



Area Profiles

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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.

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 68. Please refer to this section for information on the terminology and data sources used as well to understand methodologies utilised and the structure and scope of the report.

1.2 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, starting on page 12, explores Resident Risk. Resident risk analysis includes examining all 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.

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

Section 3, starting on page 42, 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, starting on page 68, 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 2015 and 2019 inclusive. For a more complete explanation, please refer to 4.1.1 on page 68 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 2015 and 2019 inclusive. For a more complete explanation, please refer to 4.1.2 on page 69 on methodology for calculating network collision risk.

1.3 Underreporting in 2019 and gap analysis

1.3.1 Summary

As with the 2017 and 2018 data, issues with data collection and data quality may have led to underreporting of collision in some areas, or even to some STATS19 records being omitted from the 2019 data set. This has had an impact on the quality of the data and analysis included in this Area Profile, in particular the analyses of various trends. An analysis has been undertaken to quantify the extent of this underreporting across various statistics used in this report. Annual averages of data taken from 2014-2016 were compared to both the 2017, 2018 and 2019 data for each authority in Safer Roads Berkshire, and these changes were compared to the trends observed regionally and nationally. These comparisons are explored in detail in the following sections to ascertain which statistics and authorities are most affected and to what extent.

It is evident from the following analysis that Windsor & Maidenhead and West Berkshire were the most affected by underreporting in 2019. Slough appeared to be the least affected by issues with reporting.

1.3.2 Resident Casualties

Figure 1 – Percentage changes for 2019 resident casualty numbers from a 2014-2016 baseline

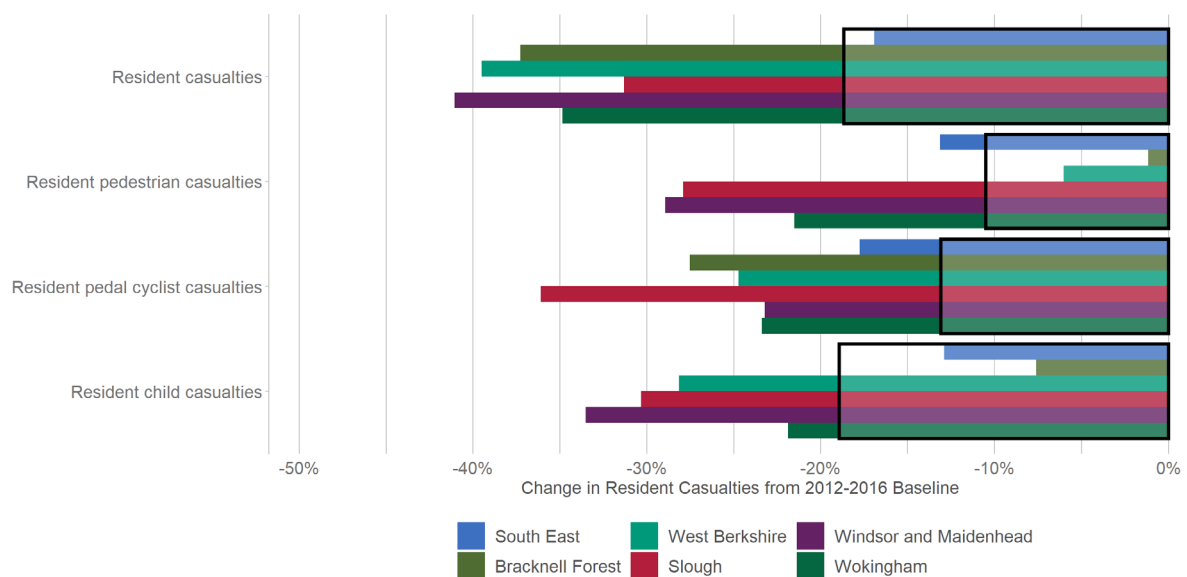


Figure 1 shows the percentage change between the reported resident casualty numbers from a 2014-2016 baseline to 2019 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. There is a high-level disparity in the percentage reductions of resident casualties for all five authorities, with the greatest disparity with Windsor & Maidenhead and West Berkshire residents, compared to the reductions both nationally and regionally. For resident pedestrian casualties, there is a noticeable disparity for residents of Windsor & Maidenhead and Slough. For resident pedal cyclist casualties, the greatest disparity is for Slough’s residents. For resident child casualties, there appears to be a similar level of disparity amongst residents of Windsor & Maidenhead, Slough, and West Berkshire.

Figure 2 – Percentage changes for 2017, 2018 and 2019 resident casualty numbers from a 2014-2016 baseline

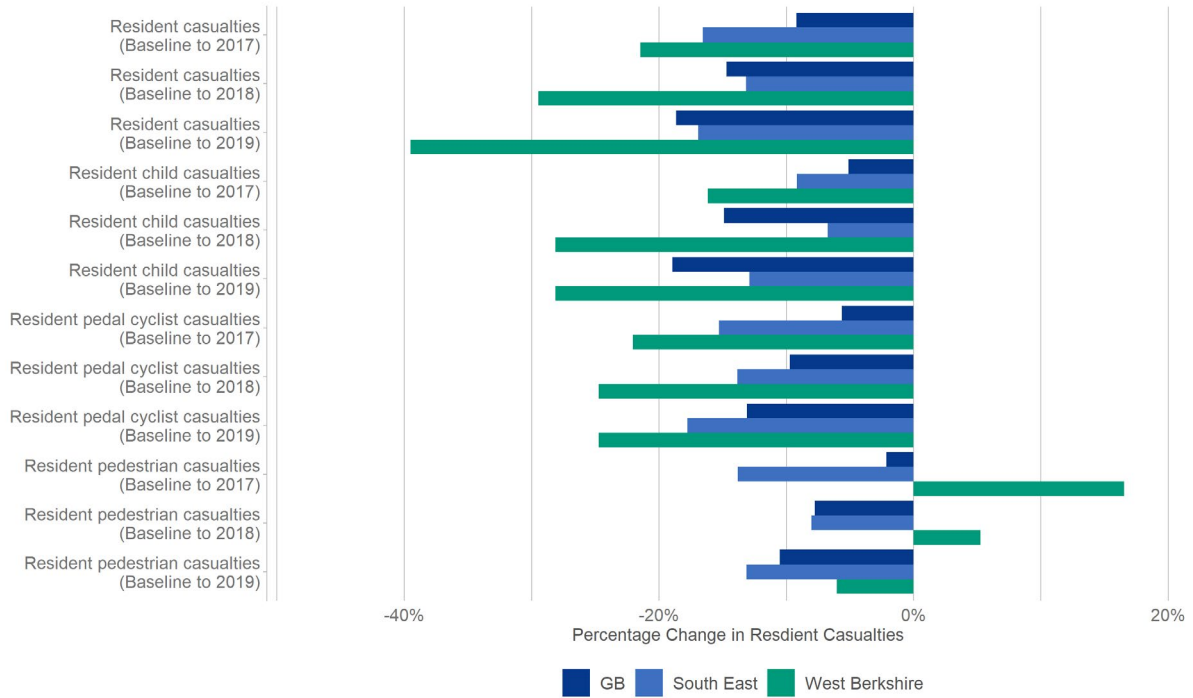


Figure 2 shows the percentage change between the reported casualty numbers from a 2014-2016 baseline to 2017, 2018 and 2019 for West Berkshire, the South East region, and Great Britain as a whole. Although there was little difference between the reductions in West Berkshire’s resident casualties in 2017 and the reductions seen regionally and nationally, there is a clear disparity between the 2018 and 2019 reductions in West Berkshire to the regional and national reductions. This is also the case with both child casualties and pedal cyclist casualties, although to a lesser extent. However, the apparent reduction in pedestrian casualties over the past three years, compared to the baseline are no lower the national and regional trends. This could be the result of random fluctuations, as numbers are low.

1.3.3 Resident Involved Drivers

Figure 3 - Percentage changes for 2019 resident involved driver numbers from a 2014-2016 baseline

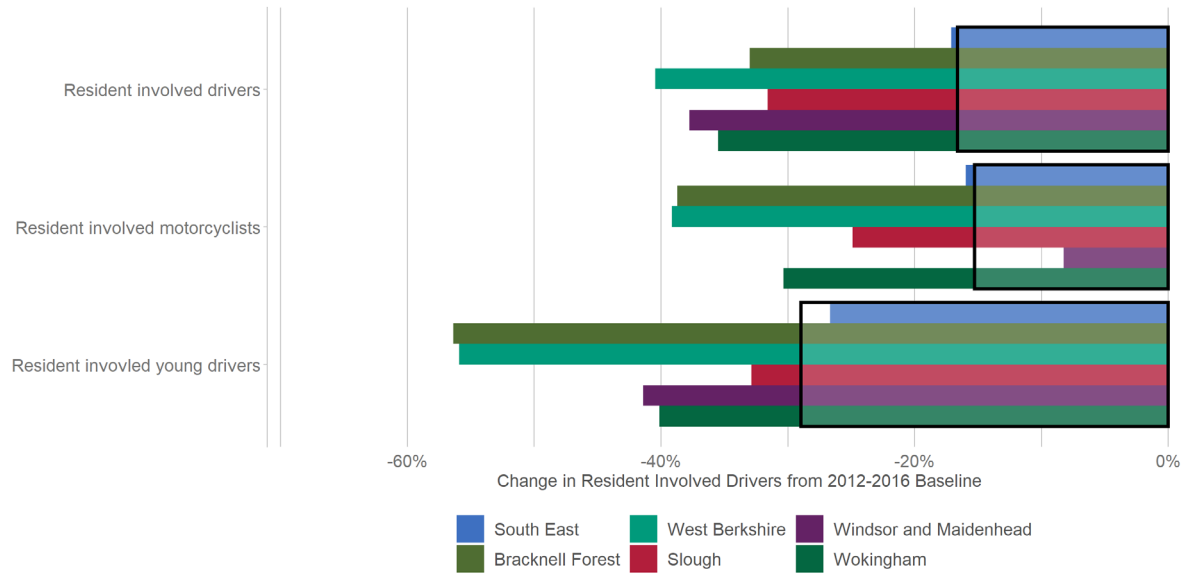


Figure 3 shows the percentage change between the reported collision-involved resident driver numbers from a 2014-2016 baseline to 2019 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. As with resident casualty numbers, there is a noticeable disparity in the percentage reduction of resident casualties for all five authorities when compared to the regional and national reductions, with the greatest disparity with West Berkshire residents followed closely by residents of Windsor & Maidenhead. For resident involved motorcyclists, there is noticeable disparity in trend for residents of West Berkshire and Bracknell Forest. This is also the case for resident young driver involvement.

Figure 4 - Percentage changes for 2017, 2018 and 2019 resident involved driver numbers from a 2014-2016 baseline

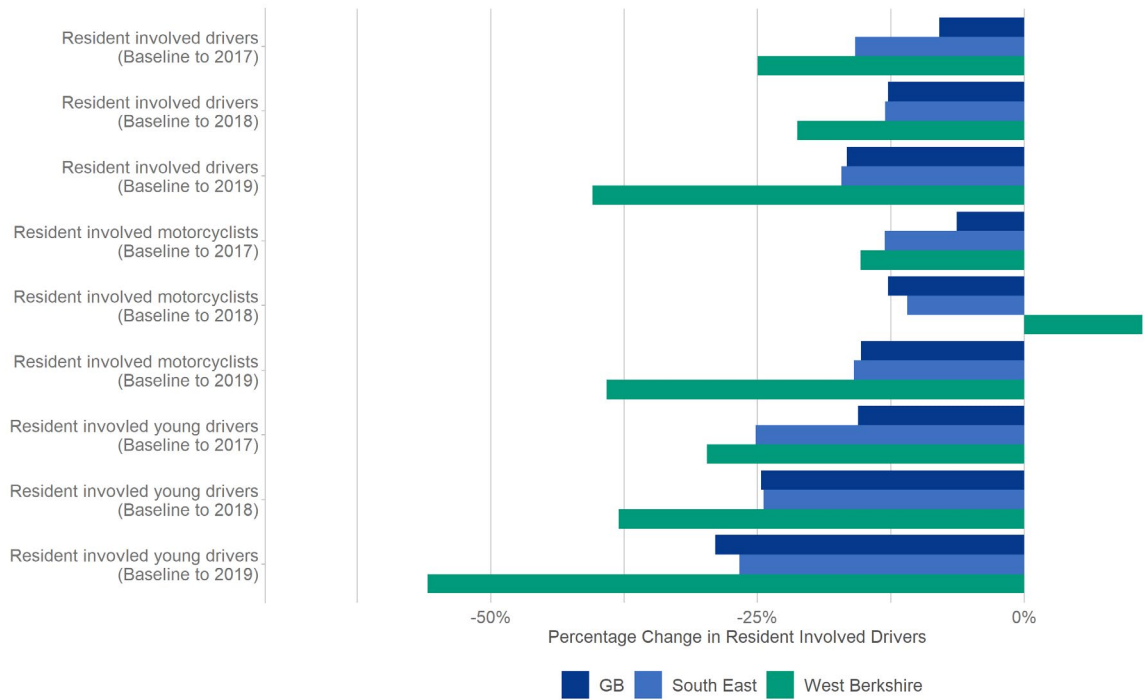


Figure 4 shows the percentage change between the reported involved driver numbers from a 2014-2016 baseline to 2017, 2018 and 2019 for residents of West Berkshire, the South East region, and Great Britain as a whole. Although there was little difference between the reductions in West Berkshire’s resident collision involved drivers in 2017 and 2018, and the reductions seen regionally and nationally, there is a clear disparity between in 2019. This is also the case with both involved motorcyclists, which saw an increase in 2018, and involved young drivers.

1.3.4 Collisions

Figure 5 - Percentage changes for 2019 collision numbers from a 2014-2016 baseline

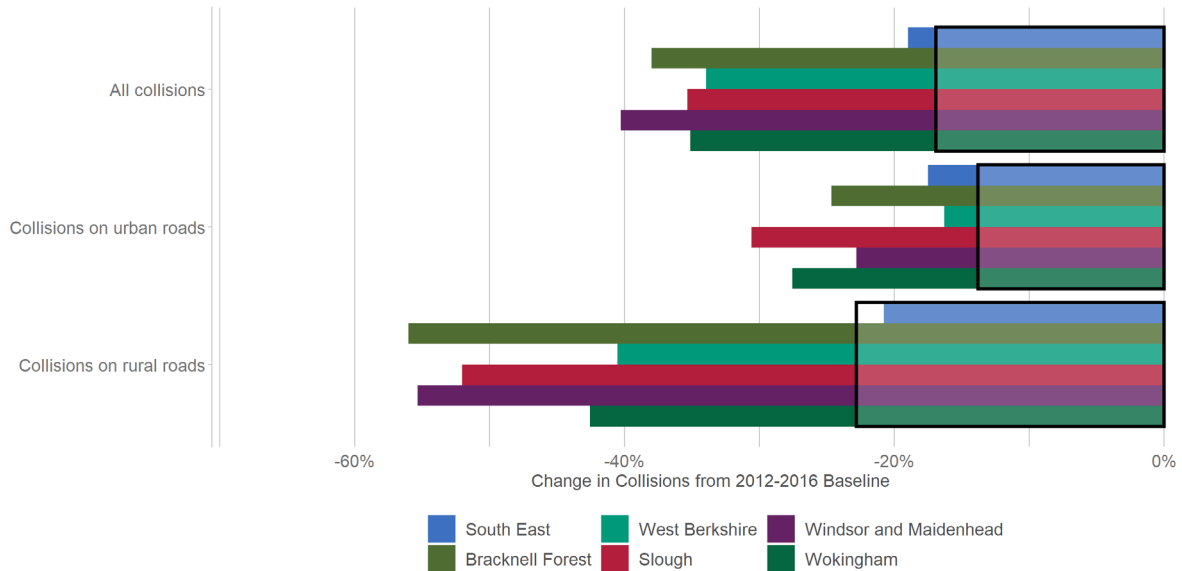


Figure 5 shows the percentage change between the reported collision numbers from a 2014-2016 baseline to 2019 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. There is a high level of disparity in the percentage reductions for collisions in all five of the Safer Roads authorities compared to the regional and national reductions. This is also true, to varying degrees, when looking at collisions on rural roads. However, the disparity is less clear on urban roads, with West Berkshire’s urban road collision trend in line with the national and regional reductions.

Figure 6 - Percentage changes for 2017, 2018 and 2019 collision numbers from a 2014-2016 baseline

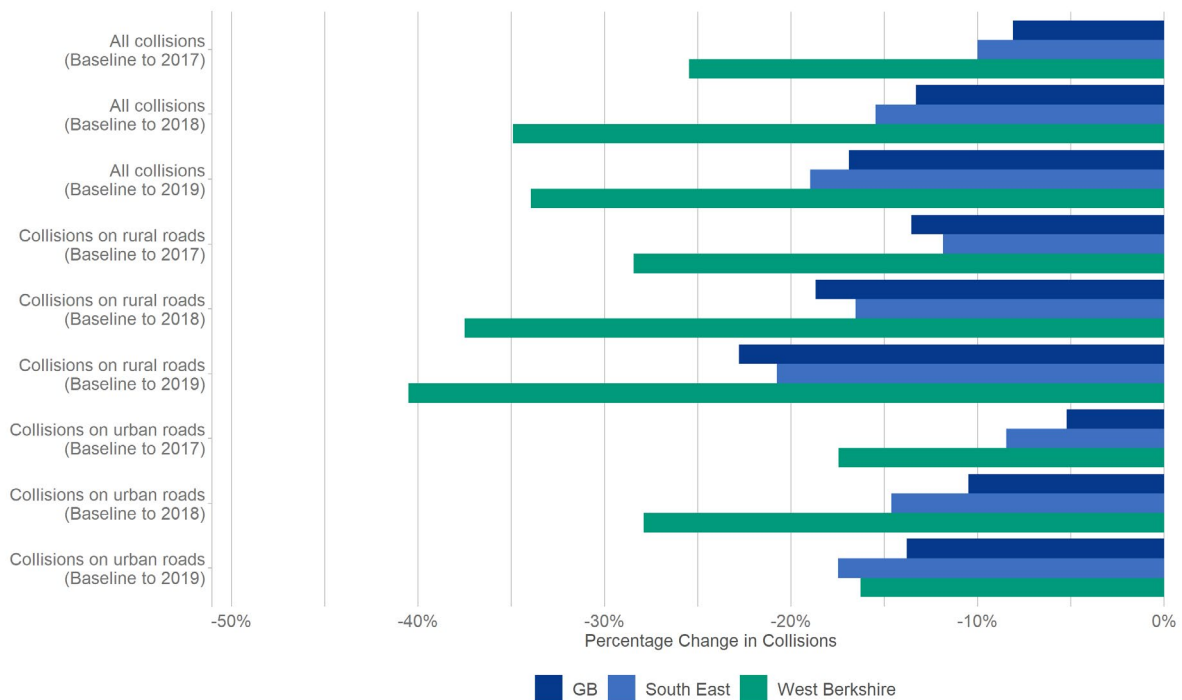


Figure 6 shows the percentage change between the reported numbers of collisions from a 2014-2016 baseline to 2017, 2018 and 2019 in West Berkshire, the South East region, and Great Britain as a whole. In each of the past three years, there has been a distinct disparity in the reductions from the baseline when compared to the national and regional reductions. This is also the case when looking exclusively at urban roads. On rural roads, the disparity is less distinct in 2017 and 2018, and the reduction in 2019 is in line with the regional trend.



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 on page 5. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 68.

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 0 on page 26.

2.1.1 All Resident Casualties

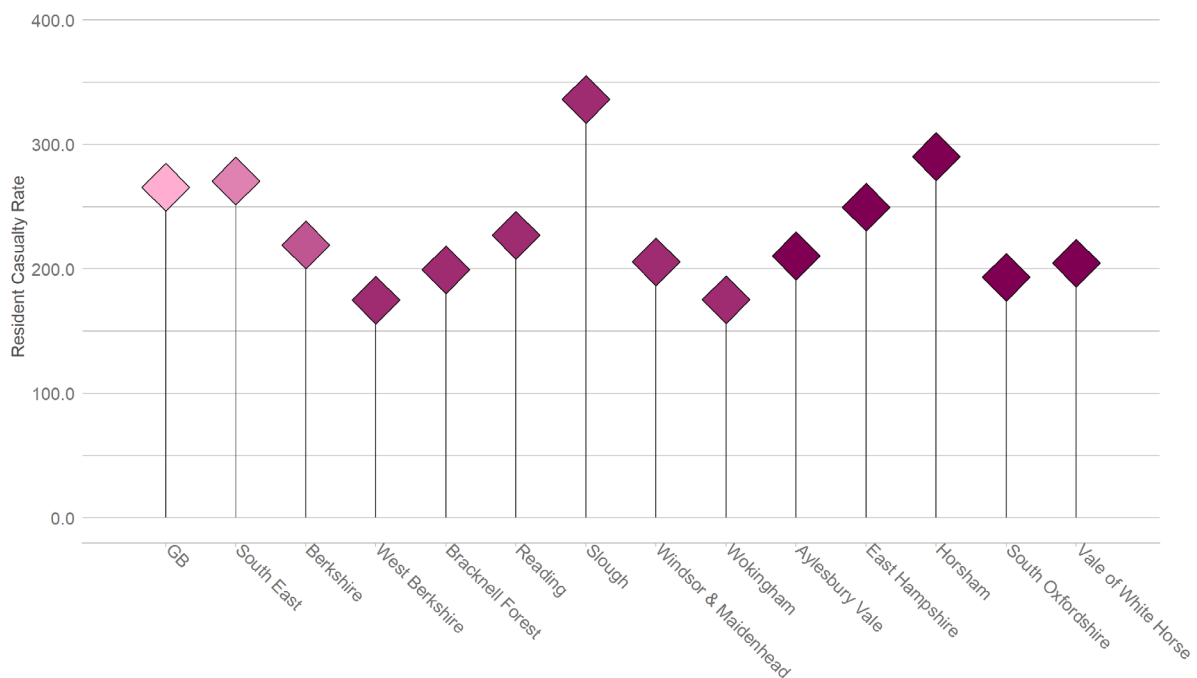
2.1.1.1 Rates

West Berkshire had a resident casualty rate of 174.9 casualties per year, per 100,000 population.

Figure 7 shows the resident casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators of Aylesbury Vale, East Hampshire, Horsham, South Oxfordshire, and Vale of White Horse.

West Berkshire had a resident casualty rate of 174.9 casualties per year, per 100,000 population.

Figure 7 - Annual average West Berkshire resident casualties per 100,000 population (2015 - 2019)





2.1.1.2 Comparisons

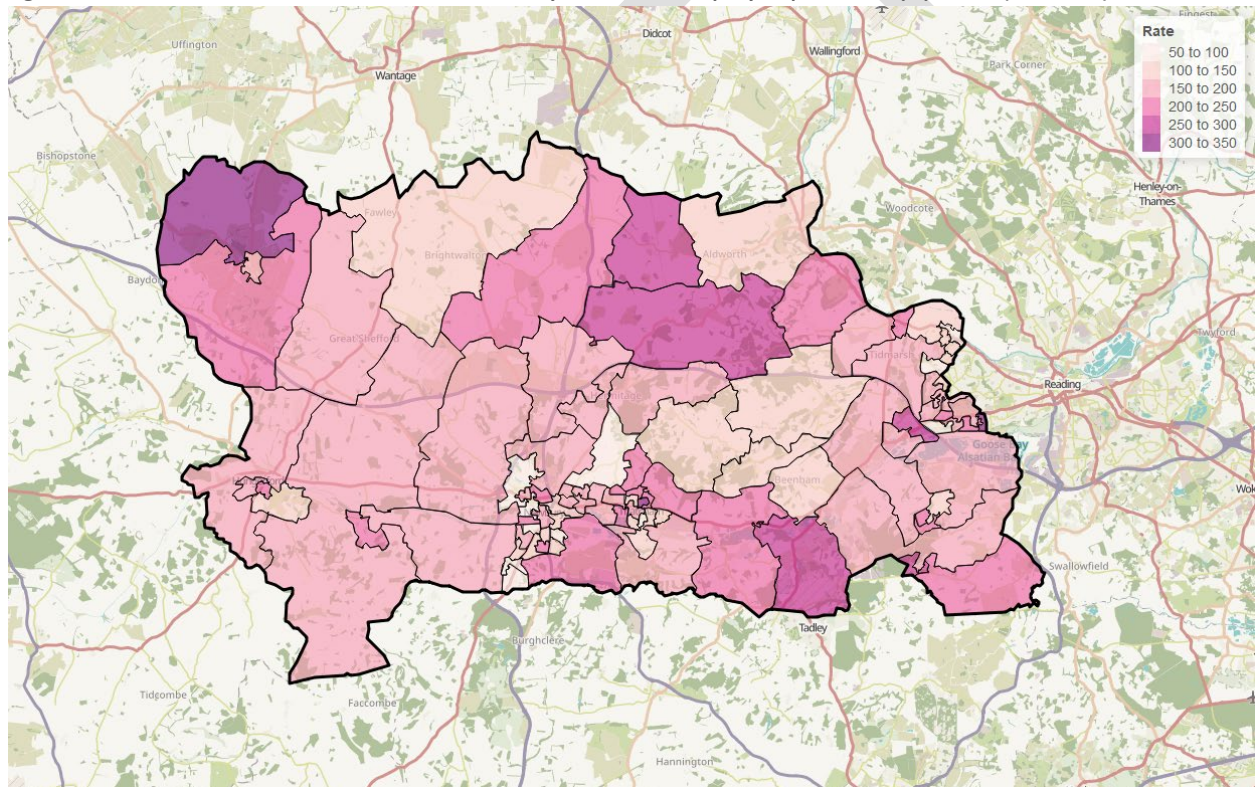
The casualty rate for West Berkshire was 34% below the national rate, 35% below the regional rate for the South East, and 20% below the overall rate for Berkshire. Within Berkshire, West Berkshire had a casualty rate in line with that of Wokingham, lower than the rates of Bracknell Forest, Reading, Slough, and Windsor & Maidenhead. West Berkshire also had a lower rate than its most similar comparator authorities of Aylesbury Vale, East Hampshire, South Oxfordshire, Vale of White Horse, and Horsham.

Residency by Small Area

Figure 8 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.

The highest resident casualty rates can be found in Upper Lambourn. There are also high rates in Compton, Hampstead Norreys, Ashampstead, Aldermaston, Theale, and parts of Thatcham.

Figure 8 - West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2015-2019)



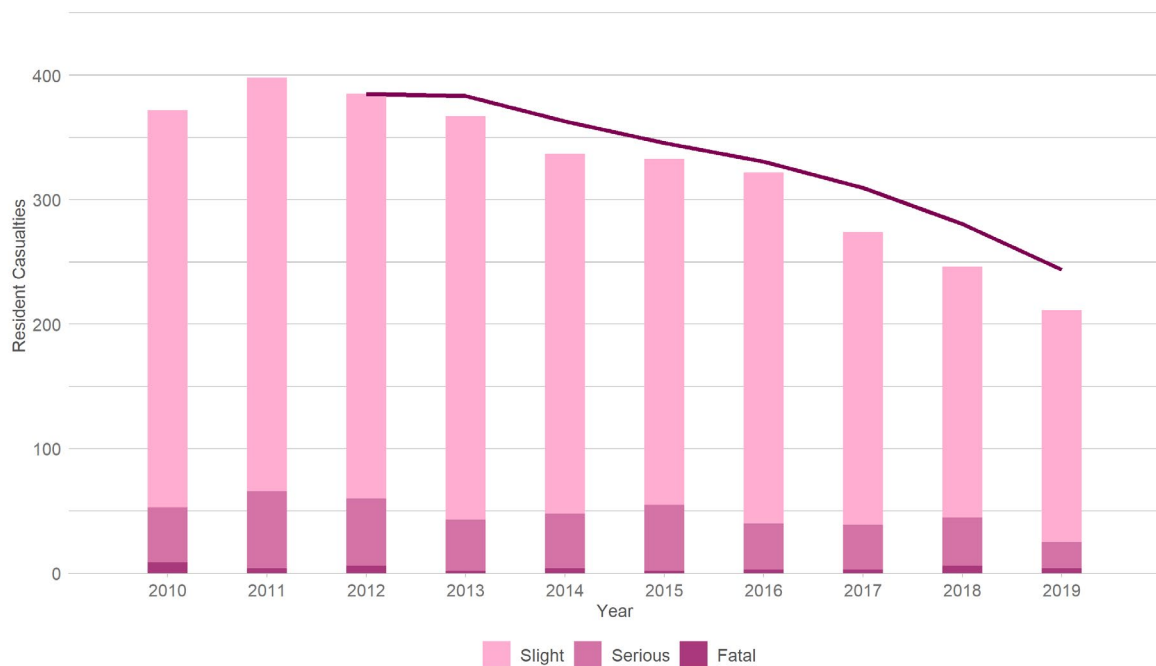
2.1.1.3 Trends

Figure 9 shows West Berkshire's annual resident casualty numbers since 2010, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

There is a clear downward trend in resident casualty numbers over the decade. From a peak of 398 in 2011, there has been a reduction of 47% to 211 in 2019. In 2019, there were four residents of West Berkshire that were killed in collisions, and a further 21 that were seriously injured.



Figure 9 - West Berkshire resident casualties, by year and severity (2010-2019)



Resident Casualties occurring in other areas

Of West Berkshire’s resident casualties 57% were injured in West Berkshire. This is below the national average percentage of resident casualties who were injured in their home authority of 63%. Of the remaining 43%, the majority were injured in Reading (9%), Hampshire (9%), Oxfordshire (5%), Wiltshire (3%), Wokingham (2%), or Surrey (2%).

2.1.1.4 Socio Demographic Analysis

Age

Figure 10 shows the numbers of resident casualties by four specified age groups.

The highest number of resident casualties come from the 17-24 and 25-34 age groups. There is also a noticeable peak in casualty numbers in the 45-54 age group. There are fewer resident casualties in the age groups under 17 years old and over 54 years old.

It is more informative to consider Figure 11 which shows resident casualty numbers by age group indexed by the population of those age groups in West Berkshire. There is also a national index value for comparison.

This shows that both the 17-24 and 25-34 age groups are over-represented when population is taken into account. Furthermore, these age groups are over-represented in West Berkshire to a greater extent than they are nationally. Casualties in the 35-44 age group are slightly over-represented, but to a lesser extent than seen nationally. Casualties in the 45-54 age group are also slightly over-represented despite being appropriately represented nationally given their relative population. Casualties in age groups under 17 years old and over 45 years old are all under-represented in collisions, broadly in line with the under-representation seen nationally.



Figure 10 - West Berkshire resident casualties, by age group (2015-2019)

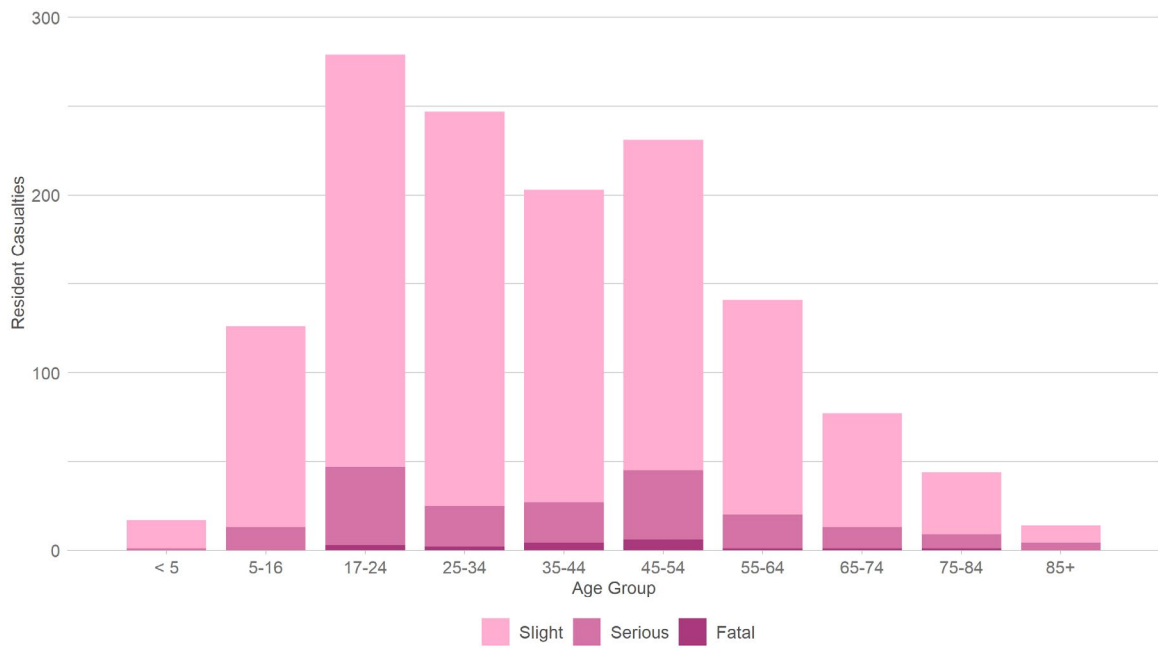
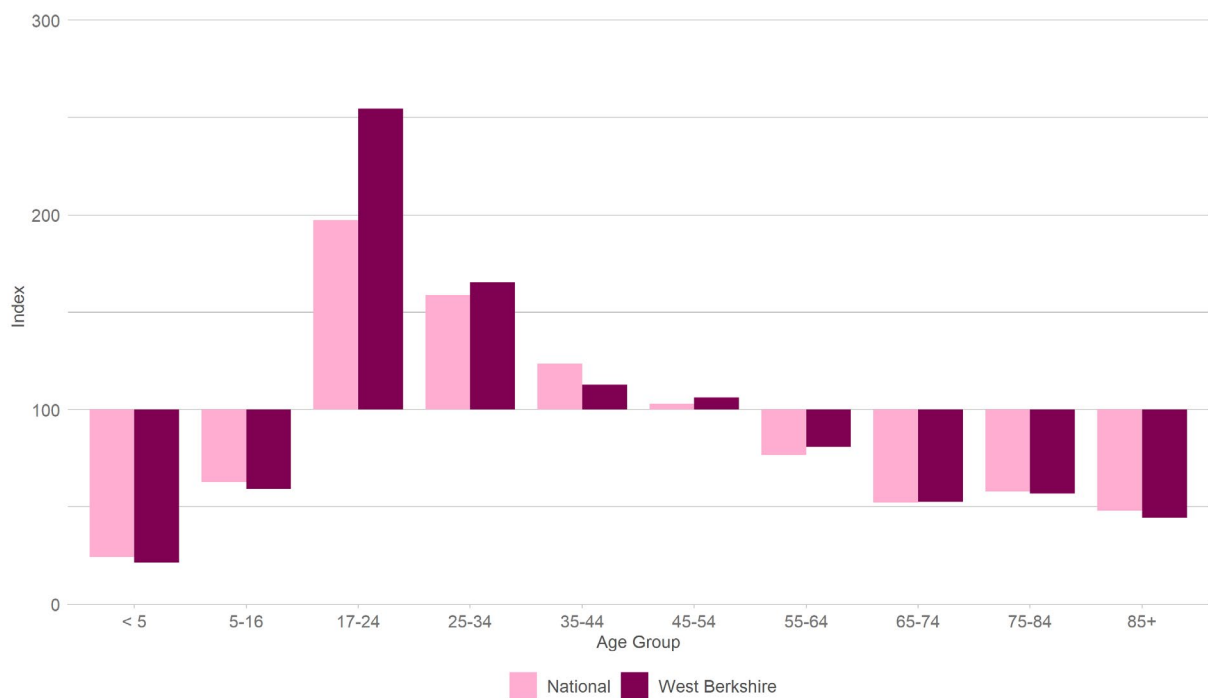


Figure 11 - West Berkshire resident casualties, by age group and indexed by population (2015-2019)



Segmentation

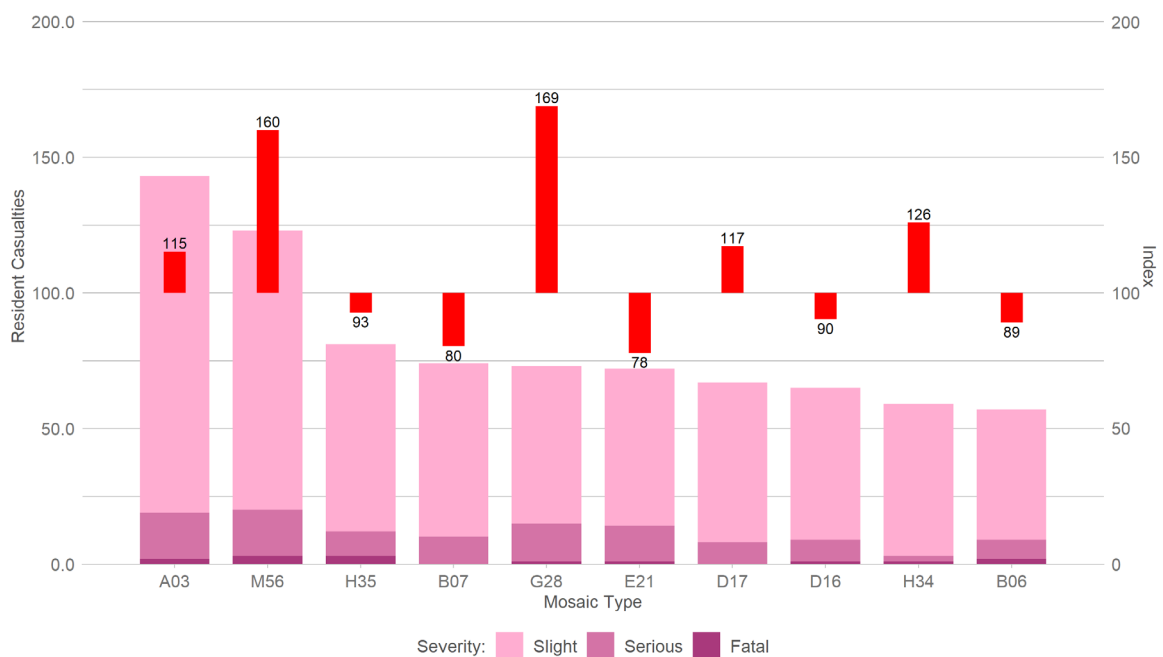
Analysis of the Mosaic communities in which West Berkshire's resident casualties live provides an insight into those injured in collisions. For an explanation of Mosaic Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 68.



Figure 12 shows West Berkshire’s resident casualties by the Mosaic Type of the postcode they live in. The red bars show the index value based on the population of those Types living in West Berkshire. The largest number of resident casualties come from communities of *prosperous owners of country houses including affluent families, successful farmers and second-home owners* (Type A03), followed closely by casualties from *stable families with children, renting higher value homes from social landlords* (Type M56). Whilst Type A03 are slightly over-represented in collisions, Type M56 is considerably over-represented when relative population is considered, with an index value of 160.

Despite relatively high casualty numbers, residents from *families with school-age children, who have bought the best house they can afford within popular neighbourhoods* (Type H35), *high-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development* (Type B07) and *active families with adult children and some teens, giving prolonged support to the next generation* (Type E21) are involved as casualties at a lower rate than expected based on their share of the population. Those from *rural families in affordable village homes who are reliant on the local economy for jobs* (Type G28), however, are considerably over-represented in casualty numbers, with an index value of 169.

Figure 12 - West Berkshire resident casualties, by Mosaic Type (2015-2019)



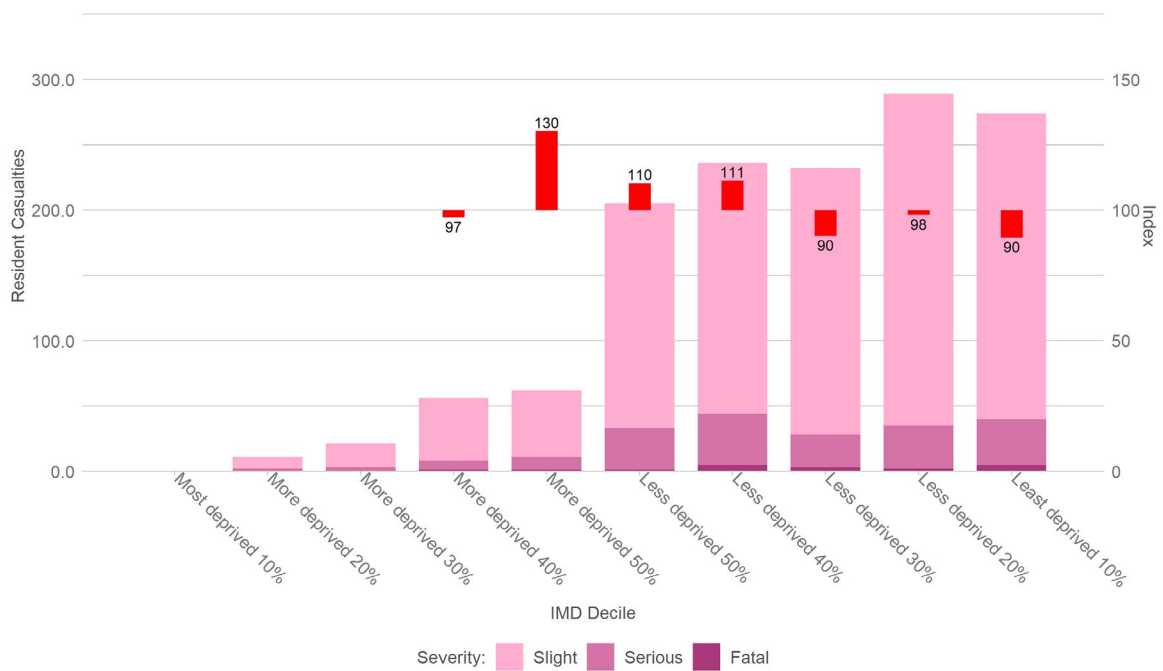
Deprivation

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

The largest number of resident casualties come from communities in the less deprived IMD deciles. This is particularly true of the less deprived 20% and least deprived 10% deciles. Despite this, these casualty numbers are broadly in line with the relative share of the population these communities constitute. There are fewer overall casualties from the more deprived 50% decile, but communities in this decile are over-represented in casualty numbers based on their relative population.



Figure 13 - West Berkshire resident casualties, by Index of Multiple Deprivation (2015-2019)



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 on page 68.

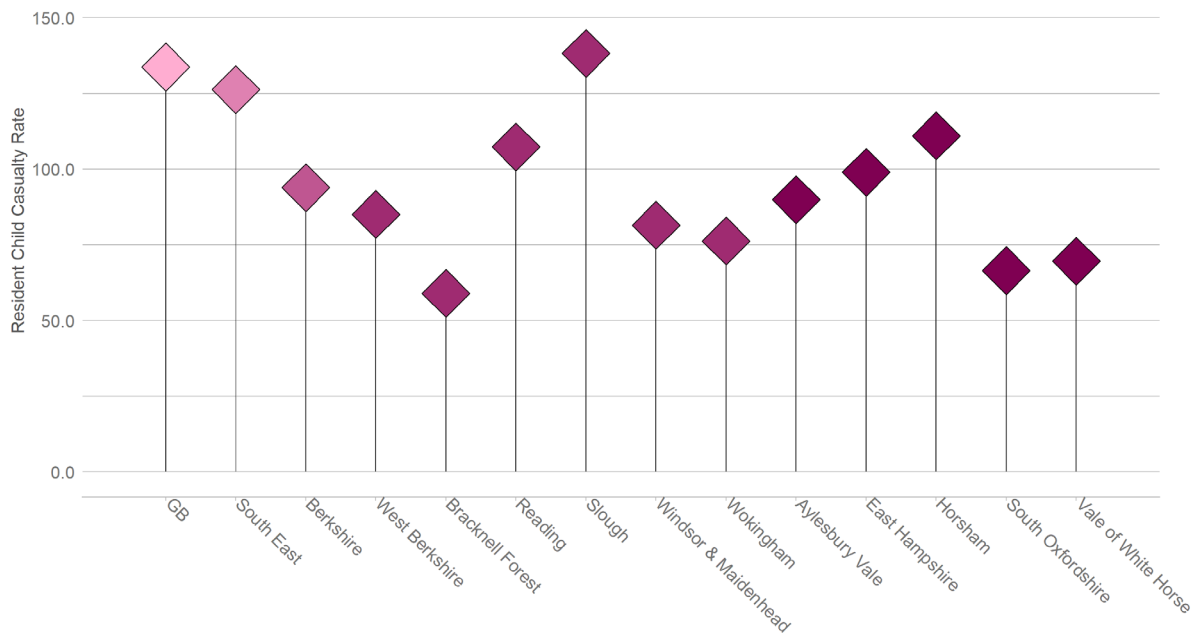
2.1.2.1 Rates

Figure 14 shows the West Berkshire resident child casualty rate compared to the national and regional rates, and to the most similar comparators.

West Berkshire had a resident child casualty rate of 85.1 child casualties per year, per 100,000 child population.



Figure 14 - Annual average West Berkshire resident child casualties per 100,000 population (2015-2019)



2.1.2.2 Comparisons

The resident child casualty rate for West Berkshire was 36% below the national rate, 33% below the regional rate, but only 9% less than the overall rate for Berkshire. Within Berkshire, Bracknell Forest had the lowest child casualty rate (59.0), followed by Wokingham (76.2). West Berkshire's rate was in line with the rate for Windsor & Maidenhead, both of which were lower than the rates for Reading, and Slough. Of the most similar comparator authorities, West Berkshire's rate was higher than the rates for South Oxfordshire and Vale of White Horse, but lower than the rates for Aylesbury Vale, East Hampshire, and Horsham.

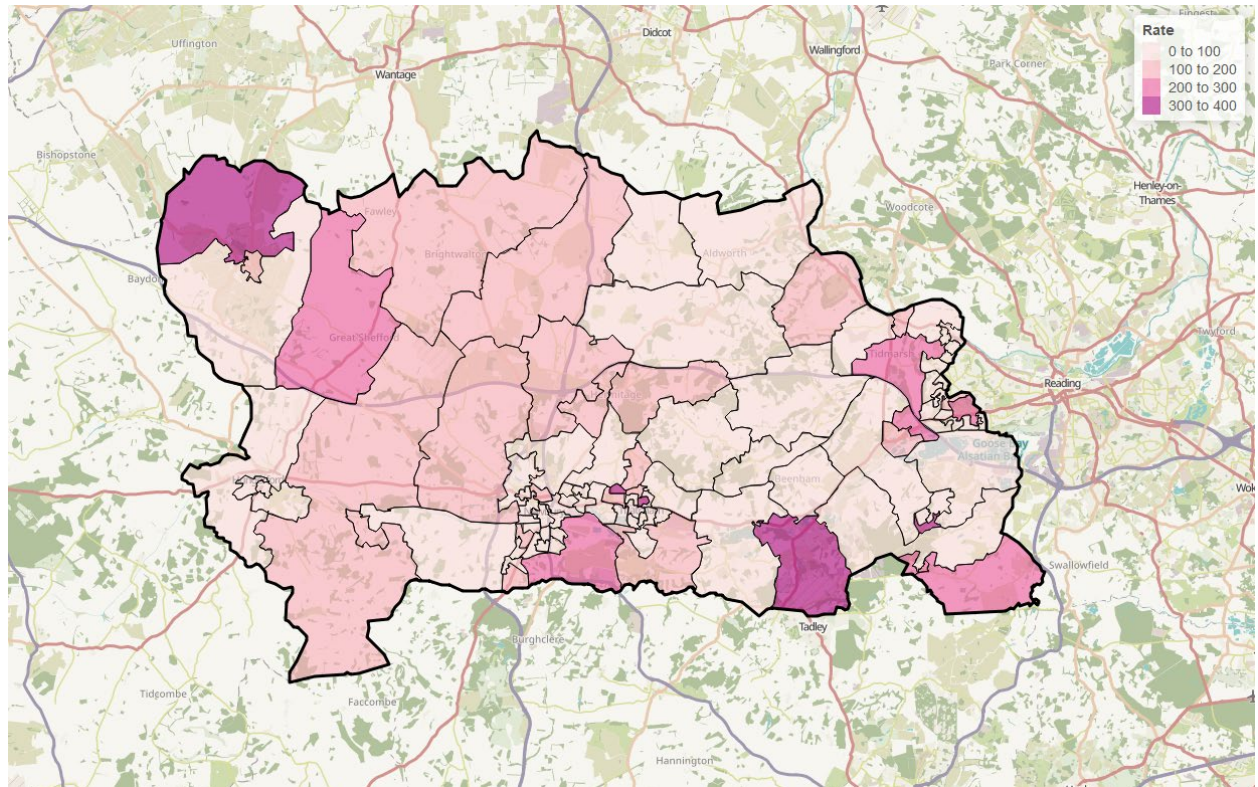
Residency by Small Area

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

The highest resident child casualty rate can be found in Thatcham, Upper Lambourn, Burghfield Common, and Aldermaston. There are also high resident child casualty rates around Greenham, Stratfield Mortimer, Theale, and Tidmarsh.



Figure 15 - West Berkshire resident child casualties home location by LSOA, casualties per year per 100,000 population (2015-2019)



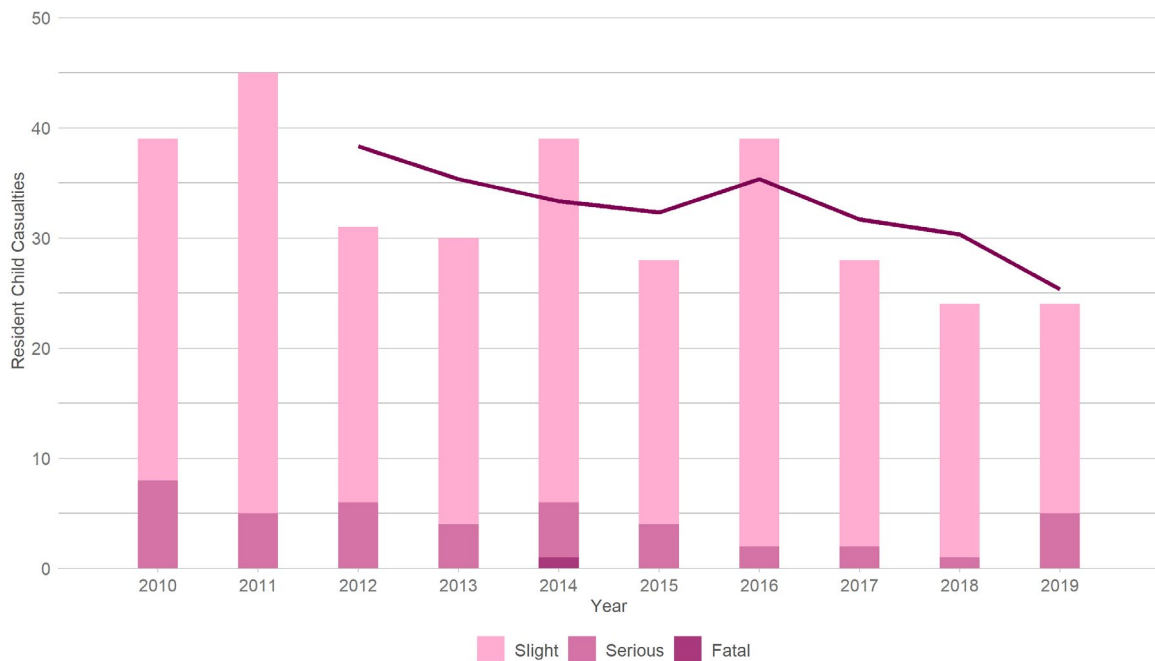
2.1.2.3 Trends

Figure 16 shows West Berkshire's annual resident child casualty numbers since 2010, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Resident child casualty numbers have fluctuated over the decade, with gradual reduction in the overall trend. There were 24 resident child casualties from West Berkshire in 2019, down from 39 in 2010. The number of these child casualties that were killed or seriously injured has remained low since 2010. There were five child casualties from West Berkshire that were seriously injured in 2019, and there have been no resident child fatalities since 2014.



Figure 16 - West Berkshire resident child casualties, by year and severity (2010-2019)



Resident Child Casualties occurring in other areas

Just under three quarters of West Berkshire’s resident child casualties were injured on the roads of West Berkshire. Of the remaining 25%, the majority were injured in either the neighbouring authorities of Hampshire (5%), Reading (4%), and Oxfordshire (4%), or in the popular holiday destinations of Dorset (3%) and Devon (2%).

2.1.3 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 4.1.1 on page 68.

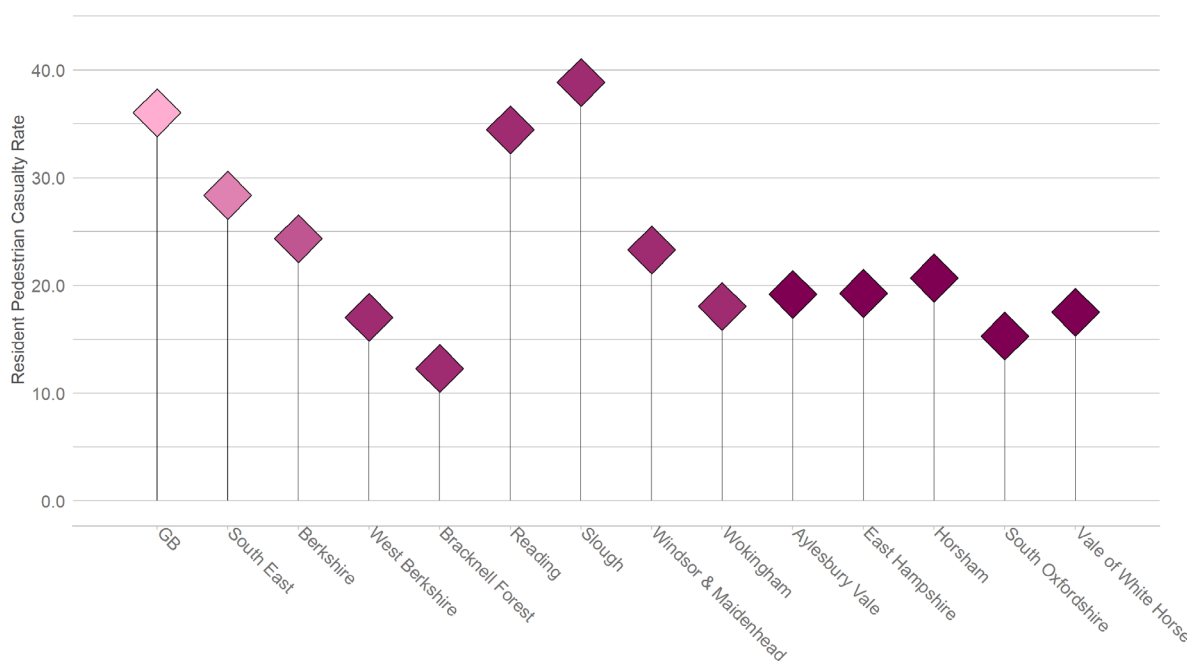
2.1.3.1 Rates

Figure 17 shows the resident pedestrian casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Between 2015 and 2019, West Berkshire’s Pedestrian Casualty rate was 17.0 casualties per year, per 100,000 population.



Figure 17 - Annual average West Berkshire resident pedestrian casualties per 100,000 population (2015-2019)



2.1.3.2 Comparisons

West Berkshire's resident pedestrian casualty rate was less than half the national rate (36.0) and 40% lower than the regional rate. Within Berkshire, Bracknell Forest had the lowest pedestrian casualty rate, followed by West Berkshire. Both of these were lower than the rates for Reading, Slough, Windsor & Maidenhead, and Wokingham. West Berkshire's pedestrian casualty rate was 30% below the overall rate for Berkshire. When looking at West Berkshire's most similar comparators, West Berkshire's rate was in line with that of the Vale of White Horse, lower than the rates for Aylesbury Vale, East Hampshire, and Horsham, but higher than South Oxfordshire's resident pedestrian casualty rate. All of these authorities had lower rates than the national rate.

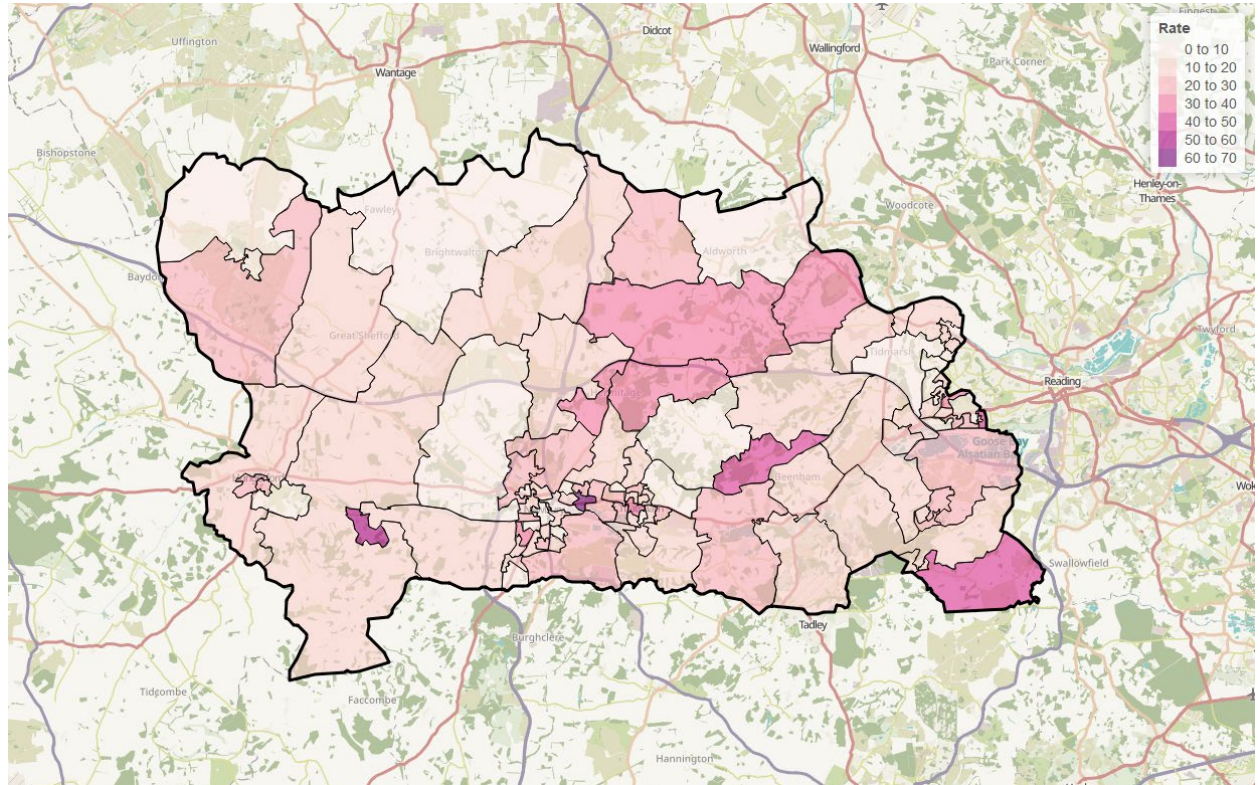
Residency by Small Area

Figure 18 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.

The highest resident pedestrian casualty rates can be found in Kintbury, and parts of Newbury. There are also high rates amongst residents living near Mortimer and Bradfield.



Figure 18 - West Berkshire resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2015-2019)



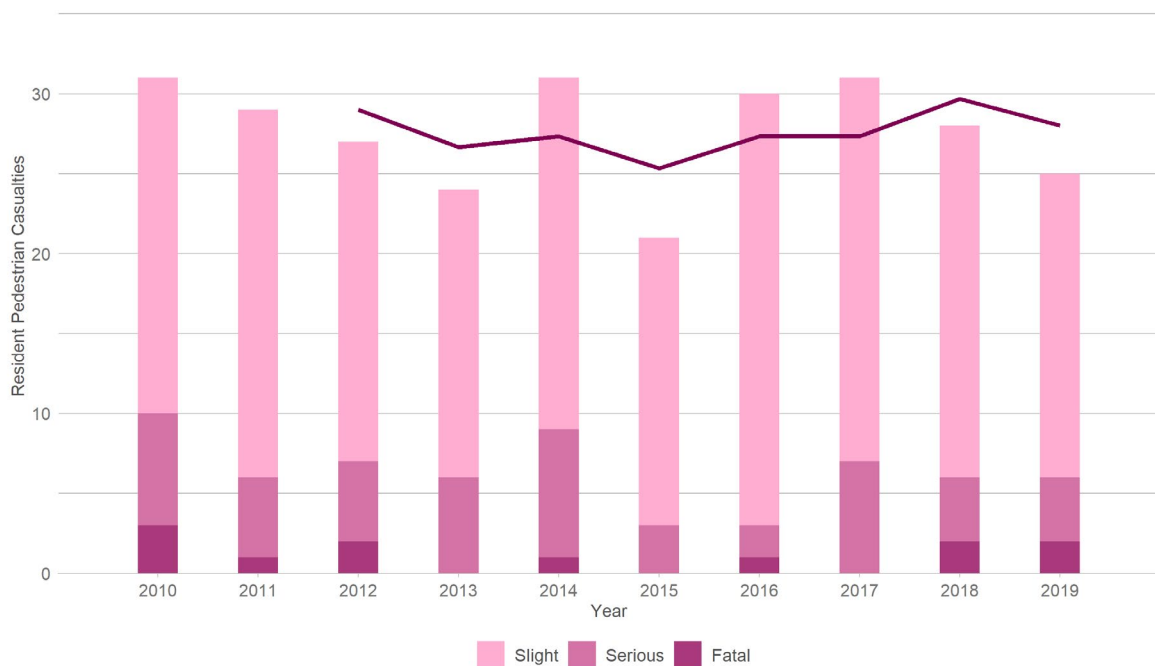
2.1.3.3 Trends

Figure 19 shows West Berkshire's annual resident pedestrian casualty numbers since 2010, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Resident pedestrian casualty numbers appeared to be reducing up until 2015, despite a peak in 2014, but have been higher over the past four years. The numbers of these casualties that were either killed or seriously injured have followed a similar trend but are much lower and hence more vulnerable to fluctuation. There were 25 resident pedestrian casualties in 2019. Of these, two were killed and a further four were seriously injured.



Figure 19 - West Berkshire resident pedestrian casualties, by year and severity (2010-2019)



Resident Pedestrian Casualties occurring in other areas

Over three quarters (76%) of West Berkshire's resident pedestrian casualties were injured on the roads of West Berkshire. Of the remaining 24%, a large proportion were injured in neighbouring Reading (9%).

2.1.4 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 on page 68.

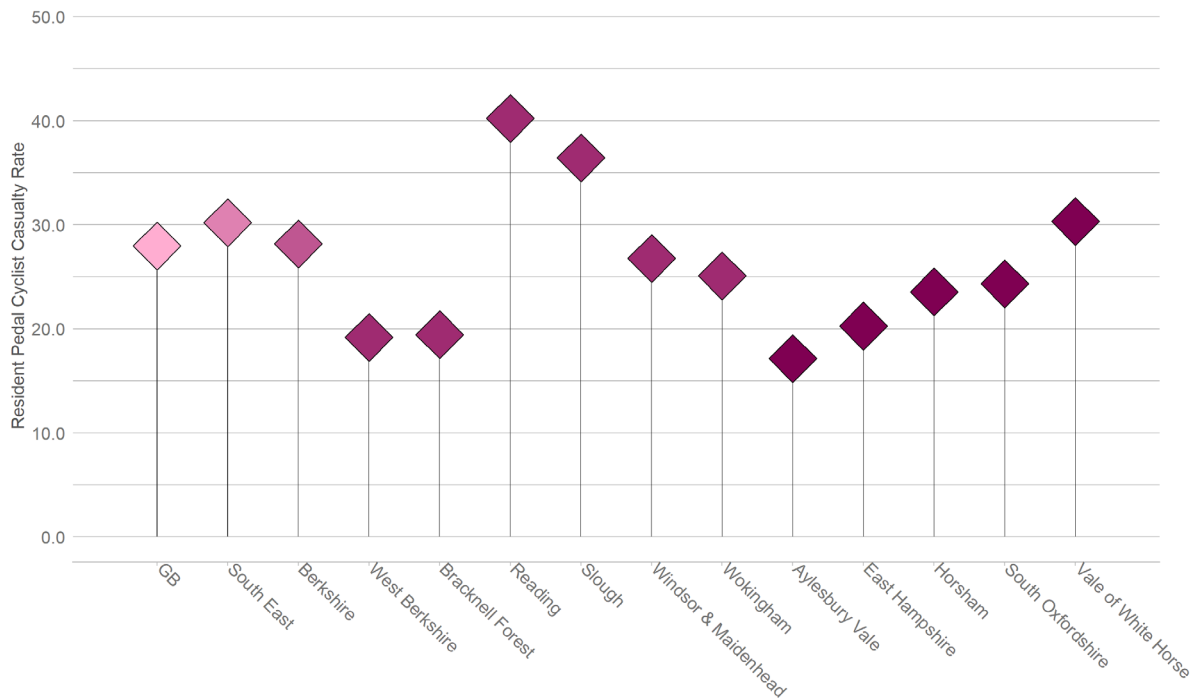
2.1.4.1 Rates

Figure 20 shows the resident pedal cyclist casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Between 2015 and 2019, West Berkshire's resident pedal cyclist casualty rate was 19.2 casualties per year, per 100,000 population.



Figure 20 - Annual average West Berkshire resident pedal cyclist casualties per 100,000 population (2015-2019)



2.1.4.2 Comparisons

The resident pedal cyclist casualty rate for West Berkshire was 31% lower than the national rate and 36% lower than the South East regional rate. Within Berkshire, West Berkshire had the lowest pedal cyclist casualty rate, in line with that of Bracknell Forest, at 32% lower than the rate for Berkshire as a whole. The highest rate was in Reading, followed closely by Slough. Of the most similar comparator authorities, West Berkshire had a slightly higher pedal cyclist casualty rate than Aylesbury Vale and but a lower rate than East Hampshire, South Oxfordshire, Vale of White Horse, and Horsham.

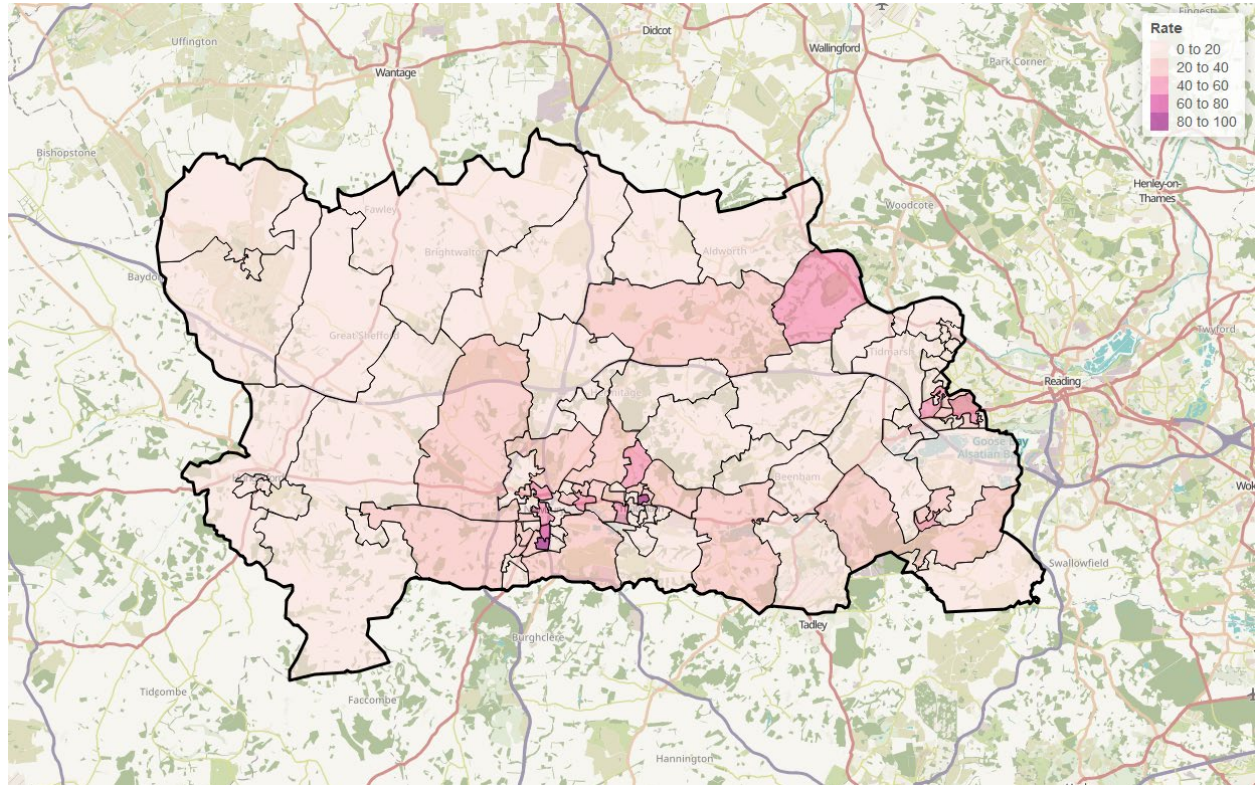
Residency by Small Area

Figure 21 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.

The highest resident pedal cyclist casualty rates can be found in some residential areas in Thatcham (near Thatcham Park Primary School) and Newbury (near The Oaks estate). The next lowest rates can be found in Basildon, Burghfield Common, and Calcot.



Figure 21 - West Berkshire resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2015-2019)



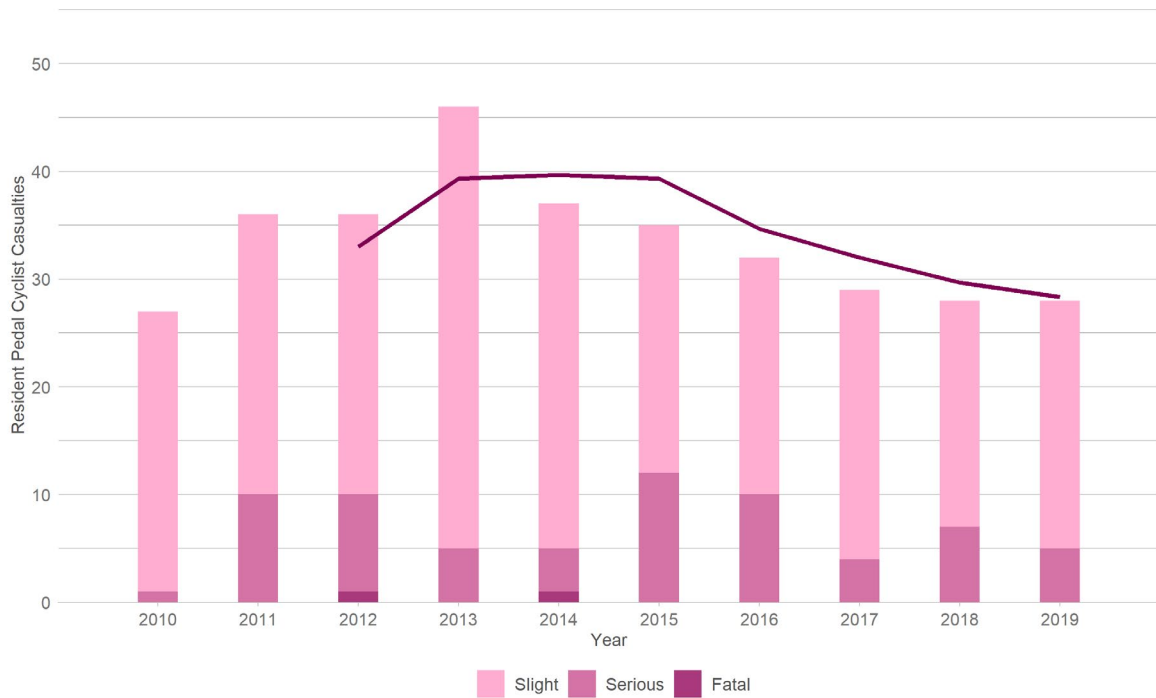
2.1.4.3 Trends

Figure 22 shows West Berkshire's annual resident pedal cyclist casualty numbers since 2010, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Resident pedal cyclist casualty numbers had been gradually decreasing since a peak in 2013, following a few years of fluctuation, but have remained the same in 2019 as they were in 2018. There were 28 resident pedal cyclist casualties from West Berkshire in 2019, down by 39% from 46 in 2013. Of these, five were seriously injured. No resident pedal cyclists were killed in 2019.



Figure 22 - West Berkshire resident pedal cyclist casualties, by year and severity (2010-2019)



Resident Pedal Cyclist Casualties occurring in other areas

Just under three quarters (74%) of West Berkshire’s resident pedal cyclist casualties were injured in West Berkshire. Of the remaining 26%, the majority were injured in Reading (16%). Others were injured in Hampshire (2%), Westminster (2%), and Oxfordshire (2%), amongst other authorities.

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.

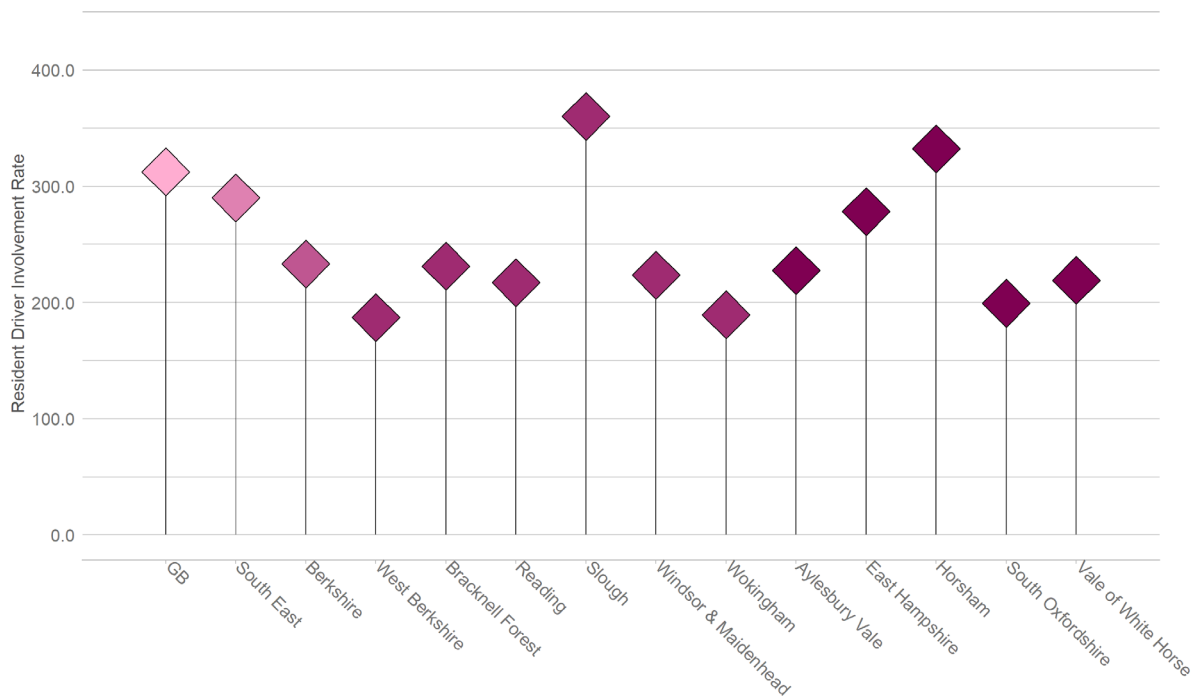
2.2.1.1 Rates

Figure 23 shows the resident driver involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire’s resident drivers had a collision involvement rate of 187.0 drivers per year, per 100,000 population.



Figure 23 - Annual average West Berkshire resident involved drivers per 100,000 population (2015-2019)



2.2.1.2 Comparisons

The collision involvement rate for West Berkshire's resident drivers was 40% lower than the national rate and 36% lower than the regional rate for the South East. West Berkshire's rate was the lowest within Berkshire, in line with that of Wokingham, at 20% lower than the overall rate for Berkshire as a whole. Of the most similar comparator authorities, West Berkshire's driver involvement rate was the lowest, followed closely by South Oxfordshire.

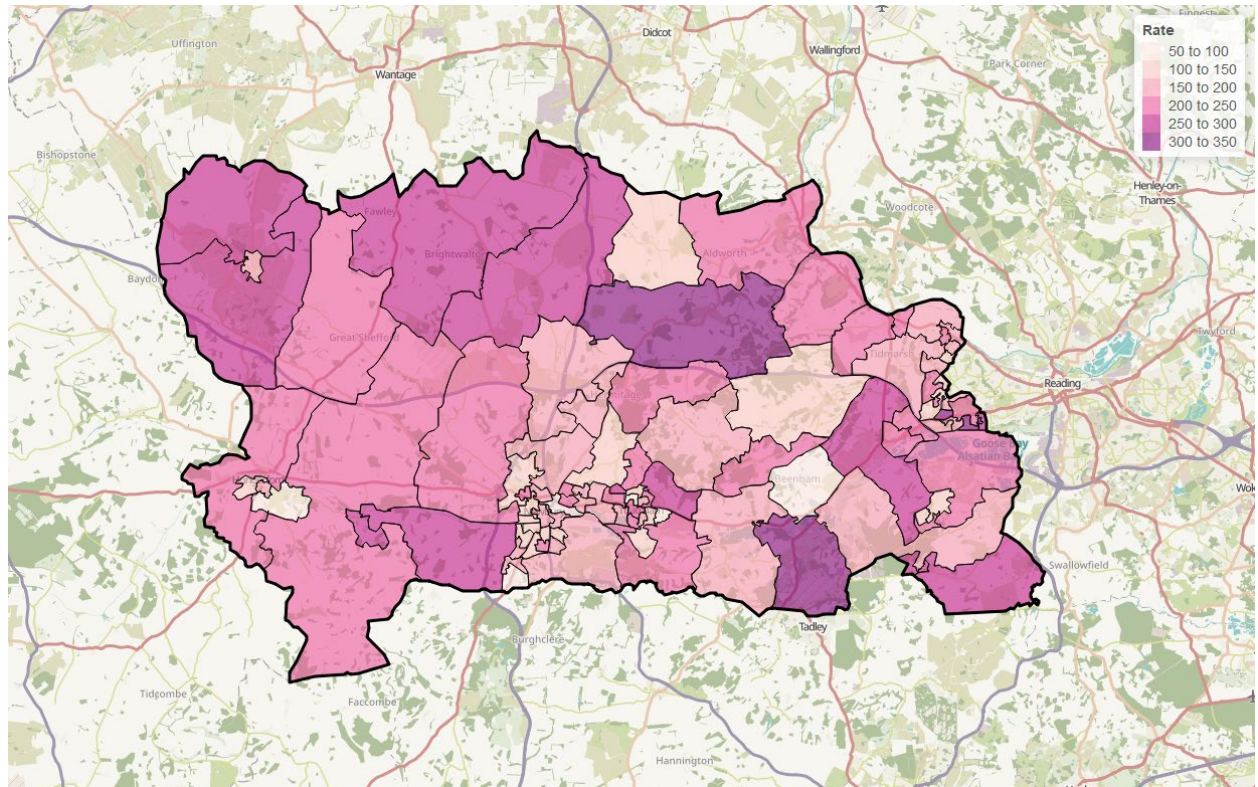
Residency by Small Area

Figure 24 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.

The highest rates of resident driver involvement can be found in areas such as Hampstead Norreys, Ashampstead, Aldermaston, and Calcot. Rates are also high amongst residents living in the areas around Lambourn, in Farnborough, Brightwaldon, East Ilsley, Compton, Kintbury, Mortimer, Beenham, and parts of Thatcham.



Figure 24 - West Berkshire resident involved drivers home location by LSOA, involved drivers per year per 100,000 population (2015-2019)



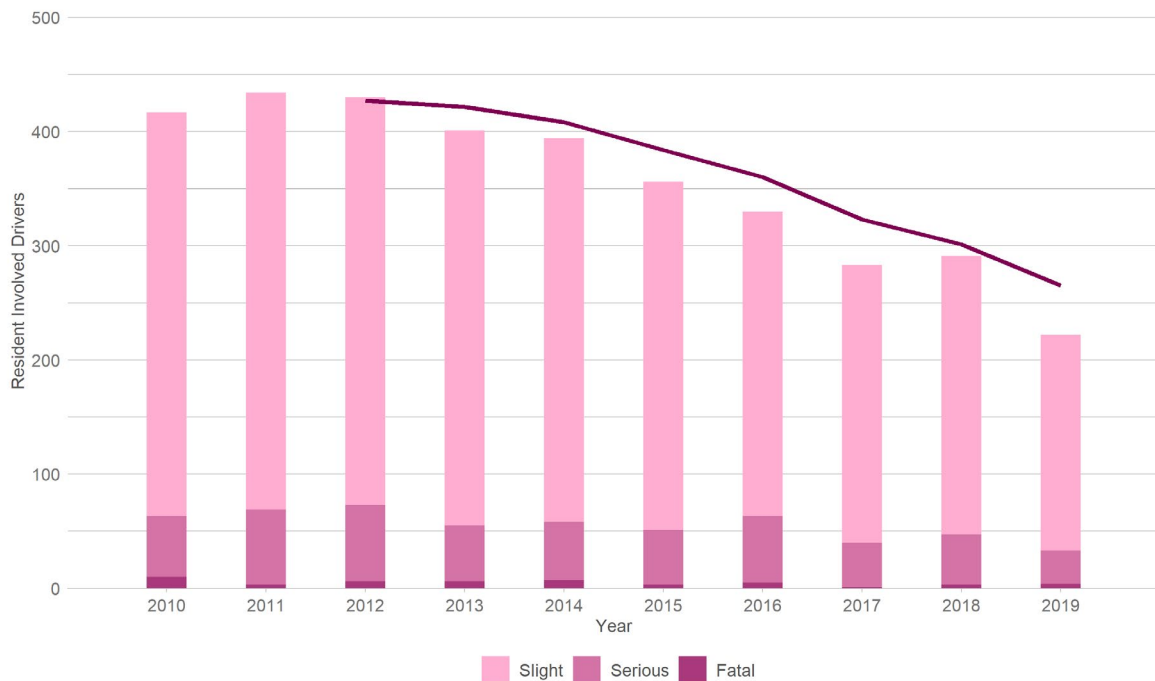
2.2.1.3 Trends

Figure 25 shows West Berkshire's annual collision involved resident driver numbers since 2010, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There has been a noticeable downward trend over the decade. The numbers of drivers involved in collisions in which a casualty was killed or seriously injured have followed a similar trend, although have experienced greater fluctuation. There were 222 West Berkshire resident drivers involved in collisions in 2019, down from 417 in 2010, a reduction of 47% over the decade. Of these, four were involved in fatal collisions, and a further 29 were involved in collisions involving a seriously injured casualty.



Figure 25 - West Berkshire resident involved drivers, by year and severity (2010-2019)



Resident driver collision involvement in other areas

Just under half (47%) of West Berkshire's collision-involved resident drivers were involved in collisions in West Berkshire. Of the remaining 53%, the majority were involved in collisions in Hampshire (11%), Reading (11%), Oxfordshire (6%), Wokingham (3%), Wiltshire (3%), or Surrey (3%).

2.2.1.4 Socio Demographic Analysis

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 Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 68.

Figure 26 shows resident drivers by Mosaic Type. The red bars show the index value when resident driver numbers are indexed by the population of those Types.

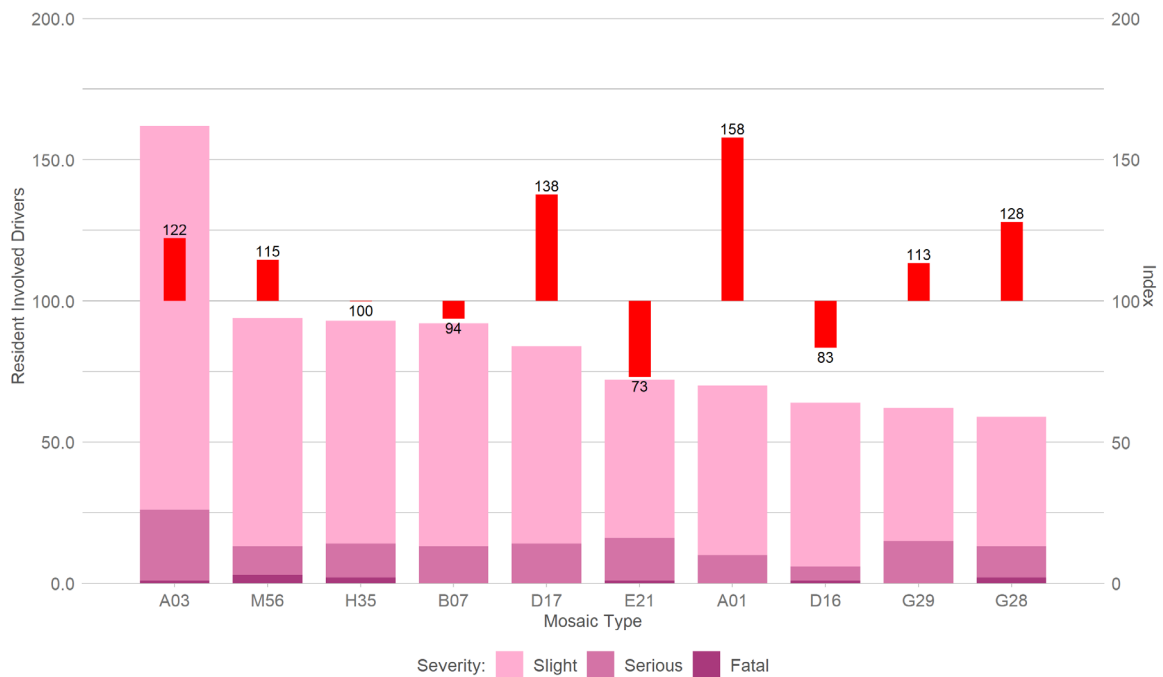
The largest number of resident involved drivers come from *Prosperous owners of country houses including affluent families, successful farmers and second-home owners (Type A03)*, followed by those from *Stable families with children, renting higher value homes from social landlords (Type M56)*. Furthermore, when relative population is taken into account, these types are over-represented in collision involvement.

The next highest levels of resident collision involvement come from drivers from *Families with school-age children, who have bought the best house they can afford within popular neighbourhoods (Type H35)* and *High-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development (Type B07)*, although their index values indicate that these levels are broadly in line with expectations given their share of the population.



Resident drivers from *Well-qualified older singles with incomes from successful professional careers in good quality housing (Type D17)*, from *Country-loving families pursuing a rural idyll in comfortable village homes, many commuting some distance to work (Type A01)* and from *Rural families in affordable village homes who are reliant on the local economy for jobs (Type G28)* represent fewer collision-involved drivers, but are noticeably over-represented in collisions with respective indices of 138, 158 and 128.

Figure 26 - West Berkshire resident involved drivers, by Mosaic Type (2015-2019)



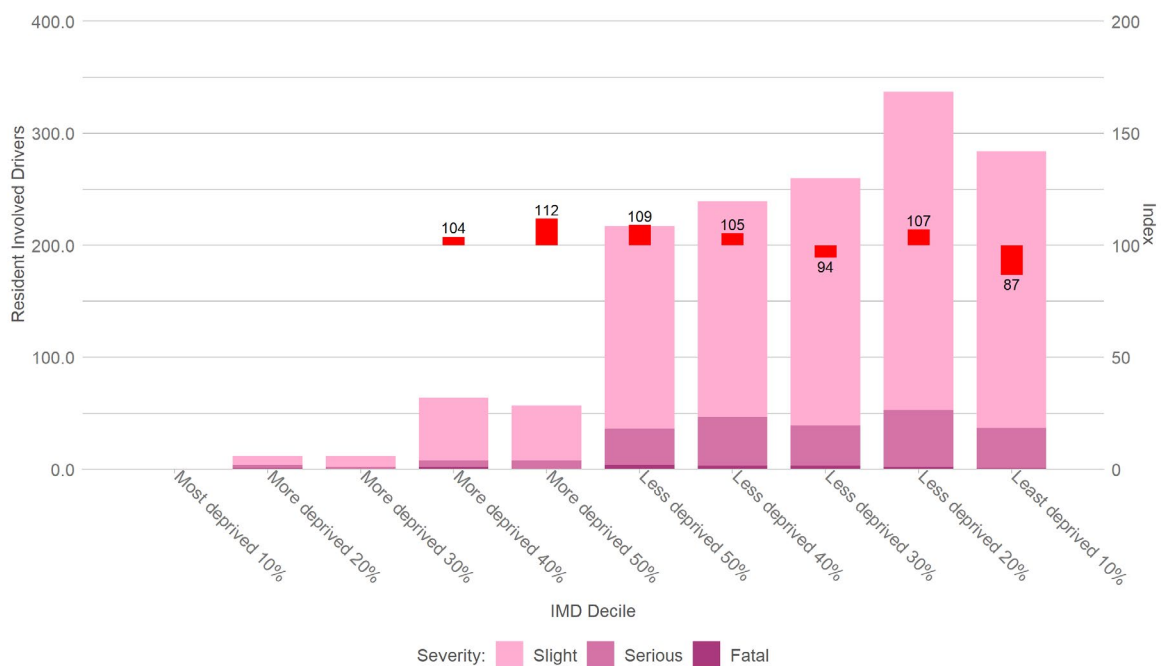
Deprivation

Figure 27 shows resident involved drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The majority of resident drivers from West Berkshire that were involved in collisions between 2015 and 2019 were from communities in the less deprived IMD deciles. The largest number are from the less deprived 20% decile, followed by those in the least deprived 10% decile. However, the indices for each decile indicate that these numbers are broadly in line with the levels expected given the relative populations within West Berkshire.



Figure 27 - West Berkshire resident involved drivers, by Index of Multiple Deprivation (2015-2019)



2.2.2 Resident Young Driver Involvement (aged 17 to 24)

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

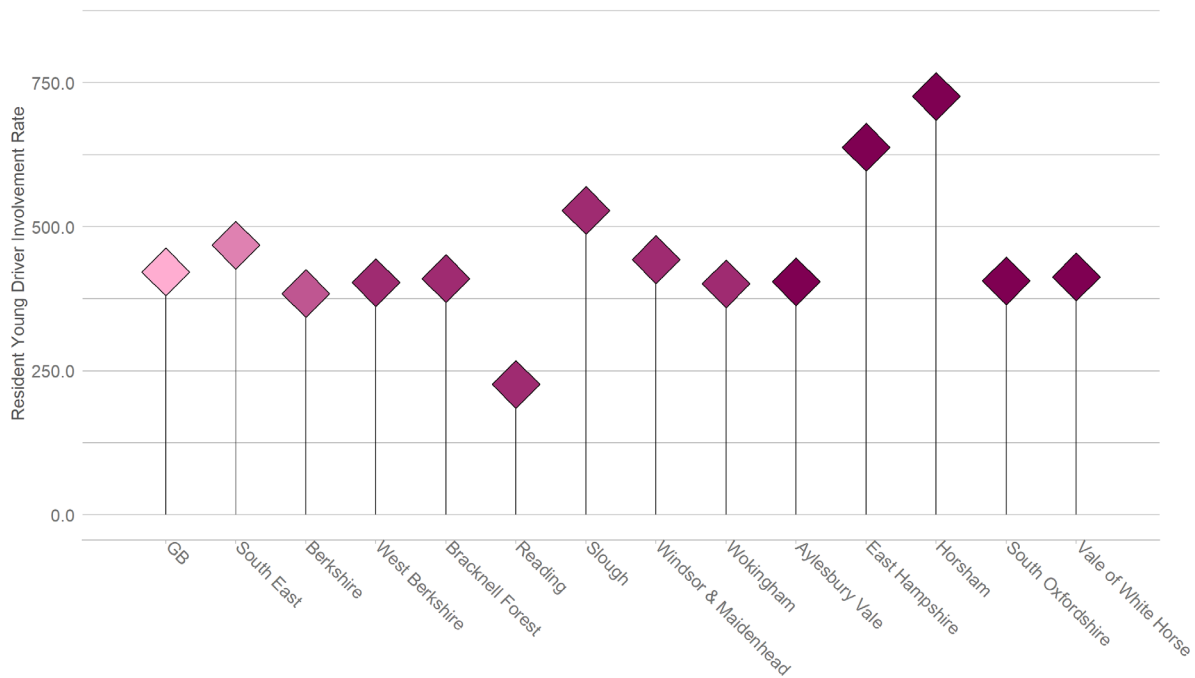
2.2.2.1 Rates

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

West Berkshire's resident young drivers were involved in collisions at a rate of 403.3 per year, per 100,000 young population.



Figure 28 - Annual average West Berkshire resident young involved drivers per 100,000 population (2015-2019)



2.2.2.2 Comparisons

West Berkshire had a resident young driver collisions involvement rate slightly lower than the national rate, but slightly higher than the overall rate for Berkshire as a whole, at 14% below the South East's regional rate. Within Berkshire, Reading had the lowest young driver collision involvement rate. West Berkshire's rate was in line with the rate for Wokingham, both of which were lower than the rates of Bracknell Forest, Slough, and Windsor & Maidenhead. Of the most similar comparator authorities, West Berkshire's young driver collision involvement rate was in line with those of South Oxfordshire and Aylesbury Vale. These were slightly lower than the rate for the Vale of White Horse, and considerably lower than the rates of East Hampshire and Horsham.

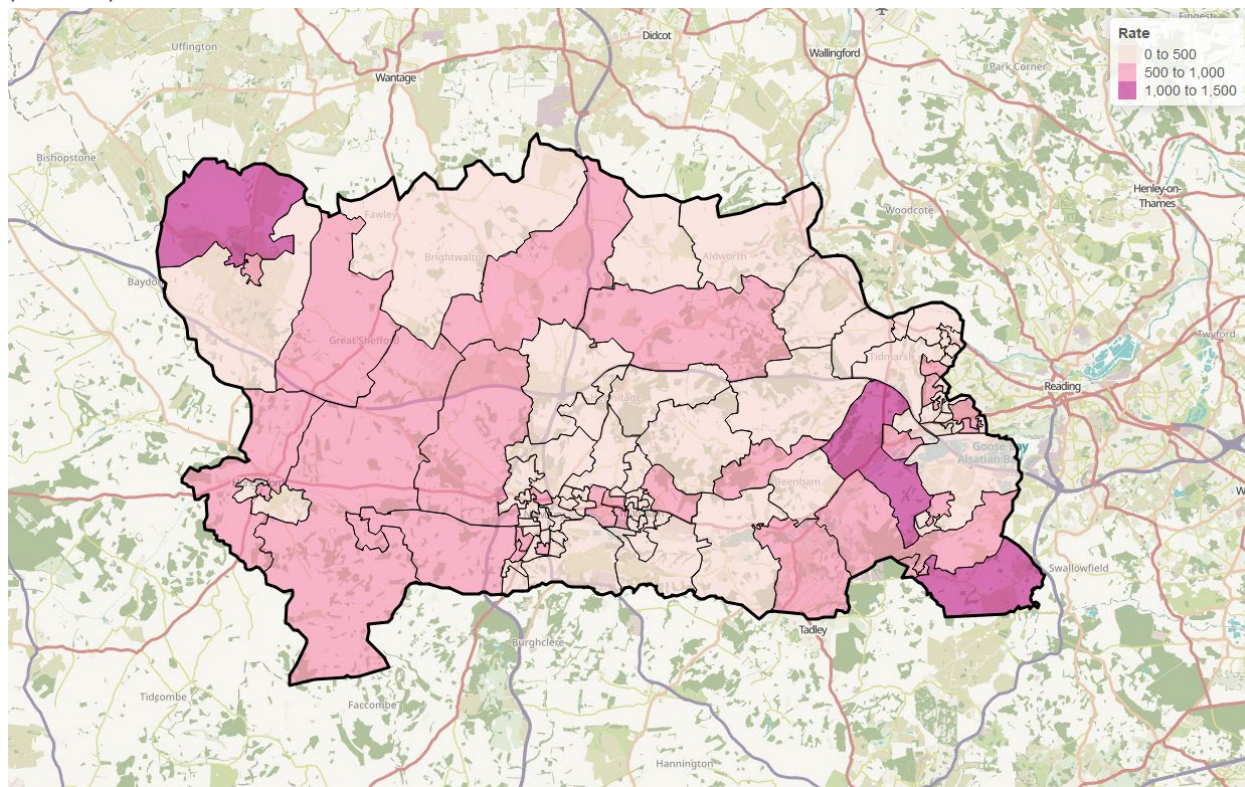
Residency by Small Area

Figure 29 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.

The highest rates of young driver collision involvement can be found amongst residents of Stratfield Mortimer, Englefield, and Upper Lambourn. There are also higher rates to the East the South West of West Berkshire.



Figure 29 - West Berkshire resident young involved drivers home location by LSOA, young involved drivers per year per 100,000 population (2015-2019)



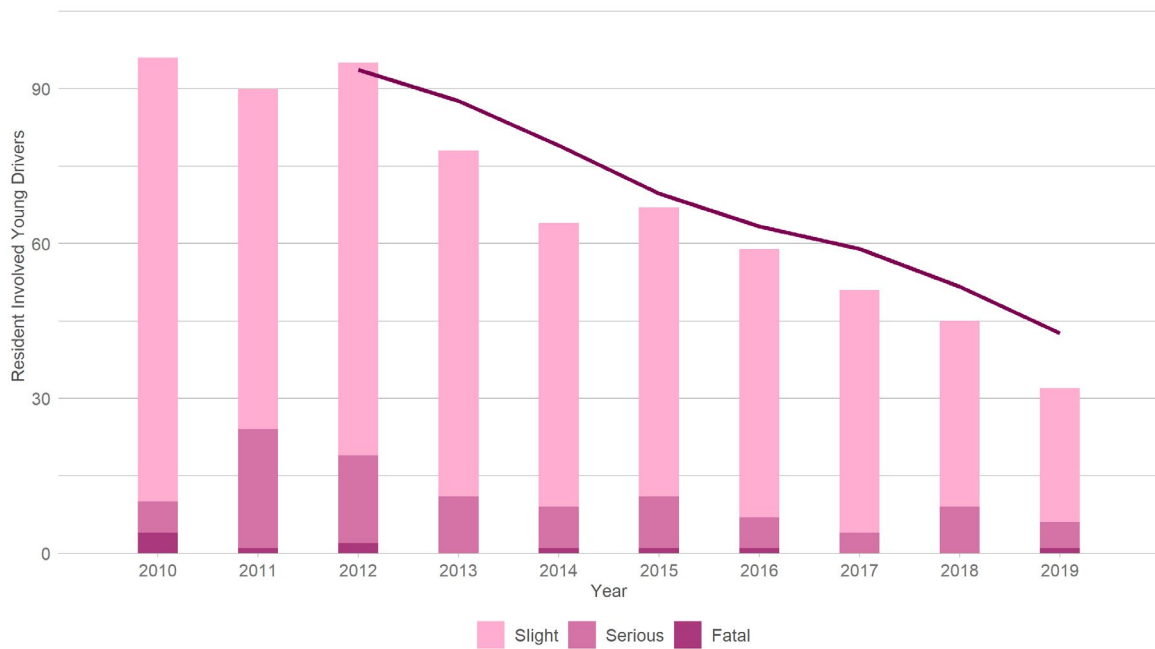
2.2.2.3 Trends

Figure 30 shows West Berkshire's annual collision involved resident young driver numbers since 2010, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

The number of collision-involved young drivers amongst West Berkshire's residents was noticeably lower in recent years than it was at the start of the decade. Since 2012, involvement levels have steadily decreased from a peak of 95 to a low of 32, a reduction of 67%. Similar trends can be found in the number of young drivers each year involved in serious or fatal collisions up until 2017, when four young drivers were involved in serious collisions and none were involved in fatal collisions. In 2019 there were five resident young drivers involved in serious collisions, and one involved in a fatal collision.



Figure 30 - West Berkshire resident young involved drivers, by year and severity (2010-2019)



Resident young driver collision involvement in other areas

Just under half (49%) of West Berkshire’s resident young drivers that were involved in collisions were involved in collisions in West Berkshire. Of the remaining 51%, the majority were involved in collisions in Hampshire (13%), Reading (9%), Oxfordshire (6%), Wiltshire (4%), Wokingham (4%), or Surrey (3%).

2.2.2.4 Socio Demographic Analysis

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 Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 68.

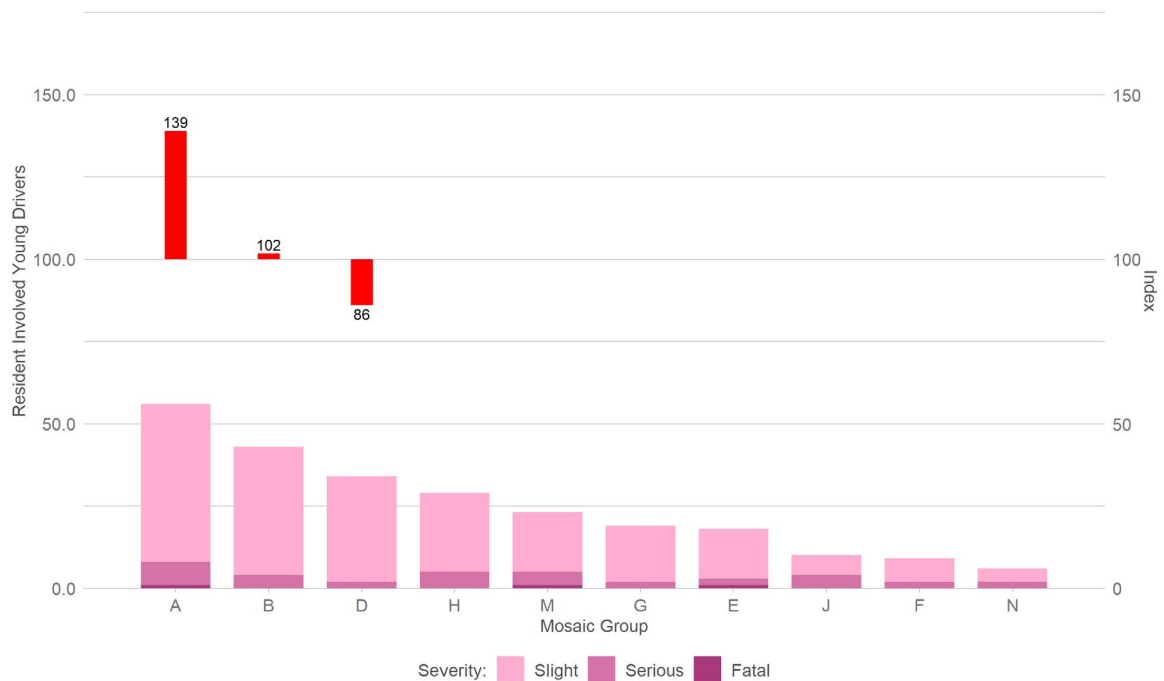
Figure 31 shows West Berkshire’s young resident drivers by the Mosaic Group of the postcode in which they reside.

The largest number of resident young drivers involved in collisions come from communities of *Well-off owners in rural locations enjoying the benefits of country life* (Group A). Furthermore, when relative population is taken into account, drivers from these communities are over-represented in collisions.

The next largest proportions of young collisions-involved drivers come from *Established families in large detached homes living upmarket lifestyles* (Group B), and from *Thriving families who are busy bringing up children and following careers* (Group D). Young drivers from households in Groups B are involved in collisions at the expected rate, given their population share, whilst young drivers from households in Group D are slightly under-represented.



Figure 31 - West Berkshire resident young involved drivers, by Mosaic Group (2015-2019)



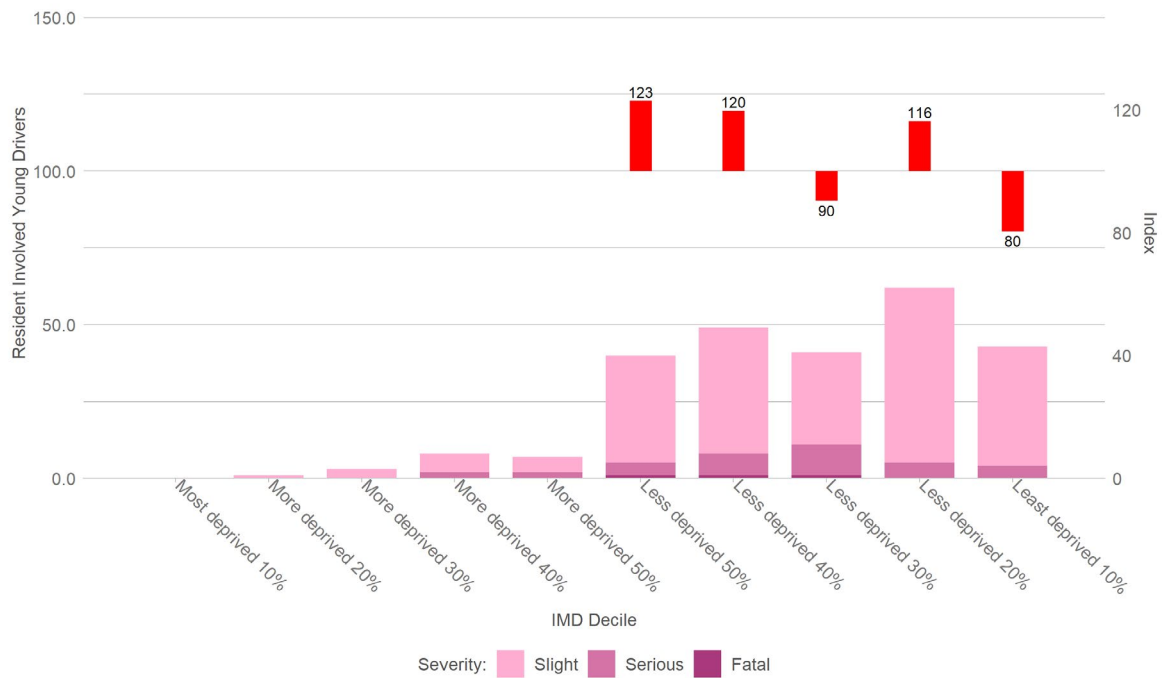
Deprivation

Figure 32 shows resident involved young drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

As with all drivers, the majority of resident young drivers that are involved in collisions are from the less deprived IMD deciles. Young drivers from communities in the less deprived 20% decile represent the highest number of involved drivers, and these communities are slightly over-represented in collisions when considering relative population levels. This is also true of drivers from the less deprived 40% and 50% deciles. Residents from the least deprived 10% form a large proportion of collision-involved young drivers, but are under-represented when considered in the context of their share of the population.



Figure 32 - West Berkshire resident young involved drivers, by Index of Multiple Deprivation (2015-2019)



2.2.3 Related Casualties

2.2.3.1 Passenger and pedestrian casualties

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

For West Berkshire’s young resident drivers, 61% of the casualties were the drivers themselves. A further 31% were their passengers and 8% were pedestrians who were injured after the young driver’s vehicle hit them. It should be noted that the related casualties of West Berkshire’s young resident drivers could live anywhere in the country and have been injured anywhere.



Figure 33 - Injured passengers in West Berkshire's resident involved young drivers vehicles, compared to all young drivers (2015-2019)

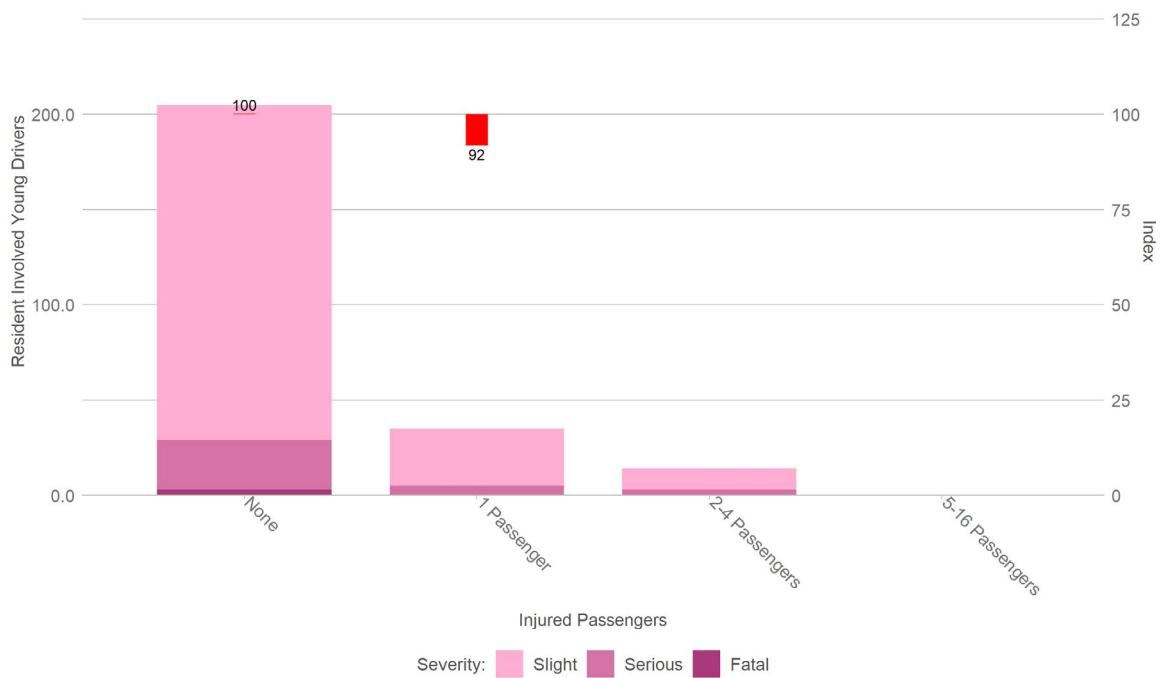


Figure 33 shows the number of young drivers by the presence and quantity of injured passengers in their vehicle. The red bars are indices comparing young drivers to the figures for injured passengers for all young drivers. It shows that most young drivers (81%) do not have injured passengers in their vehicle, and the red bar indicates that this is in line with those of all young drivers in Great Britain.

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.

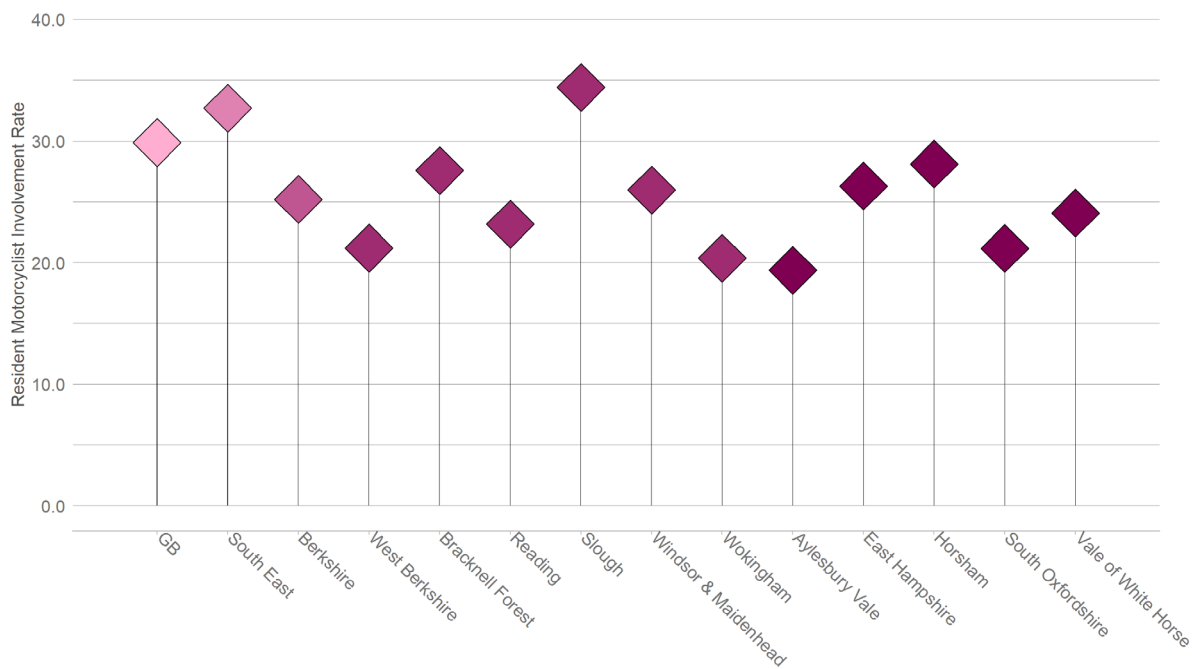
2.3.1.1 Rates

Figure 34 shows the resident motorcyclist involvement rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

Between 2015 and 2019, West Berkshire had a resident collision-involved motorcyclist rate of 21.2 per year, per 100,000 population.



Figure 34 - Annual average West Berkshire resident involved motorcyclist per 100,000 population (2015-2019)



2.3.1.2 Comparisons

West Berkshire's resident motorcyclist involvement rate was 29% below the national rate and 35% below the South East regional rate. Slightly higher than the rate for Wokingham, West Berkshire's rate was lower than the rates for Bracknell Forest, Reading, Slough, and Windsor & Maidenhead, at 16% below the overall rate for Berkshire as a whole. When looking at the most similar comparator authorities, West Berkshire had a motorcyclist involvement rate in line with that of South Oxfordshire, both of which were higher than the rate for Aylesbury Vale, but lower than the rates for East Hampshire, Vale of White Horse, and Horsham.

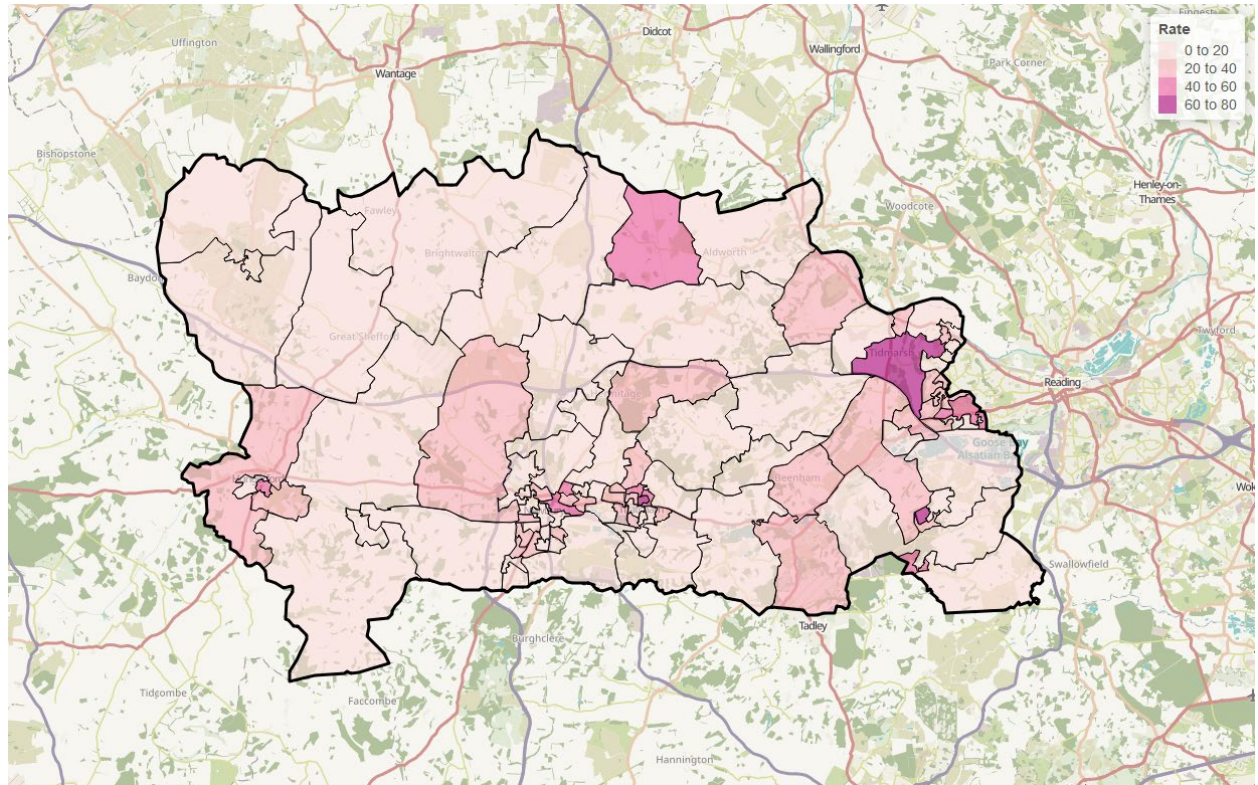
Residency by Small Area

Figure 35 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.

The highest rates of motorcyclist collision involvement can be found amongst residents of Tidmarsh and Burghfield Common. There were also higher rates in parts of Thatcham, Newbury, Calcot, and Compton.



Figure 35 - West Berkshire resident involved motorcyclist home location by LSOA, involved motorcyclist per year per 100,000 population (2015-2019)



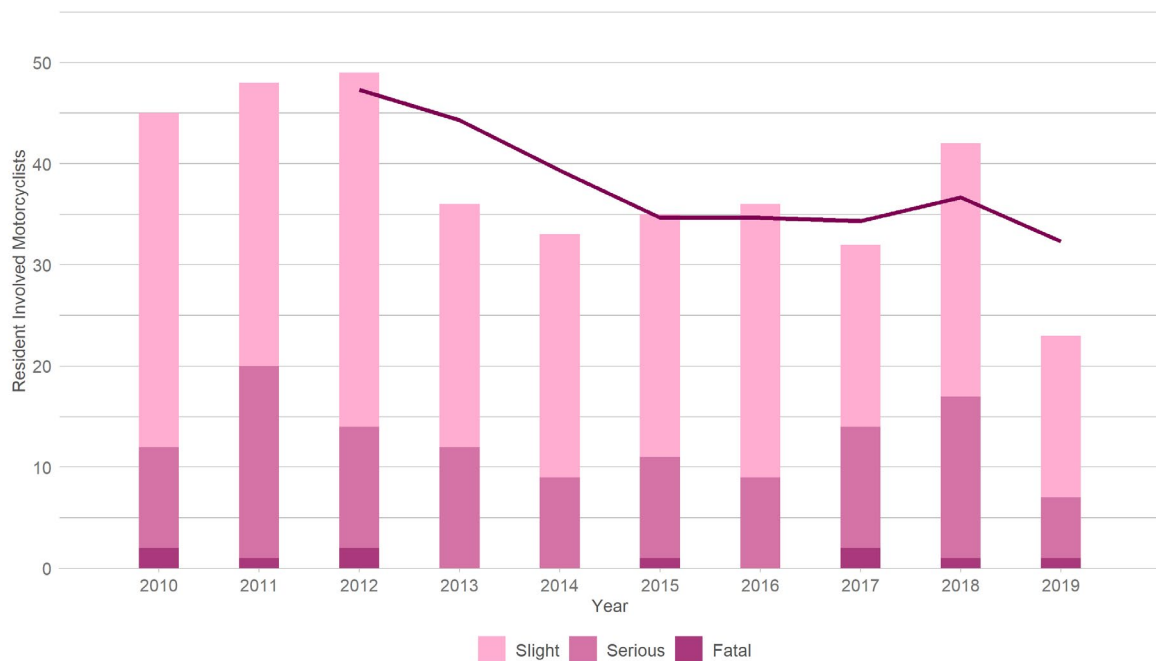
2.3.1.3 Trends

Figure 36 shows West Berkshire's annual collision involved resident motorcyclist numbers since 2010, by severity. This includes resident motorcyclist involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

The annual number of collision-involved resident motorcyclists is noticeably lower since 2013 than between 2010 and 2012, despite a peak in 2018. There were 23 resident motorcyclists involved in collisions in 2019, the lowest of the decade. Of these, one was involved in a fatal collision and a further six were involved in collisions in which there was a seriously injured casualty.



Figure 36 - West Berkshire resident involved motorcyclist, by year and severity (2010-2019)



Resident motorcyclist collision involvement in other areas

Over half (59%) of West Berkshire’s collision-involved resident motorcyclists were involved in collisions in West Berkshire. Of the remaining 41%, the majority were involved in collisions in Reding (11%) or Hampshire (8%). Others were involved in collisions in Buckinghamshire (4%), Surrey (2%), Wiltshire (2%), or Wokingham (2%).

2.3.2 Related Casualties

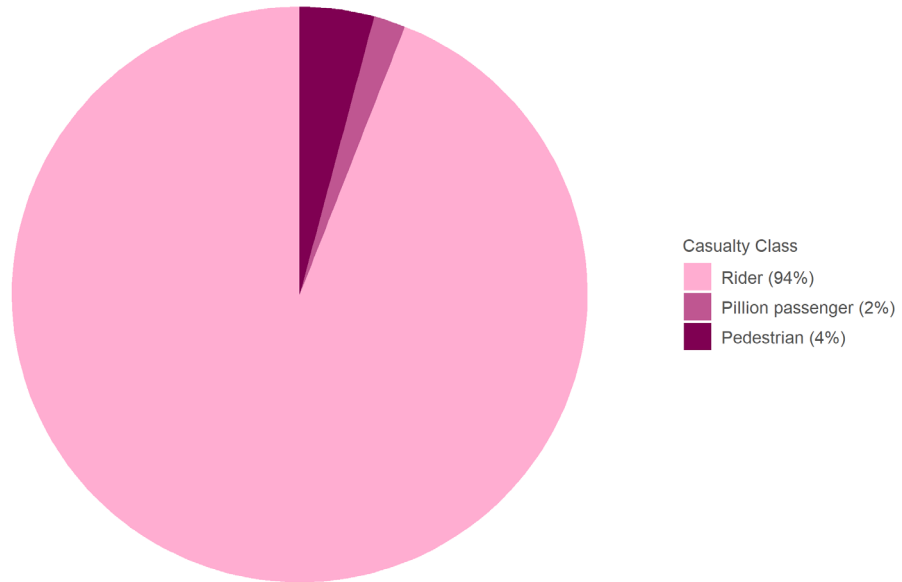
2.3.2.1 Passenger and pedestrian casualties

The related casualties of West Berkshire’s resident motorcycle riders have been analysed in Figure 37. 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.

For West Berkshire’s resident motorcycle riders, 94% of the casualties were the riders themselves. A further 2% were their pillion passengers and 4% were pedestrians who were injured after the motorcyclist hit them. It should be noted that the passenger and pedestrian casualties related to West Berkshire’s resident motorcycle riders could live anywhere in the country and have been injured anywhere.



Figure 37 - Related casualties of West Berkshire's resident involved motorcyclists (2015-2019)



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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 on page 5. For an explanation of the methodologies employed throughout this section, please refer to 4.1.2 on page 69.

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 4.1.2 on page 69.

3.1.1 Rates

3.1.1.1 Collisions per 100km of road

Figure 38 below shows the rate of average annual collisions between 2015 and 2019 per 100km of road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

Between 2015 and 2019, West Berkshire had a collision rate of 17.6 collisions per year, per 100km of road.

Figure 38 - Annual average collisions per 100km of road (2015-2019)



3.1.1.2 Comparisons

The collision rate on West Berkshire's road network was 46% lower than the national rate. It was less than half the rate of both the South East region and of Berkshire as a whole, and the lowest within Berkshire.

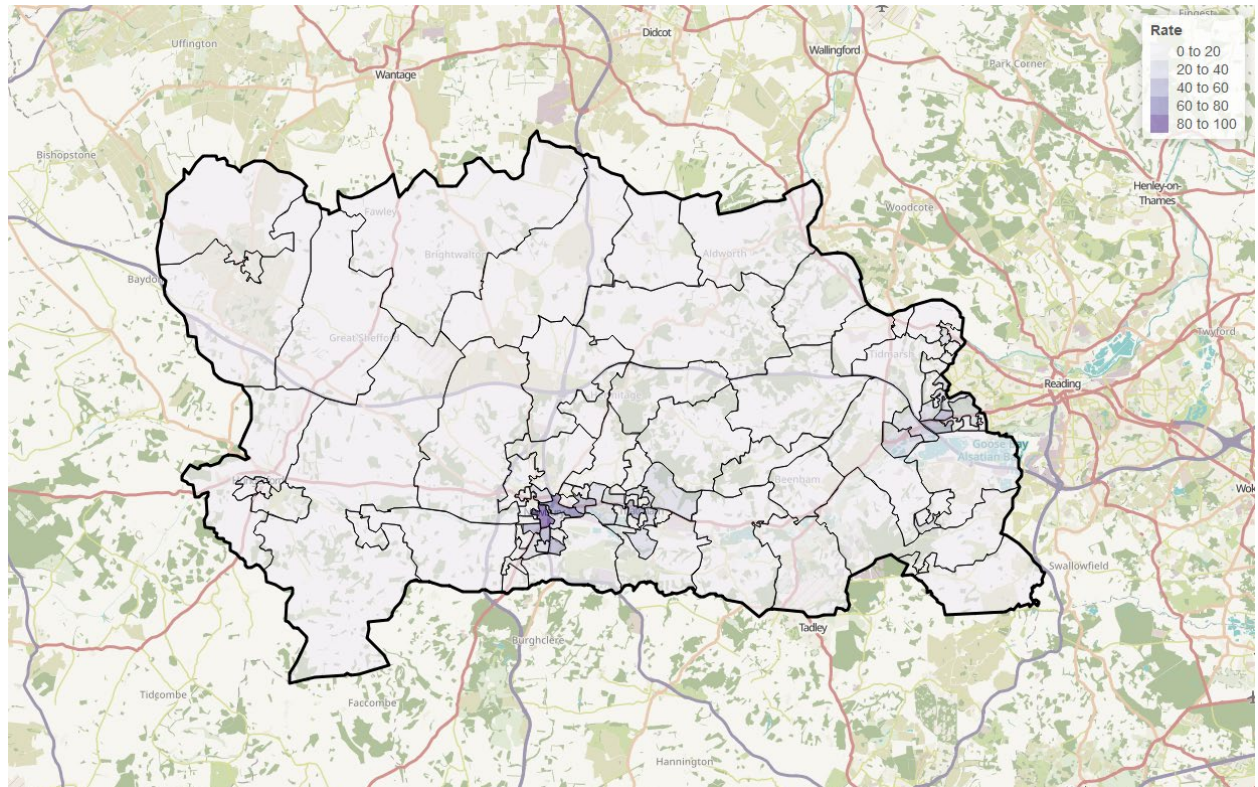


Collisions by Small Area

Figure 39 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.

The highest collision rates can be found in and around Newbury, Thatcham, Theale, and Calcot.

Figure 39 - Annual average collisions per 100km of road (2015-2019)



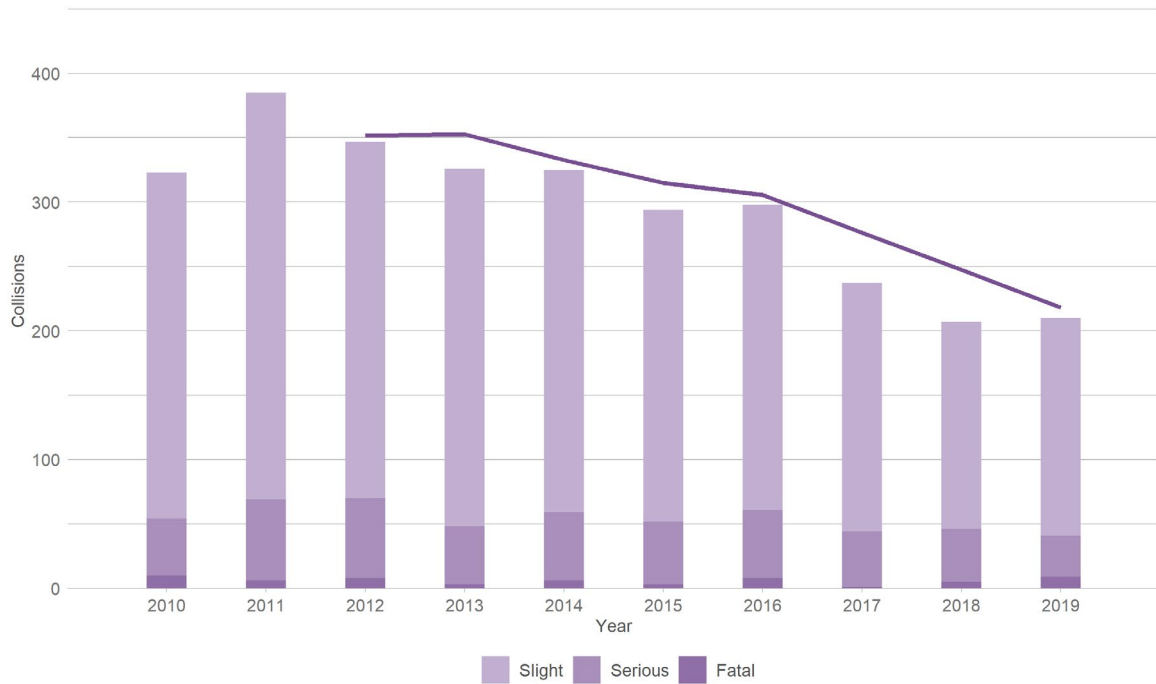
3.1.1.3 Trends

Figure 40 shows annual collisions on West Berkshire's roads, since 2010 by severity.

Collision numbers on the roads of West Berkshire have gradually reduced over the decade, as have the number of fatal or serious collisions. In 2019 there were 210 collision in West Berkshire, a reduction of 45% from a peak of 385 in 2011, but a slight increase from 207 in 2018. Nine of these collisions involved a fatality, and a further 32 involved a casualty that was seriously injured.



Figure 40 - West Berkshire collisions, by year and severity (2010-2019)



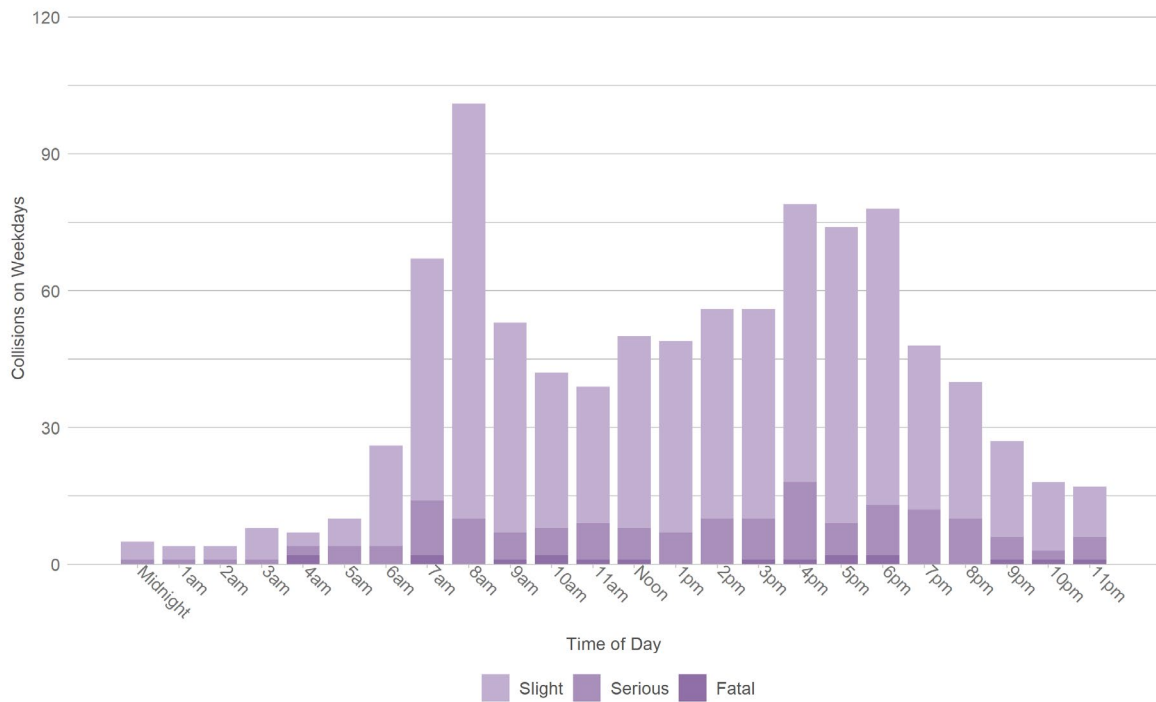
3.1.1.4 Collisions by hour of the day

Collisions by hour of the day on weekdays

Figure 41 shows collisions on weekdays by the hour of the day in which they occurred. There are distinct peaks in collision numbers at the usual commuting times of between 8am and 9am, and between 4pm and 7pm.



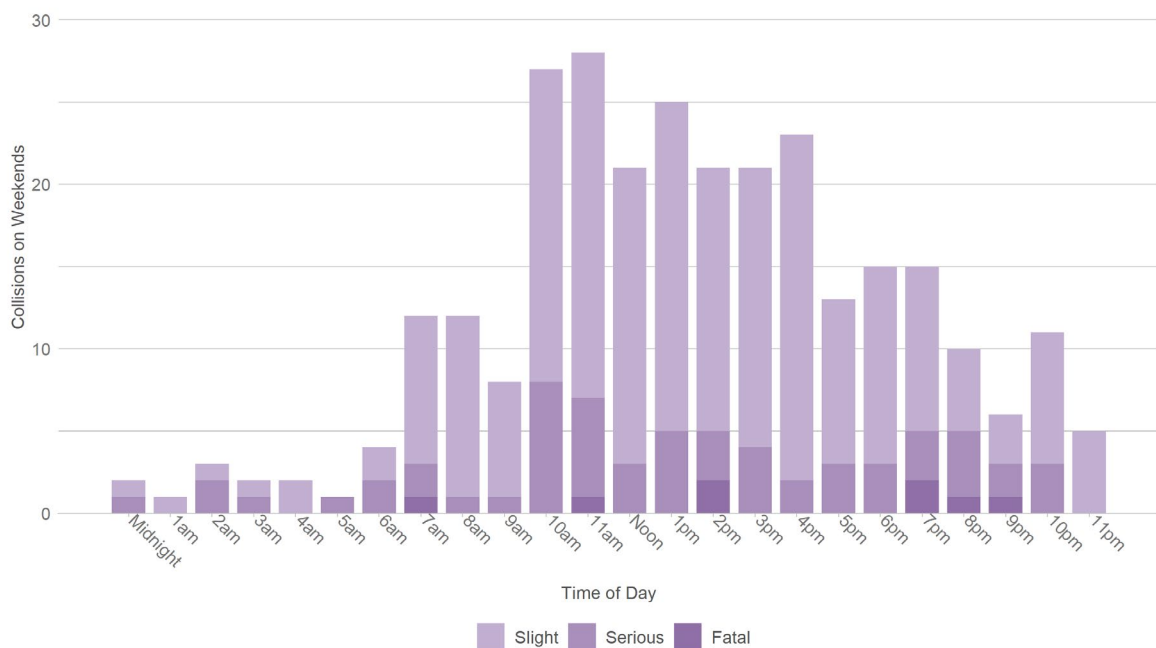
Figure 41 - West Berkshire collisions, by hour of the day during weekdays (2015-2019)



Collisions by hour of the day on weekends

Figure 42 shows collisions on a weekend by the hour of the day in which they occurred. Compared to weekdays, collision numbers are more evenly spread throughout the day, with the majority occurring between 10am and 5pm.

Figure 42 - West Berkshire collisions, by hour of the day during weekends (2015-2019)





Collision involved drivers who reside in other areas

Just under half (48%) of drivers involved in collisions on the roads of West Berkshire for whom home postcode was recorded were residents of West Berkshire. This is in line with the national average percentage of collision-involved drivers who are involved in collisions in their home authority of 49%. Of the remaining 52%, the majority were involved in collisions in Hampshire (10%), Reading (8%), Oxfordshire (6%), Wiltshire (3%), Swindon (2%), or Wokingham (2%).

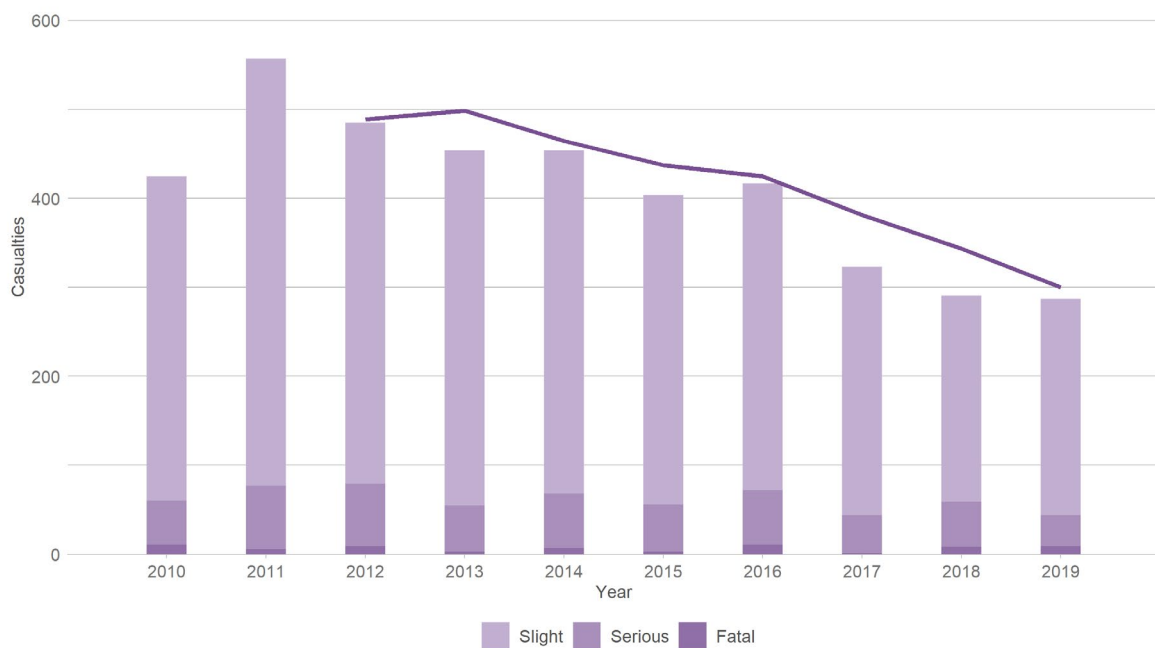
3.1.2 Casualty trends on all roads

3.1.2.1 All casualties

Figure 43 shows annual casualty numbers on collisions on West Berkshire's roads.

As seen with collision numbers, casualty numbers on West Berkshire's roads have gradually reduced since 2011. There were 287 casualties injured in West Berkshire in 2019, down by 48% from 2011. Of these, nine were killed and a further 35 were seriously injured.

Figure 43 - Casualties on West Berkshire's roads by year (2010-2019)



3.1.2.2 Child casualties

Figure 44 shows annual child casualty numbers on collisions on West Berkshire's roads.

Numbers have fluctuated but remained low over the past decade. In 2019 there were 37 child casualties on the roads of West Berkshire, eight of which was seriously injured. This is down slightly from 40 in 2010, but up from 32 in 2018. There were no child fatalities on West Berkshire's roads in 2019.



Figure 44 - Child casualties on West Berkshire's roads by year (2010-2019)



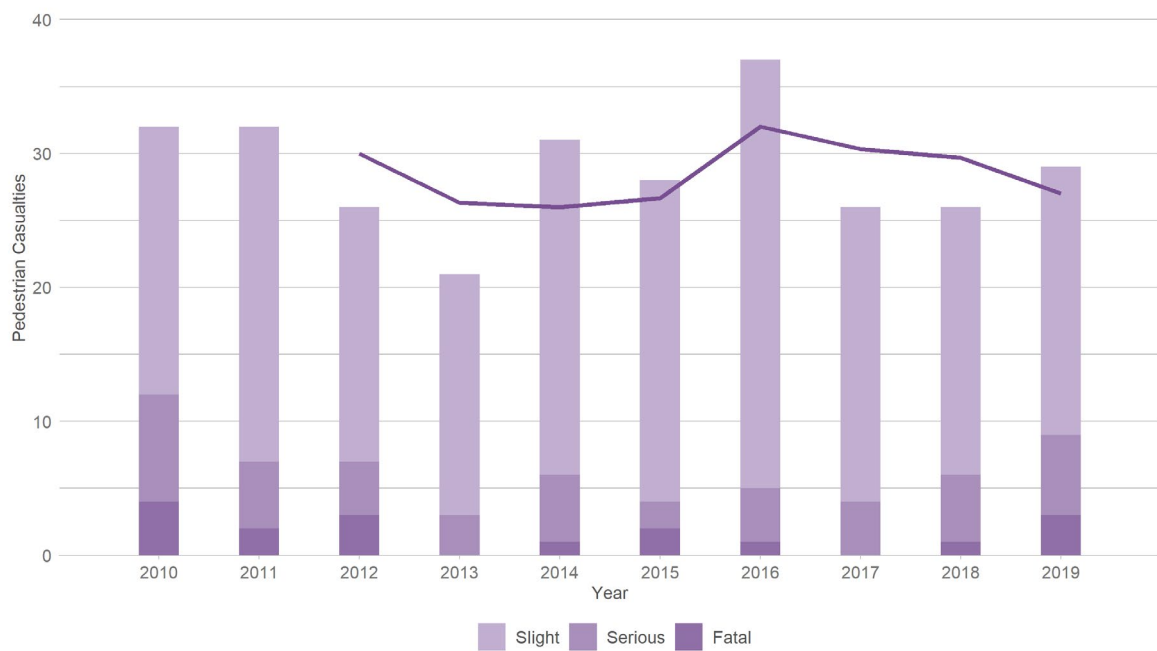
3.1.2.3 Pedestrian casualties

Figure 45 shows annual pedestrian casualty numbers on collisions on West Berkshire's roads.

The number of pedestrian casualties injured in West Berkshire has remained low over the decade, and as a result have been vulnerable to random fluctuations. There was a distinct downward trend up until 2013, but have levelled off since. In 2019 there were 29 pedestrian casualties on West Berkshire's roads, of which six were seriously injured and another three killed.



Figure 45 - Pedestrian casualties on West Berkshire's roads by year (2010-2019)



3.1.2.4 Pedal cyclist casualties

Figure 46 shows annual pedal cyclist casualty numbers on collisions on West Berkshire's roads.

The number of pedal cyclists injured in West Berkshire each year has fluctuated since 2010. In 2017 there were 21 pedal cyclist casualties, but this rose back up to 32 in 2018, and again to 33 in 2019. There have been no pedal cyclist fatalities in West Berkshire since 2014.



Figure 46 - Pedal cyclist casualties on West Berkshire's roads by year (2010-2019)



3.1.2.5 Involved young drivers

Figure 47 shows annual involved young driver numbers on West Berkshire's roads.

The number of young drivers involved in collisions in West Berkshire each year has shown a steady decline since 2010. In 2019 there were 37 collision-involved young drivers, down by 61% from 95 in 2010. There were two young drivers involved in fatal collisions in West Berkshire in 2019.



Figure 47 – Involved young driver on West Berkshire’s roads by year (2010-2019)



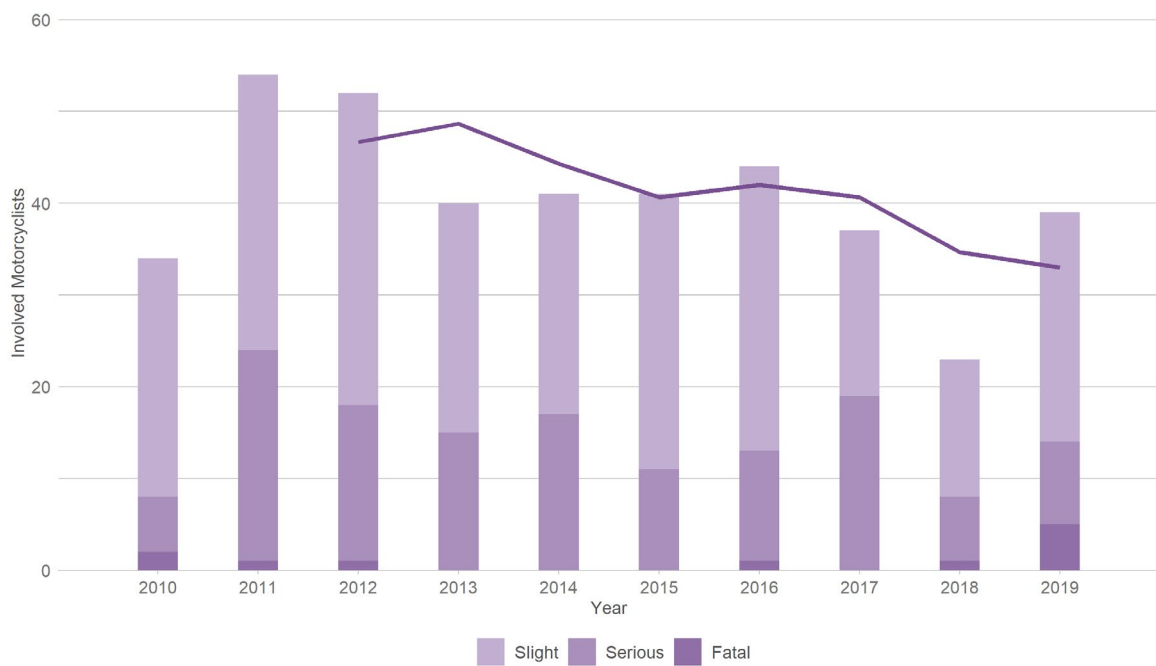
3.1.2.6 Involved motorcyclists

Figure 48 shows annual collision-involved motorcyclist numbers on West Berkshire’s roads.

The number of motorcyclists involved in collisions in West Berkshire each year has fluctuated since 2010. In 2019 there were 39 collision-involved motorcyclists, up by 15% from 34 in 2009. Of these, five were involved in fatal collisions, and a further nine were involved in collisions with at least one seriously injured casualty.



Figure 48 – Involved motorcyclists on West Berkshire’s roads by year (2010-2019)



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

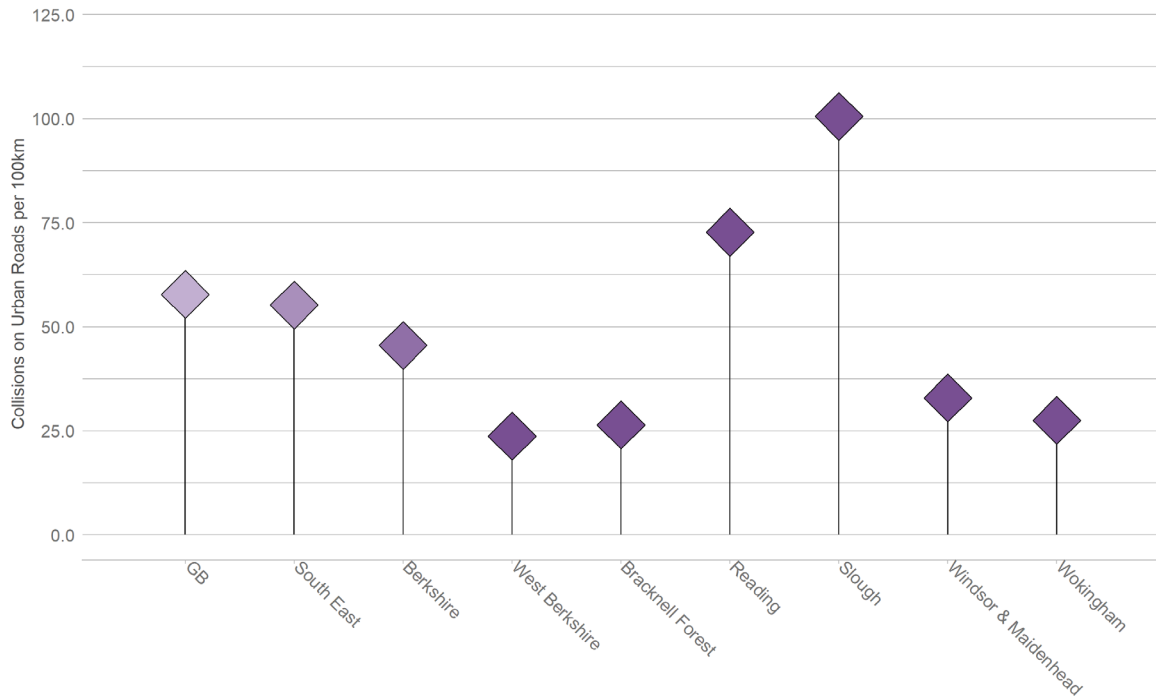
3.2.1.1 Collisions on urban road per 100km of urban road

Figure 49 below shows the rate of average annual collisions on urban roads between 2015 and 2019 per 100km of urban road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

West Berkshire’s urban roads had a collision rate of 23.7 collisions per year, per 100km of urban road length.



Figure 49 - Annual average collisions on urban roads per 100km of urban road (2015-2019)



3.2.1.2 Comparisons

West Berkshire's urban roads collision rate was 59% lower than the national rate. It was 57% lower than the regional rate, and 48% lower than the overall rate for Berkshire. Within Berkshire, West Berkshire had the lowest urban roads collision rate, slightly lower than the rates for Bracknell Forest and Wokingham.

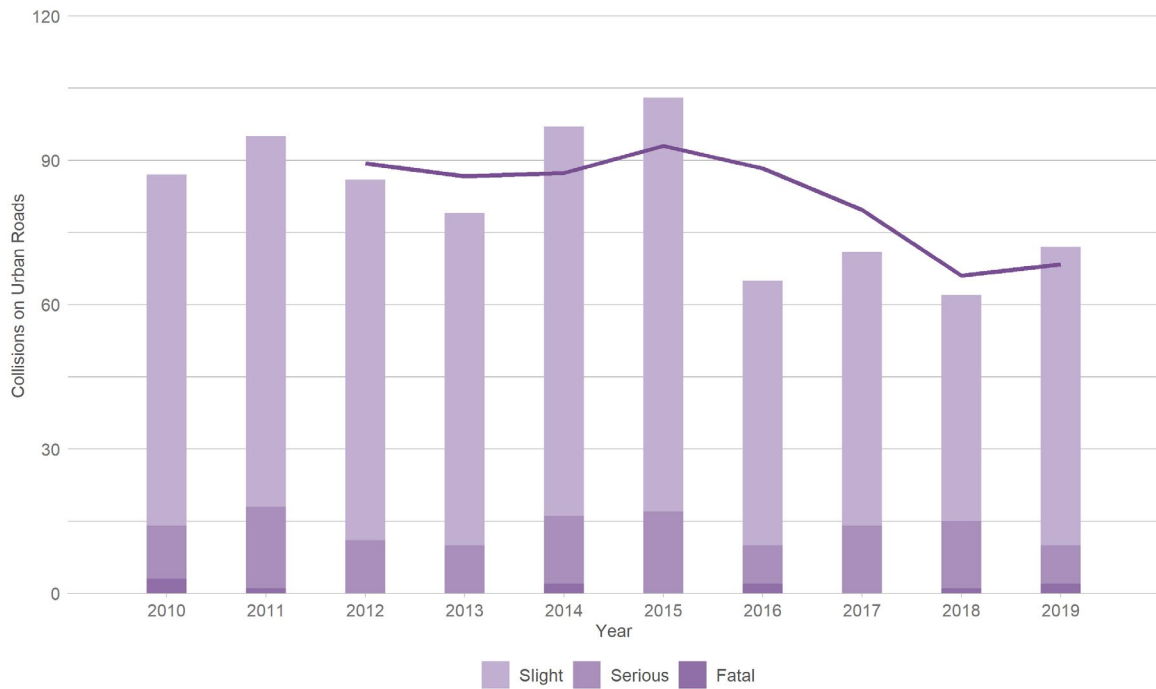
3.2.1.3 Trends

Figure 50 shows annual collisions on West Berkshire's urban roads, since 2010 by severity.

Collision numbers on urban roads in West Berkshire in the past four years were noticeably lower than earlier in the decade. In 2019 there were 72 collisions on urban roads in West Berkshire, down from 87 in 2010. Of these, two were fatal collisions and a further eight involved a seriously injured casualty.



Figure 50 - West Berkshire collisions on urban roads, by year and severity (2010-2019)



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

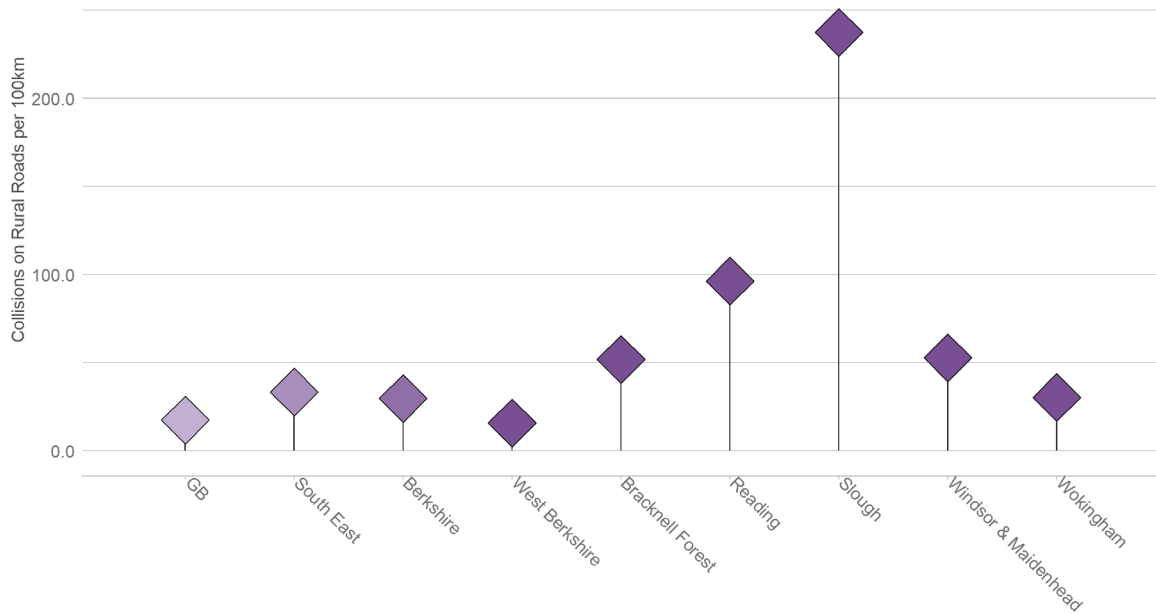
3.3.1.1 Collisions on rural road per 100km of rural road

Figure 51 below shows the rate of average annual collisions on rural roads between 2015 and 2019 per 100km of rural road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

West Berkshire had a rural roads collision rate of 15.8 collisions per year, per 100km of rural road length.



Figure 51 - Annual average collisions on rural roads per 100km of rural road (2015-2019)



3.3.1.2 Comparisons

The collision rate on rural roads in West Berkshire is 10% below the national rural roads collision rate. This is 53% lower than the rate for the South East and 47% lower than the rate for Berkshire as a whole. Within Berkshire, West Berkshire had the lowest rural roads collision rate.

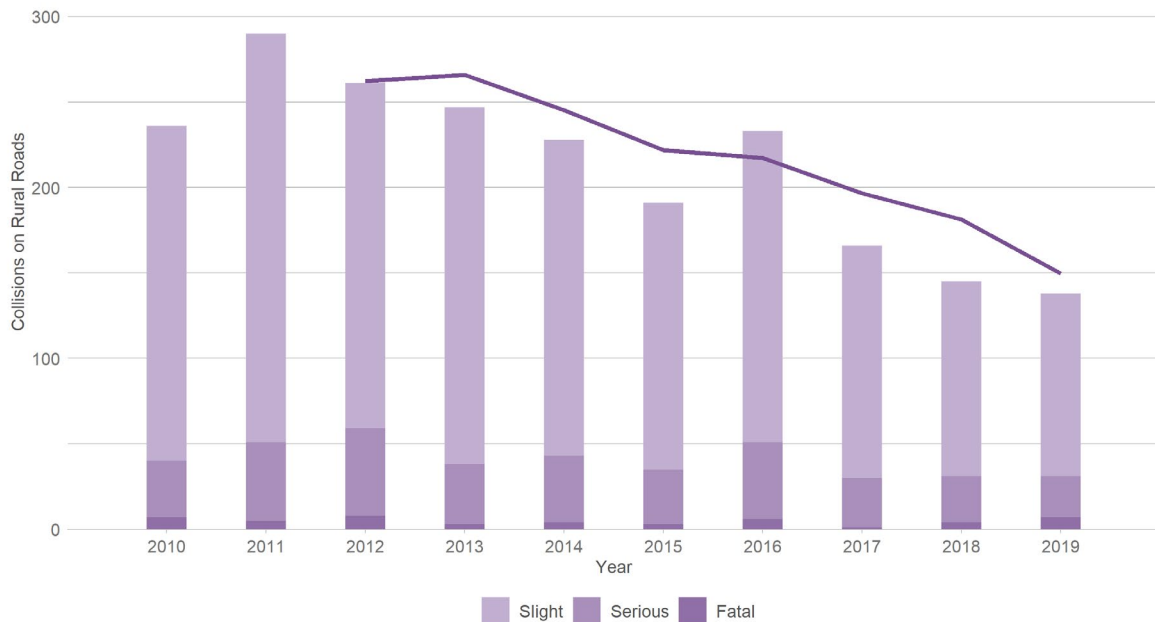
3.3.1.3 Trends

Figure 52 shows annual collisions on West Berkshire's rural roads, since 2010 by severity.

Despite a spike in 2016, collision numbers on rural roads in West Berkshire have fallen steadily since 2011. In 2019 there were 138 collision on rural roads, of which 24 involved a serious casualty and a further seven involved fatalities. This is a reduction of over a half from a peak of 290 in 2011.



Figure 52 - West Berkshire collisions on rural roads, by year and severity (2010-2019)



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 4.1.4 on page 70. For a complete list of all CFs and CF groupings used by Agilysis, see section 0 on page 80.

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.



3.4.1.1 Trends

Figure 53 - Collisions in West Berkshire where CF306 and/or CF307 were recorded (2010-2019)

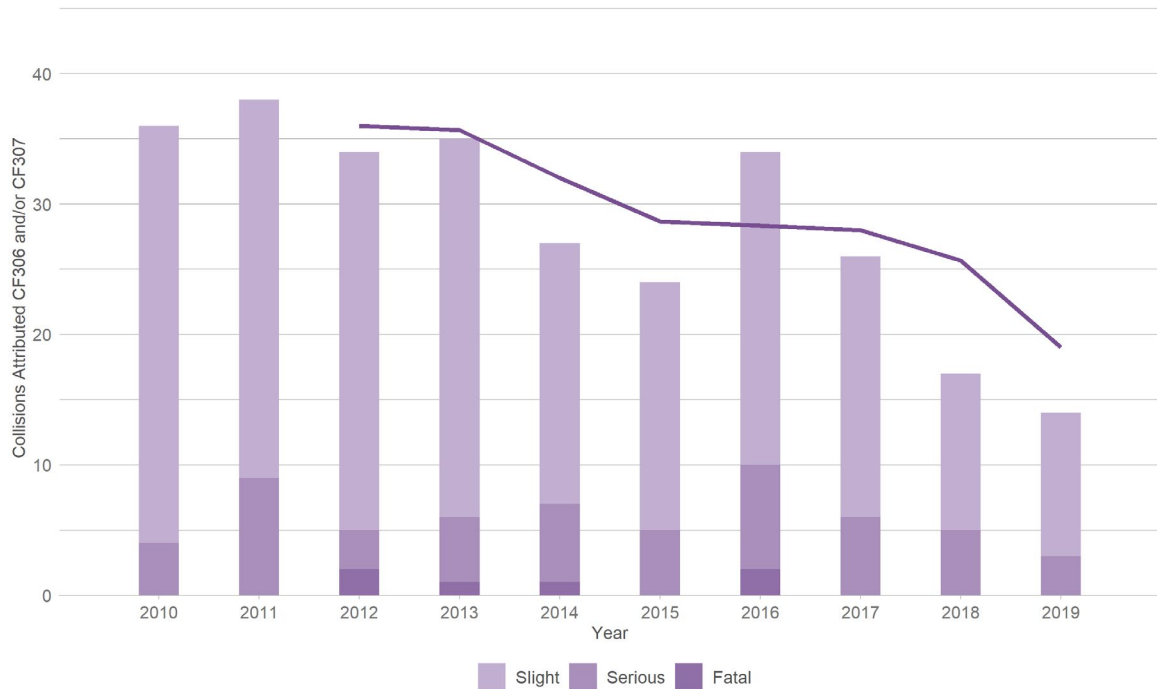
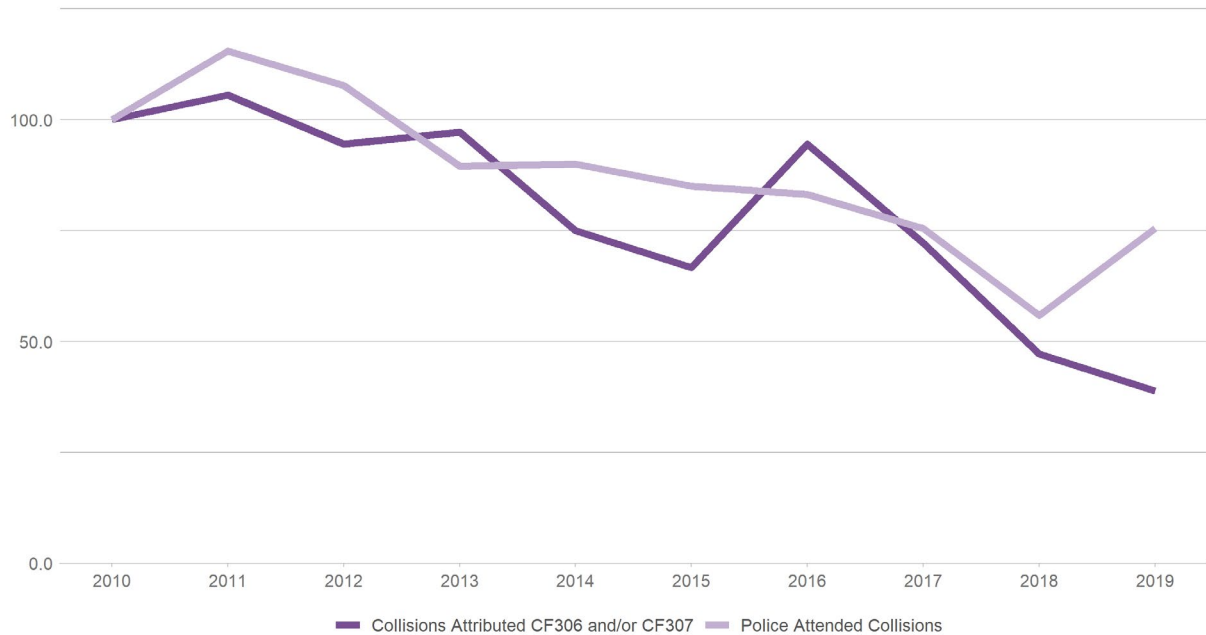


Figure 53 shows annual collisions on West Berkshire’s roads where at least one of the speed choice CFs were recorded, with a three-year moving average trend line for speed choice collisions. Figure 54 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2010 baseline for comparison.

The number of speed choice attributed collisions has remained low over the decade and have shown a downward trend since 2013 despite a spike in numbers in 2016. Using 2010 as a baseline, it is clear that that these reductions are at a similar rate to the reductions in the number of all police officer attended collisions.



Figure 54 - Collision trends in West Berkshire where CF306 and/or CF307 were recorded compared to officer attended collision trends (2010-2019)



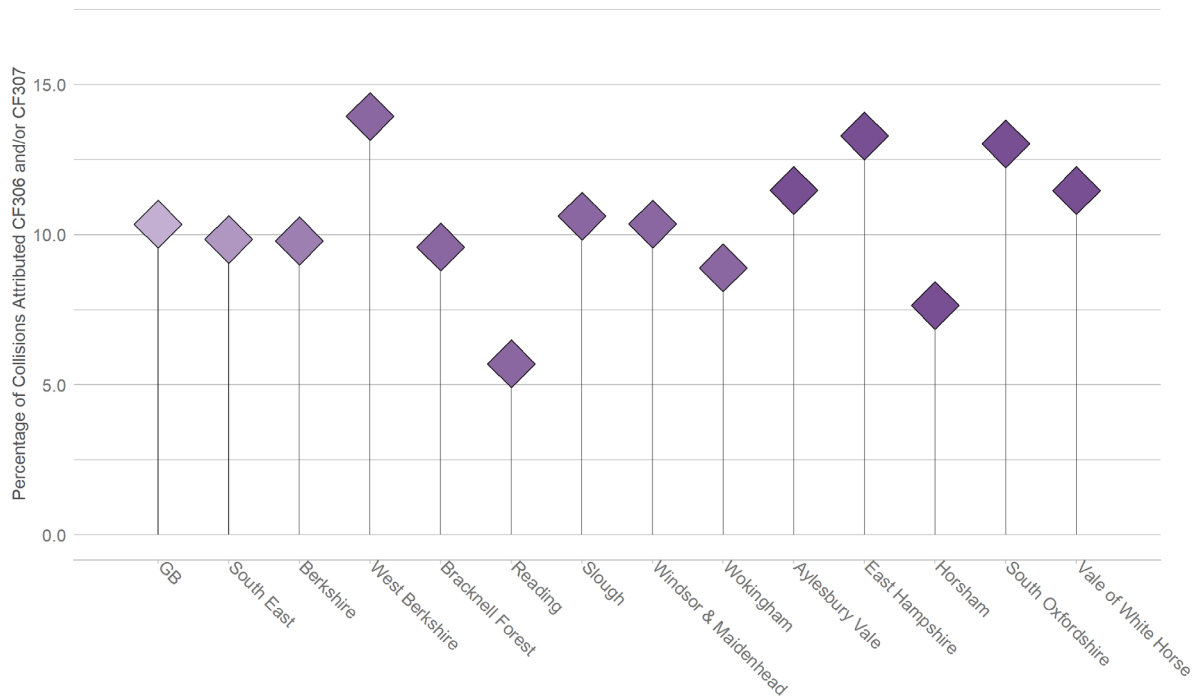
3.4.1.2 Comparisons

Figure 55 shows collisions on West Berkshire's roads where at least one of the speed choice CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Of all collisions in West Berkshire between 2015 and 2019 with police officer attendance, 14% of collisions were attributed a speed choice CF. This is higher than the percentages seen both nationally and in the South East region. West Berkshire had the highest percentage of speed choice attributed collisions of all the authorities in Berkshire. This percentage was also higher than those of all the most similar comparator authorities.



Figure 55 - Percentage of collisions in West Berkshire and comparators where CF306 and/or CF307 were recorded (2015-2019)



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.



3.4.2.1 Trends

Figure 56 - Collisions in West Berkshire where CF501 and/or CF502 were recorded (2010-2019)

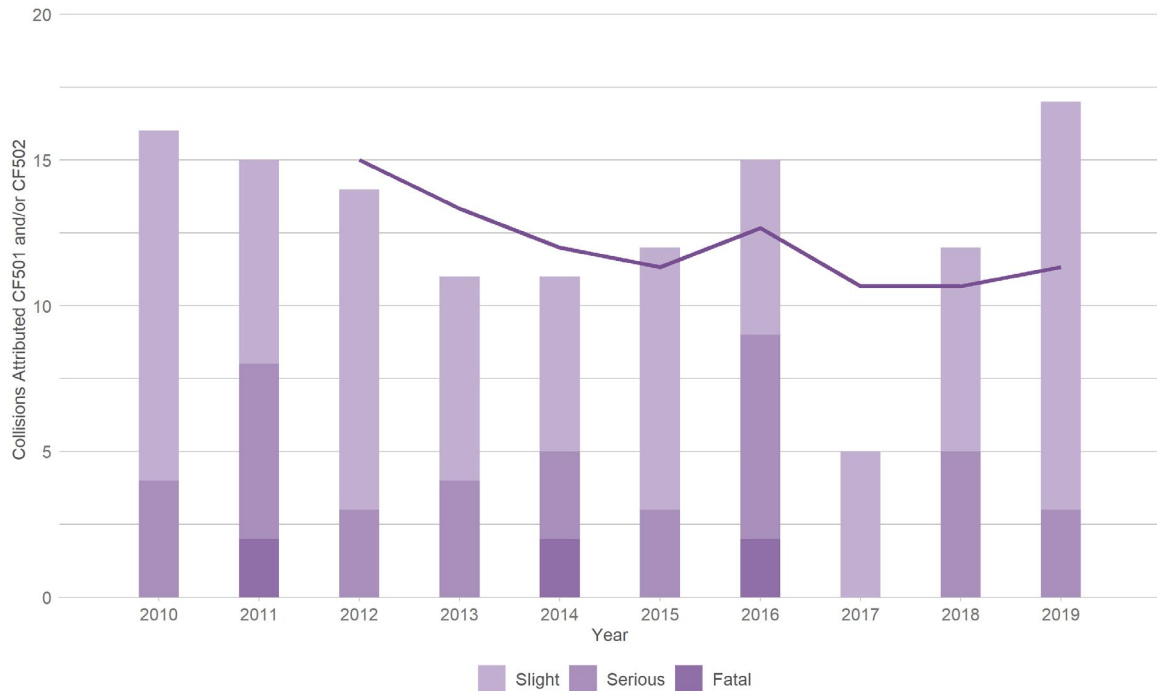
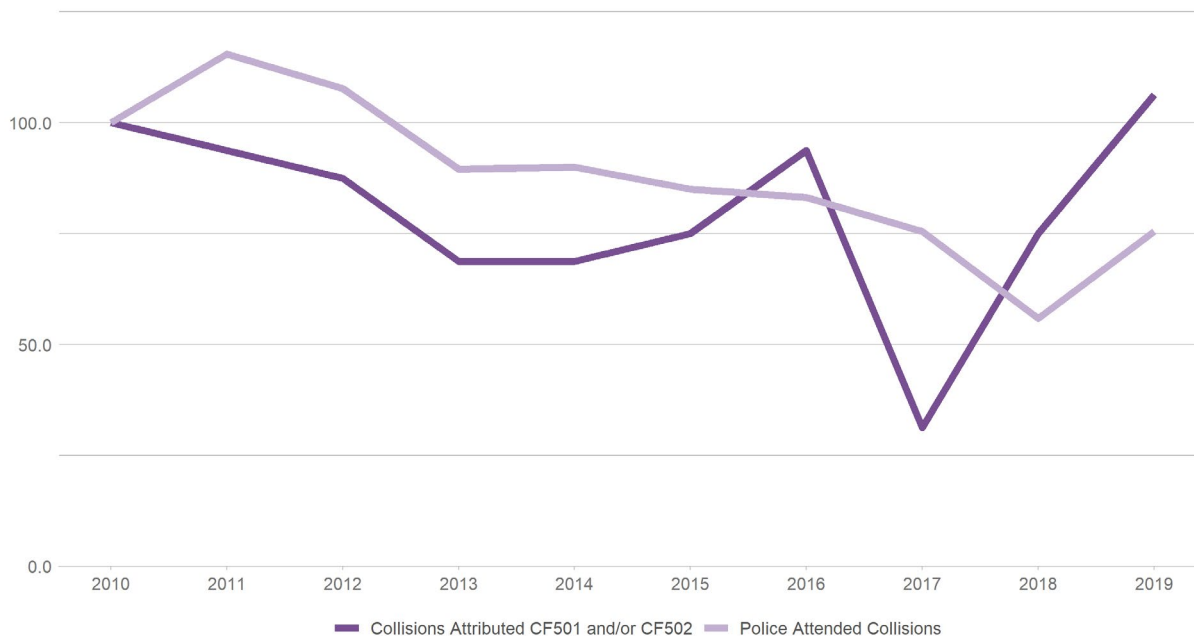


Figure 56 shows annual collisions on West Berkshire’s roads where at least one of the impairment CFs were recorded, with a three-year moving average trend line for impairment collisions. Figure 57 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2010 baseline for comparison.

The number of impairment CF attributed collisions has remained low over the decade. There was a distinct downward trend in impairment related collisions up to 2014, but there have been noticeable spikes in recent years, with 2019 having the highest number of the decade. As numbers are low, this could be a result of random fluctuation. In 2019 there were 17 impairment related collisions, up from 16 in 2010. Using 2019 as a baseline, these fluctuations have resulted in a trend that is broadly in line with the trend for all officer attended collisions.



Figure 57 - Collision trends in West Berkshire where CF501 and/or CF502 were recorded compared to officer attended collision trends (2010-2019)



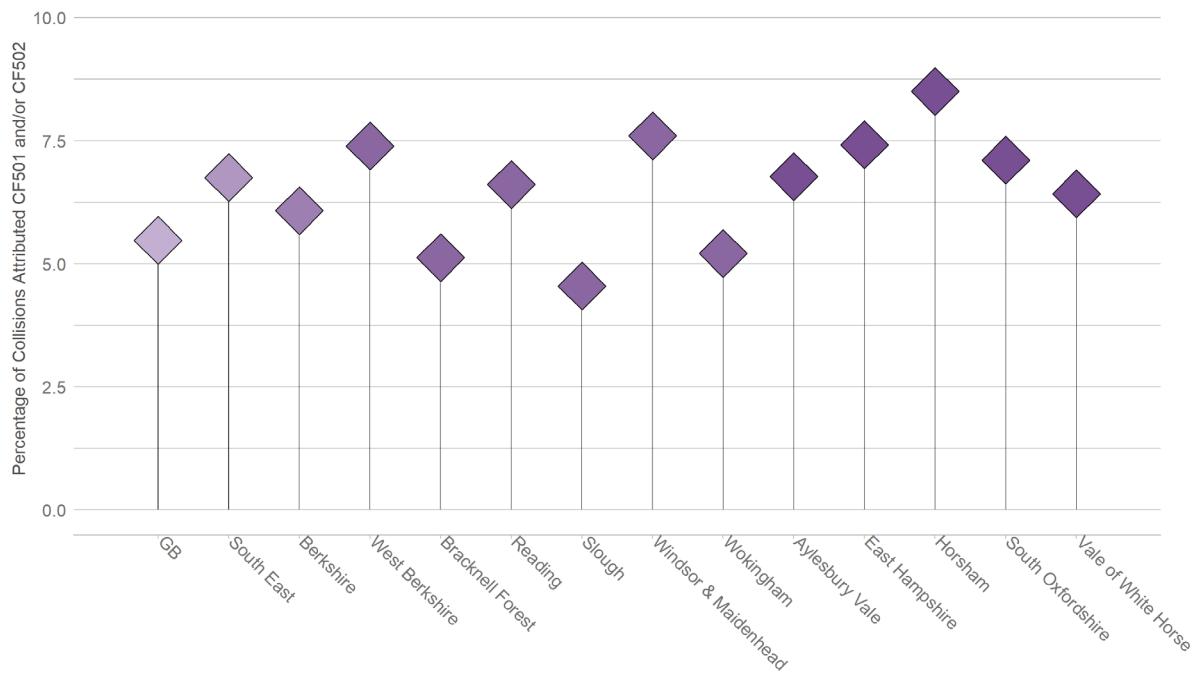
3.4.2.2 Comparisons

Figure 58 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.

In West Berkshire, 7.4% of collisions with officer attendance were attributed an impairment CF. This is higher than the national percentage, the percentage seen across Berkshire as a whole, and the percentage across the South East region. Within Berkshire, West Berkshire’s percentage is higher than the percentages of Bracknell Forest, Reading, Slough, and Wokingham, but lower than the percentage for Windsor & Maidenhead. It is in line with the percentage recorded in the most similar comparator authority of East Hampshire, slightly higher than the percentages of Aylesbury Vale, South Oxfordshire, and Vale of White horse, but lower than the percentage for Horsham.

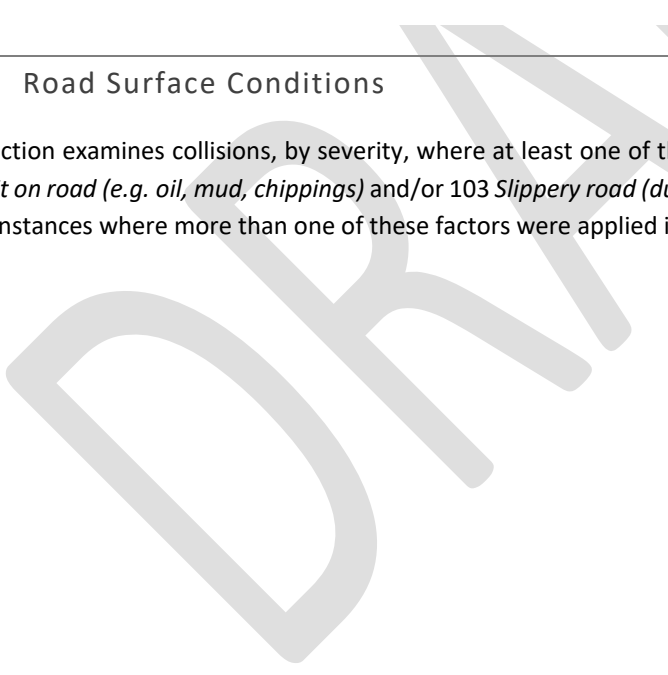


Figure 58 - Percentage of collisions in West Berkshire and comparators where CF501 and/or CF502 were recorded (2015-2019)



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.





3.4.3.1 Trends

Figure 59 - Collisions in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded (2010-2019)

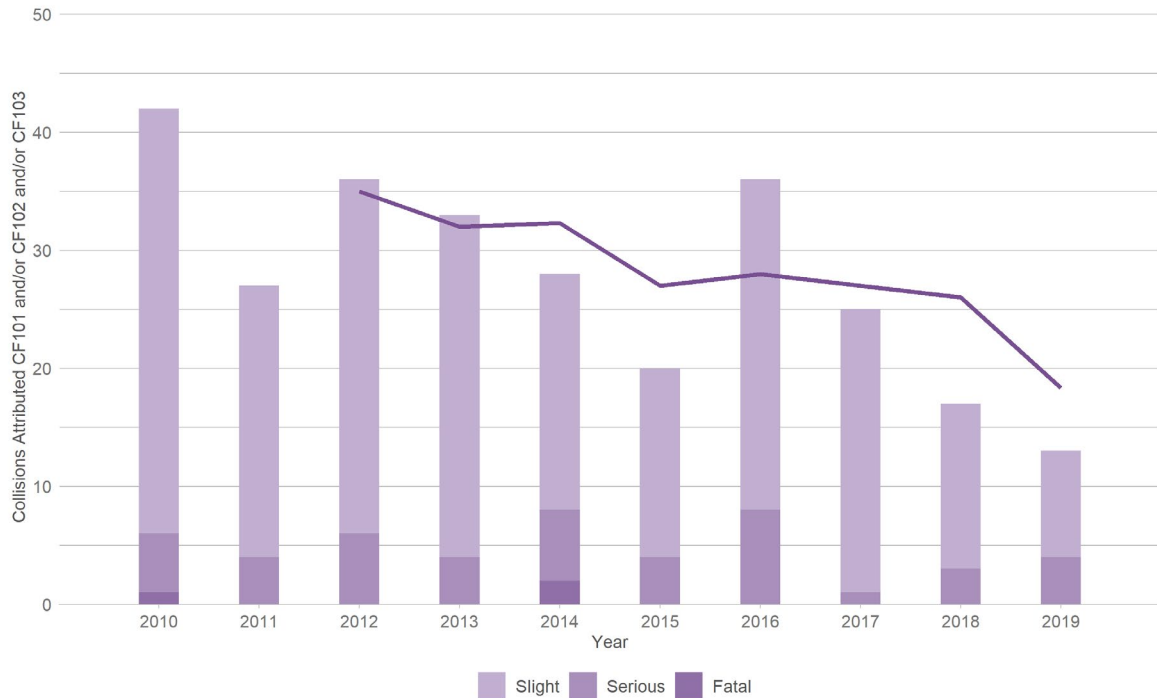
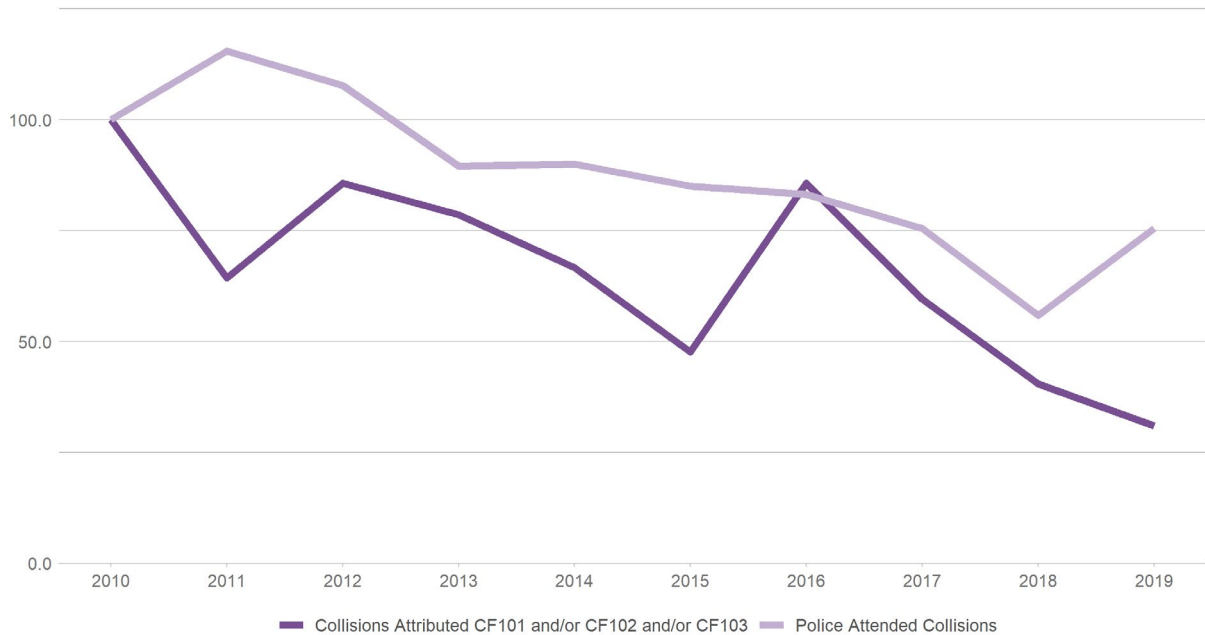


Figure 59 shows annual collisions on West Berkshire’s roads where at least one of the road surface CFs were recorded, with a three-year moving average trend line for road surface collisions. Figure 60 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2010 baseline for comparison.

Numbers of road surface related collisions have shown a broadly downward trend over the decade, despite some fluctuation. There were 13 collisions in 2019 that were attributed a road surface CF, down from 42 in 2010. Of these, four resulted in a serious injury. Using 2010 as a baseline, Figure 60 shows that this reduction is at a slightly faster rate than the one seen for all officer attended collisions.



Figure 60 - Collision trends in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2010-2019)



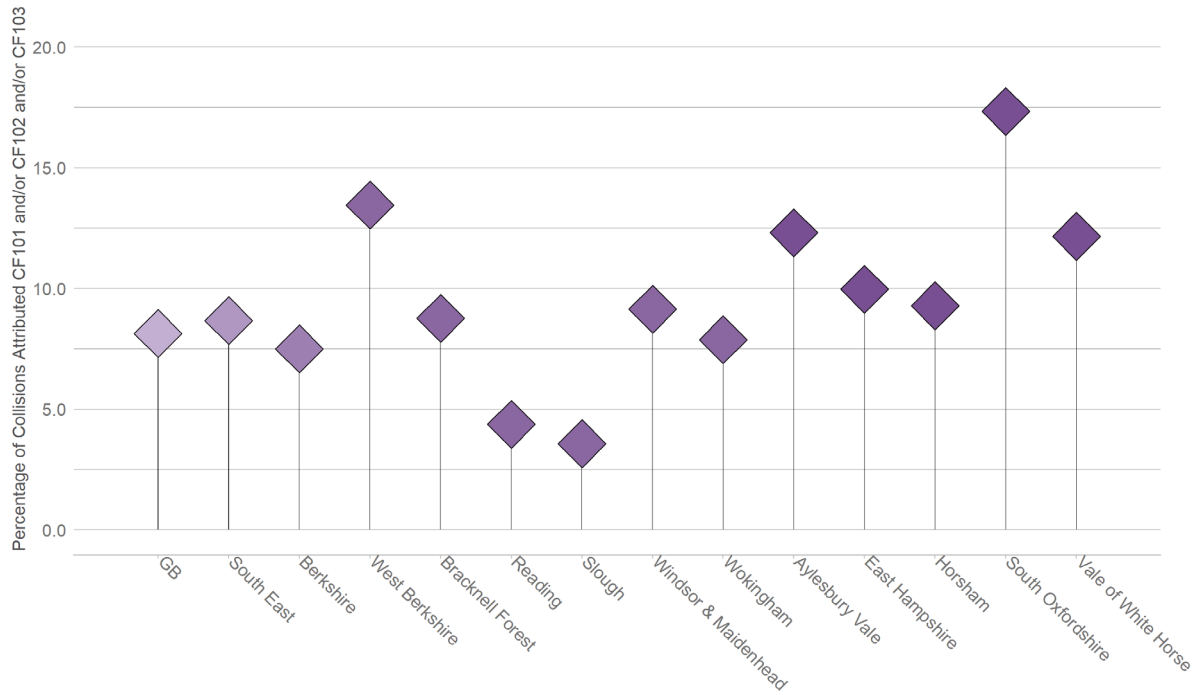
3.4.3.2 Comparisons

Figure 61 shows collisions on West Berkshire's roads where at least one of the road surface CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Between 2015 and 2019, 13.5% of West Berkshire's police officer attended collisions were attributed a road surface contributory factor. This is higher than the percentage for all other authorities within Berkshire, as well as the overall percentage seen nationally and in the South East. Of the most similar comparator authorities, this is lower than the percentage for South Oxfordshire but higher than the percentages of Aylesbury Vale, East Hampshire, Vale of White Horse, and Horsham.



Figure 61 - Percentage of collisions in West Berkshire and comparators where CF101 and/or CF102 and/or CF103 were recorded (2015-2019)



3.4.4 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.



3.4.4.1 Trends

Figure 62 - Collisions in West Berkshire where CF601 and/or CF602 were recorded (2010-2019)

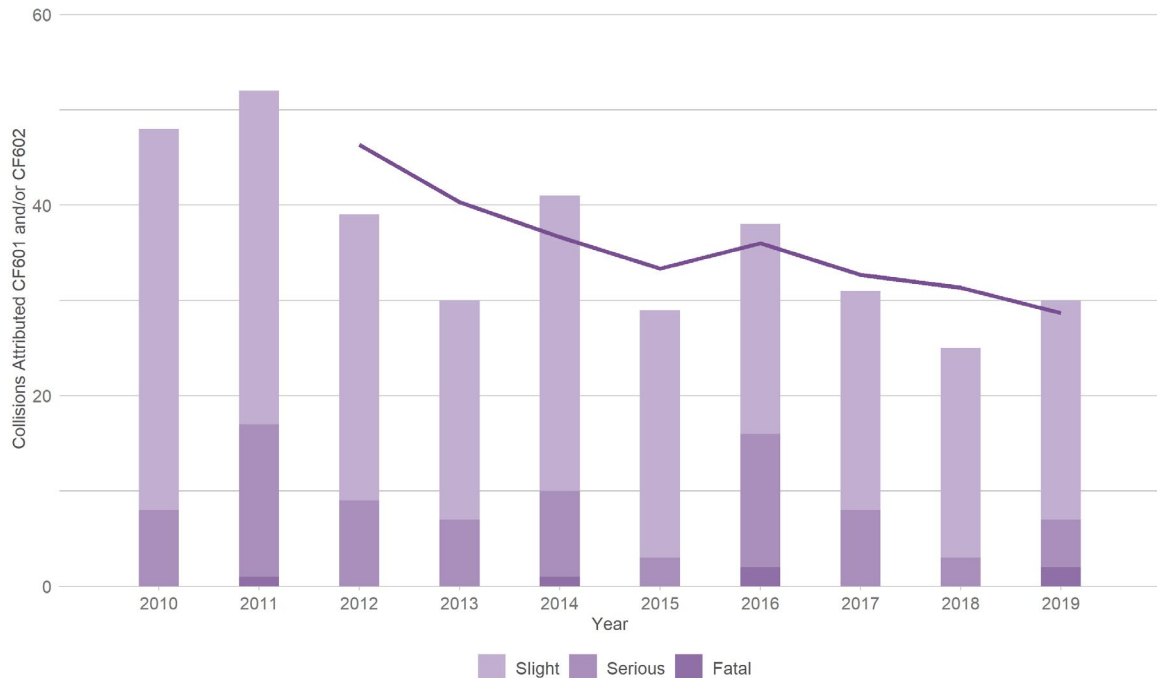
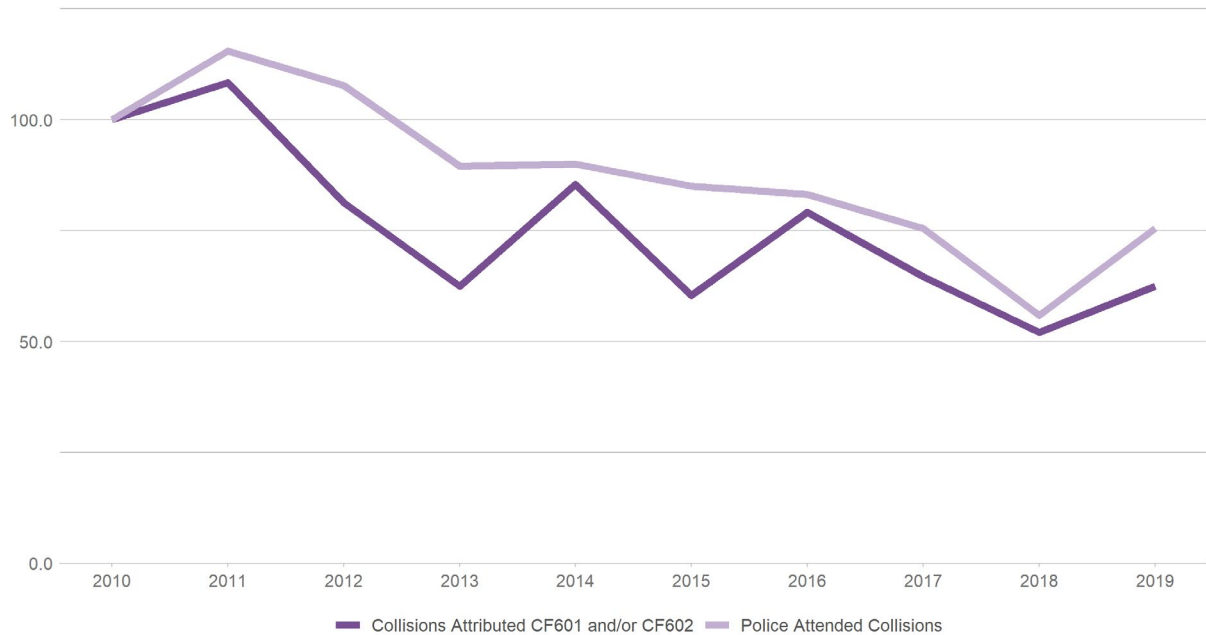


Figure 62 shows annual collisions on West Berkshire's roads where at least one of the unsafe behaviour CFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions. Figure 63 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2010 baseline for comparison.

There has been a distinct downward trend in unsafe behaviour related collisions, down from 48 in 2010 to 30 in 2019. Of these 30 collisions, five involved seriously injured casualties and a further two involved fatalities. Using 2010 as a baseline, Figure 63 shows that this downward trend is in line with the annual reductions in the number of all officer attended collisions in West Berkshire.



Figure 63 - Collision trends in West Berkshire where CF601 and/or CF602 were recorded compared to officer attended collision trends (2010-2019)



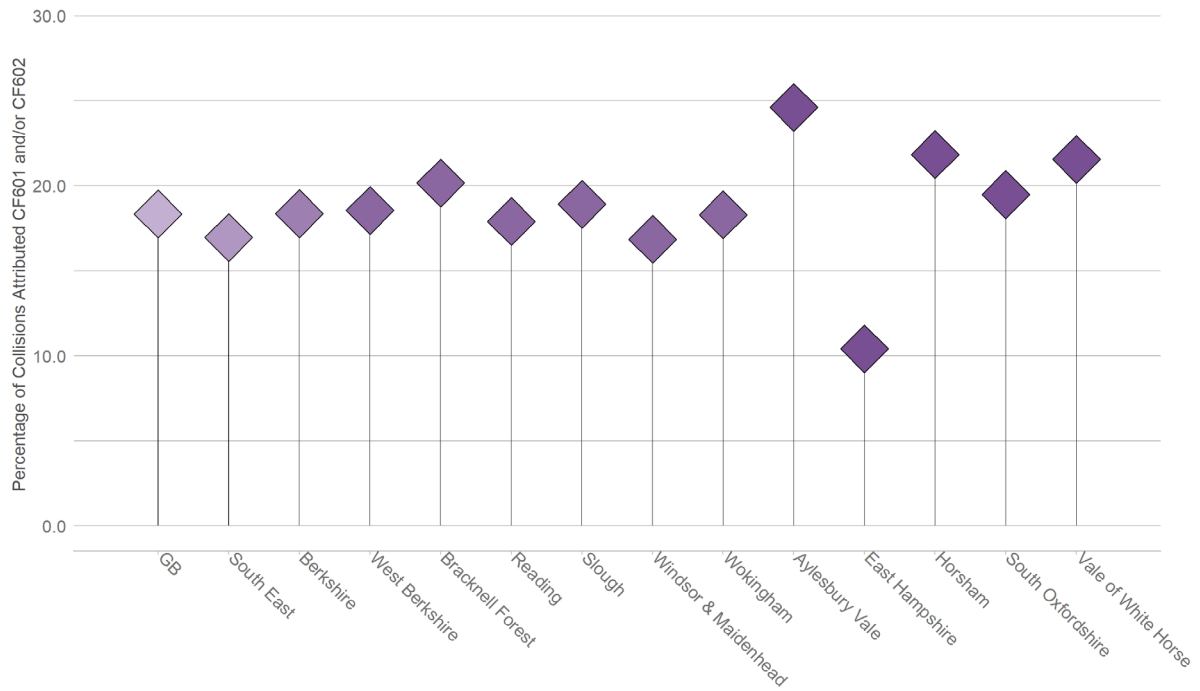
3.4.4.2 Comparisons

Figure 64 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.

In West Berkshire, 18.5% of collisions between 2015 and 2019 that were attended by a police officer were attributed an unsafe behaviour contributory factor, slightly above the percentage recorded in Berkshire as a whole. This is higher than the national percentage and the regional percentage in the South East. Within Berkshire, West Berkshire's percentage is in line with those of Wokingham and Slough, slightly higher than the proportions recorded in Reading and Windsor & Maidenhead, but lower than that of Bracknell Forest. West Berkshire's percentage of unsafe behaviour related collisions is higher than that of East Hampshire but lower than the other most similar comparator authorities.



Figure 64 - Percentage of collisions in West Berkshire and comparators where CF601 and/or CF602 were recorded (2015-2019)



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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 Public Sector segmentation, deprivation and/or rurality. More information on Mosaic is provided later in this section.

4.1.1.1 Mosaic Public Sector

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 Public Sector 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 See Appendix B below, or go to <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 on page 71 whilst profiles and distribution for the Mosaic Types identified in this Area Profile as providing insight on West Berkshire's residents are detailed page 68.

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 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 0 on page 80.



4.2 Mosaic Public Sector

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 4.1.1.1 on page 68.

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.

Group	Description	Type	Description
A	Country Living	A01	Rural Vogue
		A02	Scattered Homesteads
		A03	Wealthy Landowners
		A04	Village Retirement
B	Prestige Positions	B05	Empty-Nest Adventure
		B06	Bank of Mum and Dad
		B07	Alpha Families
		B08	Premium Fortunes
		B09	Diamond Days
C	City Prosperity	C10	World-Class Wealth
		C11	Penthouse Chic
		C12	Metro High-Flyers
		C13	Uptown Elite
D	Domestic Success	D14	Cafes and Catchments
		D15	Modern Parents
		D16	Mid-Career Convention
		D17	Thriving Independence
E	Suburban Stability	E18	Dependable Me
		E19	Fledgling Free
		E20	Boomerang Boarders
		E21	Family Ties
F	Senior Security	F22	Legacy Elders
		F23	Solo Retirees
		F24	Bungalow Heaven
		F25	Classic Grandparents
G	Rural Reality	G26	Far-Flung Outposts
		G27	Outlying Seniors
		G28	Local Focus
		G29	Satellite Settlers
H	Aspiring Homemakers	H30	Affordable Fringe
		H31	First-Rung Futures
		H32	Flying Solo
		H33	New Foundations
		H34	Contemporary Starts
		H35	Primary Ambitions
I	Urban Cohesion	I36	Cultural Comfort
		I37	Community Elders
		I38	Asian Heritage
		I39	Ageing Access
J	Rental Hubs	J40	Career Builders
		J41	Central Pulse
		J42	Learners & Earners
		J43	Student Scene
		J44	Flexible Workforce
		J45	Bus-Route Renters



K	Modest Traditions	K46	Self Supporters
		K47	Offspring Overspill
		K48	Down-to-Earth Owners
L	Transient Renters	L49	Disconnected Youth
		L50	Renting a Room
		L51	Make Do & Move On
		L52	Midlife Stopgap
M	Family Basics	M53	Budget Generations
		M54	Childcare Squeeze
		M55	Families with Needs
		M56	Solid Economy
N	Vintage Value	N57	Seasoned Survivors
		N58	Aided Elderly
		N59	Pocket Pensions
		N60	Dependent Greys
		N61	Estate Veterans
O	Municipal Challenge	O62	Low Income Workers
		O63	Streetwise Singles
		O64	High Rise Residents
		O65	Crowded Kaleidoscope
		O66	Inner City Stalwarts

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.

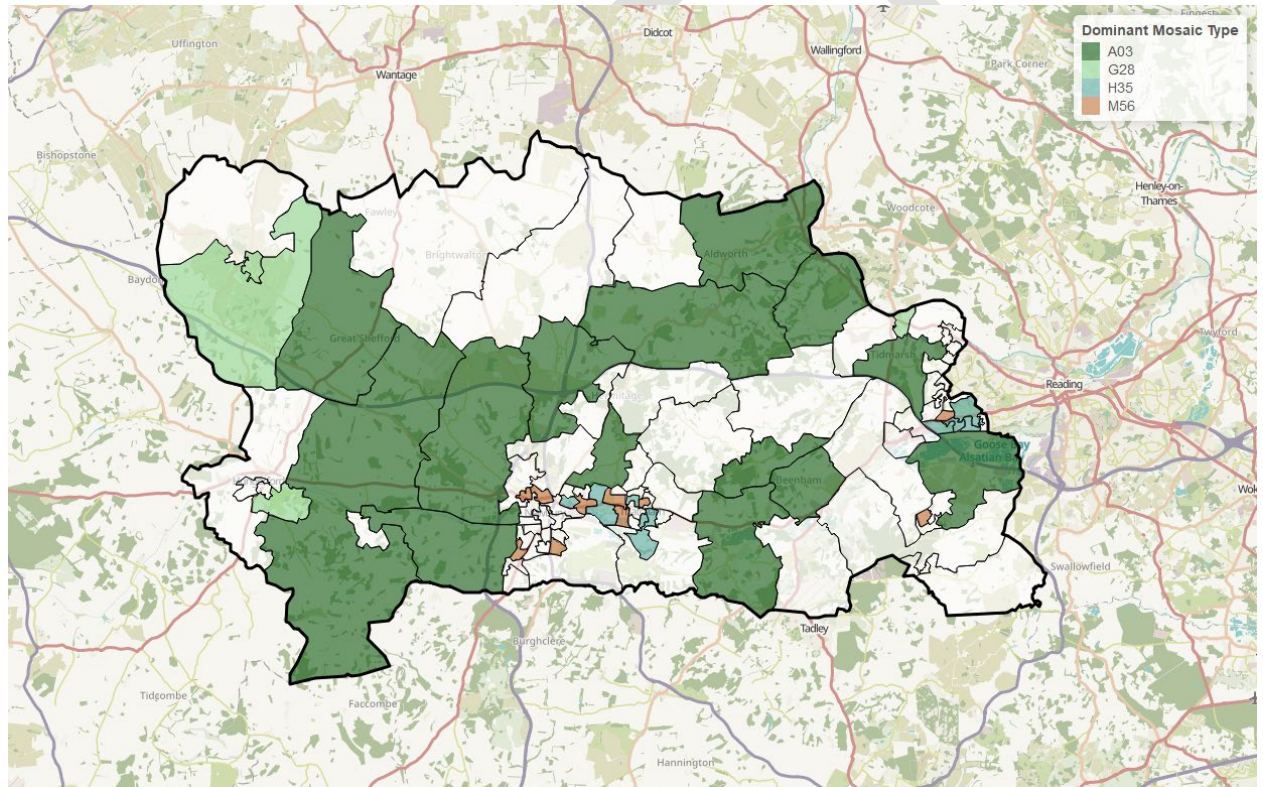
A03 Wealthy Landowners	M56 Solid Economy	H35 Primary Ambitions	G28 Local Focus
These prosperous owners of country houses include the rural upper class, successful farmers and second-home owners. They tend to be mature married couples living in high value large detached homes. They tend to own several cars and annual mileage driven is high. These communities prefer not to be contacted but contact	These communities of stable families with children renting better quality homes from social landlords tend to work in lower wage service roles. They have relatively stable finances but small bills can be a struggle. Ownership of vans and motorcycles is high amongst these communities. Average annual mileage is lower amongst this Type.	These forward-thinking younger families have good household incomes and have a mortgage. Levels of car ownership are high and there are higher levels of bicycle ownership. Average annual mileage driven is high amongst these communities. They prefer to be contacted via mobile call, SMS or email.	These rural families in affordable village homes are reliant on the local economy for jobs. They often work in skilled trades and live a long distance from towns and cities. Van and motorcycle ownership levels are high amongst this Type. They prefer to be contacted via landline telephone.



by post is their preferred channel.

Figure 65 shows West Berkshire's LSOAs colour coded by dominant Mosaic Type.

Figure 65 - Bracknell Forest's dominant Mosaic Types by LSOA





4.3 Data Tables

All Casualties - West Berkshire Residents (2.1.1)

Year	Fatal	Serious	Slight	Total
2010	9	44	319	372
2011	4	62	332	398
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
Total	43	431	2771	3245

Child Casualties - West Berkshire Residents (2.1.2)

Year	Fatal	Serious	Slight	Total
2010	0	8	31	39
2011	0	5	40	45
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
Total	1	42	284	327

Pedestrian Casualties - West Berkshire Residents (0)

Year	Fatal	Serious	Slight	Total
2010	3	7	21	31
2011	1	5	23	29
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
2018	2	4	22	28
2019	2	4	19	25
Total	12	51	214	277



Pedal Cycle User Casualties - West Berkshire Residents (2.1.4)

Year	Fatal	Serious	Slight	Total
2010	0	1	26	27
2011	0	10	26	36
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
Total	2	67	265	334

Motor Vehicle Drivers involved in injury collisions - West Berkshire Residents (2.2.1)

Year	Fatal	Serious	Slight	Total
2010	10	53	354	417
2011	3	66	365	434
2012	6	67	357	430
2013	6	49	346	401
2014	7	51	336	394
2015	3	48	305	356
2016	5	58	267	330
2017	1	39	243	283
2018	3	44	244	291
2019	4	29	189	222
Total	48	504	3006	3558

Motorcyclists involved in injury collisions - West Berkshire Residents (2.3)

Year	Fatal	Serious	Slight	Total
2010	2	10	33	45
2011	1	19	28	48
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
Total	10	115	254	379



Young Adult Drivers involved in injury collisions- West Berkshire Residents (2.2.2)

Year	Fatal	Serious	Slight	Total
2010	4	6	86	96
2011	1	23	66	90
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
Total	11	99	567	677

All Collisions - West Berkshire Roads (3.1)

Year	Fatal	Serious	Slight	Total
2010	10	44	269	323
2011	6	63	316	385
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
Total	59	485	2408	2952

Urban Collisions - West Berkshire Roads (3.2)

Year	Fatal	Serious	Slight	Total
2010	3	11	73	87
2011	1	17	77	95
2012	0	11	75	86
2013	0	10	69	79
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
Total	11	124	682	817



Rural Collisions - West Berkshire Roads (3.3)

Year	Fatal	Serious	Slight	Total
2010	7	33	196	236
2011	5	46	239	290
2012	8	51	202	261
2013	3	35	209	247
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
Total	48	361	1726	2135

Collisions by hour of the day (Weekdays) - West Berkshire Roads (3.1.1.4)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	1	4	5
1am	0	1	3	4
2am	0	1	3	4
3am	0	1	7	8
4am	2	2	3	7
5am	0	4	6	10
6am	0	4	22	26
7am	2	12	53	67
8am	0	10	91	101
9am	1	6	46	53
10am	2	6	34	42
11am	1	8	30	39
Noon	1	7	42	50
1pm	0	7	42	49
2pm	0	10	46	56
3pm	1	9	46	56
4pm	1	17	61	79
5pm	2	7	65	74
6pm	2	11	65	78
7pm	0	12	36	48
8pm	0	10	30	40
9pm	1	5	21	27
10pm	1	2	15	18
11pm	1	5	11	17
Total	18	158	782	958



Collisions by hour of the day (Weekends) - West Berkshire Roads (3.1.1.4)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	1	1	2
1am	0	0	1	1
2am	0	2	1	3
3am	0	1	1	2
4am	0	0	2	2
5am	0	1	0	1
6am	0	2	2	4
7am	1	2	9	12
8am	0	1	11	12
9am	0	1	7	8
10am	0	8	19	27
11am	1	6	21	28
Noon	0	3	18	21
1pm	0	5	20	25
2pm	2	3	16	21
3pm	0	4	17	21
4pm	0	2	21	23
5pm	0	3	10	13
6pm	0	3	12	15
7pm	2	3	10	15
8pm	1	4	5	10
9pm	1	2	3	6
10pm	0	3	8	11
11pm	0	0	5	5
Total	8	60	220	288

Collisions involving factors 306 and/or 307 (speed related) - West Berkshire Roads (3.4.1)

Year	Fatal	Serious	Slight	Total
2010	0	4	32	36
2011	0	9	29	38
2012	2	3	29	34
2013	1	5	29	35
2014	1	6	20	27
2015	0	5	19	24
2016	2	8	24	34
2017	0	6	20	26
2018	0	5	12	17
2019	0	3	11	14
Total	6	54	225	285



Collisions involving factors 501 and/or 502 (impairment related) - West Berkshire Roads (3.4.2)

Year	Fatal	Serious	Slight	Total
2010	0	4	12	16
2011	2	6	7	15
2012	0	3	11	14
2013	0	4	7	11
2014	2	3	6	11
2015	0	3	9	12
2016	2	7	6	15
2017	0	0	5	5
2018	0	5	7	12
2019	0	3	14	17
Total	6	38	84	128

Collisions involving factors 101 and/or 102 and/or 103 (road surface related) - West Berkshire Roads (3.4.3)

Year	Fatal	Serious	Slight	Total
2010	1	5	36	42
2011	0	4	23	27
2012	0	6	30	36
2013	0	4	29	33
2014	2	6	20	28
2015	0	4	16	20
2016	0	8	28	36
2017	0	1	24	25
2018	0	3	14	17
2019	0	4	9	13
Total	3	45	229	277

Collisions involving factors 601 and/or 602 (unsafe behaviour related) - West Berkshire Roads (3.4.4)

Year	Fatal	Serious	Slight	Total
2010	0	8	40	48
2011	1	16	35	52
2012	0	9	30	39
2013	0	7	23	30
2014	1	9	31	41
2015	0	3	26	29
2016	2	14	22	38
2017	0	8	23	31
2018	0	3	22	25
2019	2	5	23	30
Total	6	82	275	363



4.4 Contributory Factor Groupings

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



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