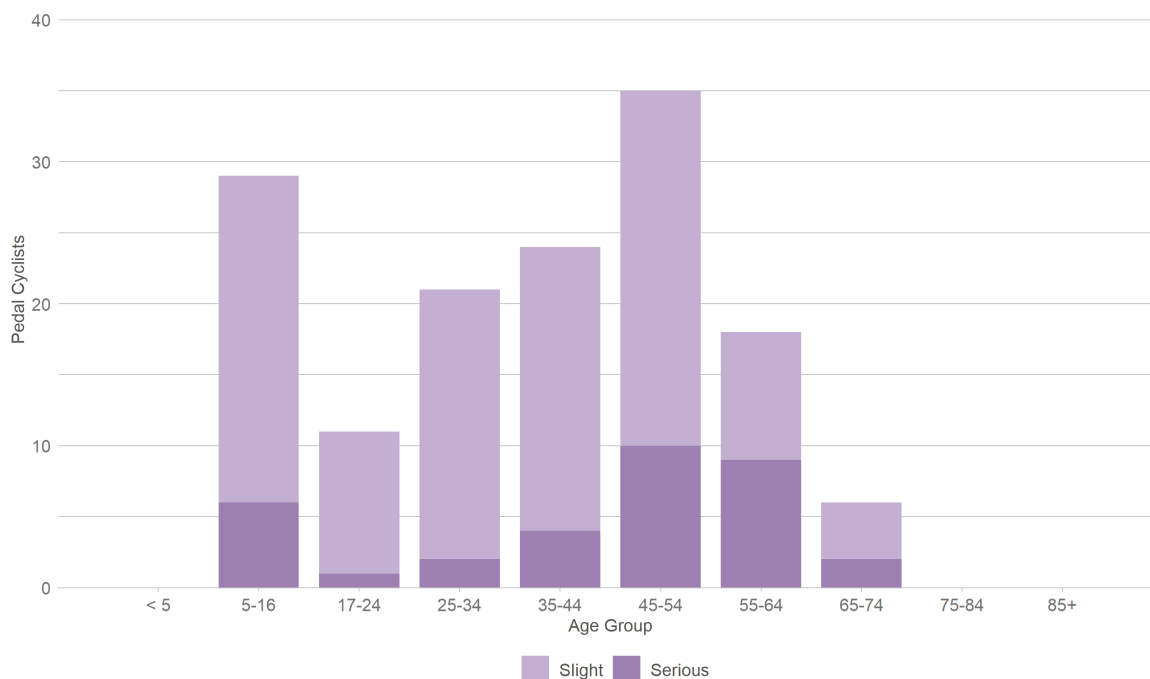
3.1.3.4 Pedal cyclists Figure 171 shows annual numbers of pedal cyclists involved in collisions on West Berkshire's roads.

Figure 171: Collision-involved pedal cyclists on West Berkshire’s roads by year (2012-2021)



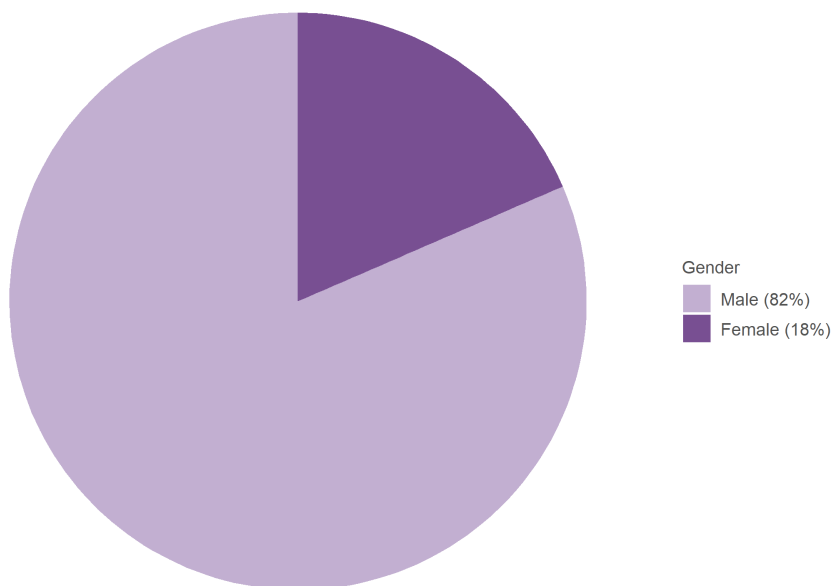
3.1.3.4.1 Cyclist age Figure 172 shows the age groups of pedal cyclists involved in collisions in West Berkshire.

Figure 172: West Berkshire collision-involved pedal cyclists by age group (2017-2021)



3.1.3.4.2 Cyclist gender Figure 173 shows the breakdown of pedal cyclists involved in collisions in West Berkshire by gender.

Figure 173: West Berkshire collision-involved pedal cyclists by gender (2017-2021)



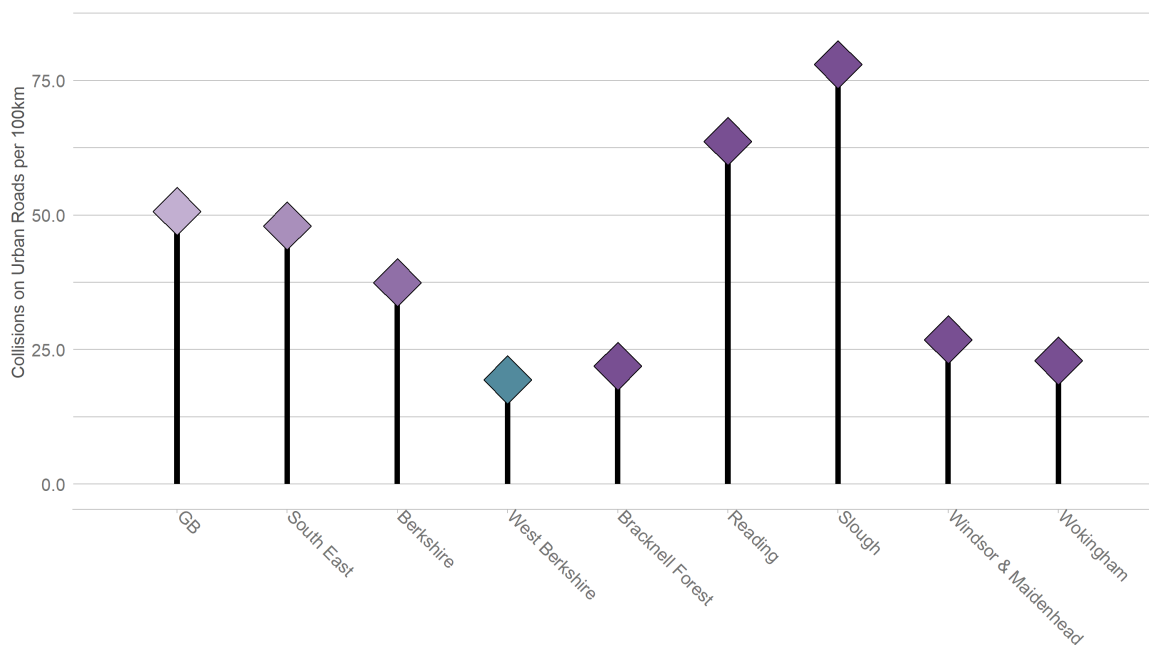
3.2 Collisions on Urban Roads in West Berkshire

The following section investigates collisions in West Berkshire which occurred on urban roads.

3.2.1 Rates

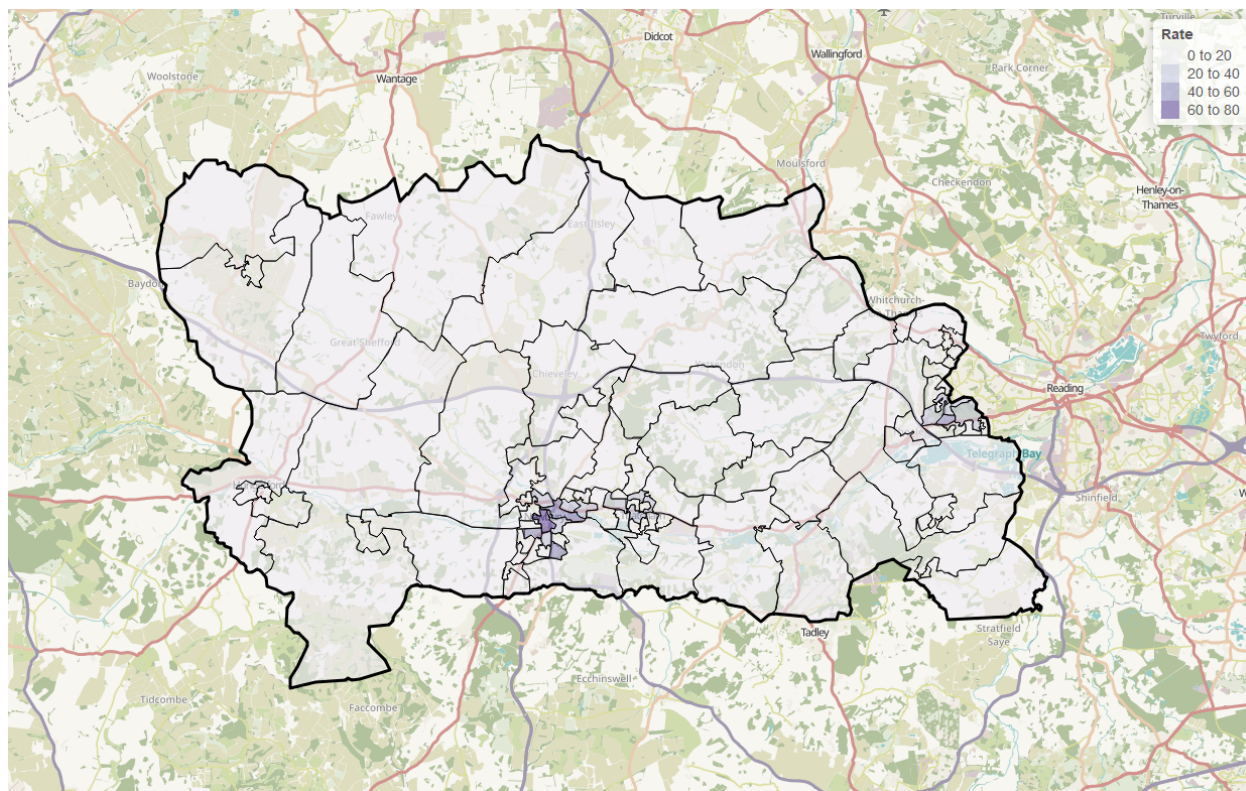
3.2.1.1 Collisions on urban road per 100km of urban road Figure 174 below shows the rate of average annual collisions on urban roads between 2017 and 2021 per 100km of urban road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

Figure 174: Annual average collisions on urban roads per 100km of urban road (2017-2021)



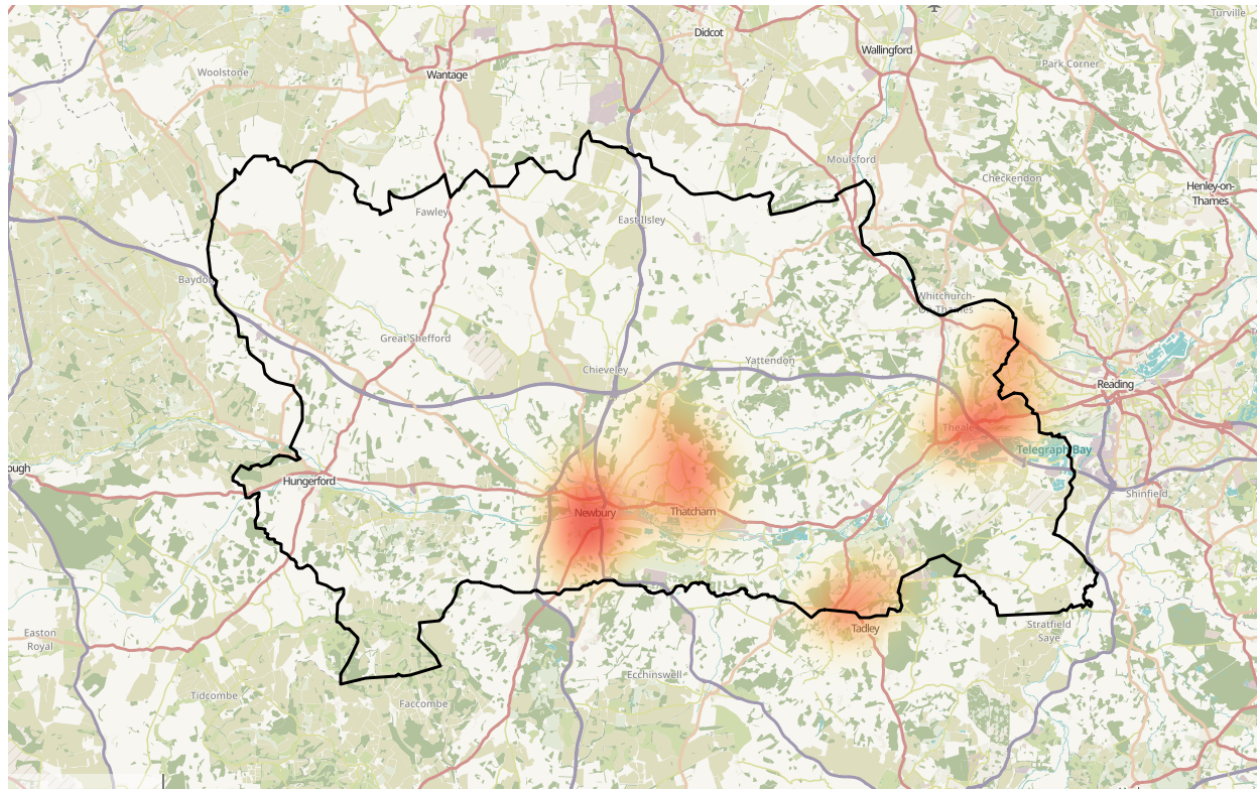
3.2.1.1.1 Collisions on Urban Roads by Small Area Figure 175 shows collisions on urban roads in West Berkshire by LSOA. The thematic map is colour coded by the rate of annual average collisions on urban roads per 100km of urban road.

Figure 175: Annual average collisions on urban roads per 100km of urban road (2017-2021)



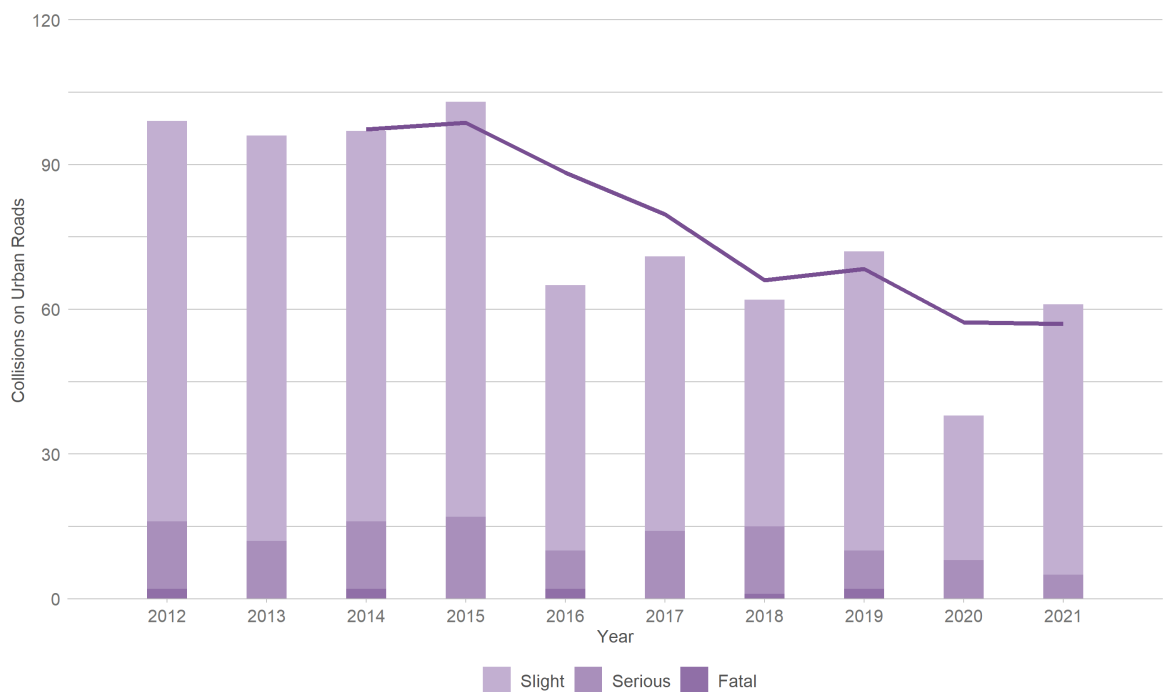
3.2.1.1.2 Collision Locations Figure 176 shows a heatmap of collisions on urban roads in West Berkshire.

Figure 176: Urban road collision heatmap (2017-2021)



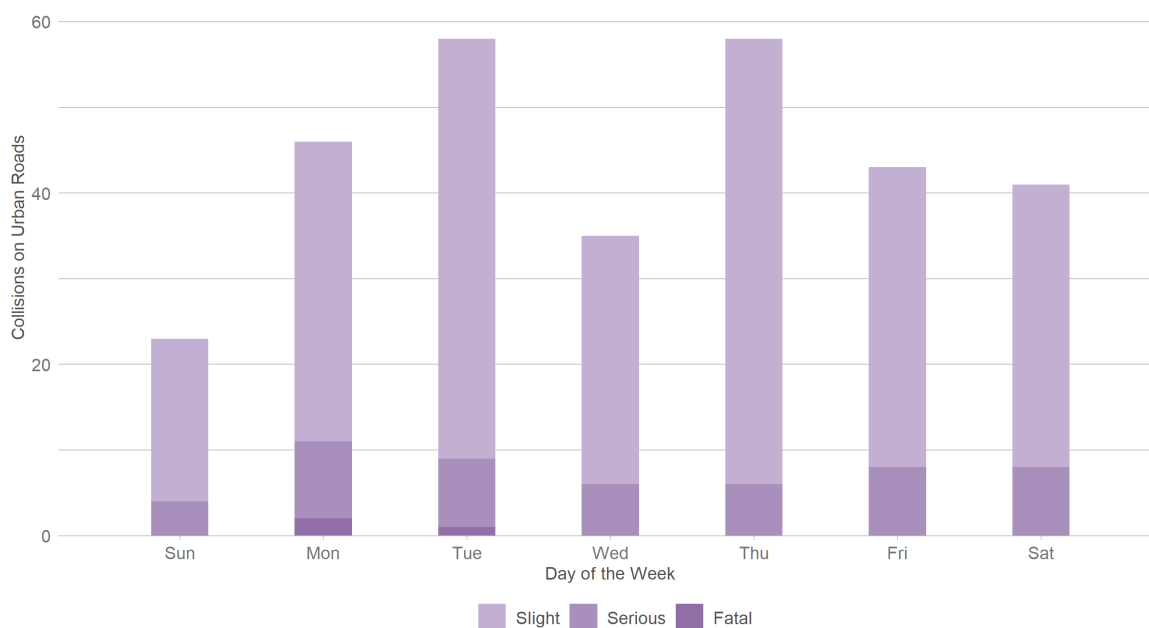
3.2.1.2 Trends Figure 177 shows annual collisions on West Berkshire's urban roads, since 2012 by severity.

Figure 177: West Berkshire collisions on urban roads, by year and severity (2012-2021)



3.2.1.3 Collisions by day of the week Figure 178 shows collision on urban roads in West Berkshire by day of the week and severity.

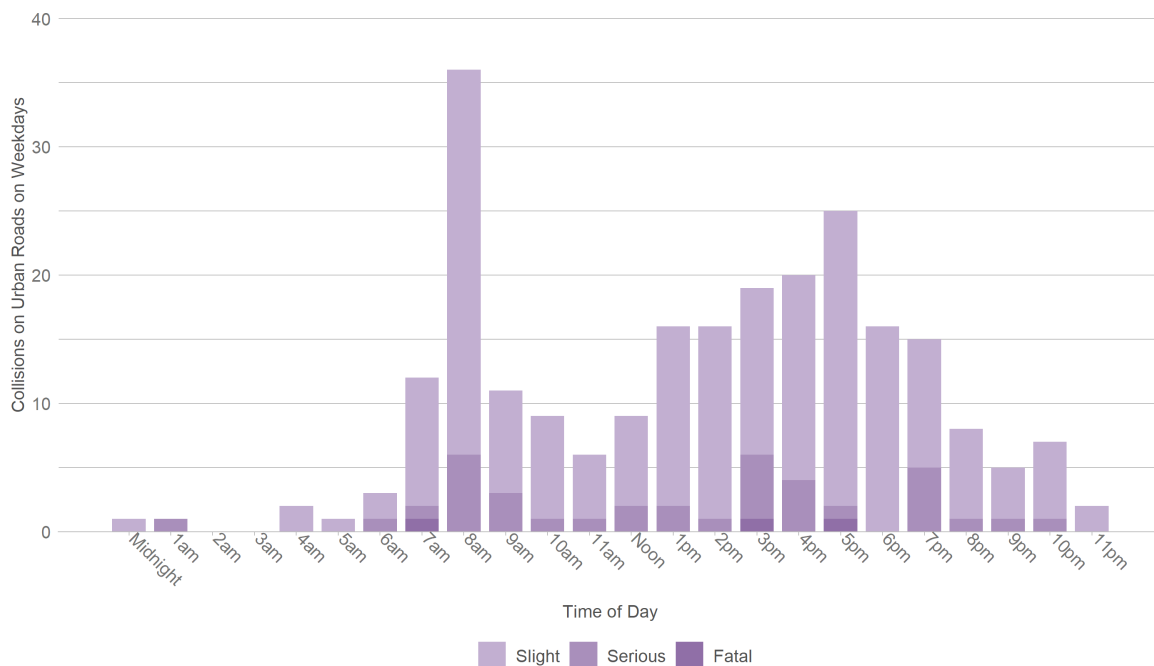
Figure 178: West Berkshire collisions on urban roads, by day of the week and severity (2017-2021)



3.2.1.4 Collisions on urban roads by hour of the day

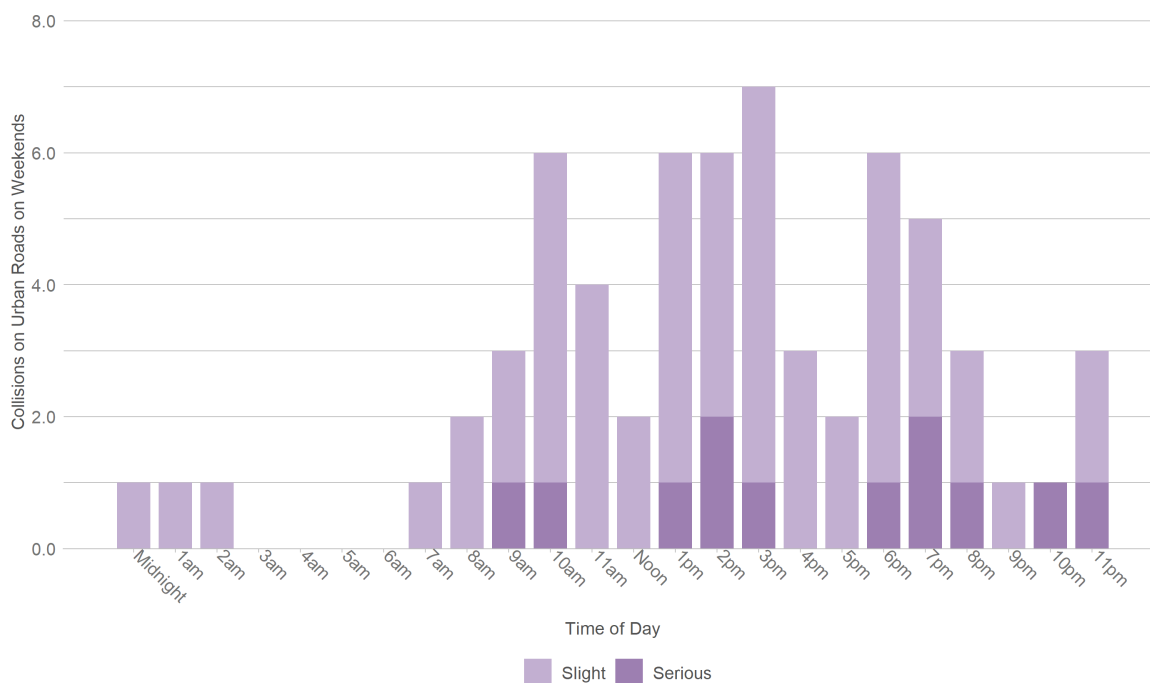
3.2.1.4.1 Collisions on urban roads by hour of the day on weekdays Figure 179 shows collisions on urban roads on weekdays by the hour of the day in which they occurred.

Figure 179: West Berkshire collisions on urban roads, by hour of the day during weekdays (2017-2021)



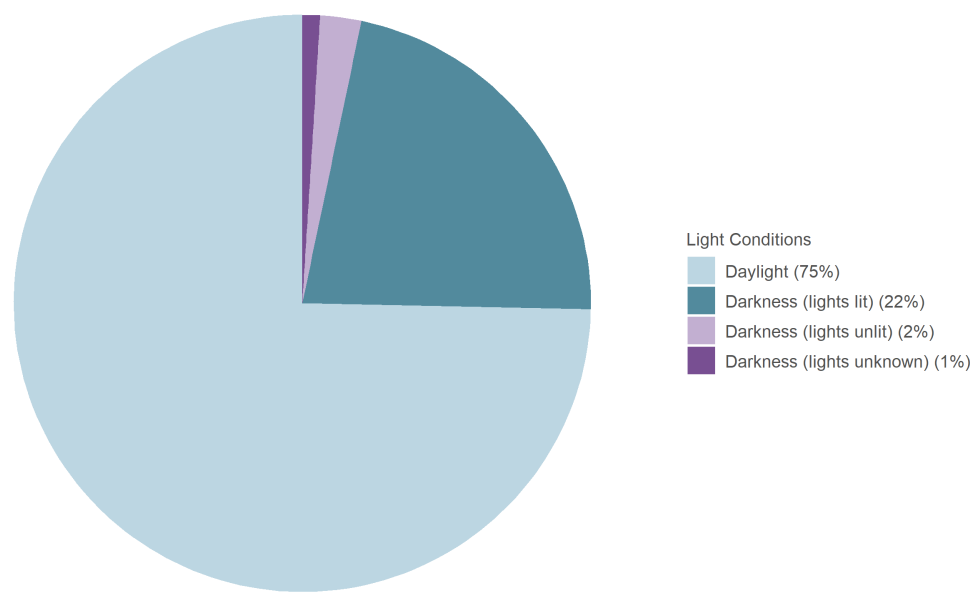
3.2.1.4.2 Collisions on urban roads by hour of the day on weekends Figure 180 shows collisions on urban roads on a weekend by the hour of the day in which they occurred.

Figure 180: West Berkshire collisions on urban roads, by hour of the day during weekends (2017-2021)



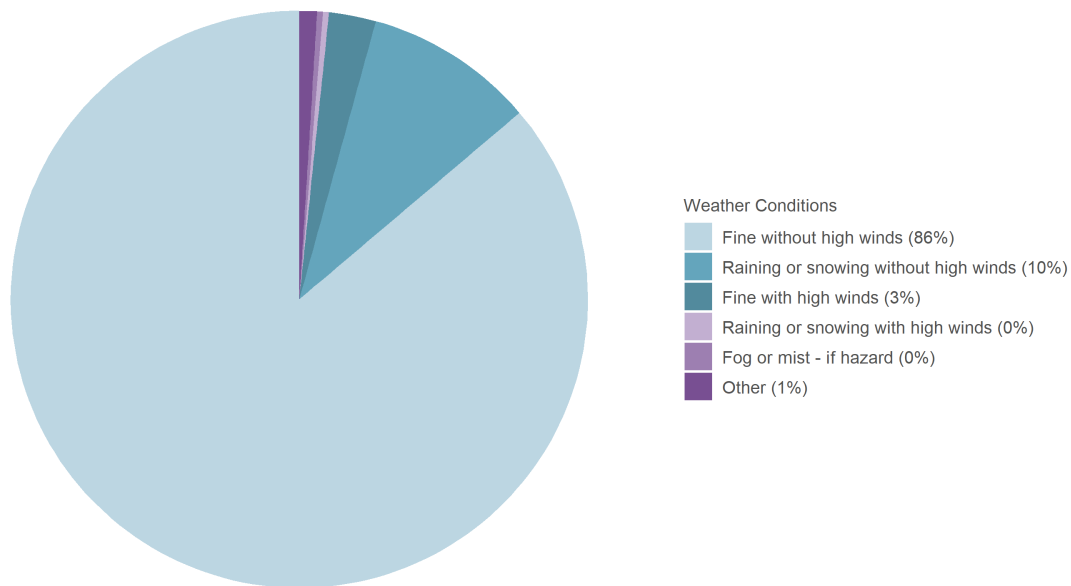
3.2.1.5 Collisions on urban roads by light conditions Figure 181 shows collision on urban roads in West Berkshire by the light conditions at the time of the collision.

Figure 181: West Berkshire collisions on urban roads by light conditions (2017-2021)



3.2.1.6 Collisions on urban roads by weather conditions Figure 182 shows collision on urban roads in West Berkshire by the weather conditions present at the time of the collision.

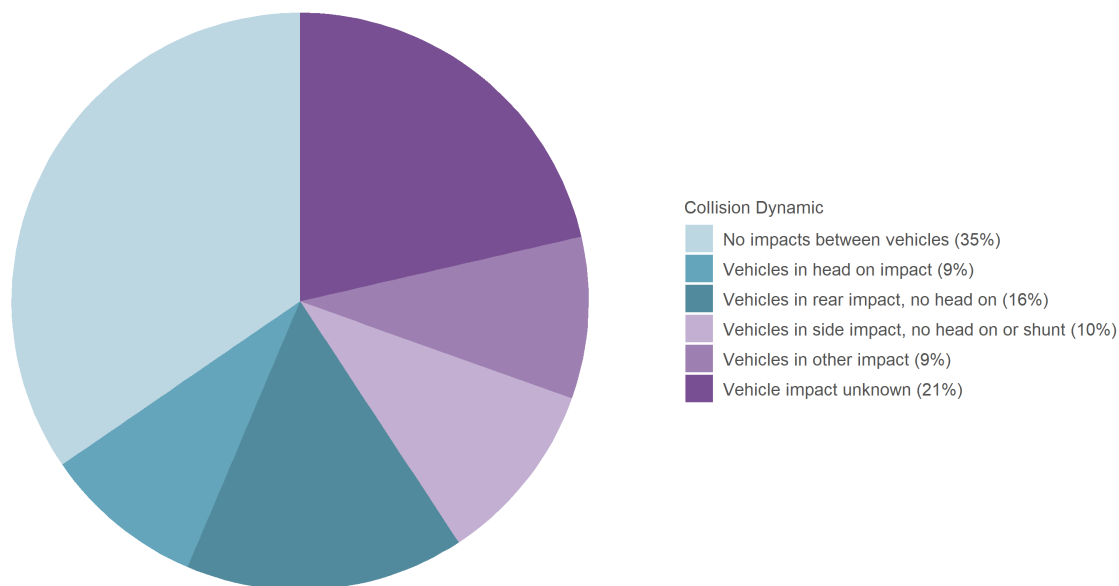
Figure 182: West Berkshire collisions on urban roads by weather conditions (2017-2021)



3.2.1.7 Collision dynamics and driver actions on urban roads

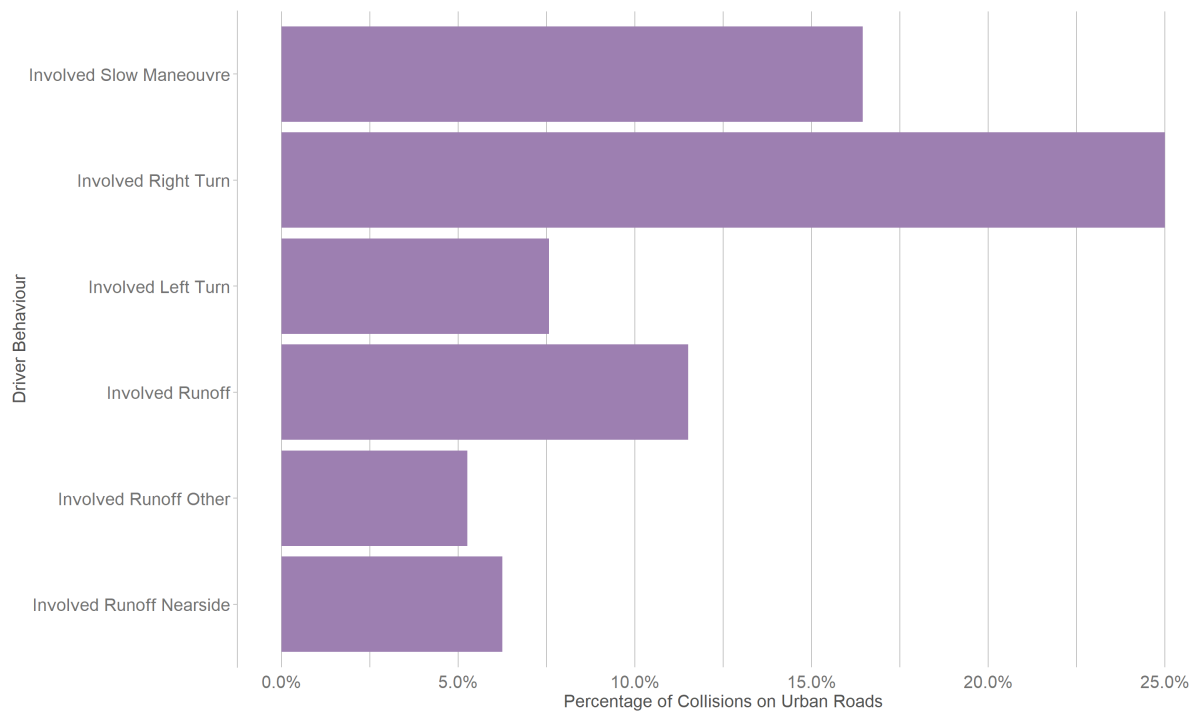
3.2.1.7.1 Collision dynamics Figure 183 shows collisions on urban roads in West Berkshire by the dynamics resulting in the collision.

Figure 183: West Berkshire collisions on urban roads by collision dynamics (2017-2021)



3.2.1.7.2 Driver actions Figure 184 shows collisions on urban roads in West Berkshire by the presence of different driver actions.

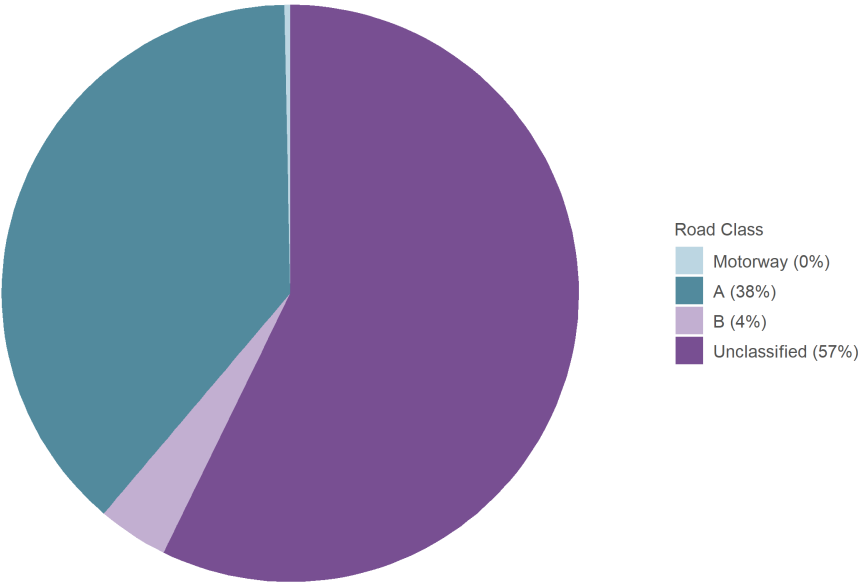
Figure 184: West Berkshire collisions on urban roads by driver actions (2017-2021)



3.2.1.8 Urban road environment

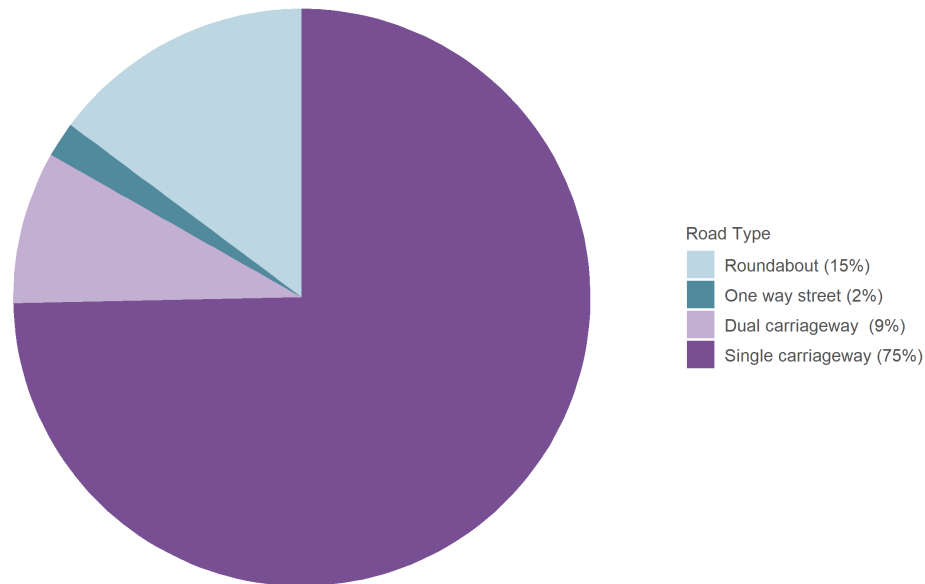
3.2.1.8.1 Road class Figure 185 shows collisions on urban roads in West Berkshire by class of road.

Figure 185: West Berkshire collisions on urban roads by road class (2017-2021)



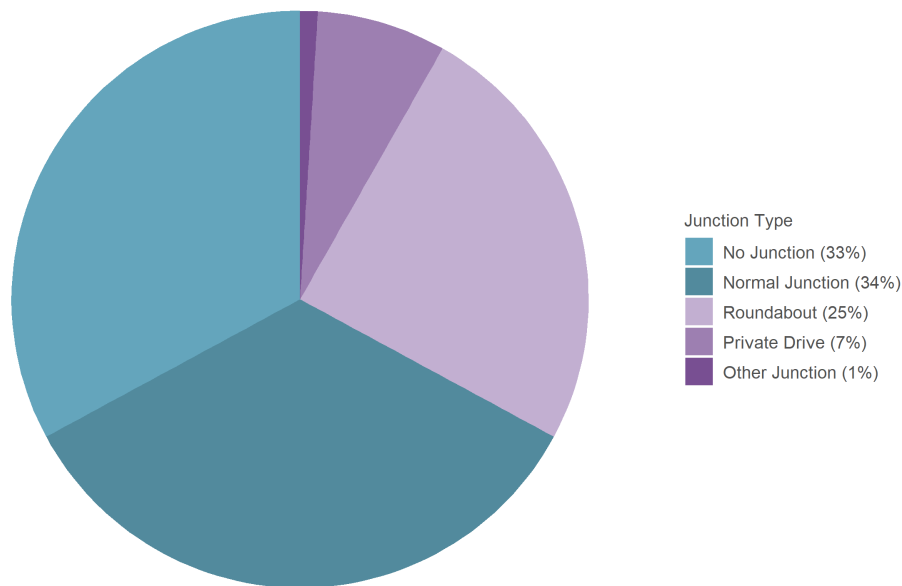
3.2.1.8.2 Carriageway type Figure 186 shows collisions on urban roads in West Berkshire by carriageway type of road.

Figure 186: West Berkshire collisions on urban roads by road carriageway type (2017-2021)



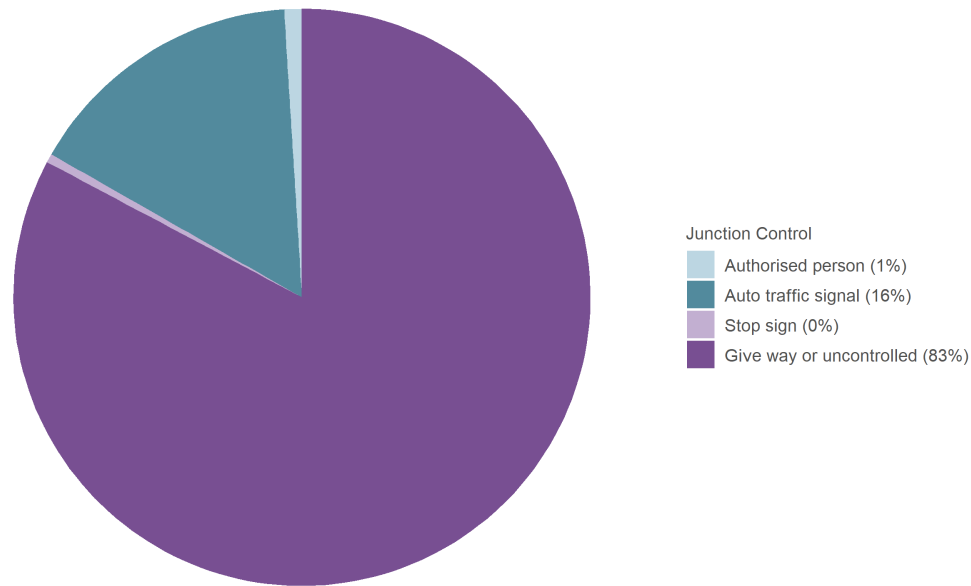
3.2.1.8.3 Junction type Figure 187 shows collisions on urban roads in West Berkshire by the presence and type of junction.

Figure 187: West Berkshire collisions on urban roads by junction type (2017-2021)



3.2.1.8.4 Junction control Figure 188 shows collisions on urban roads in West Berkshire by the type of junction control (if the collision took place at a junction).

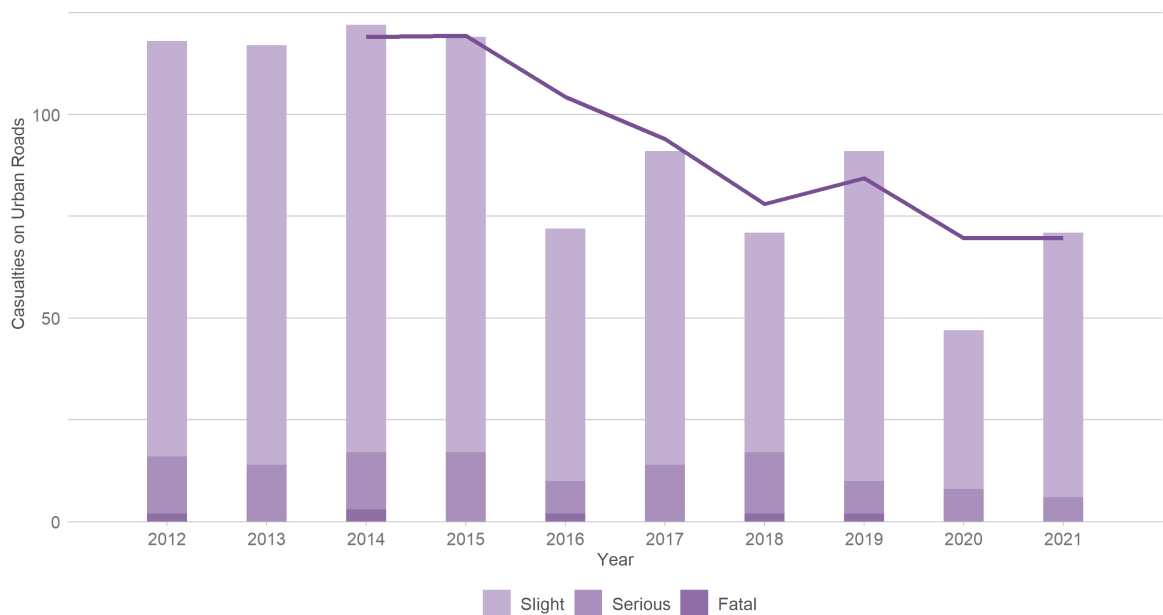
Figure 188: West Berkshire collisions on urban roads by junction control (2017-2021)



3.2.2 Casualty trends on urban roads

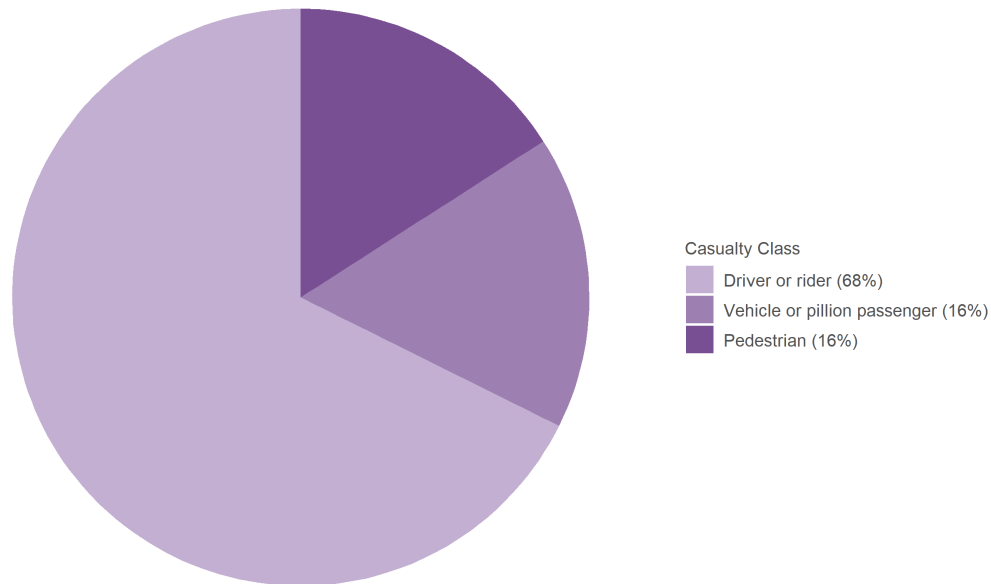
3.2.2.1 All casualties Figure 189 shows annual casualty numbers on collisions on West Berkshire's urban roads.

Figure 189: Casualties on West Berkshire’s urban roads by year (2012-2021)



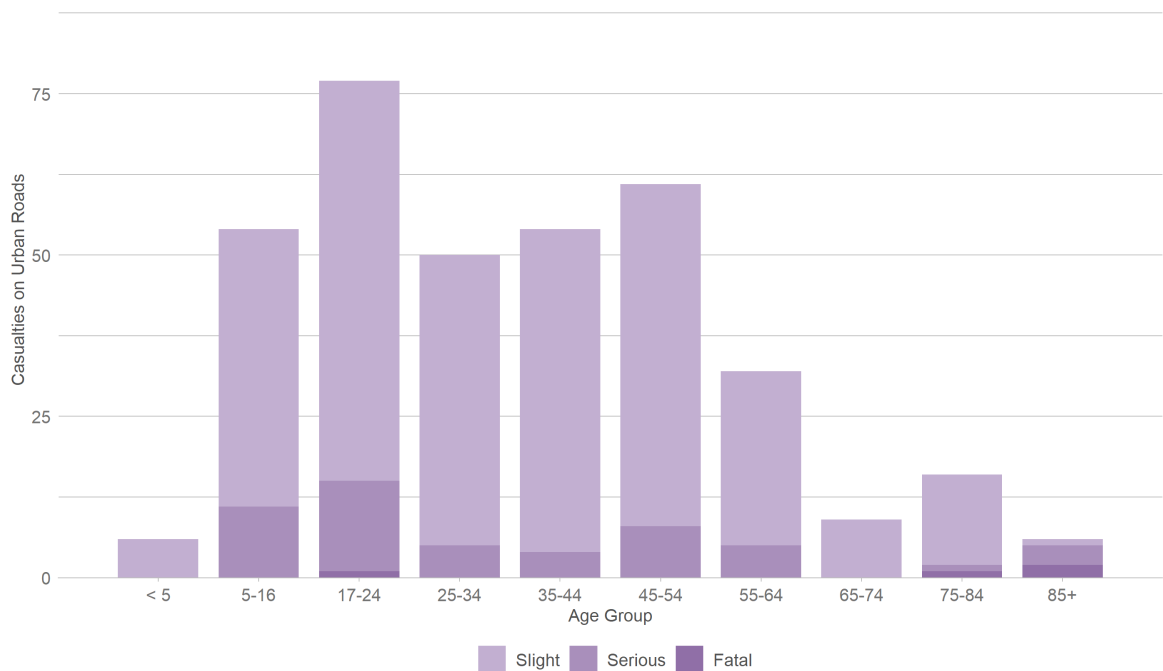
3.2.2.1.1 Casualty class Figure 190 shows the classes of casualties injured on urban roads in West Berkshire.

Figure 190: West Berkshire casualties on urban roads by casualty class (2017-2021)



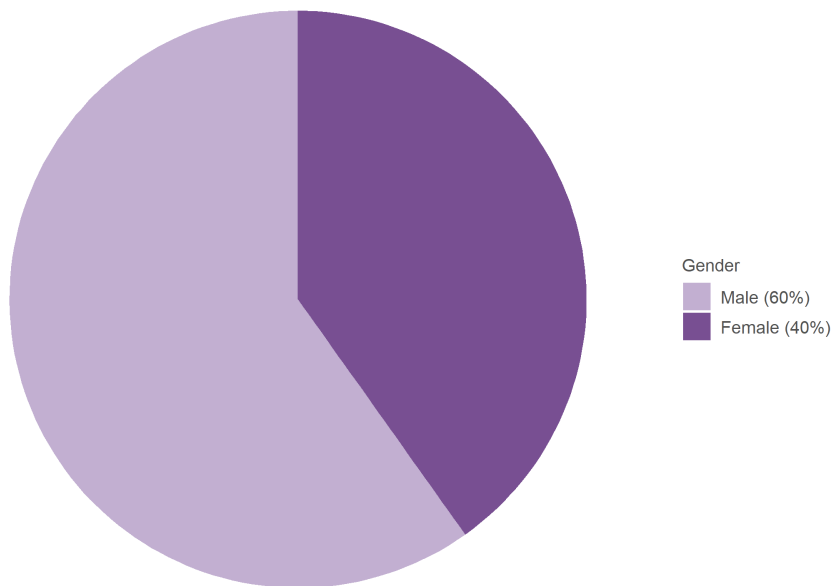
3.2.2.1.2 Casualty age Figure 191 shows the age groups of casualties injured on urban roads in West Berkshire.

Figure 191: West Berkshire casualties on urban roads by age group (2017-2021)



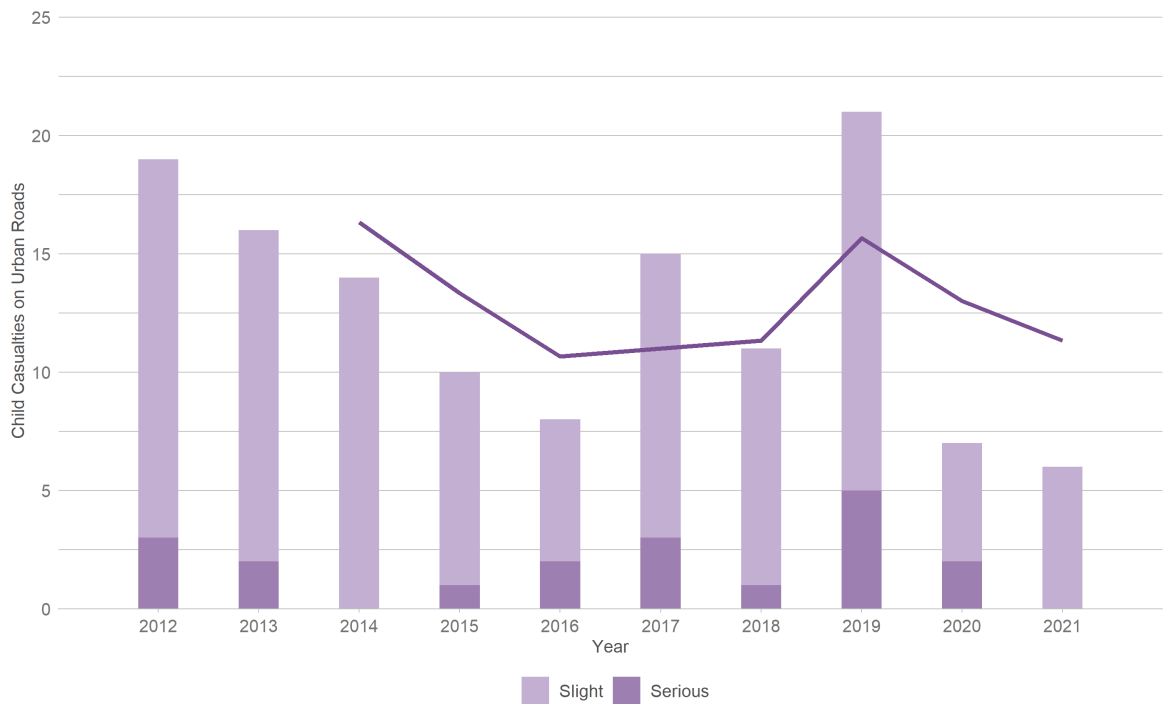
3.2.2.1.3 Casualty gender Figure 192 shows the breakdown of casualties injured on urban roads in West Berkshire by gender.

Figure 192: West Berkshire casualties on urban roads by gender (2017-2021)



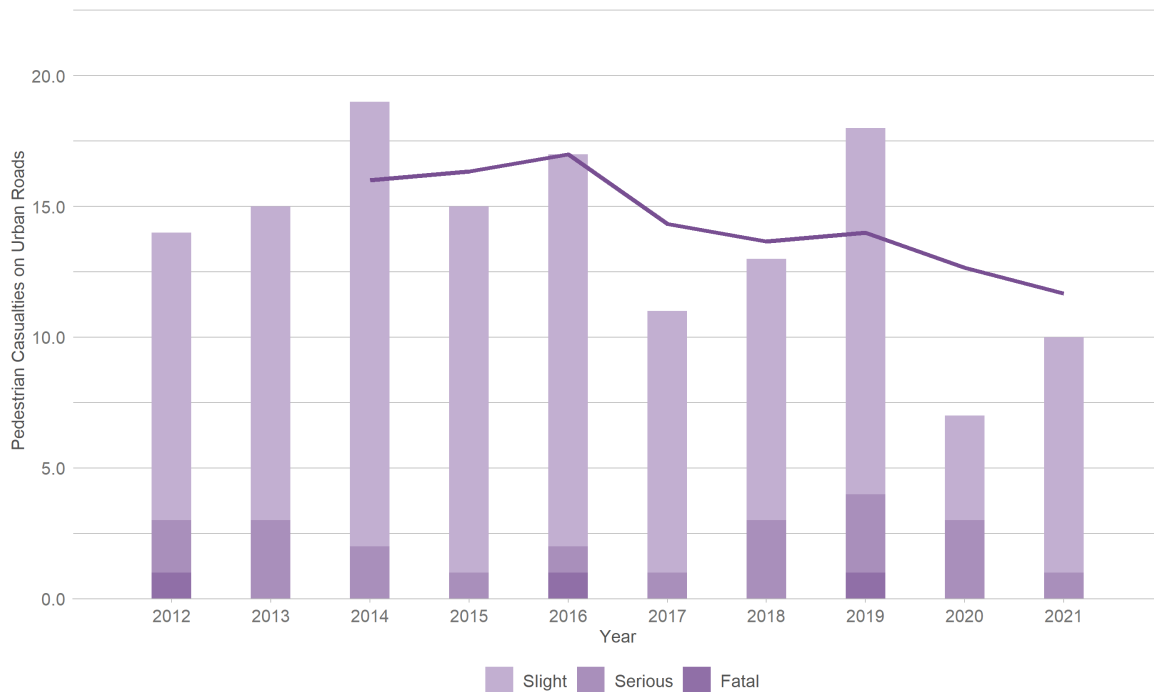
3.2.2.2 Child casualties Figure 193 shows annual child casualty numbers on collisions on West Berkshire's urban roads.

Figure 193: Child casualties on West Berkshire’s urban roads by year (2012-2021)



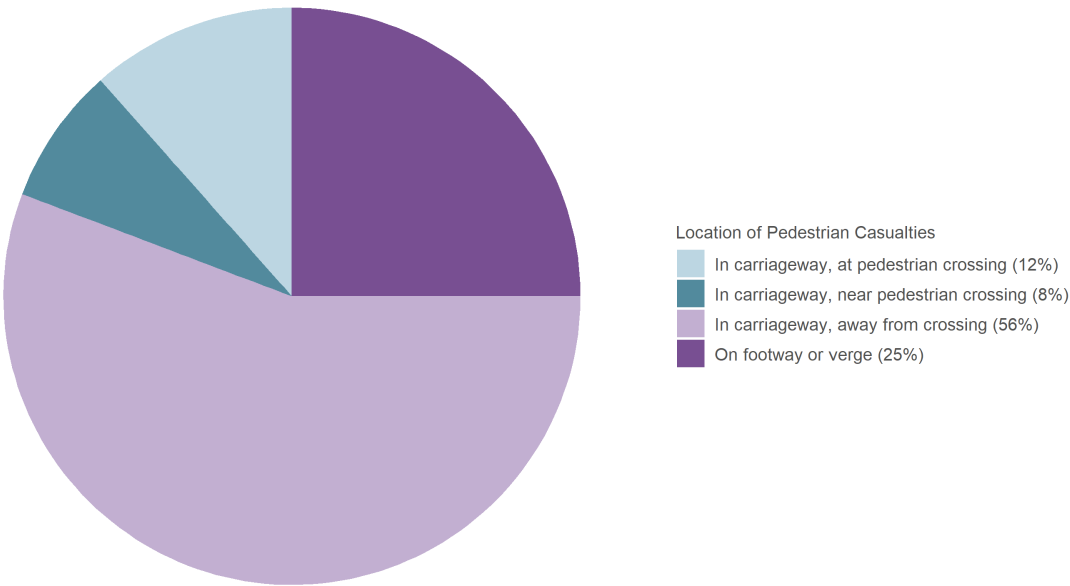
3.2.2.3 Pedestrian casualties Figure 194 shows annual pedestrian casualty numbers on collisions on West Berkshire’s urban roads.

Figure 194: Pedestrian casualties on West Berkshire's urban roads by year (2012-2021)



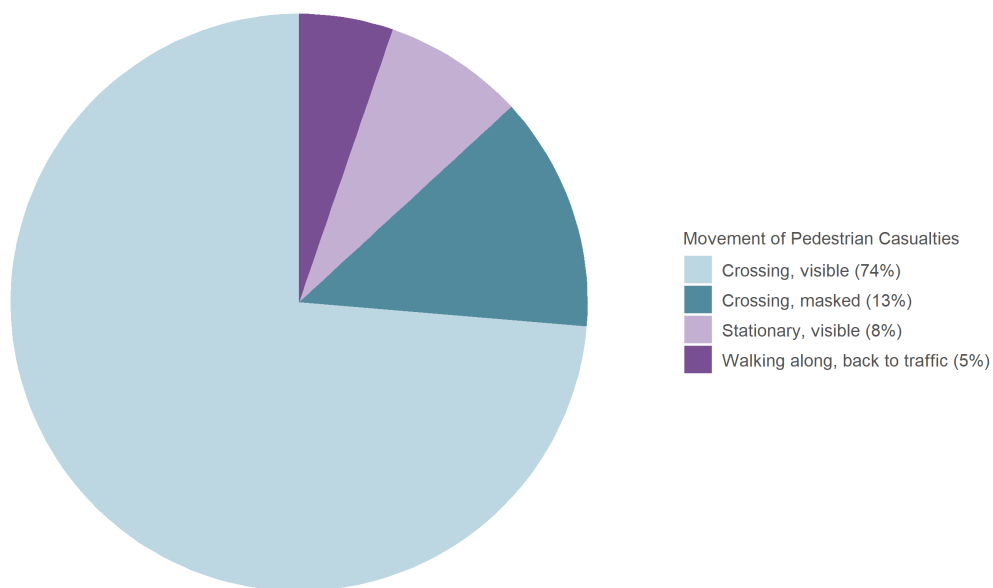
3.2.2.3.1 Pedestrian location Figure 195 shows the location of pedestrian casualties injured on urban roads in West Berkshire.

Figure 195: West Berkshire pedestrian casualties on urban roads by pedestrian location (2017-2021)



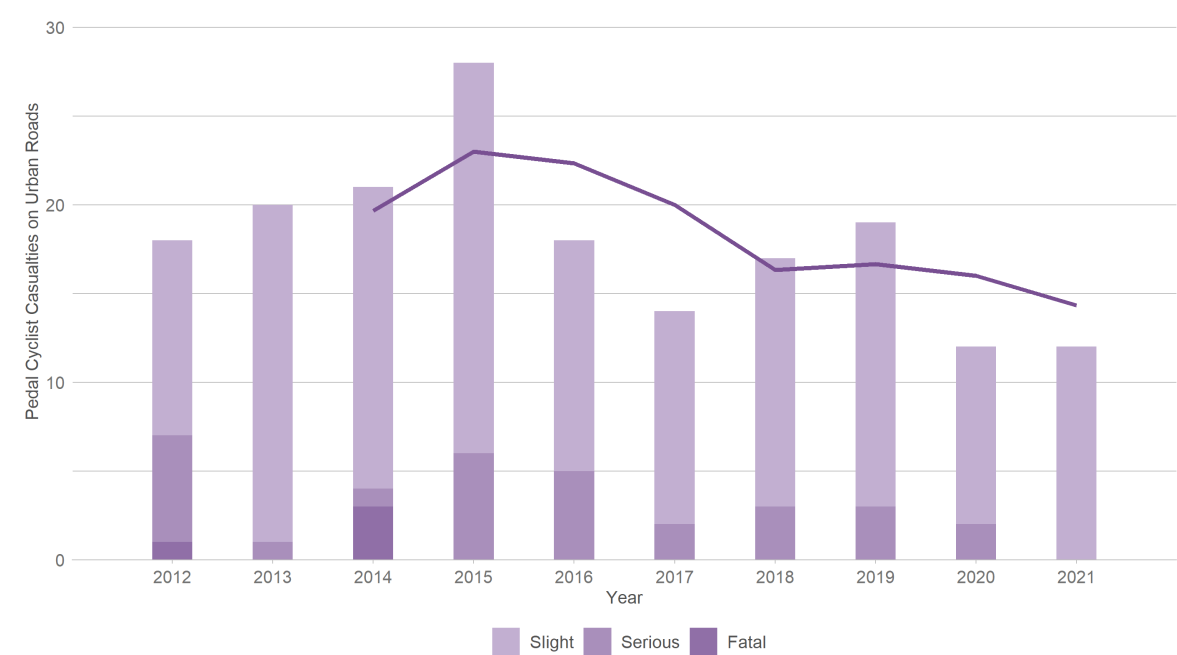
3.2.2.3.2 Pedestrian movement Figure 196 shows the movement of pedestrian casualties injured on urban roads in West Berkshire.

Figure 196: West Berkshire pedestrian casualties on urban roads by pedestrian movement (2017-2021)



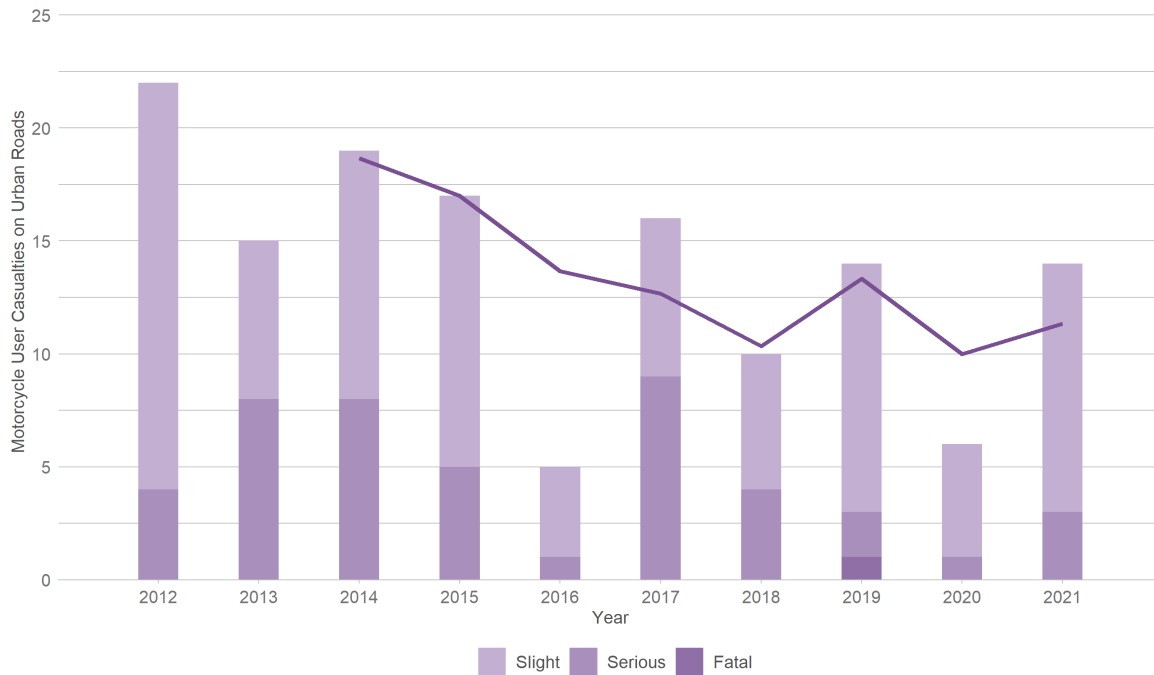
3.2.2.4 Pedal cyclist casualties Figure 197 shows annual pedal cyclist casualty numbers on collisions on West Berkshire's urban roads.

Figure 197: Pedal cyclist casualties on West Berkshire’s urban roads by year (2012-2021)



3.2.2.5 Motorcycle user casualties Figure 198 shows annual motorcycle user casualty numbers on West Berkshire’s urban roads.

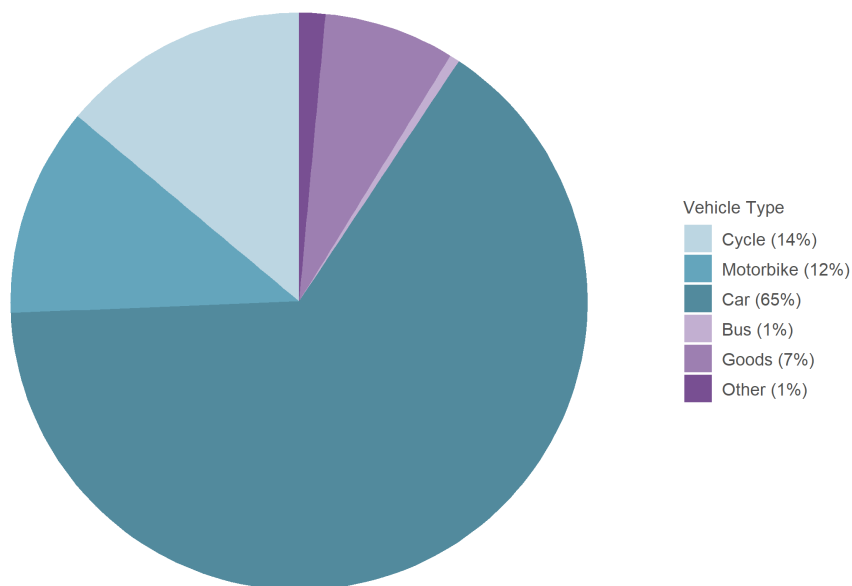
Figure 198: Motorcycle user casualties on West Berkshire's urban roads by year (2012-2021)



3.2.3 Driver trends on urban roads

3.2.3.1 Vehicle type Figure 199 shows the types of vehicles involved in collisions on urban roads in West Berkshire.

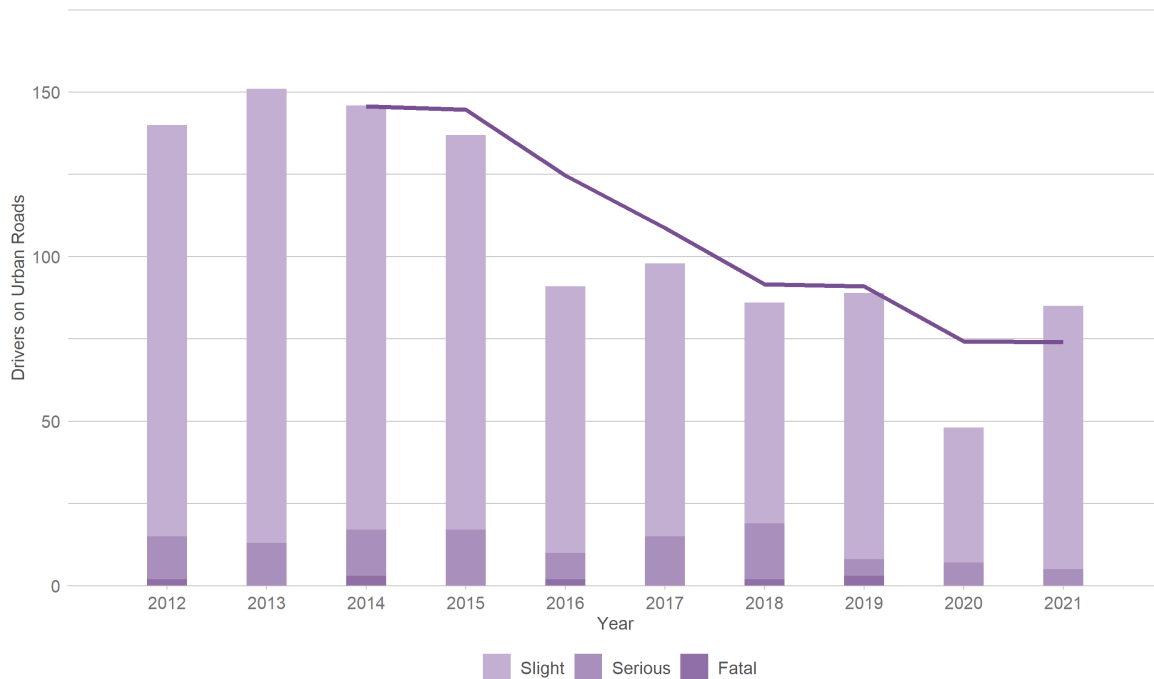
Figure 199: West Berkshire collision-involved drivers on urban roads by vehicle type (2017-2021)



3.2.3.2 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.

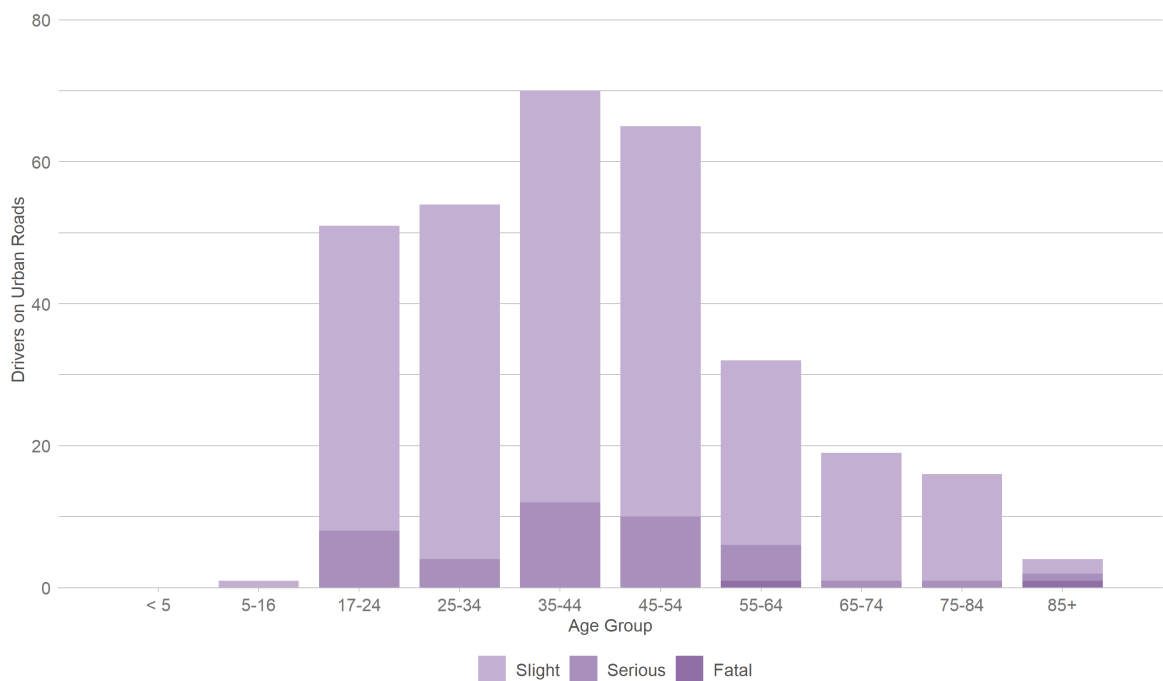
Figure 200 shows annual driver collision involvement on West Berkshire's urban roads.

Figure 200: Drivers involved in collisions on West Berkshire's urban roads by year (2012-2021)



3.2.3.2.1 Driver age Figure 201 shows the age groups of drivers involved in collisions on urban roads in West Berkshire.

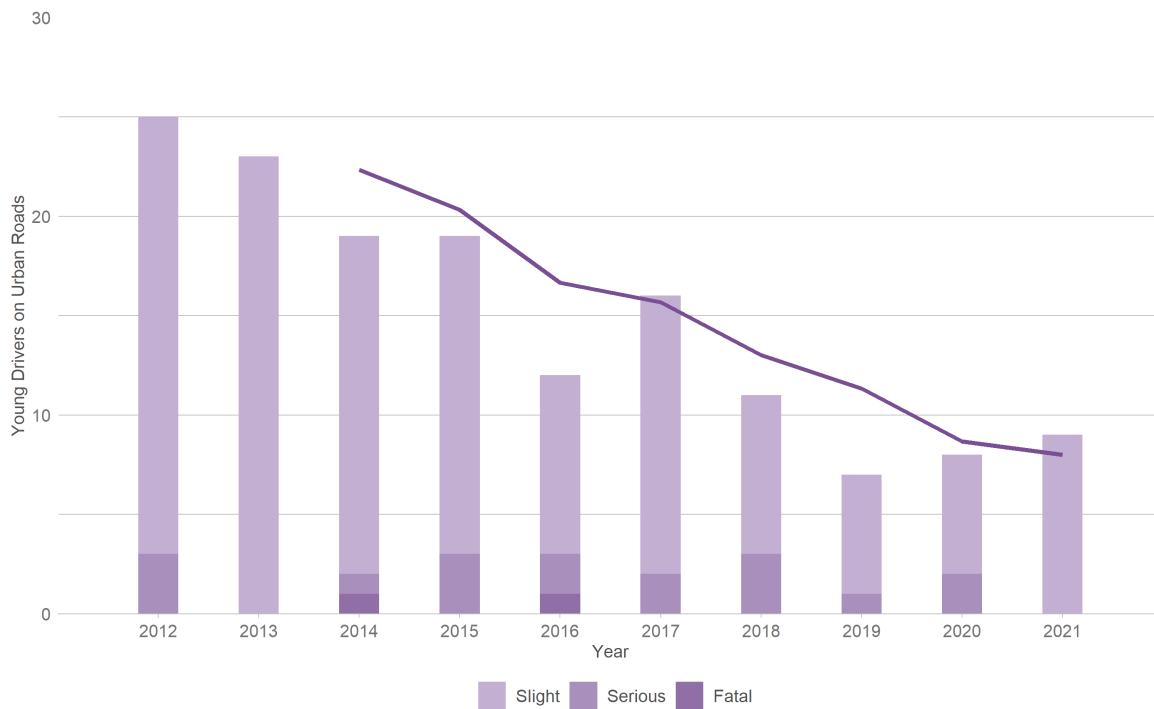
Figure 201: West Berkshire collision-involved drivers on urban roads by age group (2017-2021)



Young drivers

Figure 202 shows annual numbers of young drivers involved in collisions on West Berkshire’s urban roads. In this analysis, young drivers are those aged 17 to 24.

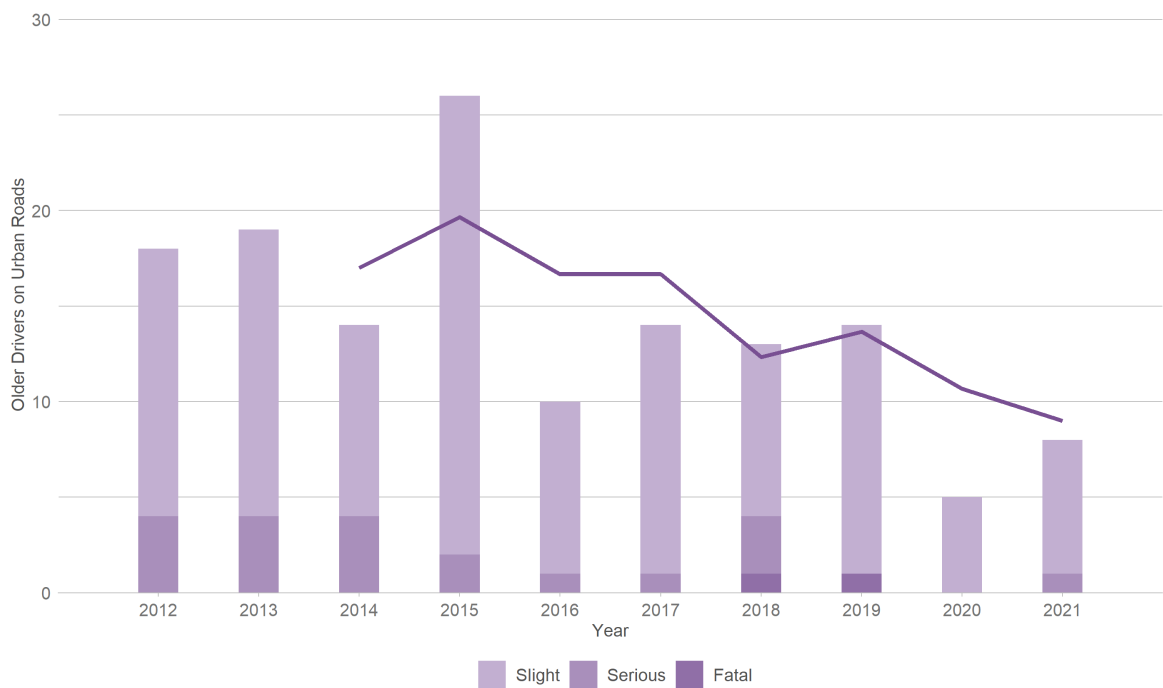
Figure 202: Collision-involved young drivers on West Berkshire's urban roads by year (2012-2021)



Older drivers

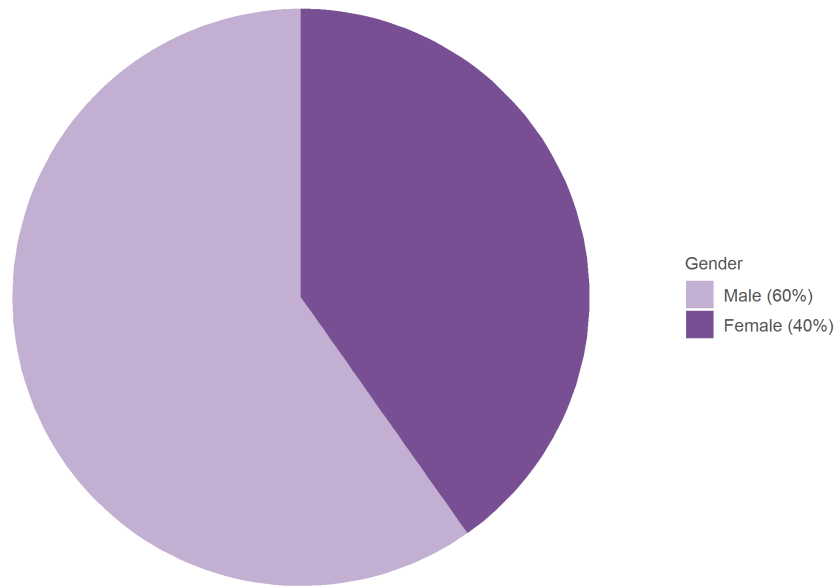
Figure 203 shows annual numbers of older drivers involved in collisions on West Berkshire's urban roads. In this analysis, older drivers are those aged 60 and over.

Figure 203: Collision-involved older drivers on West Berkshire’s urban roads by year (2012-2021)



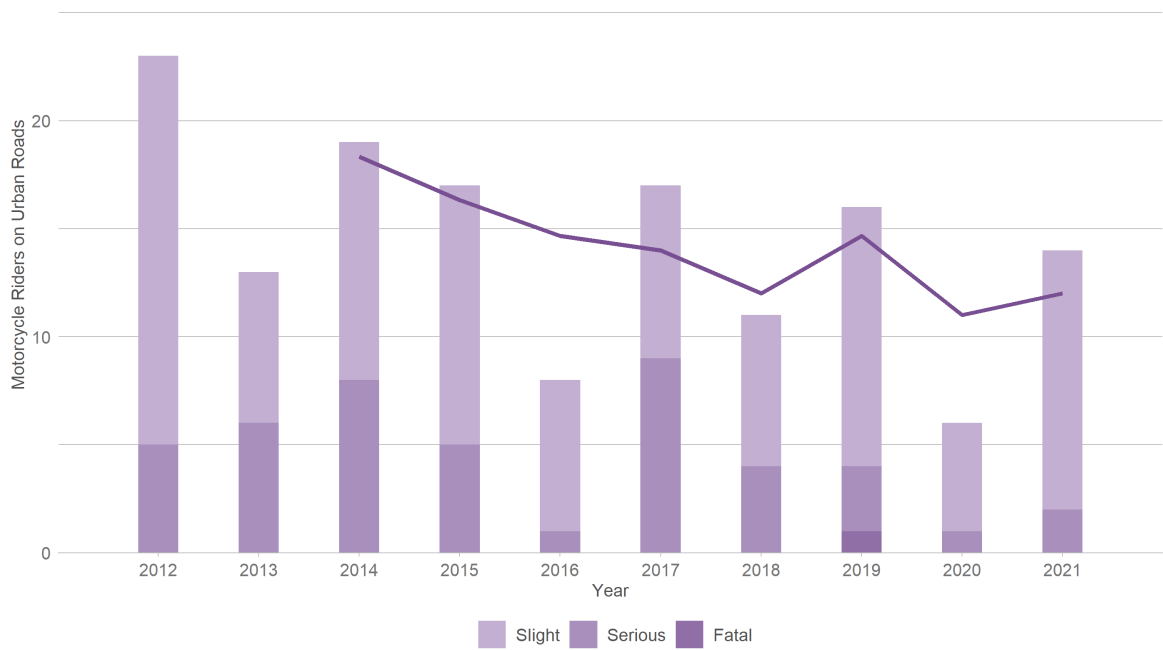
3.2.3.2.2 Driver gender Figure 204 shows the breakdown of drivers involved in collisions on urban roads in West Berkshire by gender.

Figure 204: West Berkshire collision-involved drivers on urban roads by gender (2017-2021)



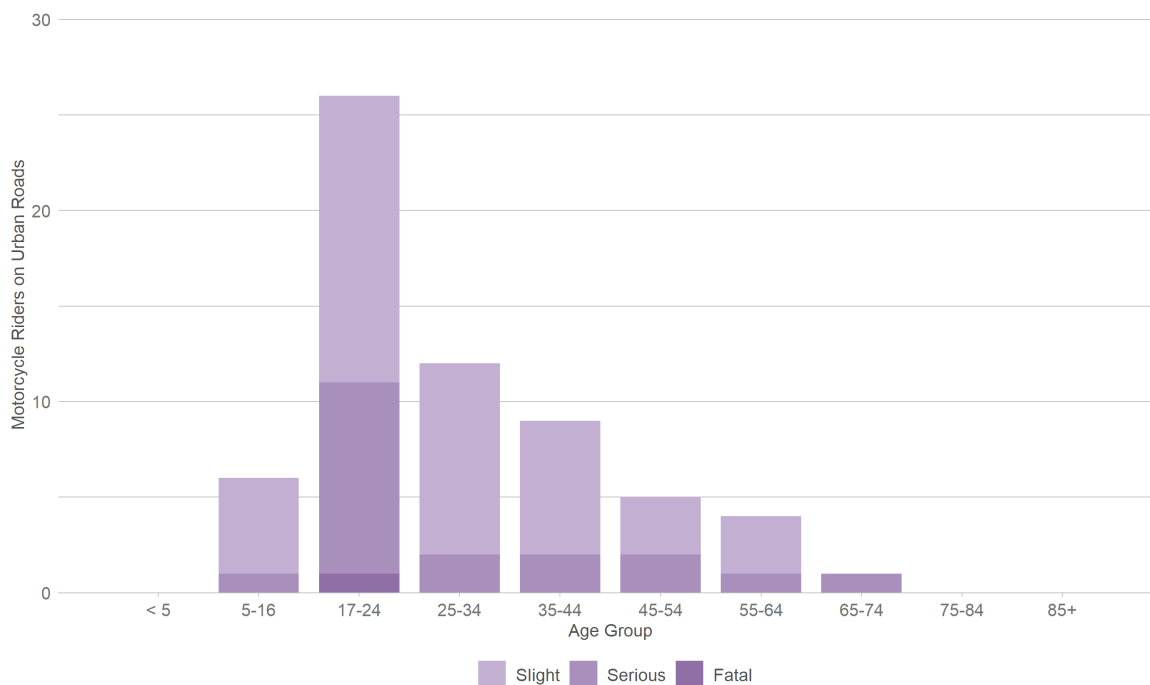
3.2.3.3 Motorcycle riders Figure 205 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's urban roads.

Figure 205: Collision-involved motorcycle riders on West Berkshire’s urban roads by year (2012-2021)



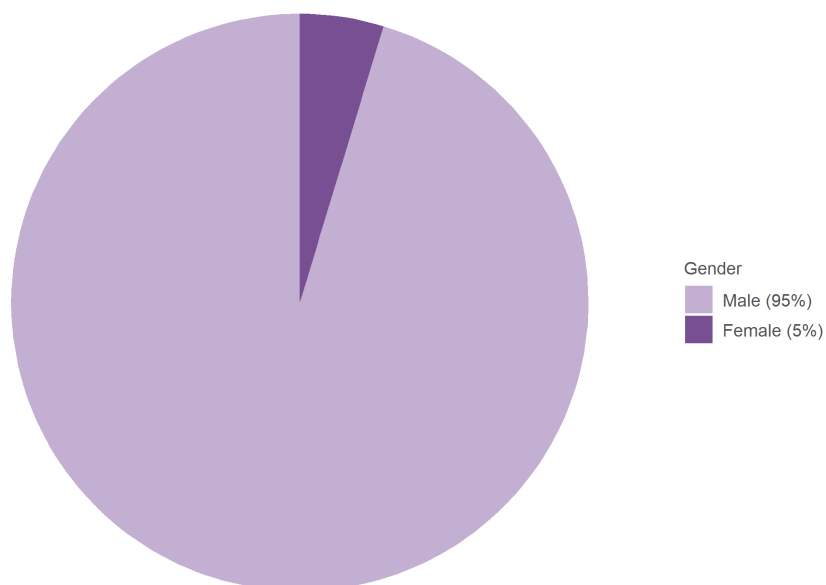
3.2.3.3.1 Rider age Figure 206 shows the age groups of motorcycle riders involved in collisions on urban roads in West Berkshire.

Figure 206: West Berkshire collision-involved motorcycle riders on urban roads by age group (2017-2021)



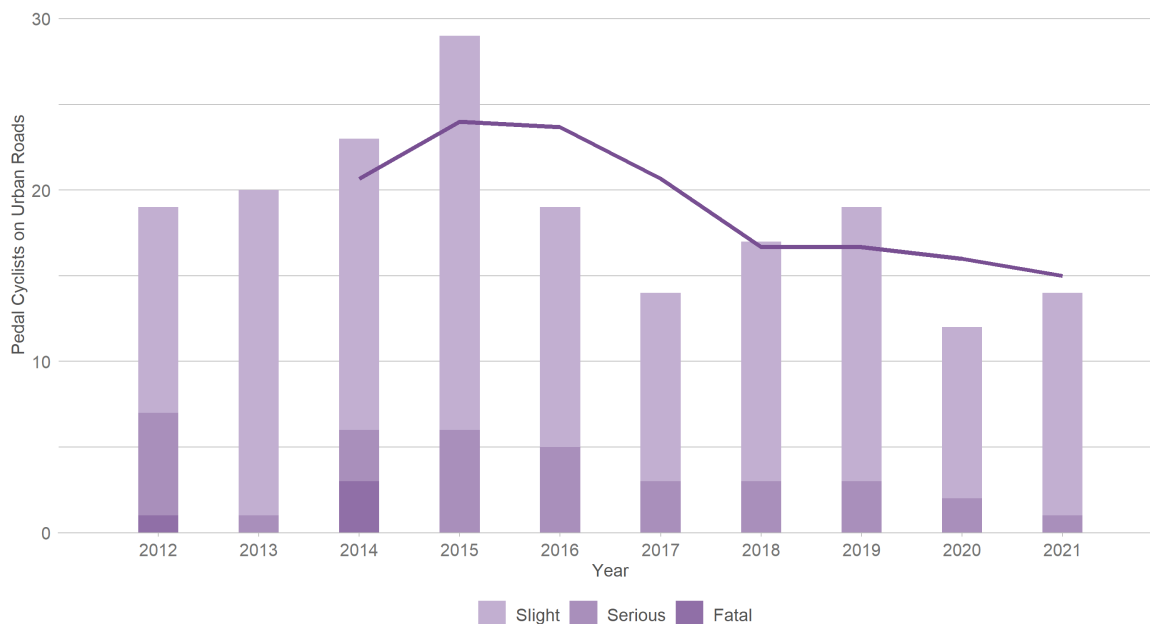
3.2.3.3.2 Rider gender Figure 207 shows the breakdown of motorcycle riders involved in collisions on urban roads in West Berkshire by gender.

Figure 207: West Berkshire collision-involved motorcycle riders on urban roads by gender (2017-2021)



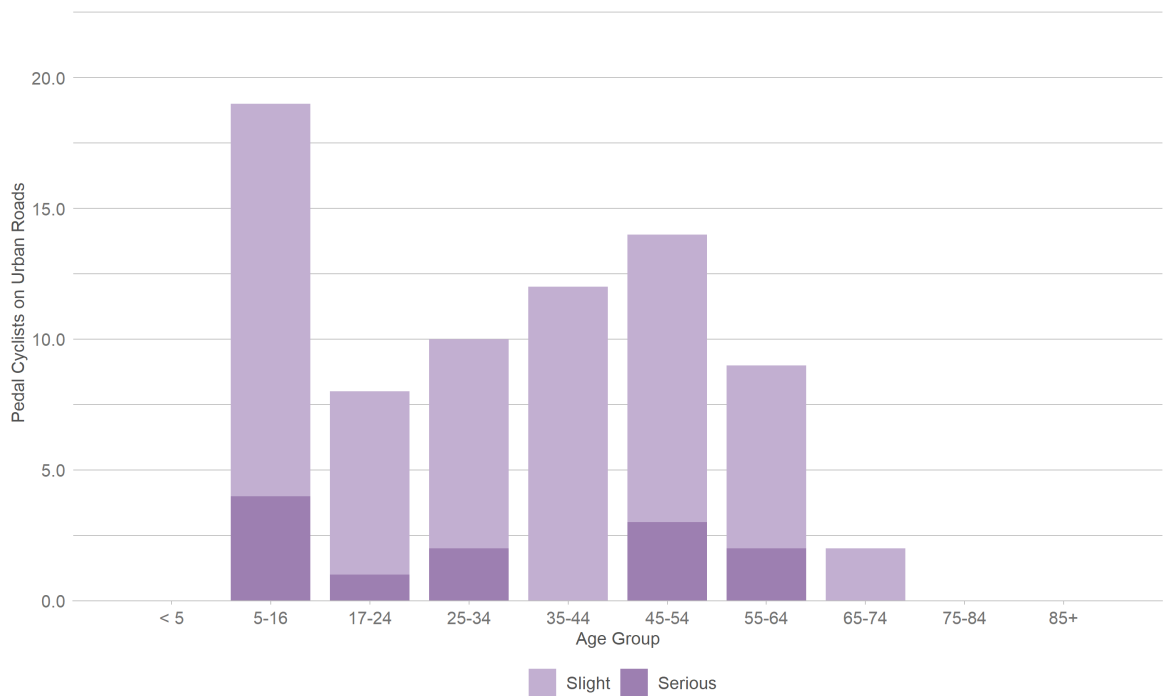
3.2.3.4 Pedal Cyclists Figure 208 shows annual numbers of pedal cyclists involved in collisions on West Berkshire's urban roads.

Figure 208: Collision-involved pedal cyclists on West Berkshire's urban roads by year (2012-2021)



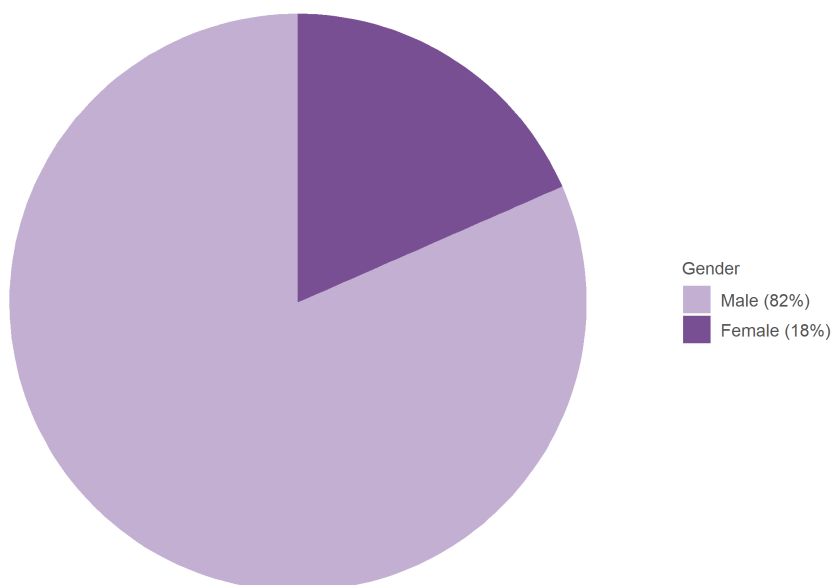
3.2.3.4.1 Cyclist age Figure 209 shows the age groups of pedal cyclists involved in collisions on urban roads in West Berkshire.

Figure 209: West Berkshire collision-involved pedal cyclists on urban roads by age group (2017-2021)



3.2.3.4.2 Cyclist gender Figure 210 shows the breakdown of pedal cyclists involved in collisions on urban roads in West Berkshire by gender.

Figure 210: West Berkshire collision-involved pedal cyclists on urban roads by gender (2017-2021)



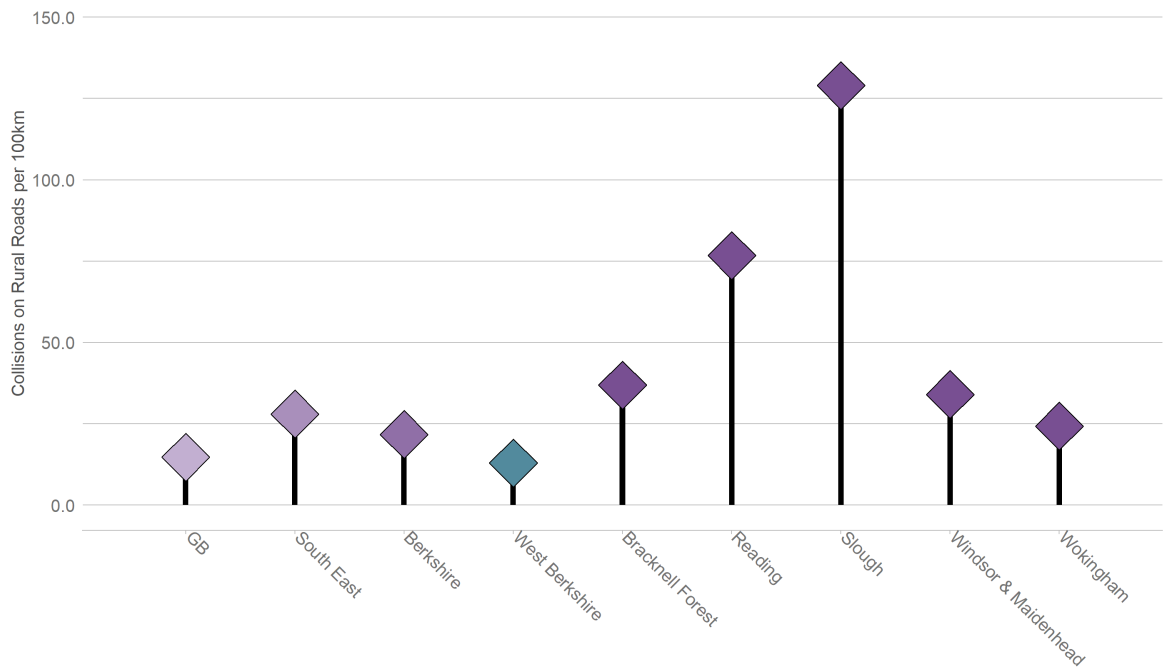
3.3 Collisions on Rural Roads in West Berkshire

The following section investigates collisions in West Berkshire which occurred on rural roads.

3.3.1 Rates

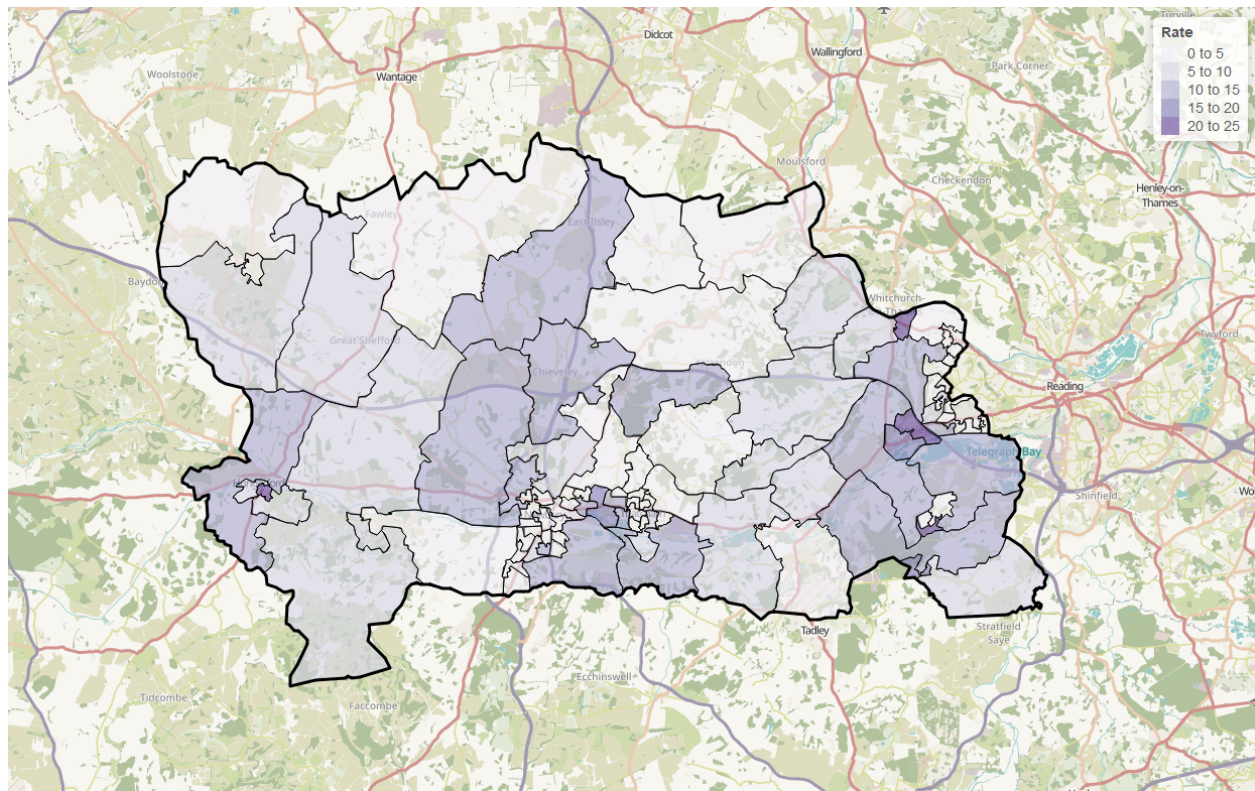
3.3.1.1 Collisions on rural road per 100km of rural road Figure 211 below shows the rate of average annual collisions on rural roads between 2017 and 2021 per 100km of rural road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

Figure 211: Annual average collisions on rural roads per 100km of rural road (2017-2021)



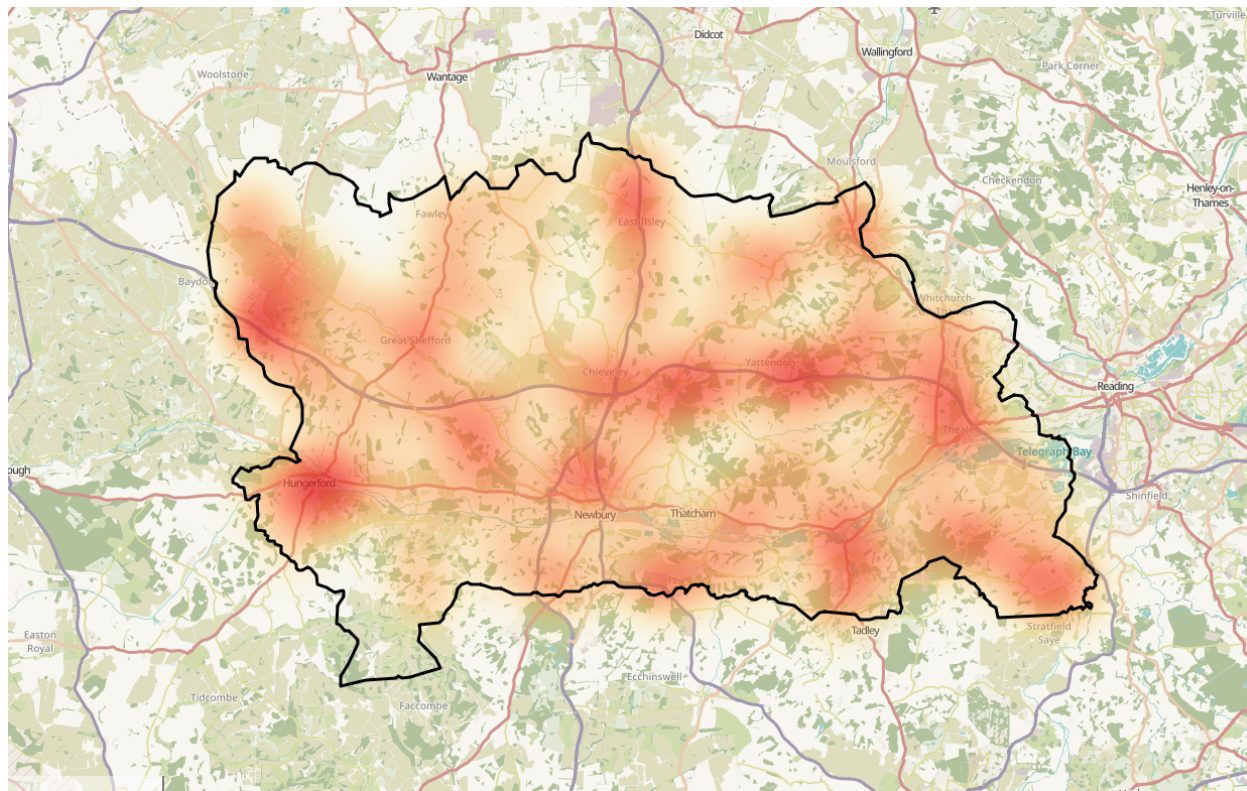
3.3.1.1.1 Collisions on Rural Roads by Small Area Figure 212 shows collisions on rural roads in West Berkshire by LSOA. The thematic map is colour coded by the rate of annual average collisions on rural roads per 100km of rural road.

Figure 212: Annual average collisions on rural roads per 100km of rural road (2017-2021)



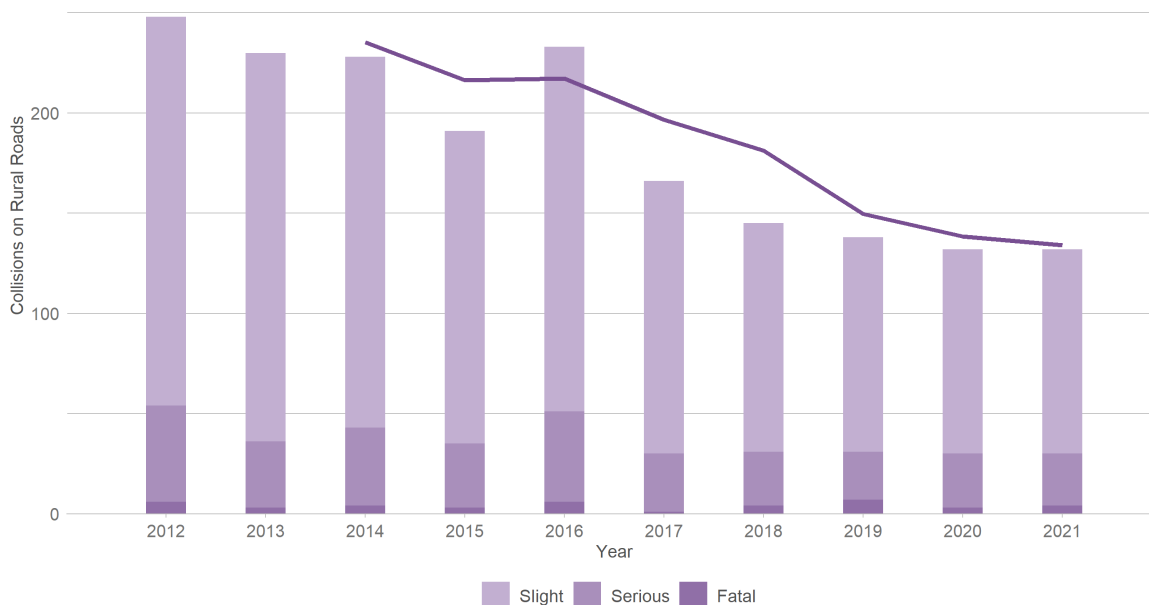
3.3.1.1.2 Collision Locations Figure 213 shows a heatmap of collisions on rural roads in West Berkshire.

Figure 213: Rural road collision heatmap (2017-2021)



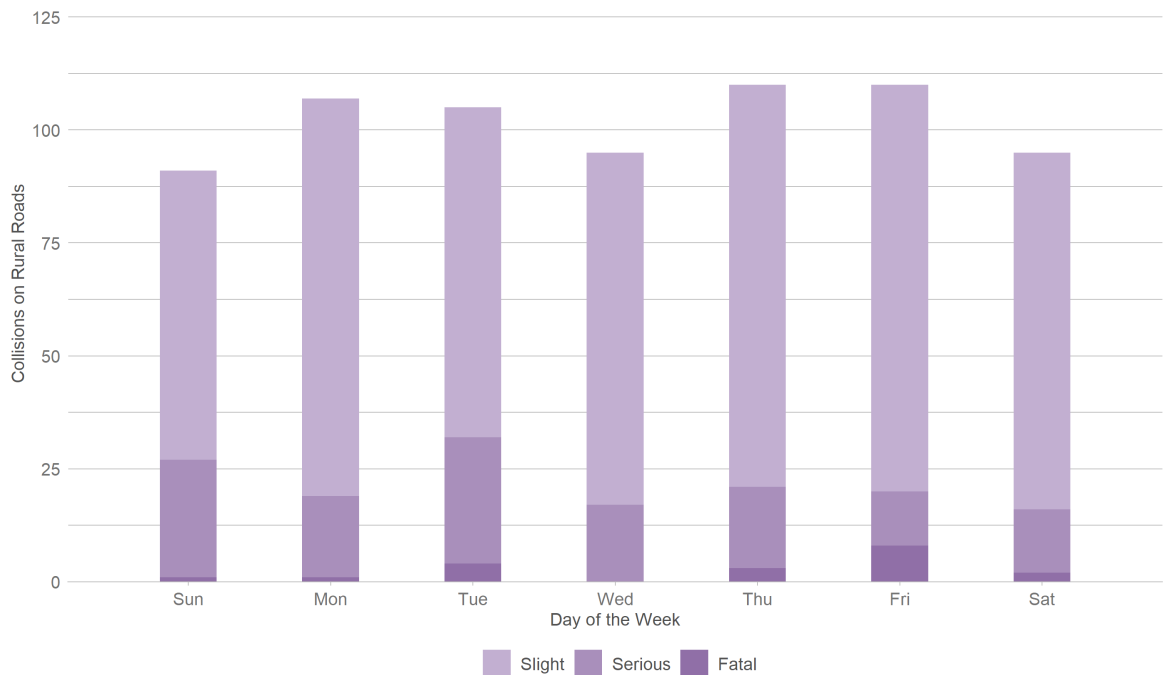
3.3.1.2 Trends Figure 214 shows annual collisions on West Berkshire's rural roads, since 2012 by severity.

Figure 214: West Berkshire collisions on rural roads, by year and severity (2012-2021)



3.3.1.3 Collisions by day of the week Figure @ef(fig:AP-4-2-3-7) shows collision on rural roads in West Berkshire by day of the week and severity.

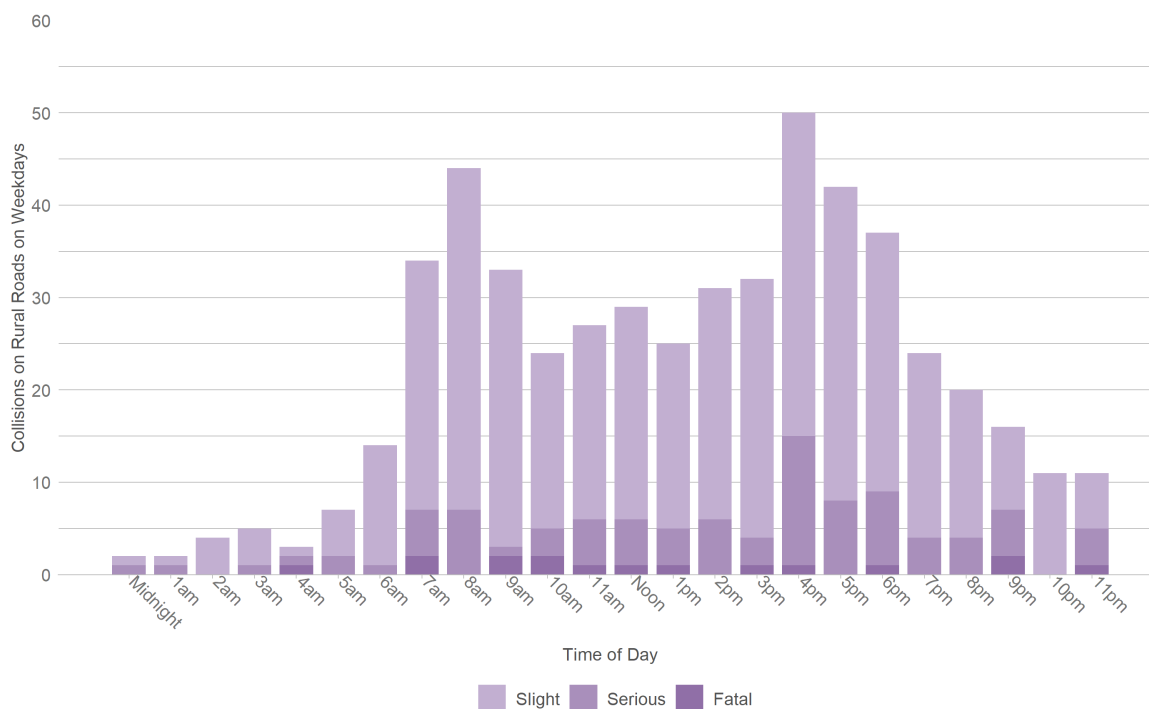
Figure 215: West Berkshire collisions on rural roads, by day of the week and severity (2017-2021)



3.3.1.4 Collisions on rural roads by hour of the day

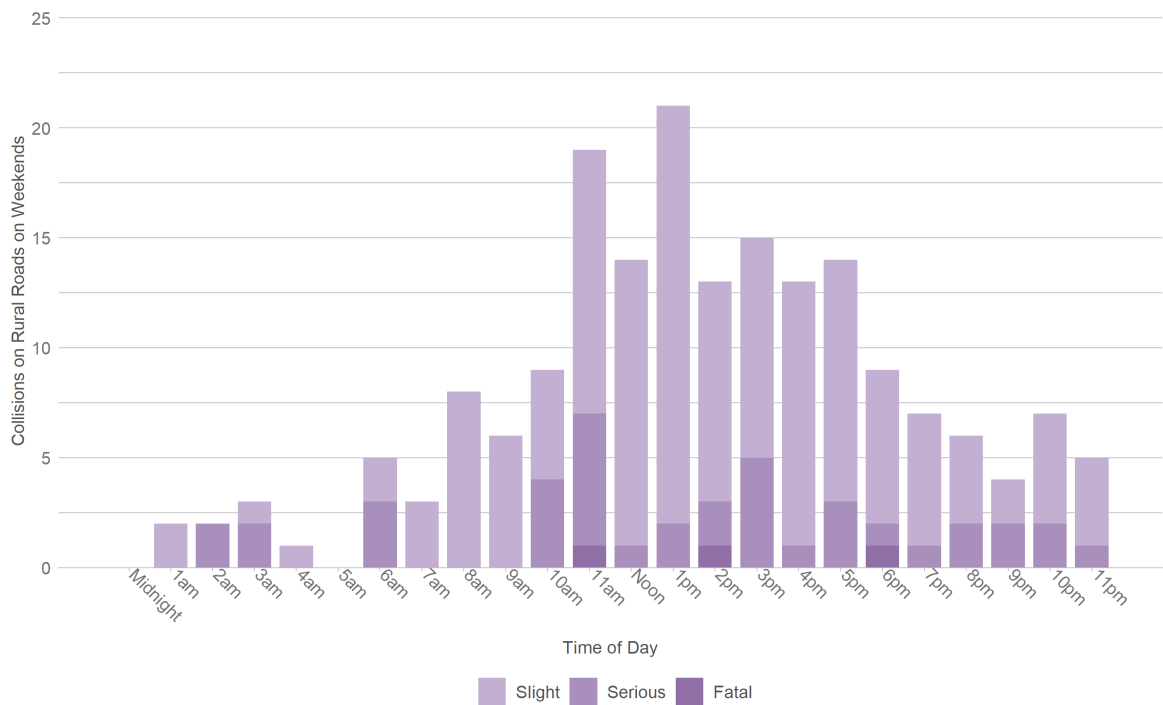
3.3.1.4.1 Collisions on rural roads by hour of the day on weekdays Figure 216 shows collisions on rural roads on weekdays by the hour of the day in which they occurred.

Figure 216: West Berkshire collisions on rural roads, by hour of the day during weekdays (2017-2021)



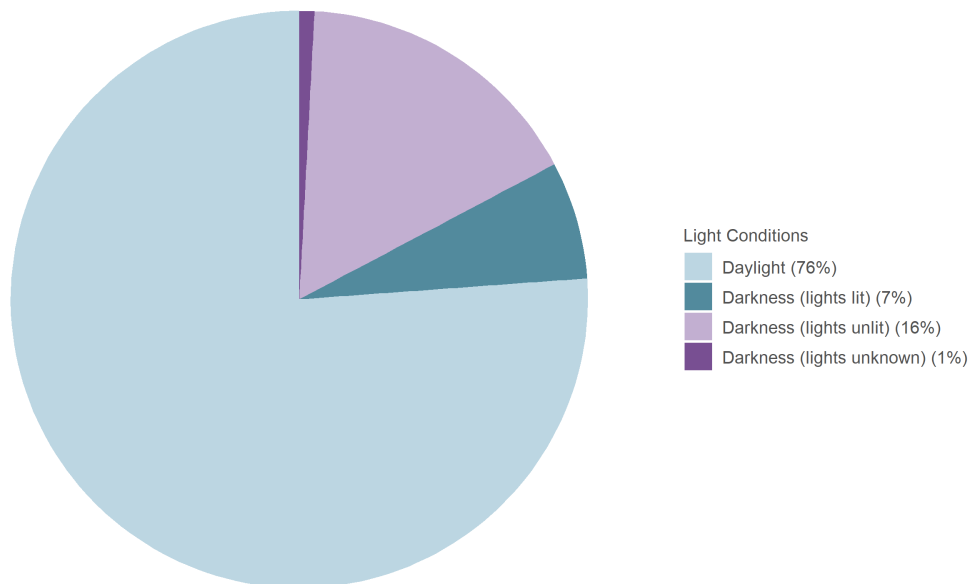
3.3.1.4.2 Collisions on rural roads by hour of the day on weekends Figure 217 shows collisions on rural roads on a weekend by the hour of the day in which they occurred.

Figure 217: West Berkshire collisions on rural roads, by hour of the day during weekends (2017-2021)



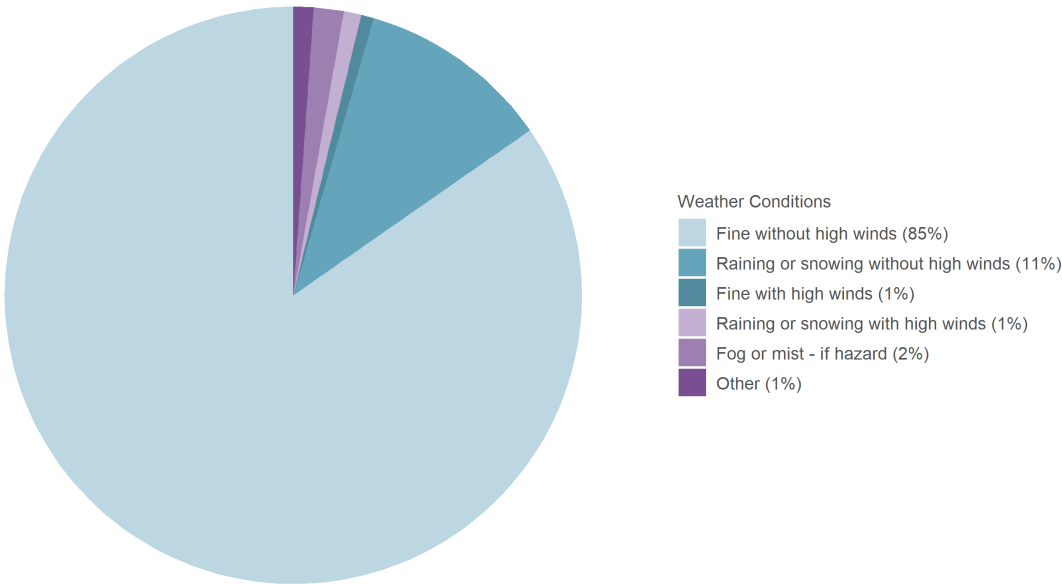
3.3.1.5 Collisions on rural roads by light conditions Figure 218 shows collision on rural roads in West Berkshire by the light conditions at the time of the collision.

Figure 218: West Berkshire collisions on rural roads by light conditions (2017-2021)



3.3.1.6 Collisions on rural roads by weather conditions Figure 219 shows collision on rural roads in West Berkshire by the weather conditions present at the time of the collision.

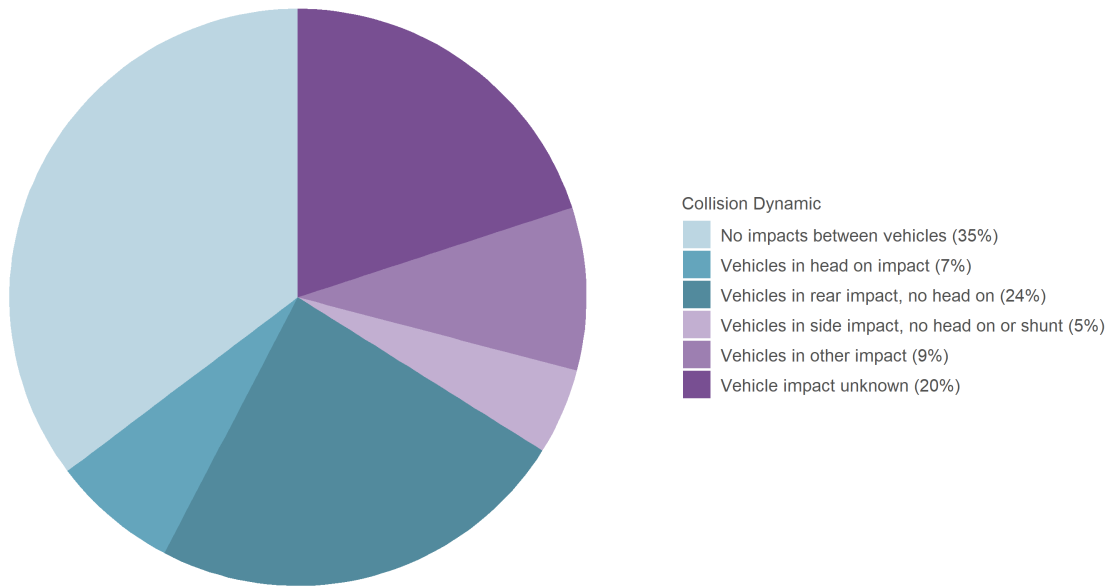
Figure 219: West Berkshire collisions on rural roads by weather conditions (2017-2021)



3.3.1.7 Collision dynamics and driver actions on rural roads

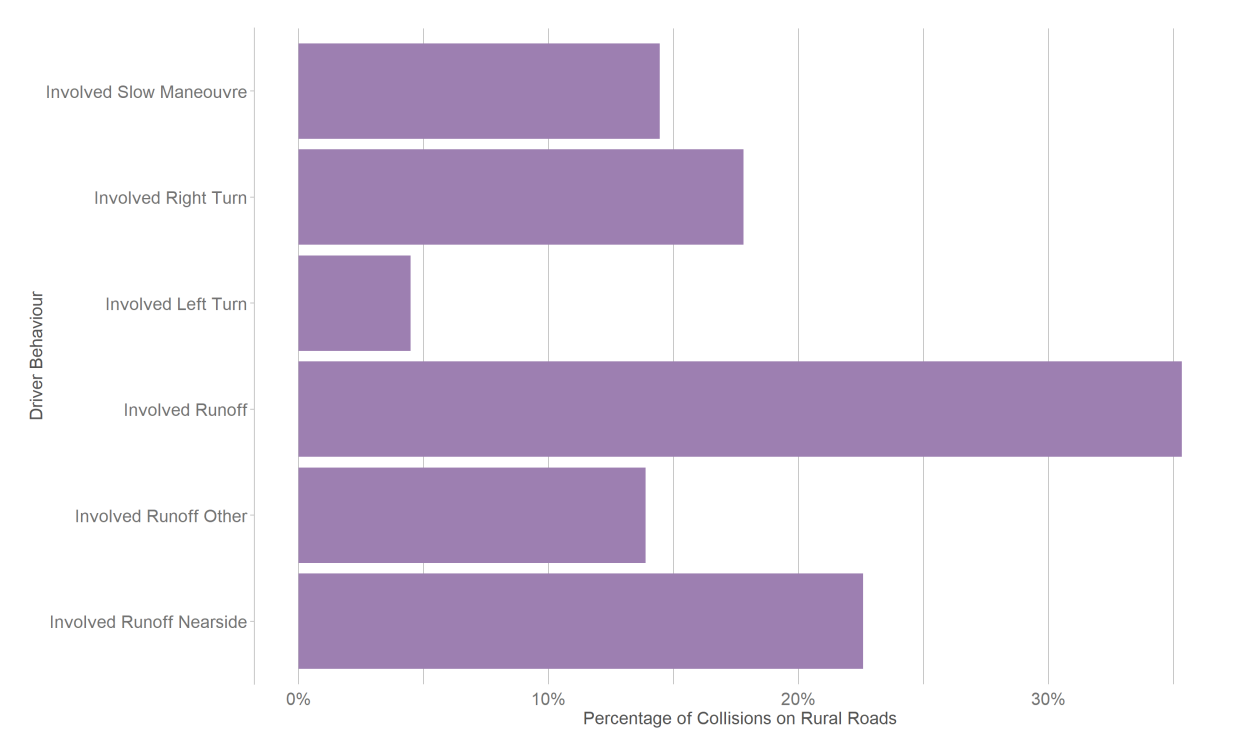
3.3.1.7.1 Collision dynamics Figure 220 shows collisions on rural roads in West Berkshire by the dynamics resulting in the collision.

Figure 220: West Berkshire collisions on rural roads by collision dynamics (2017-2021)



3.3.1.7.2 Driver actions Figure 221 shows collisions on rural roads in West Berkshire by the presence of different driver actions.

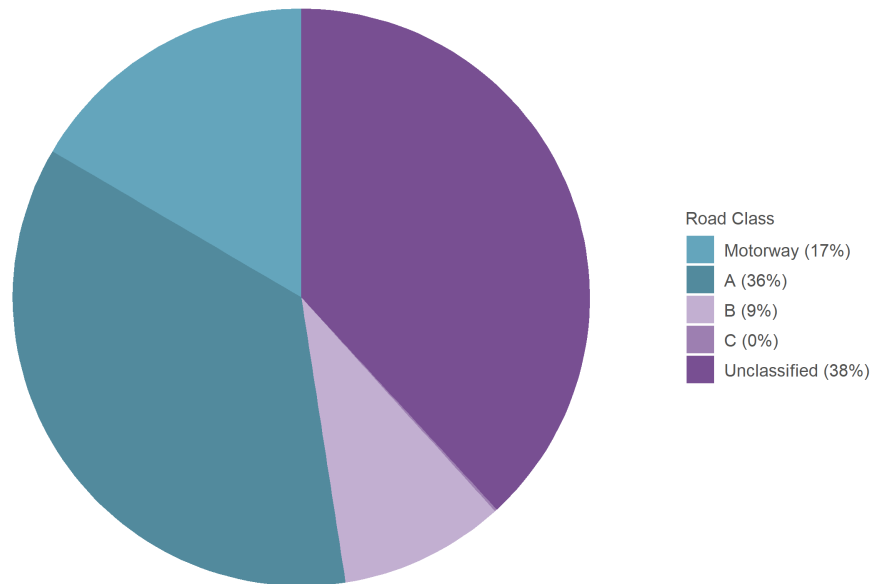
Figure 221: West Berkshire collisions on rural roads by driver actions (2017-2021)



3.3.1.8 Rural road environment

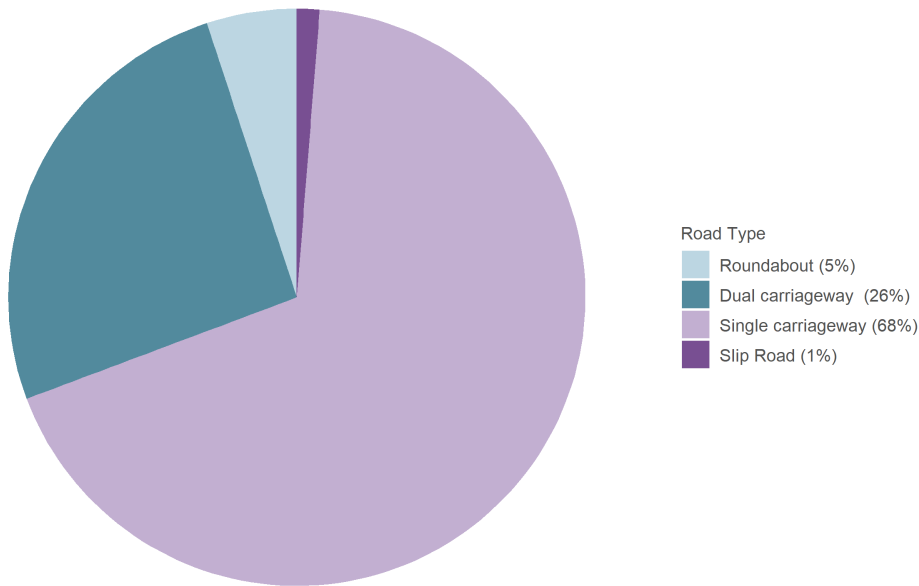
3.3.1.8.1 Road class Figure 222 shows collisions on rural roads in West Berkshire by class of road.

Figure 222: West Berkshire collisions on rural roads by road class (2017-2021)



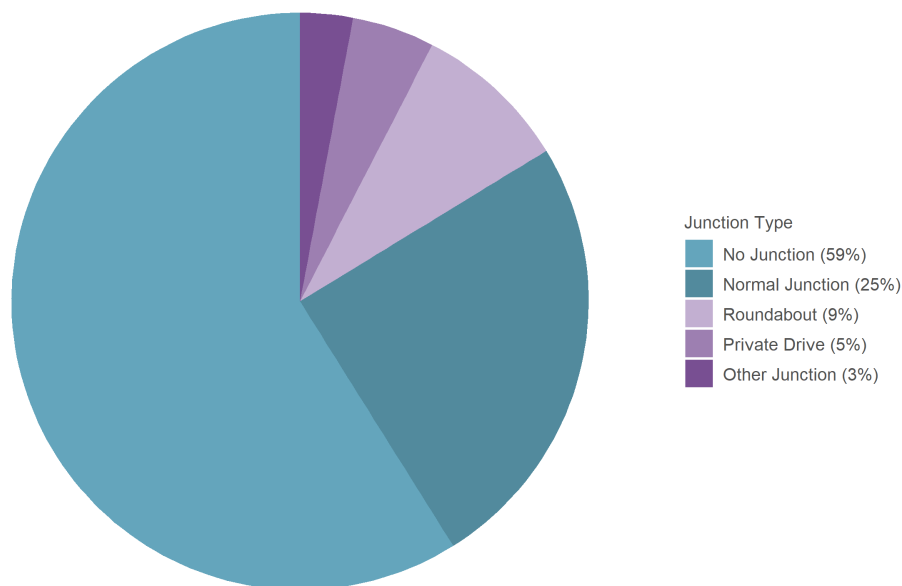
3.3.1.8.2 Carriageway type Figure 223 shows collisions on rural roads in West Berkshire by carriageway type of road.

Figure 223: West Berkshire collisions on rural roads by road carriageway type (2017-2021)



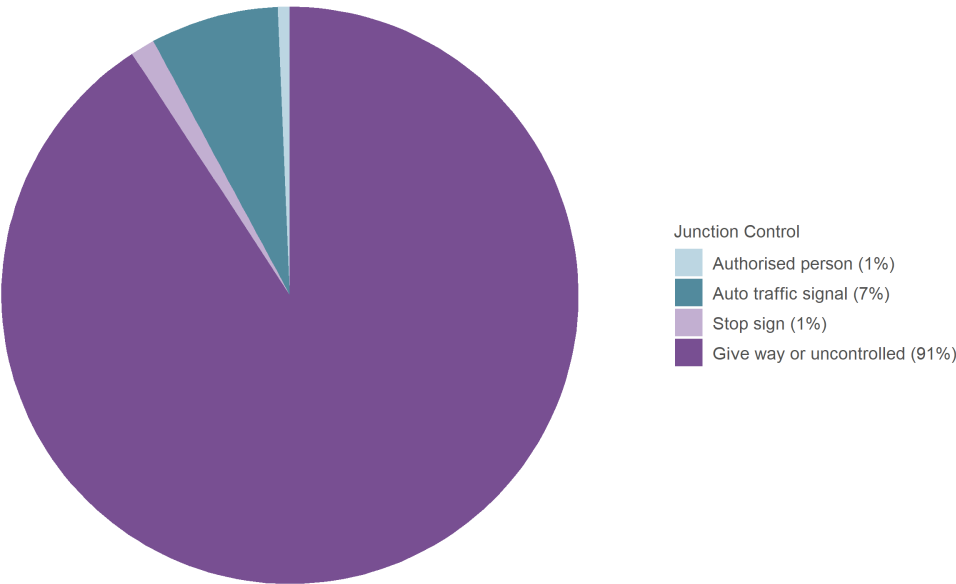
3.3.1.8.3 Junction type Figure 224 shows collisions on rural roads in West Berkshire by the presence and type of junction.

Figure 224: West Berkshire collisions on rural roads by junction type (2017-2021)



3.3.1.8.4 Junction control Figure 225 shows collisions on rural roads in West Berkshire by the type of junction control (if the collision took place at a junction).

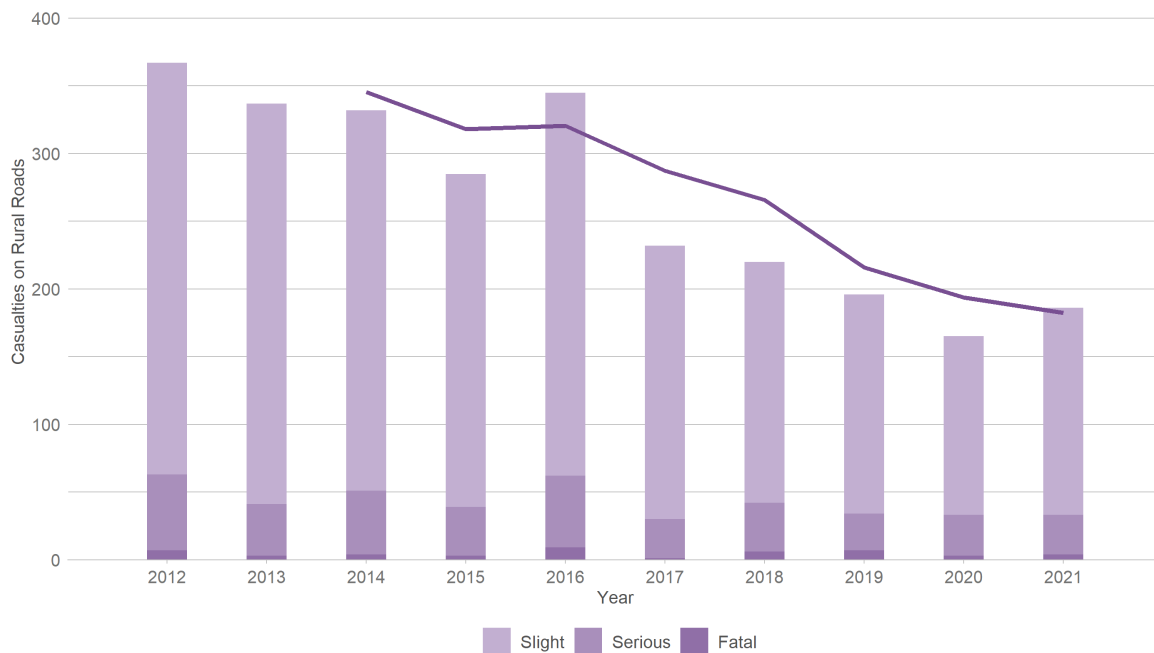
Figure 225: West Berkshire collisions on rural roads by junction control (2017-2021)



3.3.2 Casualty trends on rural roads

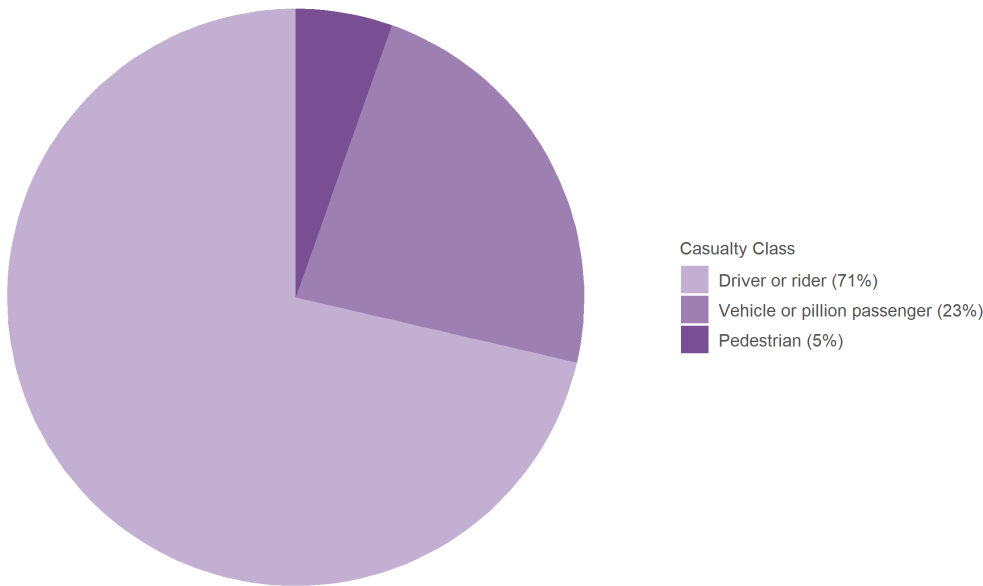
3.3.2.1 All casualties Figure 226 shows annual casualty numbers on collisions on West Berkshire’s rural roads.

Figure 226: Casualties on West Berkshire's rural roads by year (2012-2021)



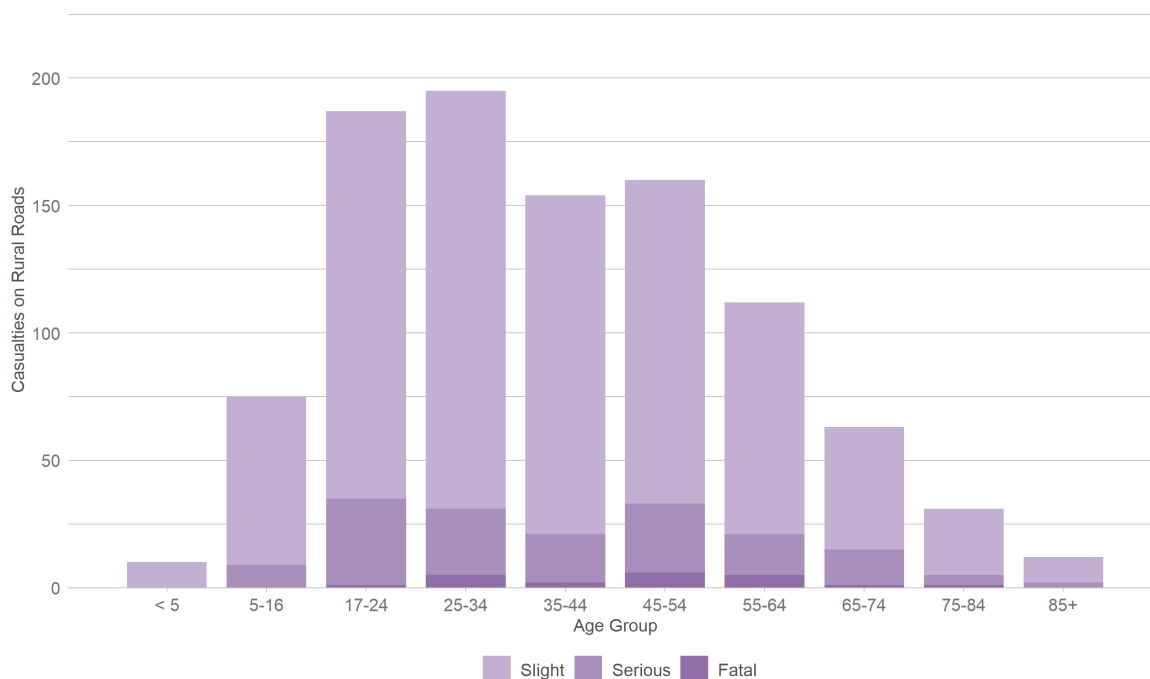
3.3.2.1.1 Casualty class Figure 227 shows the classes of casualties injured on rural roads in West Berkshire.

Figure 227: West Berkshire casualties on rural roads by casualty class (2017-2021)



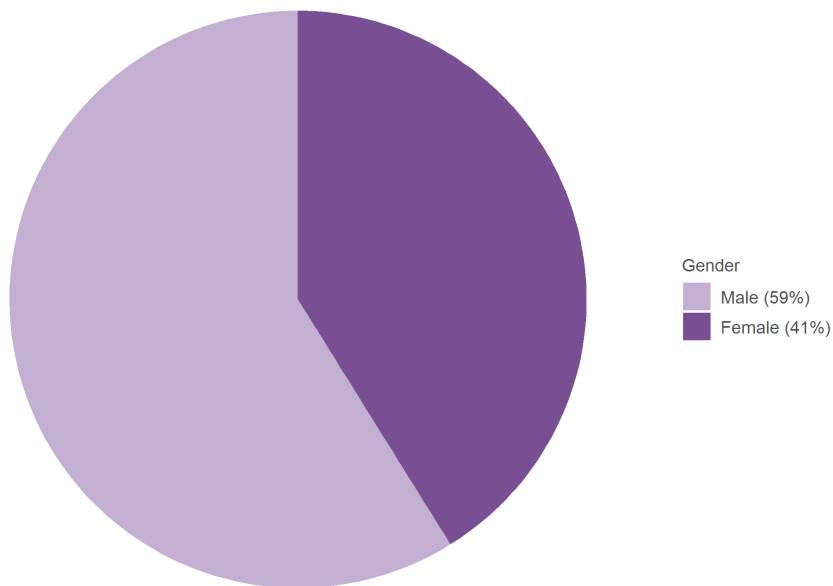
3.3.2.1.2 Casualty age Figure 228 shows the age groups of casualties injured on rural roads in West Berkshire.

Figure 228: West Berkshire casualties on rural roads by age group (2017-2021)



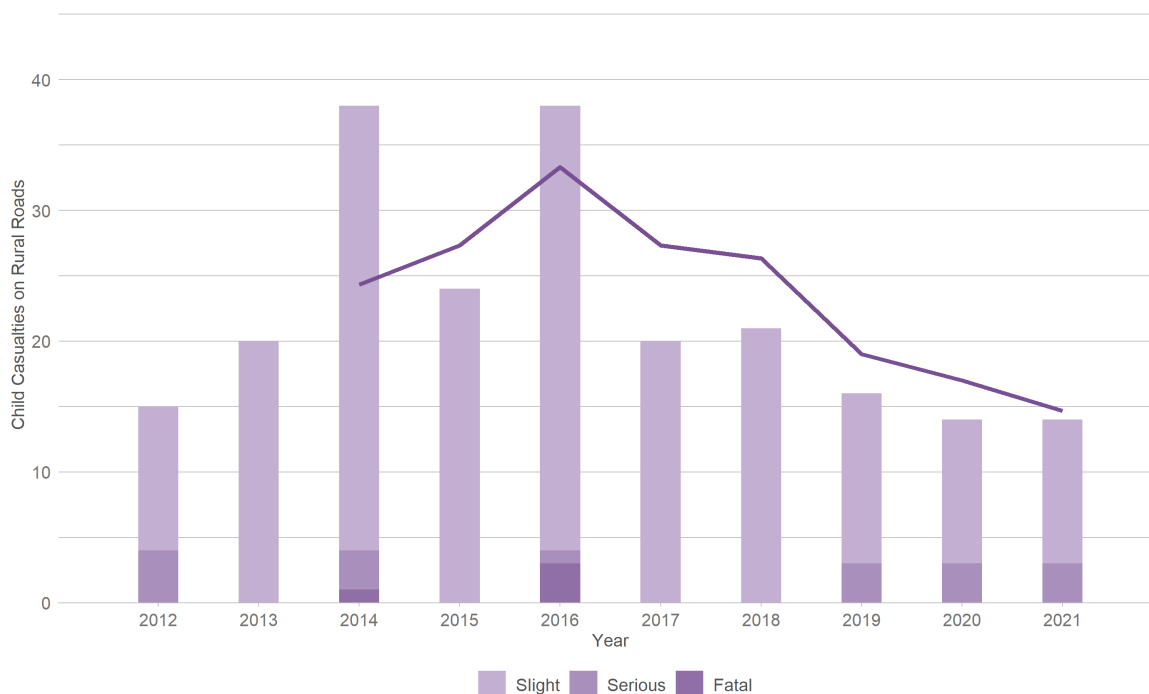
3.3.2.1.3 Casualty gender Figure 229 shows the breakdown of casualties injured on rural roads in West Berkshire by gender.

Figure 229: West Berkshire casualties on rural roads by gender (2017-2021)



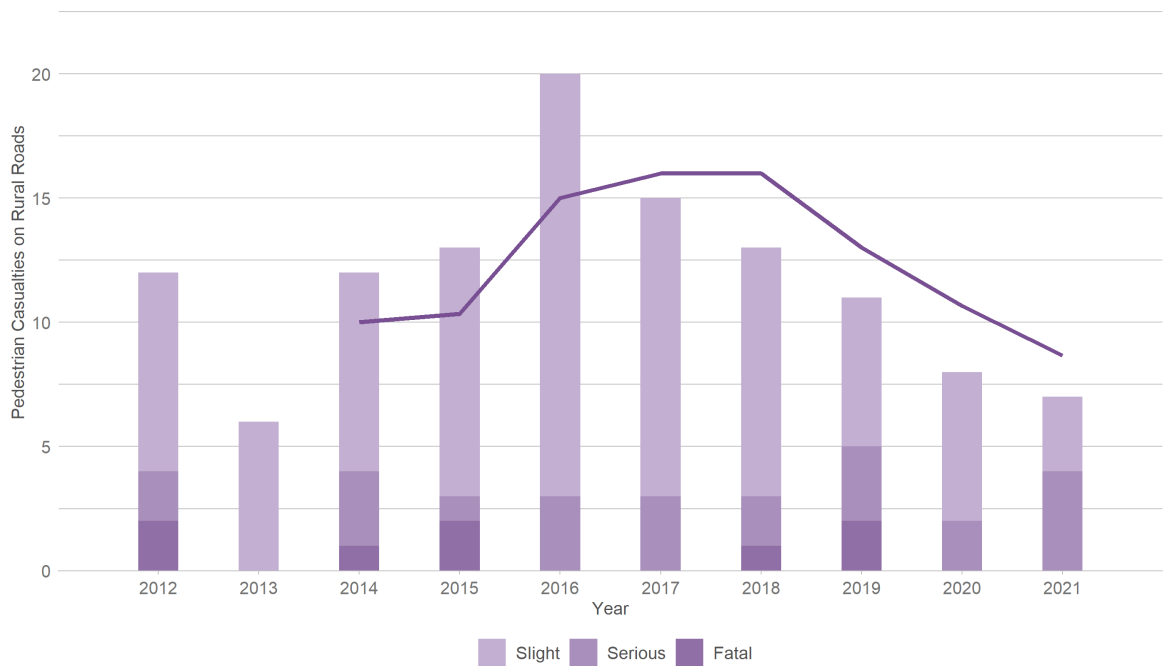
3.3.2.2 Child casualties Figure 230 shows annual child casualty numbers on collisions on West Berkshire’s rural roads.

Figure 230: Child casualties on West Berkshire's rural roads by year (2012-2021)



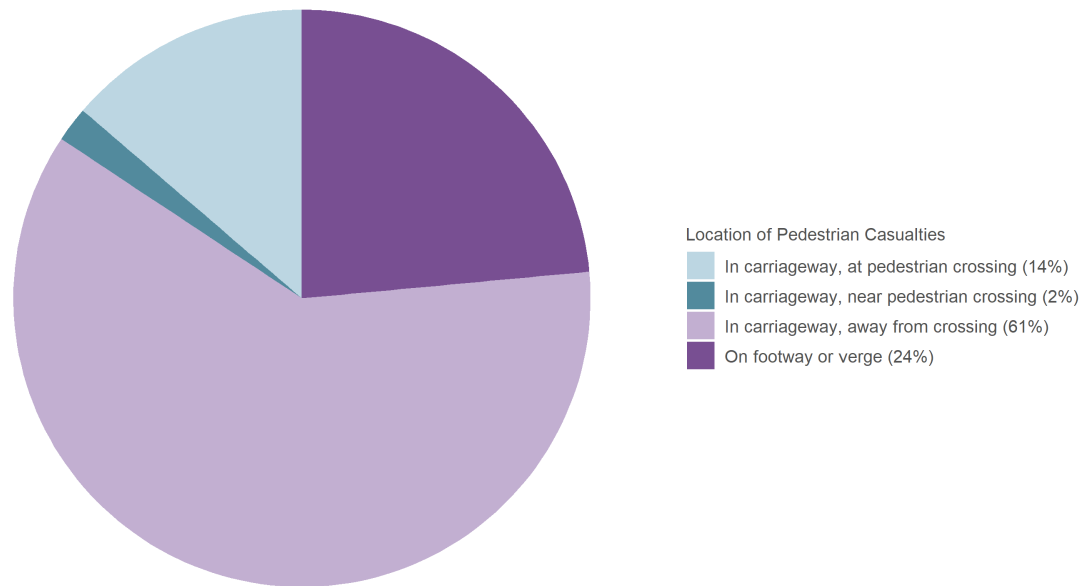
3.3.2.3 Pedestrian casualties Figure 231 shows annual pedestrian casualty numbers on collisions on West Berkshire's rural roads.

Figure 231: Pedestrian casualties on West Berkshire’s rural roads by year (2012-2021)



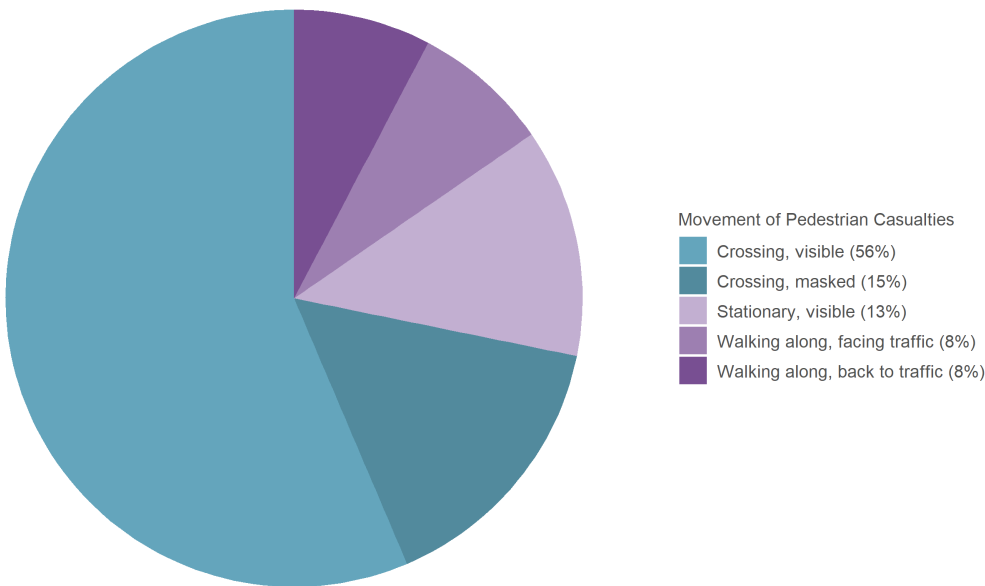
3.3.2.3.1 Pedestrian location Figure 232 shows the location of pedestrian casualties injured on rural roads in West Berkshire.

Figure 232: West Berkshire pedestrian casualties on rural roads by pedestrian location (2017-2021)



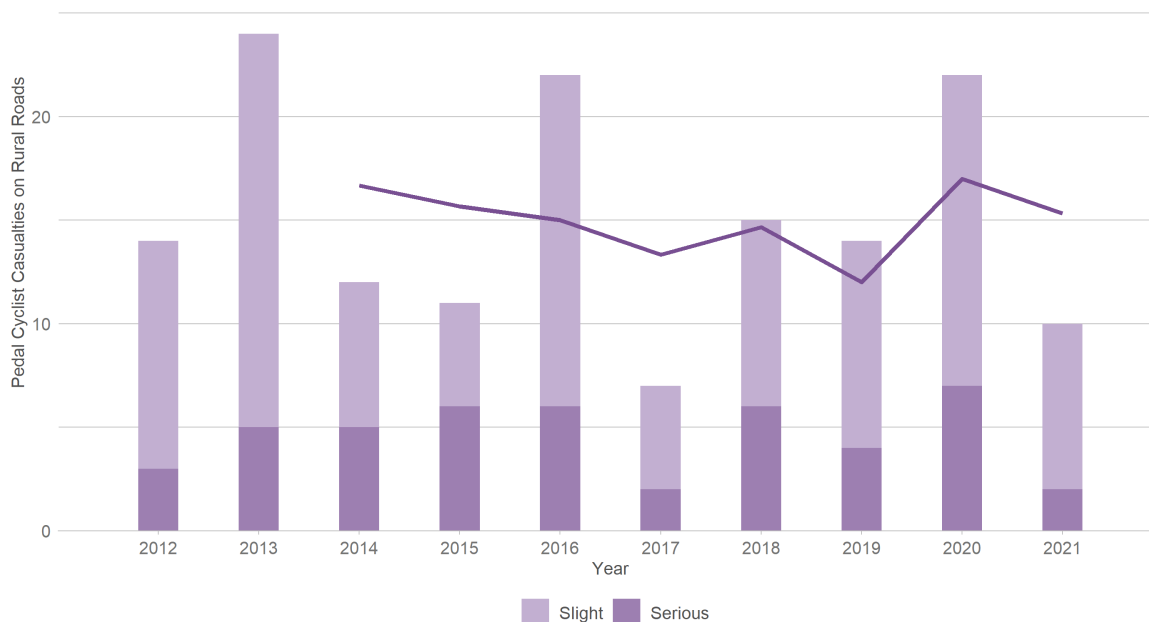
3.3.2.3.2 Pedestrian movement Figure 233 shows the movement of pedestrian casualties injured on rural roads in West Berkshire.

Figure 233: West Berkshire pedestrian casualties on rural roads by pedestrian movement (2017-2021)



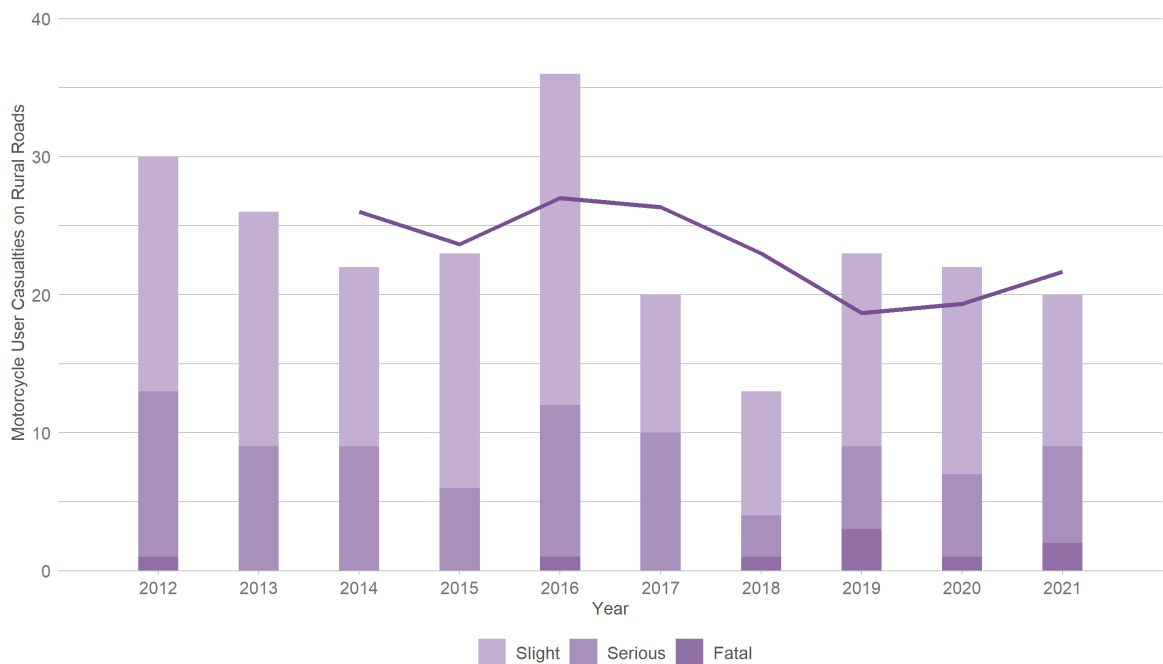
3.3.2.4 Pedal cyclist casualties Figure 234 shows annual pedal cyclist casualty numbers on collisions on West Berkshire’s rural roads.

Figure 234: Pedal cyclist casualties on West Berkshire's rural roads by year (2012-2021)



3.3.2.5 Motorcycle user casualties Figure 235 shows annual motorcycle user casualty numbers on West Berkshire's rural roads.

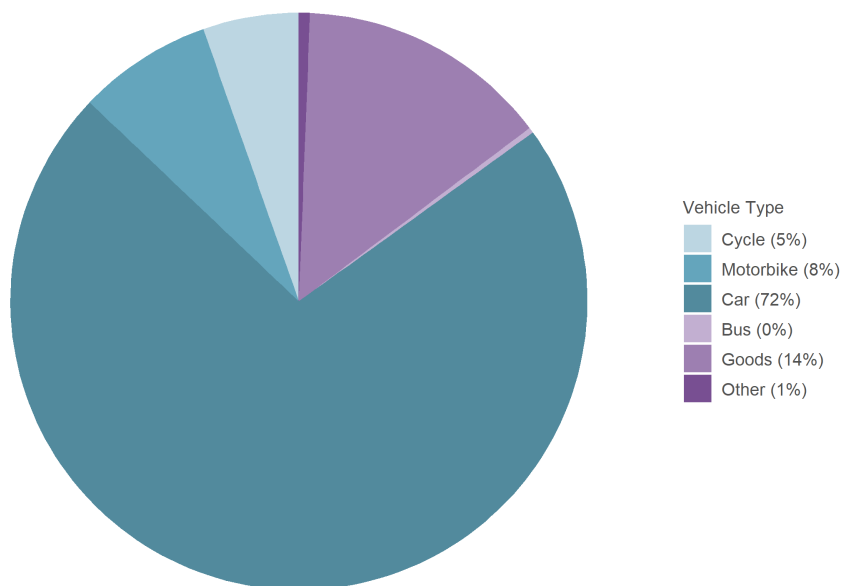
Figure 235: Motorcycle user casualties on West Berkshire’s rural roads by year (2012-2021)



3.3.3 Driver trends on rural roads

3.3.3.1 Vehicle type Figure 236 shows the types of vehicles involved in collisions on rural roads in West Berkshire.

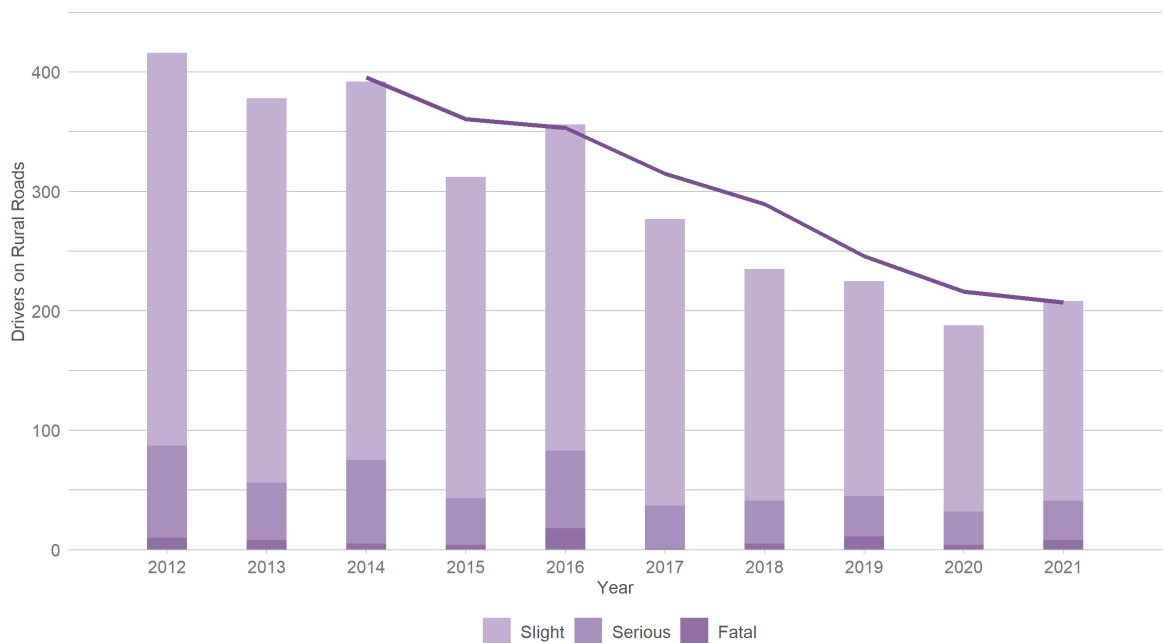
Figure 236: West Berkshire collision-involved drivers on rural roads by vehicle type (2017-2021)



3.3.3.2 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.

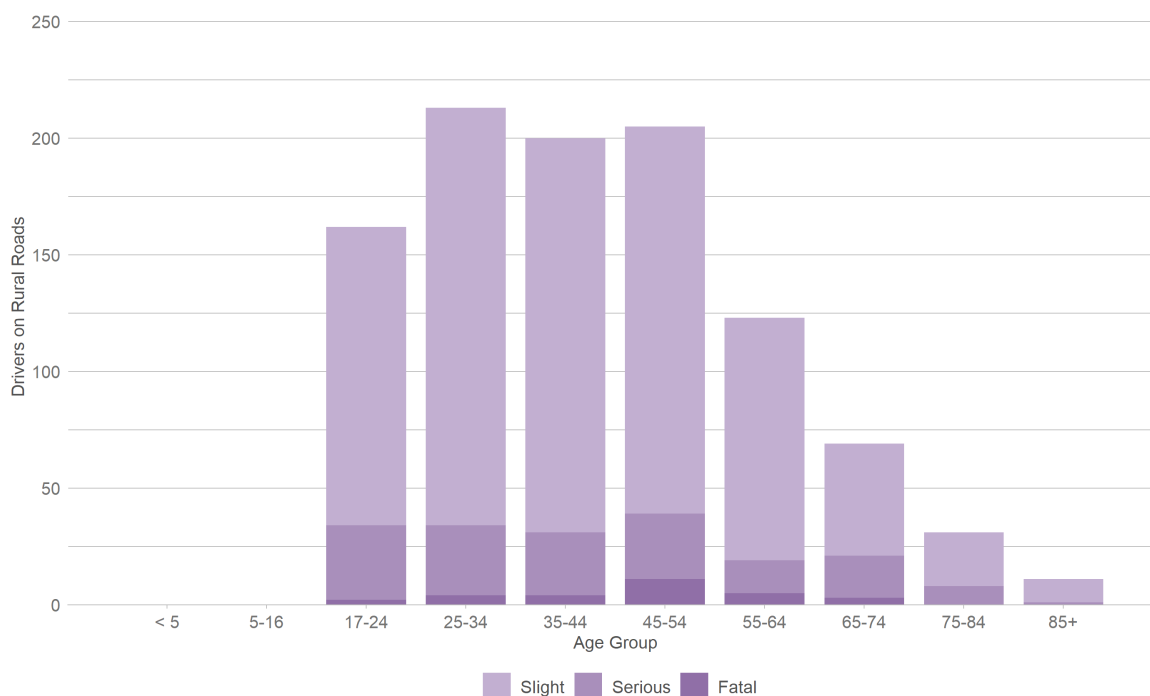
Figure 237 shows annual driver collision involvement on West Berkshire's rural roads.

Figure 237: Drivers involved in collisions on West Berkshire’s rural roads by year (2012-2021)



3.3.3.2.1 Driver age Figure 238 shows the age groups of drivers involved in collisions on rural roads in West Berkshire.

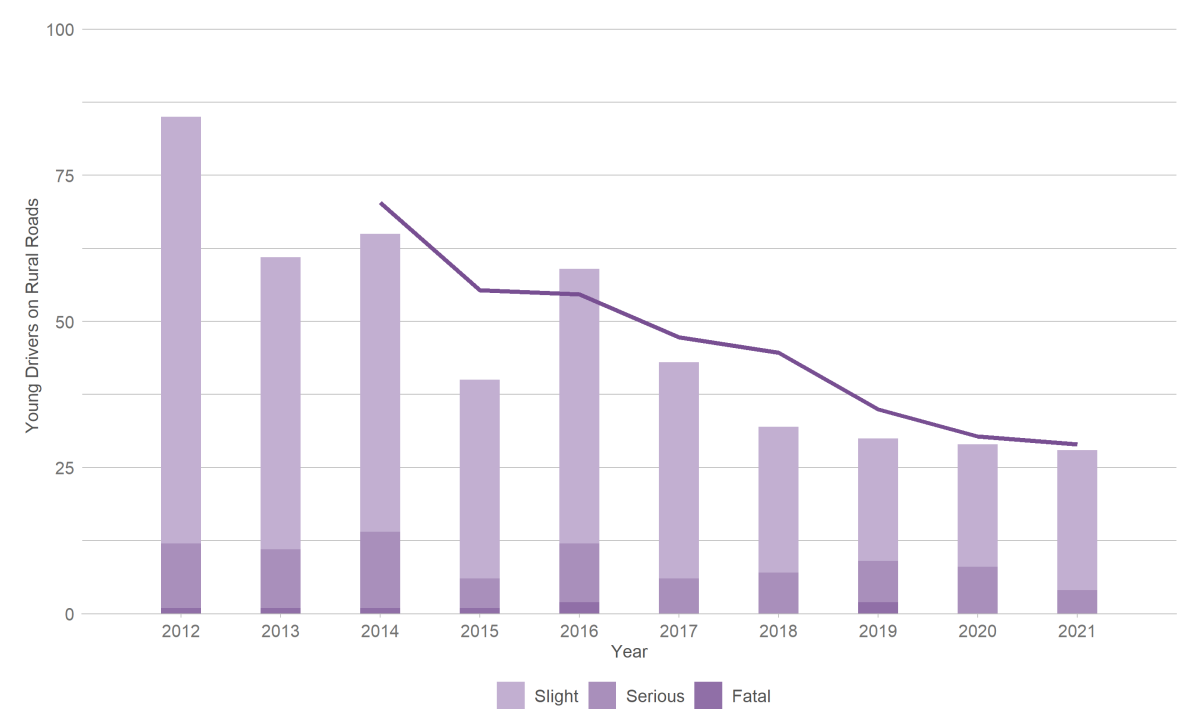
Figure 238: West Berkshire collision-involved drivers on rural roads by age group (2017-2021)



Young drivers

Figure 239 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.

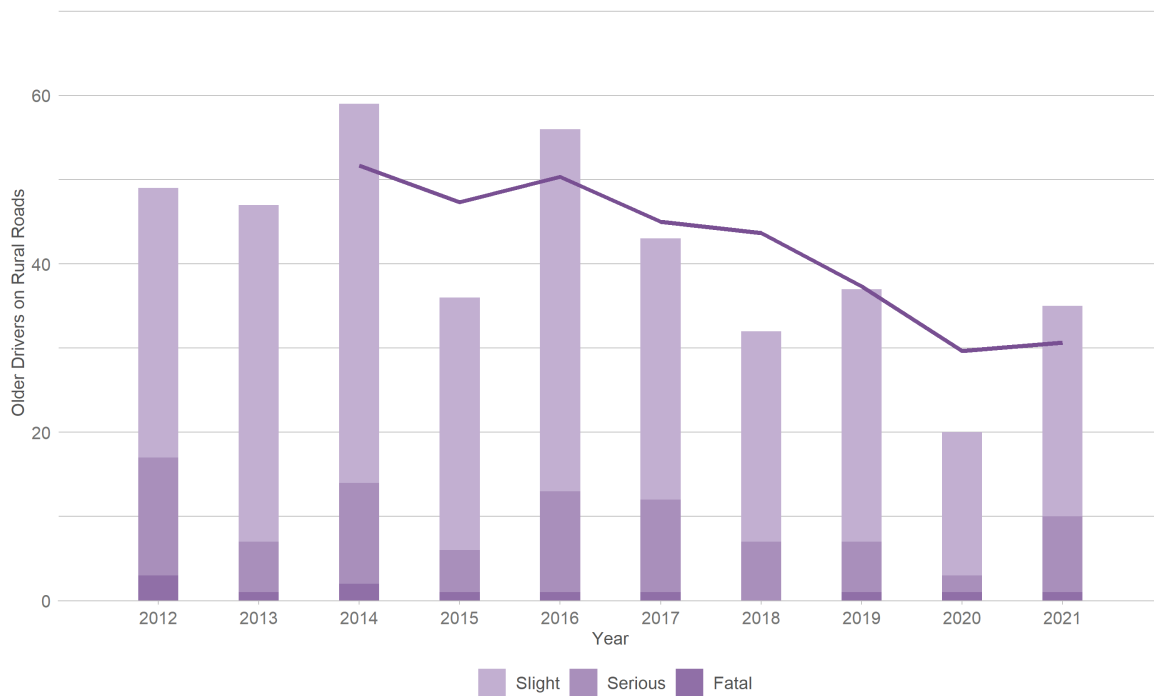
Figure 239: Collision-involved young drivers on West Berkshire’s rural roads by year (2012-2021)



Older drivers

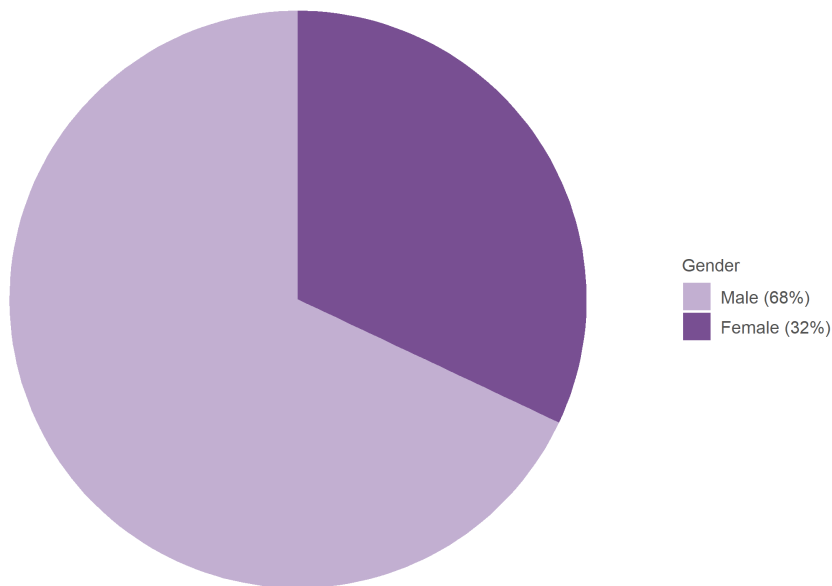
Figure 240 shows annual numbers of older drivers involved in collisions on West Berkshire’s rural roads. In this analysis, older drivers are those aged 60 and over.

Figure 240: Collision-involved older drivers on West Berkshire's rural roads by year (2012-2021)



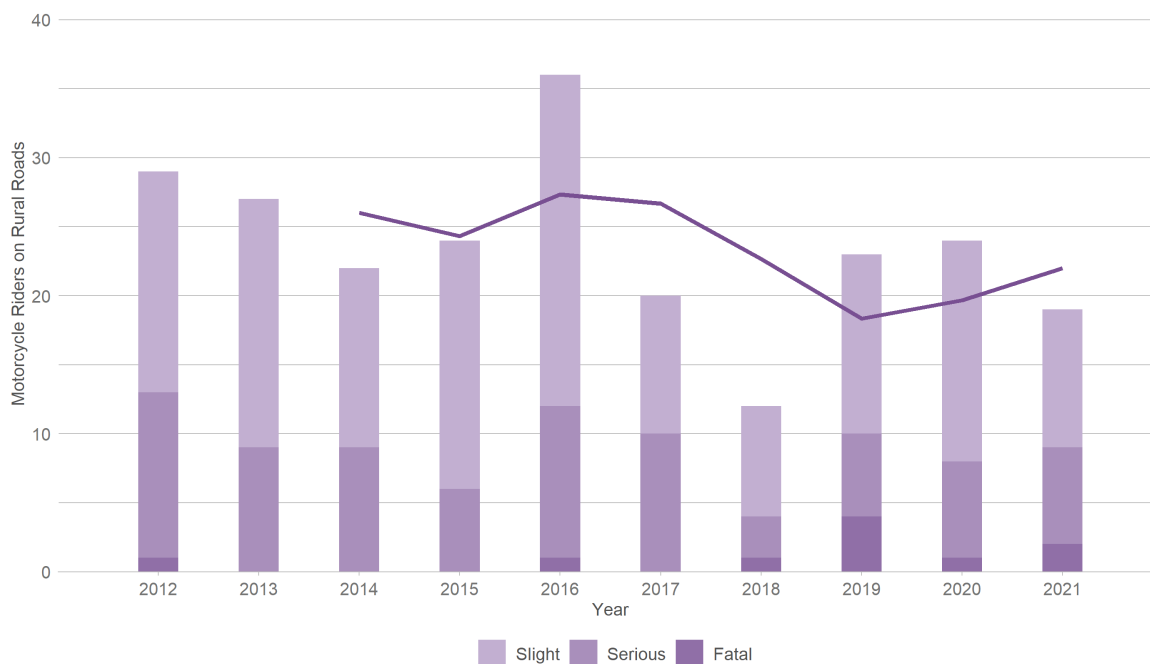
3.3.3.2.2 Driver gender Figure 241 shows the breakdown of drivers involved in collisions on rural roads in West Berkshire by gender.

Figure 241: West Berkshire collision-involved drivers on rural roads by gender (2017-2021)



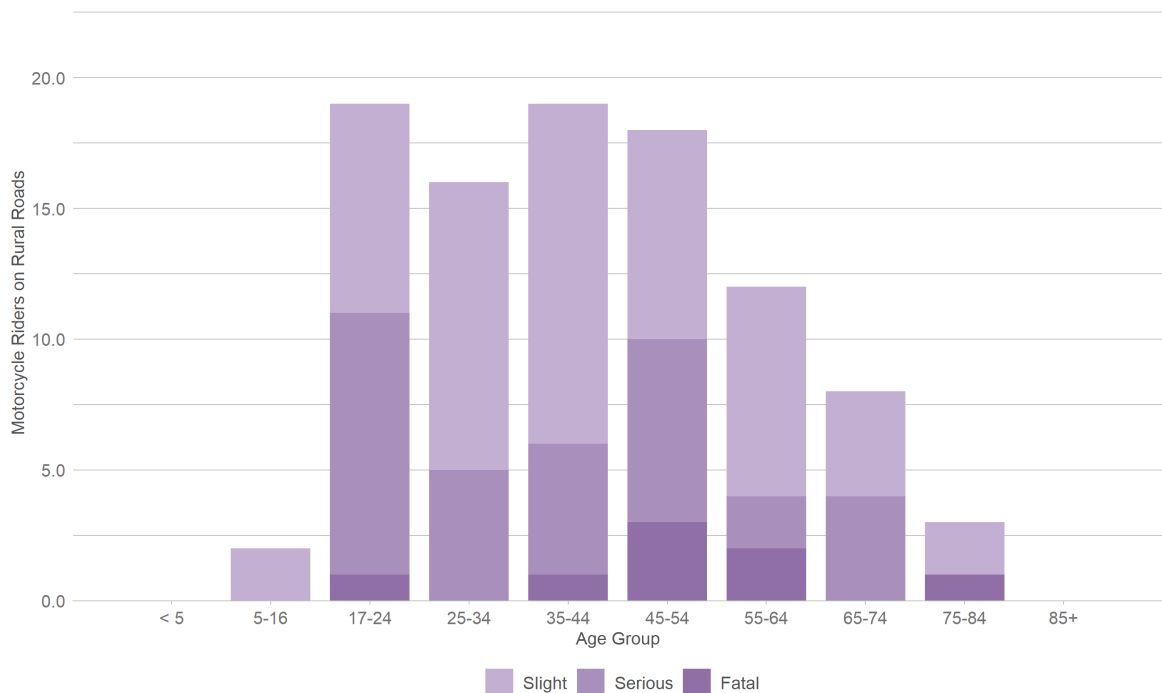
3.3.3.3 Motorcycle riders Figure 242 shows annual numbers of motorcycle riders involved in collisions on West Berkshire's rural roads.

Figure 242: Collision-involved motorcycle riders on West Berkshire's rural roads by year (2012-2021)



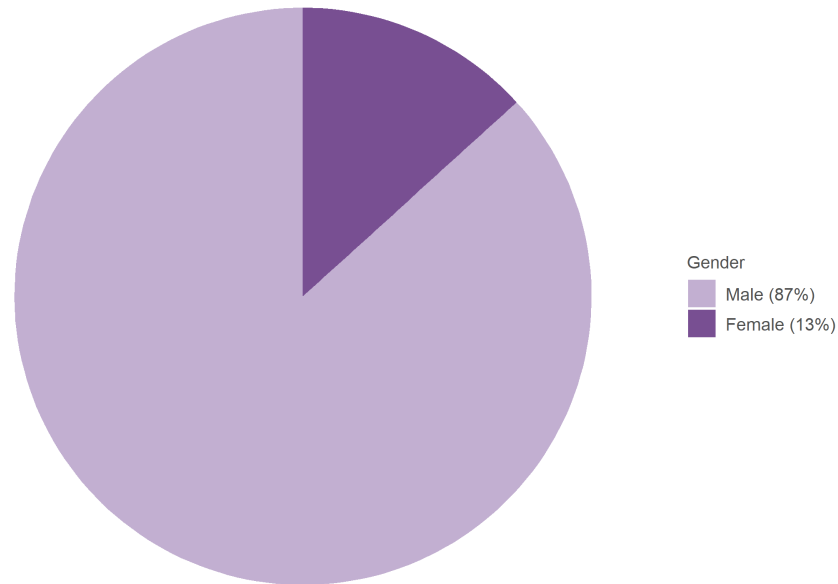
3.3.3.3.1 Rider age Figure 243 shows the age groups of motorcycle riders involved in collisions on rural roads in West Berkshire.

Figure 243: West Berkshire collision-involved motorcycle riders on rural roads by age group (2017-2021)



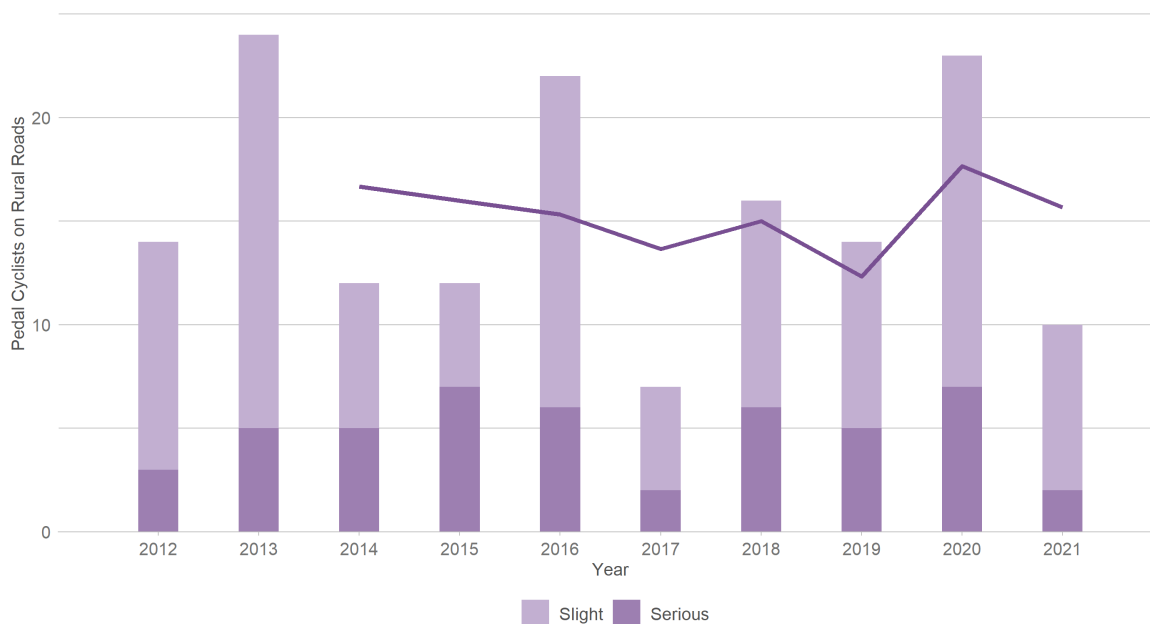
3.3.3.3.2 Rider gender Figure 244 shows the breakdown of motorcycle riders involved in collisions on rural roads in West Berkshire by gender.

Figure 244: West Berkshire collision-involved motorcycle riders on rural roads by gender (2017-2021)



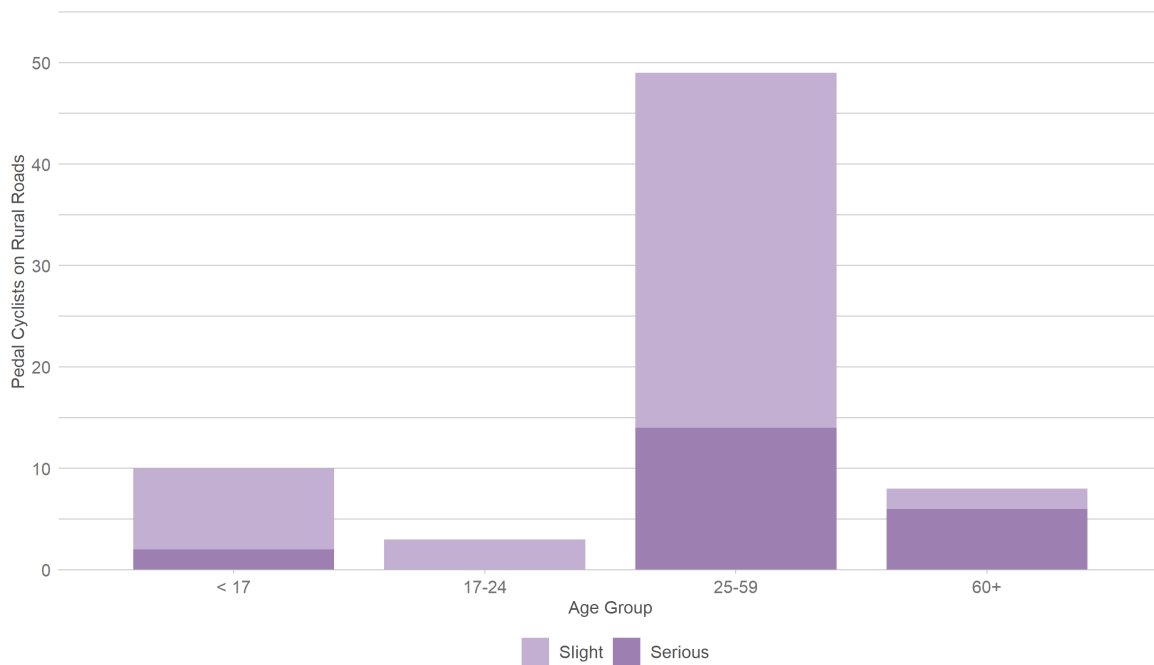
3.3.3.4 Pedal cyclists Figure 245 shows annual numbers of pedal cyclists involved in collisions on West Berkshire's rural roads.

Figure 245: Collision-involved motorcycle riders on West Berkshire's rural roads by year (2012-2021)



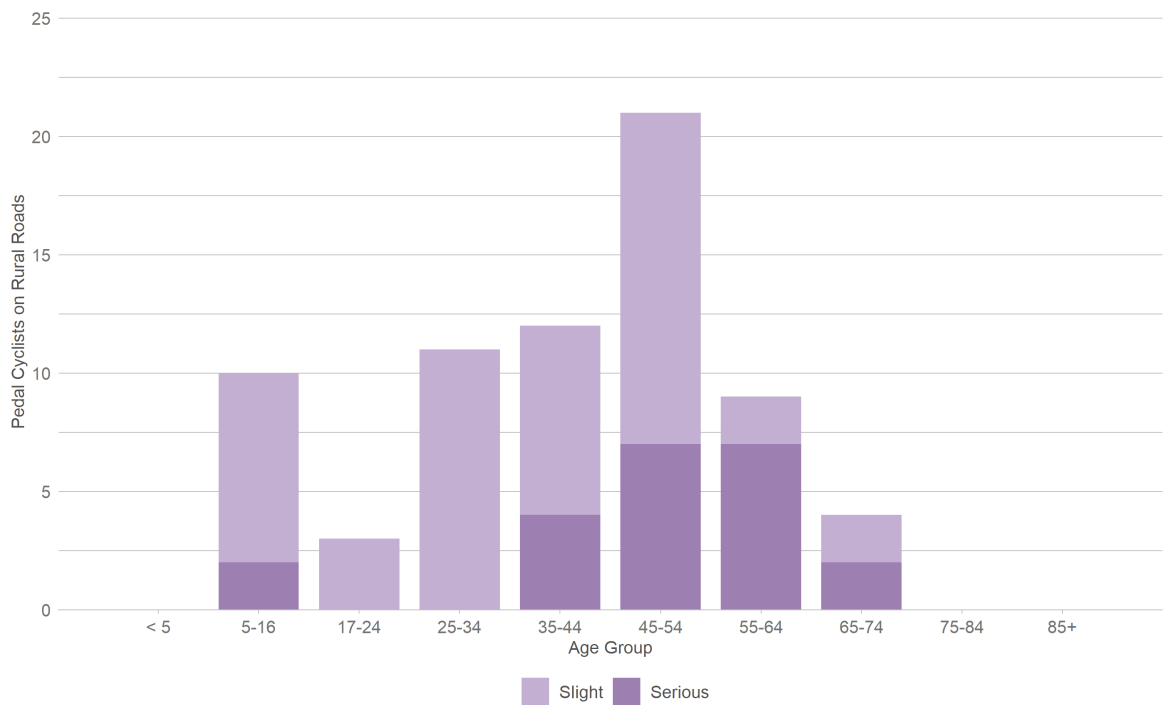
3.3.3.4.1 Cyclist age Figure 247 shows the age groups of pedal cyclists involved in collisions on rural roads in West Berkshire.

Figure 246: West Berkshire collision-involved pedal cyclists on rural roads by age group (2017-2021)



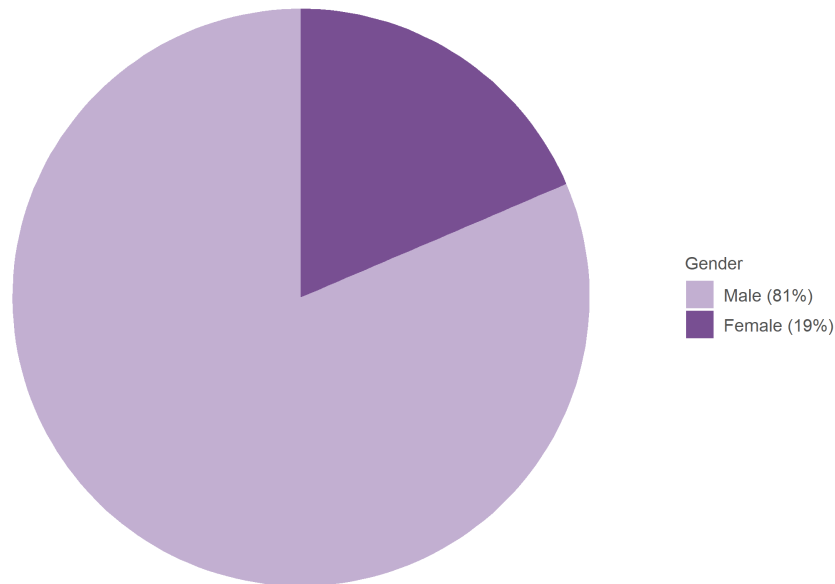
or, alternatively

Figure 247: West Berkshire collision-involved pedal cyclists on rural roads by age group (2017-2021)



3.3.3.4.2 Cyclist gender Figure 248 shows the breakdown of pedal cyclists involved in collisions on rural roads in West Berkshire by gender.

Figure 248: West Berkshire collision-involved pedal cyclists on rural roads by gender (2017-2021)



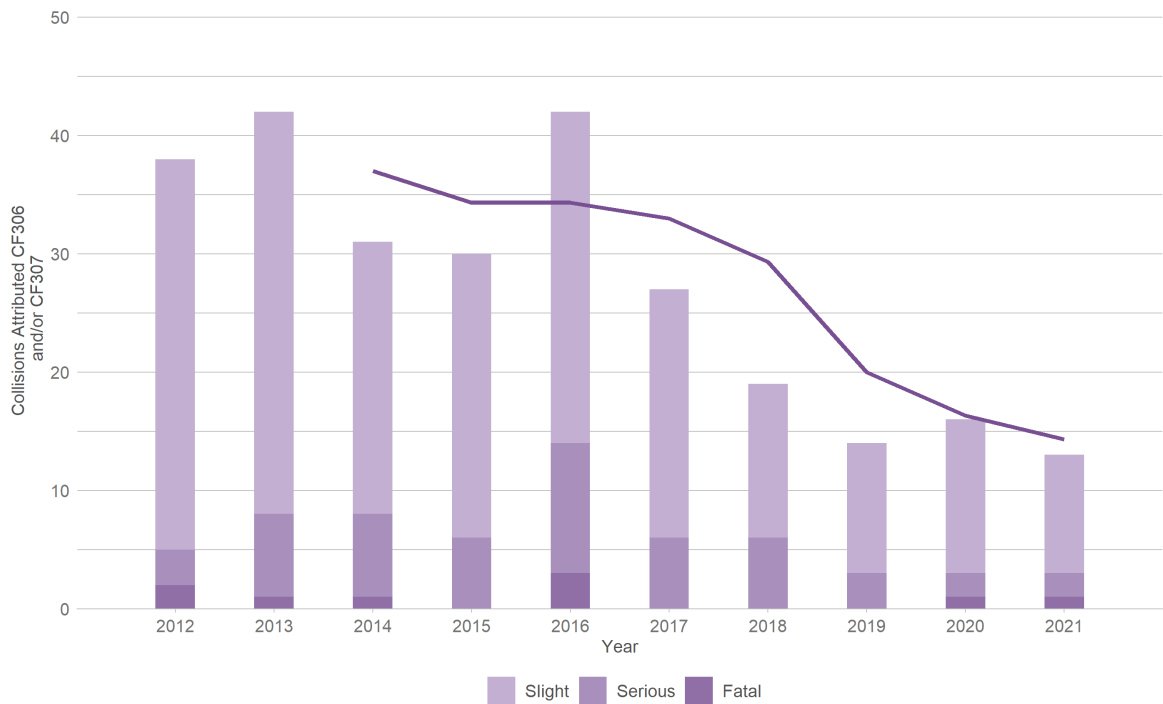
3.4 Contributory Factors

Each section below examines trends in reported collisions on West Berkshire's roads involving groups of related contributory factors (CFs). For each group, the total number of collisions in which any CF in the group was recorded has been determined. To provide comparative context, each chart also shows the three-year average of all police attended collisions with recorded CFs. For more information about CFs and the techniques used to analyse them see section 4.1.6. For a complete list of all CFs and CF groupings used by Agilysis, see section 4.4.

3.4.1 Speed Related

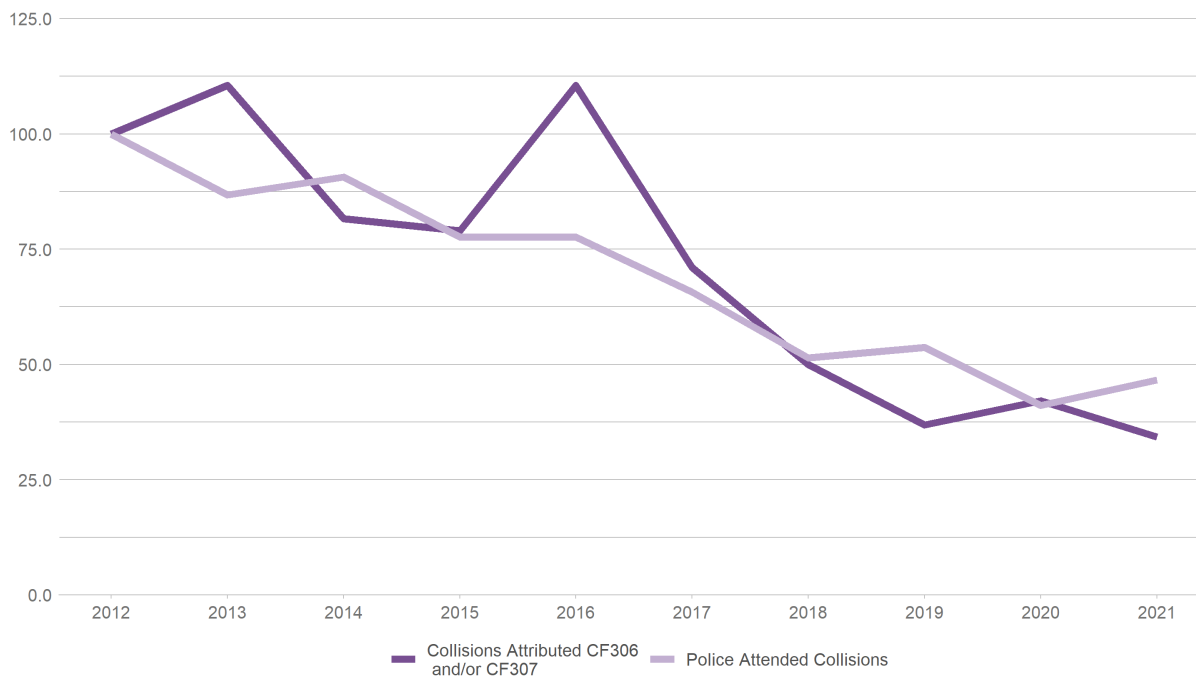
This section examines collisions, by severity, where at least one of the contributory factors 306 *Exceeding speed limit* and/or 307 *Travelling too fast for conditions* was attributed to one or more vehicles. This may include some instances where these factors were applied more than once in the same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

Figure 249: Collisions in West Berkshire where CF306 and/or CF307 were recorded (2012-2021)



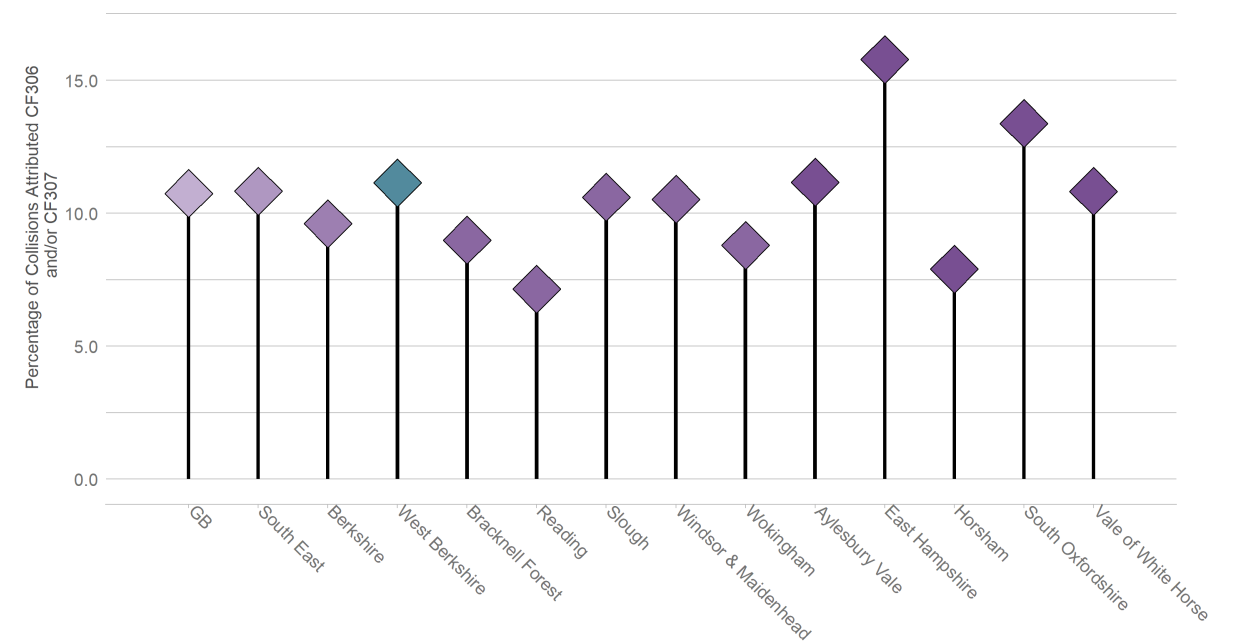
3.4.1.1 Trends Figure 249 shows annual collisions on West Berkshire’s roads where at least one of the speed choice CFs were recorded, with a three-year moving average trend line for speed choice collisions. Figure 250 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 250: Collision trends in West Berkshire where CF306 and/or CF307 were recorded compared to officer attended collision trends (2012-2021)



3.4.1.2 Comparisons Figure 251 shows collisions on West Berkshire's roads where at least one of the speed choice CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

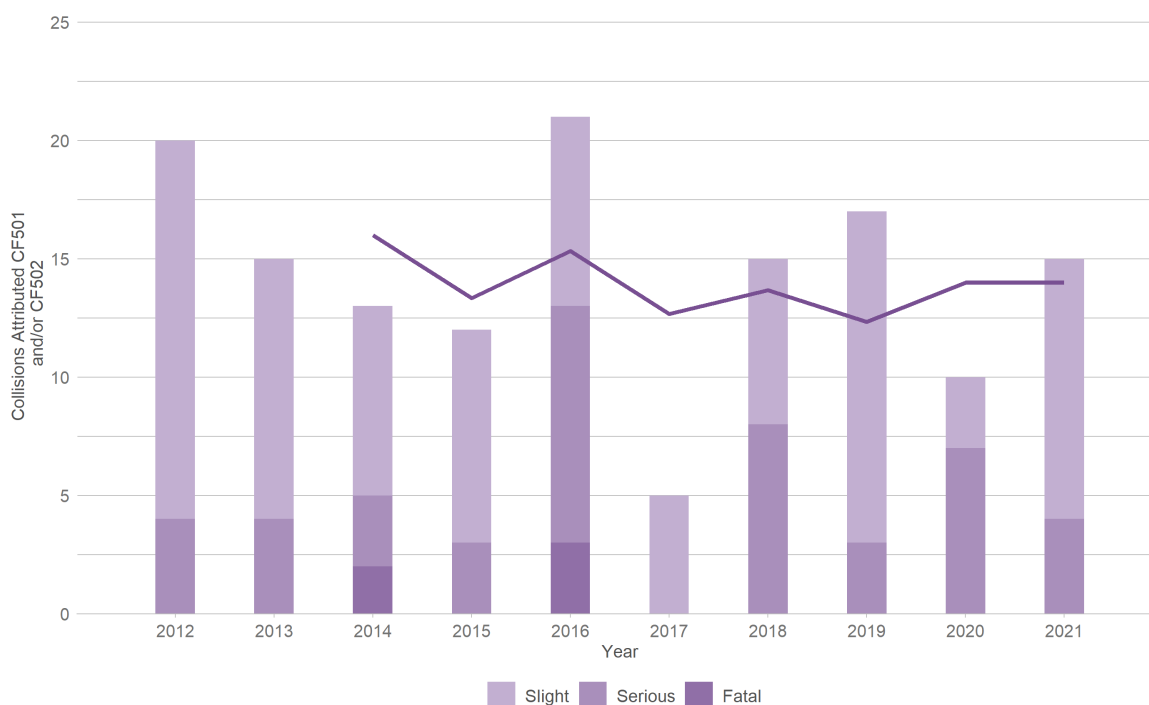
Figure 251: Percentage of collisions in West Berkshire and comparators where CF306 and/or CF307 were recorded (2017-2021)



3.4.2 Impairment

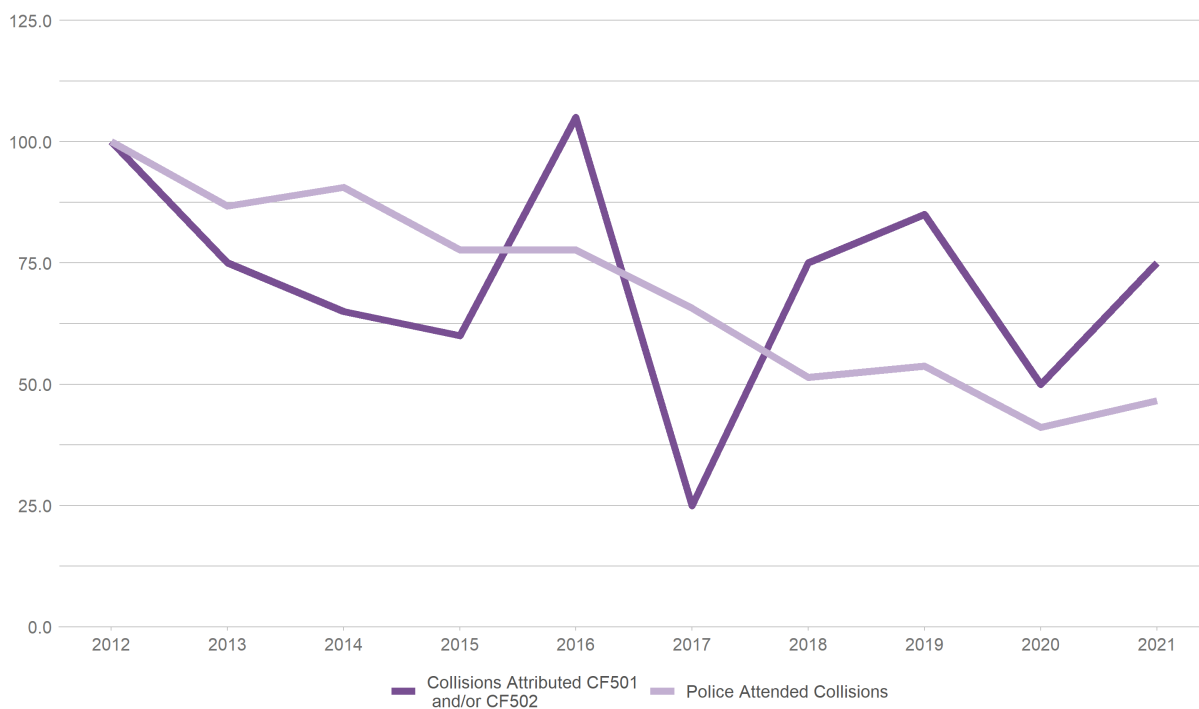
This section examines collisions, by severity, where at least one of the contributory factors 501 *Impaired by alcohol* and/or 502 *Impaired by drugs (illicit or medicinal)* was attributed to one or more drivers. This may include some instances where these factors were applied more than once in the same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

Figure 252: Collisions in West Berkshire where CF501 and/or CF502 were recorded (2012-2021)



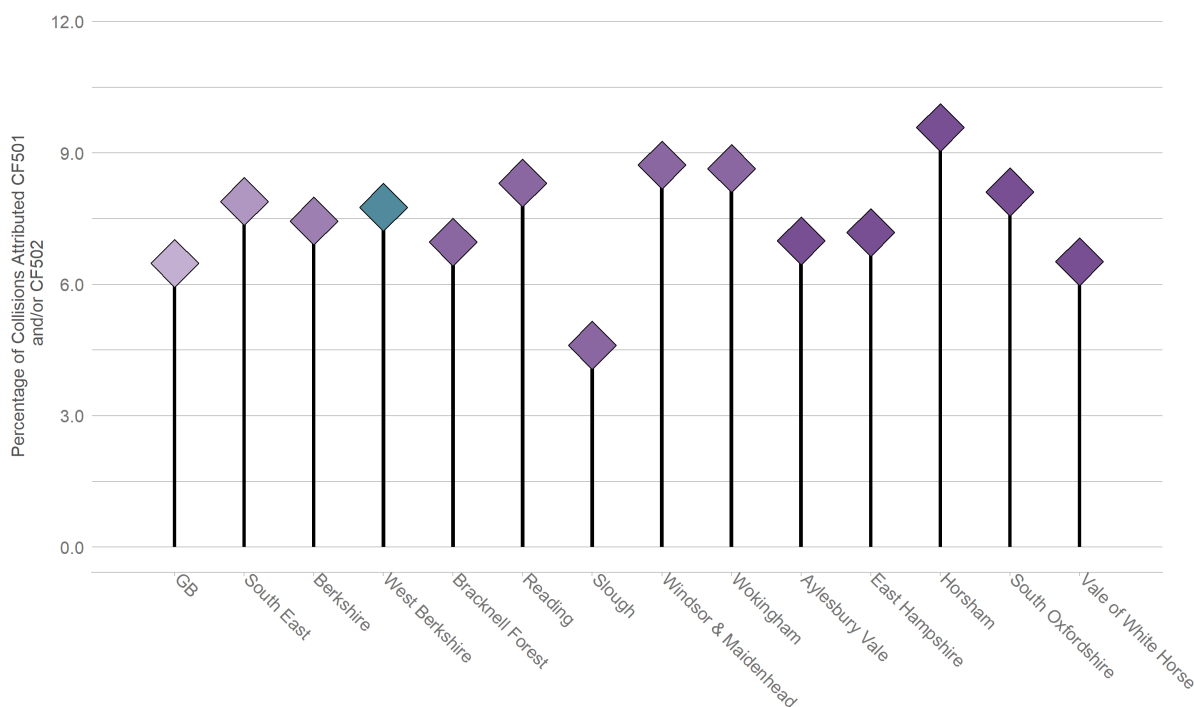
3.4.2.1 Trends Figure 252 shows annual collisions on West Berkshire’s roads where at least one of the impairment CFs were recorded, with a three-year moving average trend line for impairment collisions. Figure 253 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 253: Collision trends in West Berkshire where CF501 and/or CF502 were recorded compared to officer attended collision trends (2012-2021)



3.4.2.2 Comparisons Figure 254 shows collisions on West Berkshire’s roads where at least one of the impairment CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

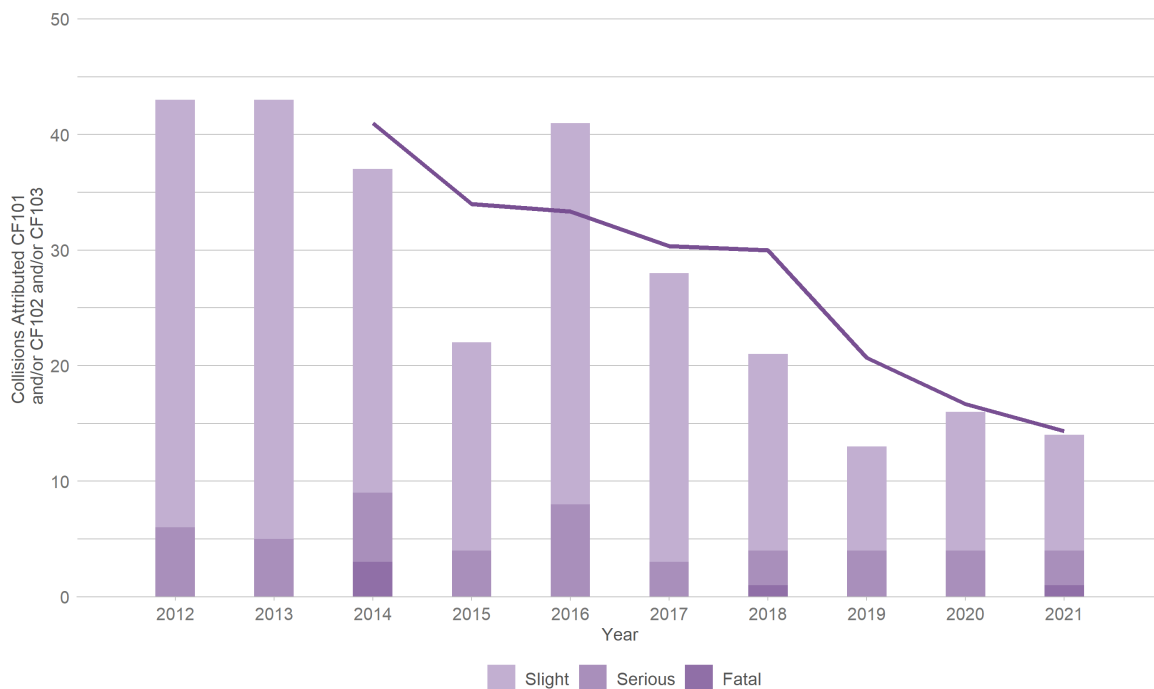
Figure 254: Percentage of collisions in West Berkshire and comparators where CF501 and/or CF502 were recorded (2017-2021)



3.4.3 Road Surface Conditions

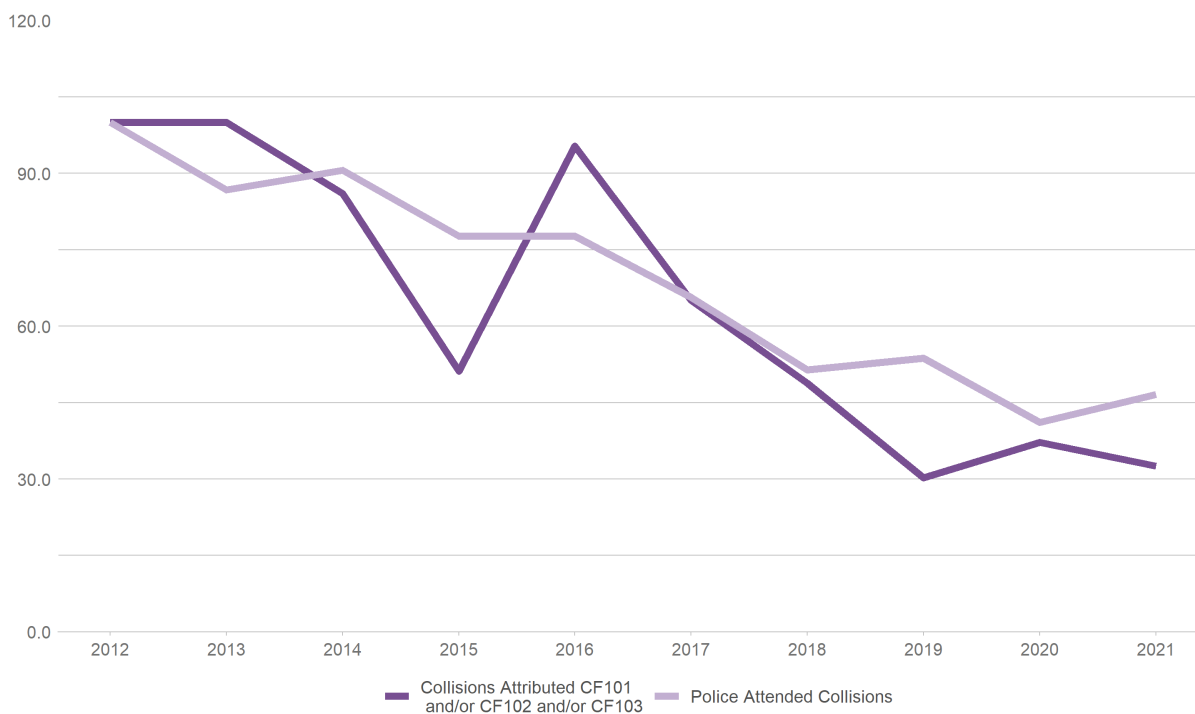
This section examines collisions, by severity, where at least one of the CFs 101 *Poor or defective road surface*, 102 *Deposit on road (e.g. oil, mud, chippings)* and/or 103 *Slippery road (due to weather)* was attributed. This may include some instances where more than one of these factors were applied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

Figure 255: Collisions in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded (2012-2021)



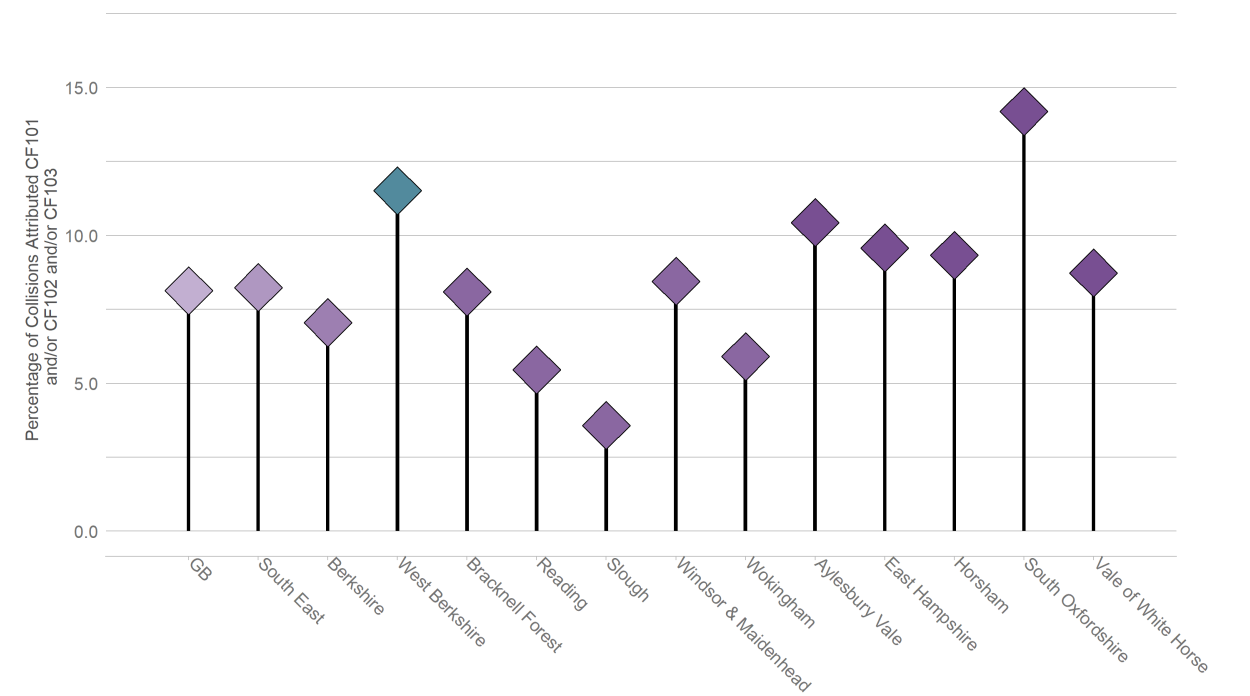
3.4.3.1 Trends Figure 255 shows annual collisions on West Berkshire’s roads where at least one of the road surface CFs were recorded, with a three-year moving average trend line for road surface collisions. Figure 256 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 256: Collision trends in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2012-2021)



3.4.3.2 Comparisons Figure 257 shows collisions on West Berkshire’s roads where at least one of the road surface CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

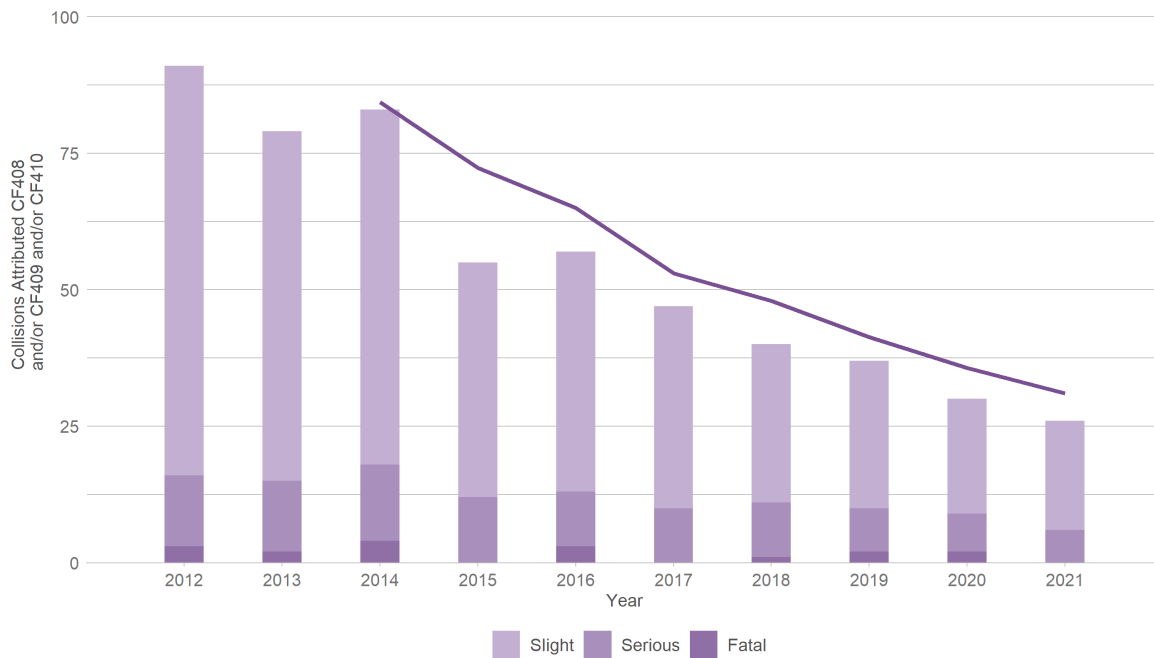
Figure 257: Percentage of collisions in West Berkshire and comparators where CF101 and/or CF102 and/or CF103 were recorded (2017-2021)



3.4.4 Control Errors

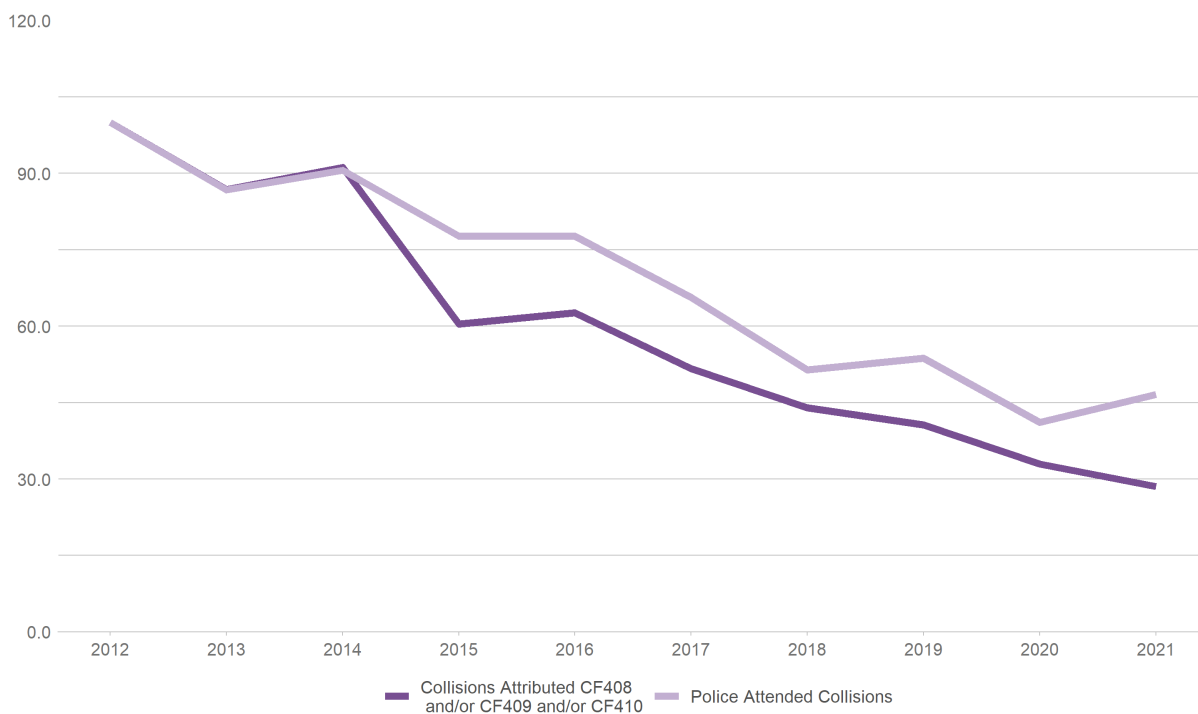
This section examines collisions, by severity, where at least one of the CFs 408 *Sudden braking*, 409 *Swerved* and/or 410 *Loss of Control* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 258: Collisions in West Berkshire where CF408 and/or CF409 and/or CF410 were recorded (2012-2021)



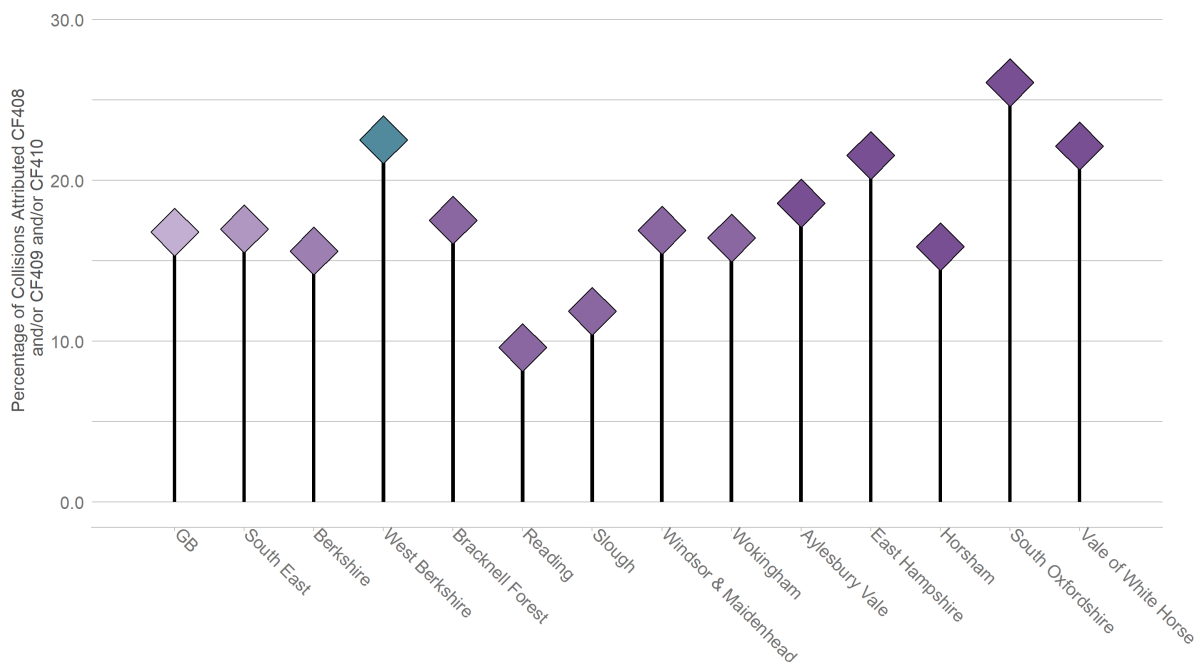
3.4.4.1 Trends Figure 258 shows annual collisions on West Berkshire’s roads where at least one of the control error CFs were recorded, with a three-year moving average trend line for control error collisions. Figure 259 shows the trends for collisions where control error CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 259: Collision trends in West Berkshire where CF408 and/or CF409 and/or CF410 were recorded compared to officer attended collision trends (2012-2021)



3.4.4.2 Comparisons Figure 260 shows collisions on West Berkshire’s roads where at least one of the control error CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

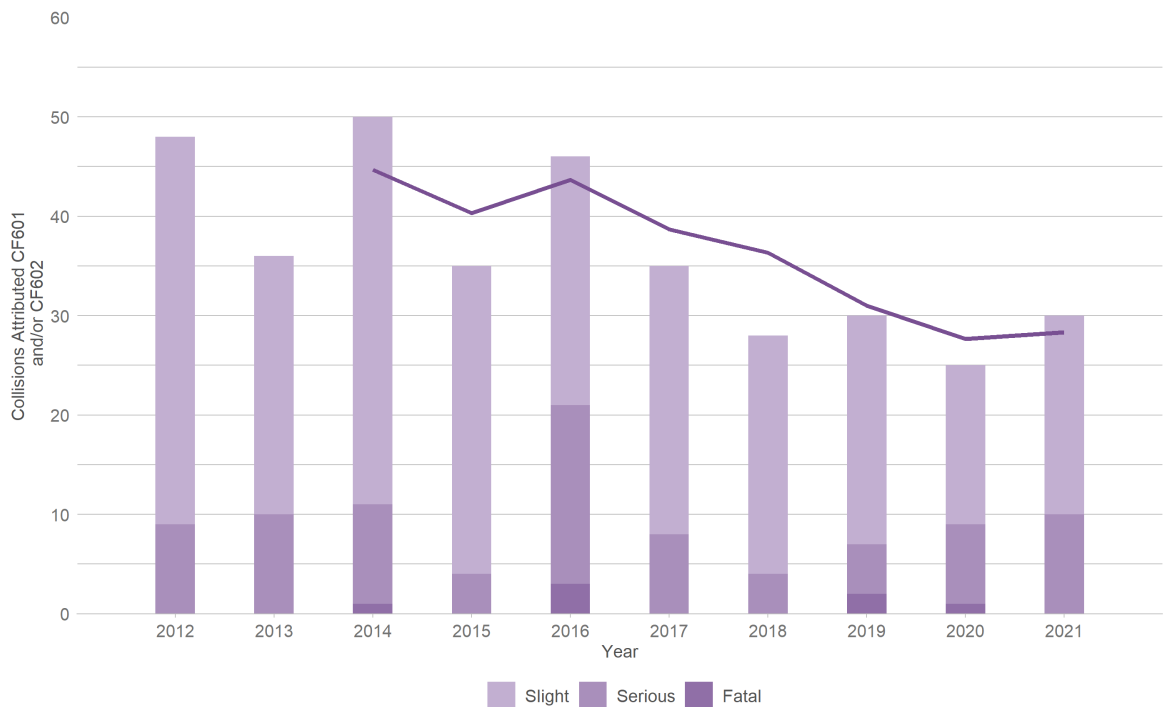
Figure 260: Percentage of collisions in West Berkshire and comparators where CF408 and/or CF409 and/or CF410 were recorded (2017-2021)



3.4.5 Unsafe Behaviour

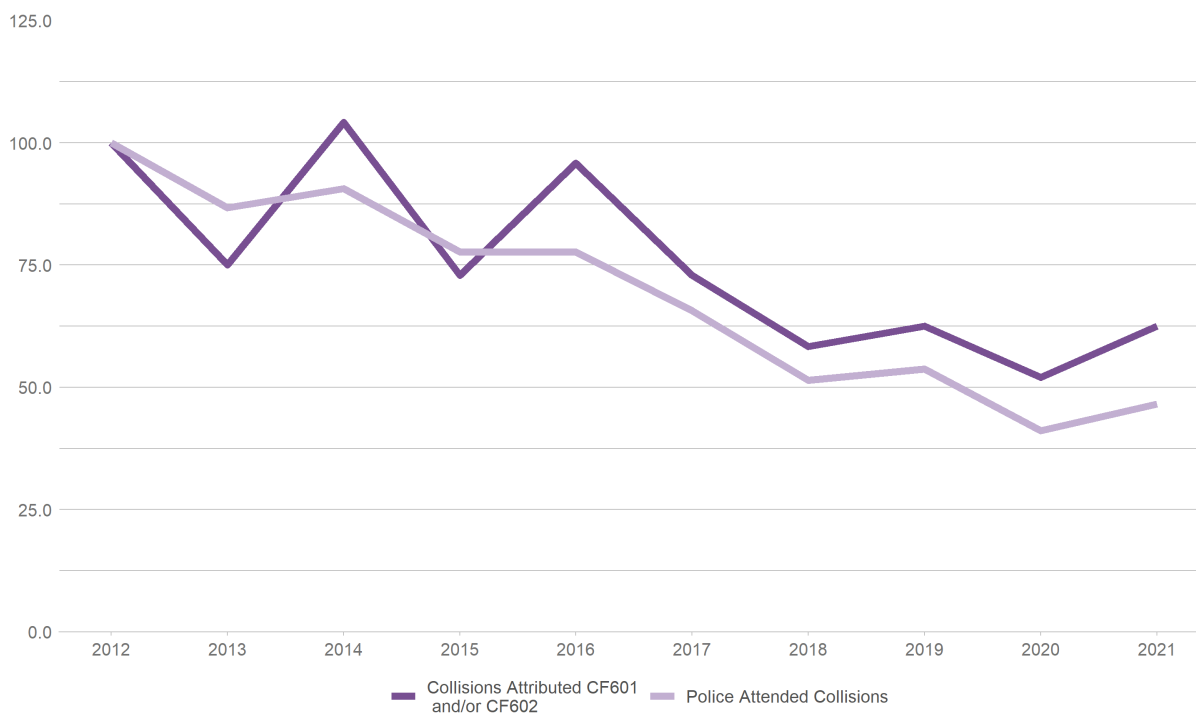
This section examines collisions, by severity, where at least one of the CFs 601 *Aggressive driving*, and/or 602 *Careless, reckless or in a hurry* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 261: Collisions in West Berkshire where CF601 and/or CF602 were recorded (2012-2021)



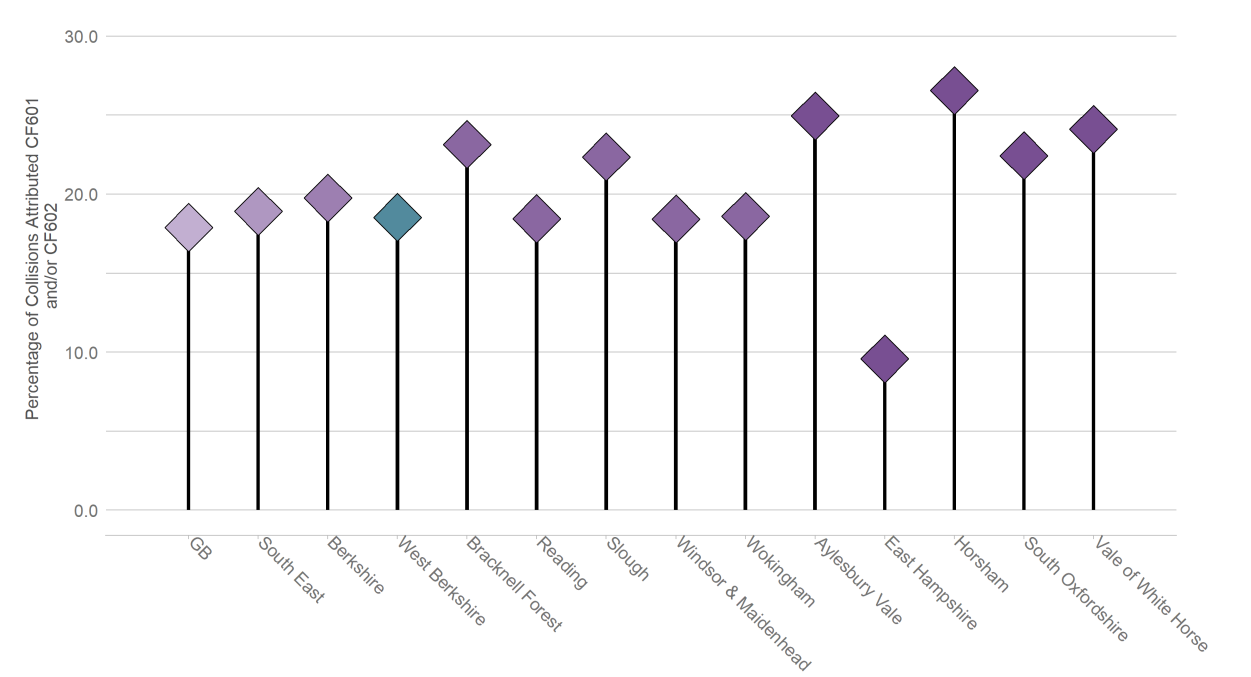
3.4.5.1 Trends Figure 261 shows annual collisions on West Berkshire’s roads where at least one of the unsafe behaviour CFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions. Figure 262 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 262: Collision trends in West Berkshire where CF601 and/or CF602 were recorded compared to officer attended collision trends (2012-2021)



3.4.5.2 Comparisons Figure 263 shows collisions on West Berkshire’s roads where at least one of the unsafe behaviour CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

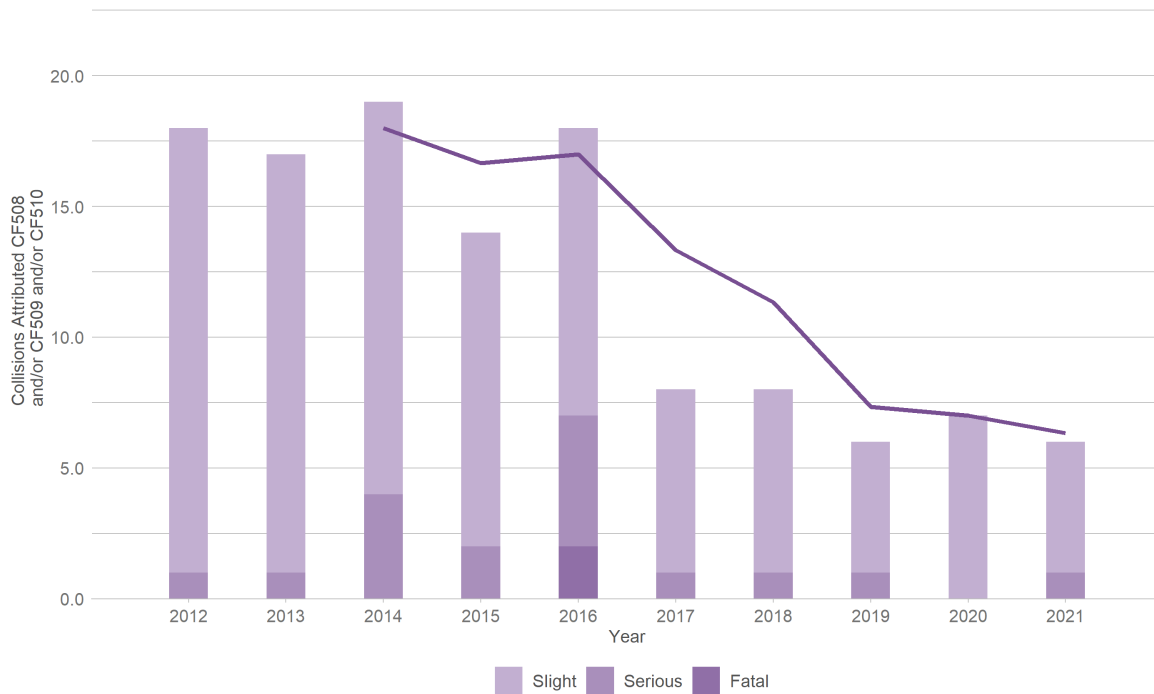
Figure 263: Percentage of collisions in West Berkshire and comparators where CF601 and/or CF602 were recorded (2017-2021)



3.4.6 Distraction

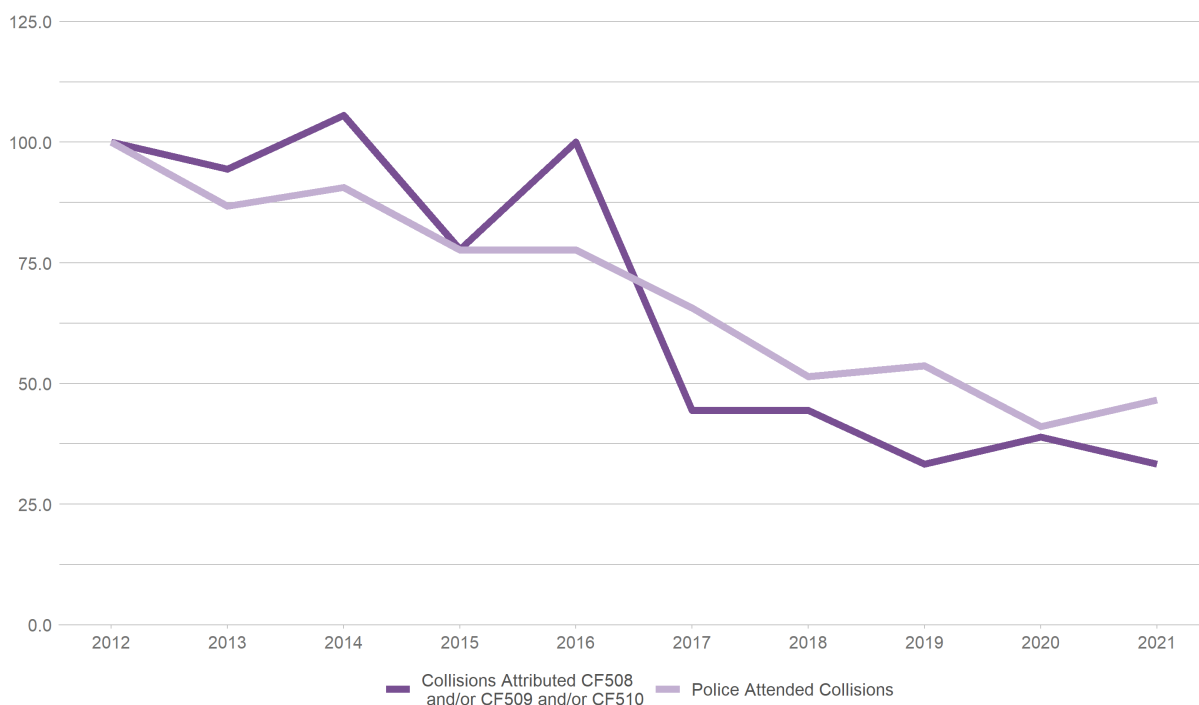
This section examines collisions, by severity, where at least one of the CFs 508 *Driver using mobile phone*, 509 *Distraction in vehicle* and/or 510 *Distraction outside vehicle* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 264: Collisions in West Berkshire where CF508 and/or CF509 and/or CF510 were recorded (2012-2021)



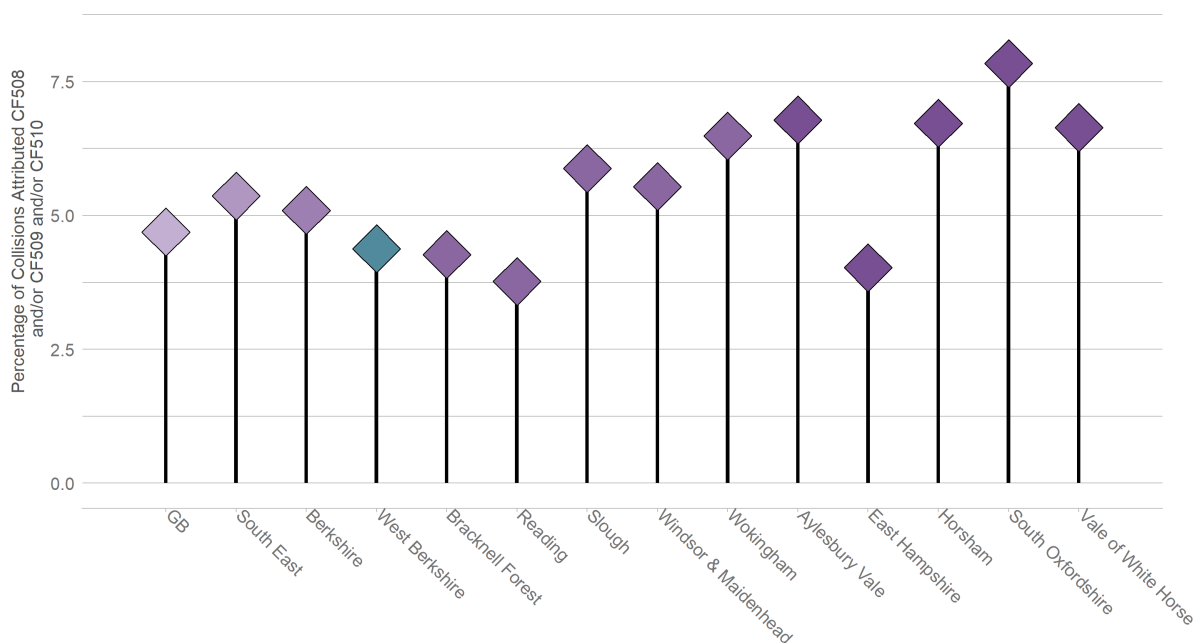
3.4.6.1 Trends Figure 264 shows annual collisions on West Berkshire’s roads where at least one of the distraction CFs were recorded, with a three-year moving average trend line for distraction collisions. Figure 265 shows the trends for collisions where distraction CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 265: Collision trends in West Berkshire where CF508 and/or CF509 and/or CF510 were recorded compared to officer attended collision trends (2012-2021)



3.4.6.2 Comparisons Figure 266 shows collisions on West Berkshire’s roads where at least one of the distraction CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

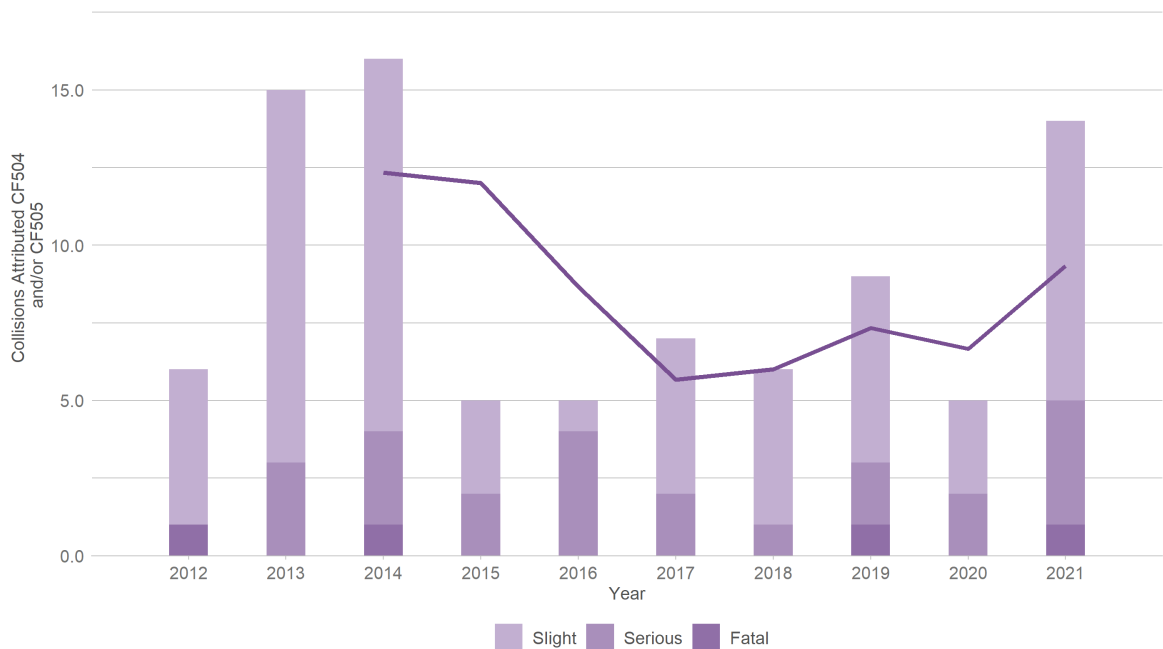
Figure 266: Percentage of collisions in West Berkshire and comparators where CF508 and/or CF509 and/or CF510 were recorded (2017-2021)



3.4.7 Medically Unfit

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

Figure 267: Collisions in West Berkshire where CF504 and/or CF505 were recorded (2012-2021)



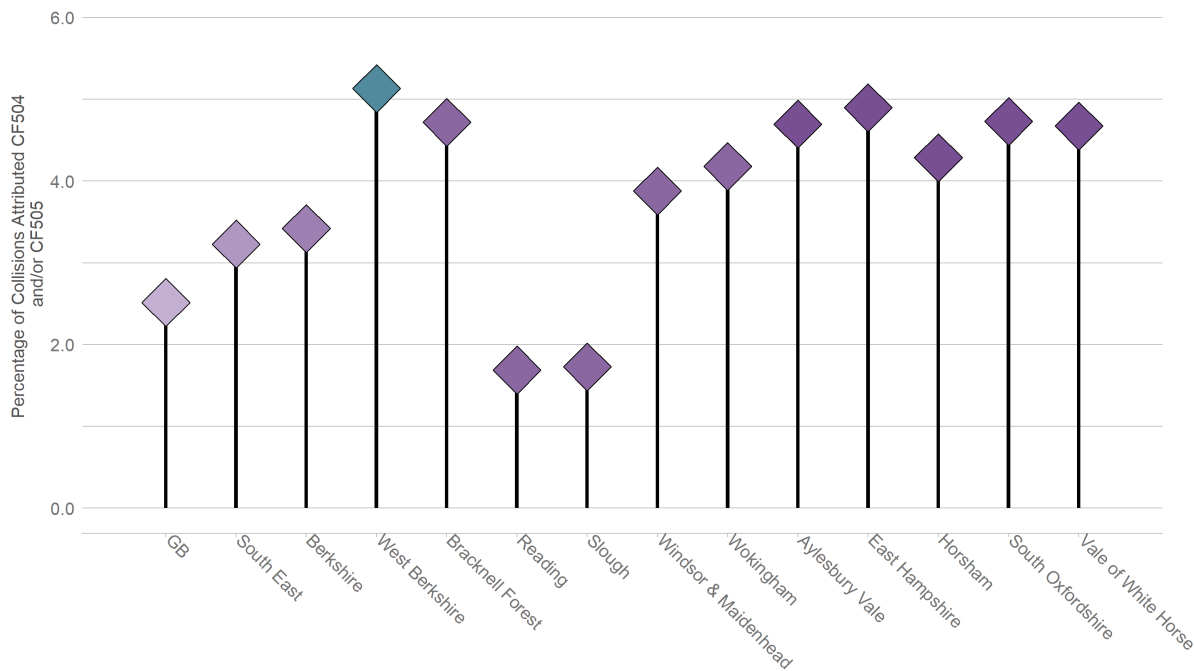
3.4.7.1 Trends Figure 267 shows annual collisions on West Berkshire’s roads where at least one of the medically unfit CFs were recorded, with a three-year moving average trend line for medically unfit collisions. Figure 268 shows the trends for collisions where medically unfit CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 268: Collision trends in West Berkshire where CF504 and/or CF505 were recorded compared to officer attended collision trends (2012-2021)



3.4.7.2 Comparisons Figure 269 shows collisions on West Berkshire’s roads where at least one of the medically unfit CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

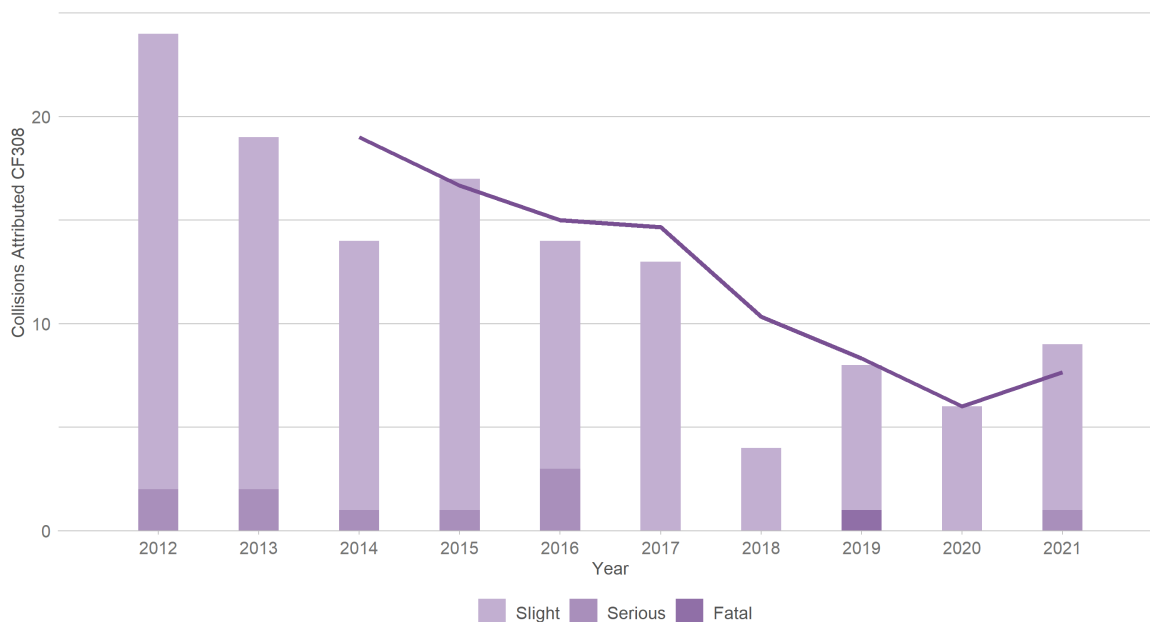
Figure 269: Percentage of collisions in West Berkshire and comparators where CF504 and/or CF505 were recorded (2017-2021)



3.4.8 Close Following

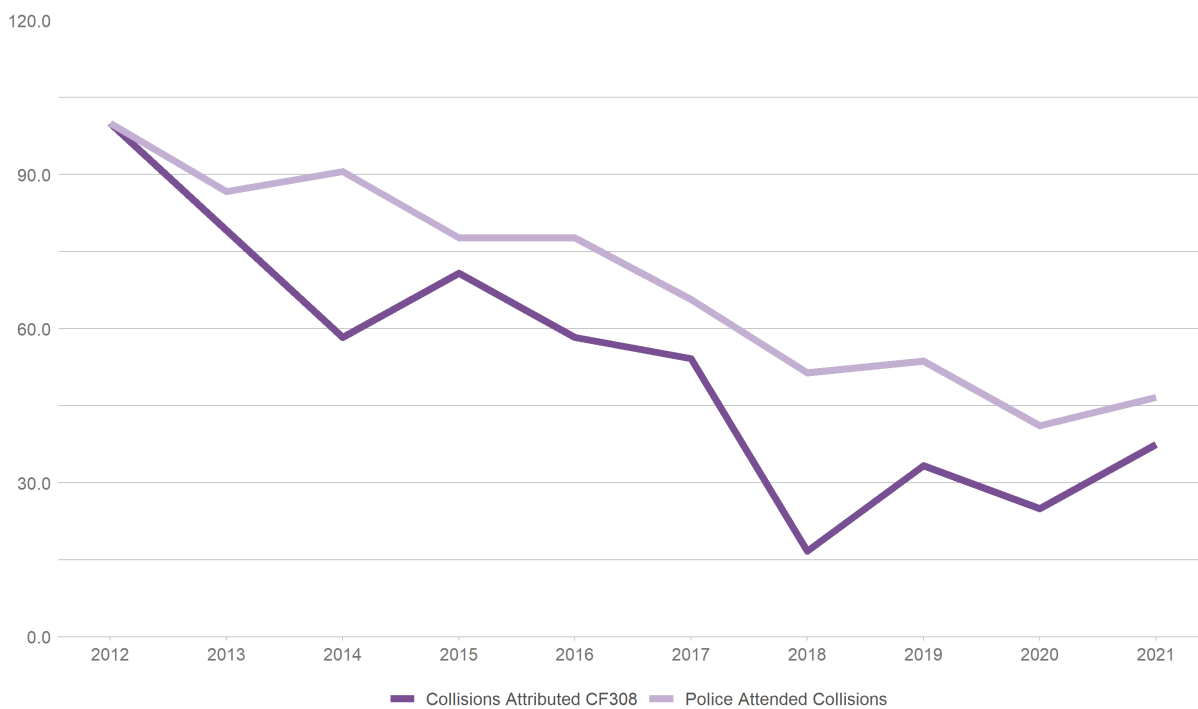
This section examines collisions, by severity, where the CF 308 *Following too close* was attributed.

Figure 270: Collisions in West Berkshire where CF308 was recorded (2012-2021)



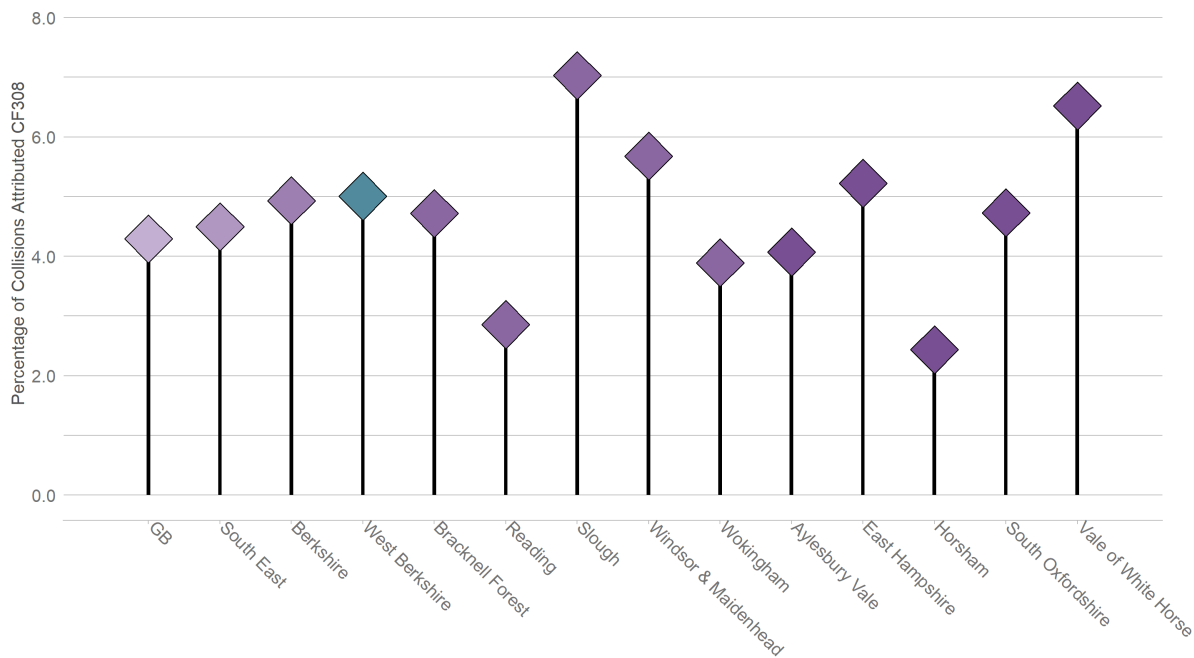
3.4.8.1 Trends Figure 270 shows annual collisions on West Berkshire’s roads where CF 308 was recorded, with a three-year moving average trend line for close following collisions. Figure 271 shows the trends for collisions where CF 308 was recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Figure 271: Collision trends in West Berkshire where CF308 was recorded compared to officer attended collision trends (2012-2021)



3.4.8.2 Comparisons Figure 272 shows collisions on West Berkshire’s roads where the close following CF was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

Figure 272: Percentage of collisions in West Berkshire and comparators where CF308 was recorded (2017-2021)



4 Appendices

4.1 Analytical Techniques

4.1.1 Resident road users

Casualty and driver postcodes in STATS 19 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 Mosaic 7 segmentation, deprivation and/or rurality. More information on Mosaic is provided later in this section.

4.1.1.1 Mosaic 7 Insight into the lifestyles of West Berkshire resident road casualties and motor vehicle users can be provided through socio demographic analysis. RSA Mosaic profiling uses Experian's Mosaic 7 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 Mosaic Types, so residency analysis is based on about five out of six West Berkshire residents involved in reported injury collisions.

Mosaic 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. The system was devised under the direction of Professor Richard Webber, a leading authority on consumer segmentation, using data from a wide range of public and private sources. It is used to inform policy decisions, communications activity and resource strategies across the public sector.

²<http://www.experian.co.uk/marketing-services/products/mosaic-uk.html>

Mosaic presently classifies the community represented by each UK postcode into one of 15 Groups and 66 Types. Each Group embraces between 3 and 6 Types. A complete list of Mosaic Types is provided in 4.2.1 whilst profiles and distribution for the Mosaic Types identified in this Area Profile as providing insight on West Berkshire's residents are detailed in 4.2.2.

This profile displays Mosaic 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 Mosaic Type or Group, corresponding to the value axis to the left of the chart. The columns in the foreground provide an index for each Mosaic 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 Mosaic profiles for drivers may be provided with indices based on Experian'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.

4.1.1.2 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 Mosaic charts as explained in the preceding section.

4.1.2 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

4.1.2.1 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.

4.1.3 Comparators

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

Regional

All of the other Berkshire authorities have been analysed to show how resident road user and collision rates differ between authority areas within the county.

Socio Demographic

It is not always appropriate to compare an authority solely against its neighbours, especially when the authority has unique characteristics in terms of socio-demographic composition and/or road network. In this Area Profile West Berkshire's most similar authorities have been selected using Mosaic classification. Because of the size of West Berkshire only district authorities have been selected for comparison. The chosen five districts are:

Table 1 - Comparator Authorities for West Berkshire

Local Authority District

Aylesbury Vale
East Hampshire
Horsham
South Oxfordshire
Vale of White Horse

4.1.4 Collision Dynamics

Many collisions entail some (or all) of the vehicles involved coming into direct conflict with each other. To maximise insight into such incidents, Agilysis categorises all collisions by their *Collision Dynamic*, based on the nature of inter-vehicle conflicts they comprised. This assessment is based on the directions in which vehicles were travelling, and the points of impact at which they first made contact.

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

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

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

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

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

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

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

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

4.1.4.1 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.

4.1.5 Driver Actions

The derivation of 'Driver Action' from STATS 19 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)

4.1.6 Contributory factors

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

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

In CF analysis specifically related to pedestrians, only CFs directly assigned either to pedestrian casualties or to drivers and riders who first hit a pedestrian casualty are analysed. For ease of analysis and interpretation RSA often organises CFs into groupings. A complete list of all CFs and their groupings may be found in section 4.4.

4.2 Mosaic 7

This section provides information on all of the Mosaic Types and more detailed analysis of the specific Types identified as being of interest to West Berkshire. More information on what Mosaic is can be found in section 4.1.1.1.

4.2.1 Complete list of Mosaic Types

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

A - High status city dwellers living in central locations and pursuing careers with high rewards	
A01	World-Class Wealth <i>Global high flyers and moneyed families living luxurious lifestyles in London's most exclusive boroughs</i>
A02	Uptown Elite <i>High status households owning elegant homes in accessible inner suburbs where they enjoy city life in comfort</i>
A03	Penthouse Chic <i>City professionals renting premium-priced flats in prestige central locations</i>
A04	Metro High-Flyers <i>Career-minded 20 and 30-somethings renting expensive apartments in highly commutable areas of major cities</i>

B - Established families in large detached homes living upmarket lifestyles	
B05	Premium Fortunes <i>Asset-rich families with substantial income, established in distinctive, expansive homes in wealthy enclaves</i>
B06	Diamond Days <i>Retired residents in sizeable homes whose finances are secured by significant assets and generous pensions</i>
B07	Alpha Families <i>High-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development</i>
B08	Bank of Mum and Dad <i>Well-off families in upmarket suburban homes where grown-up children benefit from continued financial support</i>
B09	Empty-Nest Adventure <i>Mature couples in comfortable detached houses who have the means to enjoy their empty-nest status</i>

C - Well-off owners in rural locations enjoying the benefits of country life	
C10	Wealthy Landowners <i>Prosperous owners of country houses including affluent families, successful farmers and second-home owners</i>
C11	Rural Vogue <i>Country-loving families pursuing a rural idyll in comfortable village homes, many commuting some distance to work</i>
C12	Scattered Homesteads <i>Older households appreciating rural calm in stand-alone houses within agricultural landscapes</i>
C13	Village Retirement <i>Retirees enjoying pleasant village locations with amenities to service their social and practical needs</i>

D - Householders living in less expensive homes in village communities	
D14	Satellite Settlers <i>Mature households living in developments around larger villages with good transport links</i>
D15	Local Focus <i>Rural families in affordable village homes who are reliant on the local economy for jobs</i>
D16	Outlying Seniors <i>Pensioners living in inexpensive housing in out of the way locations</i>
D17	Far-Flung Outposts <i>Inter-dependent households living in the most remote communities with long travel times to larger towns</i>

E - Elderly people with assets who are enjoying a comfortable retirement		
E18	Legacy Elders	<i>Financially-secure elders on good pensions, now mostly living alone in comfortable suburban homes</i>
E19	Bungalow Haven	<i>Peace-seeking seniors appreciating the calm of bungalow estates designed for the older owners</i>
E20	Classic Grandparents	<i>Lifelong couples in standard suburban homes, often enjoying retirement through grandchildren and gardening</i>
E21	Solo Retirees	<i>Senior singles owning affordable but pleasant homes, whose reduced incomes are satisfactory</i>

F - Mature suburban owners living settled lives in mid-range housing		
F22	Boomerang Boarders	<i>Long-term couples with mid-range incomes whose adult children have returned to the shelter of the family home</i>
F23	Family Ties	<i>Active families with adult children and some teens, giving prolonged support to the next generation</i>
F24	Fledgling Free	<i>Pre-retirement couples enjoying greater space and reduced commitments since their children left home</i>
F25	Dependable Me	<i>Single mature owners settled in traditional suburban homes working in intermediate occupations</i>

G - Thriving families who are busy bringing up children and following careers		
G26	Cafés and Catchments	<i>Affluent families with growing children living in upmarket housing in city environs</i>
G27	Thriving Independence	<i>Well-qualified older singles with incomes from successful professional careers in good quality housing</i>
G28	Modern Parents	<i>Busy couples in modern detached homes juggling the demands of school-age children and careers</i>
G29	Mid-Career Convention	<i>Professional families with children in traditional mid-range suburbs where neighbours are often older</i>

H - Younger households settling down in housing priced within their means		
H30	Primary Ambitions	<i>Families with school-age children, who have bought the best house they can afford within popular neighbourhoods</i>
H31	Affordable Fringe	<i>Settled families with children, owning modest 3-bed semis in areas where there's more house for less money</i>
H32	First-Rung Futures	<i>Young owners settling into the affordable homes they have bought in established suburbs</i>
H33	Contemporary Starts	<i>Young families and singles setting up home in modern developments that are popular with their peers</i>
H34	New Foundations	<i>Occupants of brand new homes who are often younger singles or couples with children</i>
H35	Flying Solo	<i>Independent young singles on starter salaries choosing to rent homes in family suburbs</i>

I - Families with limited resources who budget to make ends meet		
I36	Solid Economy	<i>Stable families with children, renting higher value homes from social landlords</i>
I37	Budget Generations	<i>Families providing lodgings for adult children and gaining the benefit of pooled resources</i>
I38	Economical Families	<i>Busy families with children, who own their low-cost homes and budget carefully</i>
I39	Families on a Budget	<i>Families with children in low value social houses making limited resources go a long way</i>

J - Single people renting low cost homes for the short term

J40	Value Rentals	<i>Younger singles and couples, some with children, setting up home in low value rented properties</i>
J41	Youthful Endeavours	<i>Young people endeavouring to gain employment footholds while renting cheap flats and terraces</i>
J42	Midlife Renters	<i>Maturing singles in employment who are renting affordable homes for the short-term</i>
J43	Renting Rooms	<i>Transient renters of low cost accommodation often within older properties</i>

K - Urban residents renting high density housing from social landlords

K44	Inner City Stalwarts	<i>Long-term renters of inner city social flats who have witnessed many changes</i>
K45	City Diversity	<i>Households renting social flats in busy city suburbs where many nationalities live as neighbours</i>
K46	High Rise Residents	<i>Tenants of social flats located in high rise blocks, often living alone</i>
K47	Single Essentials	<i>Singles renting small social flats in town centres</i>
K48	Mature Workers	<i>Older social renters settled in low value homes who are experienced at budgeting</i>

L - Elderly people with limited pension income, mostly living alone

L49	Flatlet Seniors	<i>Ageing singles with basic income renting small flats in centrally located developments</i>
L50	Pocket Pensions	<i>Penny-wise elderly singles renting in developments of compact social homes</i>
L51	Retirement Communities	<i>Elderly living in specialised accommodation including retirement homes, villages and complexes</i>
L52	Estate Veterans	<i>Longstanding elderly renters of social homes who have seen neighbours change to a mix of owners and renters</i>
L53	Seasoned Survivors	<i>Single elderly who are long-term owners of their low value properties which provide some financial security</i>

M - Mature homeowners of value homes enjoying stable lifestyles

M54	Down-to-Earth Owners	<i>Ageing couples who have owned their inexpensive home for many years while working in routine jobs</i>
M55	Back with the Folks	<i>Older owners whose adult children are sharing their modest home while striving to gain independence</i>
M56	Self Supporters	<i>Hard-working mature singles who own their budget houses and earn modest wages</i>

N - Residents of settled urban communities with a strong sense of identity

N57	Community Elders	<i>Established older households owning city homes in diverse neighbourhoods</i>
N58	Culture & Comfort	<i>Thriving families with good incomes in diverse suburbs</i>
N59	Large Family Living	<i>Large families living in traditional terraces in neighbourhoods with a strong community identity</i>
N60	Ageing Access	<i>Older residents owning small inner suburban properties with good access to amenities</i>

O - Educated young people privately renting in urban neighbourhoods		
O61	Career Builders	<i>Professional singles and couples in their 20s and 30s progressing in their field of work from commutable properties</i>
O62	Central Pulse	<i>City-loving youngsters renting central flats in vibrant locations close to jobs and night life</i>
O63	Flexible Workforce	<i>Successful young renters ready to move to follow worthwhile incomes from service sector jobs</i>
O64	Bus-Route Renters	<i>Singles renting affordable private flats further away from central amenities and often on main roads</i>
O65	Learners & Earners	<i>Inhabitants of the university fringe where students and older residents mix in cosmopolitan locations</i>
O66	Student Scene	<i>Students living in high density accommodation close to universities and educational centres</i>

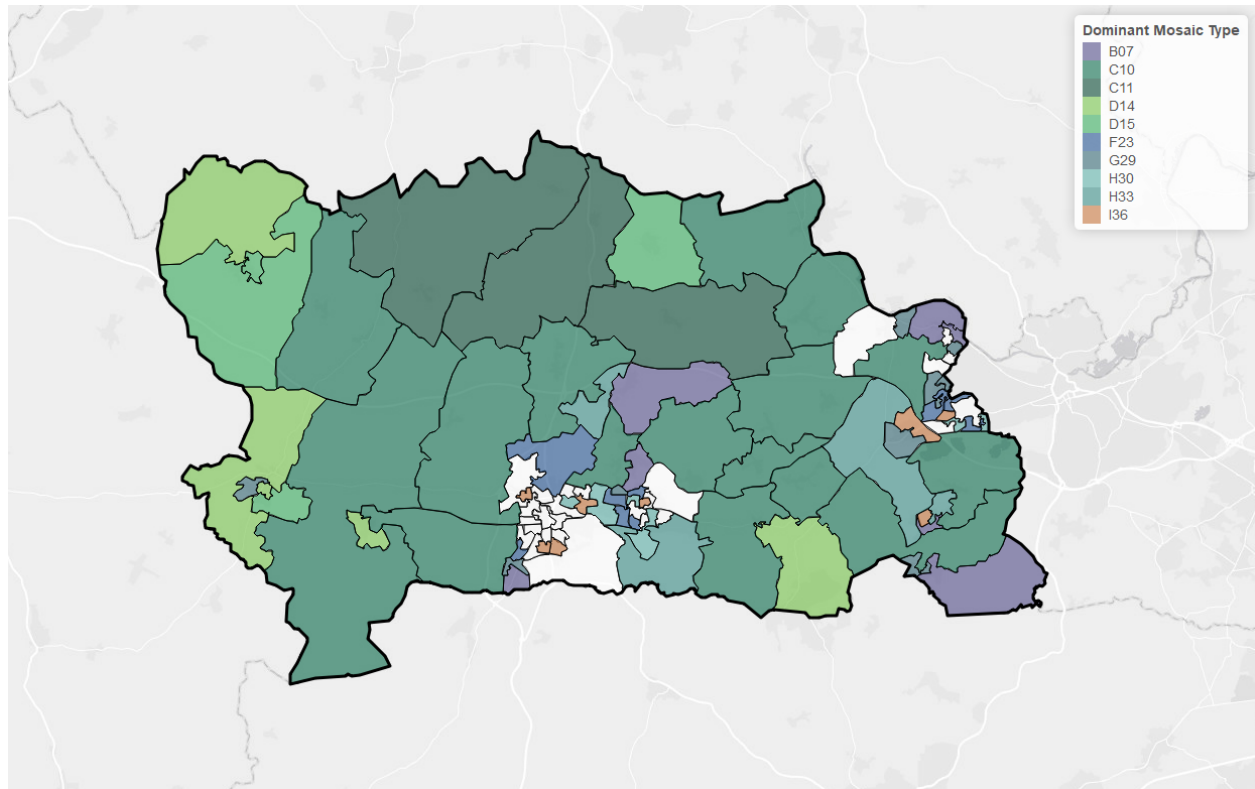
4.2.2 Profile and distribution for selected Mosaic Types

The table below shows Mosaic Types identified by socio-demographic profiling of the resident casualties and resident drivers sections of the report, with some of the main characteristics of these Types. These can be used to create a picture of the target audience in terms of economic and educational position; family life; and transport preferences including mileage and car ownership. This information is invaluable for understanding target audiences and knowing how to communicate with them.

B07 <i>Alpha Families</i>	C10 <i>Wealthy Landowners</i>	H30 <i>Primary Ambitions</i>	I36 <i>Solid Economy</i>
Alpha Families are parents achieving career success while bringing up children. They are typically aged in their late thirties and forties, with children at primary or secondary school.	Wealthy Landowners are older owners of large, attractive houses in rural and village settings. These properties often encompass generous gardens or land. Residents are usually married and aged in their fifties or sixties. Some have adult children living at home and others have seen their children move away.	Primary Ambitions are families who have bought more affordable houses on the periphery of desirable neighbourhoods that have access to good schools and amenities. Parents are in their thirties or early forties and have pre-school or primary-aged children. Many moved in a few years ago with family life and school catchments in mind.	Solid Economy are families who rent higher-value homes from local authorities or housing associations. Householders are usually aged in their thirties, forties or early fifties and children range from primary age up to young adulthood. Many families are headed by a couple, but others include singles or adults sharing.

Figure 273 shows West Berkshire's LSOAs colour coded by dominant Mosaic Type.

Figure 273: Dominant Mosaic Types in West Berkshire



4.3 Data Tables

Table 3: All Casualties - West Berkshire Residents (2.1.1)

Year	Fatal	Serious	Slight	Total
2012	6	54	325	385
2013	2	41	324	367
2014	4	44	289	337
2015	2	53	278	333
2016	3	37	282	322
2017	3	36	235	274
2018	6	39	201	246
2019	4	21	186	211
2020	1	30	153	184
2021	0	27	187	214
Total	31	382	2460	2873

Table 4: Child Casualties - West Berkshire Residents (2.1.2)

Year	Fatal	Serious	Slight	Total
2012	0	6	25	31
2013	0	4	26	30
2014	1	5	33	39
2015	0	4	24	28
2016	0	2	37	39
2017	0	2	26	28
2018	0	1	23	24
2019	0	5	19	24
2020	0	3	13	16
2021	0	2	11	13
Total	1	34	237	272

Table 5: Pedestrian Casualties - West Berkshire Residents (2.1.6)

Year	Fatal	Serious	Slight	Total
2012	2	5	20	27
2013	0	6	18	24
2014	1	8	22	31
2015	0	3	18	21
2016	1	2	27	30
2017	0	7	24	31

Year	Fatal	Serious	Slight	Total
2018	2	4	22	28
2019	2	4	19	25
2020	0	3	16	19
2021	0	3	11	14
Total	8	45	197	250

Table 6: Pedal Cycle User Casualties - West Berkshire Residents (2.1.11)

Year	Fatal	Serious	Slight	Total
2012	1	9	26	36
2013	0	5	41	46
2014	1	4	32	37
2015	0	12	23	35
2016	0	10	22	32
2017	0	4	25	29
2018	0	7	21	28
2019	0	5	23	28
2020	0	11	23	34
2021	0	1	21	22
Total	2	68	257	327

Table 7: Motor Vehicle Drivers Involved in Injury Collisions - West Berkshire Residents (2.2.1)

Year	Fatal	Serious	Slight	Total
2012	6	67	357	430
2013	6	49	346	401
2014	7	51	336	394
2015	3	47	306	356
2016	5	57	268	330
2017	1	39	243	283
2018	3	44	244	291
2019	4	29	189	222
2020	1	30	151	182
2021	2	36	189	227
Total	38	449	2629	3116

Table 8: Motorcyclists Involved in Injury Collisions - West Berkshire Residents (2.3.1)

Year	Fatal	Serious	Slight	Total
2012	2	12	35	49
2013	0	12	24	36
2014	0	9	24	33
2015	1	10	24	35
2016	0	9	27	36
2017	2	12	18	32
2018	1	16	25	42
2019	1	6	16	23
2020	1	3	16	20
2021	0	8	17	25
Total	8	97	226	331

Table 9: Young Adult Drivers Involved in Injury Collisions - West Berkshire Residents (2.2.3)

Year	Fatal	Serious	Slight	Total
2012	2	17	76	95
2013	0	11	67	78
2014	1	8	55	64
2015	1	10	56	67
2016	1	6	52	59
2017	0	4	47	51
2018	0	9	36	45
2019	1	5	26	32
2020	0	7	26	33
2021	0	7	30	37
Total	6	84	471	561

Table 10: All Collisions - West Berkshire Roads (3.1)

Year	Fatal	Serious	Slight	Total
2012	8	62	277	347
2013	3	45	278	326
2014	6	53	266	325
2015	3	49	242	294
2016	8	53	237	298
2017	1	43	193	237
2018	5	41	161	207
2019	9	32	169	210
2020	3	35	132	170

Year	Fatal	Serious	Slight	Total
2021	4	31	158	193
Total	50	444	2113	2607

Table 11: Urban Collisions - West Berkshire Roads (3.2)

Year	Fatal	Serious	Slight	Total
2012	2	14	83	99
2013	0	12	84	96
2014	2	14	81	97
2015	0	17	86	103
2016	2	8	55	65
2017	0	14	57	71
2018	1	14	47	62
2019	2	8	62	72
2020	0	8	30	38
2021	0	5	56	61
Total	9	114	641	764

Table 12: Rural Collisions - West Berkshire Roads (3.3)

Year	Fatal	Serious	Slight	Total
2012	6	48	194	248
2013	3	33	194	230
2014	4	39	185	228
2015	3	32	156	191
2016	6	45	182	233
2017	1	29	136	166
2018	4	27	114	145
2019	7	24	107	138
2020	3	27	102	132
2021	4	26	102	132
Total	41	330	1472	1843

Table 13: Collisions by Hour of the Day (Weekdays) - West Berkshire Roads (3.1.1.4)

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

Time of Day	Fatal	Serious	Slight	Total
3am	0	1	4	5
4am	1	1	3	5
5am	0	2	6	8
6am	0	2	15	17
7am	3	6	37	46
8am	0	13	67	80
9am	2	4	38	44
10am	2	4	27	33
11am	1	6	26	33
Noon	1	7	30	38
1pm	1	6	34	41
2pm	0	7	40	47
3pm	2	8	41	51
4pm	1	18	51	70
5pm	1	9	57	67
6pm	1	8	44	53
7pm	0	9	30	39
8pm	0	5	23	28
9pm	2	6	13	21
10pm	0	1	17	18
11pm	1	4	8	13
Total	19	130	618	767

Table 14: Collisions by Hour of the Day (Weekends) - West Berkshire Roads (3.1.1.4)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	0	1	1
1am	0	0	3	3
2am	0	2	1	3
3am	0	2	1	3
4am	0	0	1	1
6am	0	3	2	5
7am	0	0	4	4
8am	0	0	10	10
9am	0	1	8	9
10am	0	5	10	15
11am	1	6	16	23
Noon	0	1	15	16
1pm	0	3	24	27
2pm	1	4	14	19
3pm	0	6	16	22
4pm	0	1	15	16

Time of Day	Fatal	Serious	Slight	Total
5pm	0	3	13	16
6pm	1	2	12	15
7pm	0	3	9	12
8pm	0	3	6	9
9pm	0	2	3	5
10pm	0	3	5	8
11pm	0	2	6	8
Total	3	52	195	250

Table 15: Collisions Involving Factors 306 and/or 307 (Speed Related) - West Berkshire Roads (3.4.1)

Year	Fatal	Serious	Slight	Total
2012	2	3	33	38
2013	1	7	34	42
2014	1	7	23	31
2015	0	6	24	30
2016	3	11	28	42
2017	0	6	21	27
2018	0	6	13	19
2019	0	3	11	14
2020	1	2	13	16
2021	1	2	10	13
Total	9	53	210	272

Table 16: Collisions Involving Factors 501 and/or 502 (Impairment Related) - West Berkshire Roads (3.4.2)

Year	Fatal	Serious	Slight	Total
2012	0	4	16	20
2013	0	4	11	15
2014	2	3	8	13
2015	0	3	9	12
2016	3	10	8	21
2017	0	0	5	5
2018	0	8	7	15
2019	0	3	14	17
2020	0	7	3	10
2021	0	4	11	15
Total	5	46	92	143

Table 17: Collisions Involving Factors 101 and/or 102 and/or 103 (Road Surface Related) - West Berkshire Roads (3.4.3)

Year	Fatal	Serious	Slight	Total
2012	0	6	37	43
2013	0	5	38	43
2014	3	6	28	37
2015	0	4	18	22
2016	0	8	33	41
2017	0	3	25	28
2018	1	3	17	21
2019	0	4	9	13
2020	0	4	12	16
2021	1	3	10	14
Total	5	46	227	278

Table 18: Collisions Involving Factors 408 and/or 409 and/or 410 (Control Error Related) - West Berkshire Roads (3.4.4)

Year	Fatal	Serious	Slight	Total
2012	3	13	75	91
2013	2	13	64	79
2014	4	14	65	83
2015	0	12	43	55
2016	3	10	44	57
2017	0	10	37	47
2018	1	10	29	40
2019	2	8	27	37
2020	2	7	21	30
2021	0	6	20	26
Total	17	103	425	545

Table 19: Collisions Involving Factors 601 and/or 602 (Unsafe Behaviour Related) - West Berkshire Roads (3.4.5)

Year	Fatal	Serious	Slight	Total
2012	0	9	39	48
2013	0	10	26	36
2014	1	10	39	50
2015	0	4	31	35
2016	3	18	25	46
2017	0	8	27	35

Year	Fatal	Serious	Slight	Total
2018	0	4	24	28
2019	2	5	23	30
2020	1	8	16	25
2021	0	10	20	30
Total	7	86	270	363

Table 20: Collisions Involving Factors 508 and/or 509 and/or 510 (Distraction Related) - West Berkshire Roads (3.4.6)

Year	Fatal	Serious	Slight	Total
2012	0	1	17	18
2013	0	1	16	17
2014	0	4	15	19
2015	0	2	12	14
2016	2	5	11	18
2017	0	1	7	8
2018	0	1	7	8
2019	0	1	5	6
2020	0	0	7	7
2021	0	1	5	6
Total	2	17	102	121

Table 21: Collisions Involving Factors 504 and/or 505 (Medically Unfit) - West Berkshire Roads (3.4.7)

Year	Fatal	Serious	Slight	Total
2012	1	0	5	6
2013	0	3	12	15
2014	1	3	12	16
2015	0	2	3	5
2016	0	4	1	5
2017	0	2	5	7
2018	0	1	5	6
2019	1	2	6	9
2020	0	2	3	5
2021	1	4	9	14
Total	4	23	61	88

Table 22: Collisions Involving Factors 308 (Close Following Related) - West Berkshire Roads (3.4.8)

Year	Fatal	Serious	Slight	Total
2012	0	2	22	24
2013	0	2	17	19
2014	0	1	13	14
2015	0	1	16	17
2016	0	3	11	14
2017	0	0	13	13
2018	0	0	4	4
2019	1	0	7	8
2020	0	0	6	6
2021	0	1	8	9
Total	1	10	117	128

4.4 Contributory Factor Groupings

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

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

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