



WEST BERKSHIRE

# Area Profiles

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## Table of Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>4</b>
1.1	OVERVIEW .....	4
1.1.1	<i>Background</i> .....	4
1.1.2	<i>Aims and Objectives</i> .....	4
1.1.3	<i>Analytical Techniques</i> .....	4
1.2	PROFILE CONFIGURATION .....	5
1.2.1	<i>Structure</i> .....	5
1.2.2	<i>Scope</i> .....	5
1.3	UNDERREPORTING IN 2018 AND GAP ANALYSIS .....	6
1.3.1	<i>Summary</i> .....	6
1.3.2	<i>Resident Casualties</i> .....	6
1.3.3	<i>Resident Involved Drivers</i> .....	8
1.3.4	<i>Collisions</i> .....	10
<b>2</b>	<b>WEST BERKSHIRE RESIDENT RISK.....</b>	<b>12</b>
2.1	WEST BERKSHIRE RESIDENT CASUALTIES .....	12
2.1.1	<i>All Resident Casualties</i> .....	12
2.1.2	<i>Resident Child Casualties</i> .....	17
2.1.3	<i>All West Berkshire Resident Pedestrian Casualties</i> .....	20
2.1.4	<i>All West Berkshire Resident Pedal Cyclist Casualties</i> .....	23
2.2	WEST BERKSHIRE RESIDENT DRIVERS INVOLVED IN COLLISIONS .....	26
2.2.1	<i>All Resident Motor Vehicle Driver Involvement (excluding motorcycle riders)</i> .....	26
2.2.2	<i>Resident Young Driver Involvement (aged 17 to 24)</i> .....	31
2.2.3	<i>Related Casualties</i> .....	36
2.3	WEST BERKSHIRE RESIDENT MOTORCYCLE RIDERS INVOLVED IN COLLISIONS .....	37
2.3.1	<i>Resident Motorcyclist Involvement</i> .....	37
2.3.2	<i>Related Casualties</i> .....	40
<b>3</b>	<b>WEST BERKSHIRE ROAD NETWORK RISK.....</b>	<b>42</b>
3.1	COLLISIONS IN WEST BERKSHIRE .....	42
3.1.1	<i>Rates</i> .....	42
3.1.2	<i>Casualty trends on all roads</i> .....	46
3.2	COLLISIONS ON URBAN ROADS IN WEST BERKSHIRE .....	49
3.2.1	<i>Rates</i> .....	49
3.3	COLLISIONS ON RURAL ROADS IN WEST BERKSHIRE .....	51
3.3.1	<i>Rates</i> .....	51
3.4	CONTRIBUTORY FACTORS .....	53
3.4.1	<i>Speed Related</i> .....	53
3.4.2	<i>Impairment</i> .....	56
3.4.3	<i>Road Surface Conditions</i> .....	59
3.4.4	<i>Unsafe Behaviour</i> .....	62
<b>4</b>	<b>APPENDICES .....</b>	<b>66</b>
4.1	ANALYTICAL TECHNIQUES .....	66
4.1.1	<i>Resident road users</i> .....	66

4.1.2	<i>Collisions</i> .....	67
4.1.3	<i>Comparators</i> .....	68
4.1.4	<i>Contributory factors</i> .....	68
4.2	MOSAIC PUBLIC SECTOR .....	69
4.2.1	<i>Complete list of Mosaic Types</i> .....	69
4.2.2	<i>Profile and distribution for selected Mosaic Types</i> .....	71
4.3	DATA TABLES .....	73
4.4	CONTRIBUTORY FACTOR GROUPINGS.....	79
4.5	LIST OF FIGURES .....	80

## 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 data<sup>1</sup> 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 66. Please refer to this section for information on the terminology and data sources used as well to understand methodologies utilised and the structure and scope of the report.

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

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

Section 3, 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 66, 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 2014 and 2018 inclusive. For a more complete explanation, please refer to 4.1.1 on page 66 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 2014 and 2018 inclusive. For a more complete explanation, please refer to 4.1.2 on page 67 on methodology for calculating network collision risk.

## 1.3 Underreporting in 2018 and gap analysis

### 1.3.1 Summary

As with the 2017 data, a considerably number of STATS19 records for Berkshire were not correctly recorded in 2018 and so are missing from the 2018 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 under reporting across various statistics used in this report. Annual averages of data taken from 2014-2016 were compared to both the 2017 and 2018 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 Bracknell Forest and Windsor & Maidenhead were the most affected by underreporting in 2017, and that this continued into 2018. Slough appeared to be the least affected by issues with reporting in 2017, but has shown unusually high reductions in the 2018 data.

### 1.3.2 Resident Casualties

Figure 1 – Percentage changes for 2018 resident casualty numbers from a 2014-2016 baseline

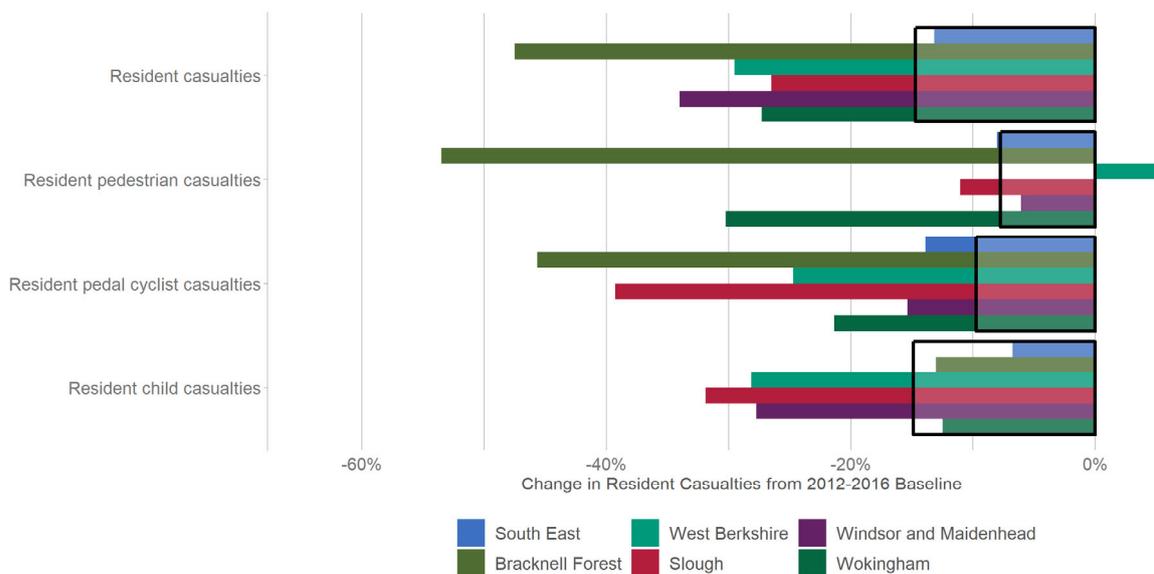


Figure 1 shows the percentage change between the reported resident casualty numbers from a 2014-2016 baseline to 2018 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. There is a high-level disparity in the percentage reductions of resident casualties for all five authorities, with the greatest disparity with Bracknell Forest residents, compared to the reductions both nationally and regionally. For resident pedestrian casualties, there is only a noticeable disparity for residents of Bracknell Forest and Wokingham. For resident pedal cyclist casualties, the greatest disparity is for Bracknell Forest residents, followed by Slough. There is lower but noticeable level of disparity for West Berkshire residents and Wokingham residents. For resident child casualties, there appears to be a similar level of disparity amongst residents of West Berkshire, Slough, and Windsor & Maidenhead.

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

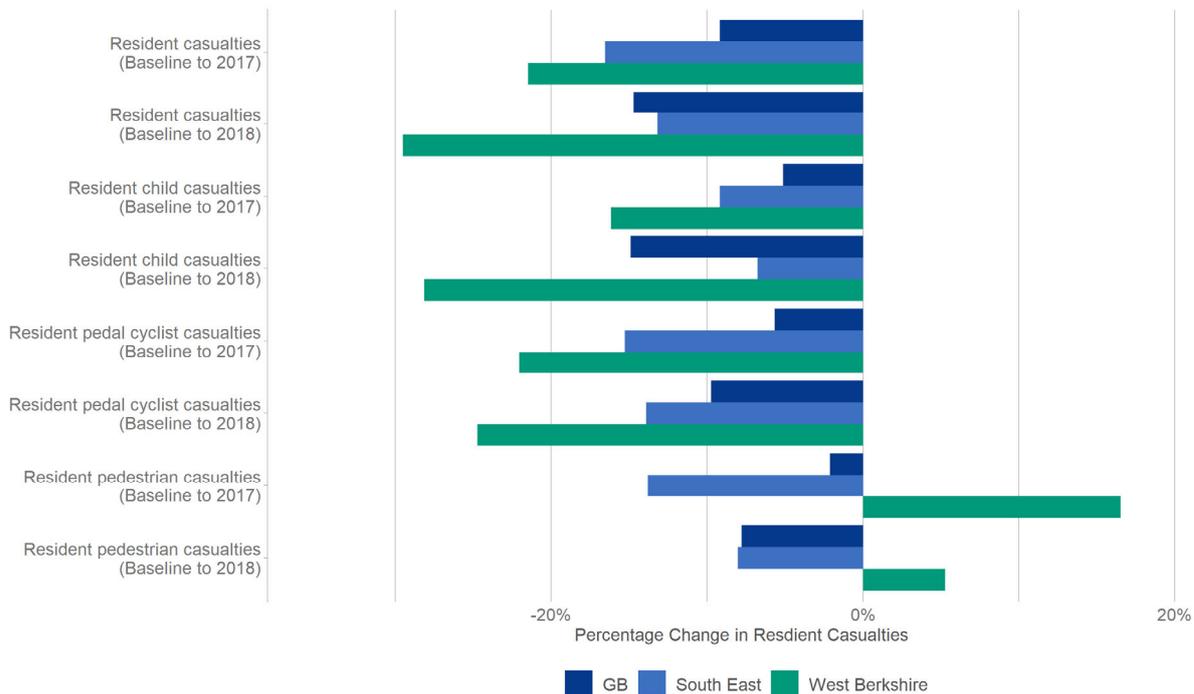


Figure 2 shows the percentage change between the reported casualty numbers from a 2014-2016 baseline to both 2017 and 2018 for West Berkshire, the South East region, and Great Britain as a whole. Although there was little difference between the reductions in West Berkshire’s resident casualties in 2017 and the reductions seen regionally and nationally, there is a clearer disparity between the 2018 reductions in West Berkshire to the regional and national reductions. This is also the case with both child casualties and pedal cyclist casualties. Resident pedestrian casualties, on the other hand, have increased from the baseline in both 2017 and 2018, contrary to the reductions seen nationally and in the South East.

## 1.3.3 Resident Involved Drivers

Figure 3 - Percentage changes for 2018 resident involved driver numbers from a 2014-2016 baseline

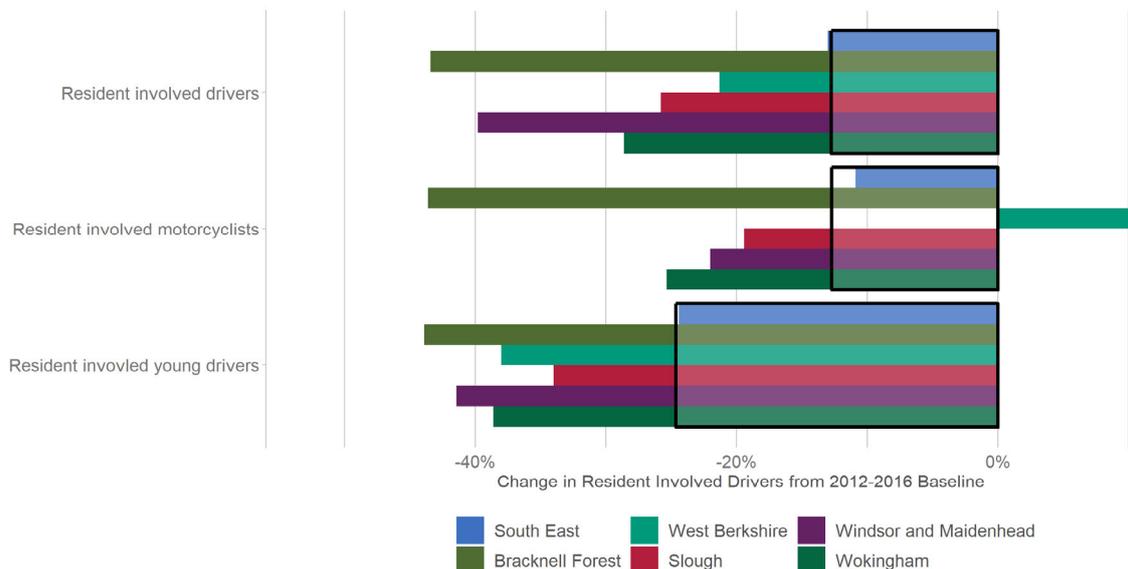


Figure 3 shows the percentage change between the reported collision-involved resident driver numbers from a 2014-2016 baseline to 2018 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. As 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 Bracknell Forest residents followed closely by residents of Windsor & Maidenhead. For resident involved motorcyclists, there is noticeable disparity in trend for residents of Bracknell Forest. The reductions seen amongst resident involved drivers from Wokingham, Windsor & Maidenhead, and Slough differ from the national and regional reductions to a lesser extent. For resident young driver involvement, the greatest disparity is for Bracknell Forest residents, followed by Windsor & Maidenhead, Wokingham, and West Berkshire.

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

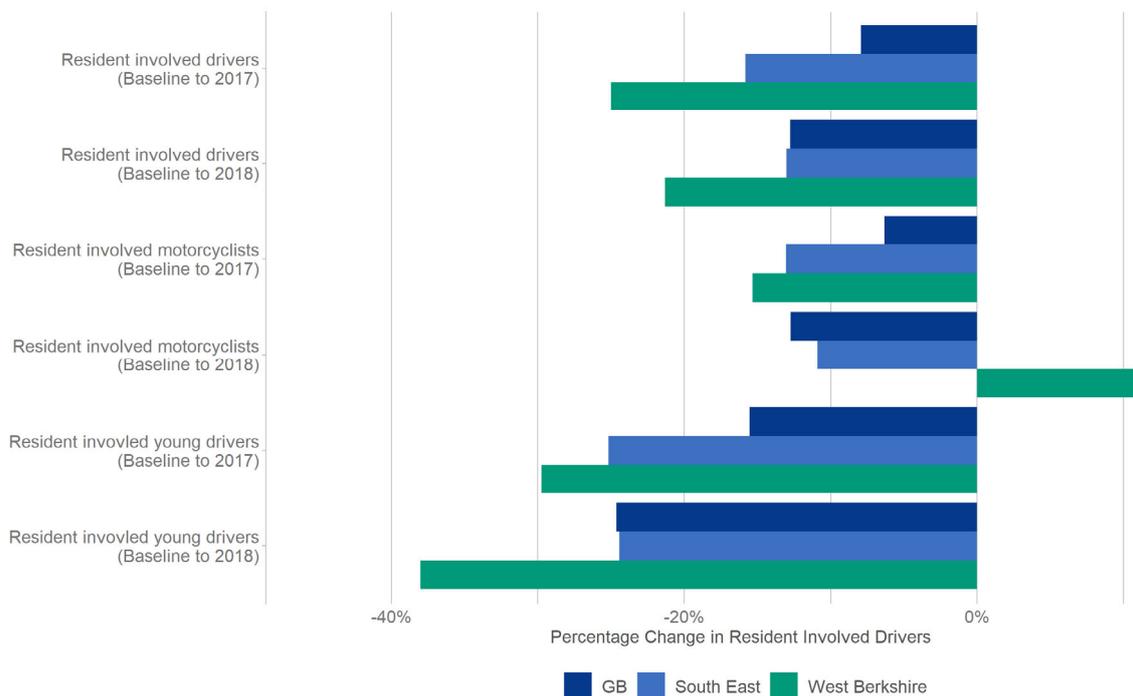


Figure 4 shows the percentage change between the reported involved driver numbers from a 2014-2016 baseline to both 2017 and 2018 for residents of West Berkshire, the South East region, and Great Britain as a whole. There was some difference between the reductions in West Berkshire’s resident casualties and the reductions seen regionally and nationally in both 2017 and 2018, although not to a great extent. This is was not the case with both involved motorcyclists, which saw an increase in 2018. Reductions in young driver collision involvement were roughly in line with the regional reductions in 2017 but were considerably larger in 2018 when compared to both the regional reduction and the national reduction.

## 1.3.4 Collisions

Figure 5 - Percentage changes for 2018 collision numbers from a 2014-2016 baseline

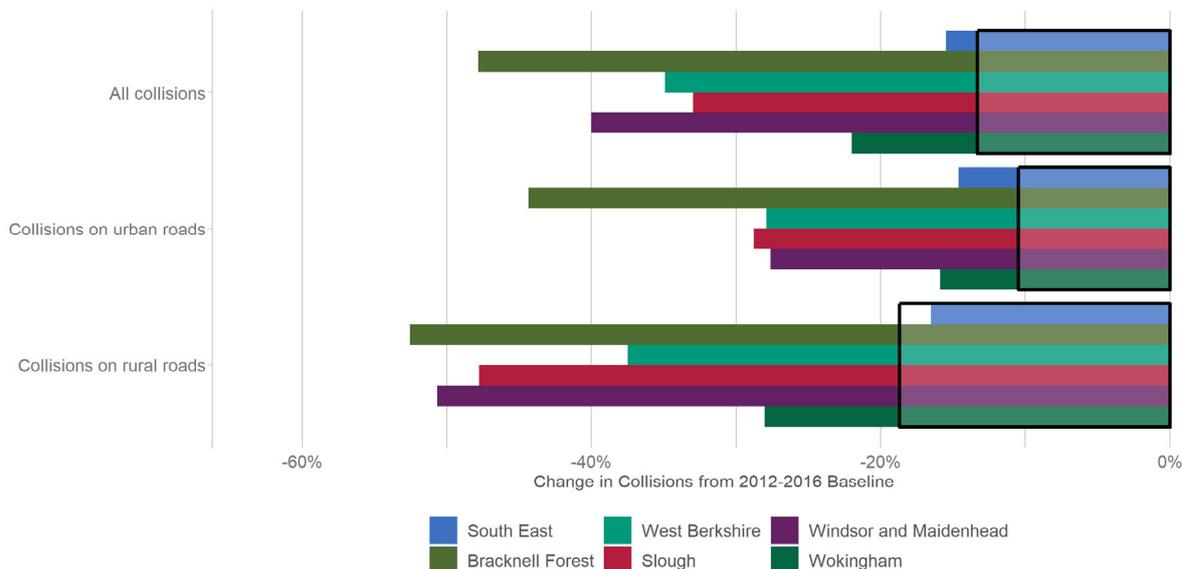


Figure 5 shows the percentage change between the reported collision numbers from a 2014-2016 baseline to 2018 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. There is a high level of disparity in the percentage reductions for collisions in Bracknell Forest, Windsor & Maidenhead, West Berkshire, and Slough, compared to the regional and national reductions. Again, the greatest disparity is in Bracknell Forest’s collision reductions. The collision reduction seen in Wokingham are also distinctly higher than the reductions seen both nationally and regionally, but to a lesser extent than the other Safer Roads Berkshire authorities. This is also true when looking at both collisions on urban roads and on rural roads.

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

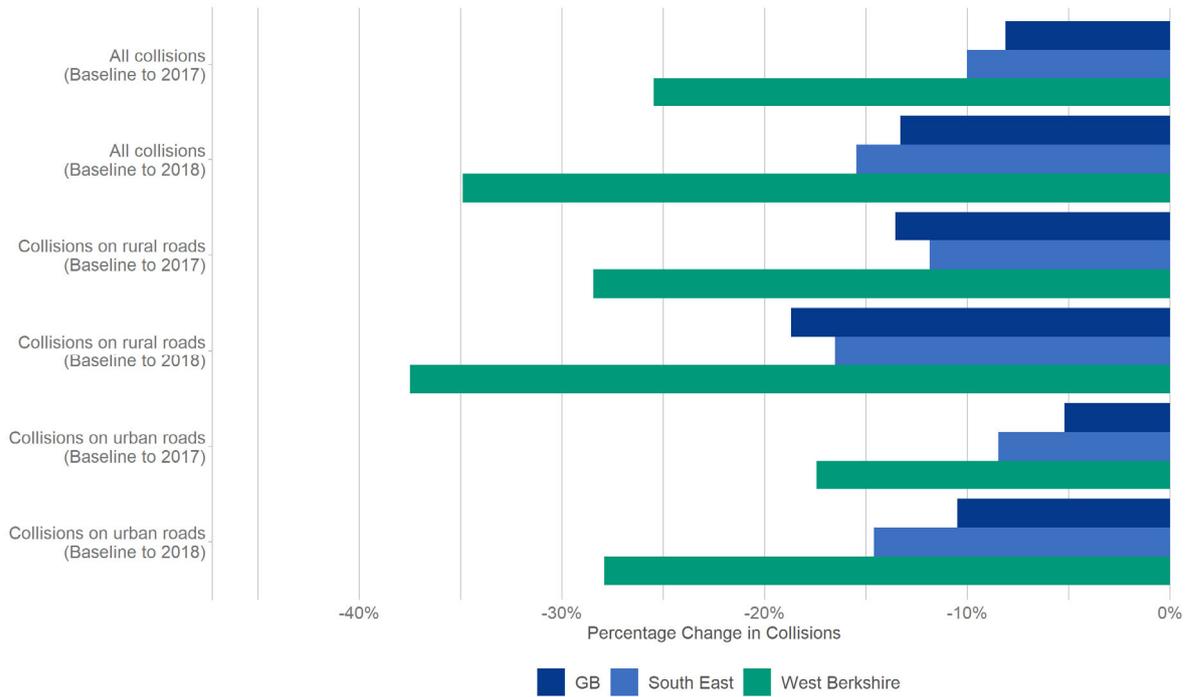


Figure 6 shows the percentage change between the reported numbers of collisions from a 2014-2016 baseline to both 2017 and 2018 in West Berkshire, the South East region, and Great Britain as a whole. In 2017 there appeared to be a noticeable level of disparity between the reductions in West Berkshire and the reductions nationally and regionally, and this disparity continued with the 2018 data. This is also the case when looking at collisions on urban roads and rural roads separately.



## 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 66.

### 2.1 West Berkshire Resident Casualties

This section examines all casualties who were residents of West Berkshire at the time of injury. For information about West Berkshire’s resident motor vehicle users involved in collisions on all roads, please refer to section 2.2 on page 26.

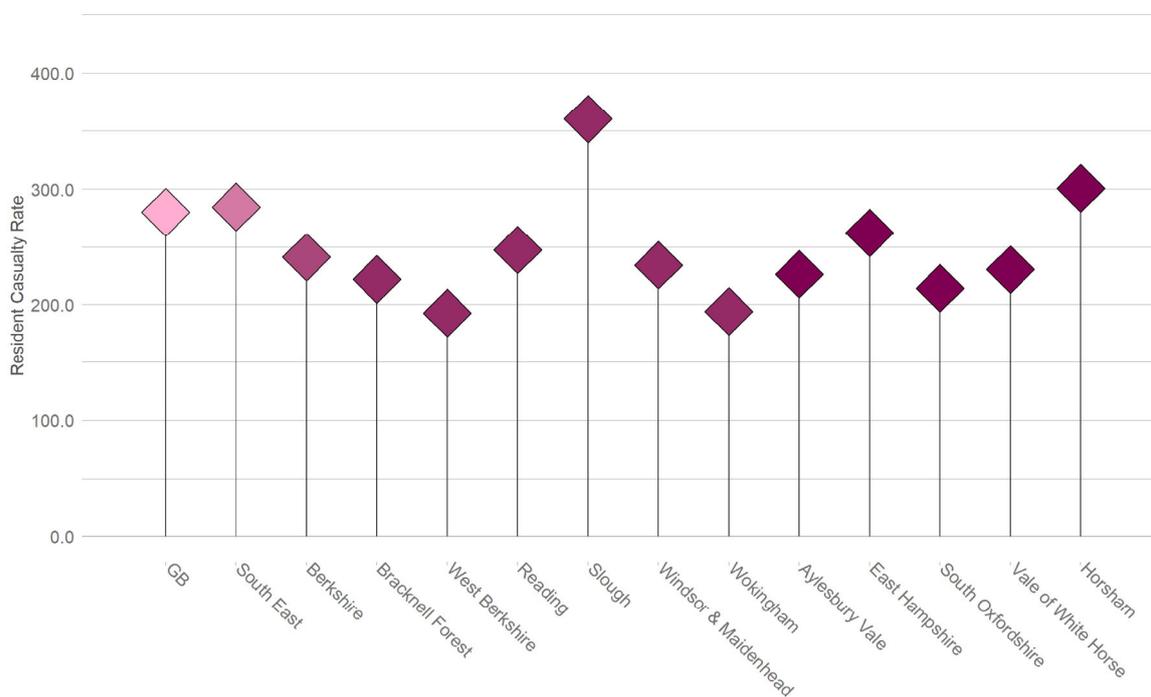
#### 2.1.1 All Resident Casualties

##### 2.1.1.1 Rates

Figure 7 shows the resident casualty rates for West Berkshire compared to the national and regional rates, as well as the most similar comparators.

West Berkshire had a resident casualty rate of 192.8 casualties per year, per 100,000 population.

Figure 7 - Annual average West Berkshire resident casualties per 100,000 population (2014 - 2018)



##### 2.1.1.2 Comparisons

The casualty rate for West Berkshire was 31% below the national rate, 32% below the regional rate for the South East, and 20% below the overall rate for Berkshire. Within Berkshire, West Berkshire had casualty rate in line with that of Wokingham, lower than the rates of Bracknell Forest, Reading, Slough, and Windsor & Maidenhead.

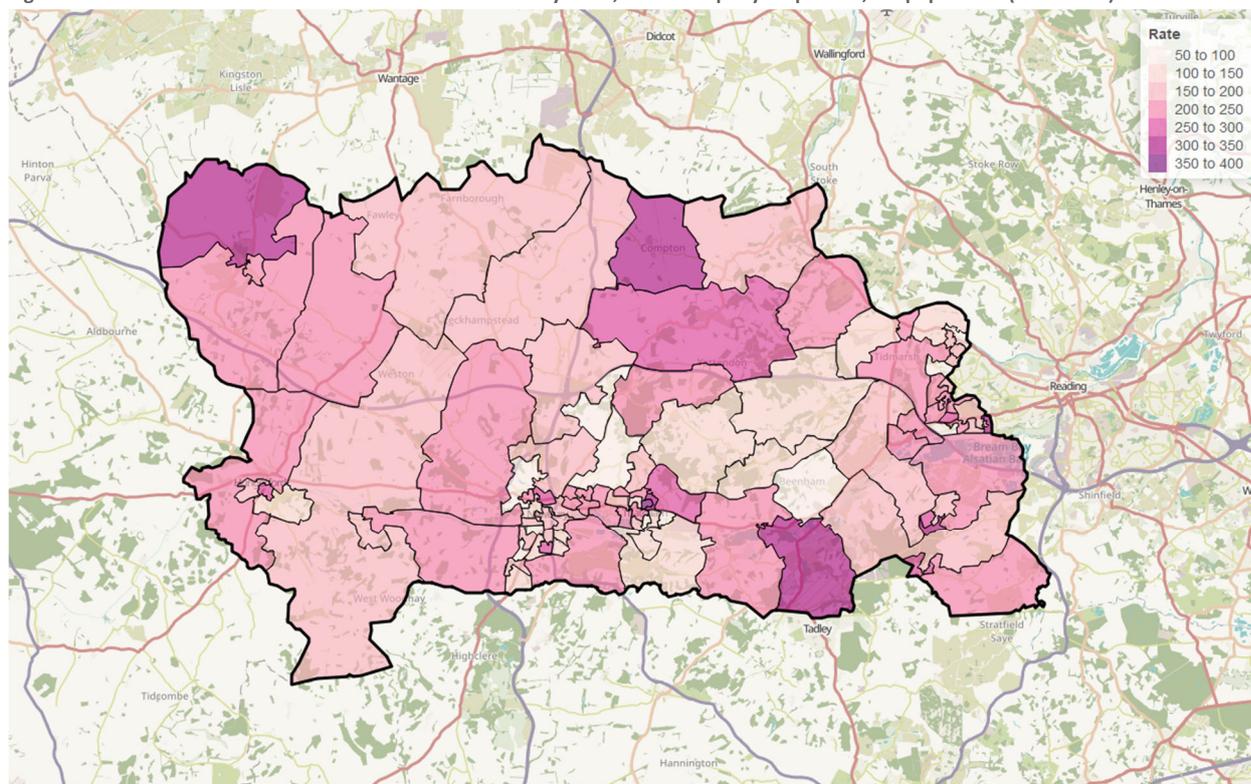
Berkshire also had a lower rate than its most similar comparator authorities of Aylesbury Vale, East Hampshire, South Oxfordshire, Vale of White Horse, and Horsham.

### 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 areas with the highest resident casualty rates were around Thatcham, Compton, Aldermaston, Burghfield Common, Upper Lambourn, and Calcot. There are also high rates of resident casualties in areas near Hungerford, Newbury, Hampstead Norreys and Mortimer Common.

Figure 8 - West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2014-2018)

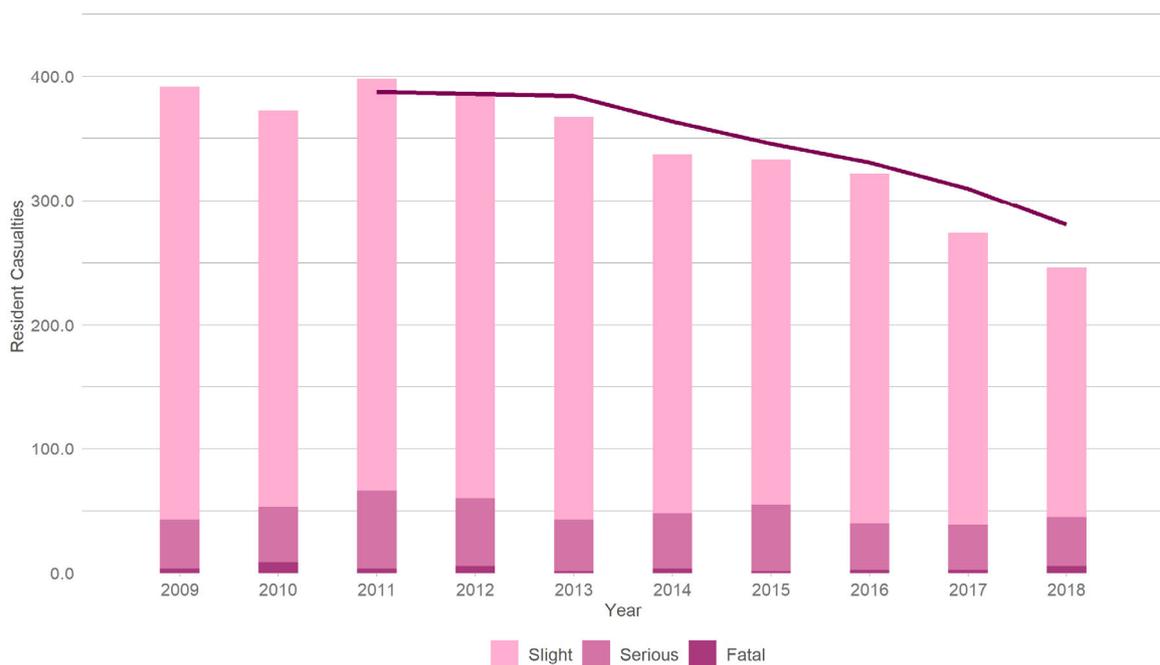


#### 2.1.1.3 Trends

Figure 9 shows West Berkshire's annual resident casualty numbers since 2009, 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 38% to 246 in 2018. In 2018, there were six residents of West Berkshire that were killed in collisions, and a further 39 that were seriously injured.

Figure 9 - West Berkshire resident casualties, by year and severity (2009-2018)



### 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 (10%), 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 (2014-2018)

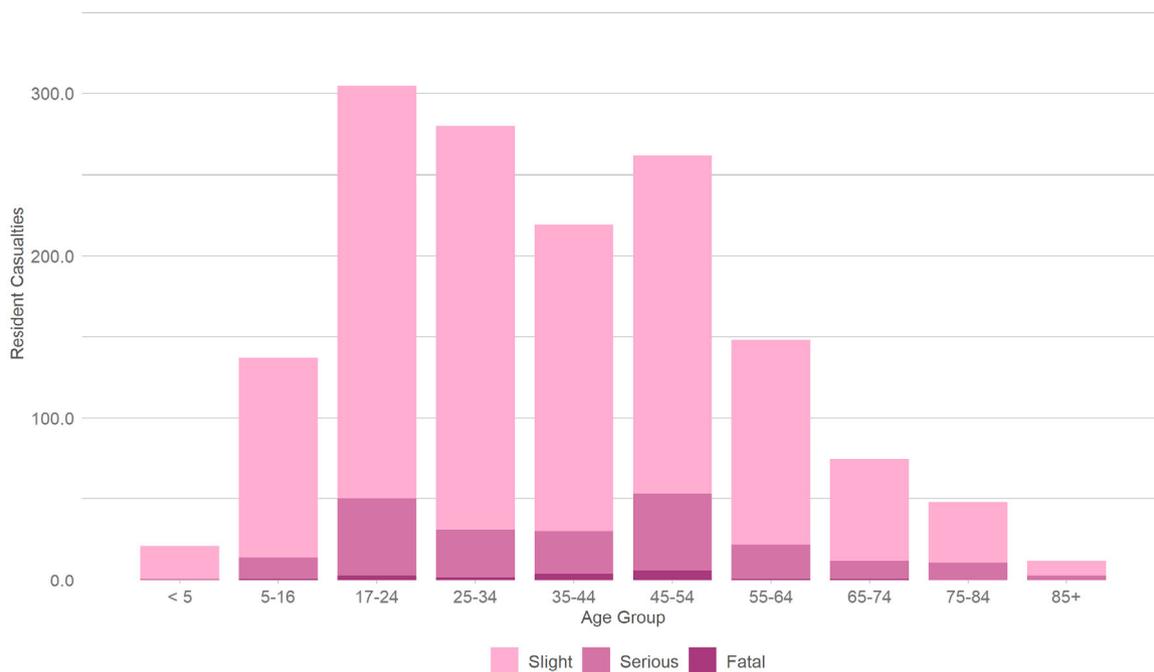
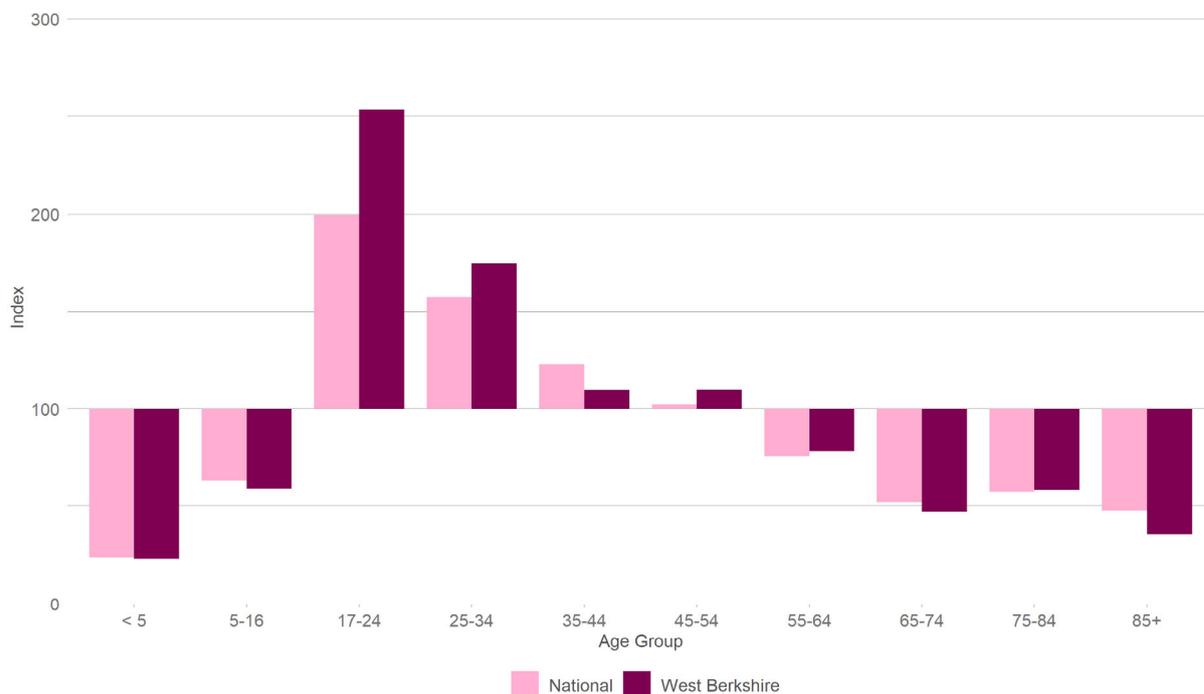


Figure 11 - West Berkshire resident casualties, by age group and indexed by population (2014-2018)



## Segmentation

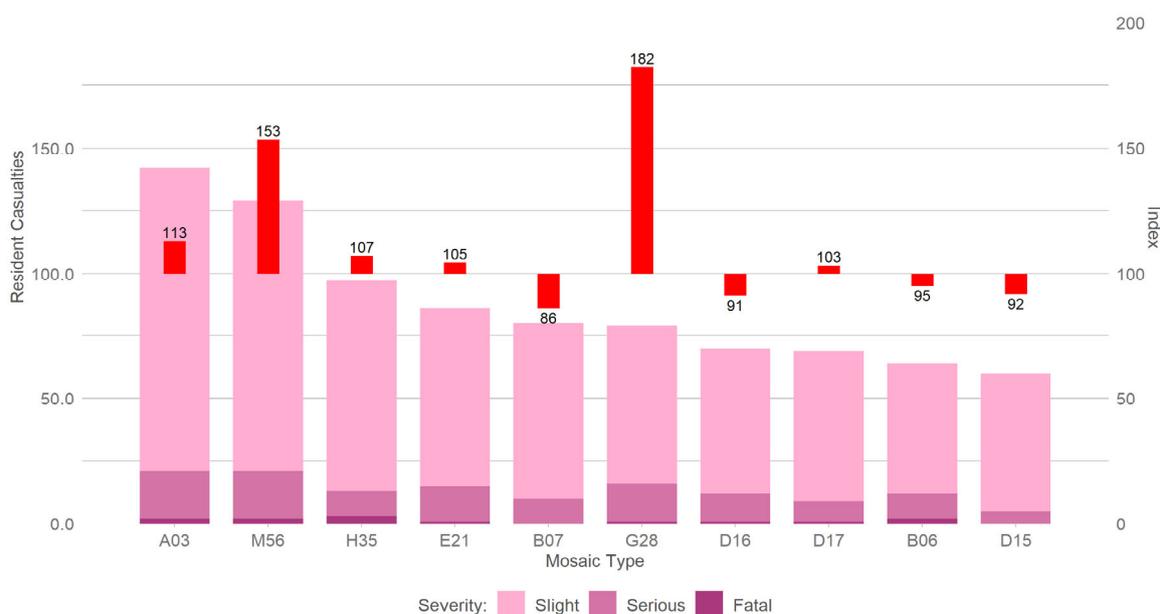
Analysis of the Mosaic communities in which West Berkshire’s resident casualties live provides an insight into those injured in collisions. For an explanation of Mosaic Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 66.

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 153.

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) and *active families with adult children and some teens, giving prolonged support to the next generation* (Type E21) are involved as casualties at a rate broadly in line with their share of the population.

Residents from *high-achieving families living fast-track lives, advancing careers, finances and their school-age kids’ development* (Type B07) experience a reasonably high level of casualties, but are under-represented when population share is accounted for. 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 182.

Figure 12 - West Berkshire resident casualties, by Mosaic Type (2014-2018)

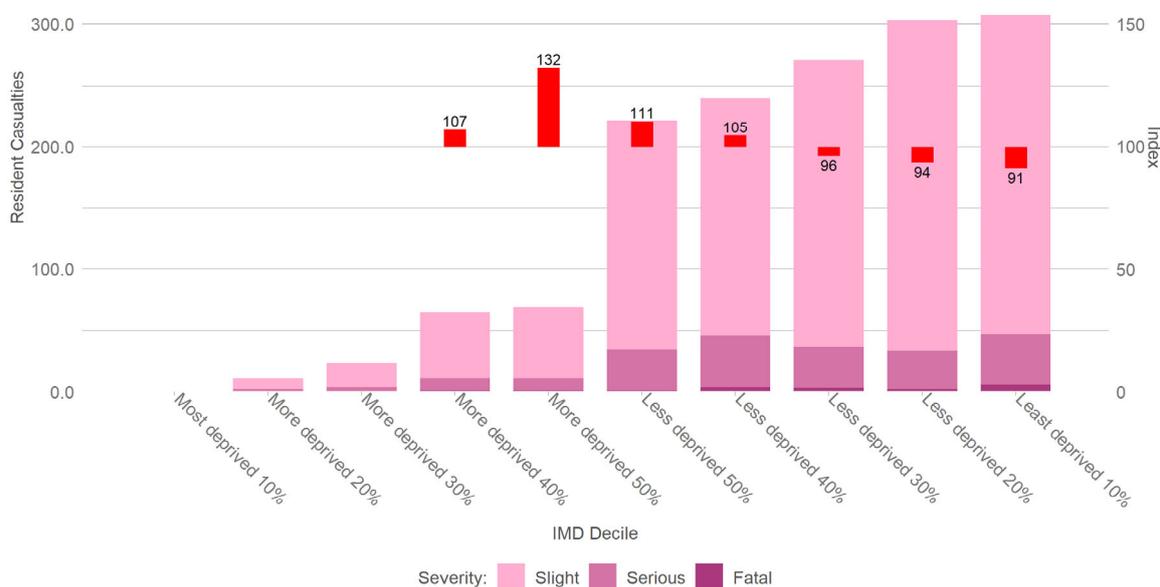


## Deprivation

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 (2014-2018)



### 2.1.2 Resident Child Casualties

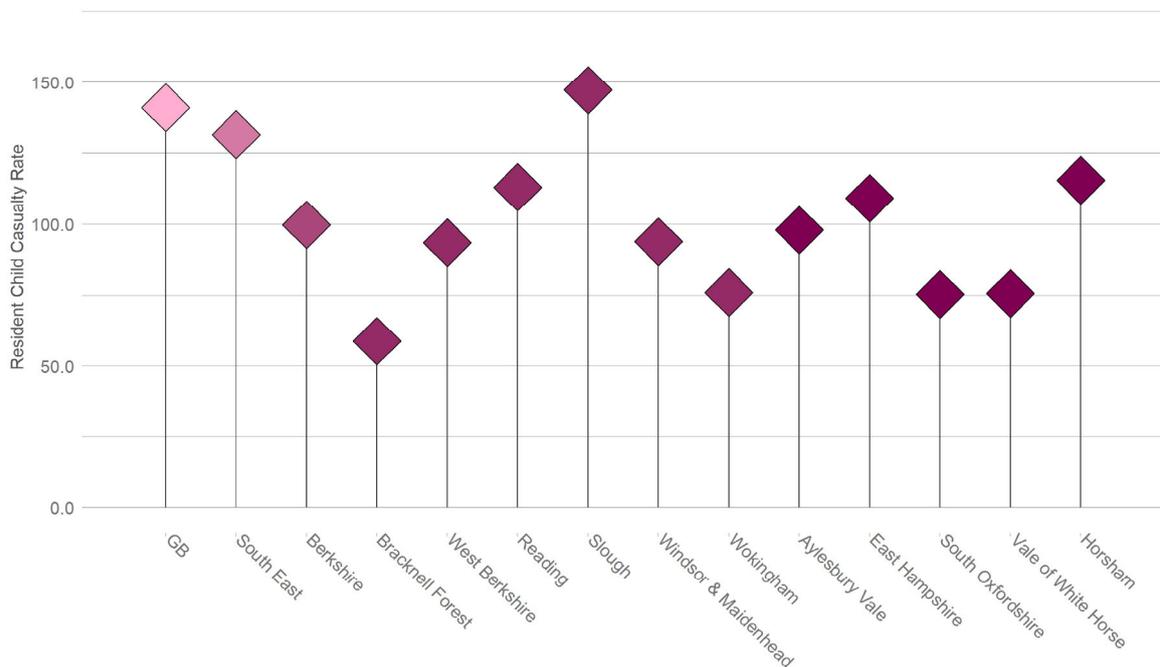
This section examines child casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 66.

#### 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 93.5 child casualties per year, per 100,000 child population.

Figure 14 - Annual average West Berkshire resident child casualties per 100,000 population (2014-2018)



### 2.1.2.2 Comparisons

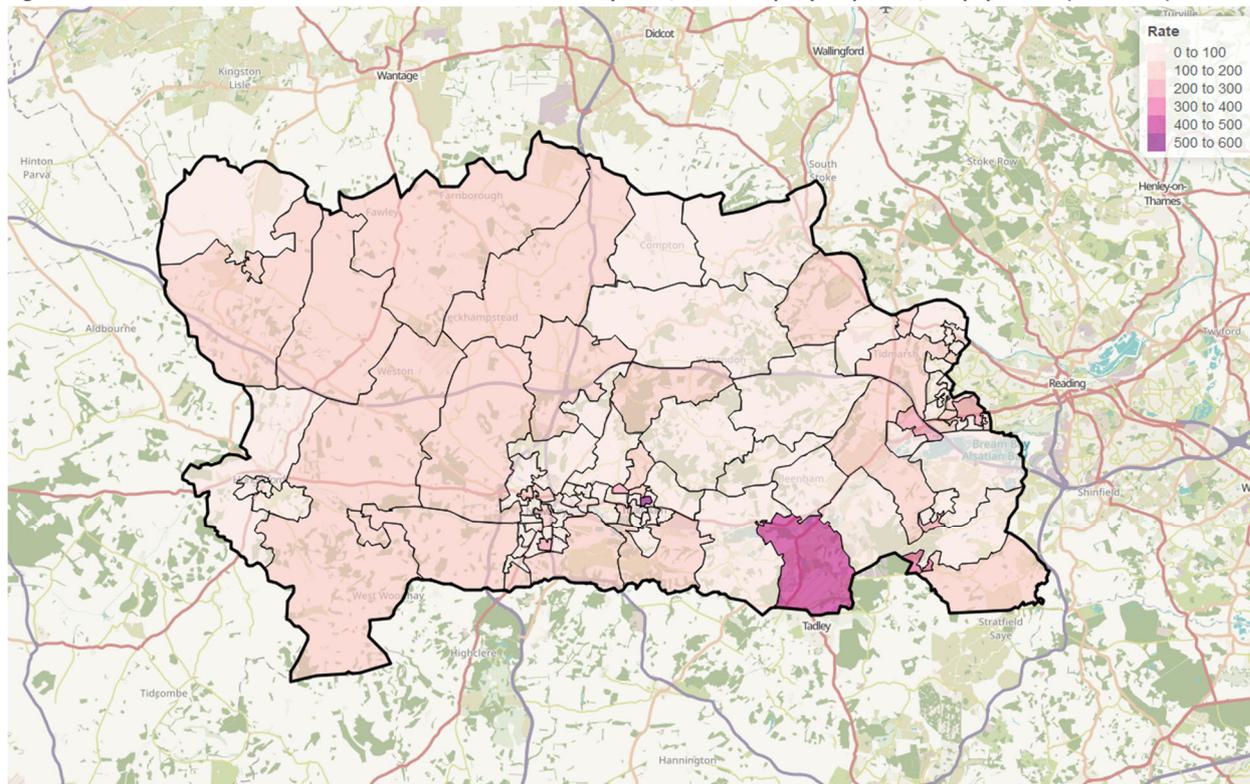
The resident child casualty rate for West Berkshire was 34% below the national rate, 29% below the regional rate, but only 6% less than the overall rate for Berkshire. Within Berkshire, Bracknell Forest had the lowest child casualty rate (58.9), followed by Wokingham (76.1). West Berkshire's rate was 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, in the residential area near Thatcham Park Primary School. There are also high resident child casualty rates around Aldermaston and near Stratfield Mortimer.

Figure 15 - West Berkshire resident child casualties home location by LSOA, casualties per year per 100,000 population (2014-2018)

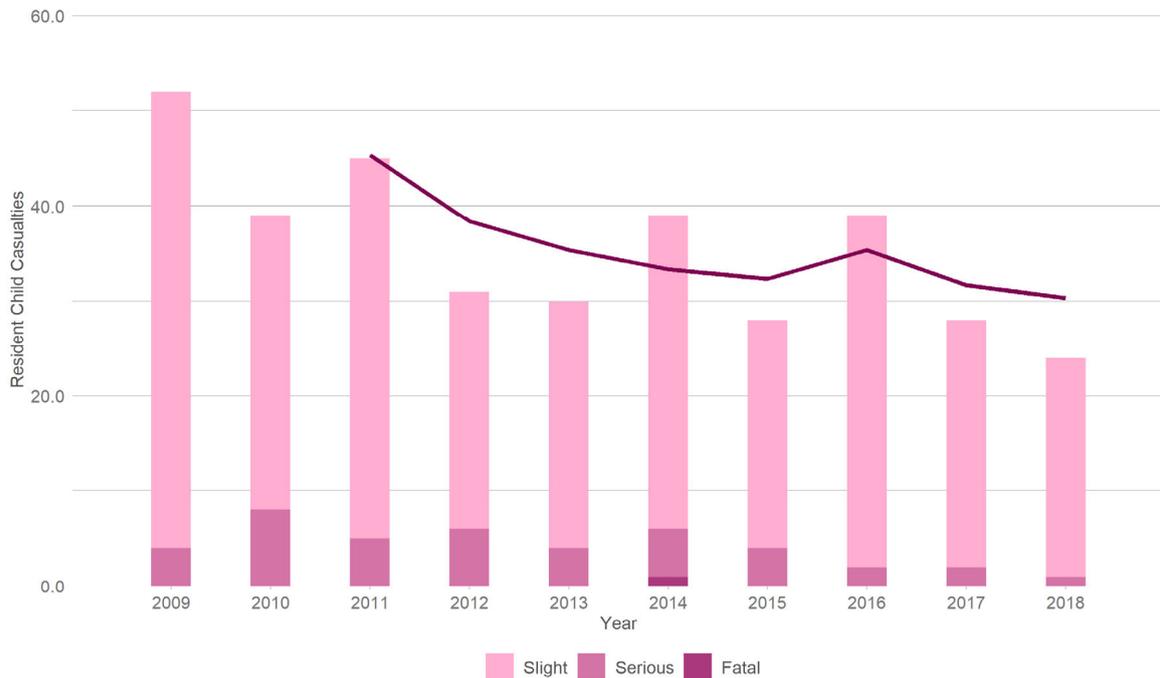


### 2.1.2.3 Trends

Figure 16 shows West Berkshire’s annual resident child casualty numbers since 2009, 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 2018, down from 52 in 2009. The number of these child casualties that were killed or seriously injured has remained low since 2009 and appear to have reduced over time. There was only one child casualty from West Berkshire that was 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 (2009-2018)



### Resident Child Casualties occurring in other areas

Over three quarters (77%) of West Berkshire’s resident child casualties were injured on the roads of West Berkshire. Of the remaining 23%, the majority were injured in either the neighbouring authorities of Reading (5%), Hampshire (4%), and Oxfordshire (4%), or in the popular holiday destinations of Devon (2%), North Somerset (1%) or Dorset (1%).

## 2.1.3 All West Berkshire Resident Pedestrian Casualties

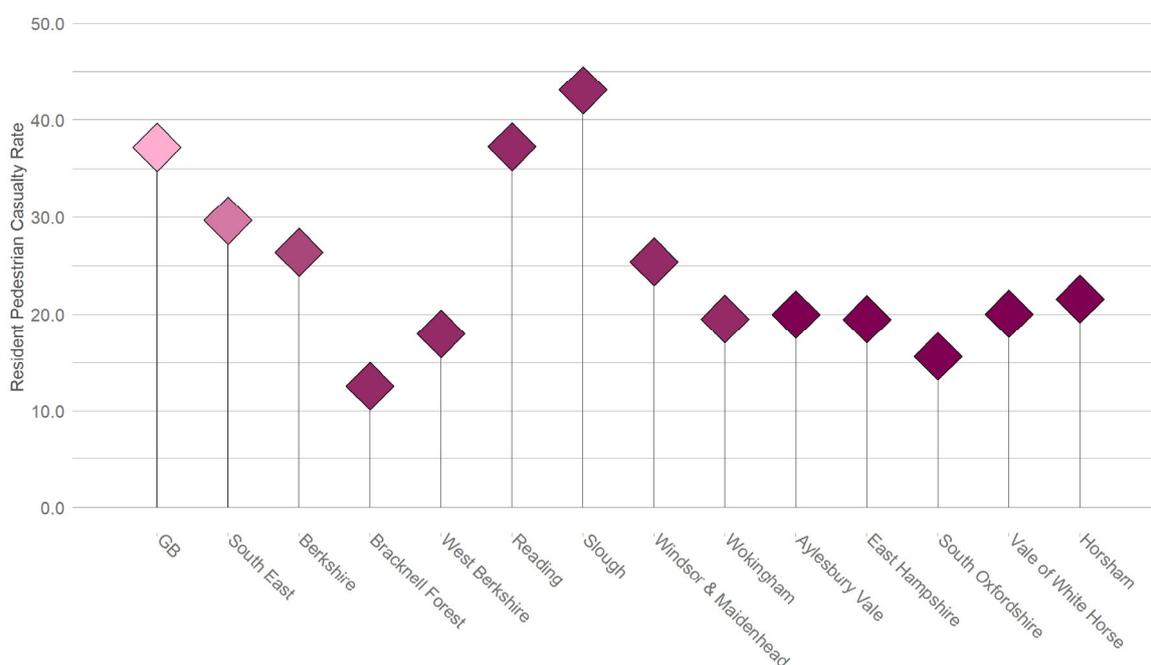
This section examines pedestrian casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 66.

### 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 2014 and 2018, West Berkshire’s Pedestrian Casualty rate was 18.0 casualties per year, per 100,000 population.

Figure 17 - Annual average West Berkshire resident pedestrian casualties per 100,000 population (2014-2018)



### 2.1.3.2 Comparisons

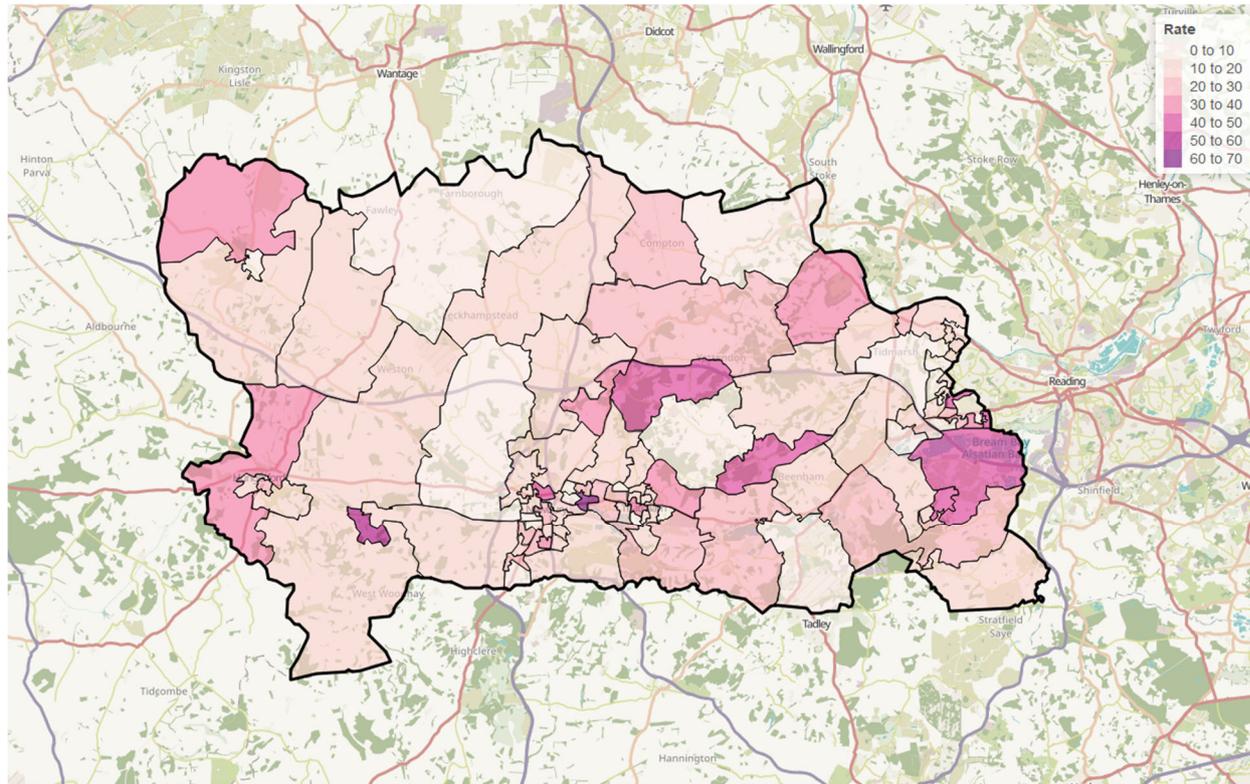
West Berkshire’s resident pedestrian casualty rate was less than half the national rate (37.2) and 32% lower than the regional rate. Within Berkshire, Bracknell Forest had the lowest pedestrian casualty rate, followed by West Berkshire. Both of these were lower than the rates for Reading, Slough, Windsor & Maidenhead, and Wokingham. West Berkshire’s pedestrian casualty rate was 32% below the overall rate for Berkshire. When looking at West Berkshire’s most similar comparators, West Berkshire’s rate was lower than the rates for Aylesbury Vale, East Hampshire, Vale of White Horse, and Horsham, but was 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 the residential area of Newbury near West Berkshire Community Hospital and in Kintbury. There are also high rates of pedestrian casualties among residents living in Burghfield, Bradfield Southend, Chapel Row, Hermitage, and parts of Newbury.

Figure 18 - West Berkshire resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2014-2018)

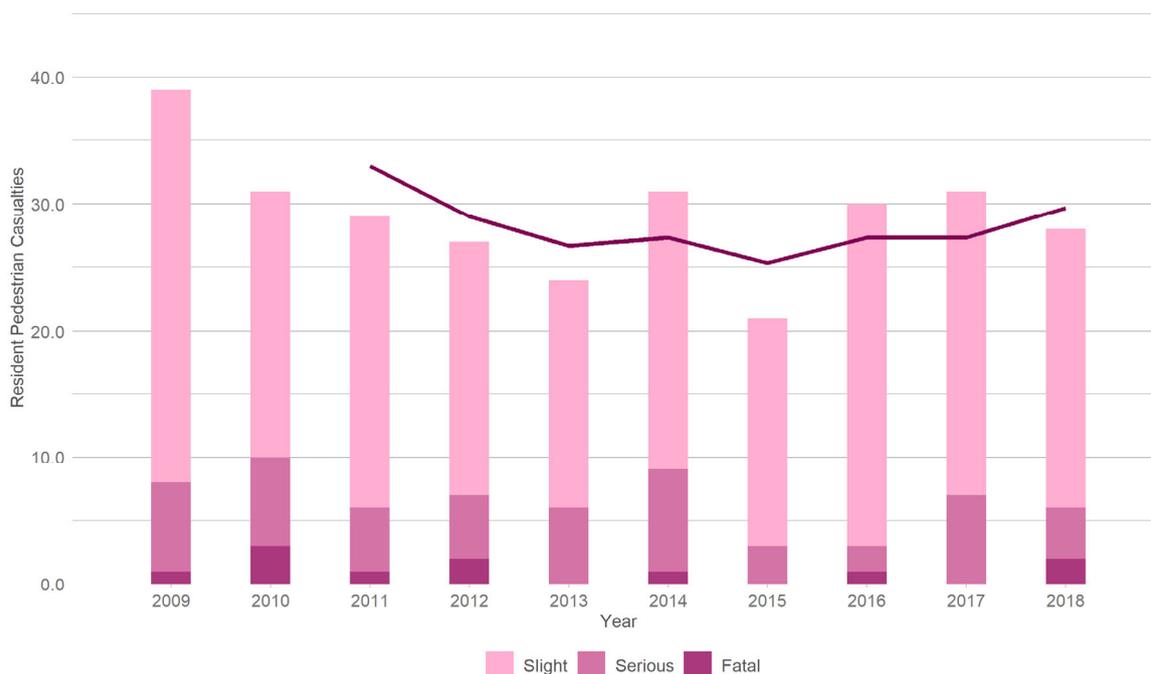


### 2.1.3.3 Trends

Figure 19 shows West Berkshire’s annual resident pedestrian casualty numbers since 2009, 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 but have been higher over the past three 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 random fluctuation. There were 28 resident pedestrian casualties in 2018. Of these, two were killed and a further four were seriously injured.

Figure 19 - West Berkshire resident pedestrian casualties, by year and severity (2009-2018)



*Resident Pedestrian Casualties occurring in other areas*

Three quarters of West Berkshire’s resident pedestrian casualties were injured on the roads of West Berkshire. Of the remaining 25%, a large proportion were injured in neighbouring Reading (10%).

2.1.4 All West Berkshire Resident Pedal Cyclist Casualties

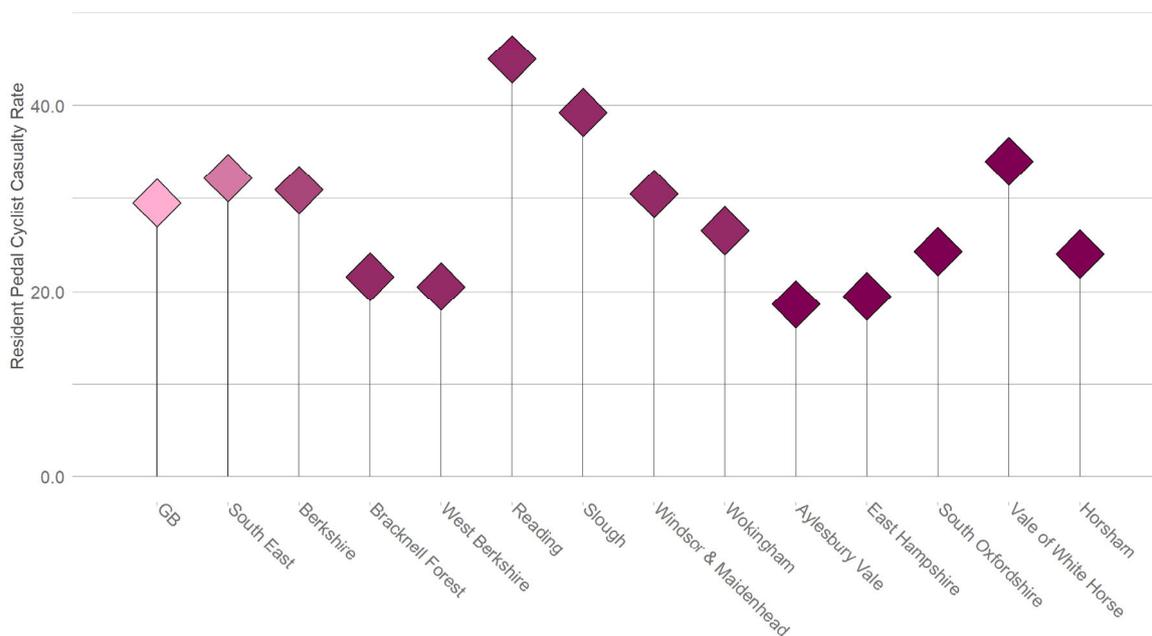
This section examines pedal cyclist casualties who are residents of West Berkshire. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 66.

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 2014 and 2018, West Berkshire’s resident pedal cyclist casualty rate was 20.5 casualties per year, per 100,000 population.

Figure 20 - Annual average West Berkshire resident pedal cyclist casualties per 100,000 population (2014-2018)



## 2.1.4.2 Comparisons

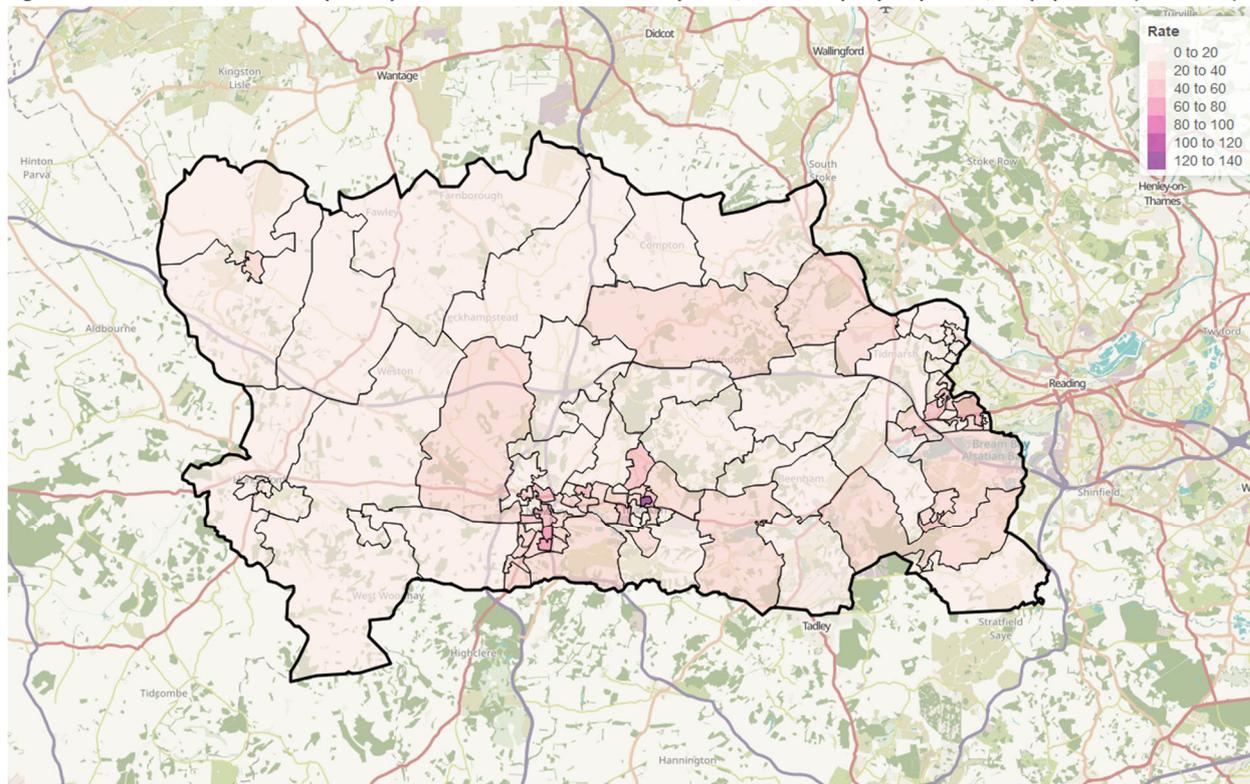
The resident pedal cyclist casualty rate for West Berkshire was 30% lower than the national rate and 36% lower than the South East regional rate. Within Berkshire, West Berkshire had the lowest pedal cyclist casualty rate, 34% lower than the rate for Berkshire as a whole. The highest rate was in Reading, followed closely by Slough. Of the most similar comparator authorities, West Berkshire had a slightly higher pedal cyclist casualty rate than Aylesbury Vale and East Hampshire, but a lower rate than 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 rate is concentrated in a residential area in Thatcham, near Thatcham Park Primary School. The next lowest rates can be found in parts of Newbury, in Burghfield Common, and around Calcot.

Figure 21 - West Berkshire resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2014-2018)

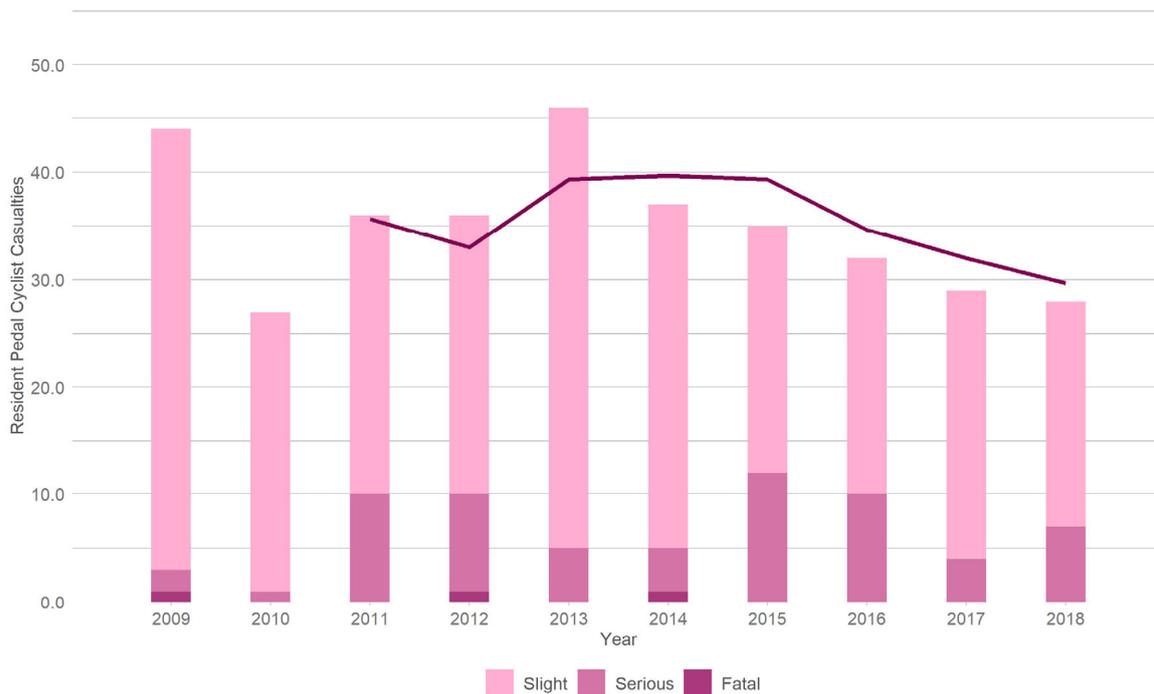


### 2.1.4.3 Trends

Figure 22 shows West Berkshire’s annual resident pedal cyclist casualty numbers since 2009, 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 have been gradually decreasing since a peak in 2013, following a few years of fluctuation. There were 28 resident pedal cyclist casualties from West Berkshire in 2018, down by 39% from 46 in 2013. Of these, seven were seriously injured. No resident pedal cyclists were killed in 2018.

Figure 22 - West Berkshire resident pedal cyclist casualties, by year and severity (2009-2018)



### Resident Pedal Cyclist Casualties occurring in other areas

Just under three quarters (71%) of West Berkshire’s resident pedal cyclist casualties were injured in West Berkshire. Of the remaining 29%, 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)

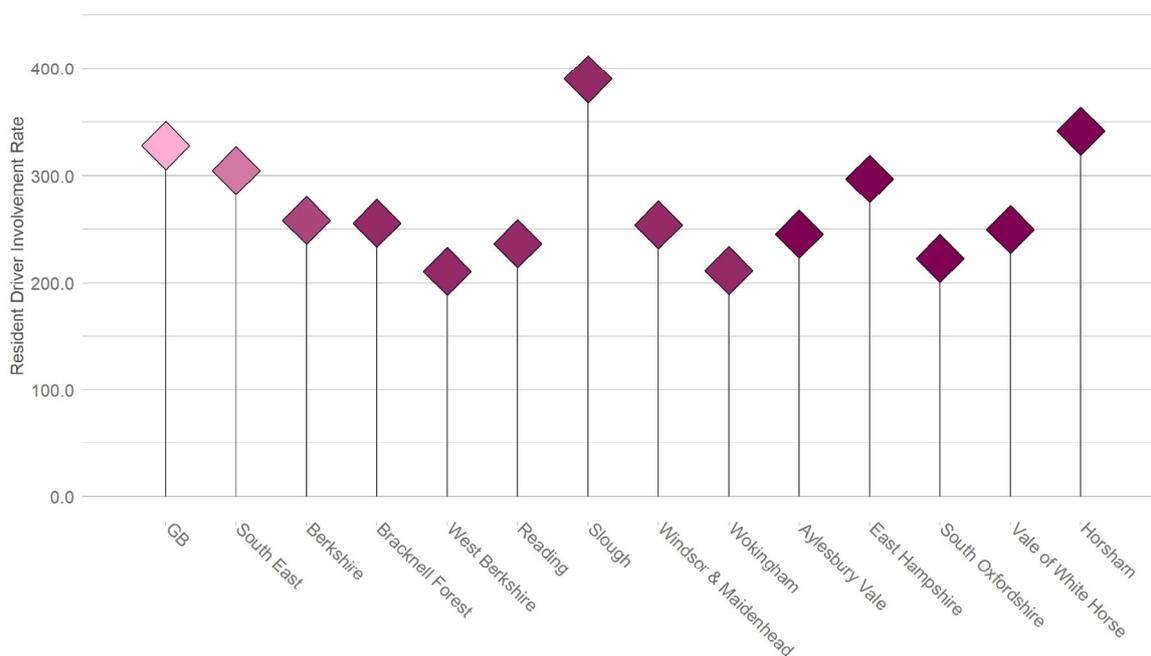
This section analyses all persons recorded as being a West Berkshire resident in charge of a motor vehicle (other than a motorcycle or moped) involved in a collision, regardless of age. Therefore, it includes a small number of drivers recorded as being under the age of seventeen.

#### 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 210.9 per year, per 100,000 population.

Figure 23 - Annual average West Berkshire resident involved drivers per 100,000 population (2014-2018)



### 2.2.1.2 Comparisons

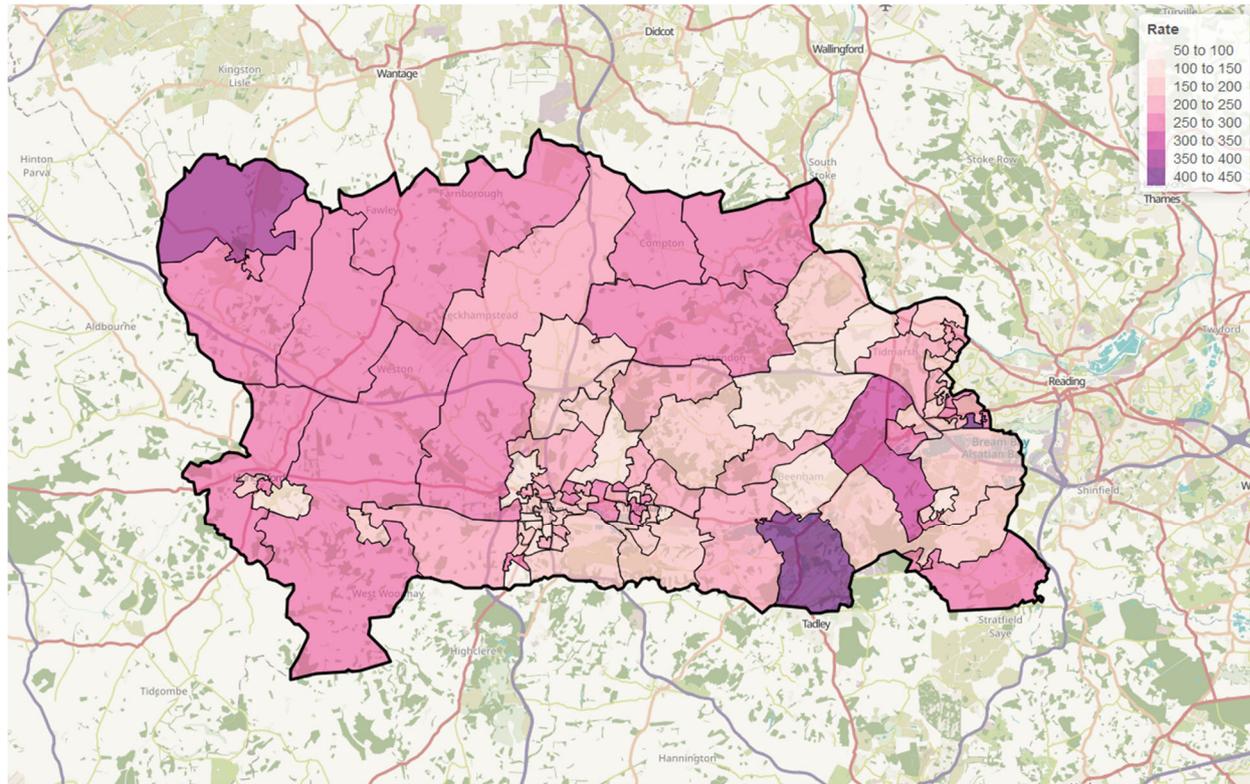
The resident driver involvement rate for Slough is significantly higher than the national and regional rate. In fact it is higher than all other Berkshire authorities and comparators.

#### *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 Holybrook, Aldermaston, and Upper Lambourn. Rates are also high amongst residents of Englefield, Sulhamstead, Thatcham, Aldworth, Hampstead Norreys, Stratfield Mortimer, and most areas to the east of the authority.

Figure 24 - West Berkshire resident involved drivers home location by LSOA, involved drivers per year per 100,000 population (2014-2018)

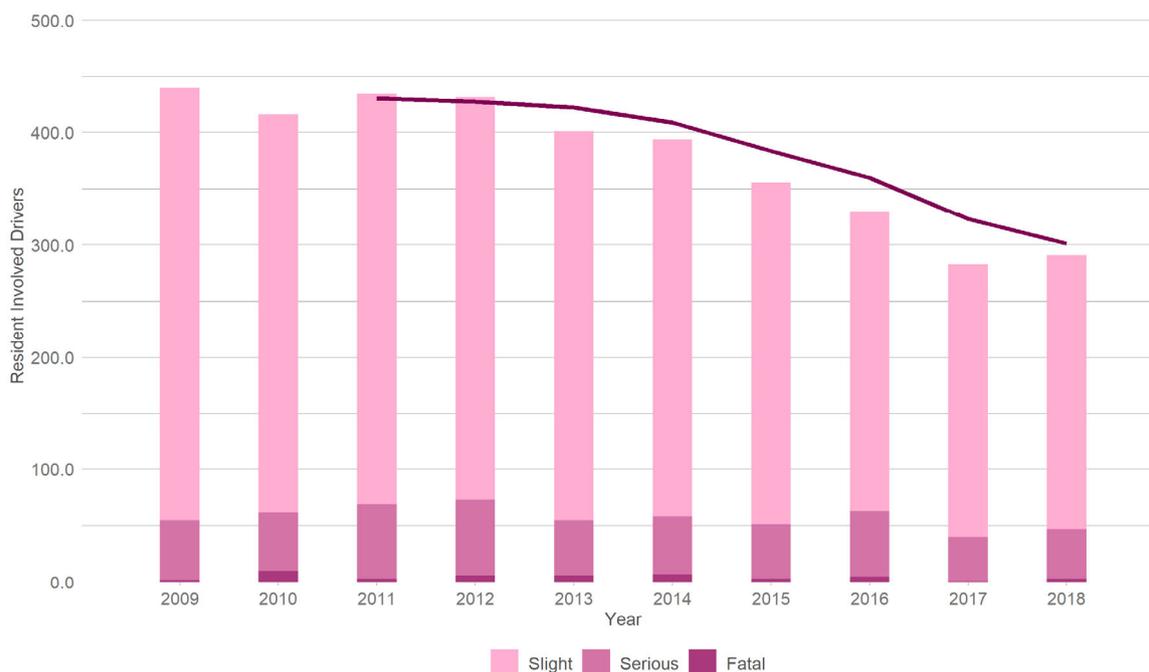


### 2.2.1.3 Trends

Figure 25 shows West Berkshire's annual collision involved resident driver numbers since 2009, 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, although numbers in 2018 were higher than in 2017. 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 291 West Berkshire resident drivers involved in collisions in 2018, down from 440 in 2009 but up from 283 in 2017. Of these, three were involved in fatal collisions, and a further 44 were involved in collisions involving a seriously injured casualty.

Figure 25 - West Berkshire resident involved drivers, by year and severity (2009-2018)



#### 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 Reading (11%), Hampshire (11%), Oxfordshire (6%), Wokingham (3%), Wiltshire (3%), or Surrey (2%).

#### 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 66.

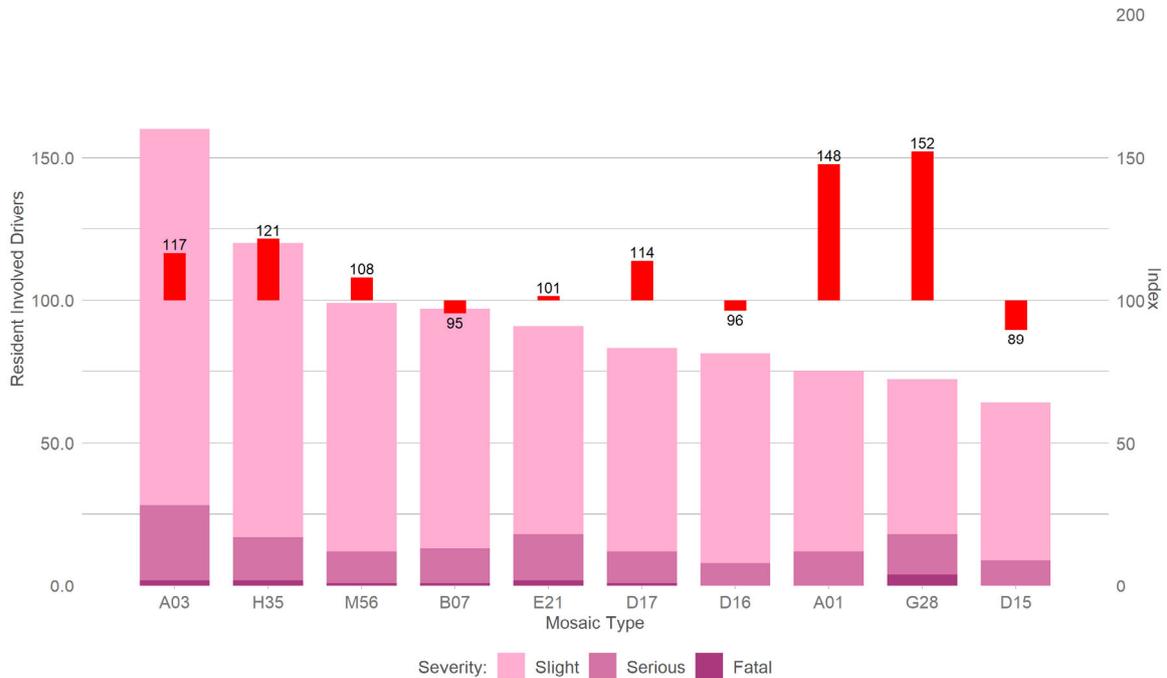
Figure 26 shows resident drivers by Mosaic Type. The red bars show the index value when resident driver numbers are indexed by the population of those Types.

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 *families with school-age children, who have bought the best house they can afford within popular neighbourhoods (Type H35)*. 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 *stable families with children, renting higher value homes from social landlords (Type M56)* 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 *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 148 and 152.

Figure 26 - West Berkshire resident involved drivers, by Mosaic Type (2014-2018)

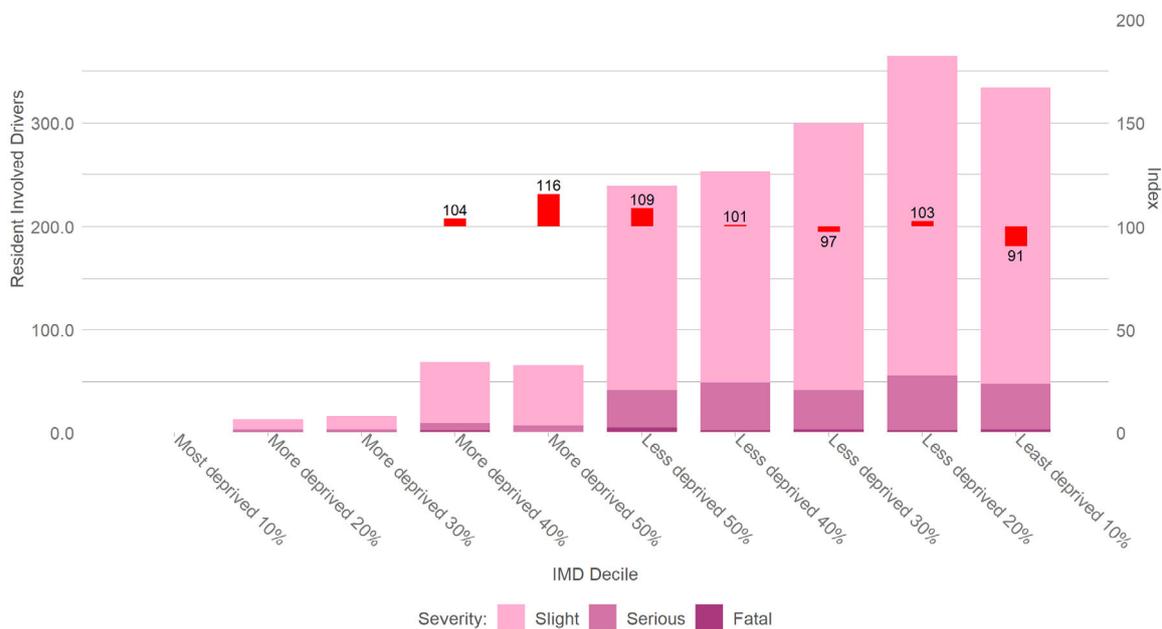


## Deprivation

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 2014 and 2018 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 (2014-2018)



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

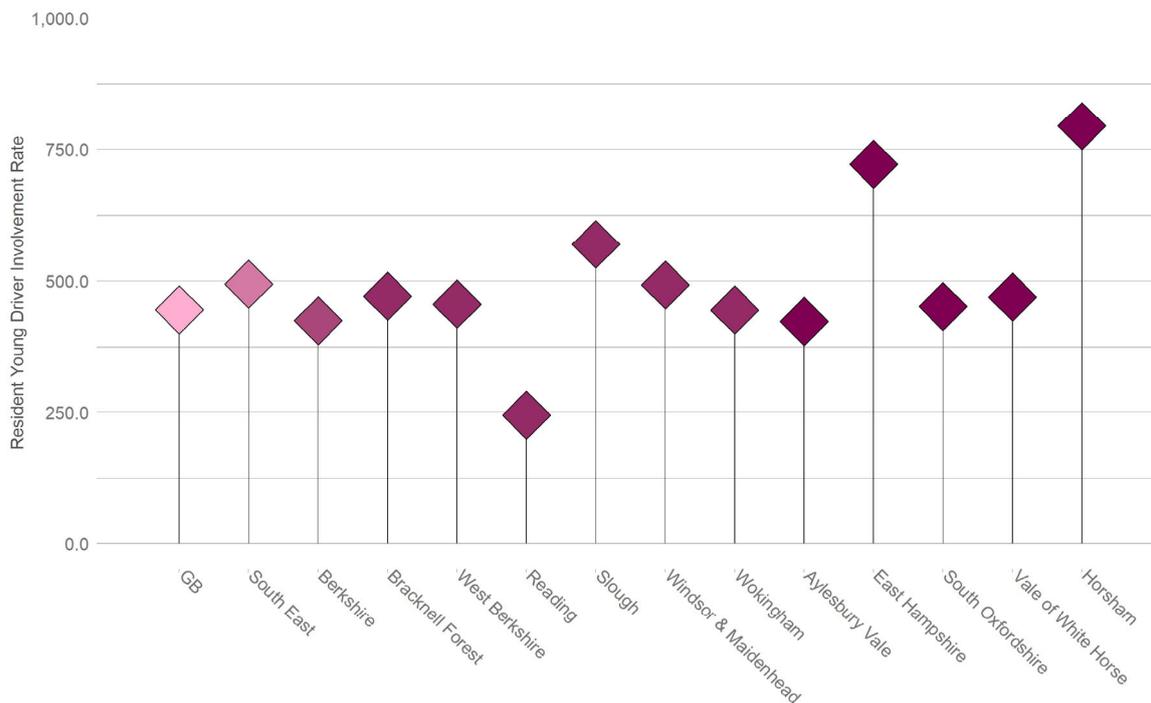
This section analyses all young West Berkshire resident drivers involved in a collision.

### 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 456.6 per year, per 100,000 young population.

Figure 28 - Annual average West Berkshire resident young involved drivers per 100,000 population (2014-2018)



## 2.2.2.2 Comparisons

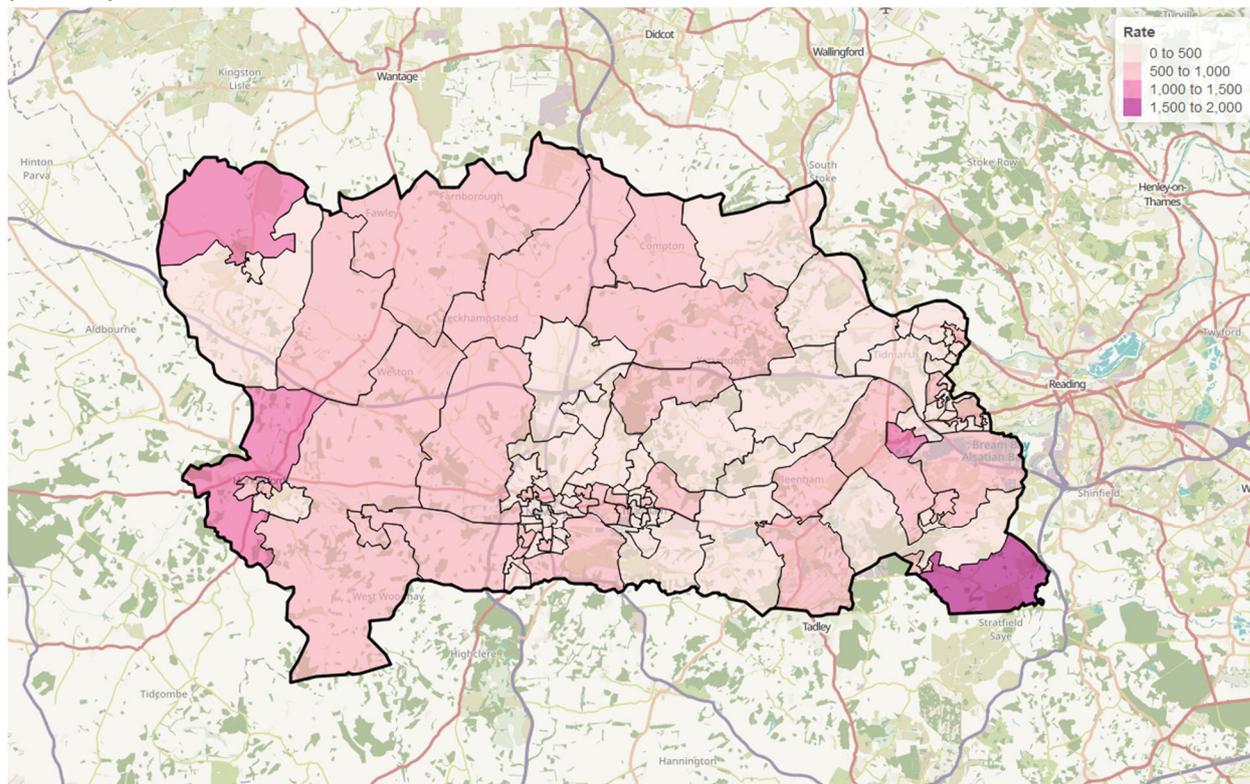
West Berkshire had a resident young driver collisions involvement rate in line with the national rate. It was 8% lower than the regional rate, but 7% higher than the overall rate for Berkshire. Within Berkshire, Reading had the lowest young driver collision involvement rate. West Berkshire's rate was 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 the Vale of White Horse. These were higher than the rate for Aylesbury Vale, but 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 and Beech Hill. There are also high rates amongst residents of Hungerford, Theale, and Upper Lambourn.

Figure 29 - West Berkshire resident young involved drivers home location by LSOA, young involved drivers per year per 100,000 population (2014-2018)

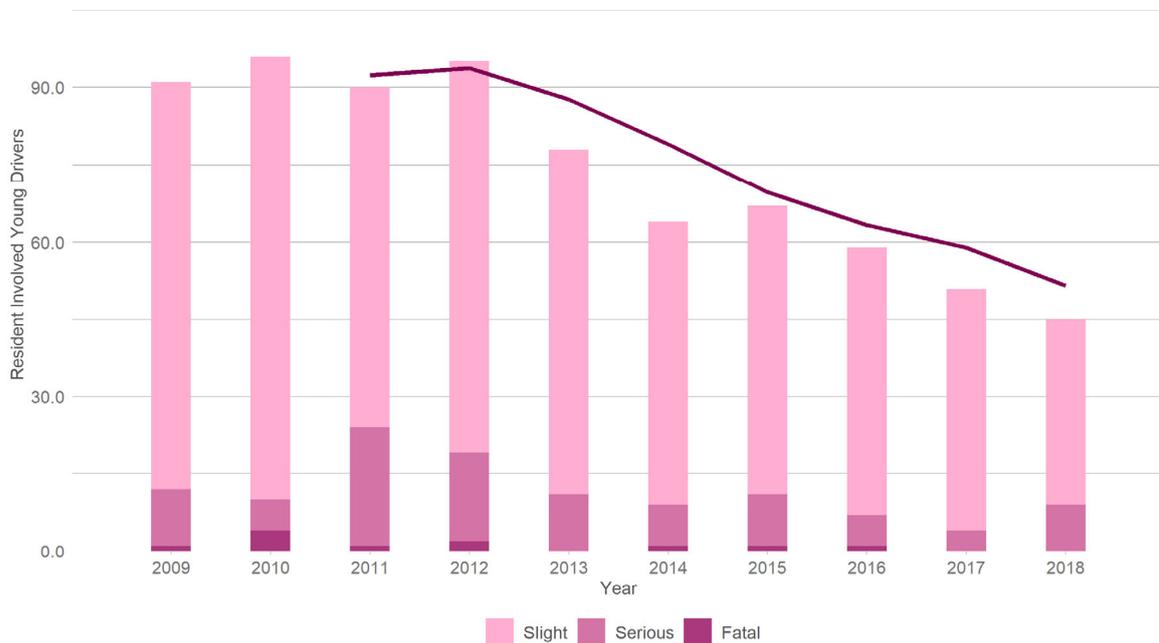


### 2.2.2.3 Trends

Figure 30 shows West Berkshire’s annual collision involved resident young driver numbers since 2009, 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 45. 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 2018 there were nine resident young drivers involved in serious collisions, although this spike could be attributed to random variation. There were no resident young drivers involved in fatal collisions in 2018.

Figure 30 - West Berkshire resident young involved drivers, by year and severity (2009-2018)



### Resident young driver collision involvement in other areas

Just over half (54%) of West Berkshire’s resident young drivers that were involved in collisions were involved in collisions in West Berkshire. Of the remaining 46%, the majority were involved in collisions in Reading (10%), Hampshire (10%), Oxfordshire (5%), Wiltshire (3%), Wokingham (3%), or Surrey (2%).

### 2.2.2.4 Socio Demographic Analysis

#### Segmentation

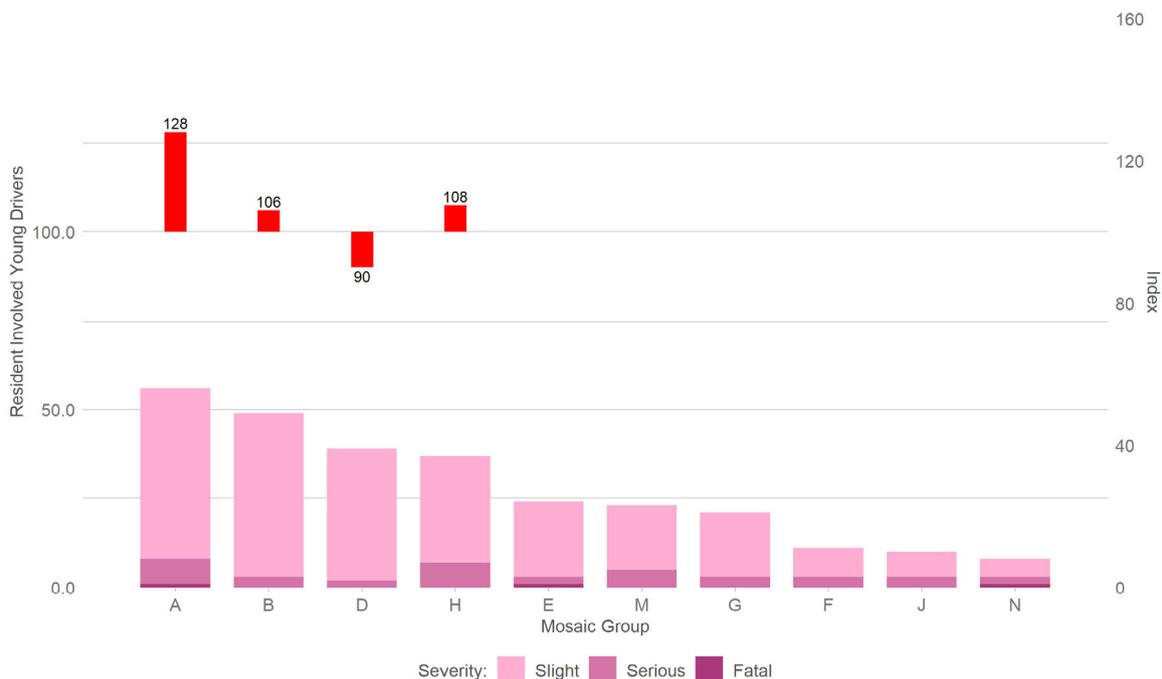
Analysis of the Mosaic communities in which West Berkshire’s resident young drivers live provides an insight into those injured in collisions. For an explanation of Mosaic Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 66.

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), *thriving families who are busy bringing up children and following careers* (Group D), and *younger households settling down in housing priced within their means* (Group H). Young drivers from households in Groups B and H are slightly over-represented in collisions, whilst young drivers from households in Group D are slightly under-represented.

Figure 31 - West Berkshire resident young involved drivers, by Mosaic Group (2014-2018)

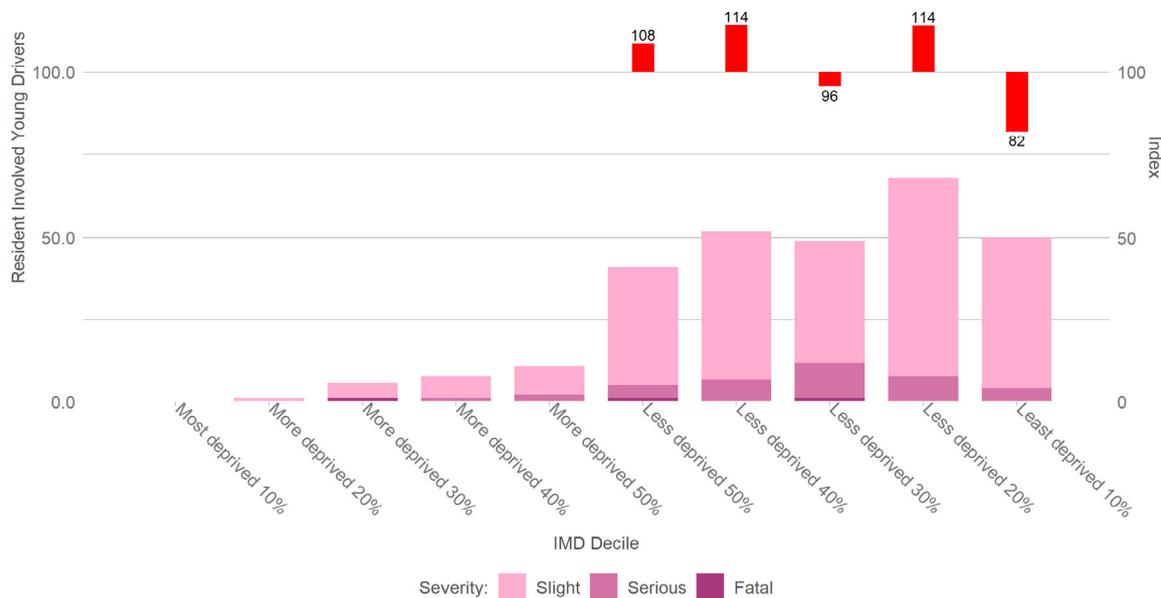


*Deprivation*

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 (2014-2018)



## 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, 62% of the casualties were the drivers themselves. A further 30% 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 (2014-2018)

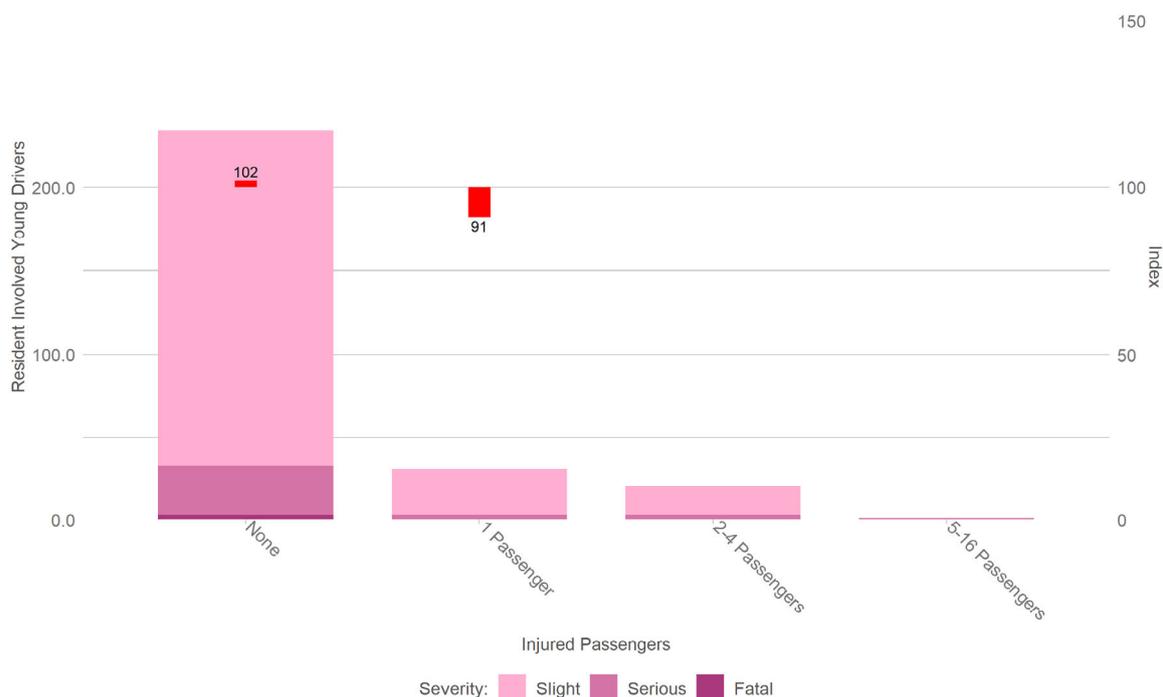


Figure 33 shows the number of young drivers by the presence and quantity of injured passengers in their vehicle. The red bars are indices comparing young drivers to the figures for injured passengers for all young drivers. It shows that most young drivers (82%) do not have injured passengers in their vehicle, and the red bars indicate that the numbers of injured passengers are 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

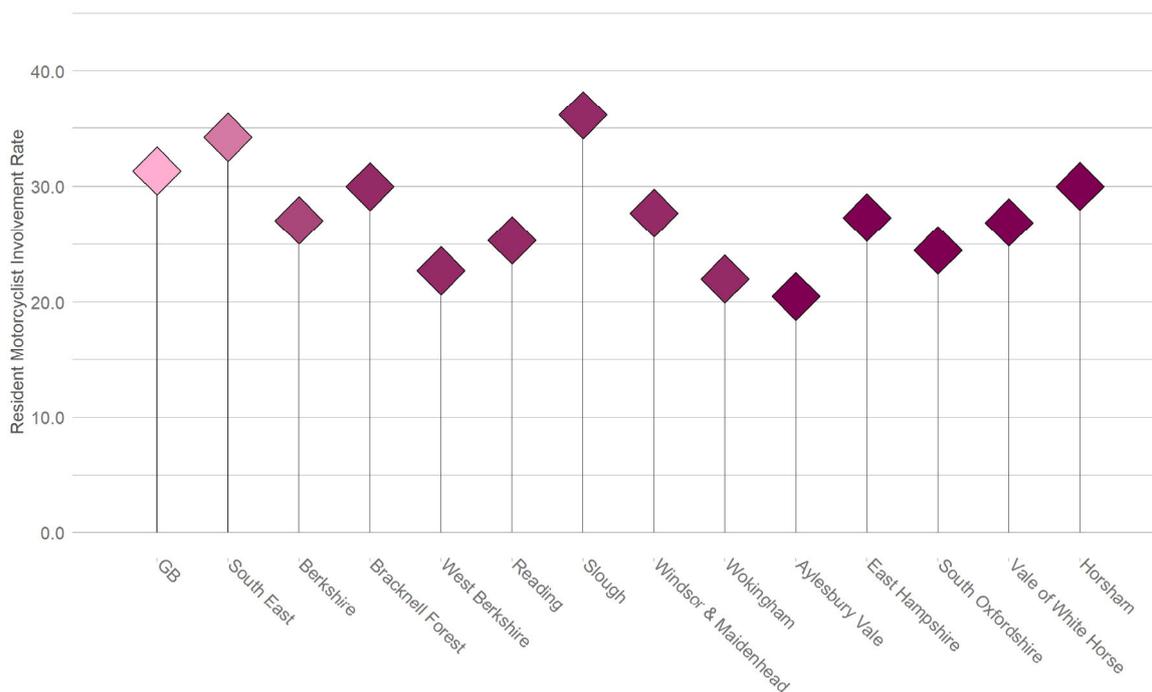
This section refers to motorcyclists involved in collisions and who are residents of West Berkshire.

#### 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 2014 and 2018, West Berkshire had a resident collision-involved motorcyclist rate of 22.7 per year, per 100,000 population.

Figure 34 - Annual average West Berkshire resident involved motorcyclist per 100,000 population (2014-2018)



### 2.3.1.2 Comparisons

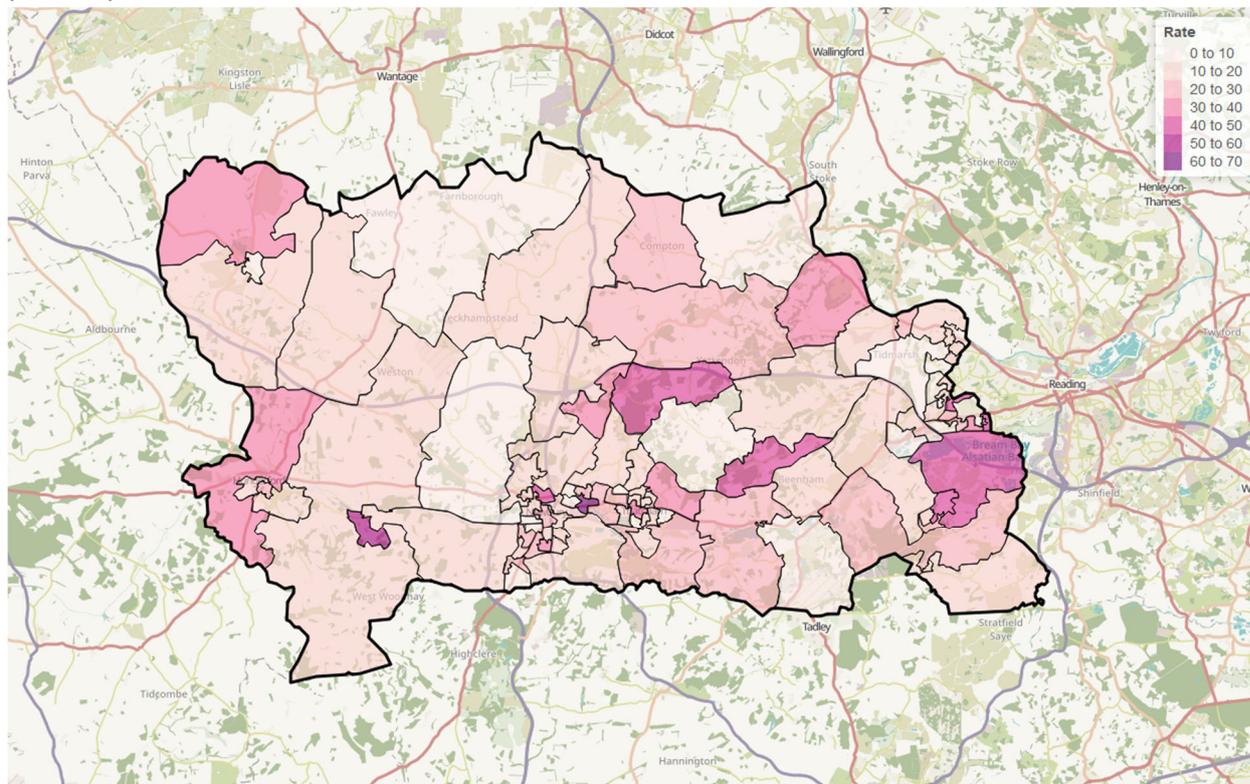
West Berkshire’s resident motorcyclist involvement rate was 28% below the national rate and 34% below the South East regional rate. In line with the rate for Wokingham, West Berkshire’s rate was lower than the rates for Bracknell Forest, Reading, Slough, and Windsor & Maidenhead, at 16% below the overall rate for Berkshire as a whole. When looking at the most similar comparator authorities, West Berkshire had a motorcyclist involvement rate higher than the rate for Aylesbury Vale, but lower than the rates for East Hampshire, South Oxfordshire, 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 Thatcham, Hungerford, Burghfield Common, and Calcot. High rates can also be found around Newbury, Compton, Tidmarsh, and Aldermaston.

Figure 35 - West Berkshire resident involved motorcyclist home location by LSOA, involved motorcyclist per year per 100,000 population (2014-2018)

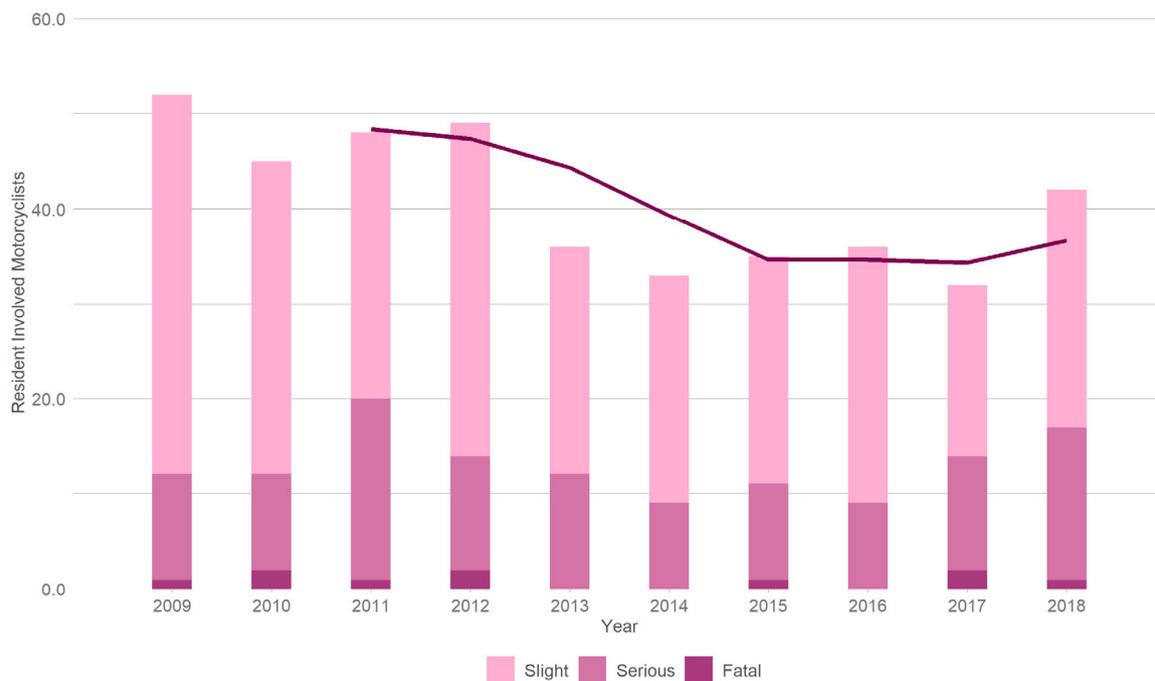


### 2.3.1.3 Trends

Figure 36 shows West Berkshire's annual collision involved resident motorcyclist numbers since 2009, 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 between 2013 and 2017 than between 2009 and 2012, although involvement seems to have risen again in 2018. There were 42 resident motorcyclists involved in collisions in 2018, up from 32 in 2017. Of these, one was involved in a fatal collision and a further 16 were involved in collisions in which there was a seriously injured casualty.

Figure 36 - West Berkshire resident involved motorcyclist, by year and severity (2009-2018)



### Resident motorcyclist collision involvement in other areas

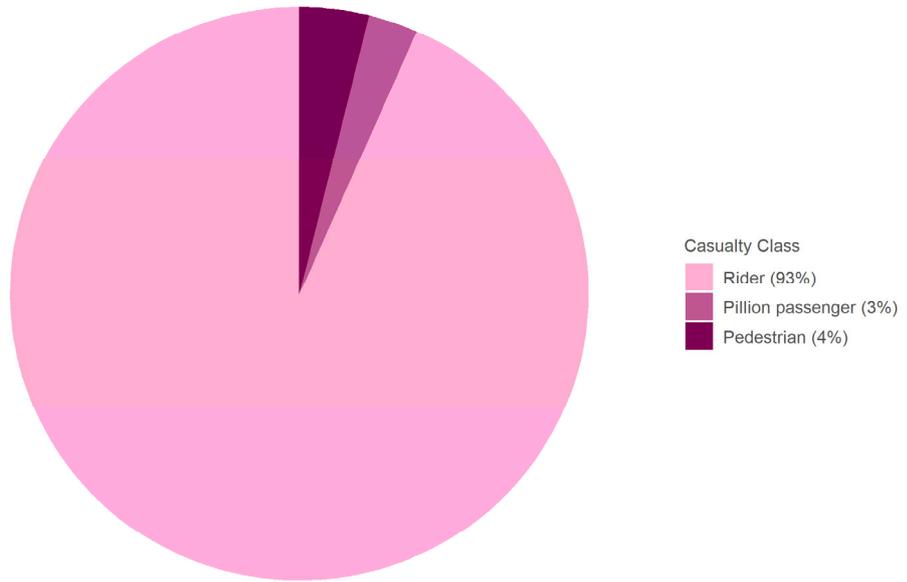
Over half (58%) of West Berkshire’s collision-involved resident motorcyclists were involved in collisions in West Berkshire. Of the remaining 42%, the majority were involved in collisions in Reding (12%) or Hampshire (10%). Others were involved in collisions in Oxfordshire (3%), Buckinghamshire (3%), Surrey (2%), Wokingham (2%) and Wiltshire (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, 93% of the casualties were the riders themselves. A further 3% 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 (2014-2018)





## 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 4.1.1 on page 66.

### 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 4.1.1 on page 66.

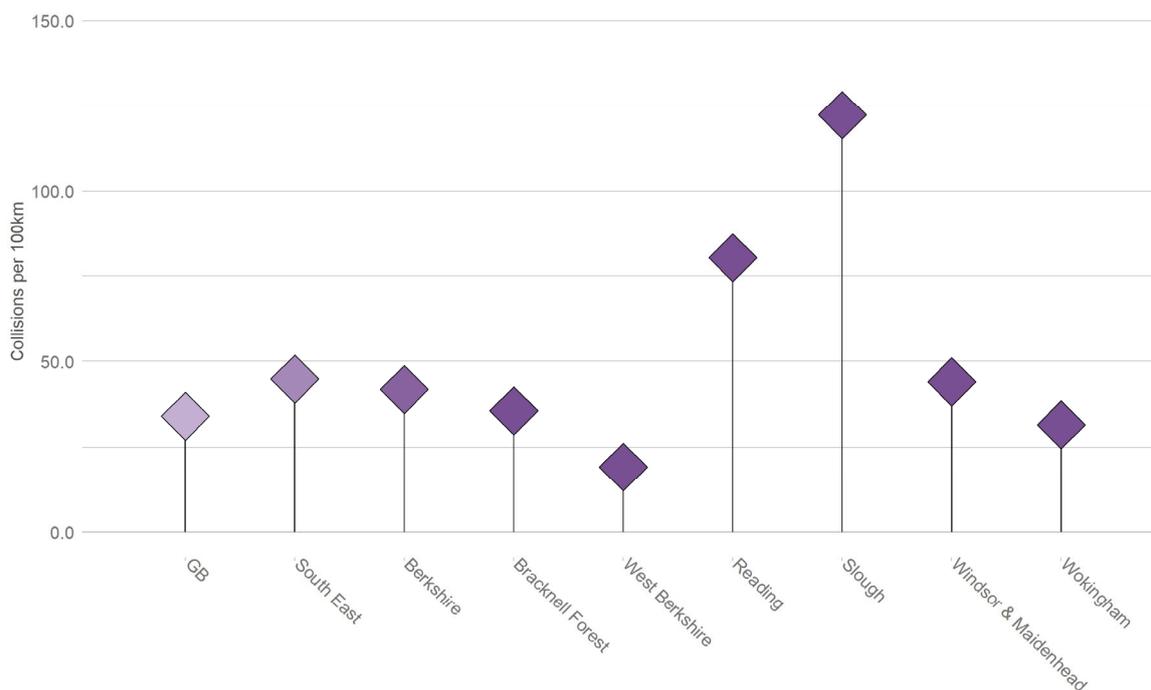
#### 3.1.1 Rates

##### 3.1.1.1 Collisions per 100km of road

Figure 38 below shows the rate of average annual collisions between 2014 and 2018 per 100km of road in West Berkshire compared to the national and regional rates, and those of the most similar comparators.

Between 2014 and 2018, West Berkshire had a collision rate of 19.2 collisions per year, per 100km of road.

Figure 38 - Annual average collisions per 100km of road (2014-2018)



##### 3.1.1.2 Comparisons

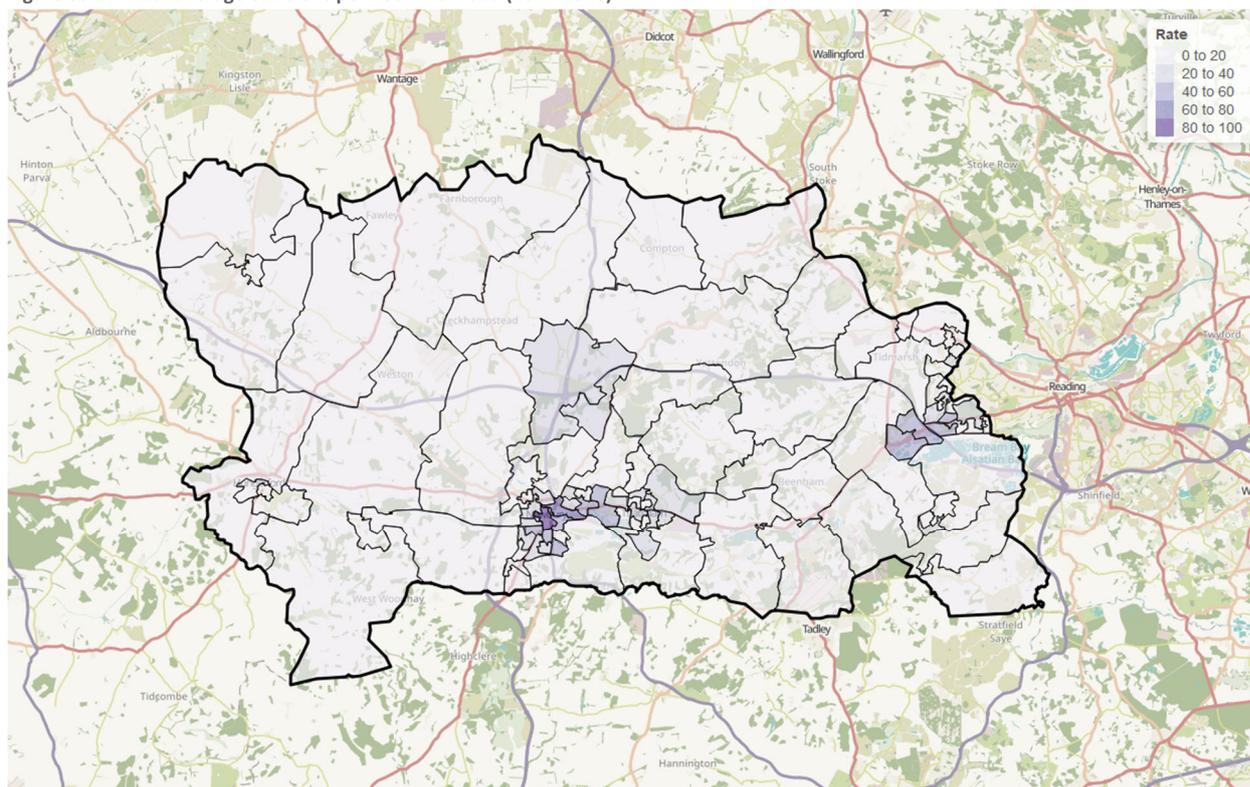
The collision rate on West Berkshire’s road network was 44% lower than the national rate. It was less than half the rate of both the South East region and of Berkshire as a whole, and the lowest within Berkshire.

## 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, Theale, and Calcot. There are also high collision rates around Thatcham, and around the junction where the M4 meets the A34.

Figure 39 - Annual average collisions per 100km of road (2014-2018)

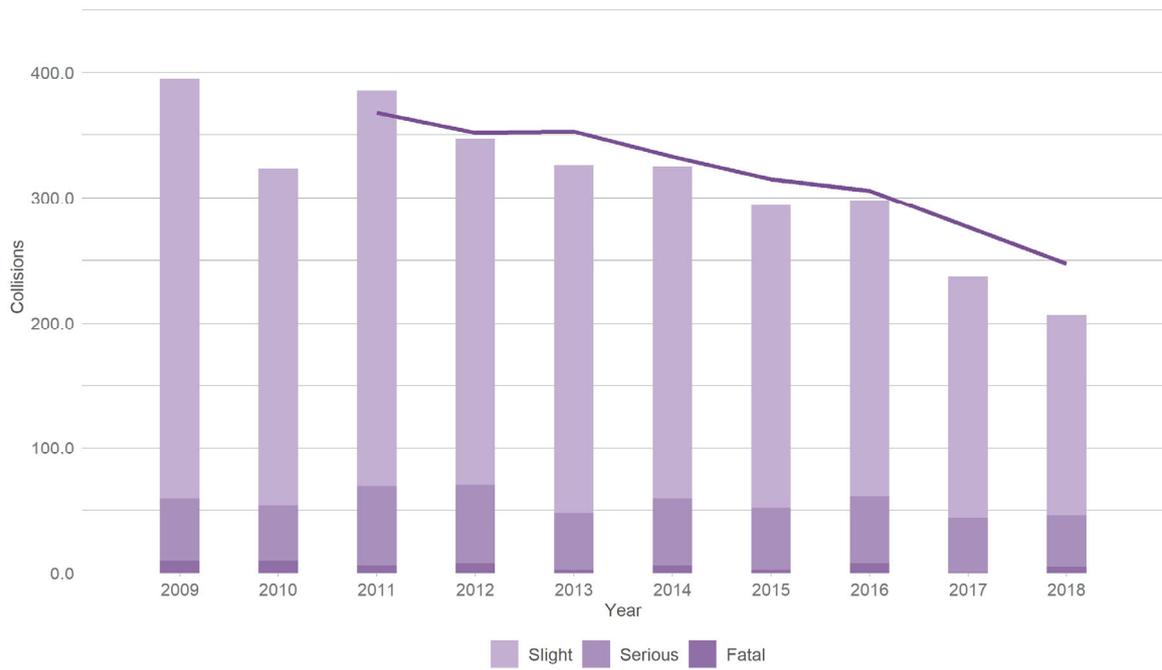


### 3.1.1.3 Trends

Figure 40 shows annual collisions on West Berkshire's roads, since 2009 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 2018 there were 207 collision in West Berkshire, a reduction of 48% from 395 in 2009. Five of these collisions involved a fatality, and a further 41 involved a casualty that was seriously injured.

Figure 40 - West Berkshire collisions, by year and severity (2009-2018)

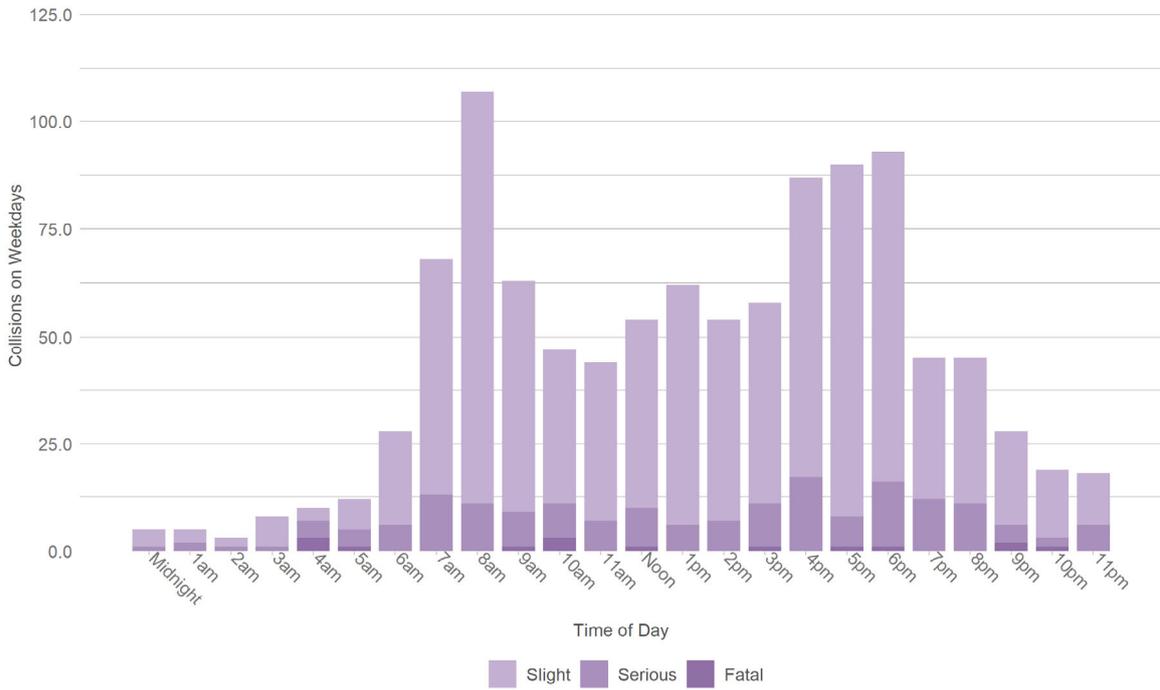


### 3.1.1.4 Collisions by hour of the day

#### *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.

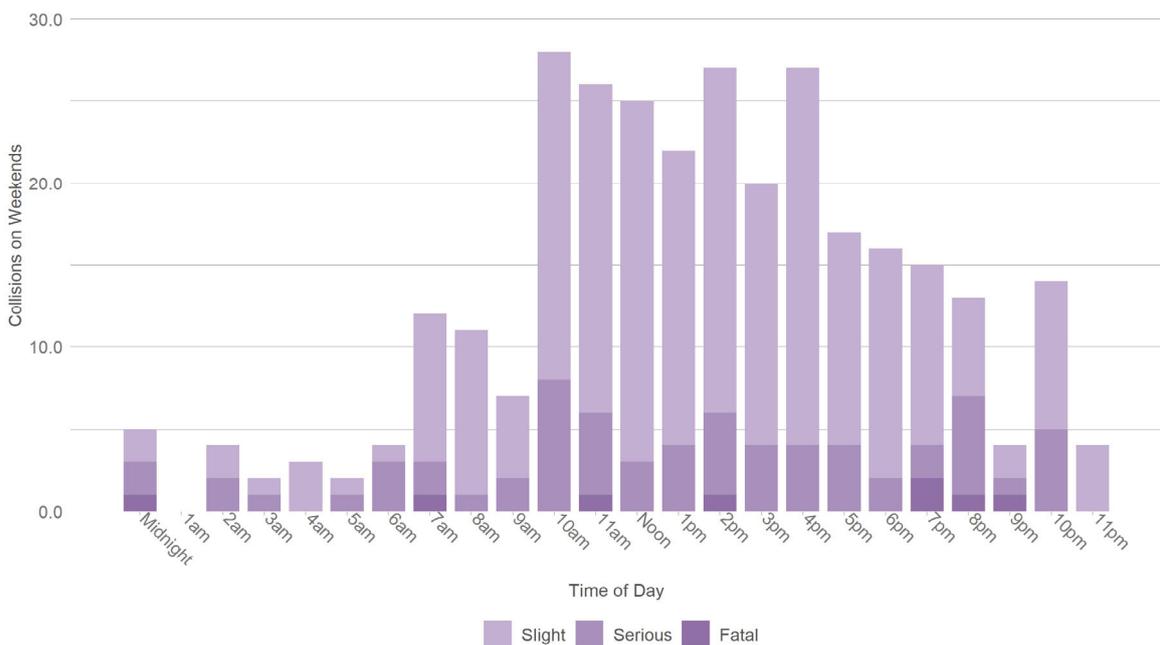
Figure 41 - West Berkshire collisions, by hour of the day during weekdays (2014-2018)



*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 (2014-2018)



## 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 below the national average percentage of collision-involved drivers who are involved in collisions in their home authority of 59%. Of the remaining 52%, the majority were involved in collisions in Hampshire (10%), Reading (8%), Oxfordshire (6%), Wiltshire (3%), Swindon (3%), or Wokingham (2%).

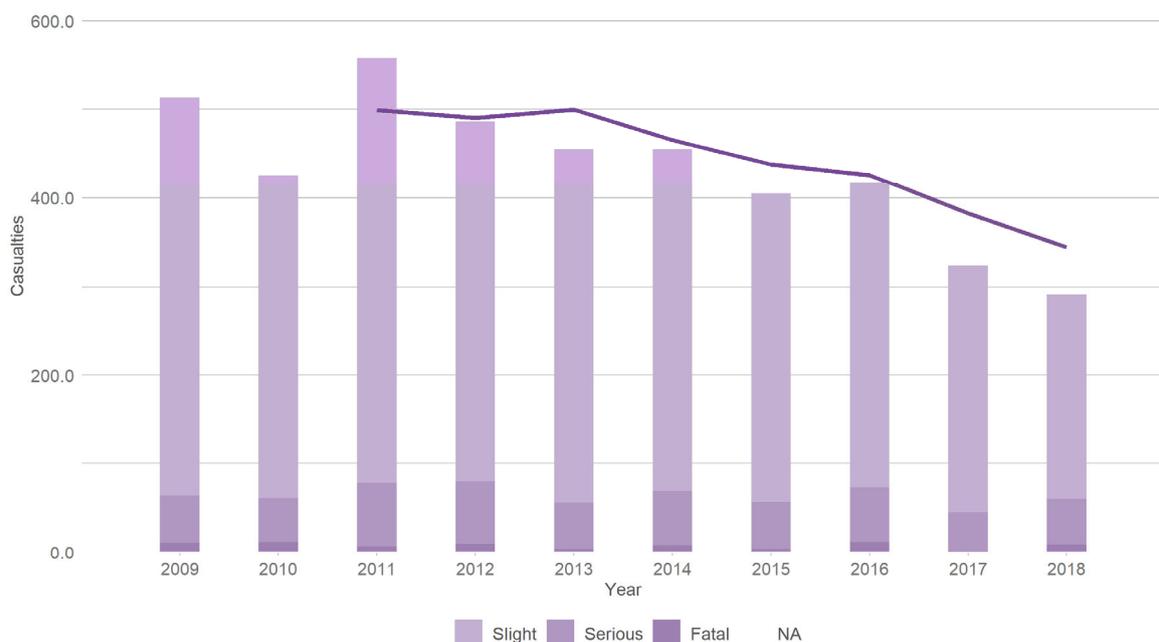
### 3.1.2 Casualty trends on all roads

#### 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 291 casualties injured in West Berkshire in 2018, down by 48% from 2011. Of these, eight were killed and a further 51 were seriously injured.

Figure 43 - Casualties on West Berkshire's roads by year (2009-2018)

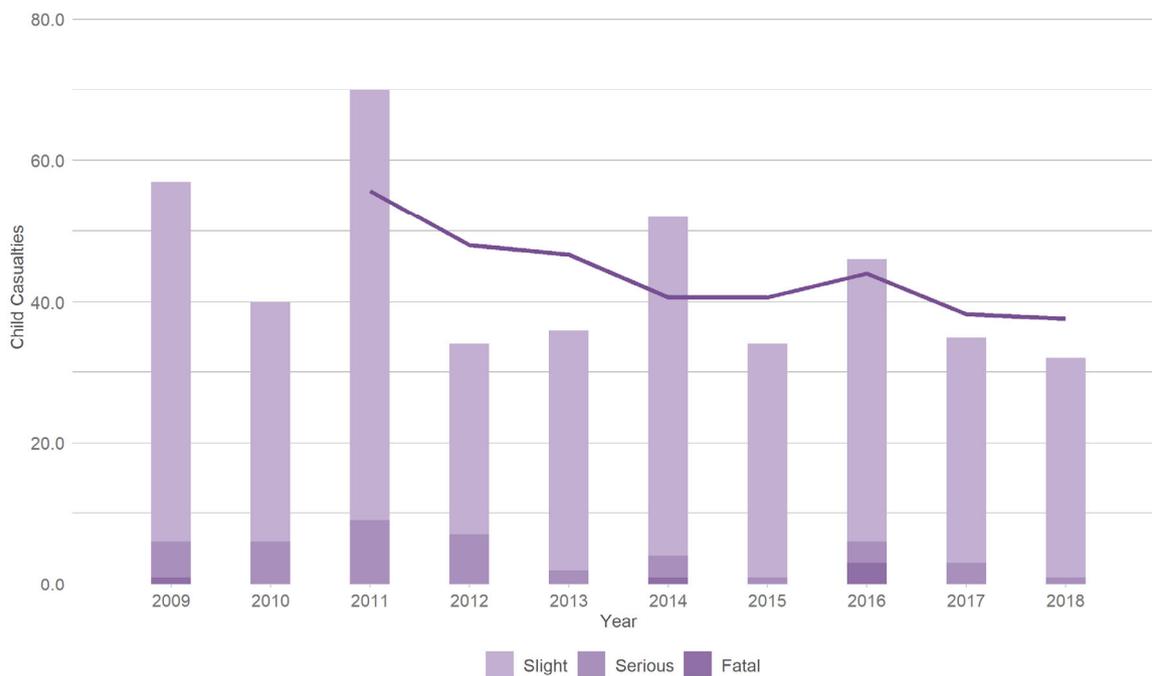


#### 3.1.2.2 Child casualties

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

Although numbers have fluctuated over the past decade, there appears to be an overall downward trend in child casualty numbers. In 2018 there were 32 child casualties on the roads of West Berkshire, one of which was seriously injured. This is down from 57 in 2009. There were no child fatalities on West Berkshire's roads in 2018.

Figure 44 - Child casualties on West Berkshire's roads by year (2009-2018)

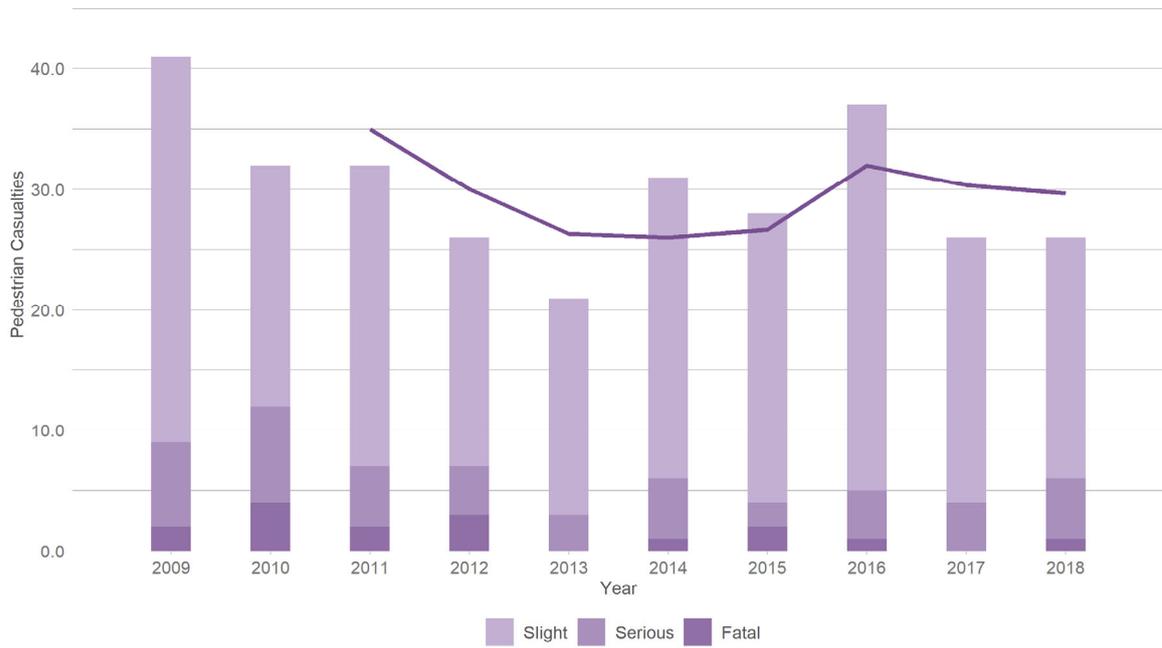


### 3.1.2.3 Pedestrian casualties

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 2018 there were 26 pedestrian casualties on West Berkshire's roads, of which five were seriously injured and another killed. This is down from 41 in 2009.

Figure 45 - Pedestrian casualties on West Berkshire's roads by year (2009-2018)



### 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 2009. In 2017 there were 21 pedal cyclist casualties, but this rose back up to 32 in 2018. There have been no pedal cyclist fatalities in West Berkshire since 2014.

Figure 46 - Pedal cyclist casualties on West Berkshire's roads by year (2009-2018)



## 3.2 Collisions on Urban Roads in West Berkshire

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

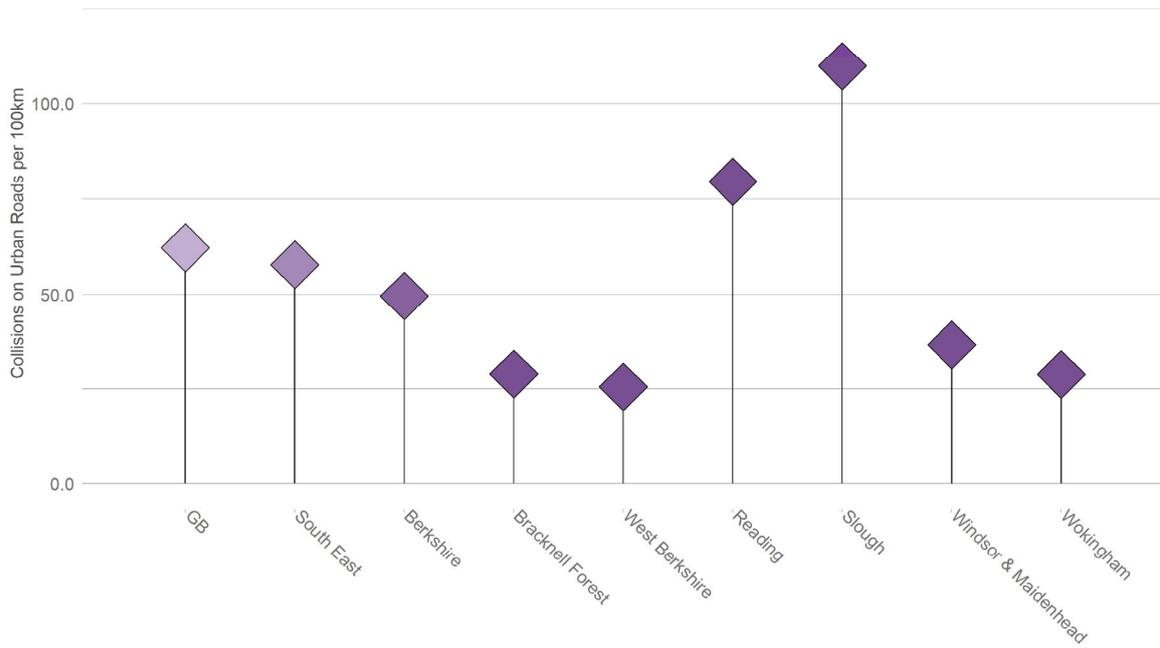
### 3.2.1 Rates

#### 3.2.1.1 Collisions on urban road per 100km of urban road

Figure 47 below shows the rate of average annual collisions on urban roads between 2014 and 2018 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 25.5 collisions per year, per 100km of urban road length.

Figure 47 - Annual average collisions on urban roads per 100km of urban road (2014-2018)



### 3.2.1.2 Comparisons

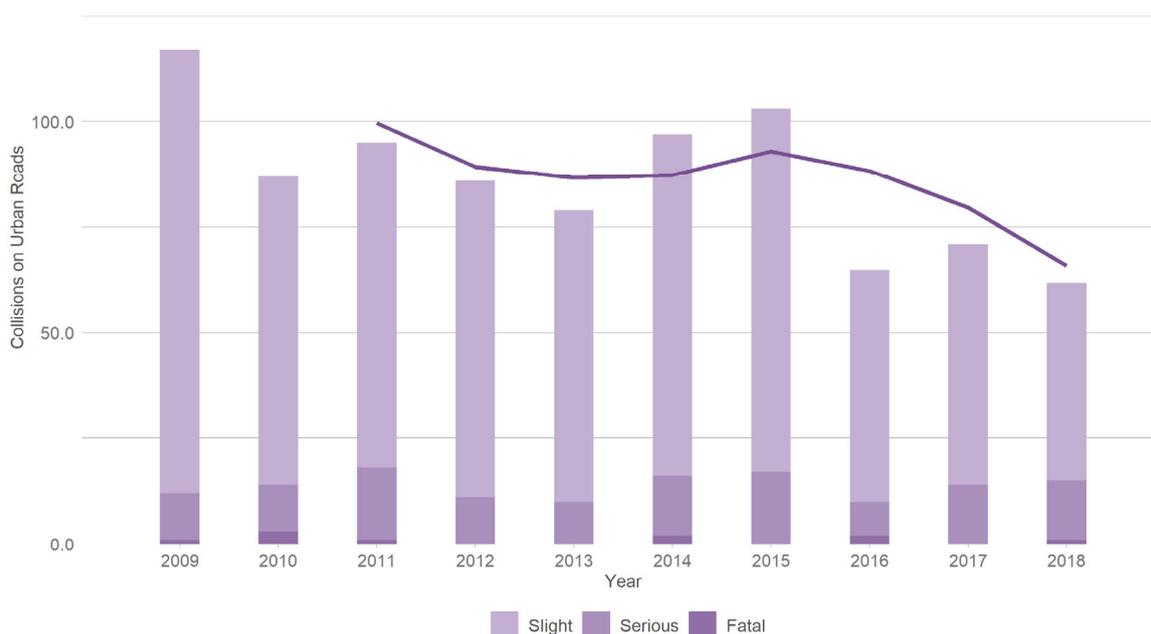
West Berkshire’s urban roads collision rate was 60% lower than the national rate. It was 56% lower than the regional rate, and 48% lower than the overall rate for Berkshire. Within Berkshire, West Berkshire had the lowest urban roads collision rate, slightly lower than the rates for Bracknell Forest and Wokingham.

### 3.2.1.3 Trends

Figure 48 shows annual collisions on West Berkshire’s urban roads, since 2009 by severity.

Collision numbers on urban roads in West Berkshire in the past three years were noticeably lower than earlier in the decade. In 2018 there were 62 collisions on urban roads in West Berkshire, down from a peak of 117 in 2009. Of these, one was a fatal collision and a further 14 involved a seriously injured casualty.

Figure 48 - West Berkshire collisions on urban roads, by year and severity (2009-2018)



### 3.3 Collisions on Rural Roads in West Berkshire

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

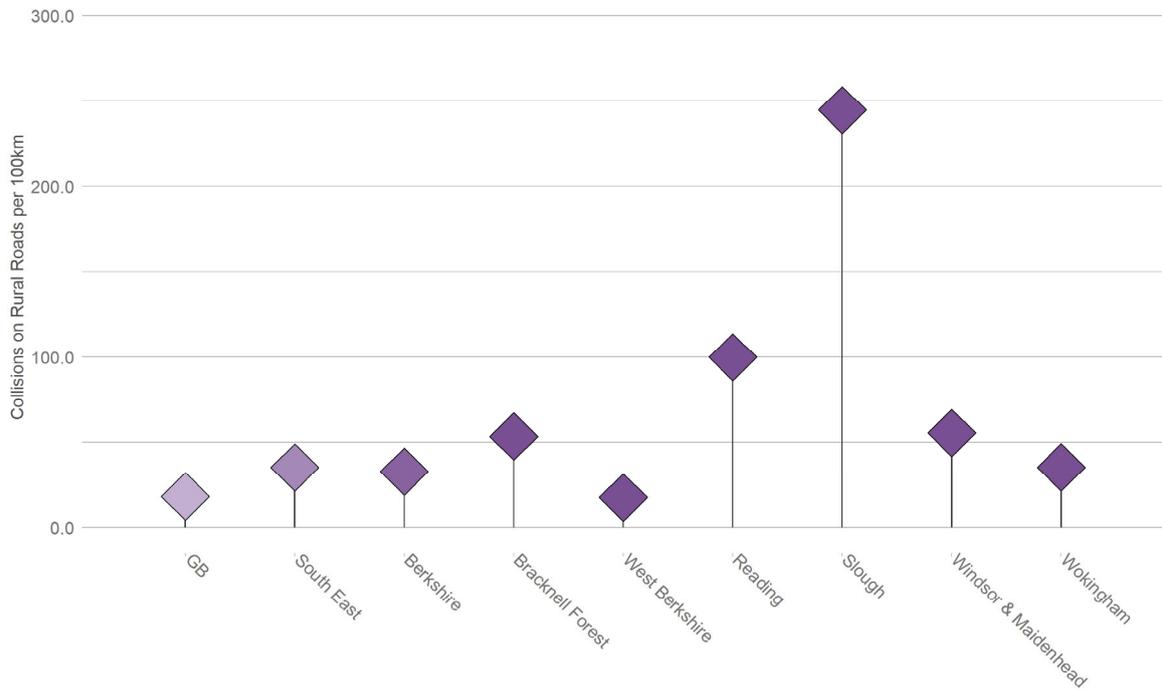
#### 3.3.1 Rates

##### 3.3.1.1 Collisions on rural road per 100km of rural road

Figure 49 below shows the rate of average annual collisions on rural roads between 2014 and 2018 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 17.4 collisions per year, per 100km of rural road length.

Figure 49 - Annual average collisions on rural roads per 100km of rural road (2014-2018)



### 3.3.1.2 Comparisons

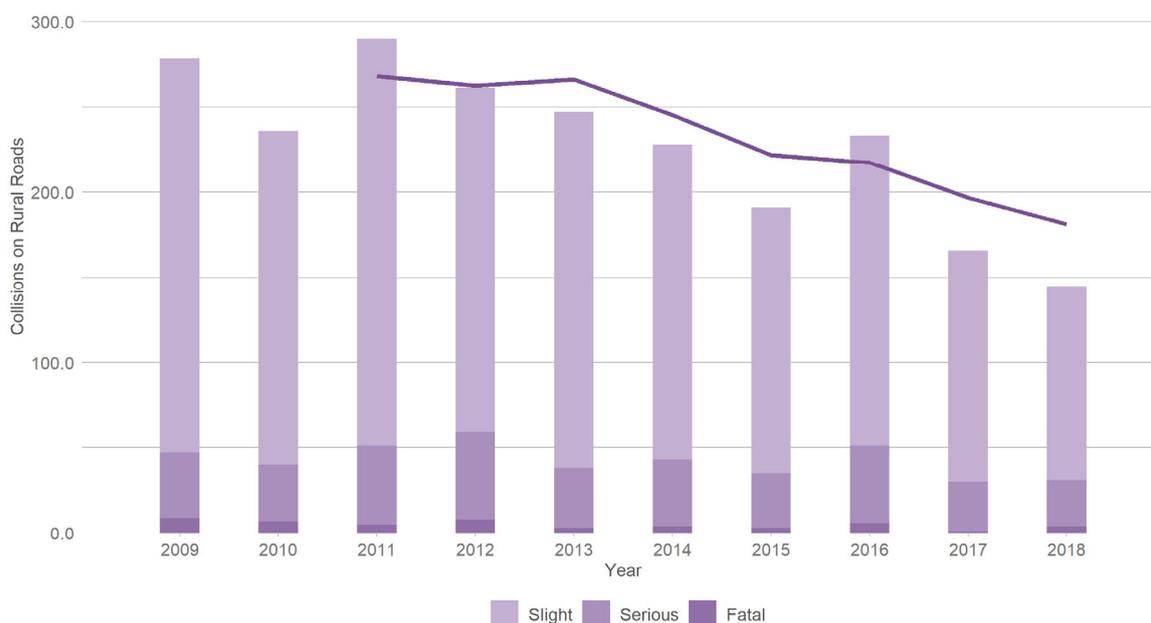
The collision rate on rural roads in West Berkshire is in line with the national rural roads collision rate. This is 51% lower than the rate for the South East and 47% lower than the rate for Berkshire as a whole. Within Berkshire, West Berkshire had the lowest rural roads collision rate.

### 3.3.1.3 Trends

Figure 50 shows annual collisions on West Berkshire’s rural roads, since 2009 by severity.

Despite a spike in 2016, collision numbers on rural roads in West Berkshire have fallen steadily since 2011. In 2018 there were 145 collision on rural roads, of which 27 involved a serious casualty and a further four involved fatalities. This is a reduction of half from a peak of 290 in 2011.

Figure 50 - West Berkshire collisions on rural roads, by year and severity (2009-2018)



### 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 68. For a complete list of all CFs and CF groupings used by Agilysis, see section 4.4 on page 79.

#### 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. This analysis excludes strategic roads.

## 3.4.1.1 Trends

Figure 51 - Collisions in West Berkshire where CF306 and/or CF307 were recorded (2009-2018), excluding strategic roads

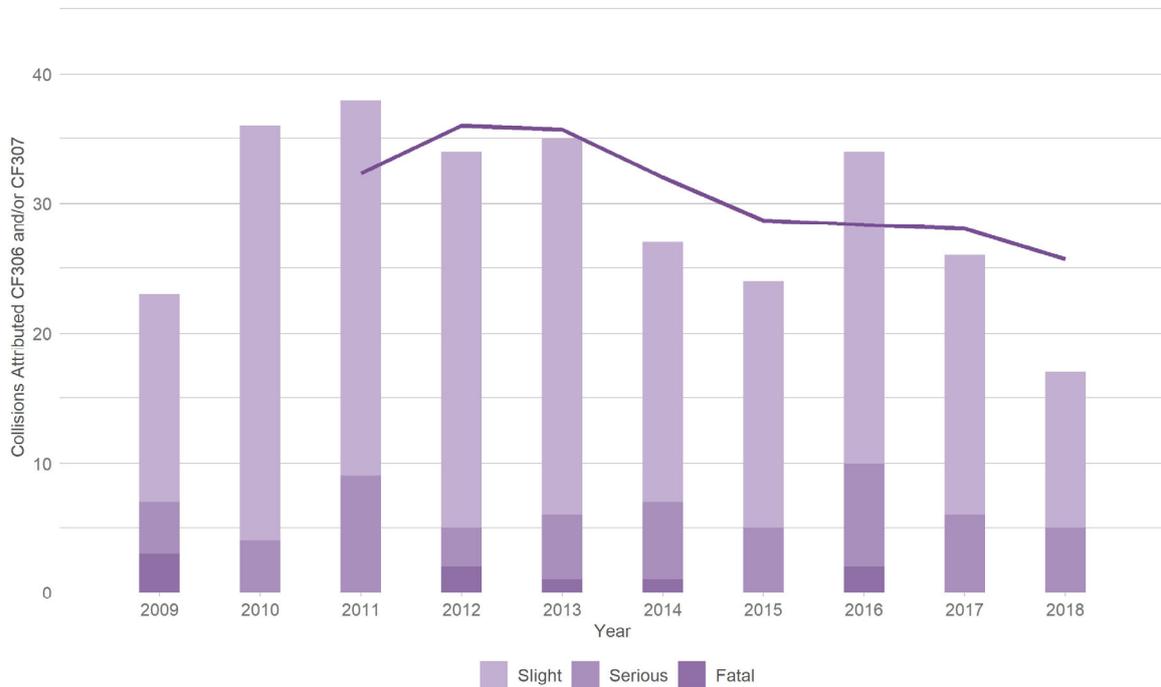
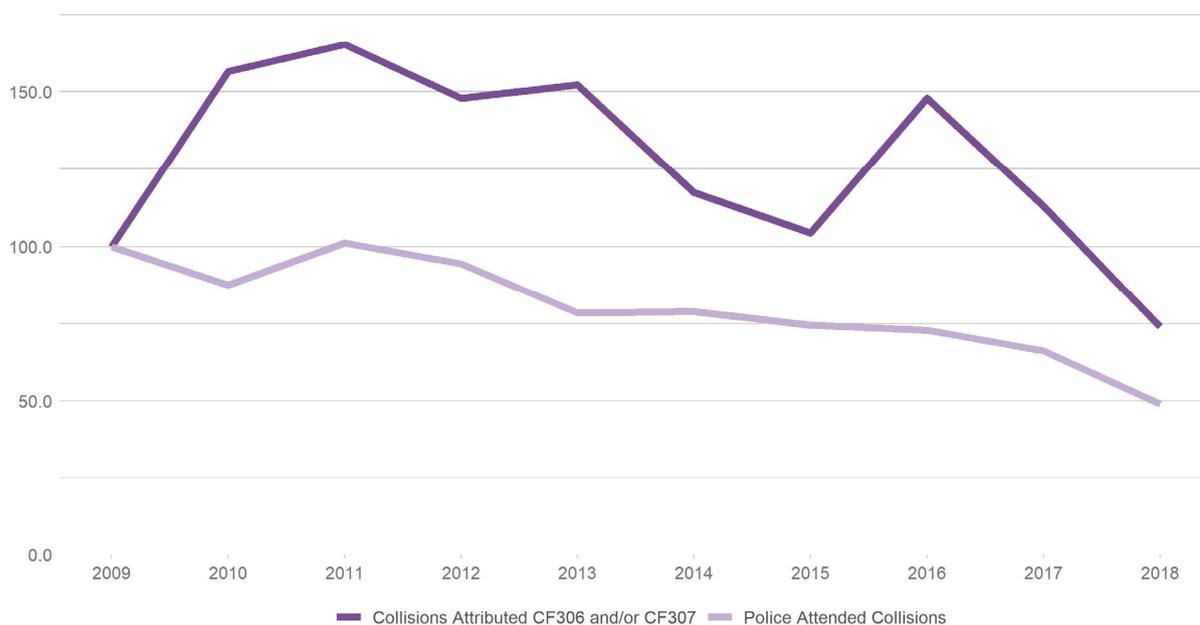


Figure 51 shows annual collisions on West Berkshire’s roads where at least one of the speed choice CFs were recorded, with a three-year moving average trend line for speed choice collisions. Figure 52 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2009 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 2009 as a baseline, it is clear that that these reductions are at a slower rate than the reductions in the number of all police officer attended collisions.

Figure 52 - Collision trends in West Berkshire where CF306 and/or CF307 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads

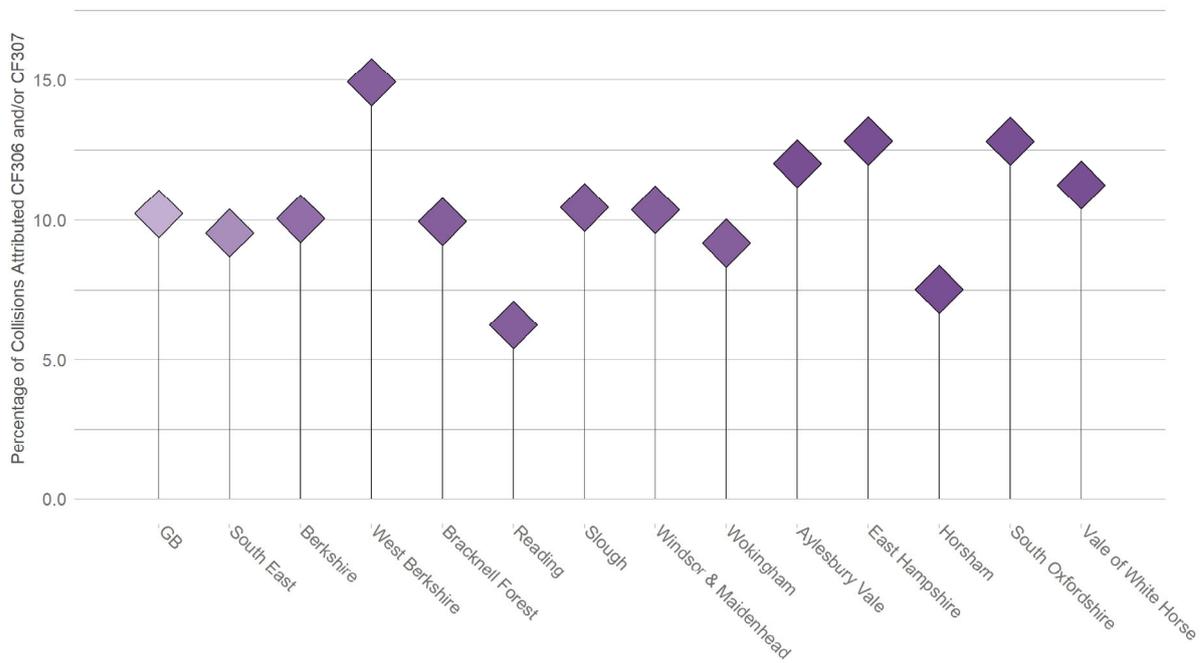


### 3.4.1.2 Comparisons

Figure 53 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 2014 and 2018 with police officer attendance, 15% 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 53 - Percentage of collisions in West Berkshire and comparators where CF306 and/or CF307 were recorded (2014-2018), excluding strategic roads



### 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. This analysis excludes strategic roads.

### 3.4.2.1 Trends

Figure 54 - Collisions in West Berkshire where CF501 and/or CF502 were recorded (2009-2018), excluding strategic roads

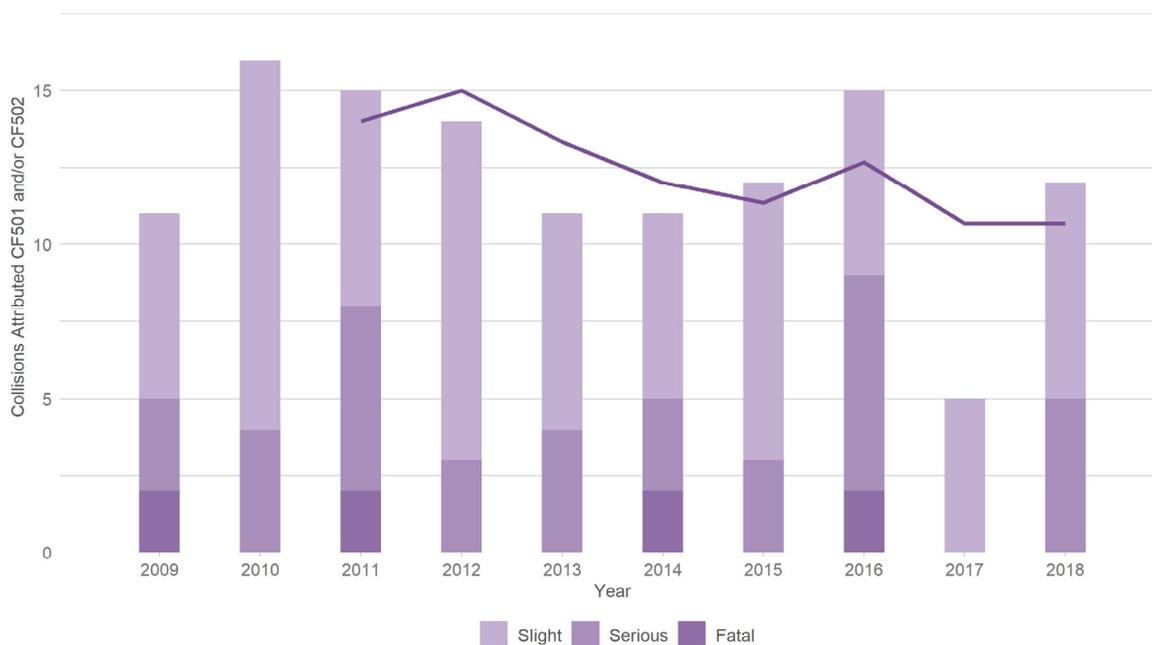
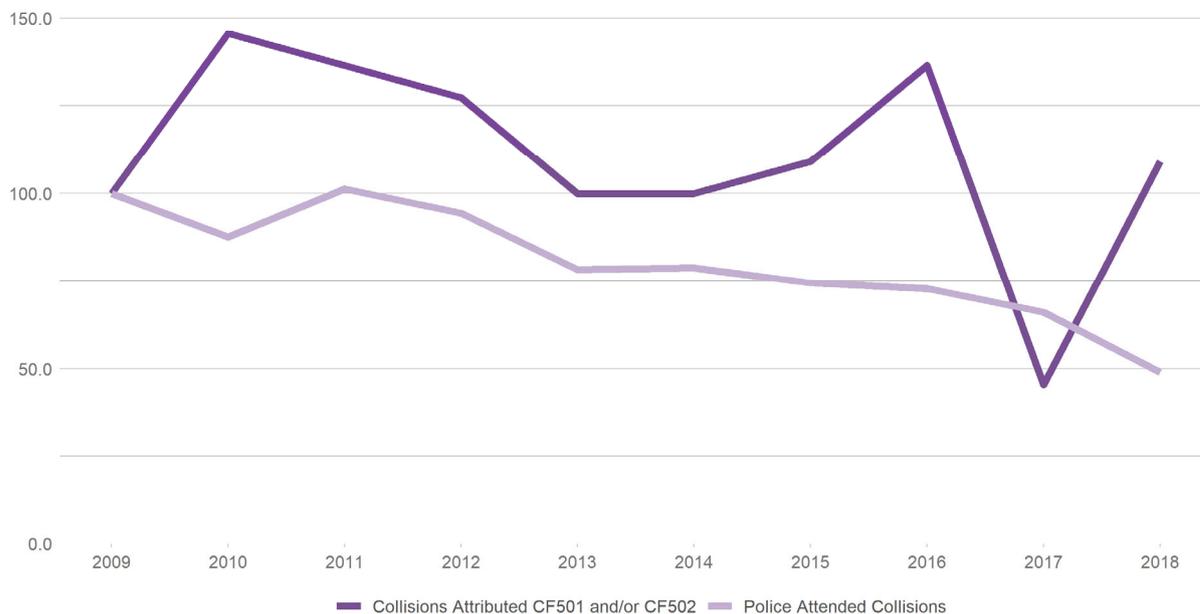


Figure 54 shows annual collisions on West Berkshire’s roads where at least one of the impairment CFs were recorded, with a three-year moving average trend line for impairment collisions. Figure 55 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2009 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 were noticeable spikes in numbers in both 2016 and 2018. As numbers are low, this could be a result of random fluctuation. In 2018 there were 12 impairment related collisions, up from 11 in 2009 and from 5 in 2017. Using 2019 as a baseline, these fluctuations have resulted in a trend that is broadly in line with the reductions seen for all officer attended collision numbers.

Figure 55 - Collision trends in West Berkshire where CF501 and/or CF502 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads

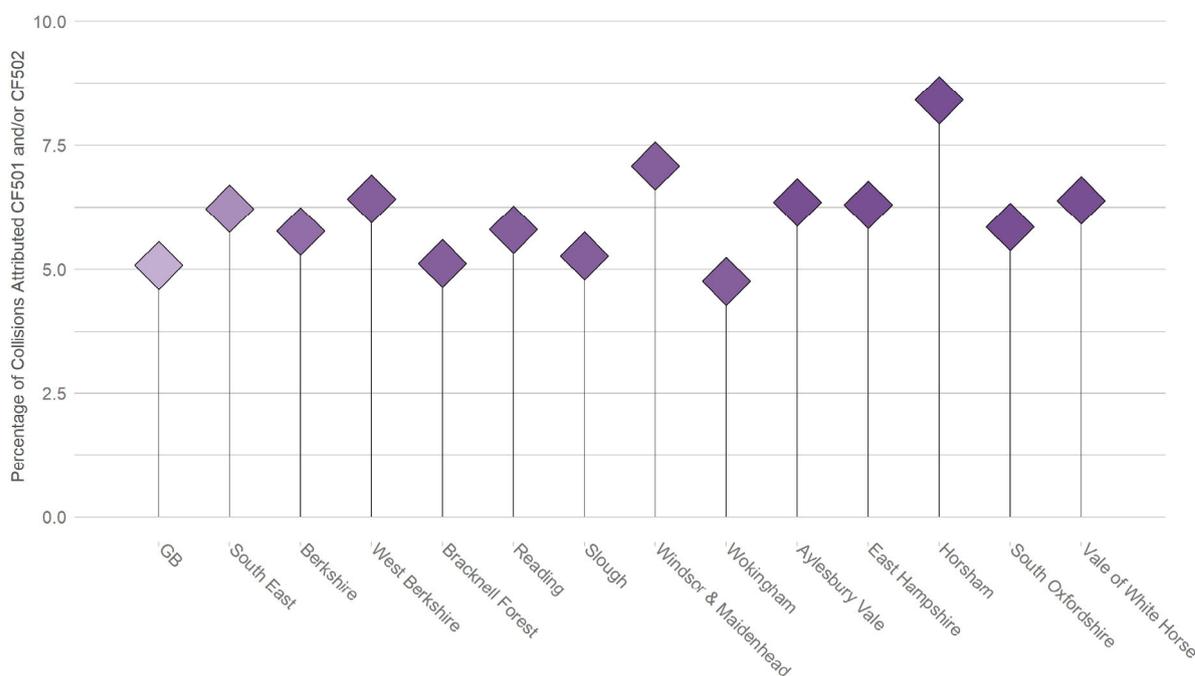


### 3.4.2.2 Comparisons

Figure 56 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, 6.4% 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 percentages recorded in the most similar comparator authorities of Aylesbury Vale, East Hampshire, and Vale of White horse, slightly higher than the percentages of South Oxfordshire but lower than the percentage for Horsham.

Figure 56 - Percentage of collisions in West Berkshire and comparators where CF501 and/or CF502 were recorded (2014-2018), excluding strategic roads



### 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. This analysis excludes strategic roads.

## 3.4.3.1 Trends

Figure 57 - Collisions in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded (2009-2018), excluding strategic roads

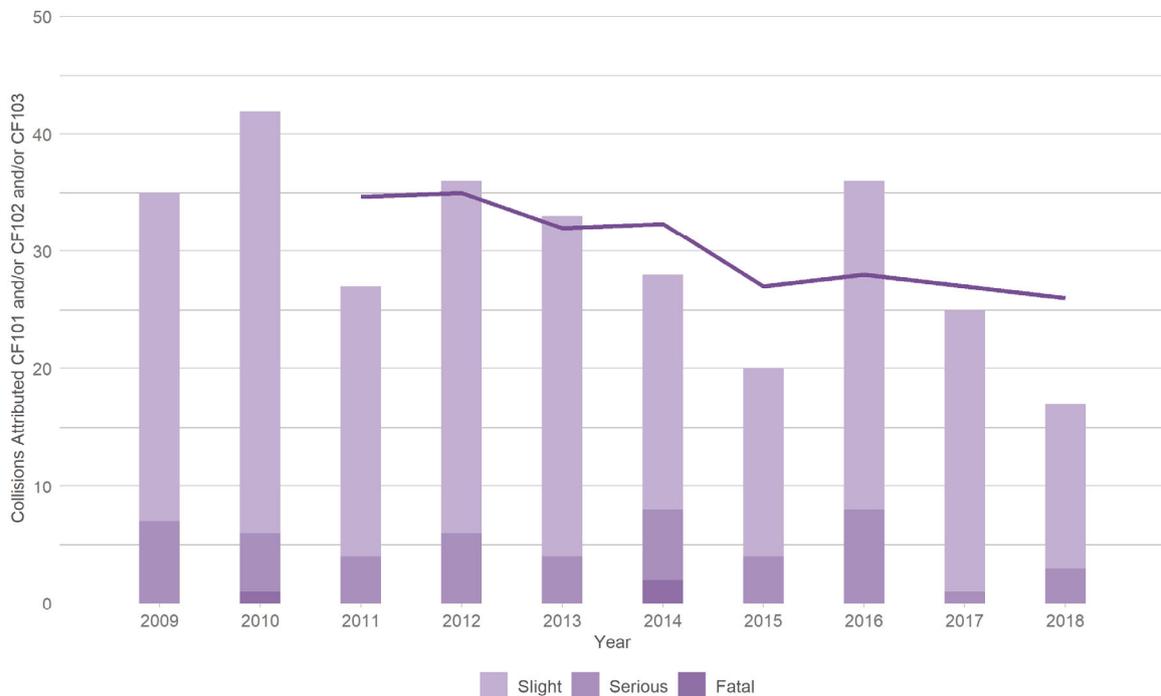
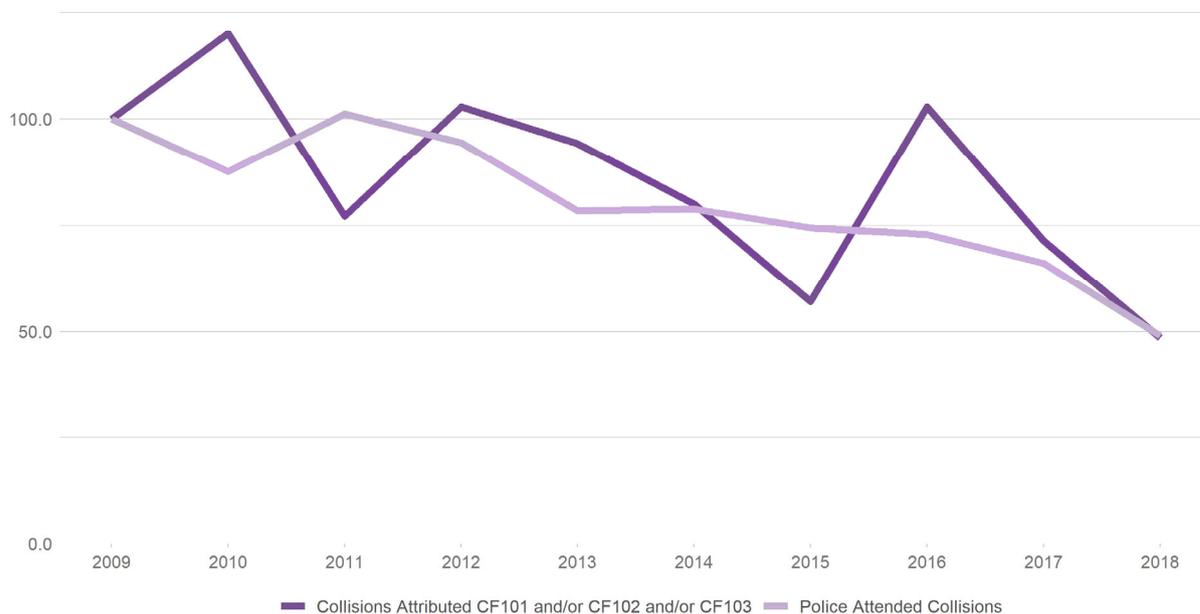


Figure 57 shows annual collisions on West Berkshire’s roads where at least one of the road surface CFs were recorded, with a three-year moving average trend line for road surface collisions. Figure 58 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2009 baseline for comparison.

Numbers of road surface related collisions have shown a broadly downward trend over the decade, despite some fluctuation. There were 17 collisions in 2018 that were attributed a road surface CF, down from 35 in 2009. Of these, three resulted in a serious injury. Using 2009 as a baseline, Figure 58 shows that this trend is in line with the one seen for all officer attended collisions.

Figure 58 - Collision trends in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads

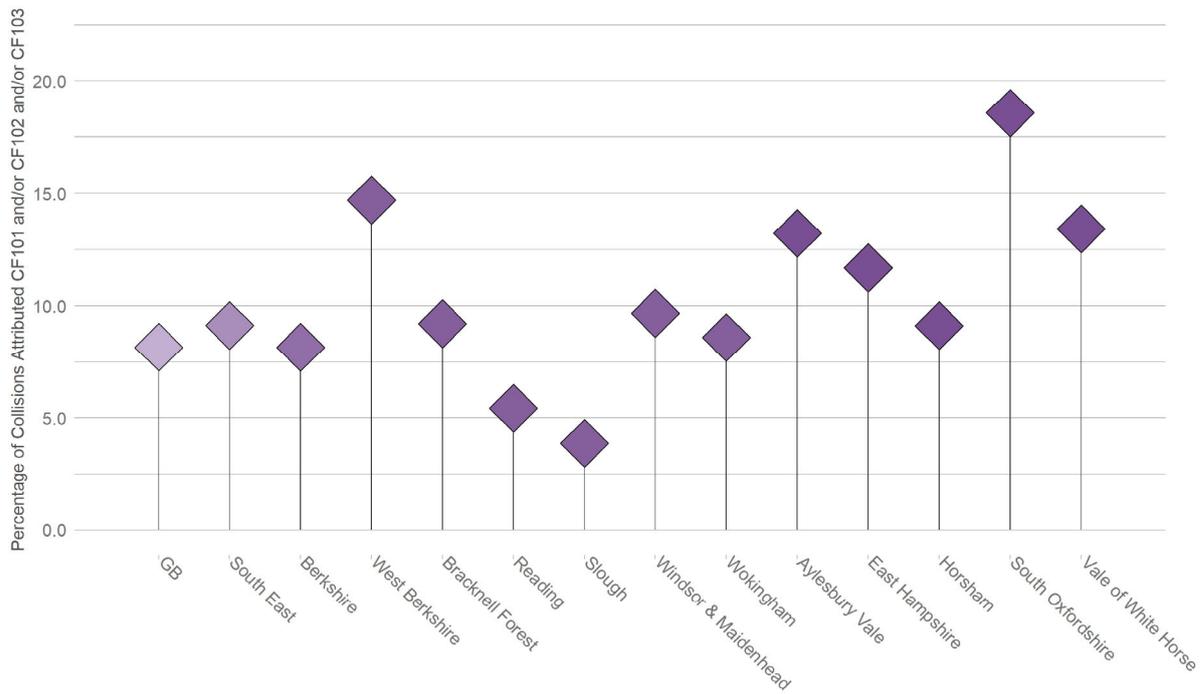


### 3.4.3.2 Comparisons

Figure 59 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 2014 and 2018, 15% 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 59 - Percentage of collisions in West Berkshire and comparators where CF101 and/or CF102 and/or CF103 were recorded (2014-2018), excluding strategic roads



### 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. This analysis excludes strategic roads.

### 3.4.4.1 Trends

Figure 60 - Collisions in West Berkshire where CF601 and/or CF602 were recorded (2009-2018), excluding strategic roads

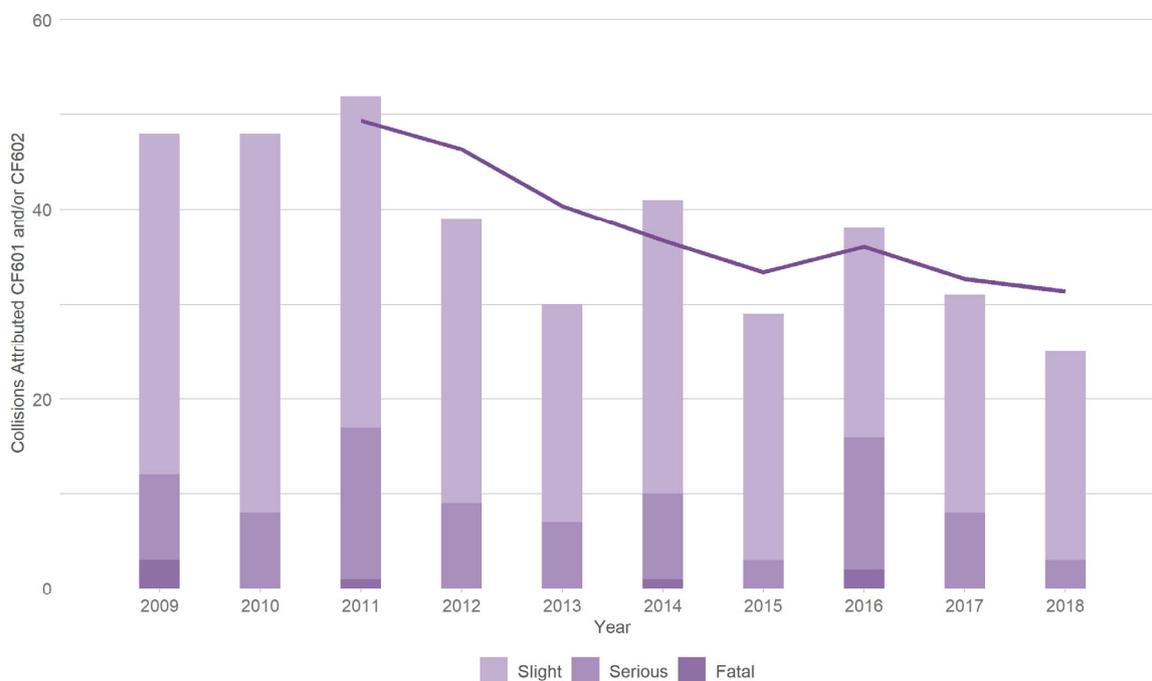
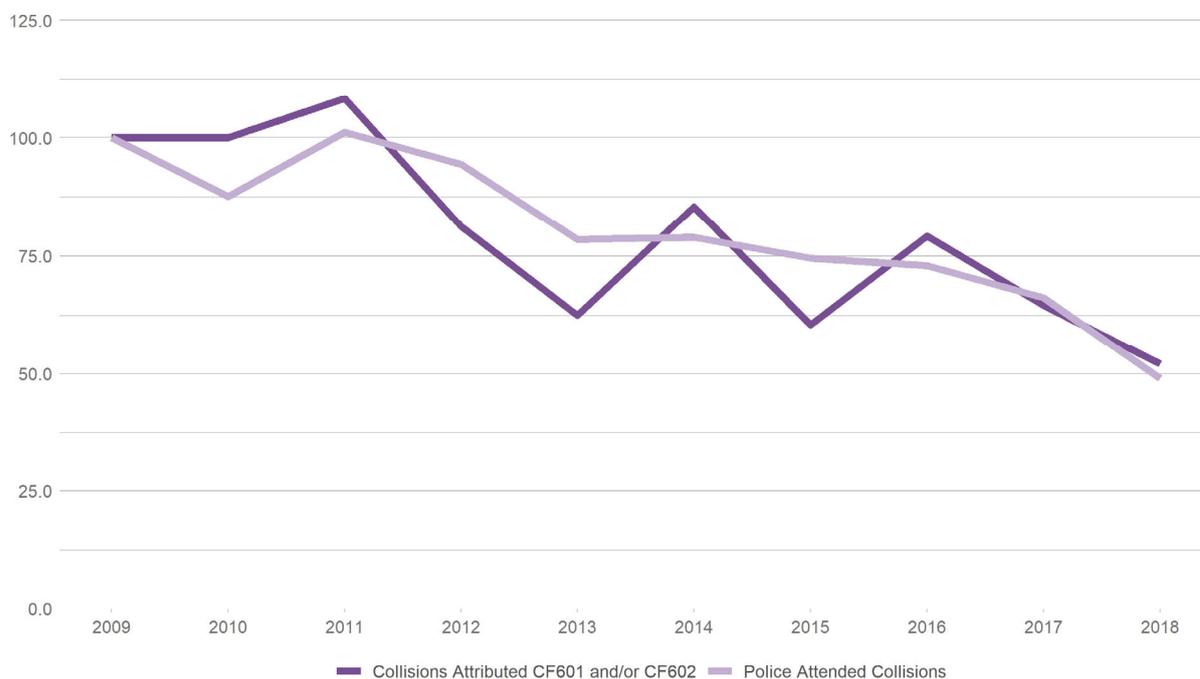


Figure 60 shows annual collisions on West Berkshire’s roads where at least one of the unsafe behaviour CFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions. Figure 61 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2009 baseline for comparison.

There has been a distinct downward trend in unsafe behaviour related collisions, down from 48 in 2009 to 25 in 2018. Of these 25 collisions, three involved seriously injured casualties. Using 2009 as a baseline, Figure 61 shows that this downward trend is in line with the annual reductions in the number of all officer attended collisions in West Berkshire.

Figure 61 - Collision trends in West Berkshire where CF601 and/or CF602 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads

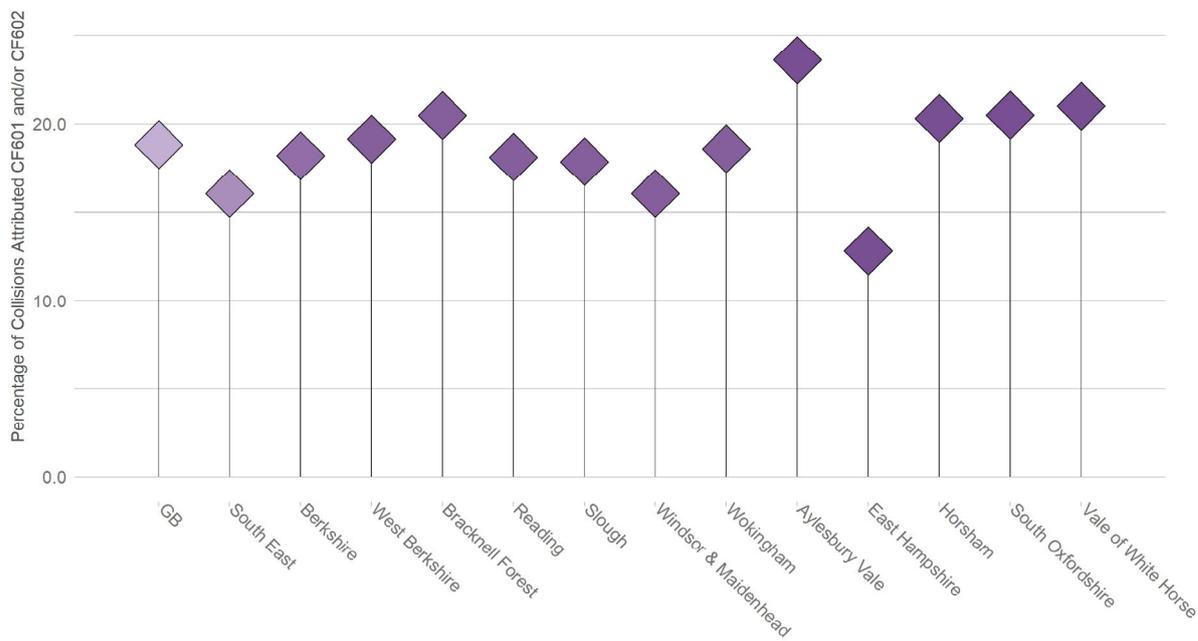


### 3.4.4.2 Comparisons

Figure 62 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, 19% of collisions between 2014 and 2018 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 that of Wokingham, slightly higher than the proportions recorded in Reading, Slough, 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 62 - Percentage of collisions in West Berkshire and comparators where CF601 and/or CF602 were recorded (2014-2018), excluding strategic roads





## 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 system<sup>2</sup>, which is assigned uniquely for each casualty and vehicle user based on individual postcodes in STATS19 records. Typically, nearly 85% of casualty and driver STATS19 records can be matched to 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.

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<sup>2</sup> 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 69 whilst profiles and distribution for the Mosaic Types identified in this Area Profile as providing insight on West Berkshire's residents are detailed on page 71.

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.

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#### 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.

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#### 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. This section details the types of comparators which might be used in this Area Profile.

##### *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 4.4 on page 79.

## 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 66.

### 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

<b>I</b>	Urban Cohesion	<b>I36</b>	Cultural Comfort
		<b>I37</b>	Community Elders
		<b>I38</b>	Asian Heritage
		<b>I39</b>	Ageing Access
<b>J</b>	Rental Hubs	<b>J40</b>	Career Builders
		<b>J41</b>	Central Pulse
		<b>J42</b>	Learners & Earners
		<b>J43</b>	Student Scene
		<b>J44</b>	Flexible Workforce
		<b>J45</b>	Bus-Route Renters
<b>K</b>	Modest Traditions	<b>K46</b>	Self Supporters
		<b>K47</b>	Offspring Overspill
		<b>K48</b>	Down-to-Earth Owners
<b>L</b>	Transient Renters	<b>L49</b>	Disconnected Youth
		<b>L50</b>	Renting a Room
		<b>L51</b>	Make Do & Move On
		<b>L52</b>	Midlife Stopgap
<b>M</b>	Family Basics	<b>M53</b>	Budget Generations
		<b>M54</b>	Childcare Squeeze
		<b>M55</b>	Families with Needs
		<b>M56</b>	Solid Economy
<b>N</b>	Vintage Value	<b>N57</b>	Seasoned Survivors
		<b>N58</b>	Aided Elderly
		<b>N59</b>	Pocket Pensions
		<b>N60</b>	Dependent Greys
		<b>N61</b>	Estate Veterans
<b>O</b>	Municipal Challenge	<b>O62</b>	Low Income Workers
		<b>O63</b>	Streetwise Singles
		<b>O64</b>	High Rise Residents
		<b>O65</b>	Crowded Kaleidoscope
		<b>O66</b>	Inner City Stalwarts

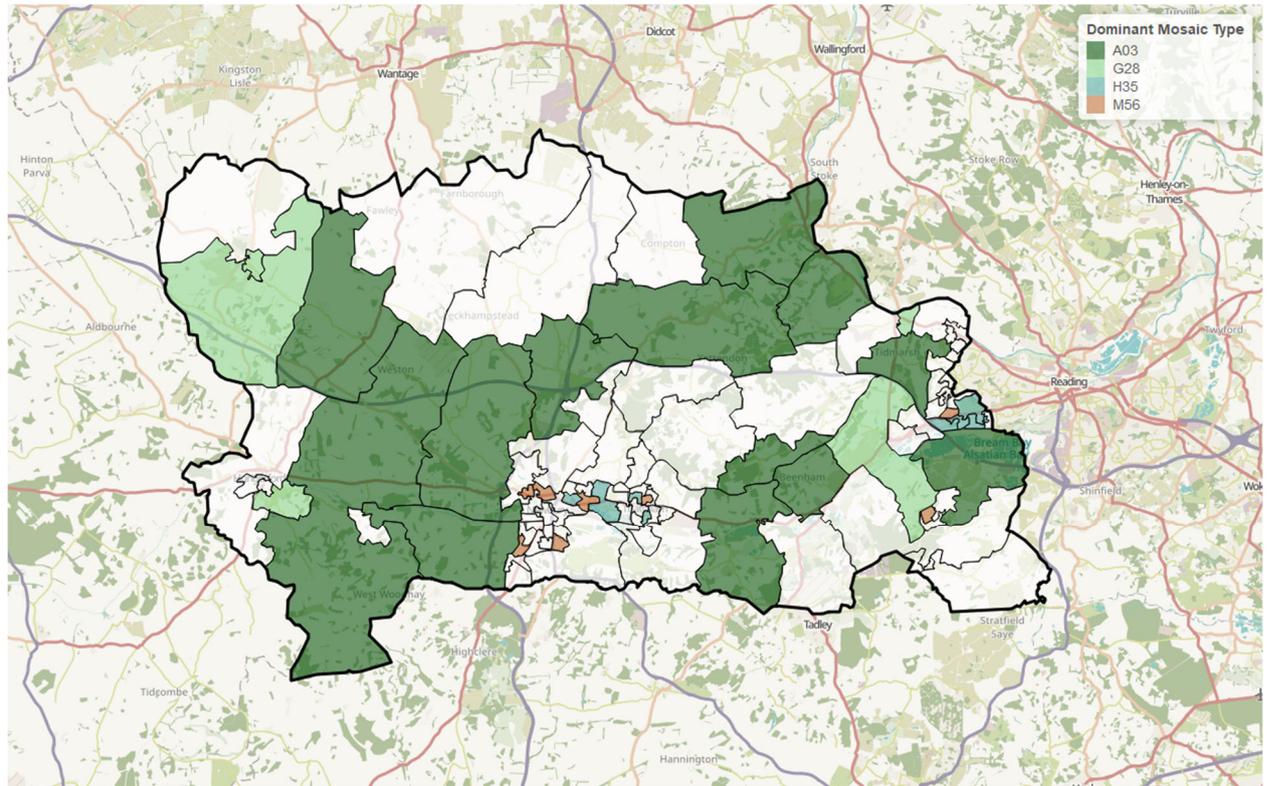
#### 4.2.2 Profile and distribution for selected Mosaic Types

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.

<b>A03</b> Wealthy Landowners	<b>M56</b> Solid Economy	<b>H35</b> Primary Ambitions	<b>G28</b> 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 by post is their preferred channel.	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.

Figure 63 shows West Berkshire's LSOAs colour coded by dominant Mosaic Type.

Figure 63 - 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
2009	4	39	348	391
2010	9	44	319	372
2011	4	62	332	398
2012	6	54	326	386
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
<b>Total</b>	<b>43</b>	<b>449</b>	<b>2934</b>	<b>3426</b>

#### *Child Casualties - West Berkshire Residents (2.1.2)*

Year	Fatal	Serious	Slight	Total
2009	0	4	48	52
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
<b>Total</b>	<b>1</b>	<b>41</b>	<b>313</b>	<b>355</b>

#### *Pedestrian Casualties - West Berkshire Residents (2.1.3)*

Year	Fatal	Serious	Slight	Total
2009	1	7	31	39
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
<b>Total</b>	<b>11</b>	<b>54</b>	<b>226</b>	<b>291</b>

## *Pedal Cycle User Casualties - West Berkshire Residents (2.1.4)*

Year	Fatal	Serious	Slight	Total
2009	1	2	41	44
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
<b>Total</b>	<b>3</b>	<b>64</b>	<b>283</b>	<b>350</b>

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

Year	Fatal	Serious	Slight	Total
2009	2	33	213	248
2010	7	36	210	253
2011	3	39	217	259
2012	4	35	224	263
2013	4	28	211	243
2014	4	28	186	218
2015	2	29	180	211
2016	3	28	167	198
2017	0	18	157	175
2018	2	21	137	160
<b>Total</b>	<b>31</b>	<b>295</b>	<b>1902</b>	<b>2228</b>

## *Motorcyclists involved in injury collisions - West Berkshire Residents (2.3.1)*

Year	Fatal	Serious	Slight	Total
2009	1	11	38	50
2010	2	10	32	44
2011	1	18	28	47
2012	2	11	35	48
2013	0	12	22	34
2014	0	9	24	33
2015	1	10	24	35
2016	0	9	27	36
2017	2	12	17	31
2018	1	16	23	40
<b>Total</b>	<b>10</b>	<b>118</b>	<b>270</b>	<b>398</b>

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

Year	Fatal	Serious	Slight	Total
2009	1	8	59	68
2010	4	4	63	71
2011	1	19	46	66
2012	1	10	61	72
2013	0	7	50	57
2014	1	2	34	37
2015	1	6	35	42
2016	1	4	40	45
2017	0	2	34	36
2018	0	4	23	27
<b>Total</b>	<b>10</b>	<b>66</b>	<b>445</b>	<b>521</b>

*All Collisions - West Berkshire Roads (3.1)*

Year	Fatal	Serious	Slight	Total
2009	10	49	336	395
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
<b>Total</b>	<b>60</b>	<b>502</b>	<b>2575</b>	<b>3137</b>

*Urban Collisions - West Berkshire Roads (3.2)*

Year	Fatal	Serious	Slight	Total
2009	1	11	105	117
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
<b>Total</b>	<b>10</b>	<b>127</b>	<b>725</b>	<b>862</b>

## Rural Collisions - West Berkshire Roads (3.3)

Year	Fatal	Serious	Slight	Total
2009	9	38	231	278
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
<b>Total</b>	<b>50</b>	<b>375</b>	<b>1850</b>	<b>2275</b>

## 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	2	3	5
2am	0	1	2	3
3am	0	1	7	8
4am	3	4	3	10
5am	1	4	7	12
6am	0	6	22	28
7am	0	13	55	68
8am	0	11	96	107
9am	1	8	54	63
10am	3	8	36	47
11am	0	7	37	44
Noon	1	9	44	54
1pm	0	6	56	62
2pm	0	7	47	54
3pm	1	10	47	58
4pm	0	17	70	87
5pm	1	7	82	90
6pm	1	15	77	93
7pm	0	12	33	45
8pm	0	11	34	45
9pm	2	4	22	28
10pm	1	2	16	19
11pm	0	6	12	18
<b>Total</b>	<b>15</b>	<b>172</b>	<b>866</b>	<b>1053</b>

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

Time of Day	Fatal	Serious	Slight	Total
Midnight	1	2	2	5
2am	0	2	2	4
3am	0	1	1	2
4am	0	0	3	3
5am	0	1	1	2
6am	0	3	1	4
7am	1	2	9	12
8am	0	1	10	11
9am	0	2	5	7
10am	0	8	20	28
11am	1	5	20	26
Noon	0	3	22	25
1pm	0	4	18	22
2pm	1	5	21	27
3pm	0	4	16	20
4pm	0	4	23	27
5pm	0	4	13	17
6pm	0	2	14	16
7pm	2	2	11	15
8pm	1	6	6	13
9pm	1	1	2	4
10pm	0	5	9	14
11pm	0	0	4	4
<b>Total</b>	<b>8</b>	<b>67</b>	<b>233</b>	<b>308</b>

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

Year	Fatal	Serious	Slight	Total
2009	4	5	19	28
2010	0	4	34	38
2011	0	9	31	40
2012	2	3	33	38
2013	1	7	34	42
2014	1	7	23	31
2015	0	6	24	30
2016	3	11	28	42
2017	0	6	21	27
2018	0	6	13	19
<b>Total</b>	<b>11</b>	<b>64</b>	<b>260</b>	<b>335</b>

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

Year	Fatal	Serious	Slight	Total
2009	2	5	11	18
2010	0	4	12	16
2011	2	6	8	16
2012	0	4	16	20
2013	0	4	11	15
2014	2	3	8	13
2015	0	3	9	12
2016	3	10	8	21
2017	0	0	5	5
2018	0	8	7	15
<b>Total</b>	<b>9</b>	<b>47</b>	<b>95</b>	<b>151</b>

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

Year	Fatal	Serious	Slight	Total
2009	0	8	31	39
2010	1	5	41	47
2011	0	4	27	31
2012	0	6	37	43
2013	0	5	38	43
2014	3	6	28	37
2015	0	4	18	22
2016	0	8	33	41
2017	0	3	25	28
2018	1	3	17	21
<b>Total</b>	<b>5</b>	<b>52</b>	<b>295</b>	<b>352</b>

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

Year	Fatal	Serious	Slight	Total
2009	3	9	46	58
2010	0	10	45	55
2011	1	17	38	56
2012	0	9	39	48
2013	0	10	26	36
2014	1	10	39	50
2015	0	4	31	35
2016	3	18	25	46
2017	0	8	27	35
2018	0	4	24	28
<b>Total</b>	<b>8</b>	<b>99</b>	<b>340</b>	<b>447</b>



## 4.5 List of Figures

Figure 1 – Percentage changes for 2018 resident casualty numbers from a 2014-2016 baseline .....	6
Figure 2 – Percentage changes for 2017 and 2018 resident casualty numbers from a 2014-2016 baseline.....	7
Figure 3 - Percentage changes for 2018 resident involved driver numbers from a 2014-2016 baseline .....	8
Figure 4 - Percentage changes for 2017 and 2018 resident involved driver numbers from a 2014-2016 baseline.....	9
Figure 5 - Percentage changes for 2018 collision numbers from a 2014-2016 baseline .....	10
Figure 6 - Percentage changes for 2017 and 2018 collision numbers from a 2014-2016 baseline.....	11
Figure 7 - Annual average West Berkshire resident casualties per 100,000 population (2014 - 2018) .....	12
Figure 8 - West Berkshire resident casualties home location by LSOA, casualties per year per 100,000 population (2014-2018)	13
Figure 9 - West Berkshire resident casualties, by year and severity (2009-2018) .....	14
Figure 10 - West Berkshire resident casualties, by age group (2014-2018) .....	15
Figure 11 - West Berkshire resident casualties, by age group and indexed by population (2014-2018).....	15
Figure 12 - West Berkshire resident casualties, by Mosaic Type (2014-2018) .....	16
Figure 13 - West Berkshire resident casualties, by Index of Multiple Deprivation (2014-2018) .....	17
Figure 14 - Annual average West Berkshire resident child casualties per 100,000 population (2014-2018) .....	18
Figure 15 - West Berkshire resident child casualties home location by LSOA, casualties per year per 100,000 population (2014-2018) .....	19
Figure 16 - West Berkshire resident child casualties, by year and severity (2009-2018).....	20
Figure 17 - Annual average West Berkshire resident pedestrian casualties per 100,000 population (2014-2018).....	21
Figure 18 - West Berkshire resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2014-2018) .....	22
Figure 19 - West Berkshire resident pedestrian casualties, by year and severity (2009-2018) .....	23
Figure 20 - Annual average West Berkshire resident pedal cyclist casualties per 100,000 population (2014-2018) .....	24
Figure 21 - West Berkshire resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2014-2018) .....	25
Figure 22 - West Berkshire resident pedal cyclist casualties, by year and severity (2009-2018).....	26
Figure 23 - Annual average West Berkshire resident involved drivers per 100,000 population (2014-2018) .....	27
Figure 24 - West Berkshire resident involved drivers home location by LSOA, involved drivers per year per 100,000 population (2014-2018) .....	28
Figure 25 - West Berkshire resident involved drivers, by year and severity (2009-2018) .....	29
Figure 26 - West Berkshire resident involved drivers, by Mosaic Type (2014-2018).....	30
Figure 27 - West Berkshire resident involved drivers, by Index of Multiple Deprivation (2014-2018).....	31
Figure 28 - Annual average West Berkshire resident young involved drivers per 100,000 population (2014-2018) .....	32
Figure 29 - West Berkshire resident young involved drivers home location by LSOA, young involved drivers per year per 100,000 population (2014-2018).....	33
Figure 30 - West Berkshire resident young involved drivers, by year and severity (2009-2018).....	34
Figure 31 - West Berkshire resident young involved drivers, by Mosaic Group (2014-2018) .....	35

Figure 32 - West Berkshire resident young involved drivers, by Index of Multiple Deprivation (2014-2018).....	36
Figure 33 - Injured passengers in West Berkshire’s resident involved young drivers vehicles, compared to all young drivers (2014-2018).....	37
Figure 34 - Annual average West Berkshire resident involved motorcyclist per 100,000 population (2014-2018).....	38
Figure 35 - West Berkshire resident involved motorcyclist home location by LSOA, involved motorcyclist per year per 100,000 population (2014-2018).....	39
Figure 36 - West Berkshire resident involved motorcyclist, by year and severity (2009-2018).....	40
Figure 37 - Related casualties of West Berkshire’s resident involved motorcyclists (2014-2018).....	41
Figure 38 - Annual average collisions per 100km of road (2014-2018).....	42
Figure 39 - Annual average collisions per 100km of road (2014-2018).....	43
Figure 40 - West Berkshire collisions, by year and severity (2009-2018).....	44
Figure 41 - West Berkshire collisions, by hour of the day during weekdays (2014-2018).....	45
Figure 42 - West Berkshire collisions, by hour of the day during weekends (2014-2018).....	45
Figure 43 - Casualties on West Berkshire’s roads by year (2009-2018).....	46
Figure 44 - Child casualties on West Berkshire’s roads by year (2009-2018).....	47
Figure 45 - Pedestrian casualties on West Berkshire’s roads by year (2009-2018).....	48
Figure 46 - Pedal cyclist casualties on West Berkshire’s roads by year (2009-2018).....	49
Figure 47 - Annual average collisions on urban roads per 100km of urban road (2014-2018).....	50
Figure 48 - West Berkshire collisions on urban roads, by year and severity (2009-2018).....	51
Figure 49 - Annual average collisions on rural roads per 100km of rural road (2014-2018).....	52
Figure 50 - West Berkshire collisions on rural roads, by year and severity (2009-2018).....	53
Figure 51 - Collisions in West Berkshire where CF306 and/or CF307 were recorded (2009-2018), excluding strategic roads.....	54
Figure 52 - Collision trends in West Berkshire where CF306 and/or CF307 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads.....	55
Figure 53 - Percentage of collisions in West Berkshire and comparators where CF306 and/or CF307 were recorded (2014-2018), excluding strategic roads.....	56
Figure 54 - Collisions in West Berkshire where CF501 and/or CF502 were recorded (2009-2018), excluding strategic roads.....	57
Figure 55 - Collision trends in West Berkshire where CF501 and/or CF502 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads.....	58
Figure 56 - Percentage of collisions in West Berkshire and comparators where CF501 and/or CF502 were recorded (2014-2018), excluding strategic roads.....	59
Figure 57 - Collisions in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded (2009-2018), excluding strategic roads.....	60
Figure 58 - Collision trends in West Berkshire where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads.....	61
Figure 59 - Percentage of collisions in West Berkshire and comparators where CF101 and/or CF102 and/or CF103 were recorded (2014-2018), excluding strategic roads.....	62
Figure 60 - Collisions in West Berkshire where CF601 and/or CF602 were recorded (2009-2018), excluding strategic roads.....	63

Figure 61 - Collision trends in West Berkshire where CF601 and/or CF602 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads .....	64
Figure 62 - Percentage of collisions in West Berkshire and comparators where CF601 and/or CF602 were recorded (2014-2018), excluding strategic roads .....	65
Figure 63 - Bracknell Forest's dominant Mosaic Types by LSOA.....	72



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