



Wokingham Area Profile



Version 1.0

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Area Profiles

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Wokingham Area Profile

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1 Executive Summary

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

Wokingham's overall resident casualty figure has decreased gradually over the last ten years, particularly since 2015. Wokingham's **resident casualty rate** was 38% lower than the national rate and 40% lower than the South- East regional rate. Resident casualty numbers have seen a steady downward trend since 2014. **Half of Wokingham's resident casualties are injured outside of the borough.** Both the highest and over-represented number of Wokingham's casualties are from mosaic type I36; *stable families with children, renting higher value homes from social landlords.* Wokingham's resident casualties are most likely to come from the least deprived 10% of the population, however communities in the more deprived 40% and the less deprived 40% are over-represented as resident casualties, despite having lower numbers of resident casualties. Resident casualties have been broken down into the following cohorts:

1. **Resident child casualty** numbers from Wokingham have seen a fluctuating but downward trend overall over the past decade, and despite the pandemic, numbers were virtually the same in 2020 and 2021. There has been one resident child fatality in the last decade, in 2020. Just over three-quarters of Wokingham's resident child casualties were injured in Wokingham.
2. **Resident pedestrian casualty** numbers rose steadily at the start of the decade, to a peak in 2014, and since then there has been a steady downward trend. However after a dramatic decrease in numbers in 2017, resident pedestrian casualty numbers have since plateaued at this level with minor fluctuation. Sixty-nine percent of Wokingham's resident pedestrian casualties were injured in Wokingham.
3. **Resident pedal cyclist casualty** numbers have decreased consistently over the last decade from their peak in 2012, with the only notable rise in numbers occurring in 2016. Resident pedal cyclist casualties did not decrease in the pandemic year of 2020 from previous years, as was the case with resident casualties overall. Sixty-four percent of Wokingham's resident pedal cyclist casualties were injured in Wokingham.

The number of **collision-involved resident drivers** from Wokingham has decreased over the last ten years, but more so since 2015. The rate per 100,000 population was 45% below the national rate and 40% below the South-East regional rate. The rate for Wokingham was lower than that of Windsor and Maidenhead, Reading, Bracknell Forest and West Berkshire. It was significantly lower than that of Slough. Most of the collision involved drivers are of working age (17-65) and are more likely to come from communities of mosaic type B07, *high achieving families living fast track lives, advancing careers, finances and their school-aged kid's development.* Collision-involved drivers of this mosaic type are under-represented relative to their population in Wokingham however,

whereas Type G26, *affluent families with growing children living in upmarket housing in city environs*; Type G27, *well-qualified older singles with incomes from successful professional careers in good quality housing*; and Type H33, *young families and singles setting up home in modern developments that are popular with their peers*, are all over-represented relative to their populations in addition to featuring frequently as collision-involved resident drivers. Although they represent lower numbers of collision-involved resident drivers in Wokingham, drivers from communities of *stable families with children, renting higher value homes from social landlords* (Type I36) are significantly over-represented in collision involvement relative to their population.

An extra section has been added to this Area Profile to specifically look at **young drivers** (aged 17 to 24). There has been a steady downward trend in resident collision-involved younger drivers over the last decade, particularly from 2016 onwards. The rate per 100,000 population was 18% below the national rate and 27% below the South-East regional rate. Forty-four percent of Wokingham's resident young drivers were involved in collisions in Wokingham.

The number of **resident motorcycle riders involved in collisions** has fluctuated notably over the last decade, with a peak in 2016. Half of these resident collision-involved motorcycle riders were involved in collisions on Wokingham's roads. Wokingham's resident motorcycle collision involvement rate was 43% below the national rate and 46% below the South-East regional rate.

As well as reviewing the risk to residents, this Area Profile has considered collision rates on the local road network. The number of **collisions on Wokingham's road network** has decreased steadily over the last decade. However in 2021, numbers rose again slightly following the reduction in 2020 that coincided with pandemic-related travel. The collision rate per 100km of road on Wokingham's road network was 16% below the national rate and 35% below the South-East regional rate. Wokingham's collision rate was below the rate for Berkshire as a whole and was lower than all comparator authorities in Berkshire except West Berkshire.

Collision numbers on **urban roads** in Wokingham saw a downward trend over the last decade from 2015 onwards. However as with all roads, numbers rose again in 2021 following the reduction in 2020 that coincided with pandemic-related travel restrictions. This rise in 2021 brought collisions numbers back in line with pre-pandemic levels. The collision rate between 2017 and 2021 was less than half of both the national and South-East regional urban collision rates. Wokingham's urban collision rate was 39% lower than the overall rate for Berkshire on urban roads. Analysis of the collision dynamics at the time of the collision show that 28% of collisions on urban roads involved no vehicle-to-vehicle impact. Where multiple vehicles were involved, 18% involved rear vehicle impacts; 9% involved side impacts; and 12% involved head-on impacts. The driver actions at the time of the collision show that the highest percentage of collisions on urban roads were when making a right turn, followed by a slow manoeuvre such as stopping.

Collision numbers on **rural roads** in Wokingham have been steadily falling over the last decade since 2014. Despite pandemic-related measures, the number of collisions has started to increase marginally year-on-year since 2019. The collision rate between 2017 and 2021 was 65% higher than the national rate, but 13% lower the South-East regional rate. Wokingham's collision rate on rural roads was 12% higher than the overall rate for Berkshire. As with the rate for collisions on all roads, Wokingham's collision rate on rural roads was the second lowest in Berkshire amongst comparator authorities, after West Berkshire. Analysis of the collision dynamics at the time of the collision show that almost a third of collisions on rural roads involved no vehicle-to-vehicle

impact. Where multiple vehicles were involved, 21% involved rear vehicle impacts; 7% involved side impacts; and 9% involved head-on impacts. The driver actions at the time of the collision show that the highest percentage of collisions on urban roads involved run-off incidents, particularly run-offs to the nearside of the carriageway.

The factors that contribute towards collisions on Wokingham's road network (CFs) are also measured. It is entirely possible that combination of factors led to a collision taking place, and the results do not produce figures that represent the number of incidents 'caused' by a single factor. Speeding, as measured by the factors '**exceeding the speed limit**' or '**travelling too fast for conditions**', has decreased gradually on Wokingham's roads (with 2015 and 2020 as exceptions to the overall trend). Together, these factors still play a role in just under 9% of officer attended collisions in Wokingham, a percentage that is below the national and South-East percentages for speeding contributory factors.

The number of impairment CFs attributed, '**impaired by alcohol**' or '**impaired by drugs (illicit or medicinal)**', has fluctuated significantly over the last decade, appearing to show a downward trend up until 2016, after which point numbers have increased to levels seen at the start of the decade. Impairment CFs were attributed in 8.6% of officer attended collisions on Wokingham's roads, a percentage that is notably higher than the national and South-East Regional percentages. **Road surface** contributory factors show a consistently declining trend in Wokingham, with at least one of these factor only attributed in 5.9% of Wokingham's officer attended collisions. This is below the national and South-East regional percentages. **Control error** contributory factors also show a declining trend across the decade, however these CFs attributed in 16.4% of officer attended collisions, broadly in line with the national and South-East percentages. Whilst the number of **unsafe behaviour** contributory factors attributed, '**aggressive driving**' or '**careless, reckless or in a hurry**', has decreased moderately since the start of decade; 18.6% of officer-attended collisions were attributed an unsafe behaviour CF. This is higher than the national percentage but in line with the South-East regional percentage. **Close following** contributory factors have decreased dramatically, in particular after 2015, and were only allocated in 3.9% of officer attended collisions, a slightly lower proportion than those seen at the national and South-East regional levels. **Medically unfit** contributory factor numbers have fluctuated overall over the last decade, despite being only marginally higher in 2021 than they were in 2012. 4.2% of officer-attended collisions received a medically unfit CF, higher than both the national and South-East regional percentages. **Distraction** contributory factor numbers have also fluctuated over the past decade, but to a lesser extent, and were attributed to 6.5% of collisions attended by an officer, a markedly higher proportion than those seen nationally and in the South East Region.

In summary the road safety risk rates for Wokingham residents are, for the most part, lower than the national and regional norms and have decreased over the last ten years. Resident drivers have a lower risk rate than most of the comparator authorities.

2 Introduction

2.1 Overview

2.1.1 Background

Area Profiles from Agilysis provide overviews of road safety performance within specific local areas. This profile delivers detailed analysis and insight on all injury collisions reported to the police in Wokingham, as well as casualties and drivers involved in collisions anywhere in Britain who reside in Wokingham.

Area Profile formats are modular, which affords the flexibility to select topics for inclusion to reflect local needs and allows each section of the report to be used independently if required. Profile design allows authorities to understand general casualty and collision trends affecting their residents and roads, as well as selecting particular topics based on local issues. Experts from Agilysis work with commissioning authorities to ensure that selected topics provide an accurate and relevant assessment. After production of a first Area Profile, updates can be produced in future years covering the entire document or selected existing sections, whilst new topics can also be introduced in response to latest trends and concerns.

2.1.2 Aims and Objectives

The aim of this document is to provide a comprehensive profile of road safety issues affecting Wokingham's road network and Wokingham's residents, primarily using STATS19 collision data¹ and Mosaic socio-demographic classification. Annual trends are presented and analysed for key road user groups, predominantly based on data from the last five full years of available statistics but referring to older figures where appropriate.

The Road Safety Analysis (RSA) analysis tool MAST Online has also been used to investigate trends for Wokingham'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 Wokingham's key road safety issues with those of comparator regions and national figures. The aim is to allow Wokingham to assess its progress alongside other areas, and work together with neighbours to address common issues.

2.1.3 Analytical Techniques

The analytical techniques employed throughout this Area Profile are detailed in the Analytical Techniques section on page 5.1. Please refer to this section for information on the terminology and data sources used as well to understand methodologies utilised and the structure and scope of the report.

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

2.2 Profile Configuration

2.2.1 Structure

The Area Profile has been divided into separate analysis of key road user groups. The aim is to allow each section to be used independently if required. This will also allow Wokingham to update selected sections when appropriate, without a requirement to update the entire document.

Section 3 explores Resident Risk. Resident risk analysis includes examining all of Wokingham's resident casualties and resident motor vehicle users in terms of rates, comparisons with other relevant police forces, 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 Wokingham are involved in collisions, rather than what happens on local roads.

Section 4 provides analysis of Road Network Risk. It also examines rates; comparisons; location by small area; and trends on Wokingham's roads. Breakdowns by rurality classification of road are also included in this section.

Section 5 includes Appendices detailing all Mosaic Types and the profile and distribution of specific Mosaic Types relevant to Wokingham. It also contains data tables for all analysis referred to in this Area Profile.

2.2.2 Scope

All figures included in this report are based on STATS 19 collision data. The residents section covers casualties and motor vehicle users involved in collisions who are residents of Wokingham, regardless of where in Britain the collision occurred. Resident analysis in this profile is based on the national STATS19 dataset as provided to Road Safety Analysis by the Department for Transport for publication in MAST Online over the five-year period between 2017 and 2021 inclusive. For a more complete explanation, please refer to 5.1.1 on methodology for calculating resident risk.

In contrast, the road network section covers collisions which occurred on Wokingham's roads, regardless of where those involved reside. Network analysis is also based on the national STATS19 dataset over the five-year period between 2017 and 2021 inclusive. For a more complete explanation, please refer to 5.1.1 on methodology for calculating network collision risk.

3 Wokingham Resident Risk

For information about the provenance and scope of data included in this section, please refer to section 2.2.2. For an explanation of the methodologies employed throughout this section, please refer to 5.1.1.

3.1 Wokingham Resident Casualties

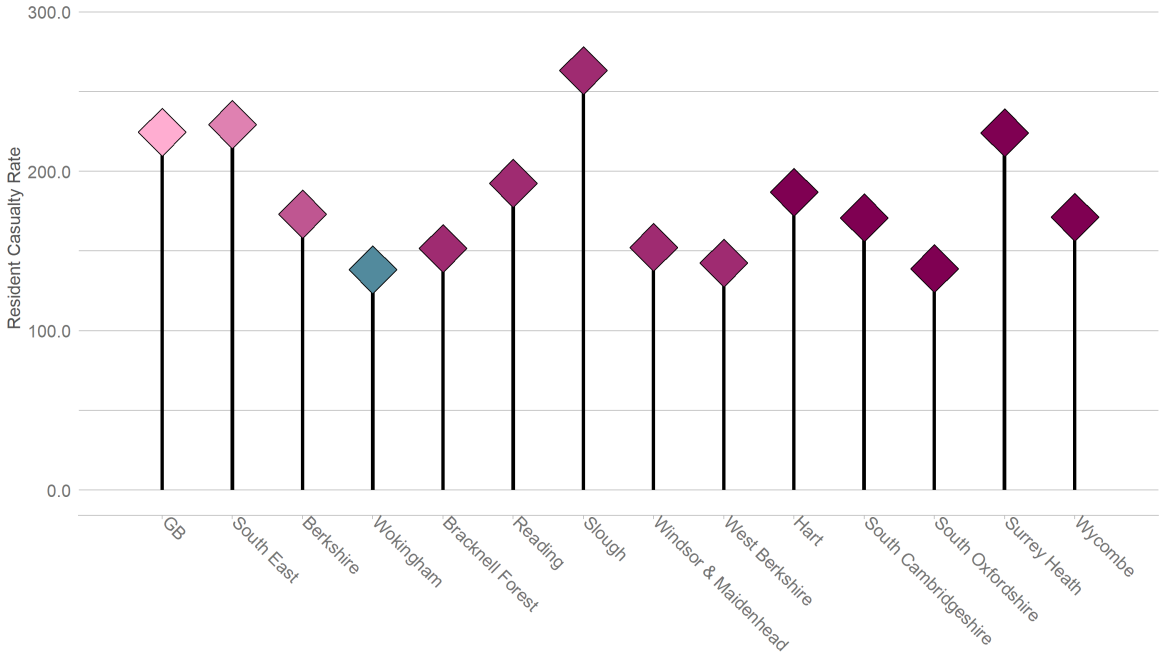
This section examines all casualties who were residents of Wokingham at the time of injury. For information about Wokingham’s resident motor vehicle users involved in collisions on all roads, please refer to section 3.2.

3.1.1 All Resident Casualties

3.1.1.1 Rates Figure 1 shows the resident casualty rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Between 2017 and 2021 Wokingham had a resident casualty rate of 138 casualties per year per 100,000 population.

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

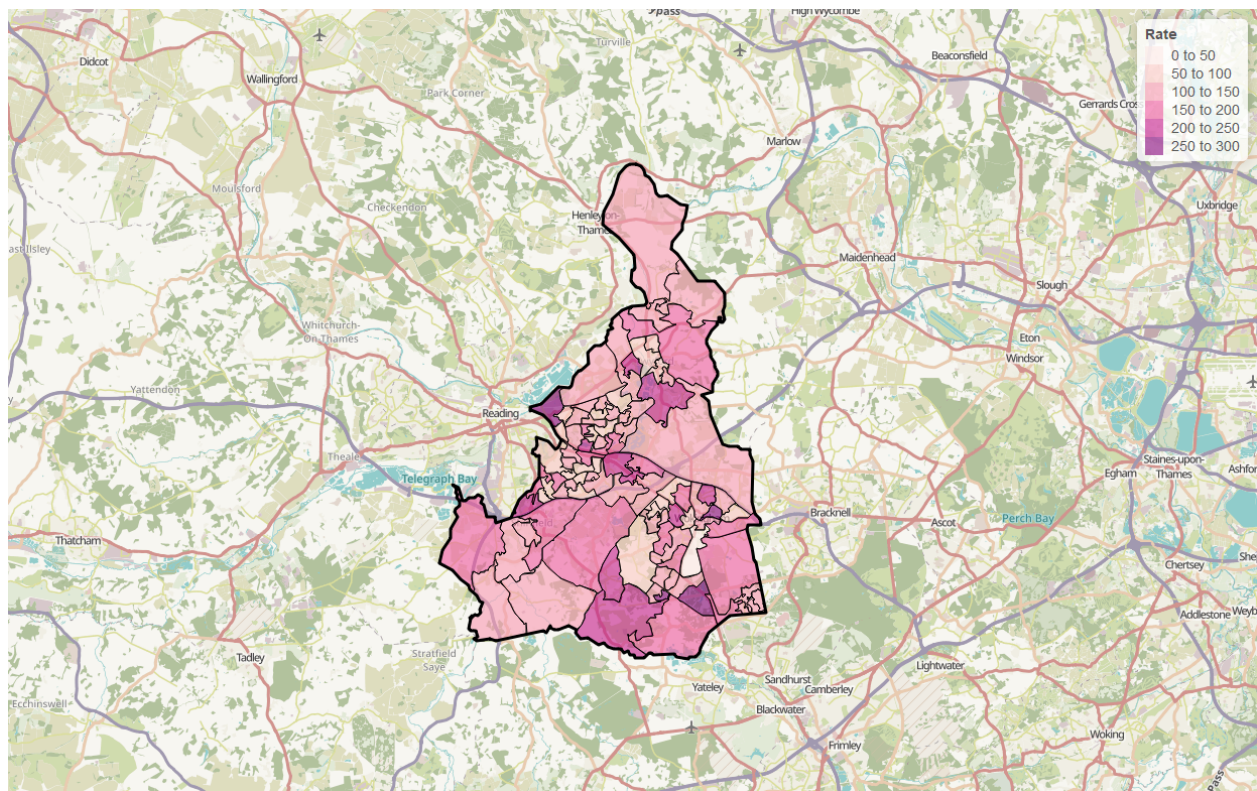


3.1.1.2 Comparisons Wokingham’s resident casualty rate was 38% lower than the national rate, 40% lower than the regional rate, and 20% below the rate for Berkshire as a whole. Within Berkshire, Wokingham’s resident casualty rate was in line with that of West Berkshire and lower than the rates of Bracknell Forest, Reading, Slough and Windsor & Maidenhead. Wokingham’s resident casualty rate is lower than that of most similar comparator authorities but broadly similar to South Oxfordshire.

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

The highest resident casualty rates can be found around Wokingham town, Aborfield Green and around Suttons Business Park. There are also high resident casualty rates around Finchhampstead, Shinfield and Woodley.

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

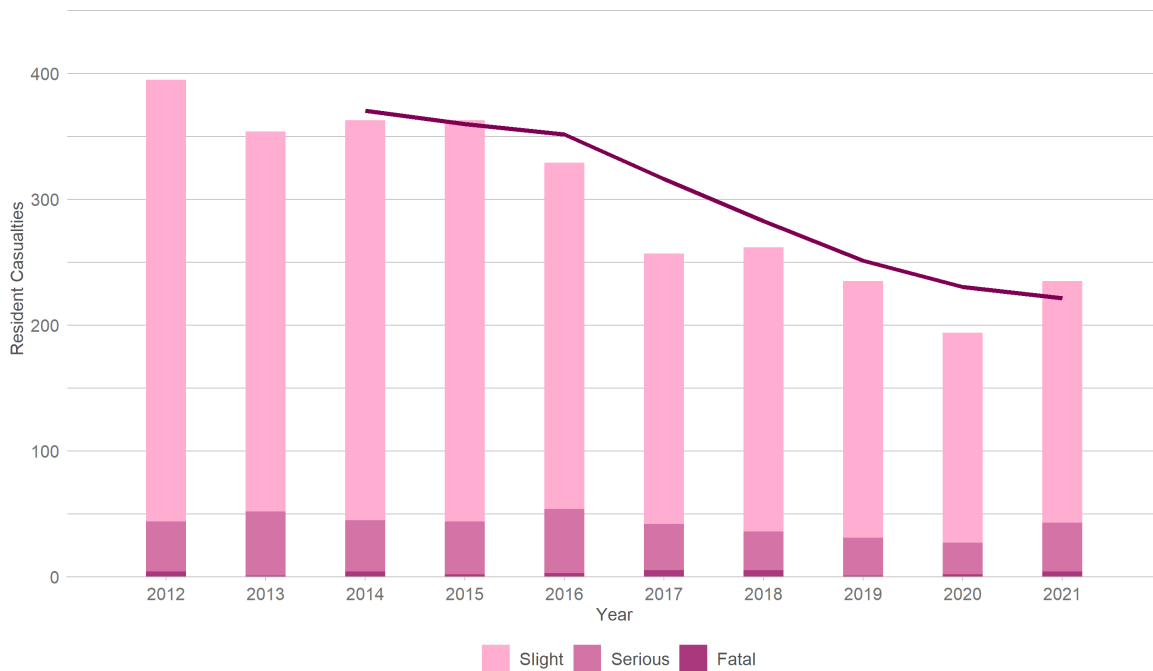


3.1.1.3 Trends Figure 3 shows Wokingham’s annual resident casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

There has been a steady downward trend in casualty numbers over the last decade, although numbers in 2021 were consistent with the number pre-pandemic in 2019. Of note is the fact that

there were more killed and seriously injured casualties in 2021. In 2021 there were 235 resident casualties, of which 39 were seriously injured and 4 were killed. This is an increase in KSIs of almost 60% compared to 2019.

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



3.1.1.3.1 Resident Casualties occurring in other areas Half of all Wokingham’s resident casualties between 2017 and 2021 were injured on the roads of Wokingham. Of the remaining half, the majority were injured in Reading (12%), Surrey (6%), Bracknell Forest (5%) and Hampshire (5%).

3.1.1.4 Socio Demographic Analysis

3.1.1.4.1 Age Figure 4 shows the numbers of resident casualties b age groups.

The largest number of resident casualties are in the 25-34 age group. These are followed by the 17-24 age group. and the 35-44 age group. There are fewer casualties aged under 17 and over 65.

It is more informative to consider Figure 5 which shows resident casualty numbers by age group indexed by the population of those age groups in Wokingham. There is also a national index value for comparison.

When taking the relative population of each age group into account, the 17-24 age group is over-represented in casualty numbers, and to a greater extent than the over-representation seen nationally. This is also true, although to a lesser extent, of the 25-34 age group. Residents in the

35-44 and 45-54 age groups are only slightly over-represented in casualty numbers, and this is less than the nationally observed over-representation. Residents in the age groups under 17 and over 54 years of age are underrepresented in casualty numbers based on their share of the population.

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

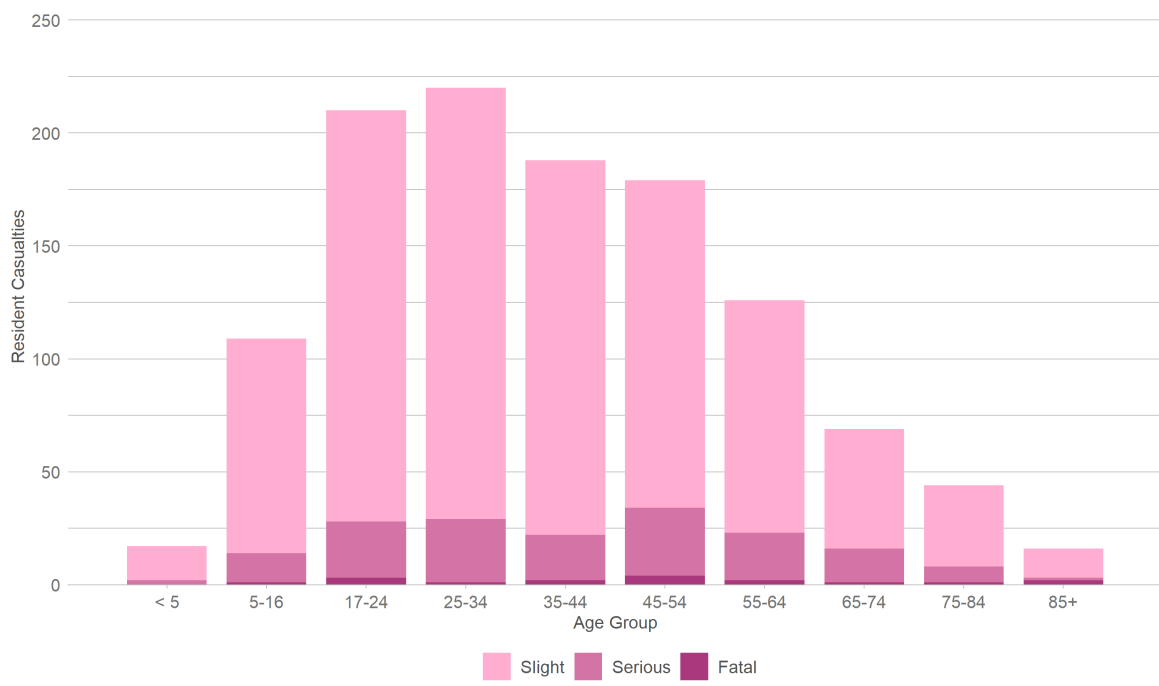


Figure 5: Wokingham resident casualties, by age group and indexed by population (2017-2021)

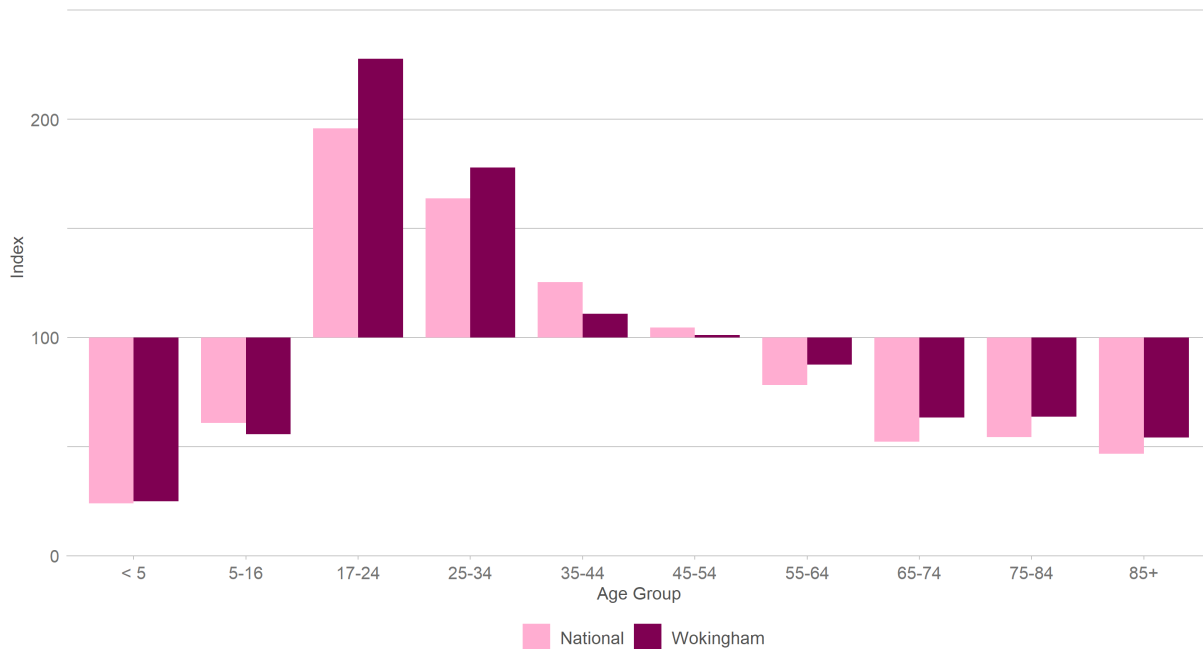
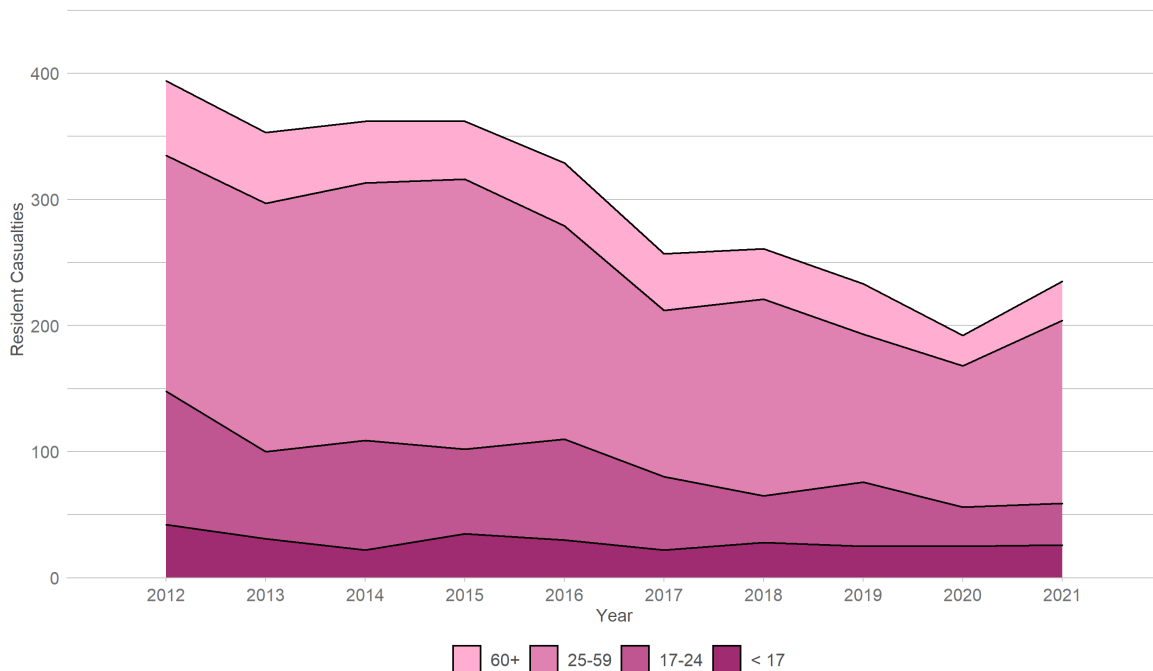


Figure 6 illustrates the overall trend for the four age groups over the last ten years.

Casualty trends for most Wokingham resident age groups are decreasing with the exception of the under 17 age group which remains the same.

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



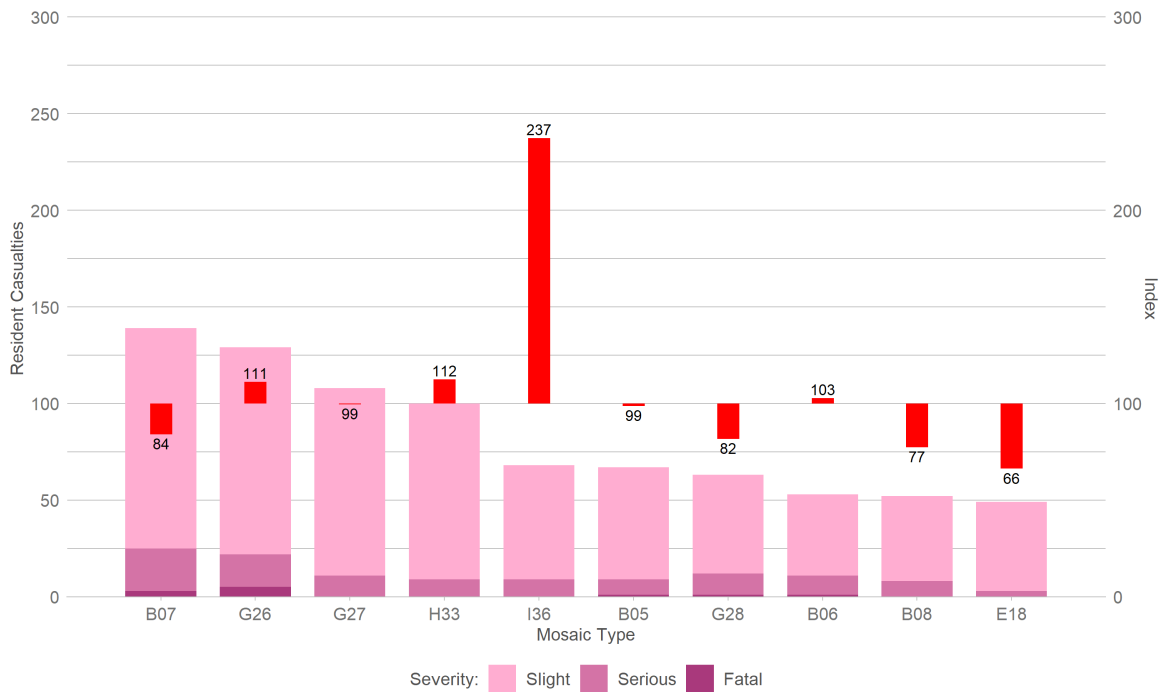
3.1.1.4.2 Segmentation Analysis of the Mosaic communities in which Wokingham’s resident casualties live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 5.1.1.1.

The most significantly over-represented resident casualties from Wokingham are from communities of *Stable families with children, renting higher value homes from social landlords (Type I36)*. They do not have the highest number of casualties but significant over representation when accounting for the population share.

The largest number of resident casualties belong to the group of *High achieving families living fast-track lives, advancing careers, finances and their school-age kids’ development (Type B07)*, however these communities are under-represented considering the relative population.

Communities of *Affluent families with growing children living in upmarket housing in city environs (Type G26)* also have high casualty numbers and are slightly over-represented.

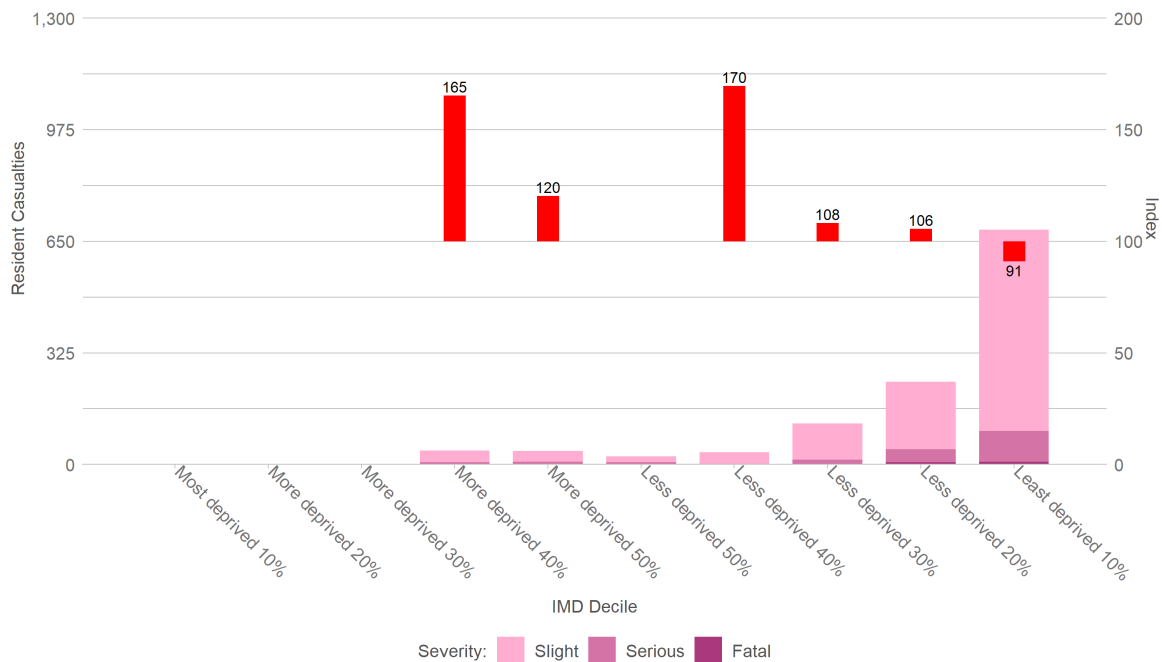
Figure 7: Wokingham resident casualties, by Mosaic Type (2017-2021)



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

The highest number of resident casualties come from communities in the least deprived 10% decile. Despite this, these communities are slightly under-represented in casualty numbers when accounting for relative population. There are much lower numbers of casualties from the less deprived and more deprived 40% deciles, but these communities are noticeably over-represented in casualty numbers.

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



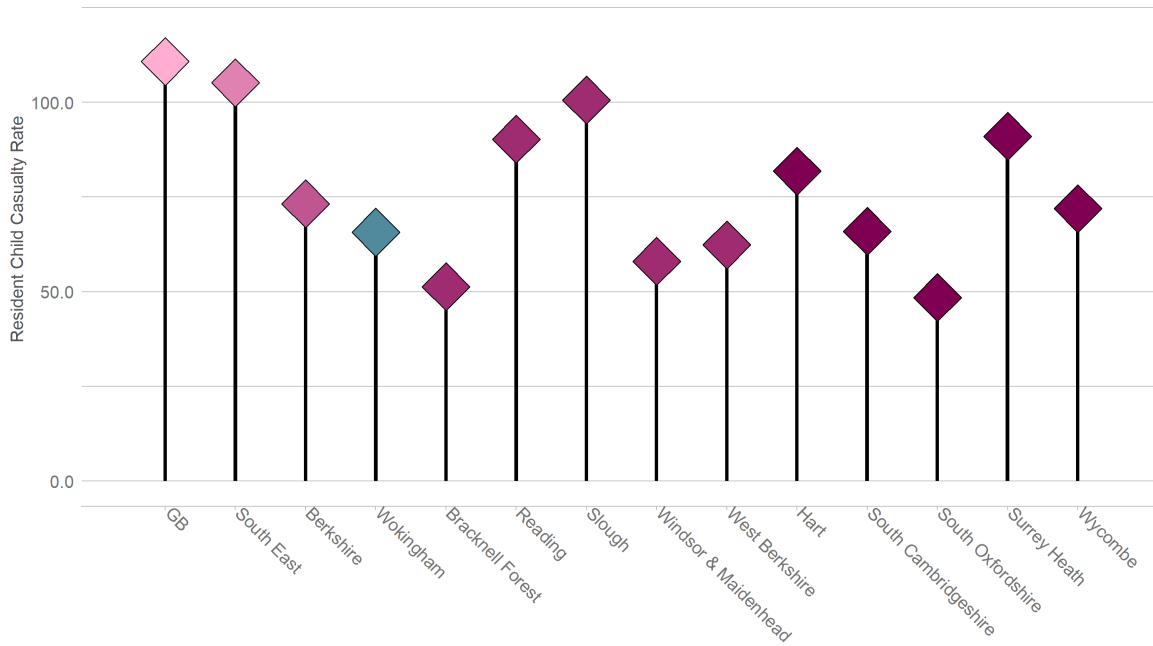
3.1.2 Resident Child Casualties

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

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

Wokingham had a resident child casualty rate between 2017 and 2021 of 66 casualties per year, per 100,000 child population.

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

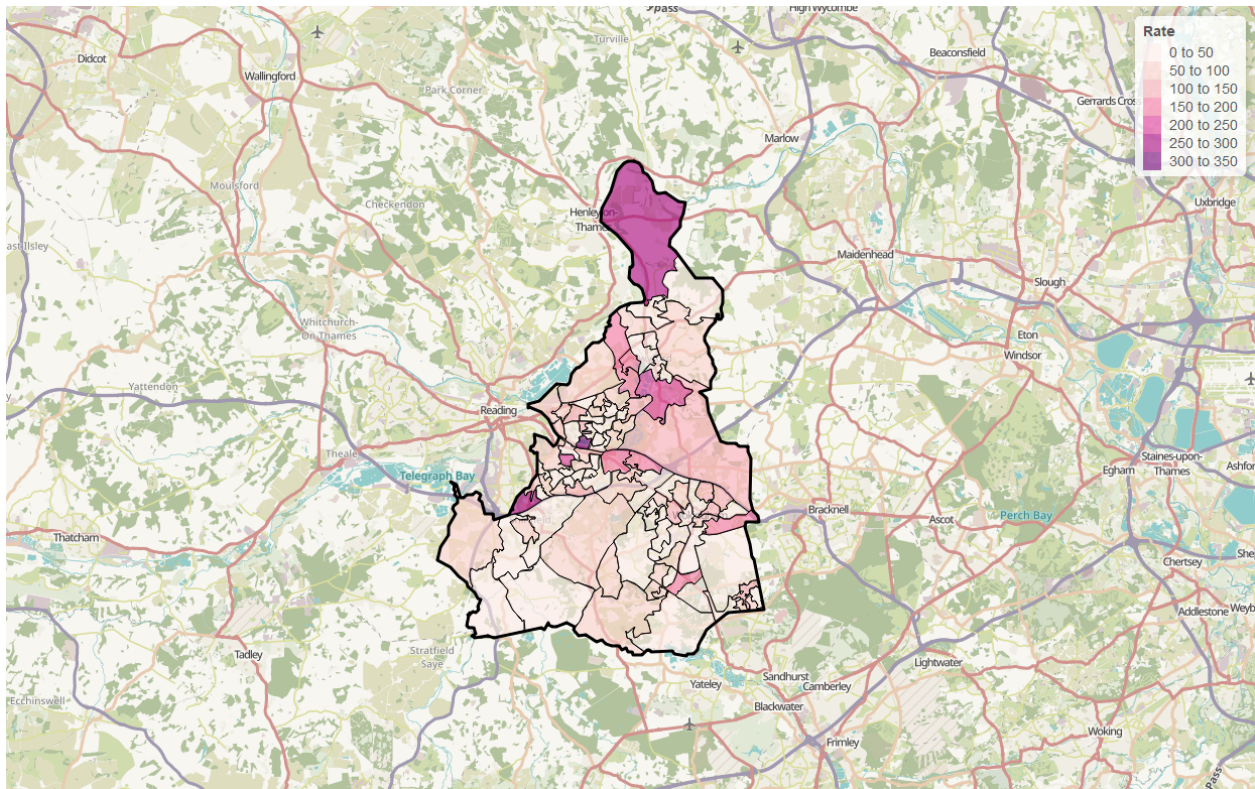


3.1.2.2 Comparisons Wokingham’s resident child casualty rate was 41% below the national rate, 38% below the South East regional rate, and 10% below the overall Berkshire rate. Within Berkshire, Bracknell Forest, Windsor & Maidenhead and West Berkshire all had a lower resident child casualty rate than Wokingham. Of the most similar comparators, Wokingham’s resident child casualty rate is in line with that of South Cambridgeshire, lower than the rates of Hart, Surrey Heath and Wycombe, but higher than the rate for South Oxfordshire.

3.1.2.2.1 Residency by Small Area Figure 10 shows the home location of Wokingham’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 child casualty rates can be found amongst residents of South Lake and just south of Charvil. There are also high resident child casualty rates to the north of Wokingham, in parts of Early, and around Winnersh.

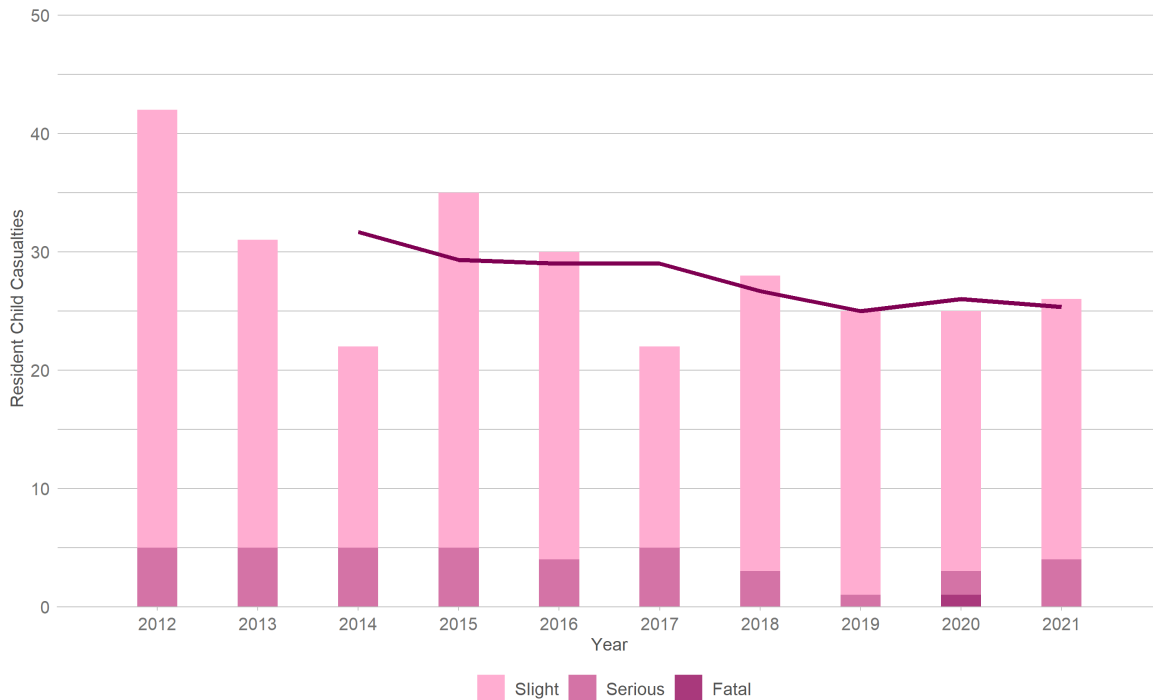
Figure 10: Wokingham resident child casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



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

Resident child casualties have fluctuated over the last decade, however interestingly the numbers have remained steady over the last three years despite the fact that casualties of all ages were lower in 2020 due to the pandemic. In 2021 there were 26 resident child casualties from Wokingham, of which 4 were seriously injured. This is down by 38% from 42 in 2012. Apart from 1 fatality in 2020, there have been no child fatalities in Wokingham over the past 10 years.

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



3.1.2.3.1 Resident Child Casualties occurring in other areas Of Wokingham’s resident child casualties between 2017 and 2021, 76% were injured in Wokingham. Of the remaining 24%, the majority were injured in Reading (10%), Bracknell Forest (5%) and Hampshire (4%).

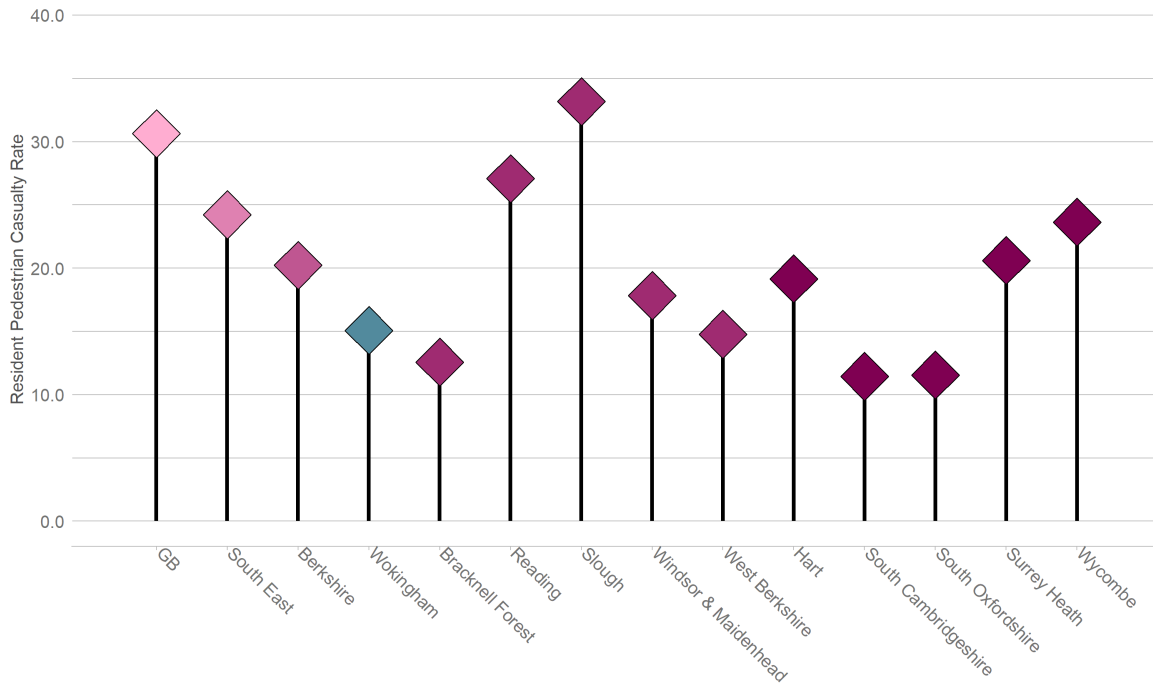
3.1.3 All Wokingham Resident Pedestrian Casualties

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

3.1.3.1 Rates Figure 12 shows the resident pedestrian casualty rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Between 2017 and 2021, Wokingham had a resident pedestrian casualty rate of 15 casualties per year, per 100,000 population.

Figure 12: Annual average Wokingham resident pedestrian casualties per 100,000 population (2017-2021)

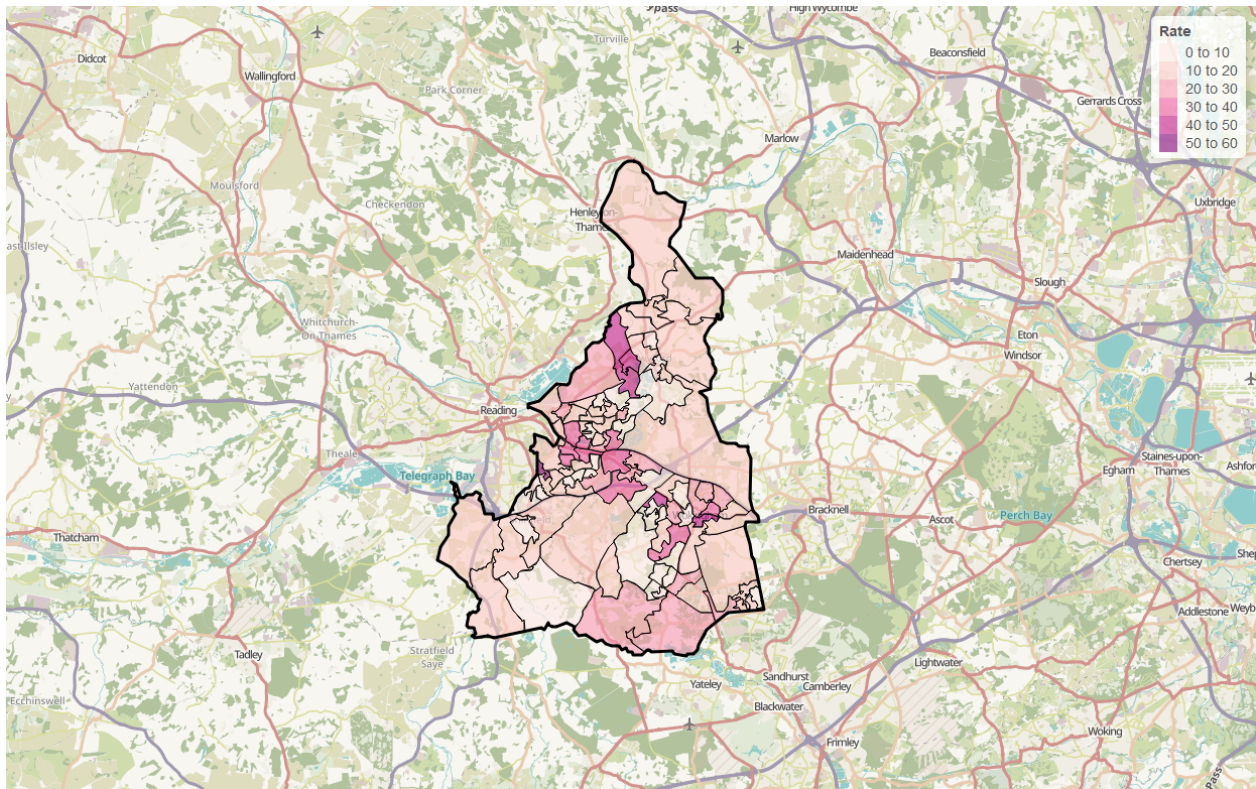


3.1.3.2 Comparisons The resident pedestrian casualty rate for Wokingham is half the national rate, 38% below the regional rate, and 25% below the overall Berkshire rate. Within Berkshire, Wokingham’s pedestrian casualty rate is higher than those of Bracknell Forest, but lower than that of Reading, Slough and Windsor & Maidenhead. Of the most similar comparator authorities, Wokingham’s pedestrian casualty rate is higher than that of South Cambridgeshire and South Oxfordshire, but lower than that of Hart, Surrey Heath and Wycombe.

3.1.3.2.1 Residency by Small Area Figure 13 shows the home location of Wokingham’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.

Resident pedestrian casualty rates are highest around Sindlesham, Lower Early, and Wokingham Town. There are also high rates in parts of Winnersh, Emmbrook and Woodley.

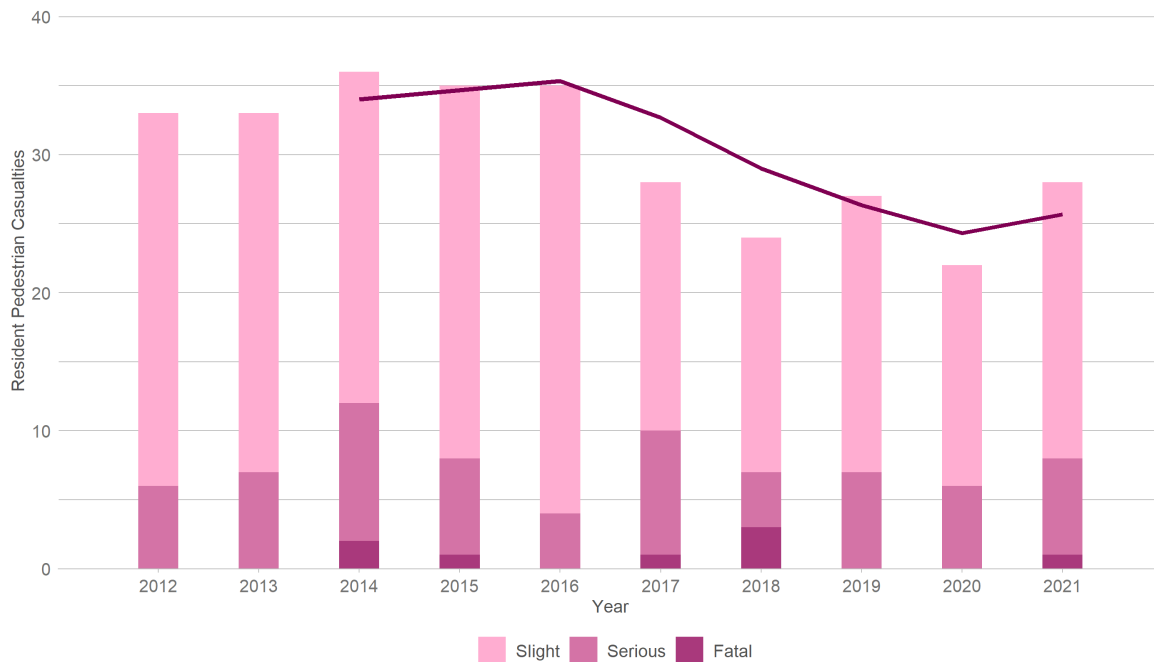
Figure 13: Wokingham resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



3.1.3.3 Trends Figure 14 shows Wokingham’s annual resident pedestrian casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Resident pedestrian casualty numbers have changed little over the decade but have shown reductions in recent years. In 2021 the numbers returned to a level similar to that of pre-pandemic levels. In 2021 there were 28 pedestrian casualties from Wokingham, of which 7 were seriously injured and 1 was killed. This is down by 15% from 33 in 2012.

Figure 14: Wokingham resident pedestrian casualties, by year and severity (2012-2021)



3.1.3.3.1 Resident Pedestrian Casualties occurring in other areas Sixty-nine percent of Wokingham’s resident pedestrian casualties were injured on the roads of Wokingham. This is slightly lower than the national average of 70% of pedestrian casualties injured in their home authority. Of the remaining 31%, the majority were injured in Reading (14%). Others were injured in Bracknell Forest (4%) and Westminster (3%).

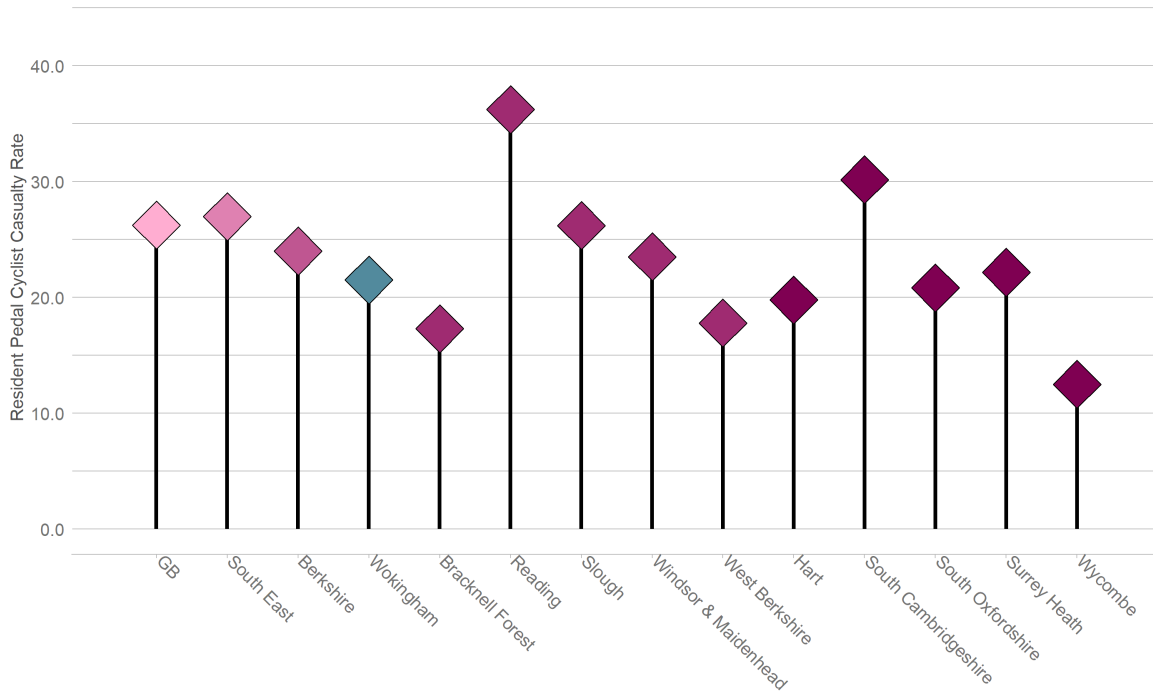
3.1.4 All Wokingham Resident Pedal Cyclist Casualties

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

3.1.4.1 Rates Figure 15 shows the resident pedal cyclist casualty rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham had a resident pedal cyclist casualty rate of 22 casualties per year, per 100,000 population.

Figure 15: Annual average Wokingham resident pedal cyclist casualties per 100,000 population (2017-2021)

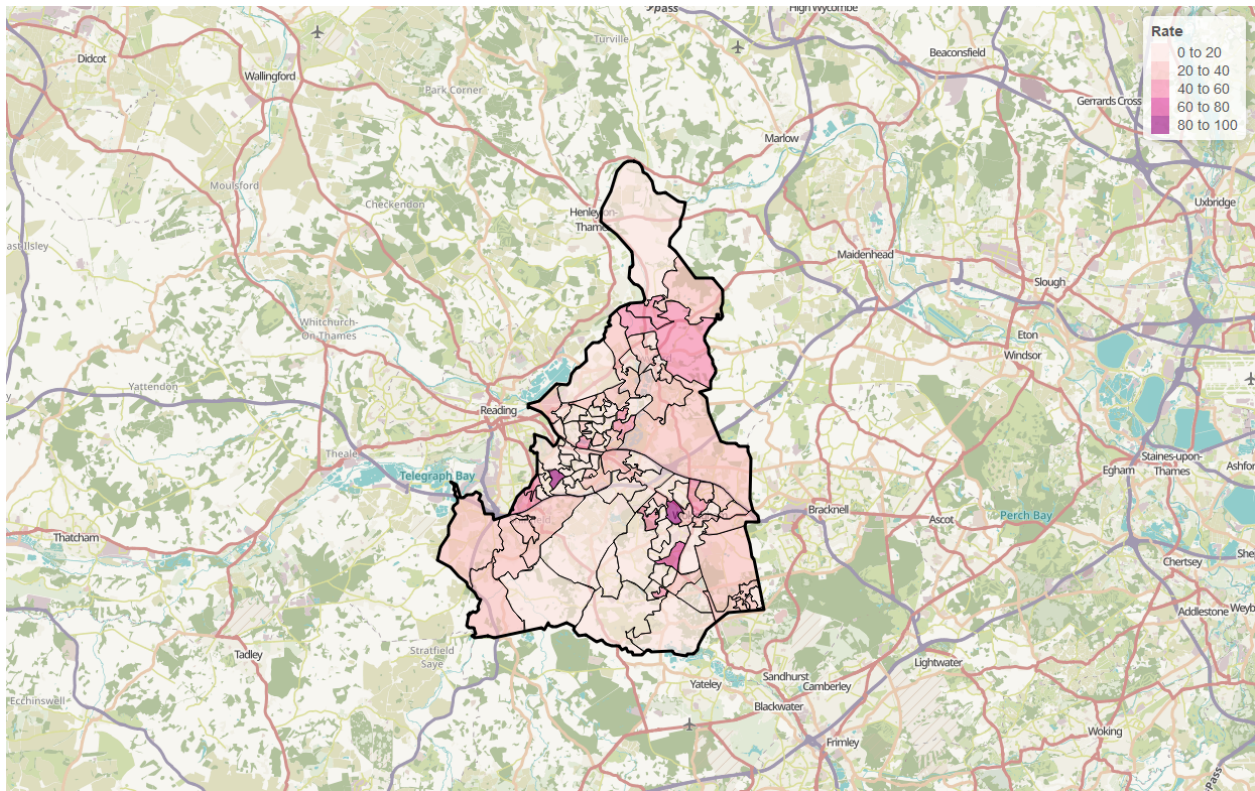


3.1.4.2 Comparisons Wokingham’s resident pedal cyclist casualty rate is 18% below the national rate, 20% below the regional rate for the South East, and 10% below the overall rate for Berkshire. Within Berkshire, Wokingham’s rate is above the rates of Bracknell Forest and West Berkshire, but below the rates of Reading, Slough, and Windsor & Maidenhead. Of the most similar comparator authorities, Wokingham’s rate is below that of South Cambridge, but above those of Hart and Wycombe.

3.1.4.2.1 Residency by Small Area Figure 16 shows the home location of Wokingham’s resident pedal cyclist casualties by lower layer super output area (LSOA). The thematic map is coloured by resident pedal cyclist casualties per year per population of LSOA.

The highest resident pedal cyclist casualty rates can be found around Lower Earley and Emmbrook. There are also high rates around parts of Woodley and Finchampstead.

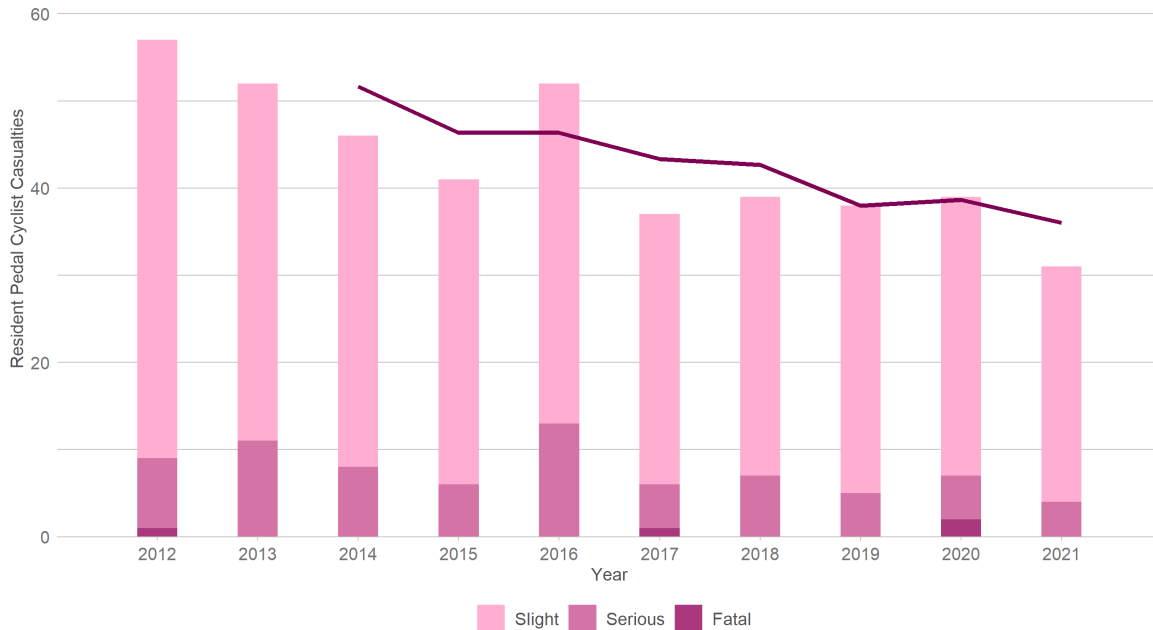
Figure 16: Wokingham resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2017-2021)



3.1.4.3 Trends Figure 17 shows Wokingham’s annual resident pedal cyclist casualty numbers since 2012, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Wokingham’s resident pedal cyclist casualties have decreased overall over the last decade. Interestingly the number of casualties was less in 2021 than in 2020, with less killed or seriously injured pedal cyclist casualties. This is the only road user cohort for which that is the case. In 2021, there were 31 resident pedal cyclist casualties, down from 39 in 2020. Four of these were seriously injured and none were killed.

Figure 17: Wokingham resident pedal cyclist casualties, by year and severity (2012-2021)



3.1.4.3.1 Resident Pedal Cyclist Casualties occurring in other areas Sixty-four percent of Wokingham’s resident pedal cyclist casualties were injured on the roads of Wokingham. Of the remaining 36%, the majority were injured in Reading (15%), Bracknell Forest (5%), Windsor & Maidenhead (4%) or Oxfordshire (4%).

3.2 Wokingham Resident Drivers involved in Collisions

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

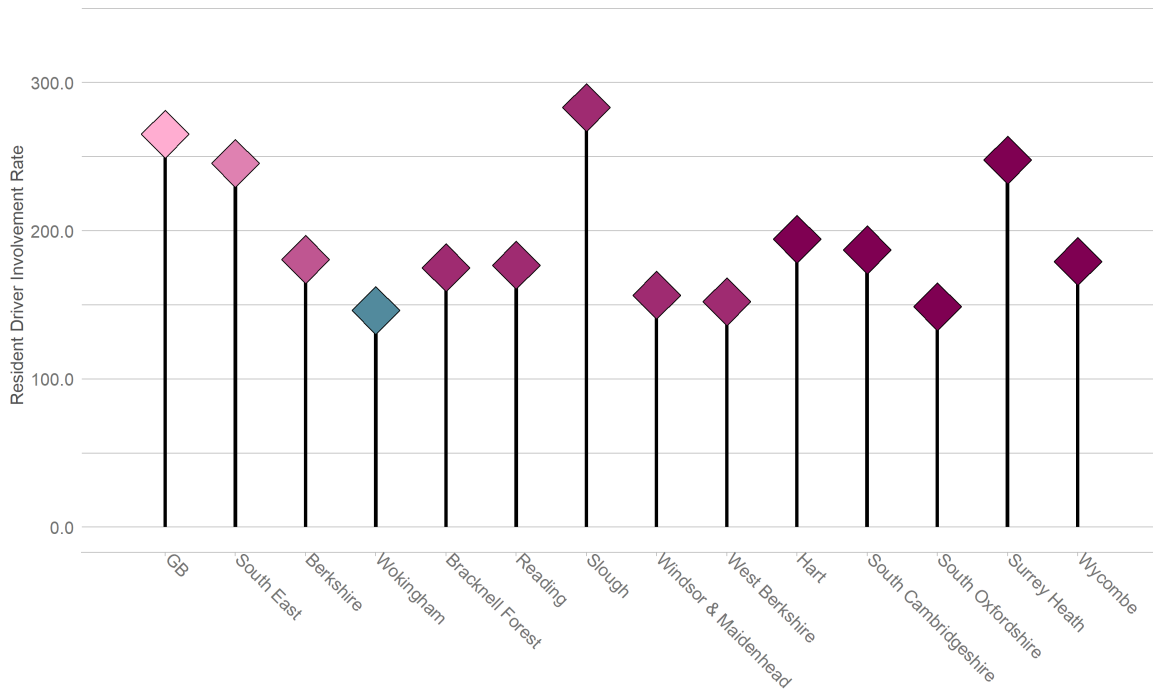
3.2.1 All Resident Motor Vehicle Driver Involvement (excluding motorcycle riders)

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

3.2.1.1 Rates Figure 18 shows the resident driver involvement rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham had a resident driver involvement rate of 146 drivers per year, per 100,000 population.

Figure 18: Annual average Wokingham resident involved drivers per 100,000 population (2017-2021)

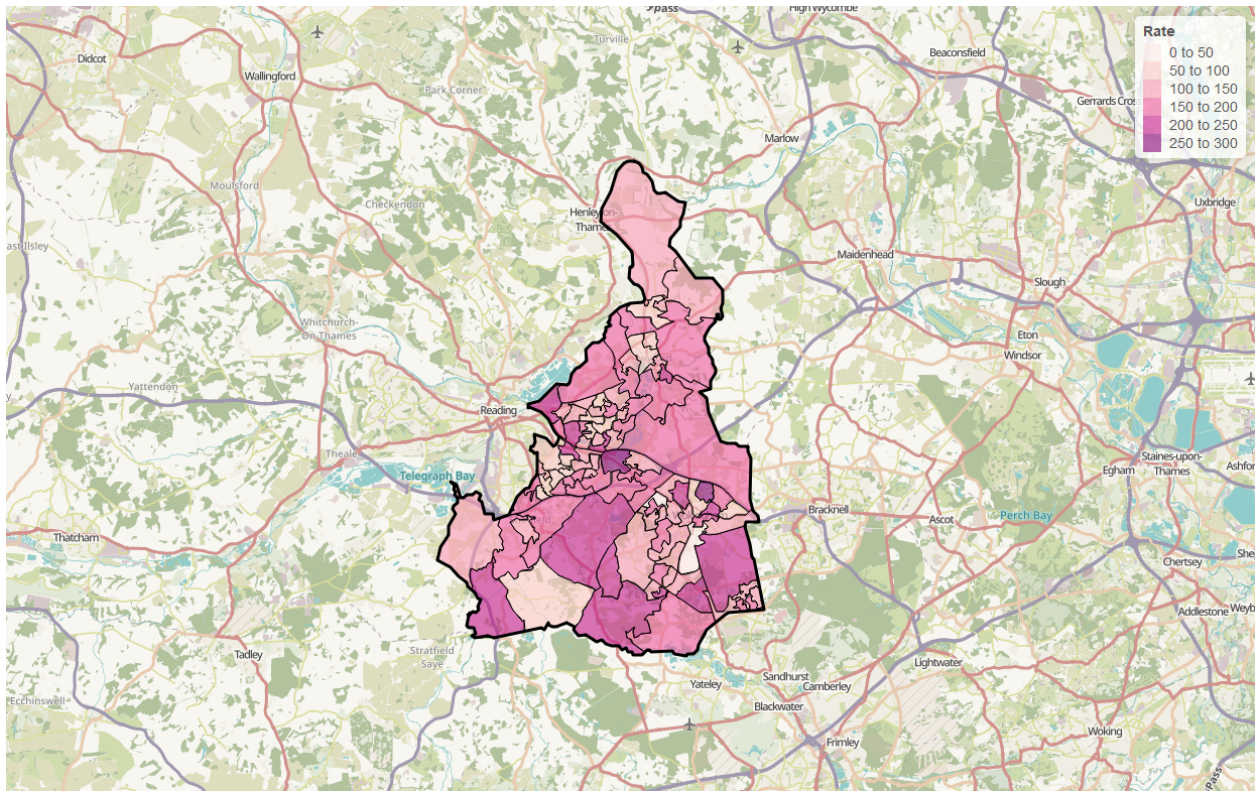


3.2.1.2 Comparisons The resident driver collision involvement rate for Wokingham was 45% below the national rate, 40% below the regional rate, and 19% below the rate for Berkshire as a whole. Within Berkshire, Wokingham’s rate is slightly lower than that of West Berkshire, Windsor & Maidenhead, Reading and Bracknell Forest, and significantly below that of Slough. Wokingham’s rate was below that of all the most similar comparator authorities apart from South Oxfordshire.

3.2.1.2.1 Residency by Small Area Figure 19 shows the home location of Wokingham’s collision involved resident drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved drivers per year per population of LSOA.

The highest resident driver involvement rates can be found towards the south of Woodley, the North of Shinfield, and the North of Crowthorne. There are also high involved drivers rates around Hurst, Spencers Wood, Three Mile Cross and Finchampstead.

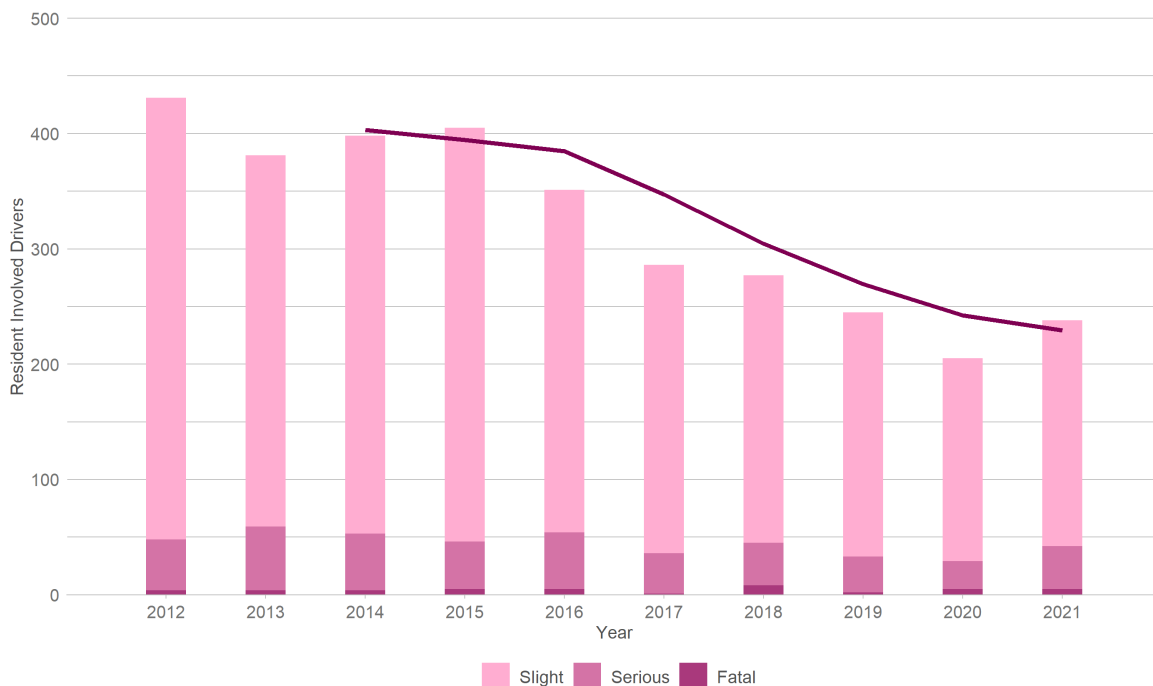
Figure 19: Wokingham resident involved drivers home location by LSOA, involved drivers per year per 100,000 population (2017-2021)



3.2.1.3 Trends Figure 20 shows Wokingham’s annual collision involved resident driver numbers since 2012, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Overall there has been a downward trend in the number of resident collision-involved drivers over the past decade. Numbers more or less returned to pre-pandemic levels in 2021 when there were 238 resident drivers involved in collisions, of which 5 were involved in fatal collisions and a further 37 were involved in a collision in which a casualty was seriously injured. This is a reduction of 45% over the decade, from 431 in 2012.

Figure 20: Wokingham resident involved drivers, by year and severity (2012-2021)



3.2.1.3.1 Resident driver collision involvement in other areas Of Wokingham’s resident drivers that were involved in collisions between 2017 and 2021, 43% were involved in collisions in Wokingham. Of the remaining 57%, the majority were involved in collisions in Reading (13%), Surrey (8%), Hampshire (7%), Bracknell Forest (6%), Windsor & Maidenhead (3%) and West Berkshire (2)

3.2.1.4 Socio Demographic Analysis

3.2.1.4.1 Age Figure 21 shows the numbers of resident involved drivers by specified age groups.

The largest number of resident involved drivers are in the 25-34 and 35-44 age group. These are followed by the 45-54 and 17-24 age groups.

It is more informative to consider Figure 22 which shows resident involved driver numbers by age group indexed by the population of those age groups in Wokingham. There is also a national index value for comparison.

When taking into account the relative population of each age group, the 17-24 age group is over-represented in driver numbers and to a greater extent than the over-representation seen nationally. This is also true, although to a lesser extent of the 25-34 age group. Resident involved drivers in the 35-44 and 45-54 age groups are only slightly over-represented in driver numbers, and this

is less than the nationally observed over-representation. Resident drivers in the age bands 55 and over are under-represented in driver numbers based on their share of the population.

Figure 21: Wokingham resident involved drivers, by age group (2017-2021)

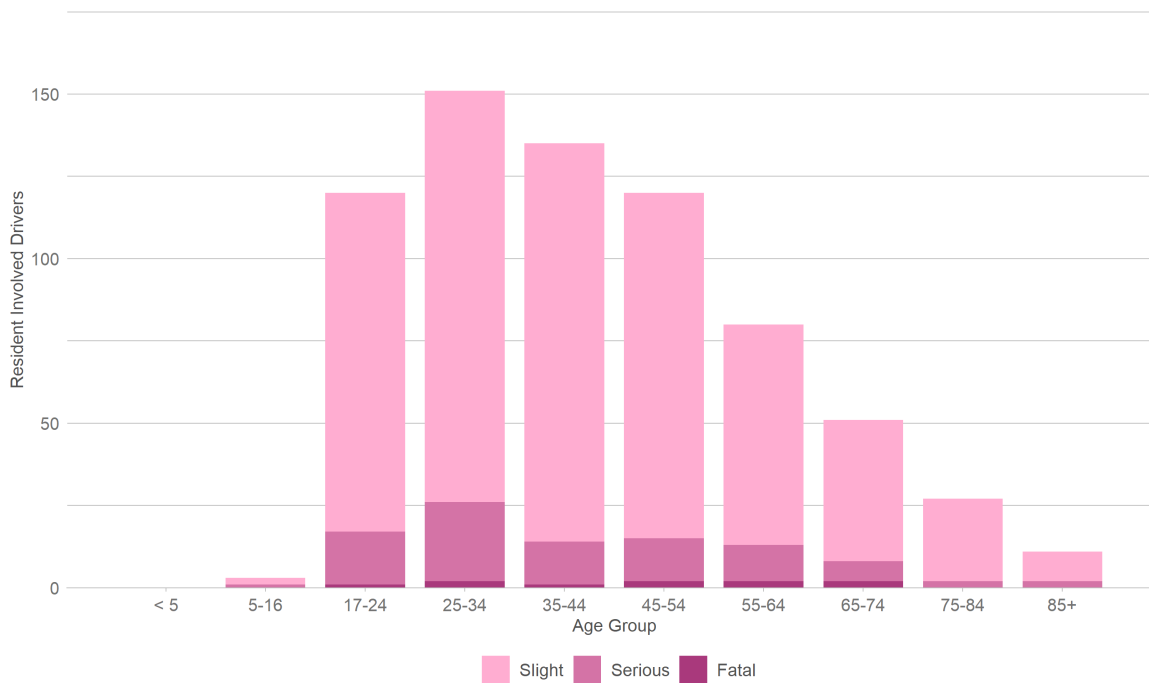


Figure 22: Wokingham resident involved drivers, by age group and indexed by population (2017-2021)

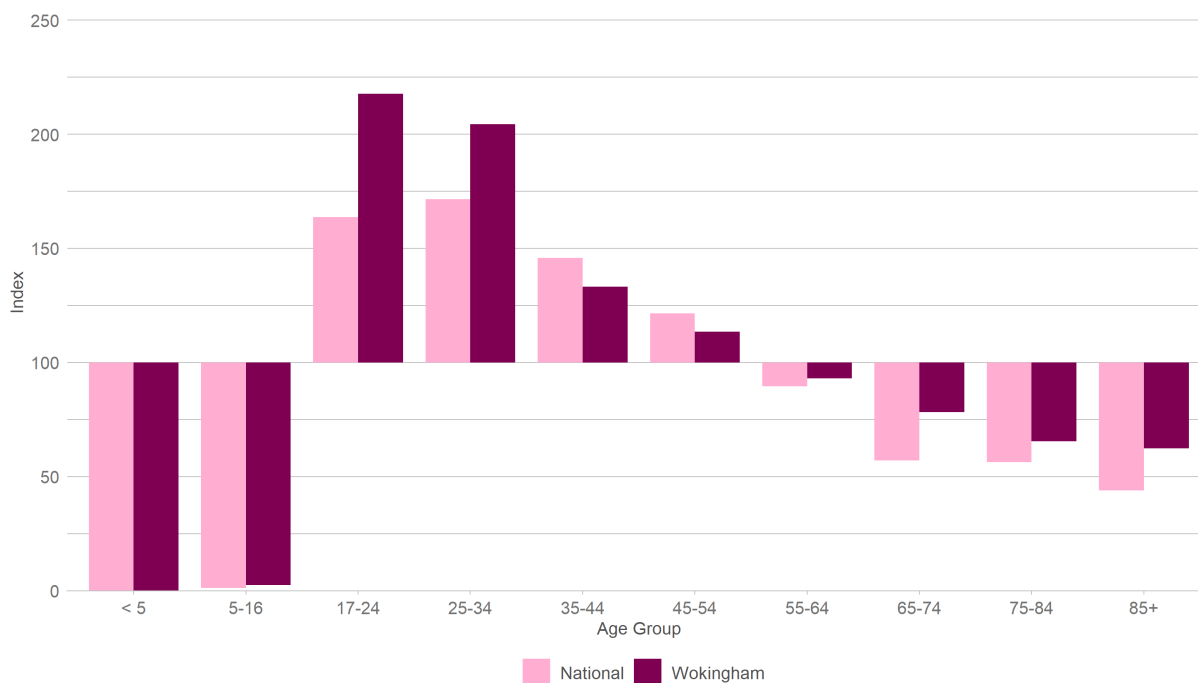
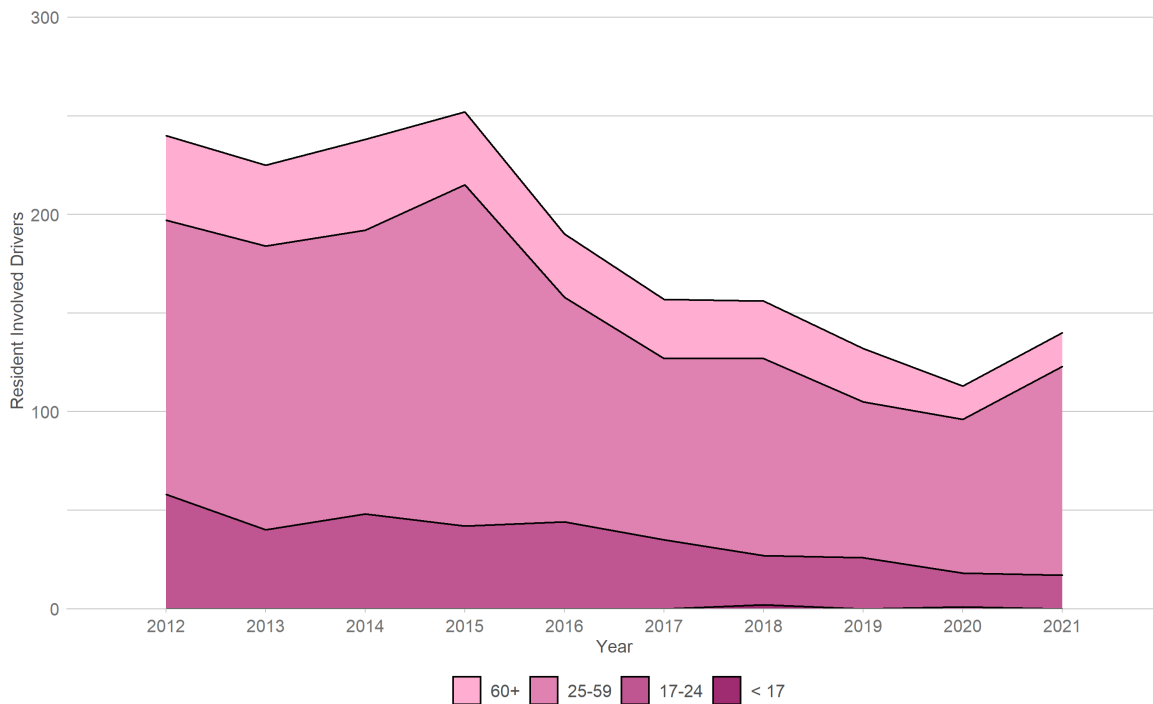


Figure 23 illustrates the overall trend for the four age groups over the last ten years.

Involved trends by all Wokingham resident driver age groups have decreased over the last ten years. With the exception of the under 17 age group, numbers increased to pre-pandemic levels in 2021.

Figure 23: Wokingham resident involved drivers trend by age group (2012-2021)

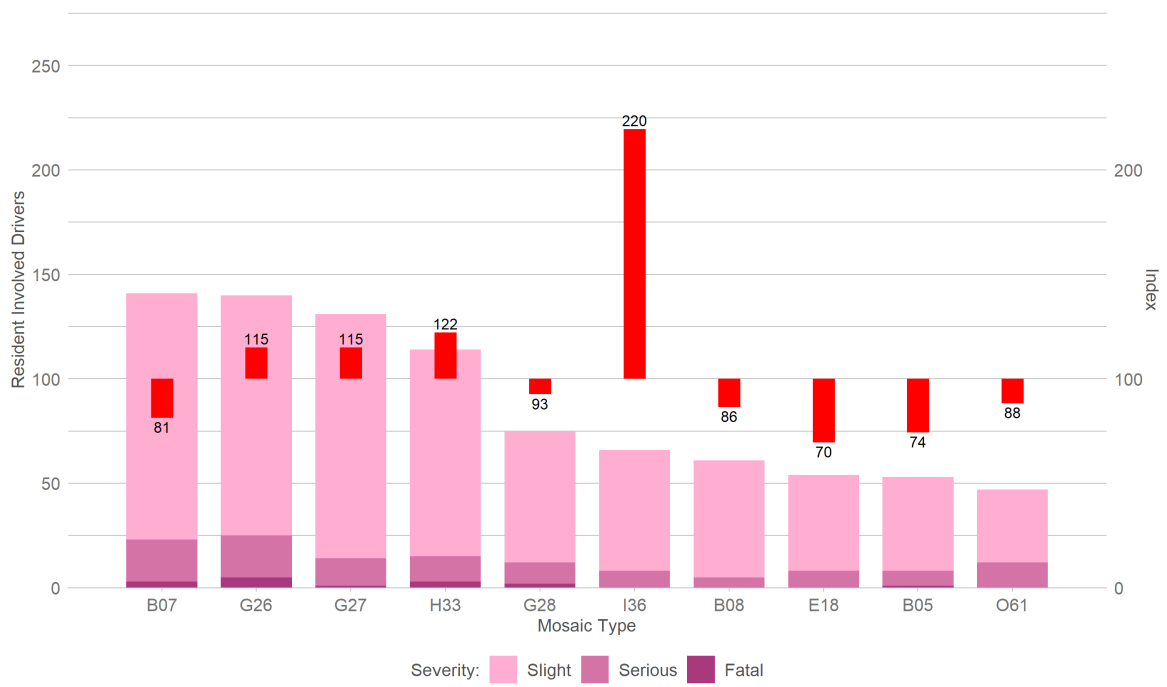


3.2.1.4.2 Segmentation Analysis of the Mosaic communities in which Wokingham’s resident drivers live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 5.1.1.1.

The largest number of resident involved drivers come from communities of *High-achieving families living fast-track lives, advancing careers, finances and their school-aged kids’ development (Type B07)*. When taking into account the relative population of this type, these communities are under-represented in collision involvement. The next largest numbers of involved drivers are *Affluent families with growing children living in upmarket housing in city environs (Type G26)*, *Well-qualified older singles with incomes from successful professional careers in good quality housing (Type G27)* and *Young families and singles setting up home in modern developments that are popular with their peers (Type H33)*. Drivers from all three communities are a little over-represented in collision involvement given their share of the population of Wokingham.

Communities of Stable families with children, renting higher value homes from social landlords (Type I36) represent lower levels of collision involved drivers, but are significantly over-represented in collisions given their share of the population.

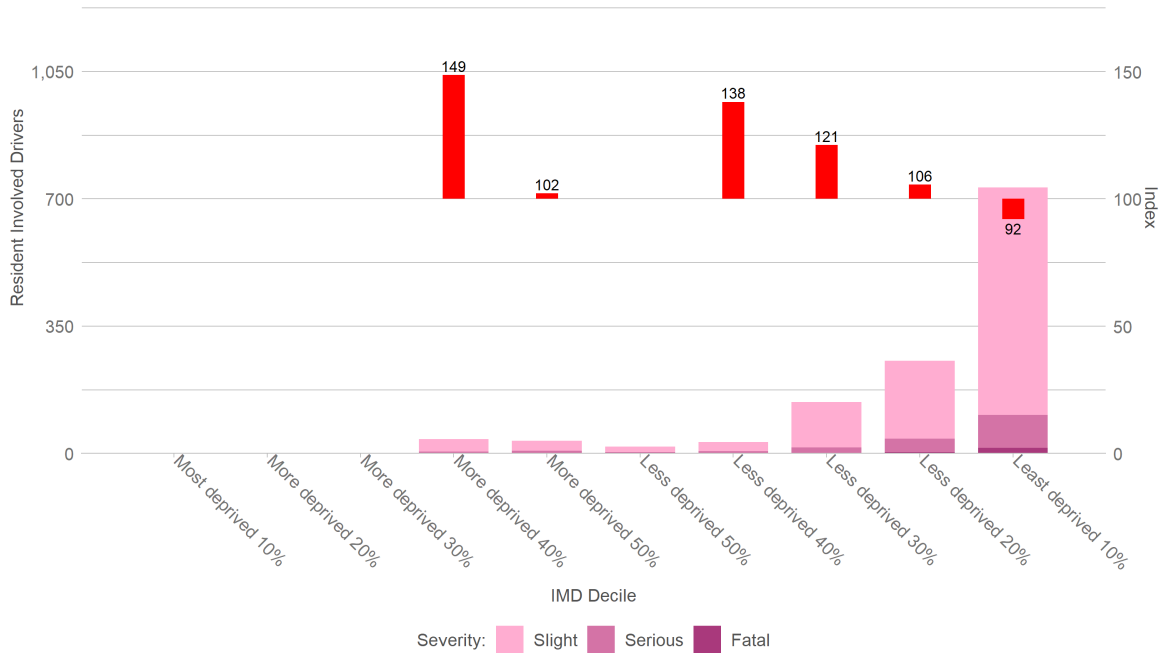
Figure 24: Wokingham resident involved drivers, by Mosaic Type (2017-2021)



3.2.1.4.3 Deprivation Figure 25 shows resident involved drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The highest numbers of resident involved drivers come from communities in the least deprived 10% decile. However, when considering their share of the population, they are slightly under-represented in collision involvement. The next largest number of resident involved drivers come from communities in the less deprived 20% decile, and these communities are slightly over-represented in collisions. Communities in the less deprived and more deprived 40% deciles and the less deprived 30% deciles represent a much lower number of involved drivers but are over-represented when accounting for their relative population.

Figure 25: Wokingham resident involved drivers, by Index of Multiple Deprivation (2017-2021)



3.2.2 Related Casualties

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

For Wokingham’s resident drivers, 66.3% were the drivers themselves. A further 23.4% were their passengers and 10.3% were pedestrians who were injured after the driver’s vehicle hit them. It should be noted that the related casualties of Wokingham’s resident drivers could live anywhere in the country and have been injured anywhere.

Figure 26: Injured passengers in Wokingham’s resident involved drivers vehicles, compared to all drivers (2017-2021)

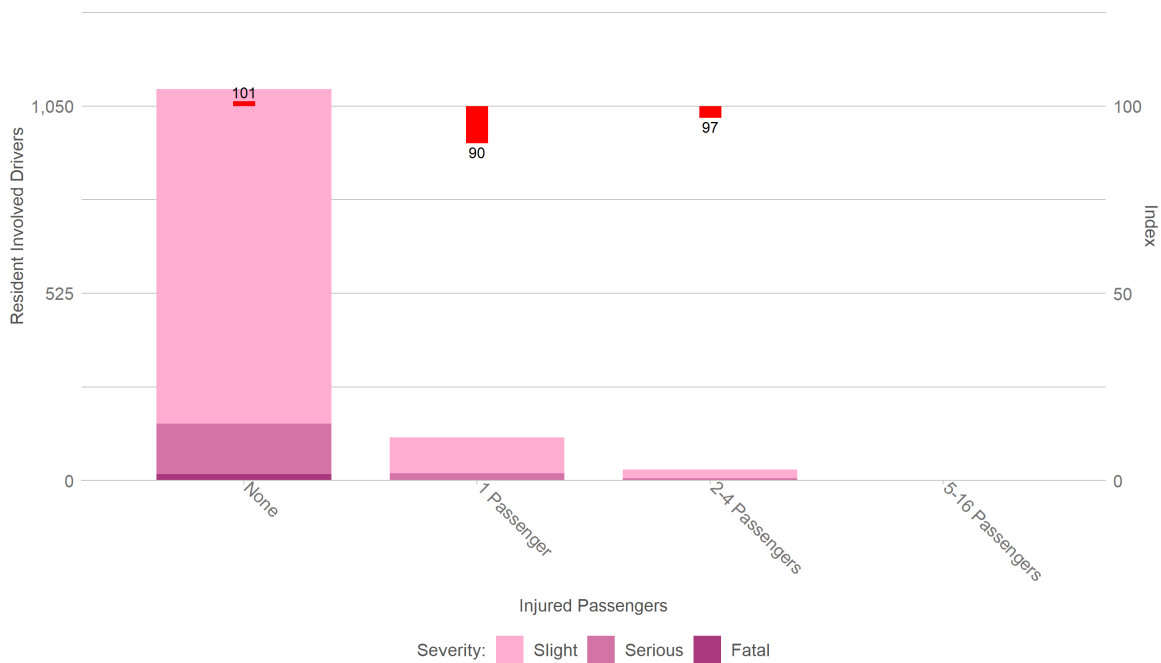


Figure 26 shows the number of drivers and the quantity of injured passengers in their vehicle. The red bars are indices comparing drivers to the figures for injured passengers for all drivers. It shows that most drivers do not have injured passengers in their vehicle. However, the red bars indicate that this is only slightly higher than the national proportion of involved drivers with no injured passengers.

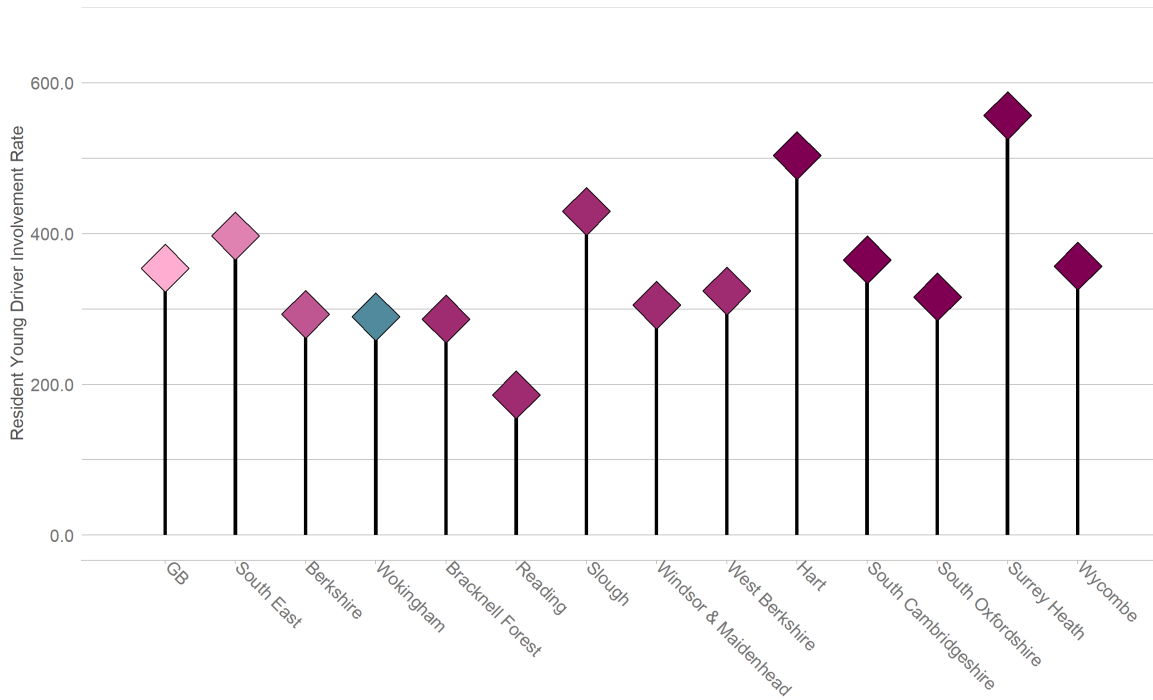
3.2.3 Resident Young Driver Involvement (aged 17 to 24)

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

3.2.3.1 Rates Figure 27 shows the resident young driver involvement rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham had a resident collision involvement rate for young drivers of 290 drivers per year per 100,000 population.

Figure 27: Annual average Wokingham resident young involved drivers per 100,000 population (2017-2021)

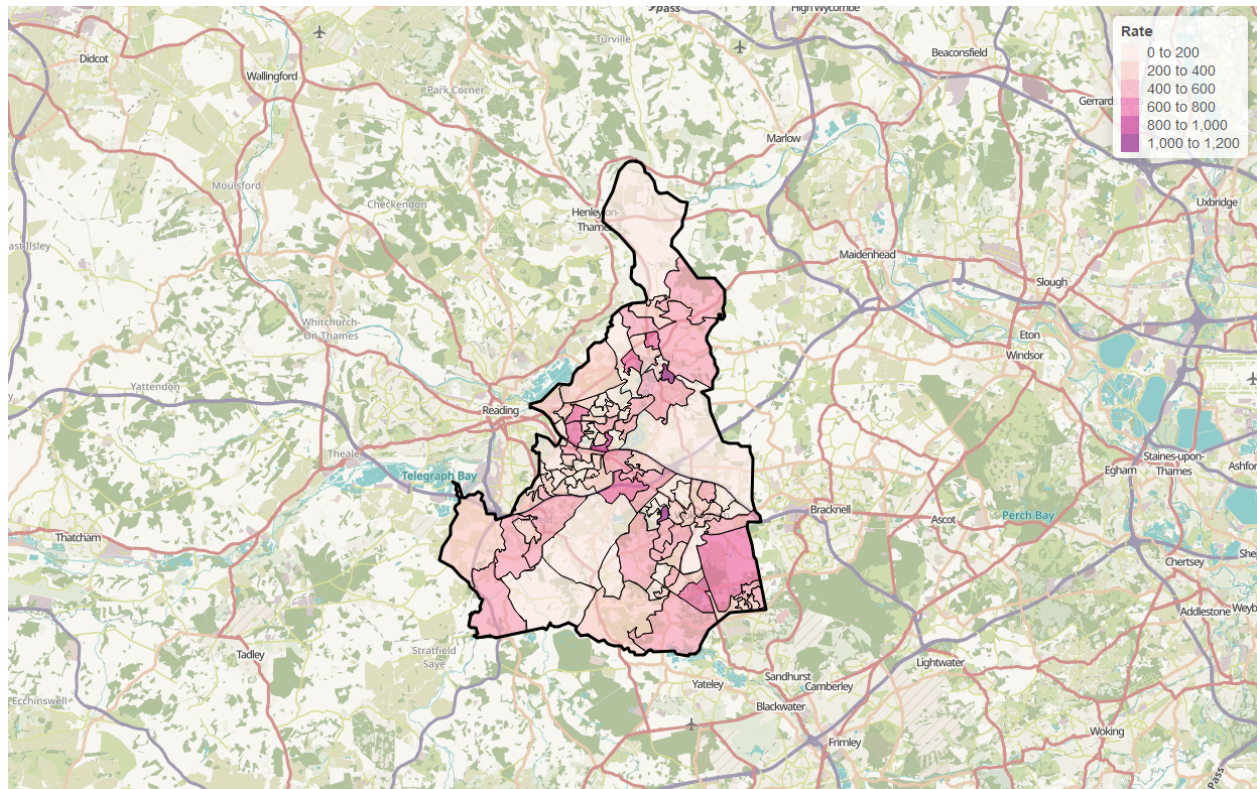


3.2.3.2 Comparisons Wokingham’s young driver collision involvement rate between 2017 and 2021 was 18% less the national rate. This is 27% below the regional rate for the South East and 1% below the overall Berkshire rate. Within Berkshire, Reading has the lowest young driver collision involvement rate, followed by Bracknell Forest. Wokingham’s young driver involvement rate is below that of all the most similar comparator authorities.

3.2.3.2.1 Residency by Small Area Figure 28 shows the home location of Wokingham’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.

Some of the highest rates of young driver collision involvement can be found among residents living North of Crowthorne, around Gardeners Green, Emmbrook and in parts of Lower Earley. There are also high collision involvement rates amongst young drivers from Woodley area, Spencers Wood and Shinfield.

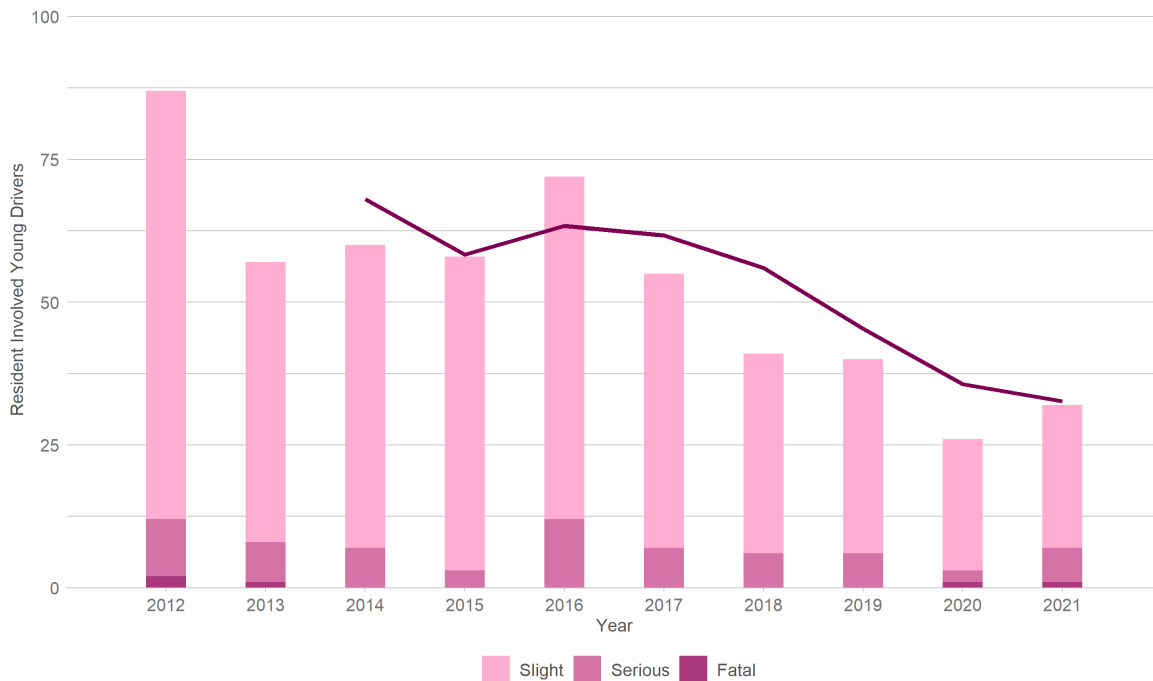
Figure 28: Wokingham resident young involved drivers home location by LSOA, young involved drivers per year per 100,000 population (2017-2021)



3.2.3.3 Trends Figure 29 shows Wokingham’s annual collision involved resident young driver numbers since 2012, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There has been a downward trend overall in young driver collision involvement despite a peak in 2016. Numbers in 2021 increased but not to pre-pandemic levels. There were however a greater number of collisions resulting in serious injury. In 2021 there were 32 Wokingham resident young drivers that were involved in collisions. Of these, 1 was fatal and a further 6 involved in collisions in which a casualty was seriously injured. There has been an overall reduction of 63% from 87 involved young drivers in 2012.

Figure 29: Wokingham resident young involved drivers, by year and severity (2012-2021)



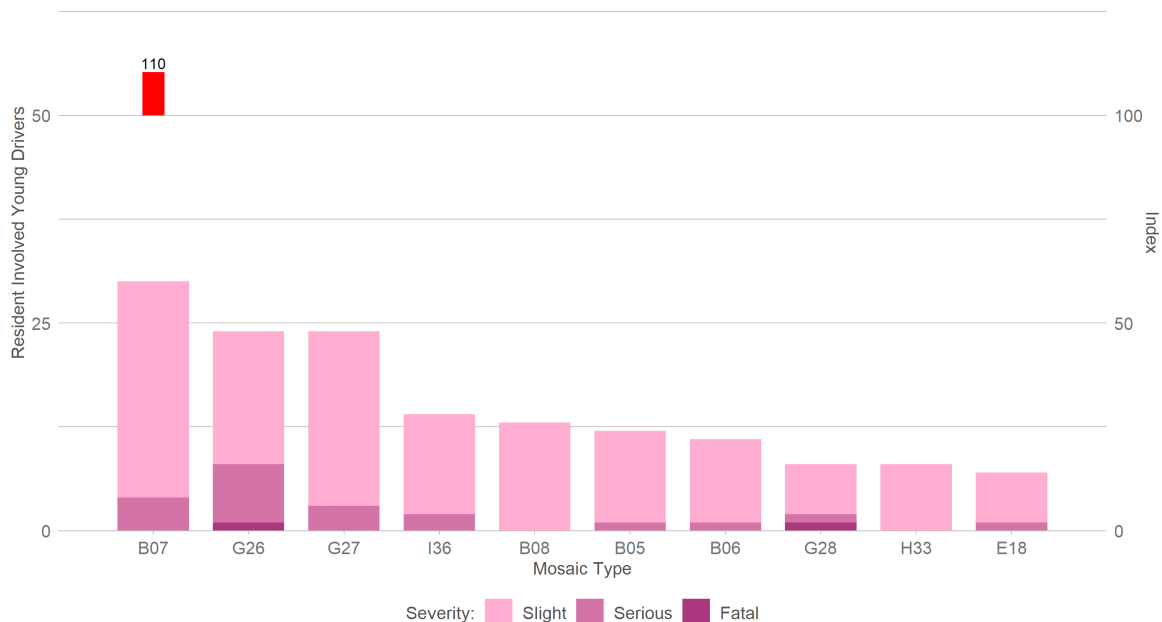
3.2.3.3.1 Resident young driver collision involvement in other areas Amongst those Wokingham resident young drivers that were involved in collisions between 2017 and 2021, 44% were involved in collisions in Wokingham. The remaining 56% were mainly involved in collisions in Reading (10%), Surrey (8%), Hampshire (6%), Bracknell Forest (6%), Windsor & Maidenhead (4%), Oxfordshire (3%) or West Berkshire (2%).

3.2.3.4 Socio Demographic Analysis

3.2.3.4.1 Segmentation Analysis of the Mosaic communities in which Wokingham’s resident young drivers live provides an insight into those injured in collisions. For an explanation of Mosaic 7 and how to understand the following chart, please refer to section 5.1.1.1.

Figure 30 shows resident collision-involved young drivers by the Mosaic Group of the community in which they reside. The majority of collision involved young drivers are from communities of *High-achieving families living fast-track lives, advancing careers, finances and their school-age kids’ development* (Type B07) or of *Affluent families with growing children living in upmarket housing in city environs* (Type G26). Young drivers from Mosaic type B07 are more over-represented in collision involvement than expected given their share of the population of Wokingham as indicated by an index of 110 (shown in red).

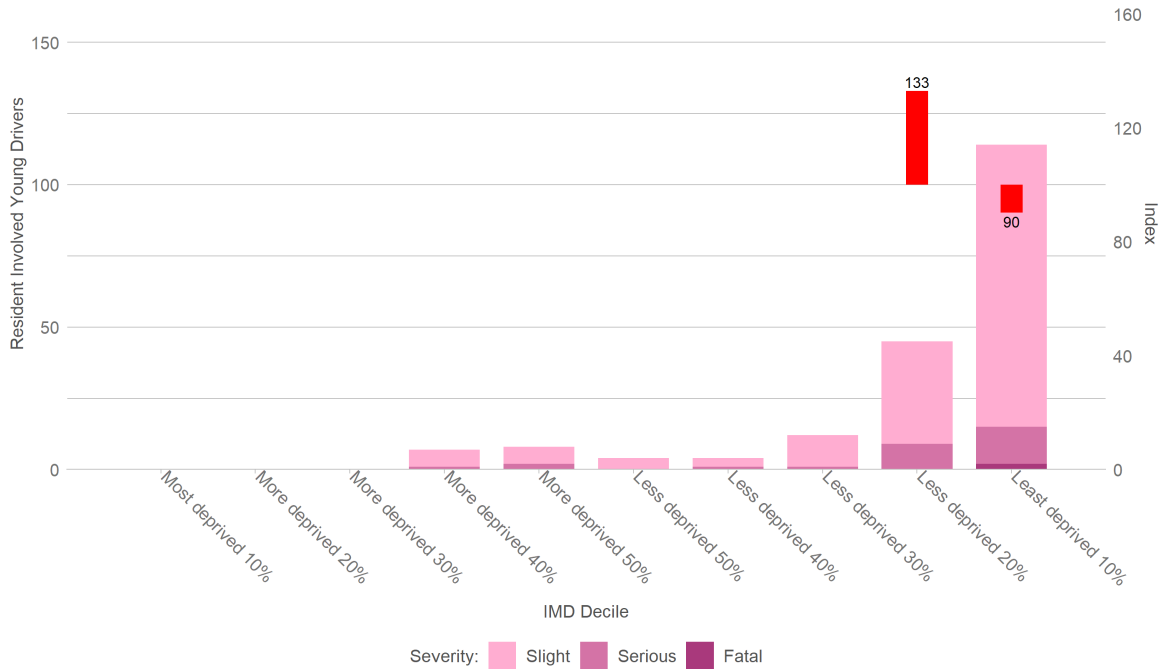
Figure 30: Wokingham resident young involved drivers, by Mosaic Type (2017-2021)



3.2.3.4.2 Deprivation Figure 31 shows resident involved young drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident involved young drivers come from communities in the least deprived 10% decile. Despite this, when taking into account the relative population of these communities within Wokingham, they are slightly underrepresented in collision involvement. There is also a large number of involved young drivers from communities in the less deprived 20% decile, and these communities are considerably over-represented relative to their population share.

Figure 31: Wokingham resident young involved drivers, by Index of Multiple Deprivation (2017-2021)



3.2.4 Related Casualties

3.2.4.1 Passenger and pedestrian casualties The related casualties of Wokingham’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 Wokingham’s young resident drivers, 66.5% of the casualties were the drivers themselves. A further 28.4% were their passengers and 5.2% were pedestrians who were injured after the young driver’s vehicle hit them. It should be noted that the related casualties of Wokingham’s young resident drivers could live anywhere in the country and have been injured anywhere.

Figure 32: Injured passengers in Wokingham’s resident involved young drivers vehicles, compared to all young drivers (2017-2021)

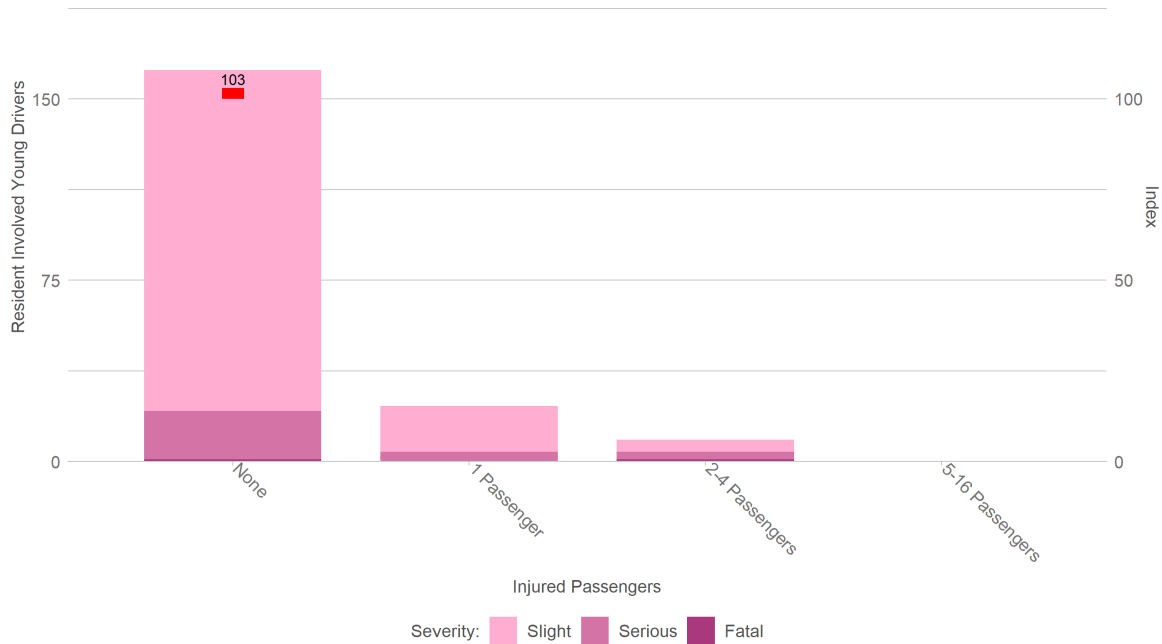


Figure 32 shows the number of young drivers by the presence and quantity of injured passengers in their vehicle. The red bars are indices comparing young drivers to the figures for injured passengers for all young drivers. It shows that most young drivers do not have injured passengers in their vehicle. However, the red bars indicate that this is only slightly higher than the national proportion of involved young drivers with no injured passengers.

3.3 Wokingham resident motorcycle riders involved in collisions

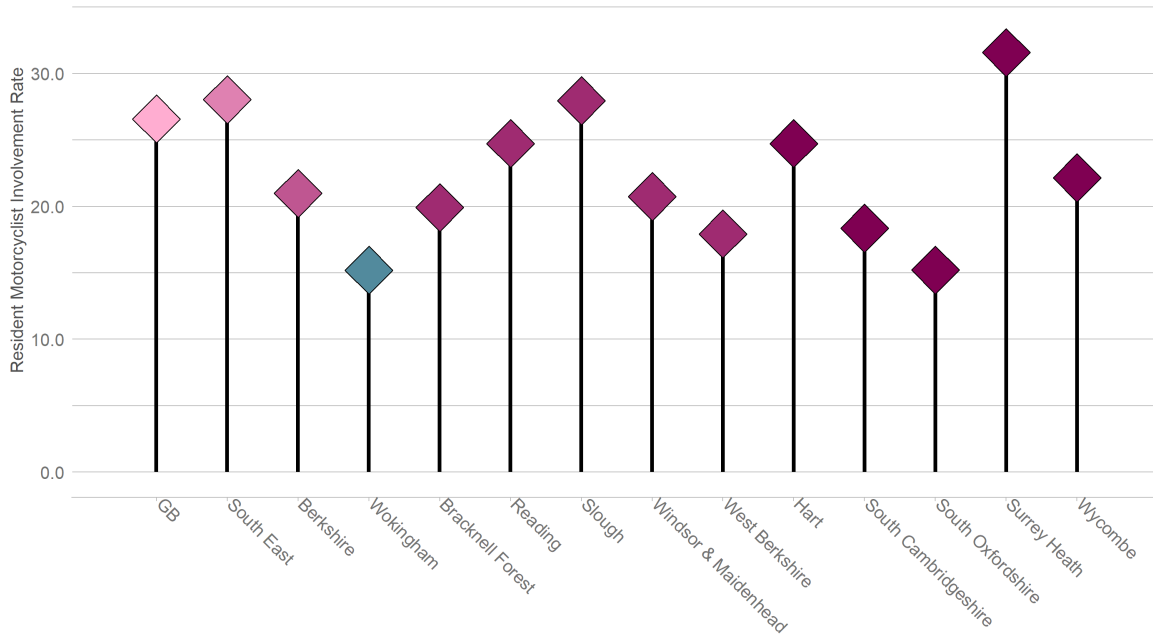
3.3.1 Resident Motorcyclist Involvement

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

3.3.1.1 Rates Figure 33 shows the resident motorcyclist involvement rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham had a resident motorcyclist collision involvement rate of 15.2 motorcyclists per year, per 100,000 population between 2017 and 2021.

Figure 33: Annual average Wokingham resident involved motorcyclist per 100,000 population (2017-2021)

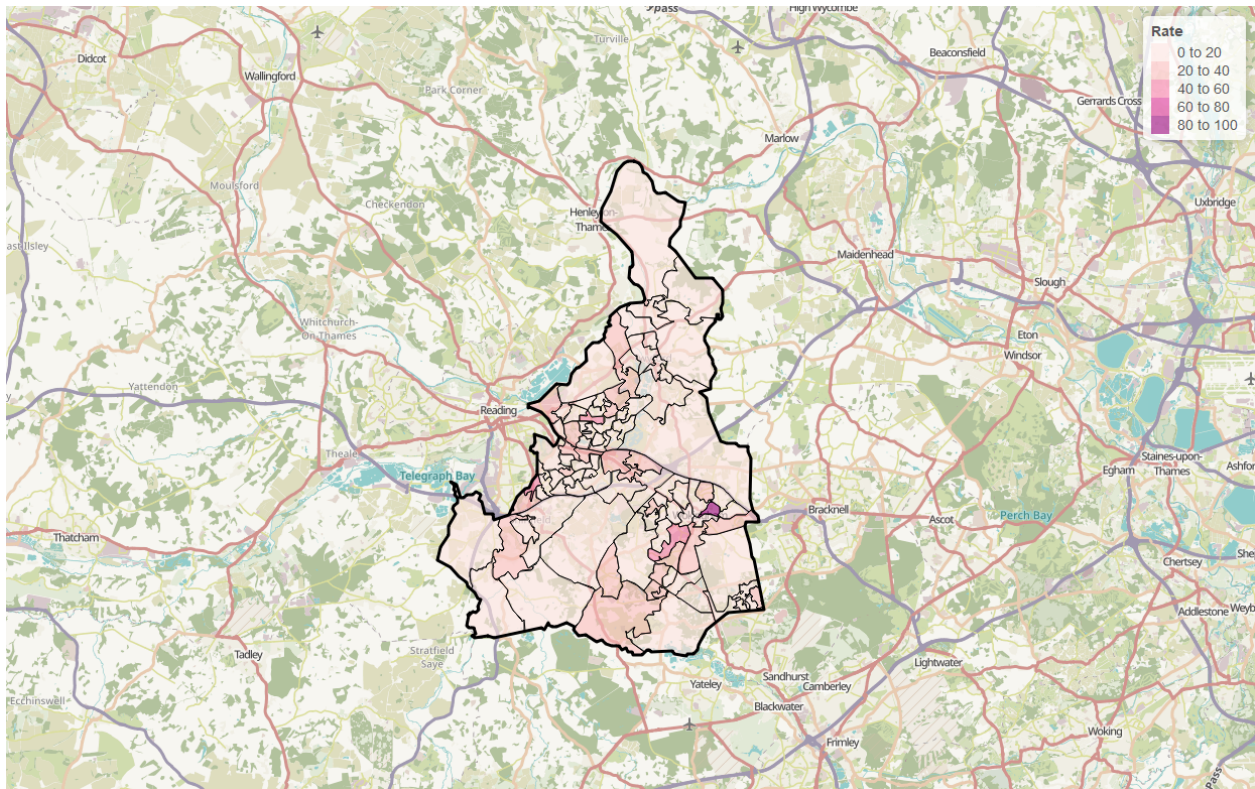


3.3.1.2 Comparisons Wokingham’s resident motorcyclist collision involvement rate was 43% lower than the national rate. This is 46% below the regional rate for the South East, and 28% below the overall Berkshire rate. Within Berkshire, Wokingham had the lowest resident motorcyclist involvement rate. Wokingham’s resident motorcyclist involvement rate was in line with that of South Oxfordshire, and lower than all the other most similar comparator authorities.

3.3.1.2.1 Residency by Small Area Figure 34 shows the home location of Wokingham’s collision involved resident motorcyclists by lower layer super output area (LSOA). The thematic map is coloured by resident involved motorcyclists per year per population of LSOA.

The highest motorcyclist involvement rates are amongst residents of Wokingham town. There are also high resident motorcyclist involvement rates amongst residents living in the residential areas around Molly Millars Lane industrial estate outside Wokingham town centre and Woodley.

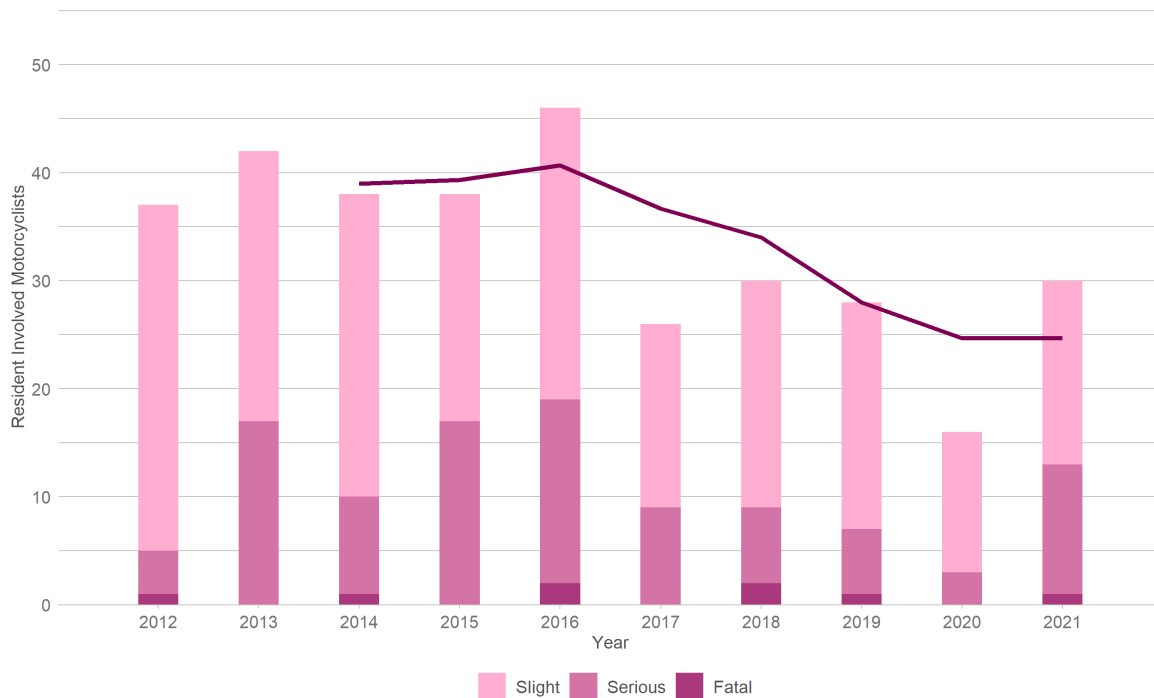
Figure 34: Wokingham resident involved motorcyclist home location by LSOA, involved motorcyclist per year per 100,000 population (2017-2021)



3.3.1.3 Trends Figure 35 shows Wokingham’s annual collision involved resident motorcyclist numbers since 2012, by severity. This includes resident motorcyclists involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Trends have fluctuated over the decade for resident motorcyclist collision involvement levels and in 2021 numbers returned to levels seen pre-pandemic. Overall, there has been a reduction of 19% from 37 collision involved resident motorcyclists in 2012 to 30 in 2021. Of these involved motorcyclists, 1 was involved in a fatal collision and a further 12 were involved in collisions that resulted in a seriously injured casualty in 2021.

Figure 35: Wokingham resident involved motorcyclists, by year and severity (2012-2021)



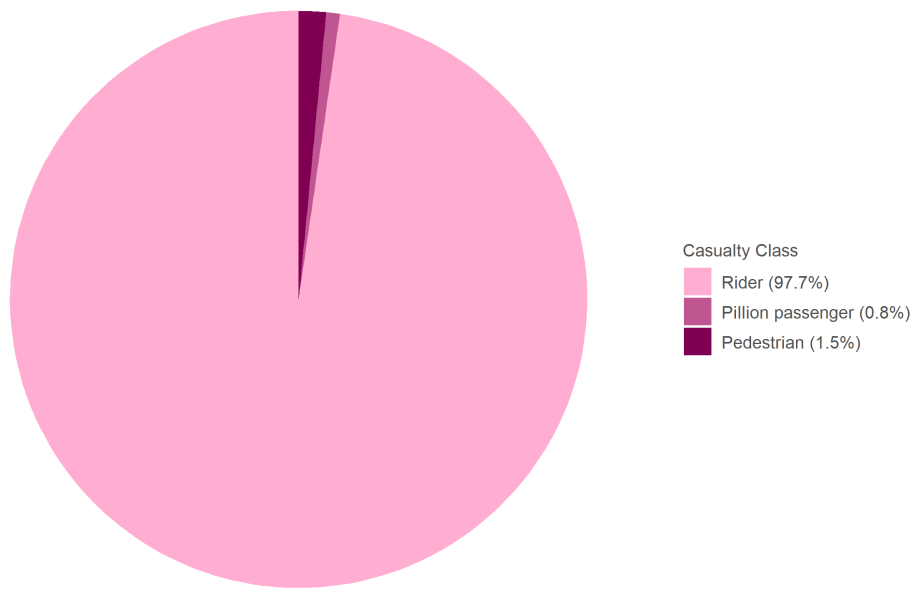
3.3.1.3.1 Resident motorcyclist collision involvement in other areas Fifty percent of resident motorcyclists involved in collisions were involved in collisions in Wokingham. Of the remaining 50%, the majority of the collisions that they were involved in were in Reading (18%), Hampshire (5%), Buckinghamshire (4%) and Bracknell Forest (3%).

3.3.2 Related Casualties

3.3.2.1 Passenger and pedestrian casualties The related casualties of Wokingham’s resident motorcycle riders have been analysed in Figure 36. 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 Wokingham’s resident motorcycle riders, 97.7% of the casualties were the riders themselves. Less than 1% were their pillion passengers and 1.5% were pedestrians who were injured after the motorcyclist hit them. It should be noted that the passenger and pedestrian casualties related to Wokingham’s resident motorcycle riders could live anywhere in the country and have been injured anywhere.

Figure 36: Related casualties of Wokingham's resident involved motorcyclists (2017-2021)



4 Wokingham Road Network Risk

For information about the provenance and scope of data included in this section, please refer to section 2.2.2. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

4.1 Collisions in Wokingham

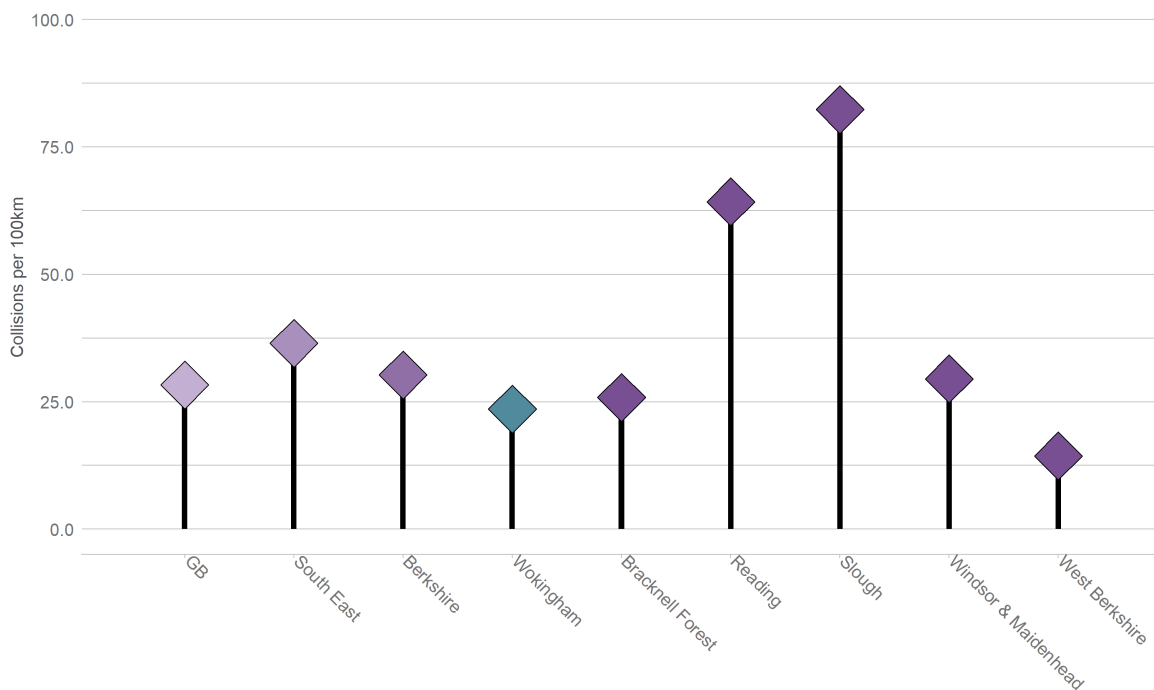
This section refers to all collisions which occurred on Wokingham’s roads. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

4.1.1 Rates

4.1.1.1 Collisions per 100km of road Figure 37 below shows the rate of average annual collisions between 2017 and 2021 per 100km of road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

Between 2017 and 2021, Wokingham had a collision rate of 23.5 collisions per year, per 100km road on its road network.

Figure 37: Annual average collisions per 100km of road (2017-2021)

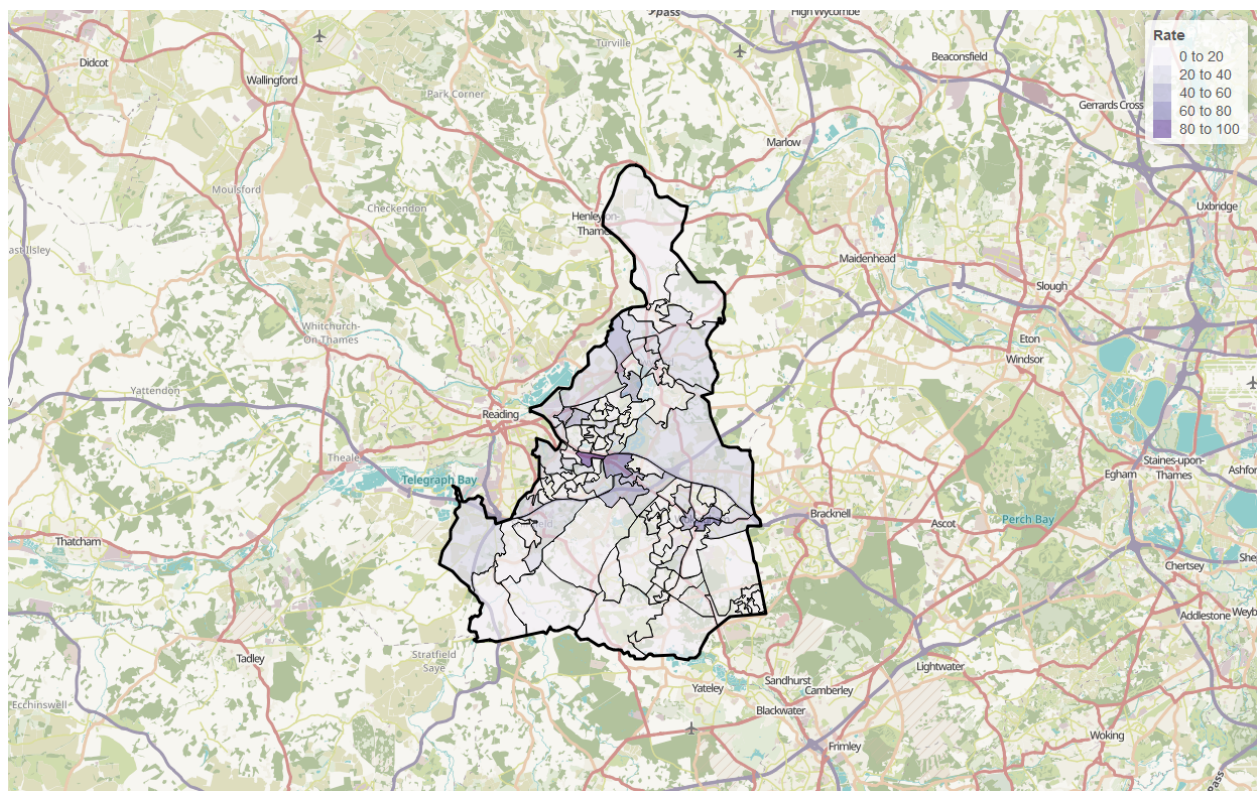


4.1.1.2 Comparisons The collision rate in Wokingham was 16% below the national collision rate. This is 35% below the regional rate for the South East, and 22% below the overall Berkshire collision rate. Within Berkshire, West Berkshire had the lowest collision rate followed by Wokingham.

4.1.1.2.1 Collisions by Small Area Figure 38 shows collisions on all roads in Wokingham by LSOA. The thematic map is colour coded by the rate of annual average collisions per 100km of road.

The highest collision rates in Wokingham can be found in Wokingham town centre, Early and Winnersh.

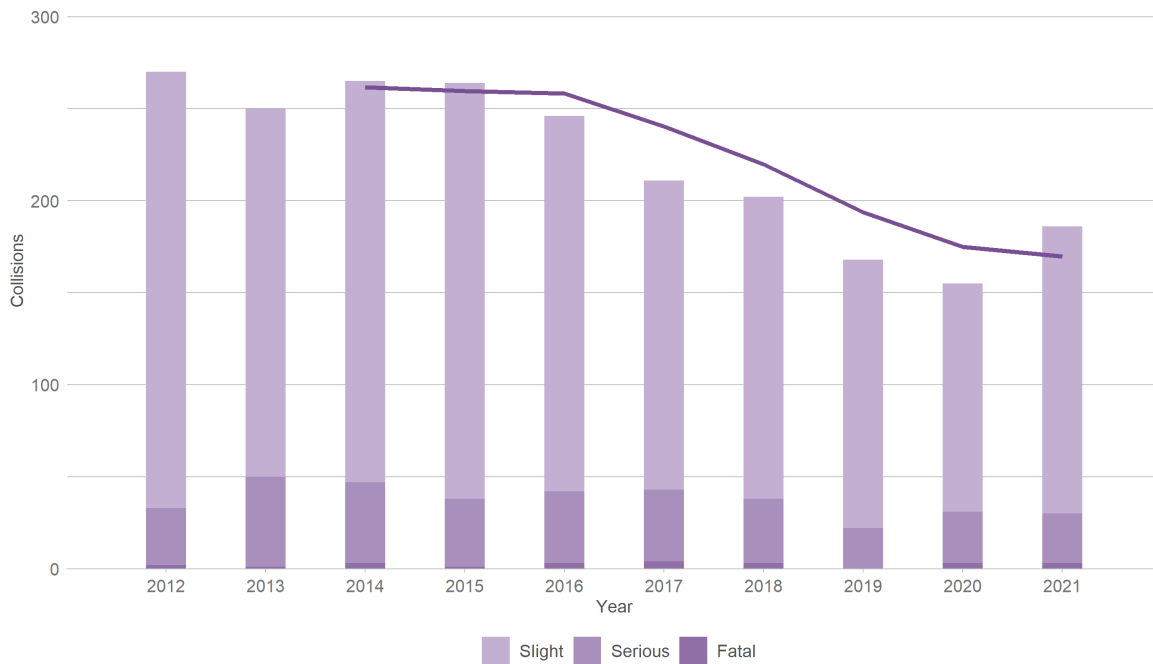
Figure 38: Annual average collisions per 100km of road (2017-2021)



4.1.1.3 Trends Figure 39 shows annual collisions on Wokingham’s roads, since 2012 by severity.

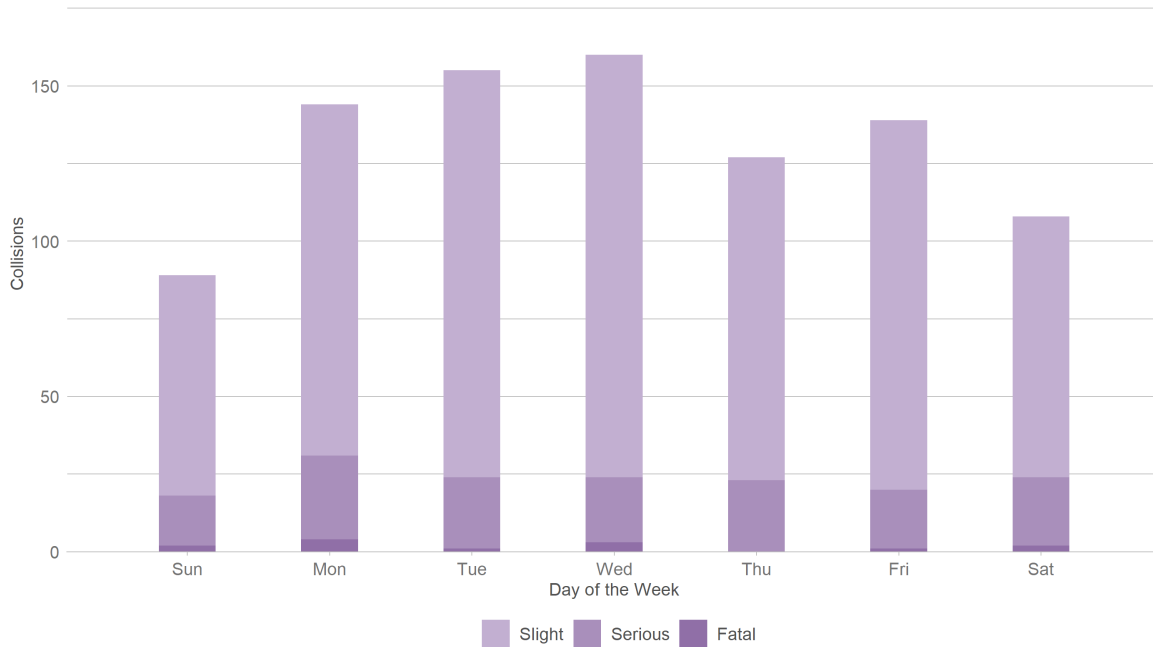
In 2021, there were 186 collisions on Wokingham’s roads, down from 270 in 2012, a reduction of 31%. This is the result of a clear downward trend over the decade. However numbers in 2021 are in excess of those before the pandemic in 2019. Of the 186 collisions in Wokingham in 2021, three were fatal and a further 27 involved a casualty that was seriously injured.

Figure 39: Wokingham collisions, by year and severity (2012-2021)



4.1.1.4 Collisions by day of the week Figure 40 shows collisions in Wokingham by day of the week and severity. More collisions occur on weekdays in Wokingham than at weekends.

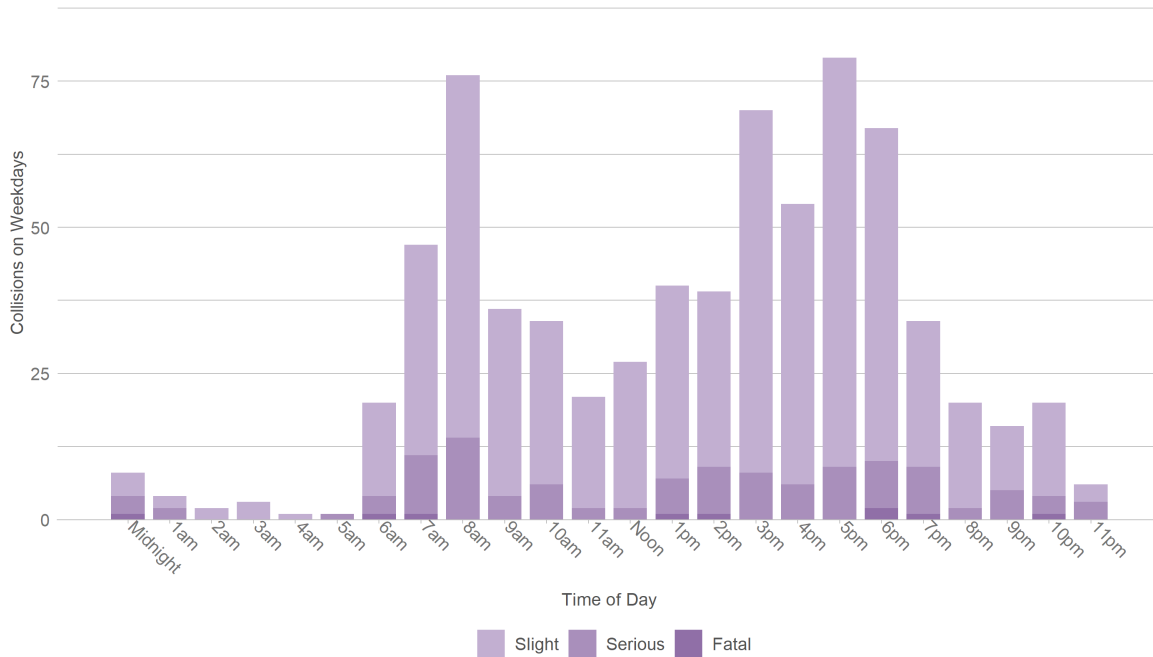
Figure 40: Wokingham collisions, by day of the week and severity (2017-2021)



4.1.1.5 Collisions by hour of the day

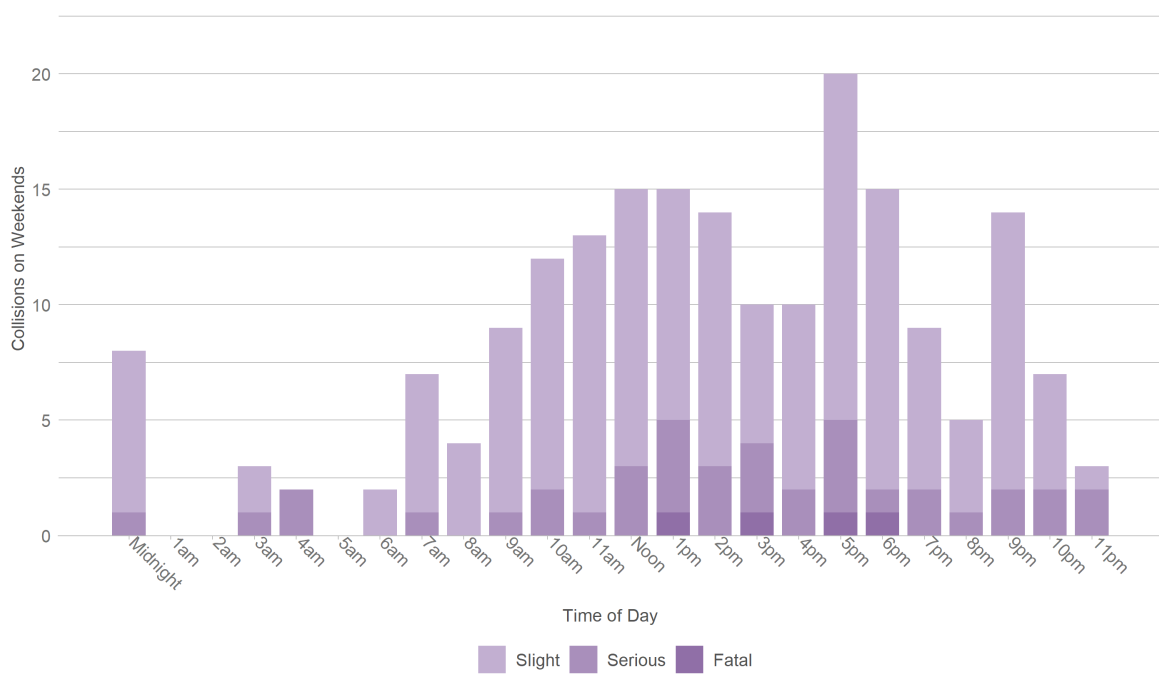
4.1.1.5.1 Collisions by hour of the day on weekdays Figure 41 shows collisions on weekdays by the hour of the day in which they occurred. There are clear peaks around both the morning commute (7am to 9am) and the evening commute (3pm to 7pm), with very few collisions before 7am or after 9am.

Figure 41: Wokingham collisions, by hour of the day during weekdays (2017-2021)



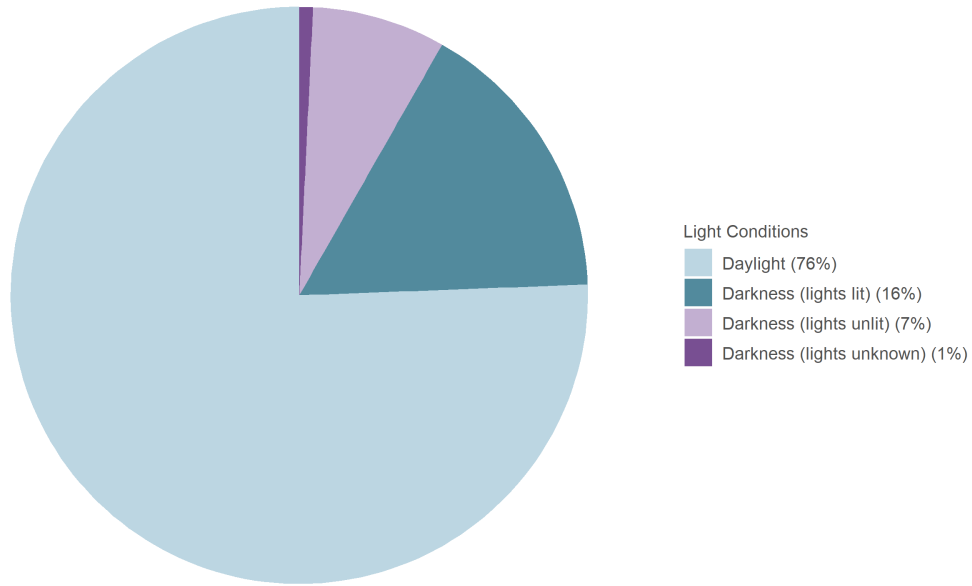
4.1.1.5.2 Collisions by hour of the day on weekends Figure 42 shows collisions on weekends by the hour of the day in which they occurred. Compared to weekdays, collision numbers are more evenly spread throughout the day, with the majority occurring after 10am and before 10pm.

Figure 42: Wokingham collisions, by hour of the day during weekends (2017-2021)



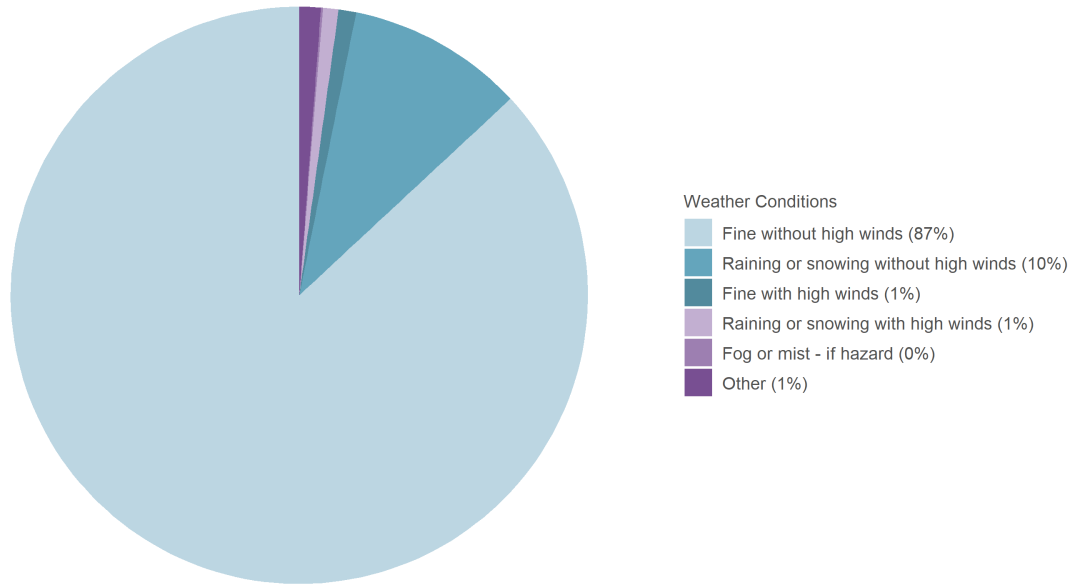
4.1.1.6 Collisions by light conditions Figure 43 shows collisions in Wokingham by the light conditions at the time of the collision. Three quarters (76%) of Wokingham’s collisions occurred during daylight. Of the remaining 24%, the majority took place in the presence of lit street lighting (16%).

Figure 43: Wokingham collisions by light conditions (2017-2021)



4.1.1.7 Collisions by weather conditions Figure 44 shows collisions in Wokingham by the weather conditions present at the time of the collision. Over four in five collisions (87%) in Wokingham took place during fine weather, without high winds. Of the remaining 13% that took place during adverse weather conditions, most were during rain or snow, without high winds (10%).

Figure 44: Wokingham collisions by weather conditions (2017-2021)

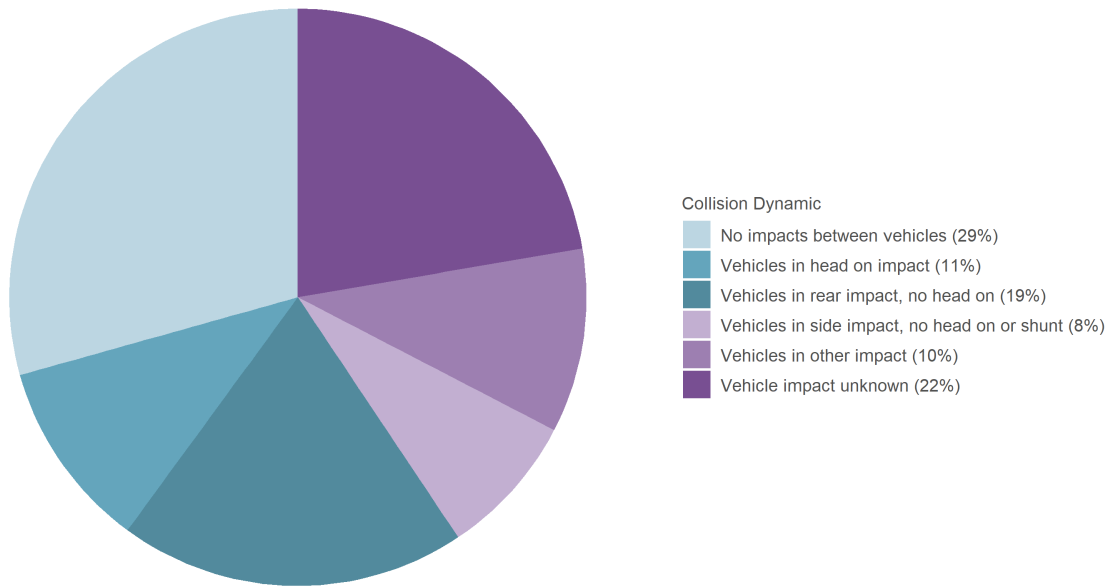


4.1.1.7.1 Collision involved drivers who reside in other areas Of the drivers involved in collisions in Wokingham for whom home location was recorded, 51% were Wokingham residents. Of the remaining 49%, the majority were residents of Reading (14%), Bracknell Forest (8%), Hampshire (5%), West Berkshire (3%), Windsor and Maidenhead (3%) and Oxfordshire (2%).

4.1.1.8 Collision dynamics and driver action

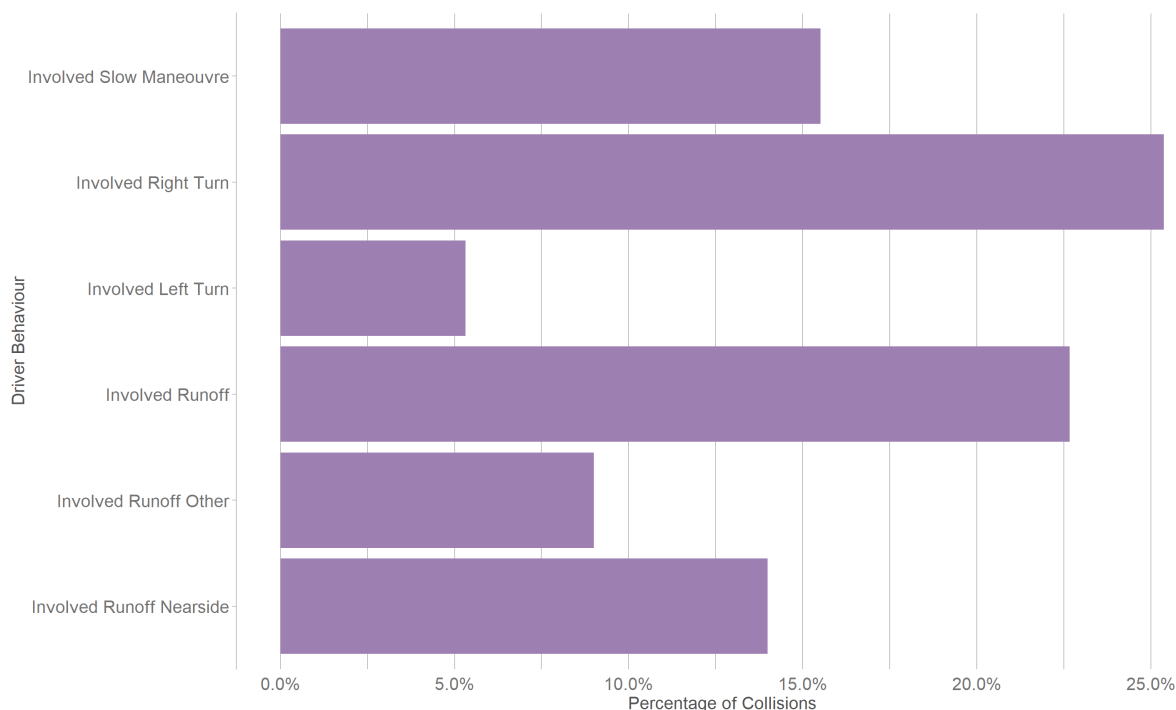
4.1.1.8.1 Collision dynamics Figure 45 shows collisions in Wokingham by the dynamics resulting in the collision. For more information about how collision dynamics are derived, please refer to 5.1.4. Almost a third (29%) of collisions in Wokingham resulted in no impact between vehicles. Of the remaining 71% of collisions, 11% involved a head on impact, 19% involved a rear impact and 8% involved a side impact. The rest either involved another type of conflict (10%) or had insufficient data to determine the type of impact.

Figure 45: Wokingham collisions by collision dynamics (2017-2021)



4.1.1.8.2 Driver actions Figure 46 shows collisions in Wokingham by the presence of different driver actions. For more information about how drivers actions are derived, please refer to 5.1.5. It should be noted that multiple driver behaviours may be present within the same collision. Right turns were the most prevalent driver action in collisions in Wokingham, followed by runoffs. Most of these were nearside runoffs. Slow vehicle manoeuvres, such as being parked, waiting to proceed, slowing down, or stopping, were also present in a high number of collisions.

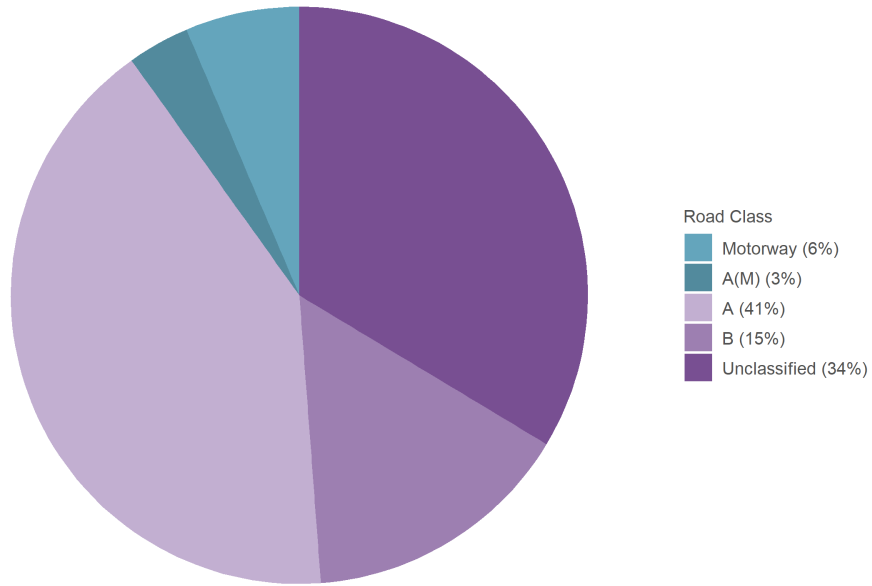
Figure 46: Wokingham collisions by driver actions (2017-2021)



4.1.1.9 Road environment

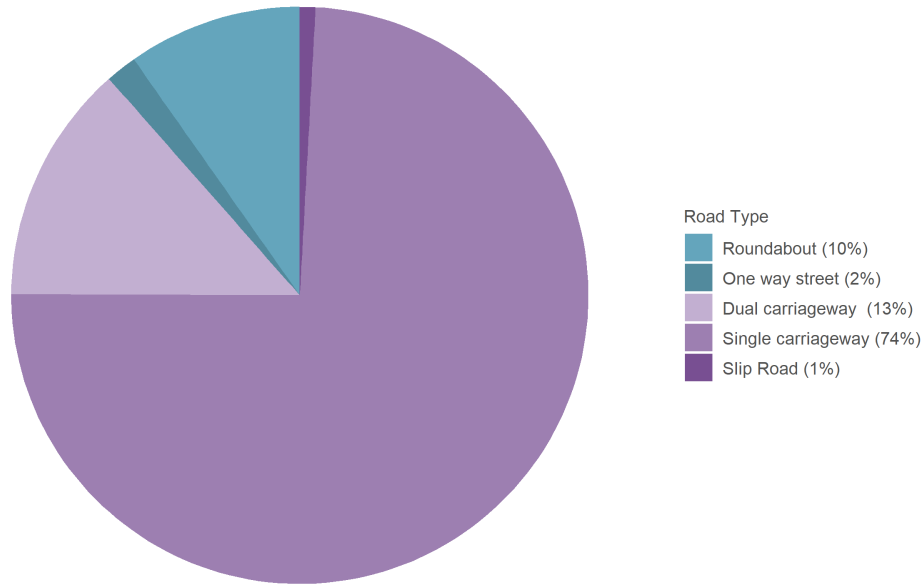
4.1.1.9.1 Road class Figure 47 shows collisions in Wokingham by class of road. Forty-four percent of collisions in Wokingham were on A roads. Unclassified roads featured over a third (34%) of collisions, whilst 15% of collisions took place on B roads and 8% took place on motorways.

Figure 47: Wokingham collisions by road class (2017-2021)



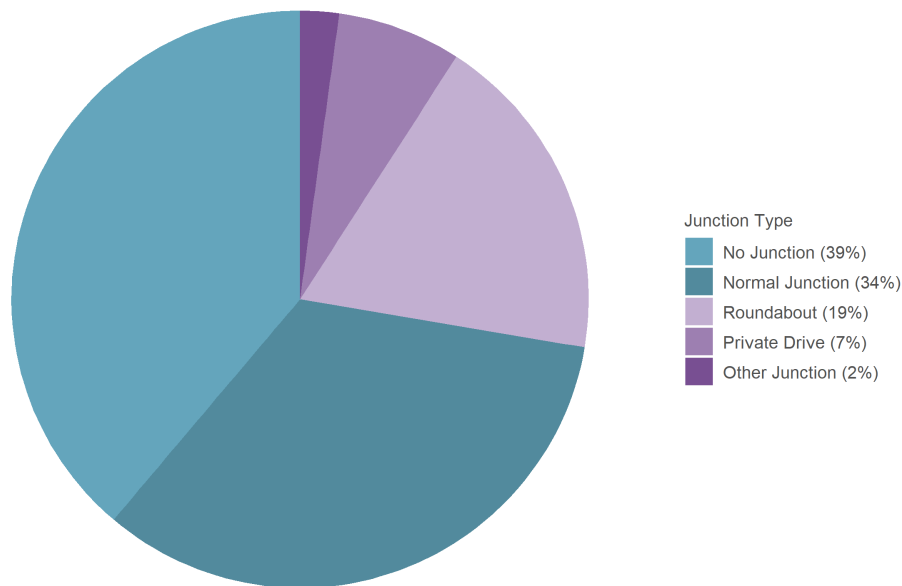
4.1.1.9.2 Carriageway type Figure 48 shows collisions in Wokingham by carriageway type of road. Nearly three quarters (74%) of collisions were on single carriageway roads, whilst 13% were on dual carriageways. Around 10% of collisions were on roundabouts, 2% were on one-way streets, and 1% were on slip roads.

Figure 48: Wokingham collisions by road carriageway type (2017-2021)



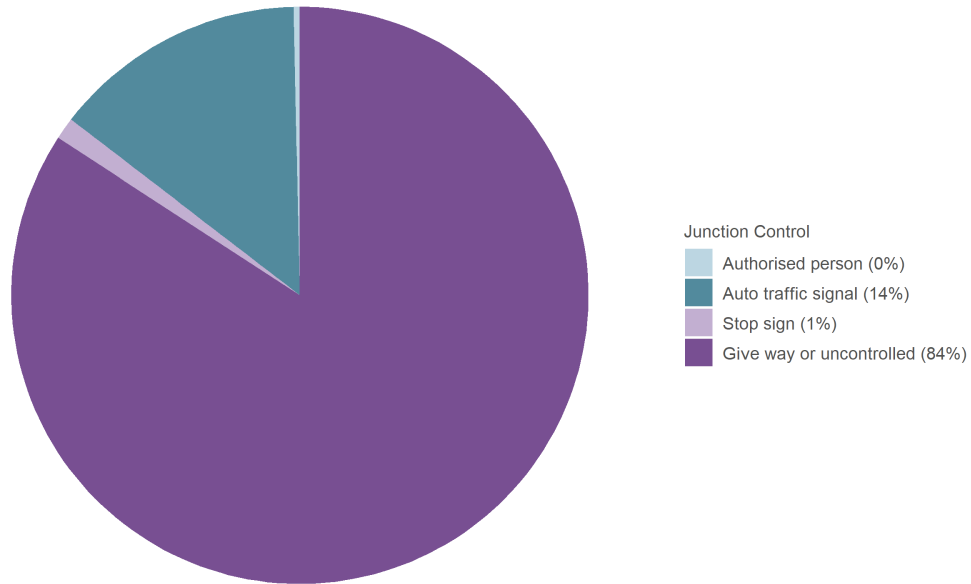
4.1.1.9.3 Junction type Figure 49 shows collisions in Wokingham by the presence and type of junction. Over half (55%) of collisions in Wokingham took place at a junction. Of these, most were at a normal junction (34%), whilst 19% were at a roundabout. Seven percent were at a private driveway.

Figure 49: Wokingham collisions by junction type (2017-2021)



4.1.1.9.4 Junction control Figure 50 shows collisions in Wokingham by the type of junction control (if the collision took place at a junction). Of those collisions that did take place at a junction, the vast majority were at a give way or uncontrolled junction. Around 14% were at junctions with automatic traffic signals. Very few collisions were at junctions with stop signs (0.8%) or at junctions controlled by an authorised person (0.2%).

Figure 50: Wokingham collisions by junction control (2017-2021)

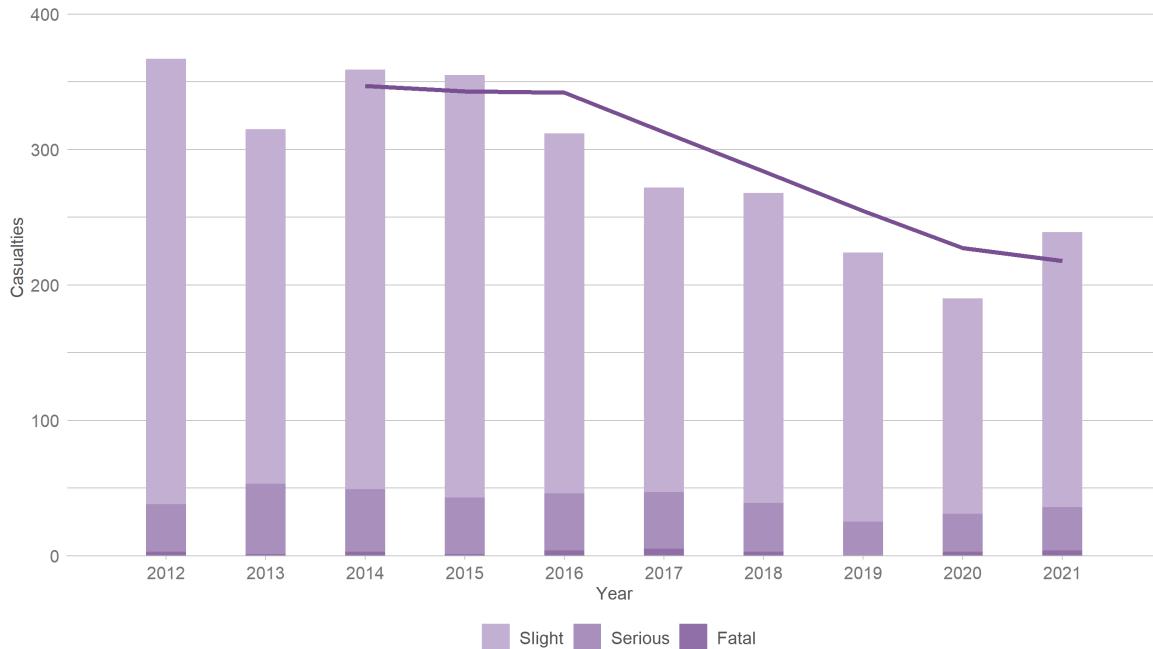


4.1.2 Casualty trends on all roads

4.1.2.1 All casualties Figure 51 shows annual casualty numbers in collisions on Wokingham’s roads.

Casualty numbers on Wokingham’s roads have shown a downward trend over the decade, however numbers increased in 2021 post-pandemic and were in excess of 2019 numbers. Over the last decade there has been an overall reduction of 35% from 367 casualties in 2012 to 239 in 2021.

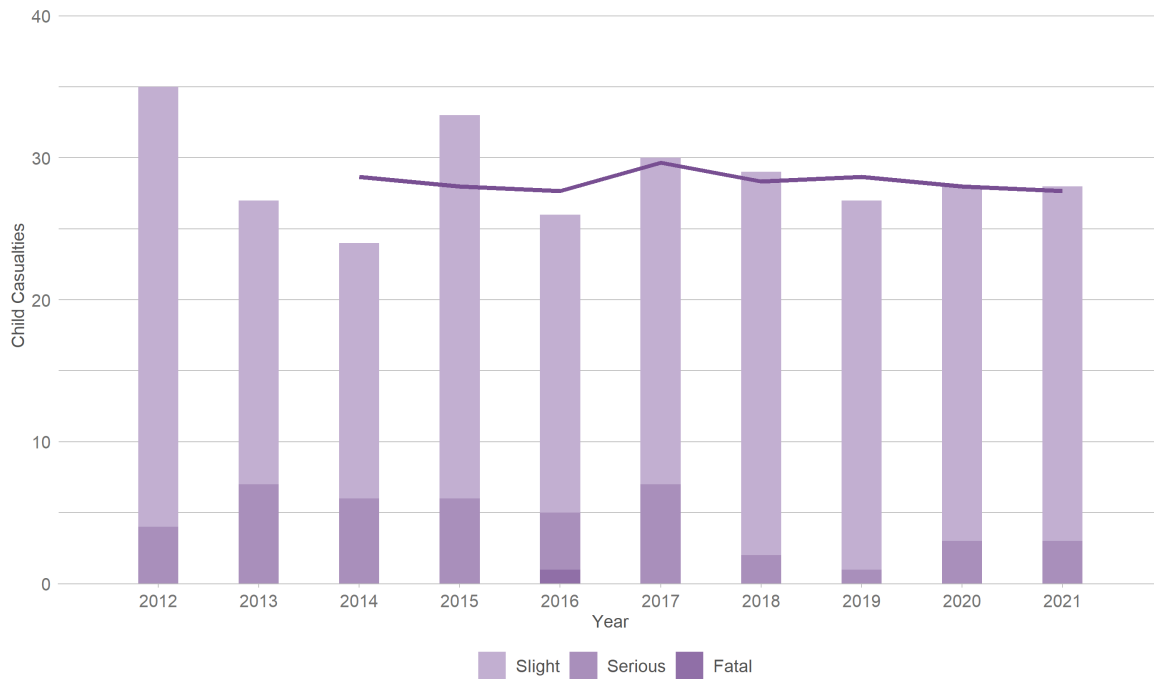
Figure 51: Casualties on Wokingham’s roads by year (2012-2021)



4.1.2.1.1 Child casualties Figure 52 shows annual child casualty numbers on collisions on Wokingham’s roads.

Child casualty numbers have followed a fluctuating trend since the start of the decade, but have changed little since then in the last couple of years. Despite the pandemic, numbers of child casualties in 2021 were similar to 2019 and 2020. In 2021, there were 28 child casualties injured on the roads of Wokingham, down by 20% from 35 in 2012. Of these 28 child casualties, three were seriously injured but none were killed. There has been one child fatality on Wokingham’s roads this decade, in 2016 only.

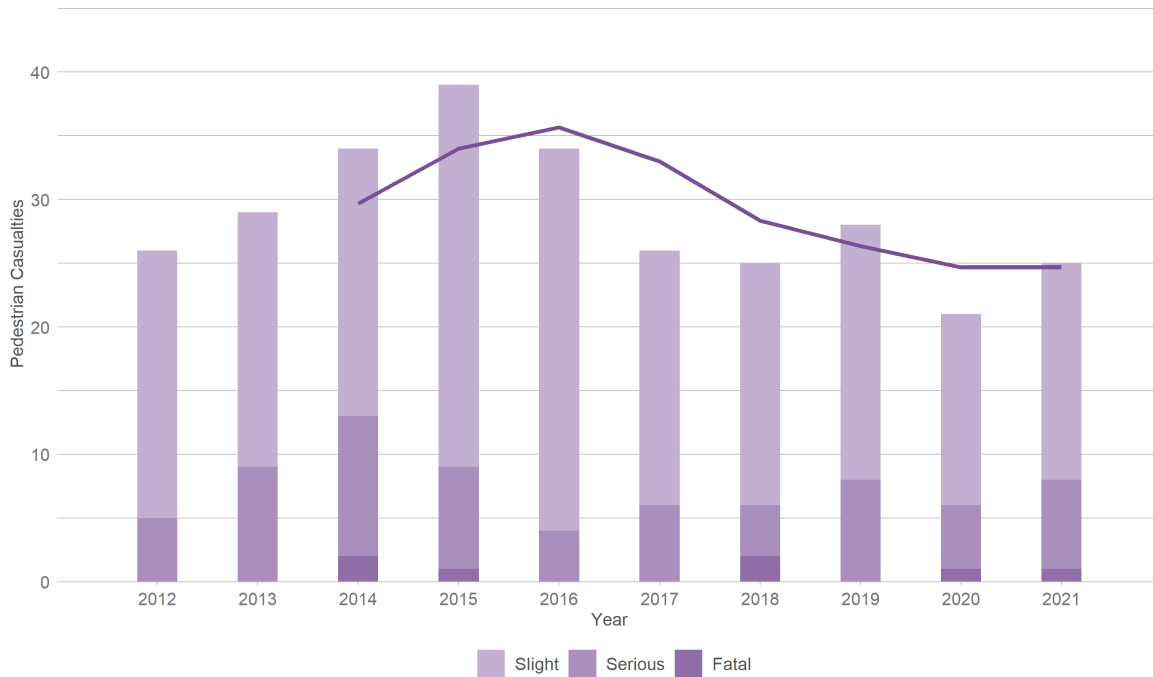
Figure 52: Child casualties on Wokingham’s roads by year (2012-2021)



4.1.2.2 Pedestrian casualties Figure 53 shows annual pedestrian casualty numbers in collisions on Wokingham’s roads.

Pedestrian casualty numbers in Wokingham have fluctuated over the decade, and increased to levels consistent with 2017 and 2018 following the pandemic. In 2021, there were 25 pedestrians injured on Wokingham’s roads. Overall there has been very little change in numbers over the last decade. Of these 25 pedestrians, 1 was a fatality and a further 7 were seriously injured.

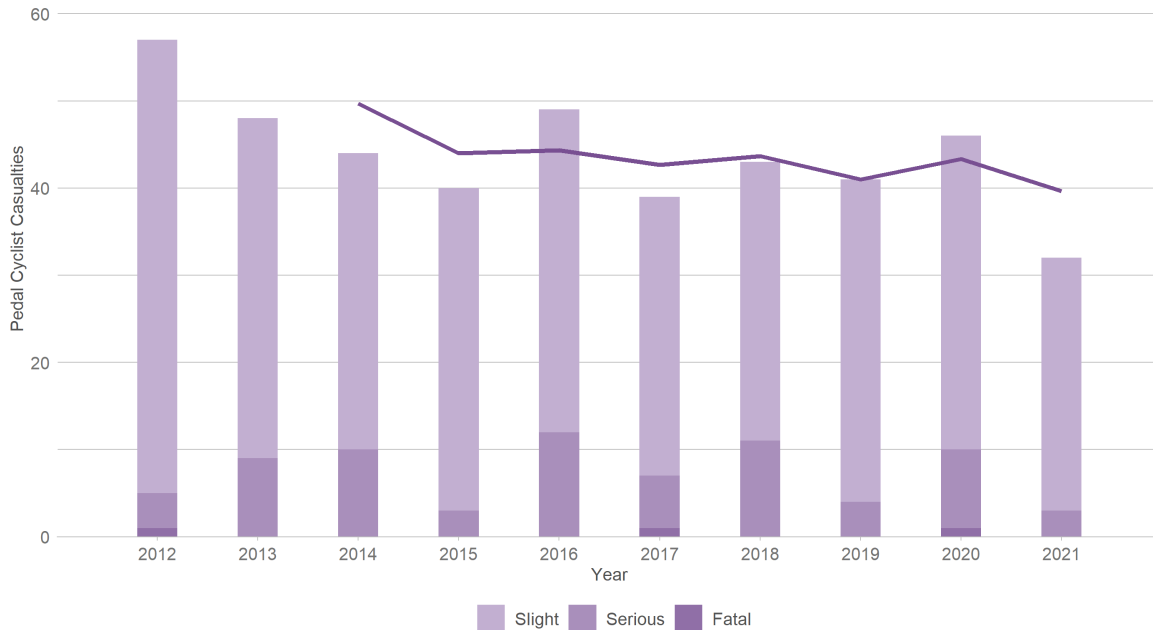
Figure 53: Pedestrian casualties on Wokingham’s roads by year (2012-2021)



4.1.2.3 Pedal cyclist casualties Figure 54 shows annual pedal cyclist casualty numbers on Wokingham’s roads.

Pedal cyclist casualty numbers have fluctuated over the decade, increasing to a peak in 2012 before reducing again until 2015 and rising again in 2016. Since then, numbers have remained low but have changed little, although there was a slight increase in 2020 during the pandemic and this is the only casualty cohort which then saw a decrease in numbers following the pandemic in 2021. In 2021, there were 32 pedal cyclist casualties in Wokingham, down by 44% since 2012.

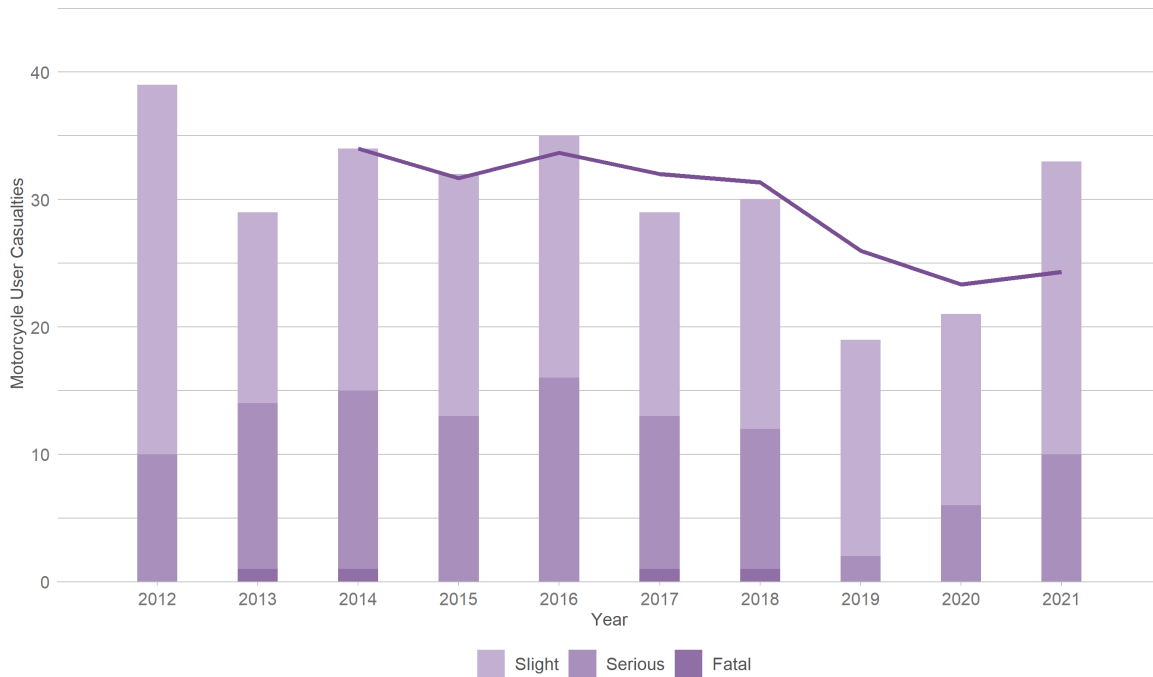
Figure 54: Pedal cyclist casualties on Wokingham’s roads by year (2012-2021)



4.1.2.4 Motorcycle user casualties Figure 55 shows annual motorcycle user casualty numbers on Wokingham’s roads.

Motorcycle user casualties have fluctuated over the decade, and numbers returned to relatively high levels post pandemic in 2021. In 2021 there were 33 motorcycle user casualties on Wokingham’s roads, 10 of these were seriously injured. This is an increase of 74% compared to 2019 and may warrant further investigation.

Figure 55: Motorcycle user casualties on Wokingham’s roads by year (2012-2021)



4.2 Collisions on Urban Roads in Wokingham

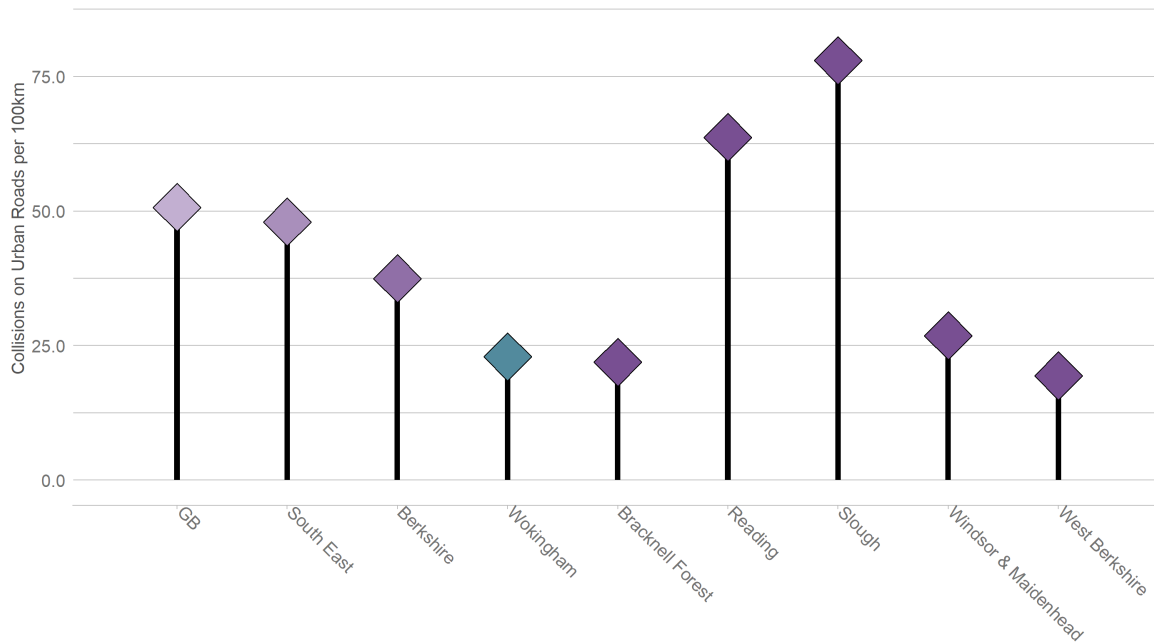
The following section investigates collisions in Wokingham which occurred on urban roads.

4.2.1 Rates

4.2.1.1 Collisions on urban road per 100km of urban road Figure 56 below shows the rate of average annual collisions on urban roads between 2017 and 2021 per 100km of urban road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

On Wokingham’s urban roads between 2017 and 2021, there was a collision rate of 23 collisions per year, per 100km of urban road.

Figure 56: Annual average collisions on urban roads per 100km of urban road (2017-2021)

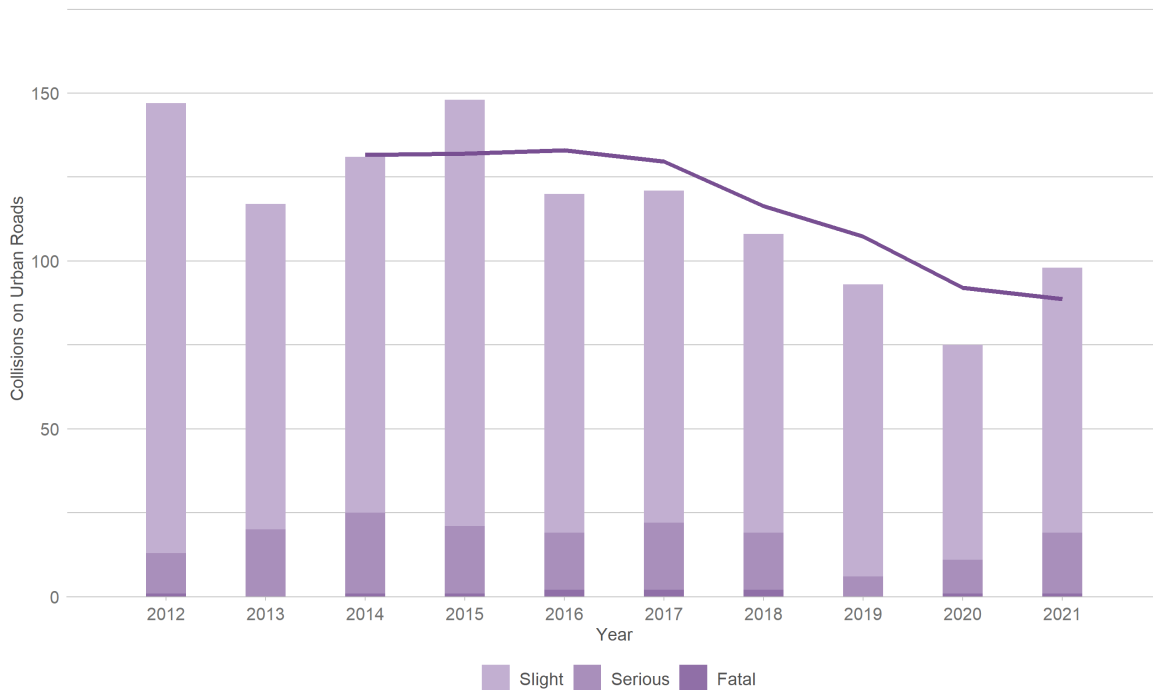


4.2.1.2 Comparisons Wokingham’s urban road collision rate was less than half the national urban road collision rate and the regional rate. This is 39% below the overall Berkshire rate. Within Berkshire, West Berkshire has the lowest urban roads collision rate, followed by Bracknell Forest which is in line with Wokingham. The highest urban roads collision rates are in Slough (78) and Reading (64).

4.2.1.3 Trends Figure 57 shows annual collisions on Wokingham’s urban roads, since 2012 by severity.

Collision numbers on Wokingham’s urban roads have fluctuated over the decade, with numbers returning to pre-pandemic levels in 2021. Overall there has been a downward trend in collisions on urban roads since 2015. In 2021 there were 98 collisions, 1 of these resulted in a fatality and 18 casualties were seriously injured.

Figure 57: Wokingham collisions on urban roads, by year and severity (2012-2021)

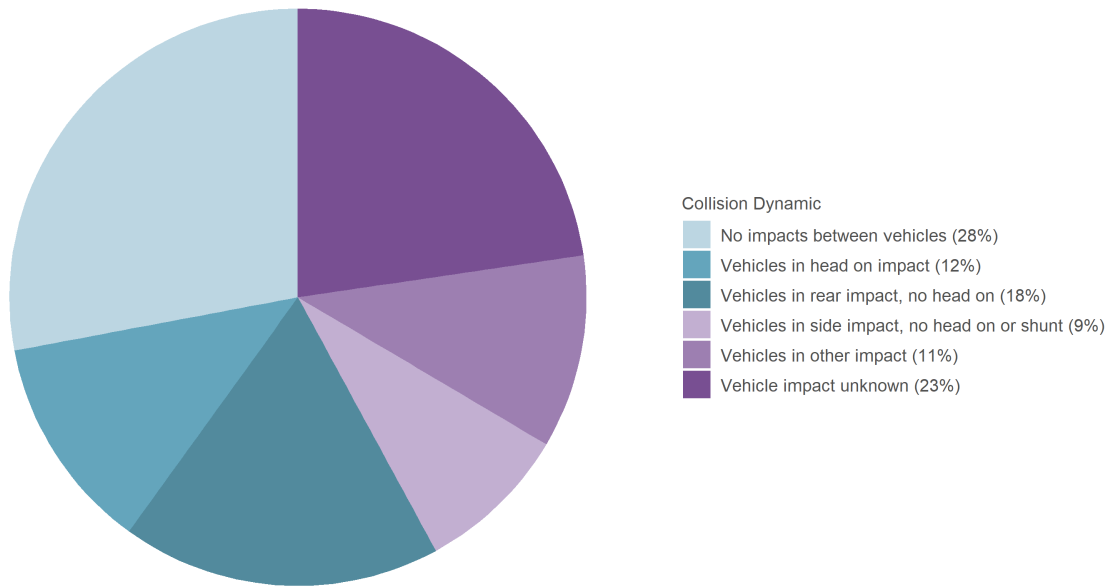


4.2.1.3.1 Collisions on urban roads by driver residency Of the drivers involved in collisions on urban roads in Wokingham for whom home location was recorded, over half were Wokingham residents. Of the remaining 60%, the majority were residents of Reading (16%), Bracknell Forest (7%), Hampshire (3%), West Berkshire (3%) and Windsor & Maidenhead (2%)

4.2.1.4 Collision dynamics and driver actions on urban roads

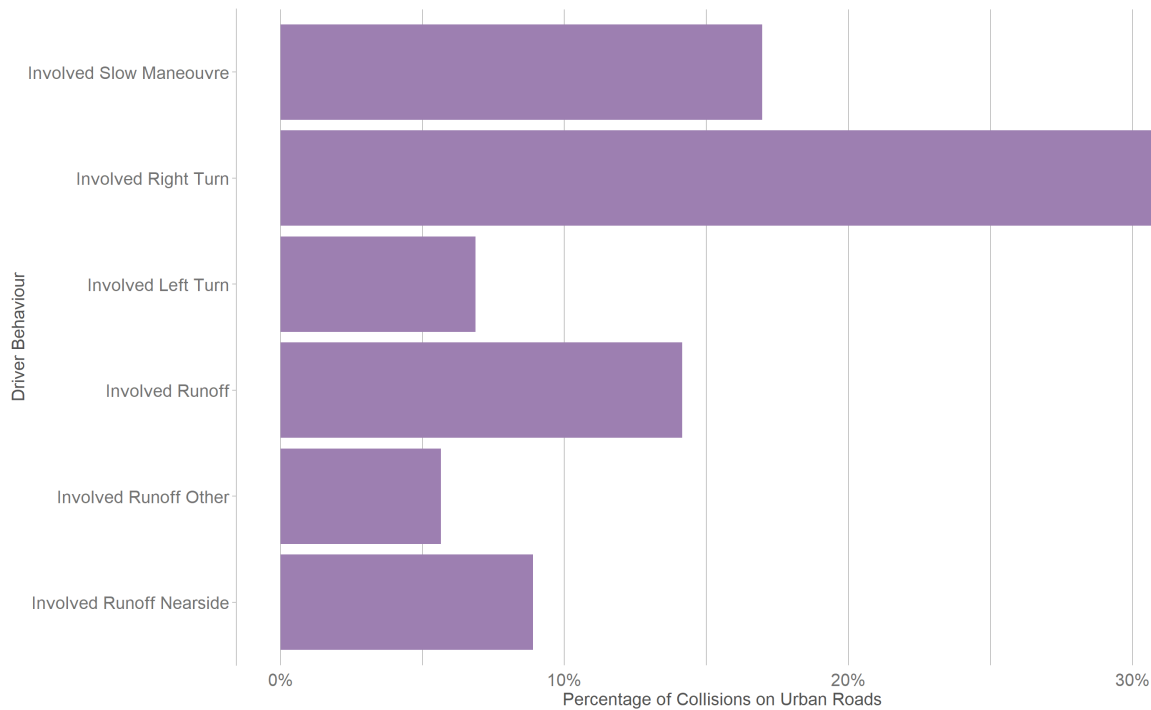
4.2.1.4.1 Collision dynamics Figure 58 shows collisions on urban roads in Wokingham by the dynamics resulting in the collision. For more information about how collision dynamics are derived, please refer to 5.1.4. The breakdown of collisions by the dynamics of the collision is similar on urban roads to all roads. Over a quarter of collisions (28%) had no impact between vehicles. Around 12% were head-on collisions, 18% were rear impacts, and 9% were side impacts.

Figure 58: Wokingham collisions on urban roads by collision dynamics (2017-2021)



4.2.1.4.2 Driver actions Figure 59 shows collisions on urban roads in Wokingham by the presence of different driver actions. For more information about how drivers actions are derived, please refer to 5.1.5. It should be noted that multiple driver behaviours may be present within the same collision. Right turns were the most prevalent driver action in collisions in Wokingham, followed by slow manoeuvres such as being parked, waiting to proceed, slowing down or stopping. Runoffs and in particular nearside run offs were also present in a high number of collisions.

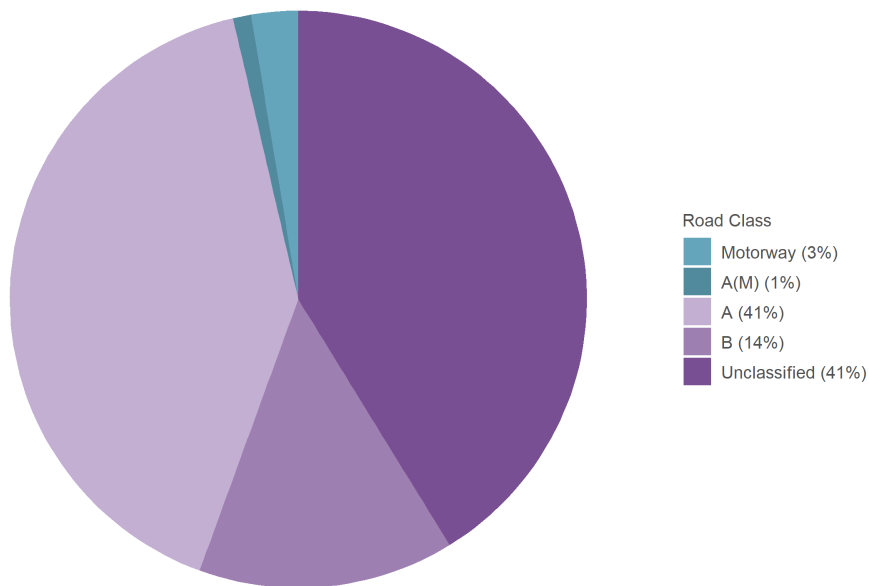
Figure 59: Wokingham collisions on urban roads by driver actions (2017-2021)



4.2.1.5 Urban road environment

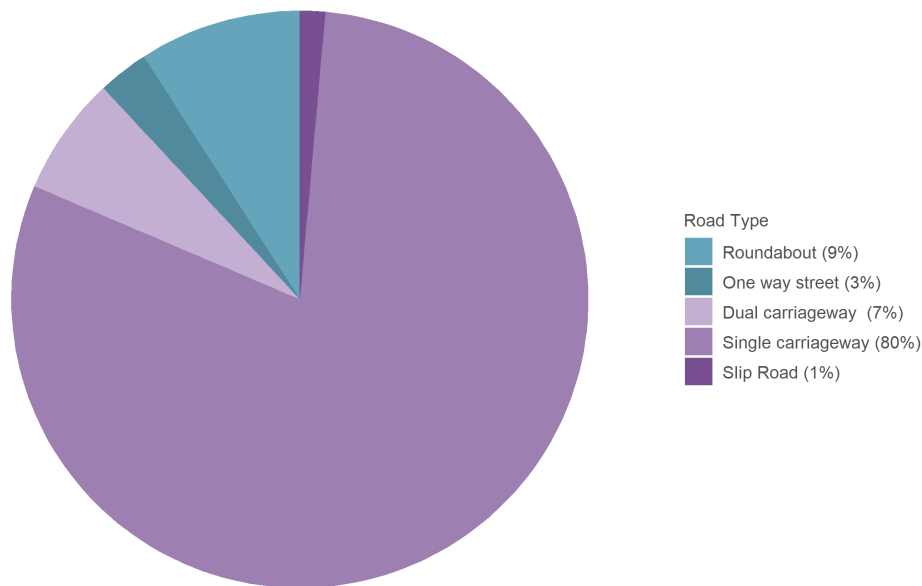
4.2.1.5.1 Road class Figure 60 shows collisions on urban roads in Wokingham by class of road. Compared to all roads, more urban road collisions take place on unclassified roads (41%, compared to 34%), and fewer take place on motorways (3%).

Figure 60: Wokingham collisions on urban roads by road class (2017-2021)



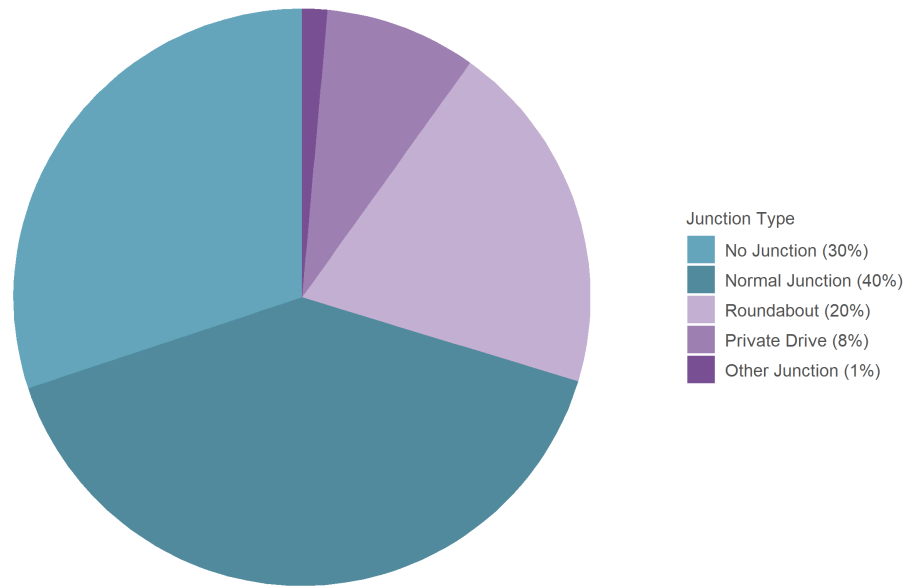
4.2.1.5.2 Carriageway type Figure 61 shows collisions on urban roads in Wokingham by carriageway type of road. When compared to all roads, a lower proportions of urban collisions take place on dual carriageways (7%, compared to 13%) whilst a higher proportion take place on single carriageways (80%, compared to 74%).

Figure 61: Wokingham collisions on urban roads by road carriageway type (2017-2021)



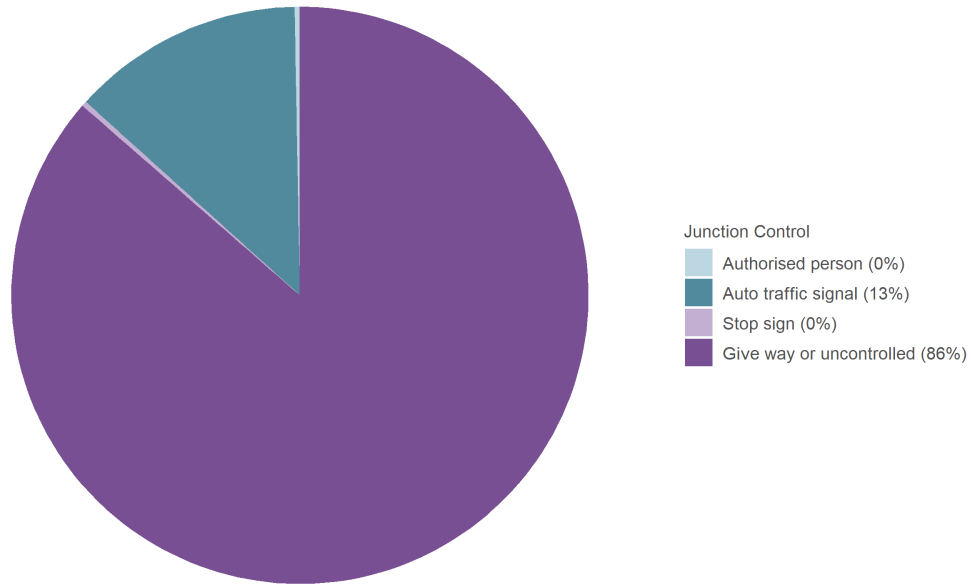
4.2.1.5.3 Junction type Figure 62 shows collisions on urban roads in Wokingham by the presence and type of junction. Just under a third (30%) of urban collisions took place away from a junction. This is lower than the proportion for all roads (39%). Of the 61% of urban collisions that did take place at a junction, most were at a normal junction (40%). Around 20% took place at roundabouts, and 8% were at private drives.

Figure 62: Wokingham collisions on urban roads by junction type (2017-2021)



4.2.1.5.4 Junction control Figure 63 shows collisions on urban roads in Wokingham by the type of junction control (if the collision took place at a junction). Of those collisions that did take place at a junction, the vast majority were at a give way or uncontrolled junction. Around 13% were at junctions with automatic traffic signals. Very few collisions were at junctions with stop signs (0.2%) or at junctions controlled by an authorised person (0.2%).

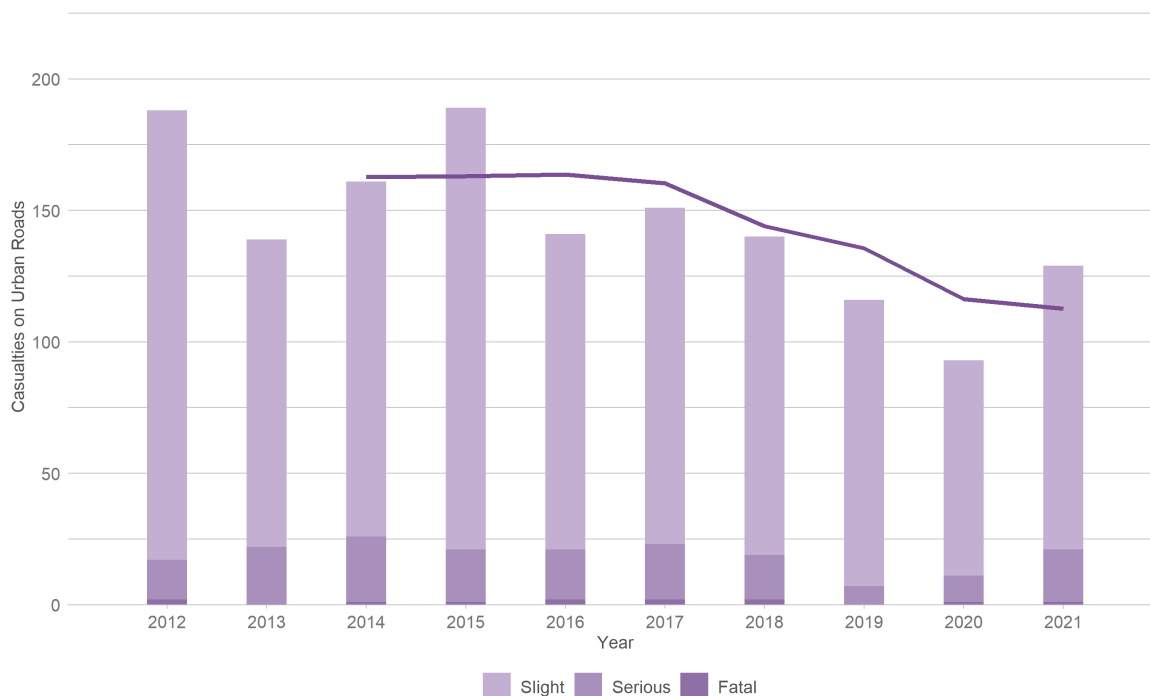
Figure 63: Wokingham collisions on urban roads by junction control (2017-2021)



4.2.2 Casualty trends on urban roads

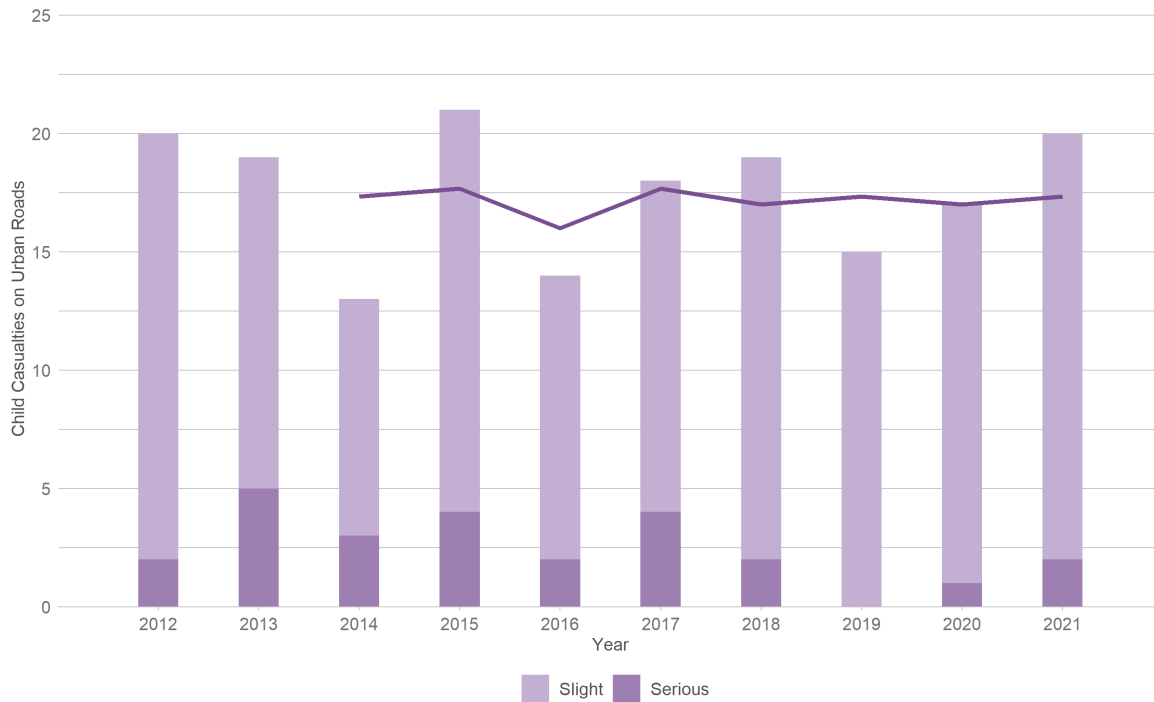
4.2.2.1 All casualties Figure 64 shows annual casualty numbers in collisions on Wokingham’s urban roads. Casualty trends on urban roads align with those on all roads in Wokingham. In 2021 there were 129 casualties injured on urban roads in Wokingham, down by 6% from the start of the decade.

Figure 64: Casualties on Wokingham’s urban roads by year (2012-2021)



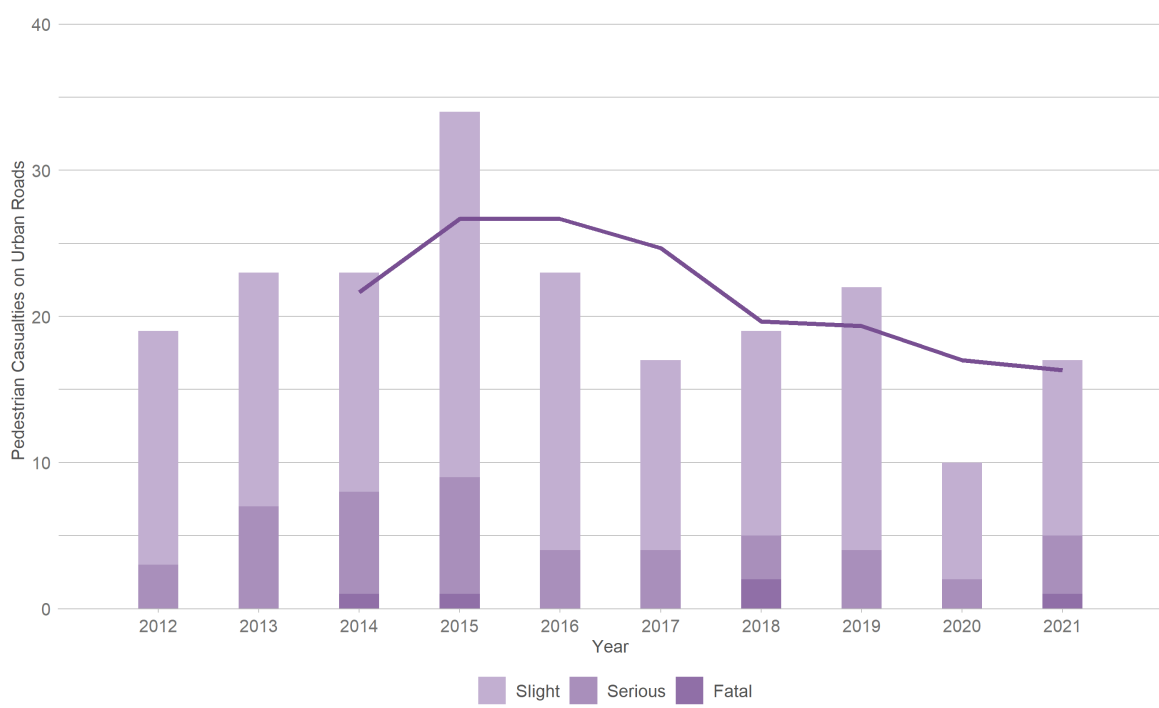
4.2.2.2 Child casualties Figure 65 shows annual child casualty numbers in collisions on Wokingham’s urban roads. As with all roads, child casualty numbers have followed a fluctuating trend since the start of the decade. Despite the pandemic, numbers of child casualties in 2020 were higher than in 2019. In 2021, there were 20 child casualties injured on the roads of Wokingham. This is the same as in 2012. Of these 20 child casualties, 3 were seriously injured and there were no fatalities.

Figure 65: Child casualties on Wokingham’s urban roads by year (2012-2021)



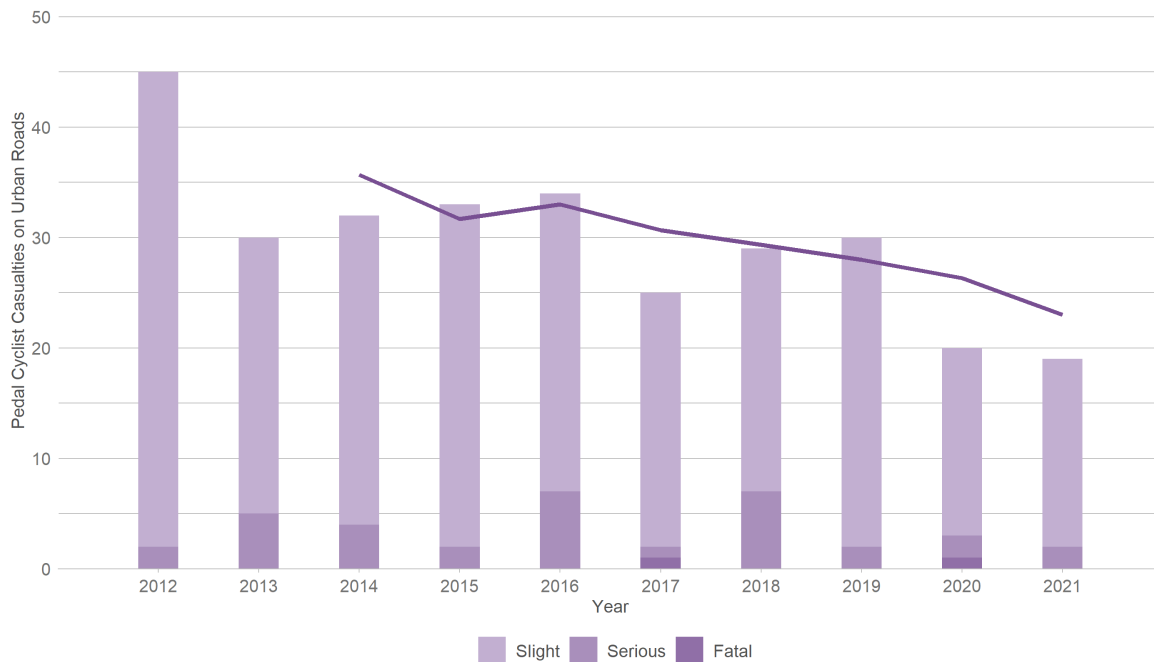
4.2.2.3 Pedestrian casualties Figure 66 shows annual pedestrian casualty numbers in collisions on Wokingham’s urban roads. The trend for pedestrian casualties on urban roads is similar to that on all roads. Although numbers have fluctuated, they have changed little over the decade. as a whole. In 2021 there were 17 pedestrian casualties on Wokingham’s urban roads, of which 1 was killed and 4 were seriously injured.

Figure 66: Pedestrian casualties on Wokingham’s urban roads by year (2012-2021)



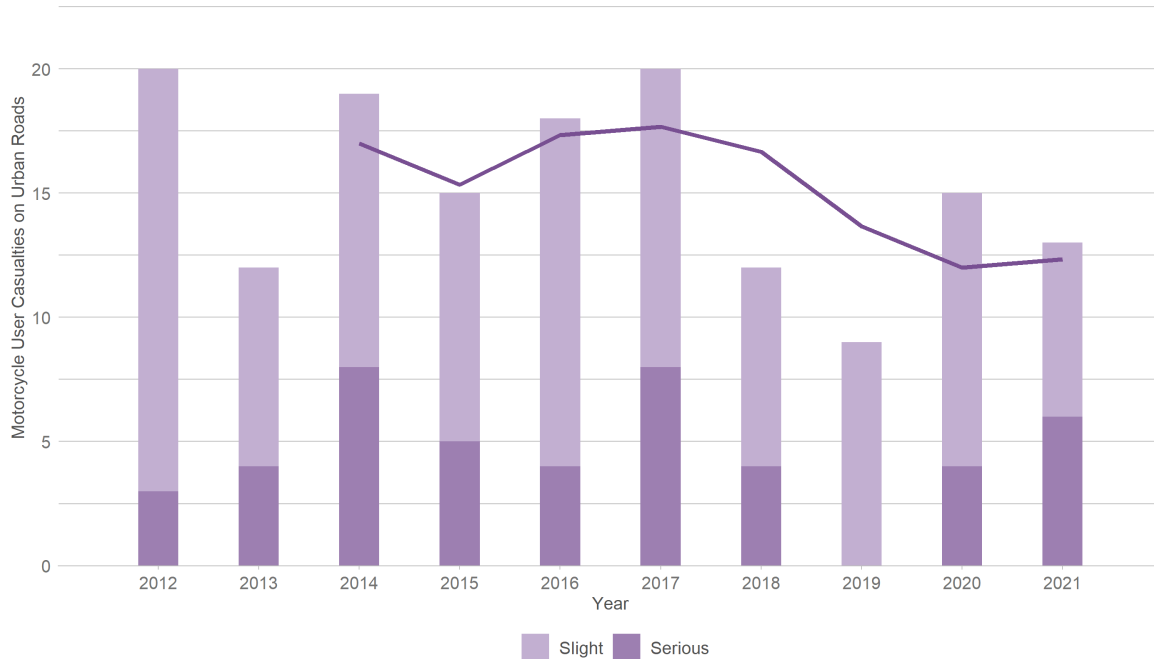
4.2.2.4 Pedal cyclist casualties Figure 67 shows annual pedal cyclist casualty numbers in collisions on Wokingham’s urban roads. Pedal cyclist casualty trends were broadly similar on urban roads to all roads in Wokingham. However, of note is the fact that the trend seen on all roads which sees an increase in pedal cyclist casualties in 2020 was not seen on urban roads.

Figure 67: Pedal cyclist casualties on Wokingham’s urban roads by year (2012-2021)



4.2.2.5 Motorcycle user casualties Figure 68 shows annual motorcycle user casualty numbers on Wokingham’s urban roads. Motorcycle user casualty trends were broadly similar on urban roads to all roads in Wokingham, apart from an interesting difference in the trend over the last two years whereby motorcycle user casualties were higher in 2020 than in 2021. This was not the case for all roads in Wokingham.

Figure 68: Motorcycle user casualties on Wokingham’s urban roads by year (2012-2021)



4.3 Collisions on Rural Roads in Wokingham

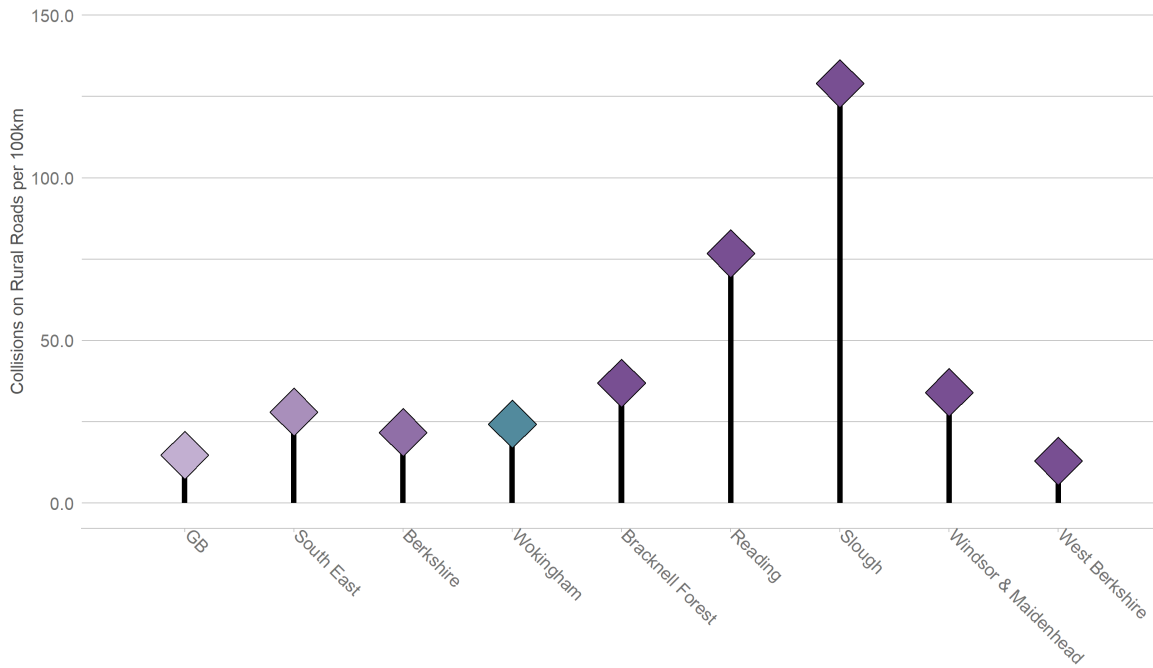
The following section investigates collisions in Wokingham which occurred on rural roads.

4.3.1 Rates

4.3.1.1 Collisions on rural road per 100km of rural road Figure 69 shows the rate of average annual collisions on rural roads between 2017 and 2021 per 100km of rural road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

Wokingham’s rural road collision rate between 2017 and 2021 was 24 collisions per year, per 100km of rural road.

Figure 69: Annual average collisions on rural roads per 100km of rural road (2017-2021)

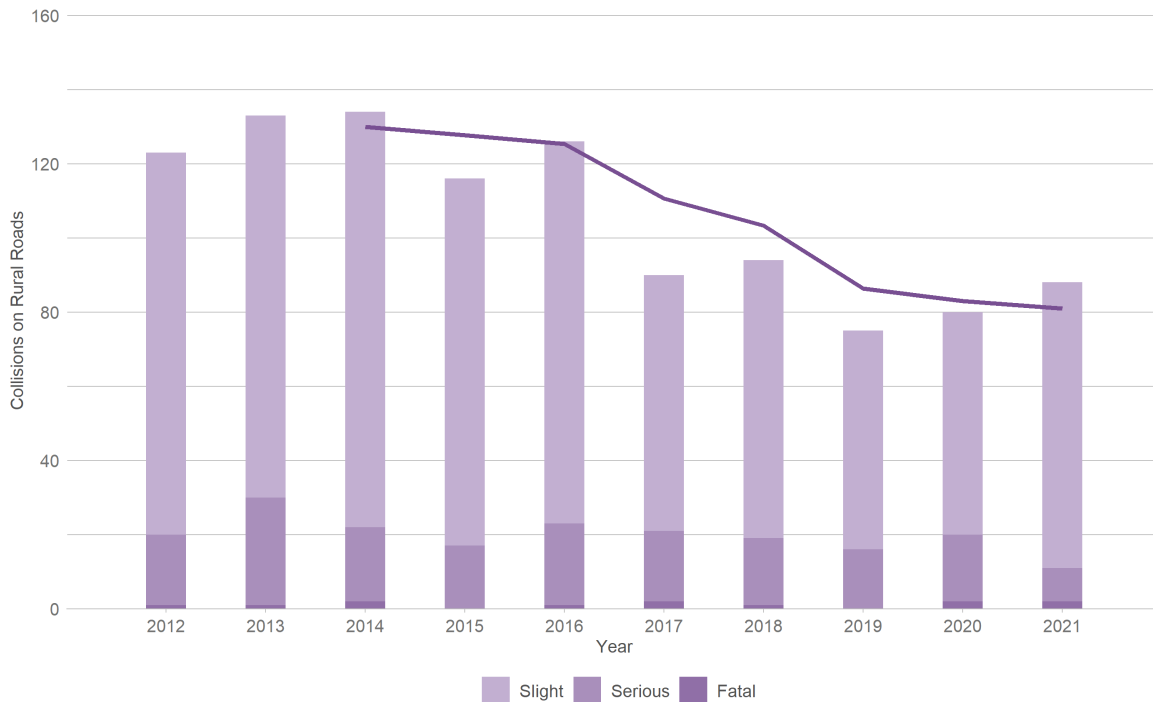


4.3.1.2 Comparisons Wokingham’s rural road collision rate is 65% higher than the national rate, and 12% higher than the overall rate for Berkshire. This is 13% lower than the South East’s regional rate. Wokingham’s rate is the second lowest within Berkshire, above West Berkshire.

4.3.1.3 Trends Figure 70 shows annual collisions on Wokingham’s rural roads, since 2012 by severity.

There has been a steady downward trend in collision numbers on rural roads in Wokingham over the decade, from 123 in 2012 to 88 in 2021, an overall reduction of 28%. Of the 88 collisions in 2021, two were fatal and a further 9 involved a seriously injured casualty. Collisions on rural roads in Wokingham did not see the same relative decrease in numbers in 2020 during the pandemic as seen on all roads in Wokingham.

Figure 70: Wokingham collisions on rural roads, by year and severity (2012-2021)

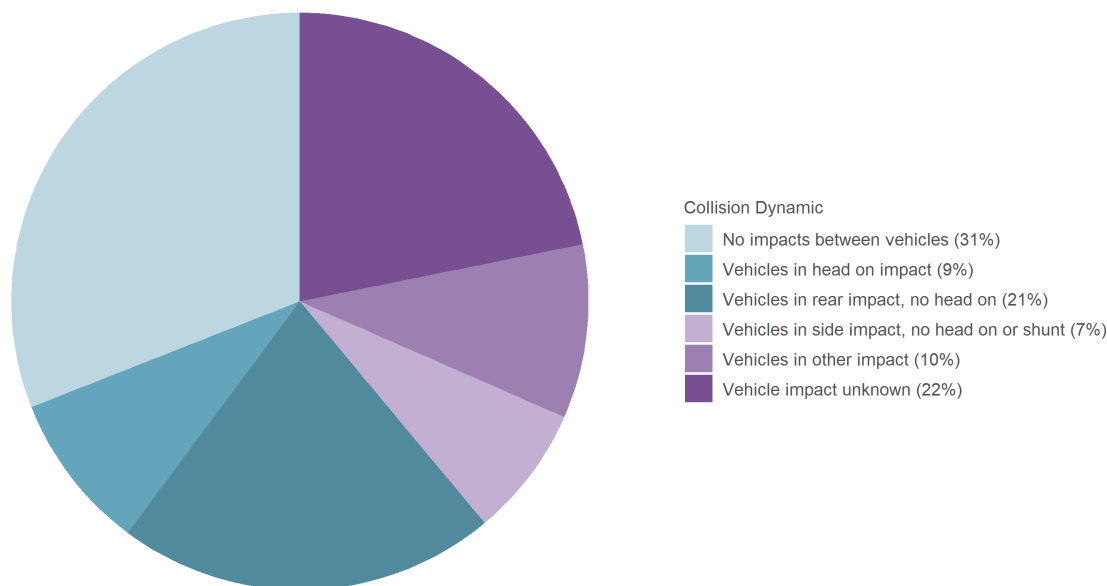


4.3.1.3.1 Collisions on rural roads by driver residency Of the drivers involved in collisions on rural roads in Wokingham for whom home location was recorded, under half were Wokingham residents. Of the remaining 59%, the majority were residents of Reading (11%), Bracknell Forest (8%), Hampshire (6%), Windsor & Maidenhead (5%) and West Berkshire (4%).

4.3.1.4 Collision dynamics and driver actions on rural roads

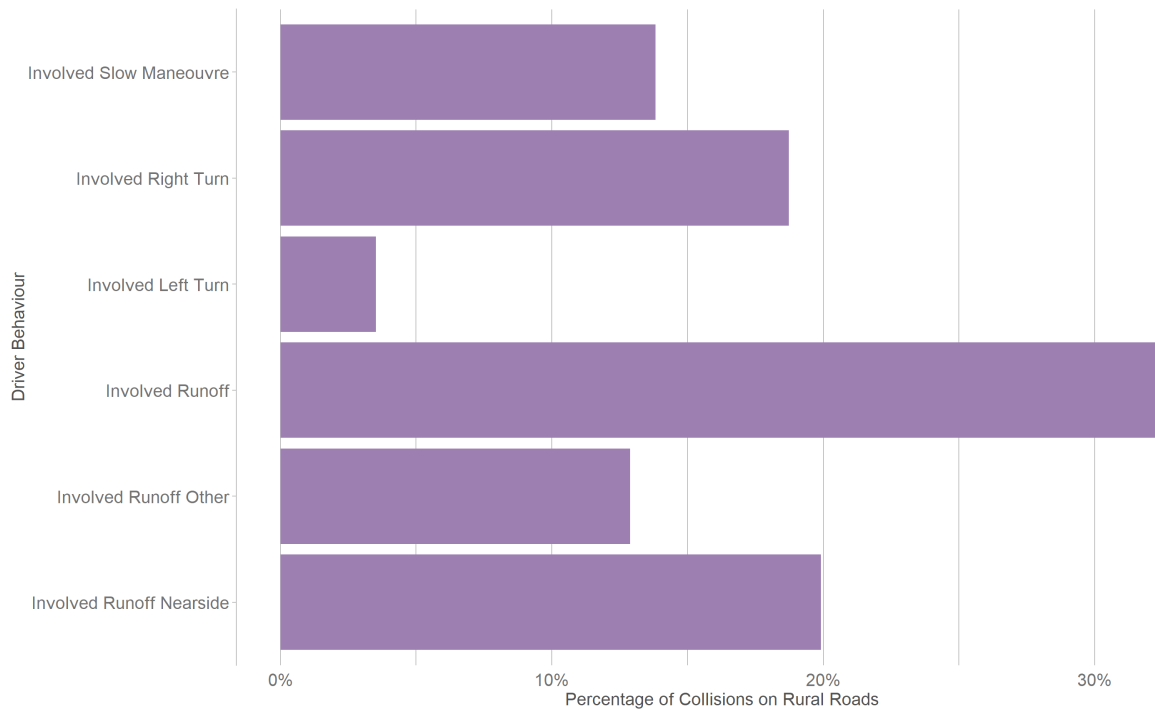
4.3.1.4.1 Collision dynamics Figure 71 shows collisions on rural roads in Wokingham by the dynamics resulting in the collision. For more information about how collision dynamics are derived, please refer to 5.1.4. The breakdown of collisions by the dynamics of the collision is similar on rural roads to all roads. Almost a third of collisions (31%) had no impact between vehicles. Around 9% were head-on collisions, 21% were rear impacts, and 7% were side impacts.

Figure 71: Wokingham collisions on rural roads by collision dynamics (2017-2021)



4.3.1.4.2 Driver actions Figure 72 shows collisions on rural roads in Wokingham by the presence of different driver actions. For more information about how drivers actions are derived, please refer to 5.1.5. It should be noted that multiple driver behaviours may be present within the same collision. Right turns were the most prevalent driver action in collisions on rural roads in Wokingham , followed by Runoffs. Slow manoeuvres such as being parked, waiting to proceed, slowing down or stopping were also present in a high number of collisions.

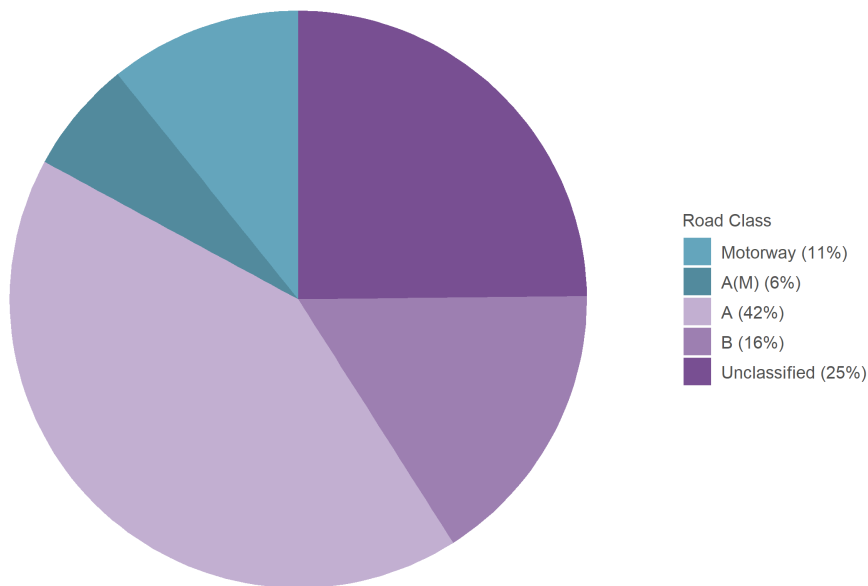
Figure 72: Wokingham collisions on rural roads by driver actions (2017-2021)



4.3.1.5 Rural road environment

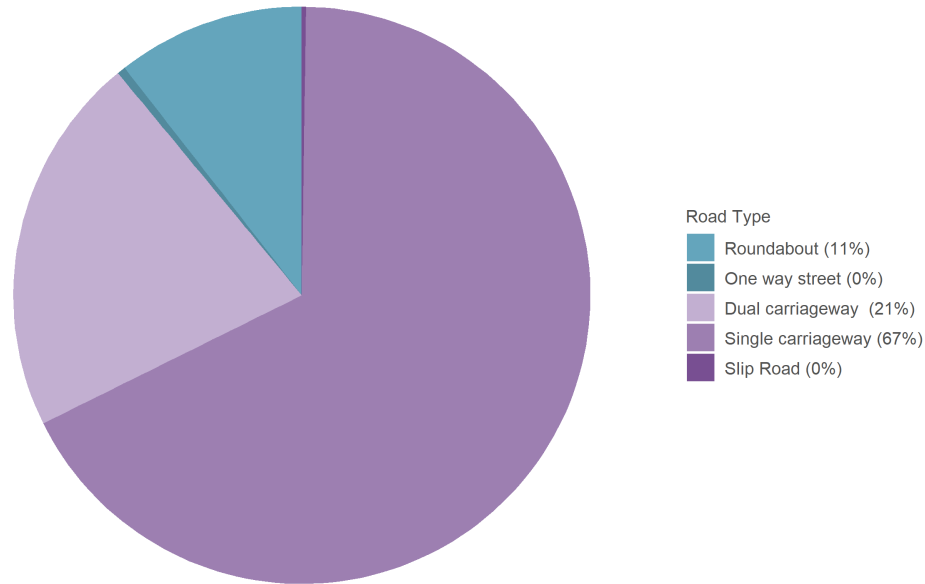
4.3.1.5.1 Road class Figure 73 shows collisions on rural roads in Wokingham by class of road. Compared to all roads, more rural road collisions take place on motorways or A(M) roads (17%, compared to 9%), and fewer take place on unclassified roads (25% compared to 34%).

Figure 73: Wokingham collisions on rural roads by road class (2017-2021)



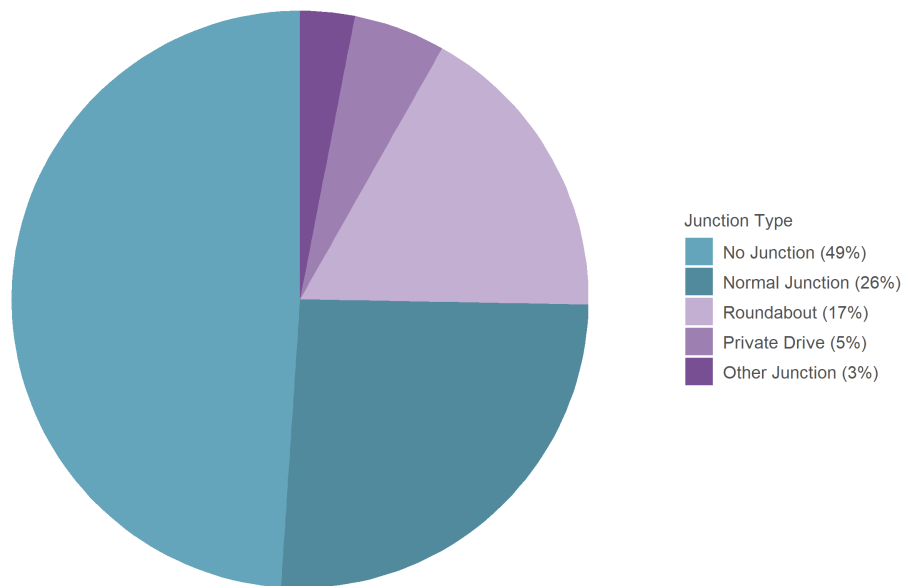
4.3.1.5.2 Carriageway type Figure 74 shows collisions on rural roads in Wokingham by carriageway type of road. When compared to all roads, a higher proportion of rural collisions take place on dual carriageways (21%, compared to 13%) whilst a lower proportion take place on single carriageways (67%, compared to 74%).

Figure 74: Wokingham collisions on rural roads by road carriageway type (2017-2021)



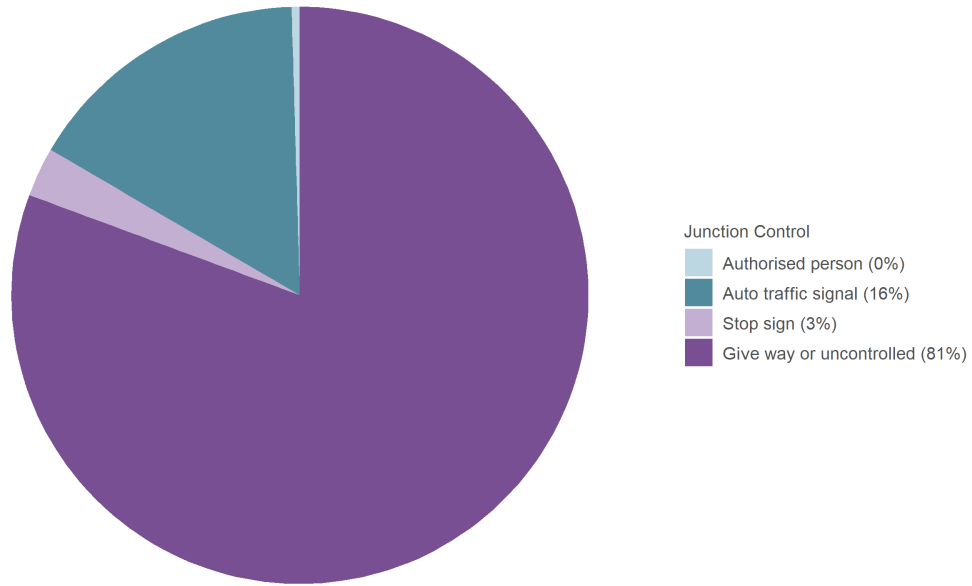
4.3.1.5.3 Junction type Figure 75 shows collisions on rural roads in Wokingham by the presence and type of junction. Almost half (49%) of rural collisions took place away from a junction. This is higher than the proportion for all roads (39%). Of the 51% collisions that did take place at a junction, most were at a normal junction (26%). Around 17% took place at roundabouts, and 5% were at private drives.

Figure 75: Wokingham collisions on rural roads by junction type (2017-2021)



4.3.1.5.4 Junction control Figure 76 shows collisions on rural roads in Wokingham by the type of junction control (if the collision took place at a junction). Of those collisions that did take place at a junction, the vast majority were at a give way or uncontrolled junction. Around 16% were at junctions with automatic traffic signals. Very few collisions were at junctions with stop signs (3%).

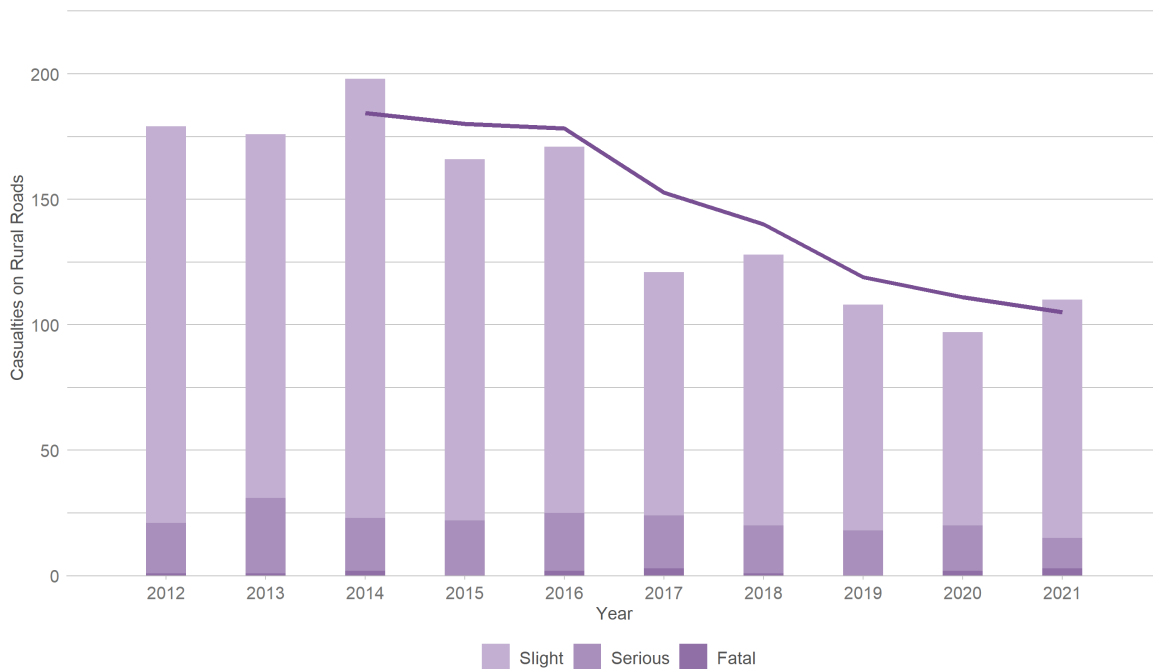
Figure 76: Wokingham collisions on rural roads by junction control (2017-2021)



4.3.2 Casualty trends on rural roads

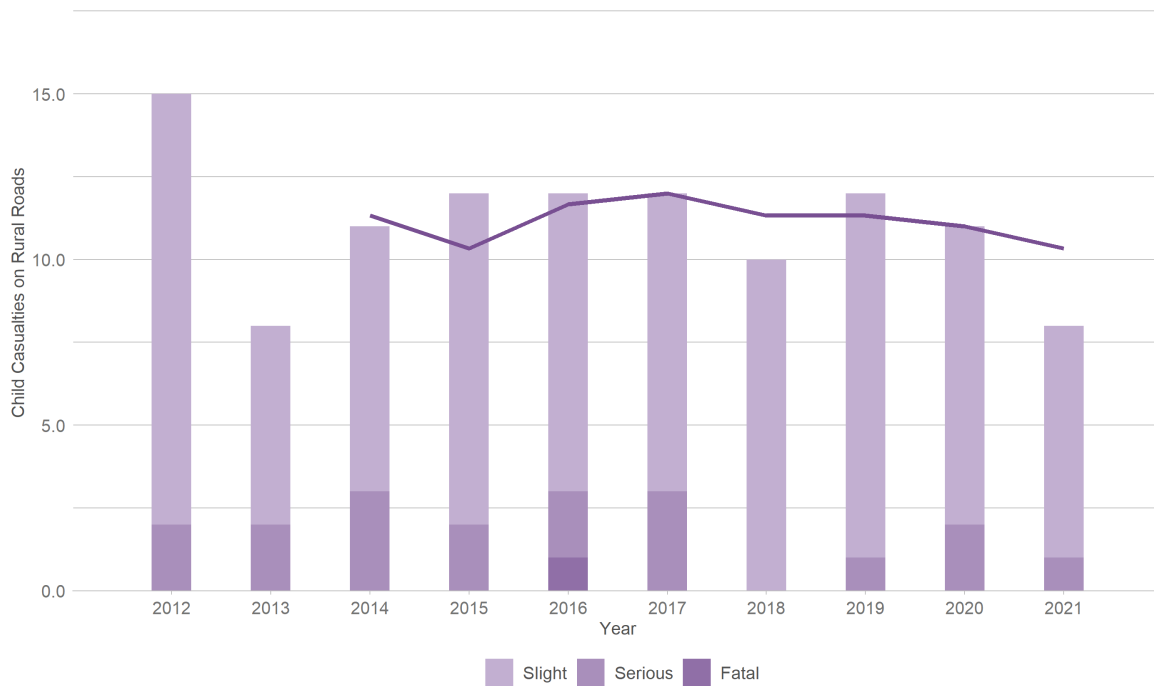
4.3.2.1 All casualties Figure 77 shows annual casualty numbers in collisions on Wokingham’s rural roads. Casualty trends on rural roads align with those on all roads in Wokingham. In 2021 there were 110 casualties injured on rural roads in Wokingham, down by 39% from the start of the decade.

Figure 77: Casualties on Wokingham’s rural roads by year (2012-2021)



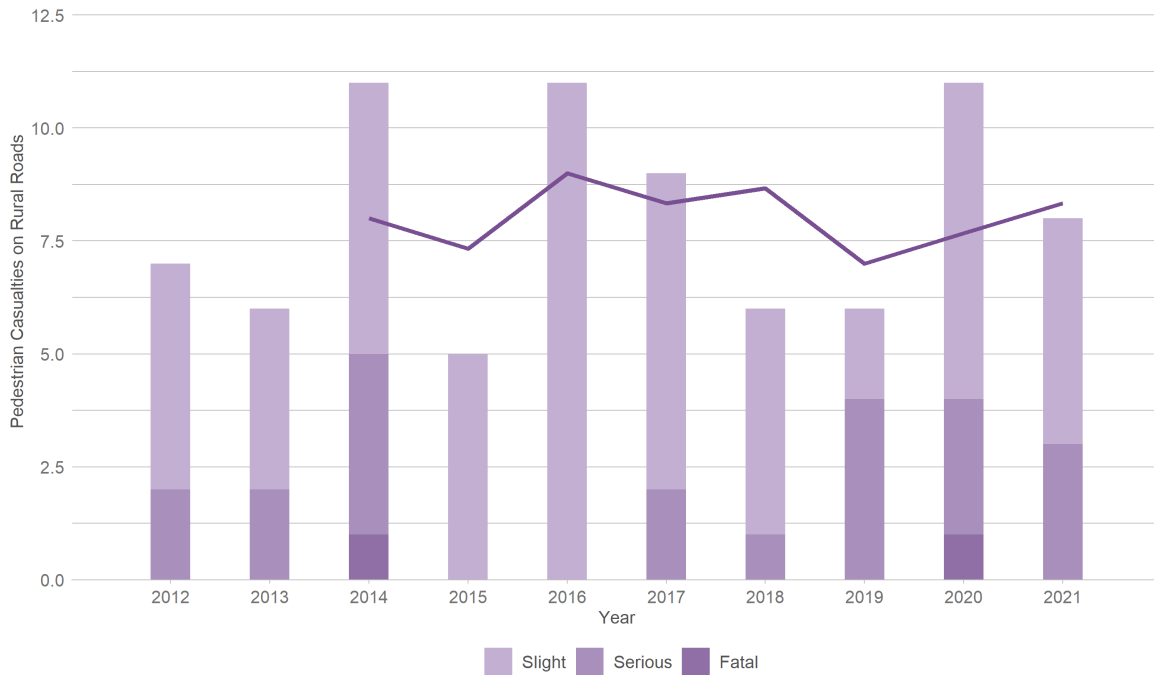
4.3.2.2 Child casualties Figure 78 shows annual child casualty numbers in collisions on Wokingham’s rural roads. As with all roads, child casualty numbers have followed a fluctuating trend since the start of the decade however this fluctuation is less pronounced particularly in recent years on rural roads in Wokingham. In 2021, there were 8 child casualties injured on the rural roads of Wokingham. This is almost half the amount of 2012. Of these 8 child casualties, 1 was seriously injured and there were no fatalities.

Figure 78: Child casualties on Wokingham’s rural roads by year (2012-2021)



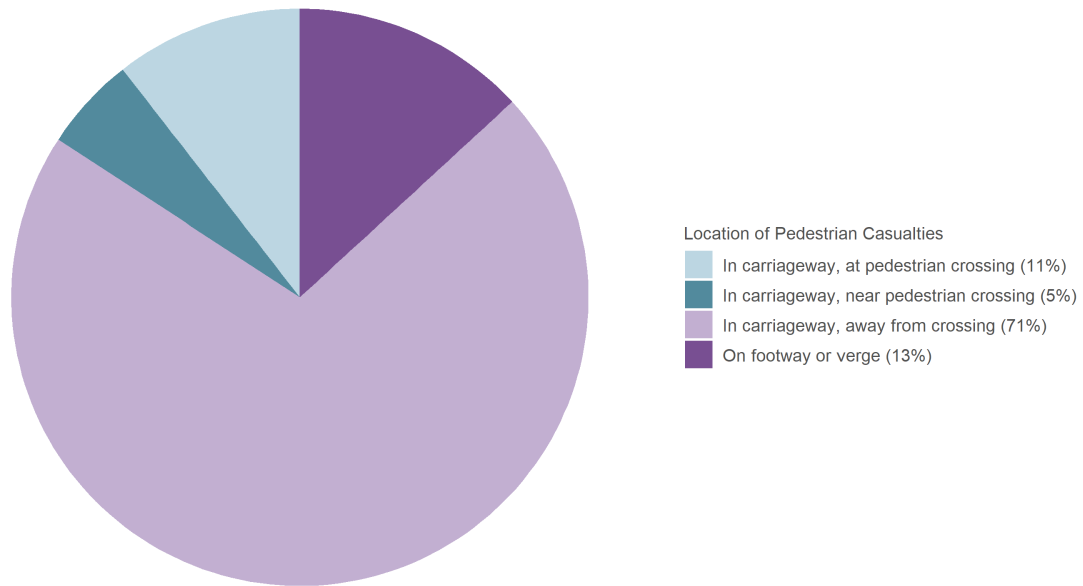
4.3.2.3 Pedestrian casualties Figure 79 shows annual pedestrian casualty numbers in collisions on Wokingham’s rural roads. Pedestrian casualties on rural roads are low numbers and therefore appear to fluctuate more than pedestrian casualty numbers on all roads in Wokingham. Of note is the fact that numbers are higher in 2020 (during the pandemic) than 2019 and 2021. In 2021, there were 8 pedestrian casualties, of which 3 were seriously injured.

Figure 79: Pedestrian casualties on Wokingham’s rural roads by year (2012-2021)



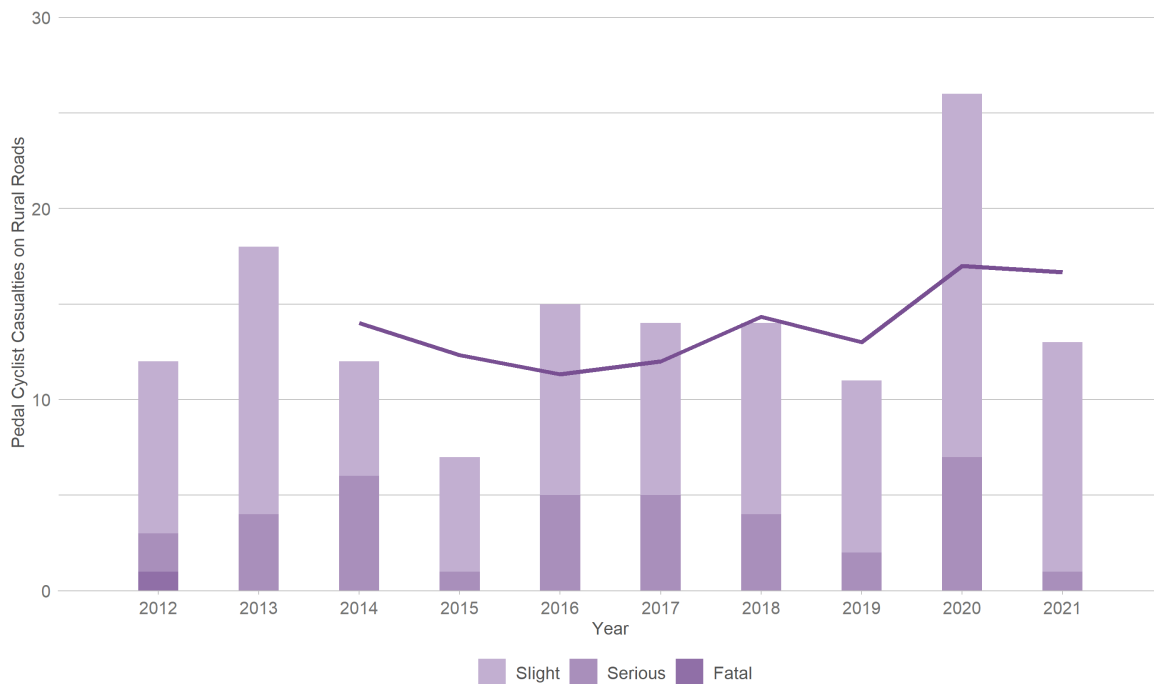
4.3.2.3.1 Pedestrian location Figure 80 shows the location of pedestrian casualties injured on rural roads in Wokingham. It is worth looking at where pedestrians were located at the time of the collision on Wokingham’s rural roads as the overwhelming majority were in the carriageway, away from a crossing (71%).

Figure 80: Wokingham pedestrian casualties on rural roads by pedestrian location (2017-2021)



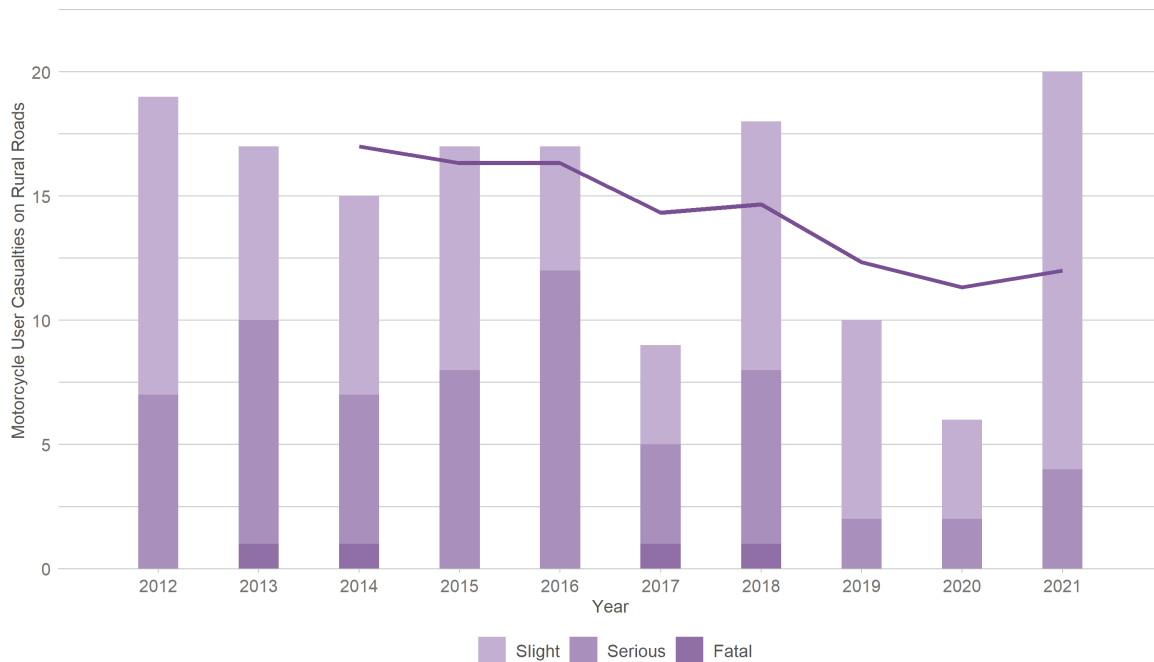
4.3.2.4 Pedal cyclist casualties Figure 81 shows annual pedal cyclist casualty numbers in collisions on Wokingham’s rural roads. Pedal cyclist casualty trends were broadly similar on rural roads to all roads in Wokingham. However, the trend seen on all roads which sees an increase in pedal cyclist casualties in 2020 is significantly more marked on rural roads. There were 26 pedal cyclist casualties injured in collisions on rural roads in 2020. This is 44% higher than any other year in the last decade. In 2021 numbers returned to levels more consistent with pre-pandemic years.

Figure 81: Pedal cyclist casualties on Wokingham’s rural roads by year (2012-2021)



4.3.2.5 Motorcycle user casualties Figure 82 shows annual motorcycle user casualty numbers on Wokingham’s rural roads. Motorcycle user casualty trends were broadly similar on rural roads to all roads in Wokingham. However motorcycle user casualties were lower in 2020 than 2019 on rural roads and this was not the case on all roads in Wokingham.

Figure 82: Motorcycle user casualties on Wokingham’s rural roads by year (2012-2021)



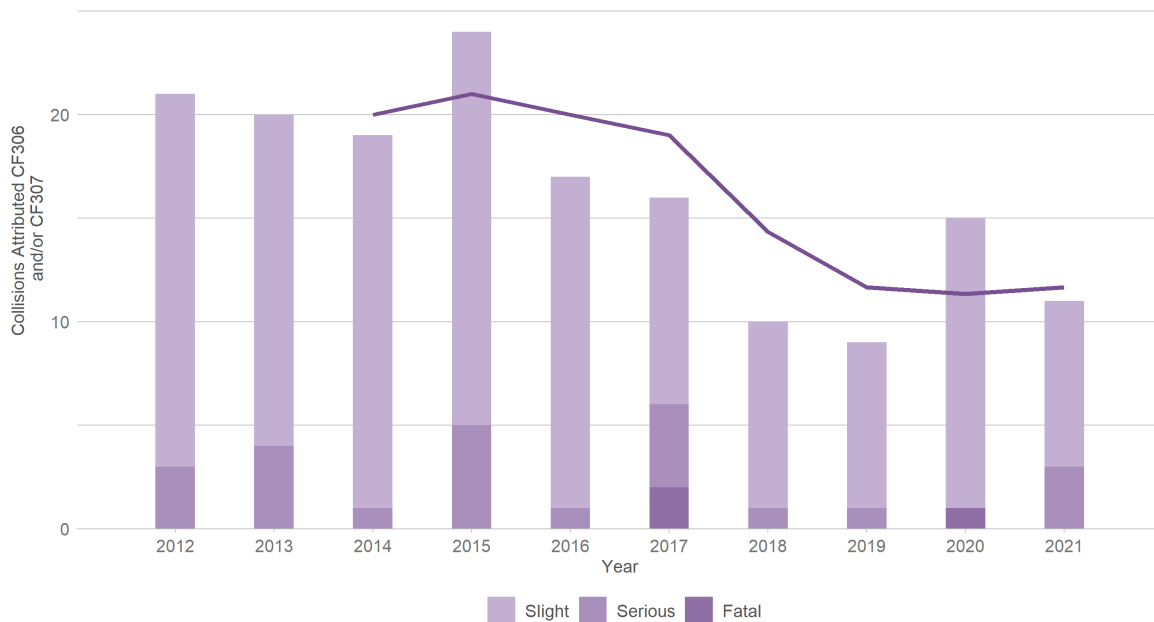
4.4 Contributory Factors

Each section below examines trends in reported collisions on Wokingham’s roads involving groups of related contributory factors (CFs). For each group, the total number of collisions in which any CF in the group was recorded has been determined. To provide comparative context, each chart also shows the three-year average of all police attended collisions with recorded CFs. For more information about CFs and the techniques used to analyse them see section 5.1.6. For a complete list of all CFs and CF groupings used by Agilysis, see section 5.4.

4.4.1 Speed Related

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

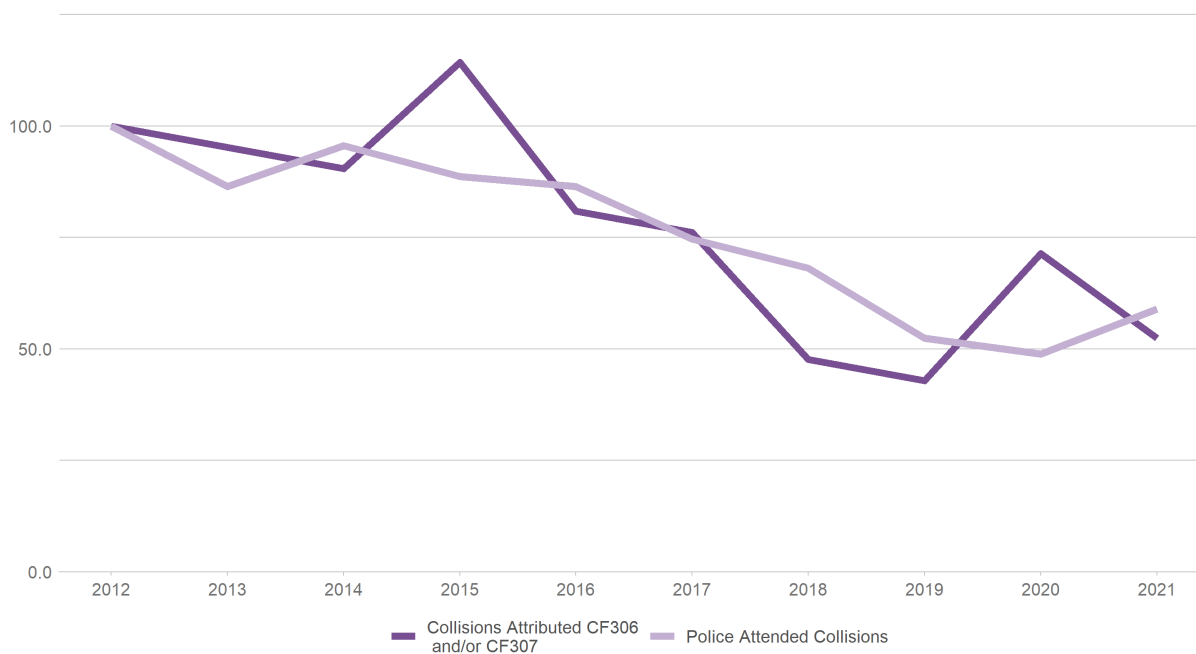
Figure 83: Collisions in Wokingham where CF306 and/or CF307 were recorded (2012-2021)



4.4.1.1 Trends Figure 83 shows annual collisions on Wokingham’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 84 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

There was a downward trend in speed related collisions over the past decade after a rise in 2015, however there was a noticeable increase in collisions during the pandemic in 2020. In 2021 collisions decreased more in line with pre-pandemic levels. There were no fatalities in 2021 and 3 casualties were seriously injured in collisions. Using 2012 as a baseline, the reduction in speed related collisions in Wokingham in 2021 is at a slightly faster rate than that of all officer attended collisions.

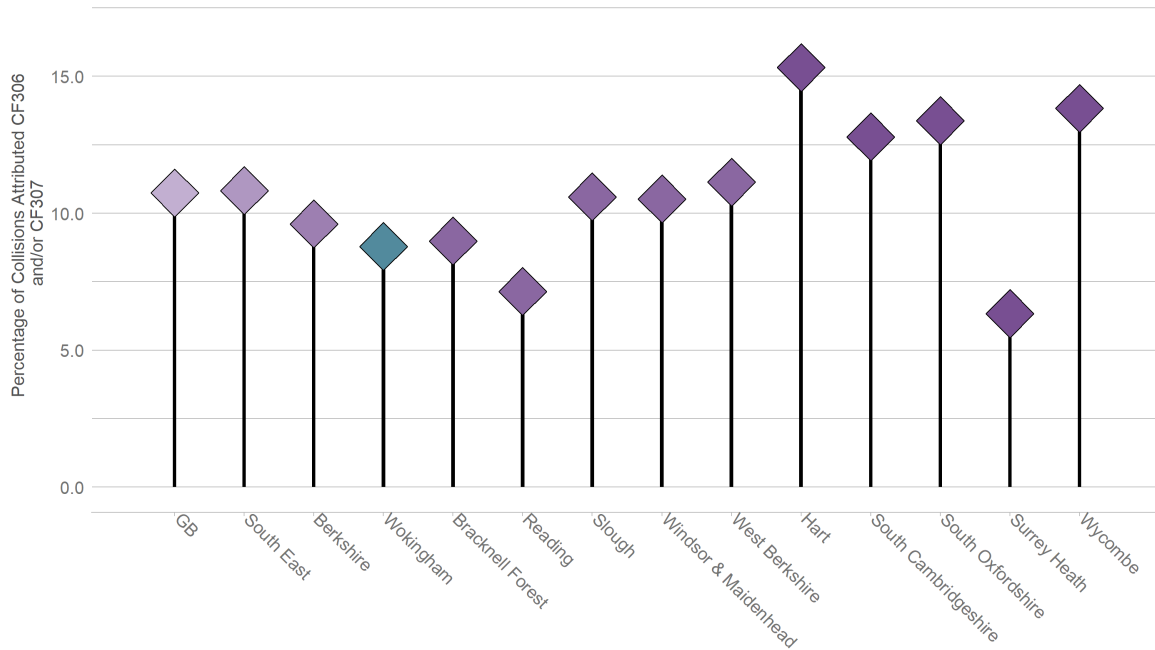
Figure 84: Collision trends in Wokingham where CF306 and/or CF307 were recorded compared to officer attended collision trends (2012-2021)



4.4.1.2 Comparisons Figure 85 shows collisions on Wokingham’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.

Just under 9% of officer attended collisions in Wokingham were attributed a speed choice CF. This is lower than the proportions seen nationally, regionally, and across Berkshire as a whole. Within Berkshire, Reading has the lowest proportion of speed related collisions (7.1%), followed by Wokingham. Of the most similar comparator authorities, Wokingham’s percentage of speed related collisions is higher than that of Surrey Heath (6.3%), but lower than those of Hart, South Cambridgeshire, South Oxfordshire, and Wycombe.

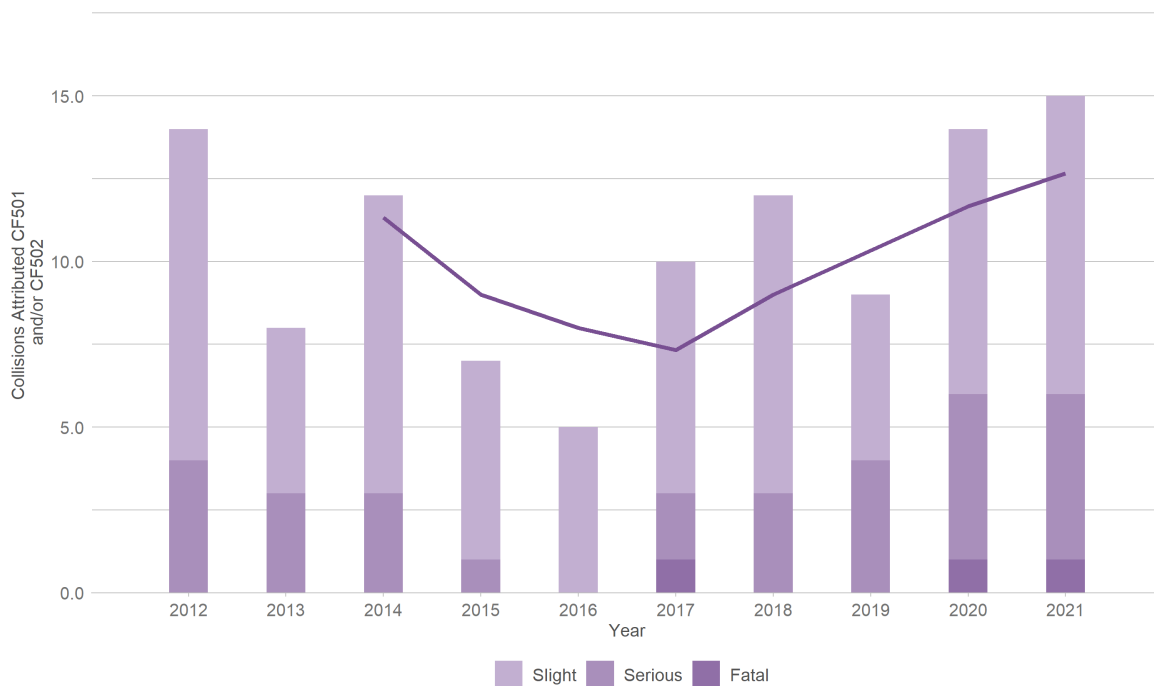
Figure 85: Percentage of collisions in Wokingham and comparators where CF306 and/or CF307 were recorded (2017-2021)



4.4.2 Impairment

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

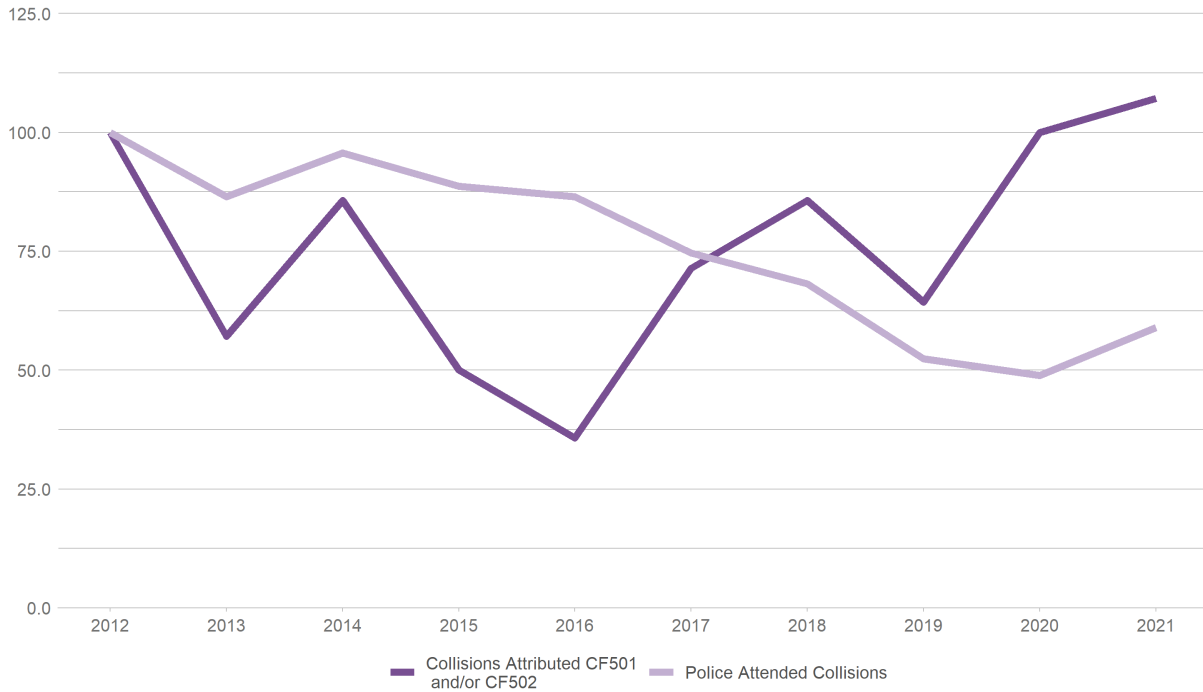
Figure 86: Collisions in Wokingham where CF501 and/or CF502 were recorded (2012-2021)



4.4.2.1 Trends Figure 86 shows annual collisions on Wokingham’s roads where at least one of the impairment CFs were recorded, with a three-year moving average trend line for impairment collisions. Figure 87 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Impairment related collisions appeared to show a downward trend up until 2016, but have been higher in recent years and increased again in 2021 to a number in excess of pre-pandemic levels. Despite this, numbers have remained low over the decade. Using 2012 as a baseline, up until 2017 the reductions were greater than those seen for all officer attended collisions. However, the recent increases indicate that impairment collisions have increased relative to all officer attended collisions over the past ten years.

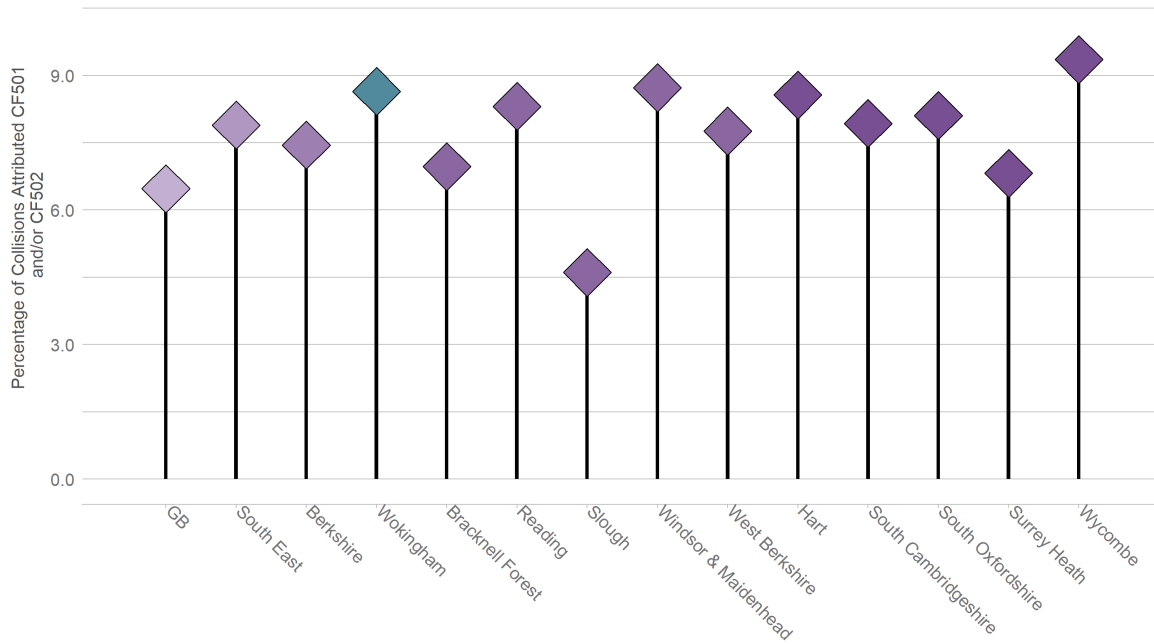
Figure 87: Collision trends in Wokingham where CF501 and/or CF502 were recorded compared to officer attended collision trends (2012-2021)



4.4.2.2 Comparisons Figure 88 shows collisions on Wokingham’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.

Of Wokingham’s officer attended collisions, 8.6% were attributed an impairment CF. This is higher than the national and South East regional proportions. Within Berkshire, Slough has the lowest percentage of impairment related collisions. Wokingham’s percentage was in line with that of Reading, and Windsor & Maidenhead and higher than that of West Berkshire, Bracknell Forest and Slough. Wokingham also has a higher proportion of collisions attributed an impairment CF than all the most similar comparator authorities apart from Wycombe.

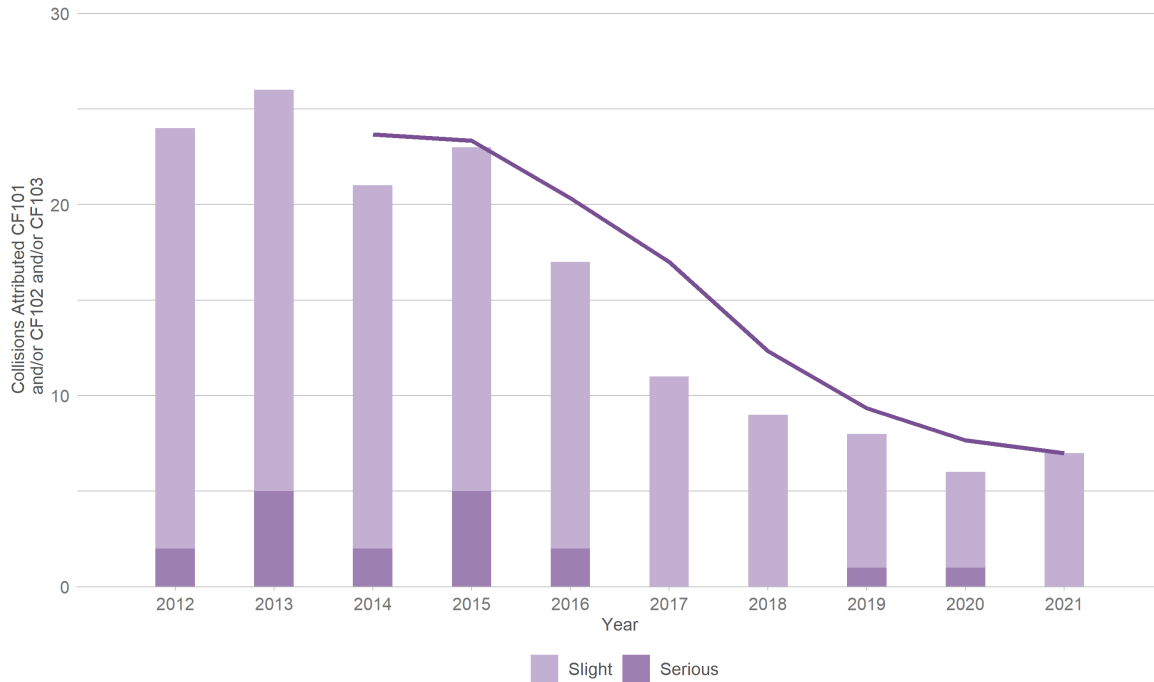
Figure 88: Percentage of collisions in Wokingham and comparators where CF501 and/or CF502 were recorded (2017-2021)



4.4.3 Road Surface Conditions

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

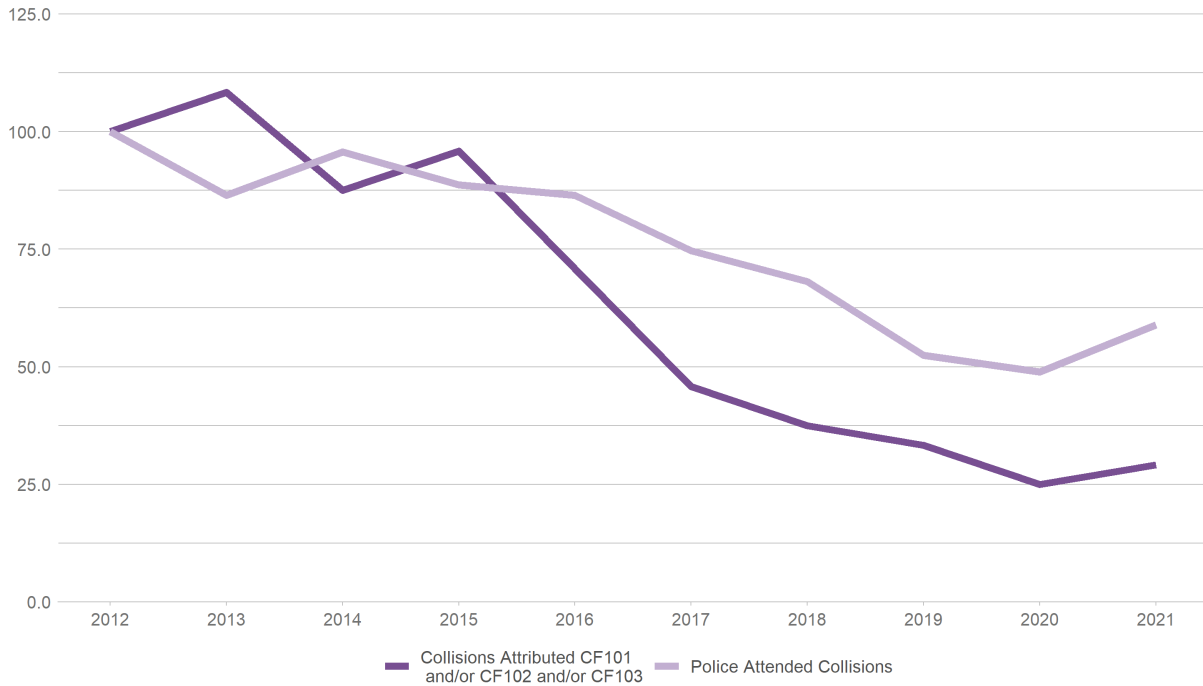
Figure 89: Collisions in Wokingham where CF101 and/or CF102 and/or CF103 were recorded (2012-2021)



4.4.3.1 Trends Figure 89 shows annual collisions on Wokingham’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 90 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

There has been a decrease overall since 2012 in road surface related collisions since the start of the decade, with collisions rising in 2012 and 2013. A steady reduction continued to 2020. Numbers rose slightly in 2021 following the pandemic. When using 2012 as a baseline, these overall reductions have been at a faster rate than the downward trend in all police officer attended collisions which have been recorded since 2016.

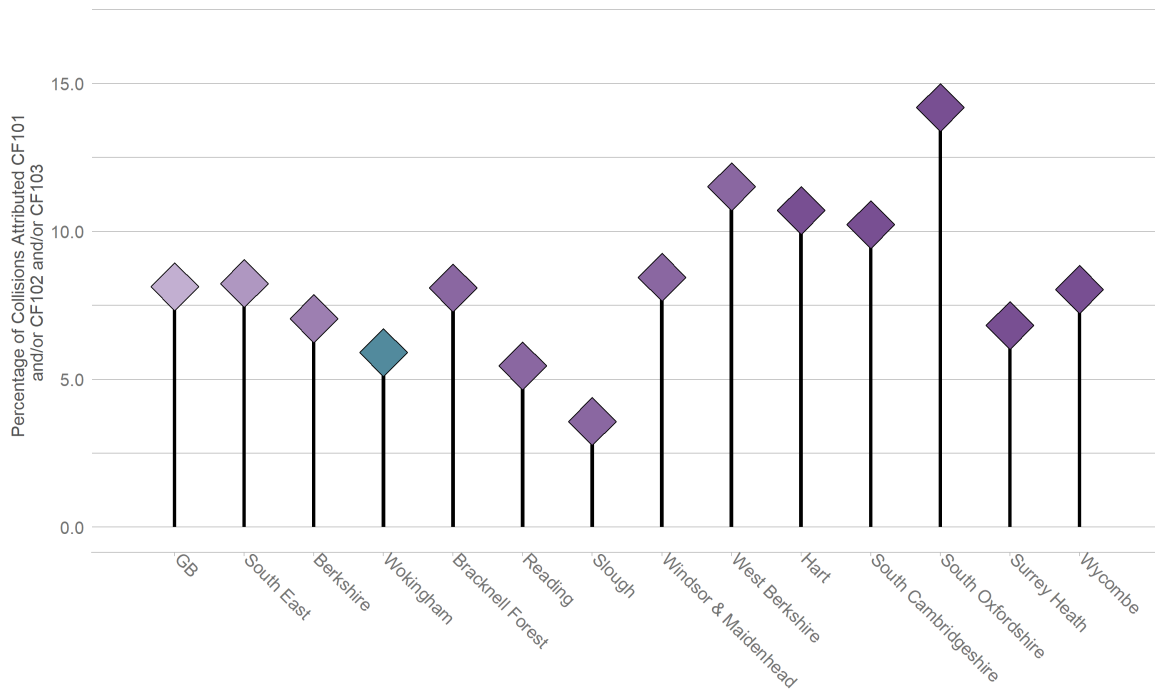
Figure 90: Collision trends in Wokingham where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2012-2021)



4.4.3.2 Comparisons Figure 91 shows collisions on Wokingham’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 2017 and 2021, 5.9% of Wokingham’s officer attended collisions were attributed a road surface CF. This is below the national and the South East regional rate. Within Berkshire, Slough and Reading have the lowest percentages of collisions attributed a road surface CF, followed by Wokingham. Surrey Heath has the lowest proportion of road surface related collisions (6.8%) of all the most similar comparator authorities, still higher than the percentage for Wokingham.

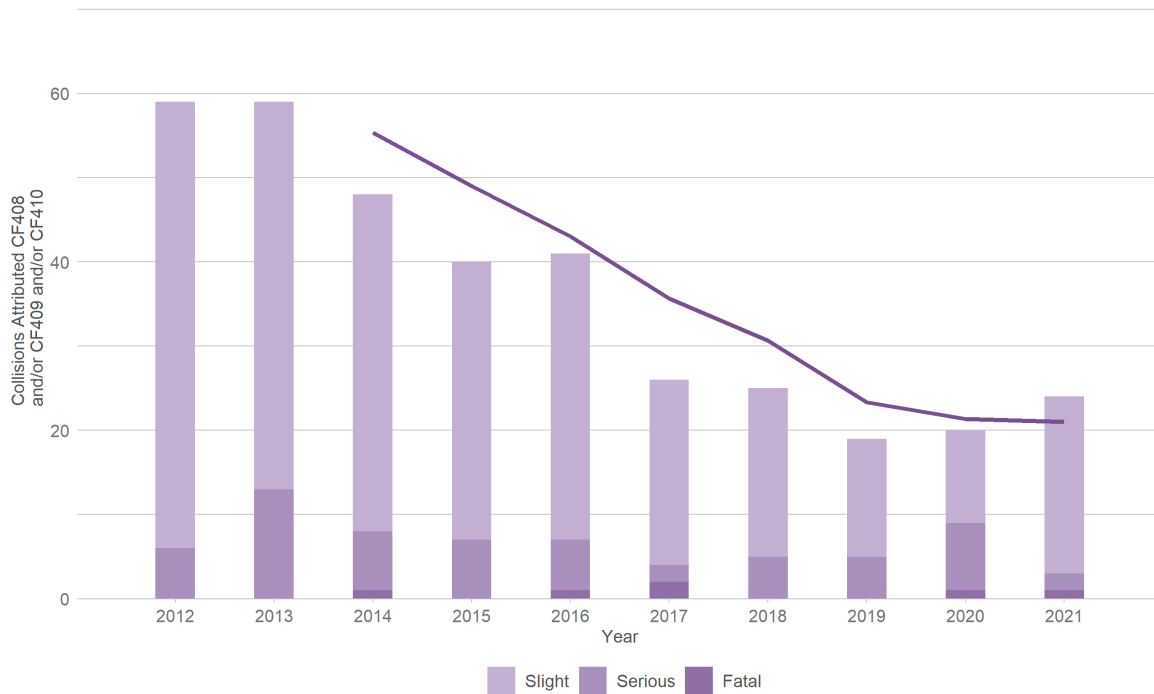
Figure 91: Percentage of collisions in Wokingham and comparators where CF101 and/or CF102 and/or CF103 were recorded (2017-2021)



4.4.4 Control Errors

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

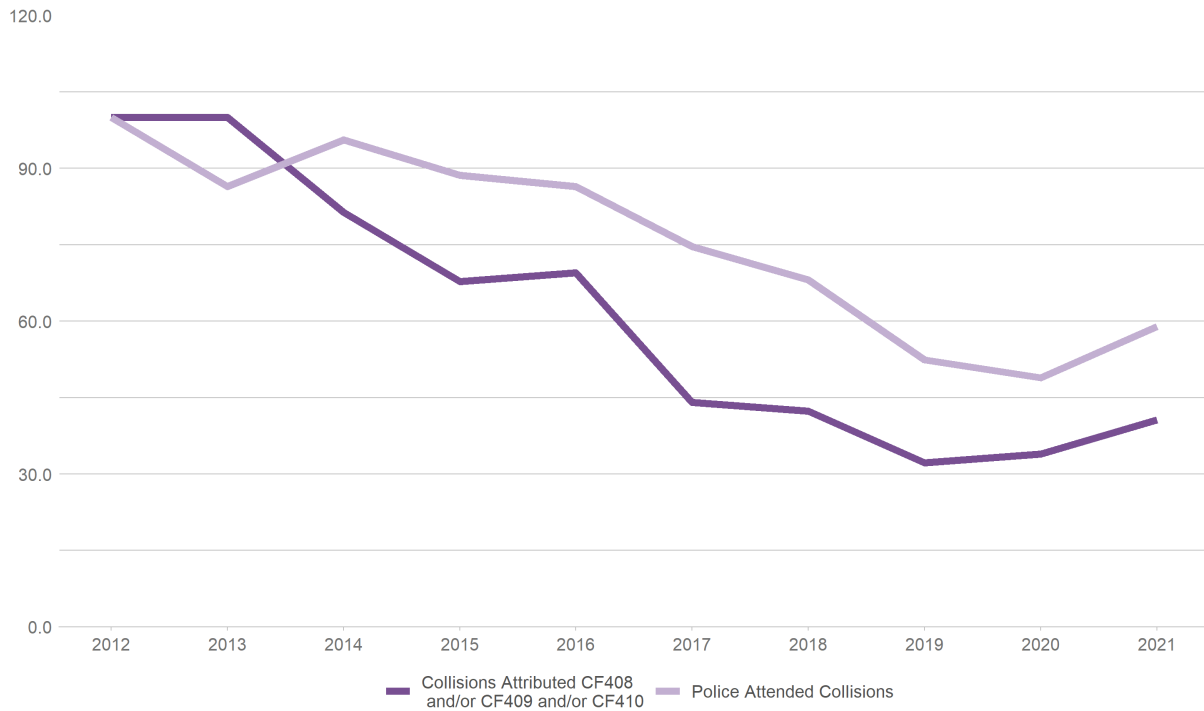
Figure 92: Collisions in Wokingham where CF408 and/or CF409 and/or CF410 were recorded (2012-2021)



4.4.4.1 Trends Figure 92 shows annual collisions on Wokingham’s roads where at least one of the control error CFs were recorded, with a three-year moving average trend line for control error collisions. Figure 93 shows the trends for collisions where control error CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Control error collisions have decreased from 59 in 2012 to 24 in 2021. The trend is broadly in line with that of all officer attended collisions though has decreased at a faster rate since 2014.

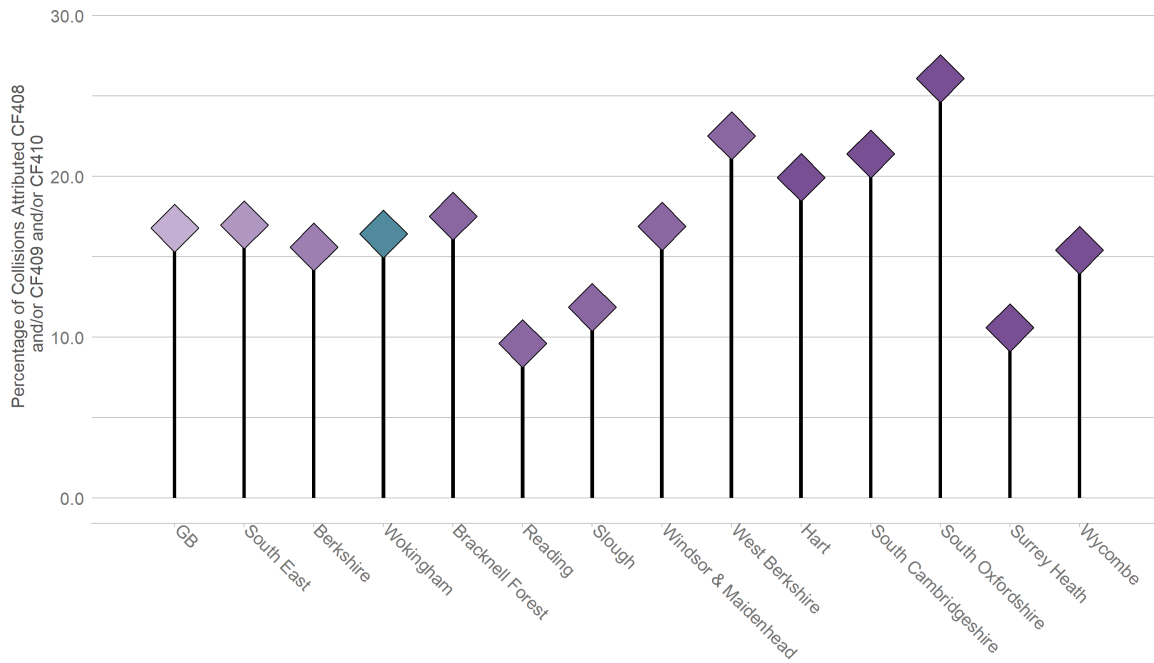
Figure 93: Collision trends in Wokingham where CF408 and/or CF409 and/or CF410 were recorded compared to officer attended collision trends (2012-2021)



4.4.4.2 Comparisons Figure 94 shows collisions on Wokingham’s roads where at least one of the control error CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

In Wokingham, 16.4% of collisions attended by a police officer were attributed a control error CF. This is in line with both the GB and South East percentage. Of all comparators, Wokingham’s percentage is in line with Windsor & Maidenhead. These are higher than the other Berkshire authorities of Slough and Reading and the external comparators of Wycombe and Surrey Heath.

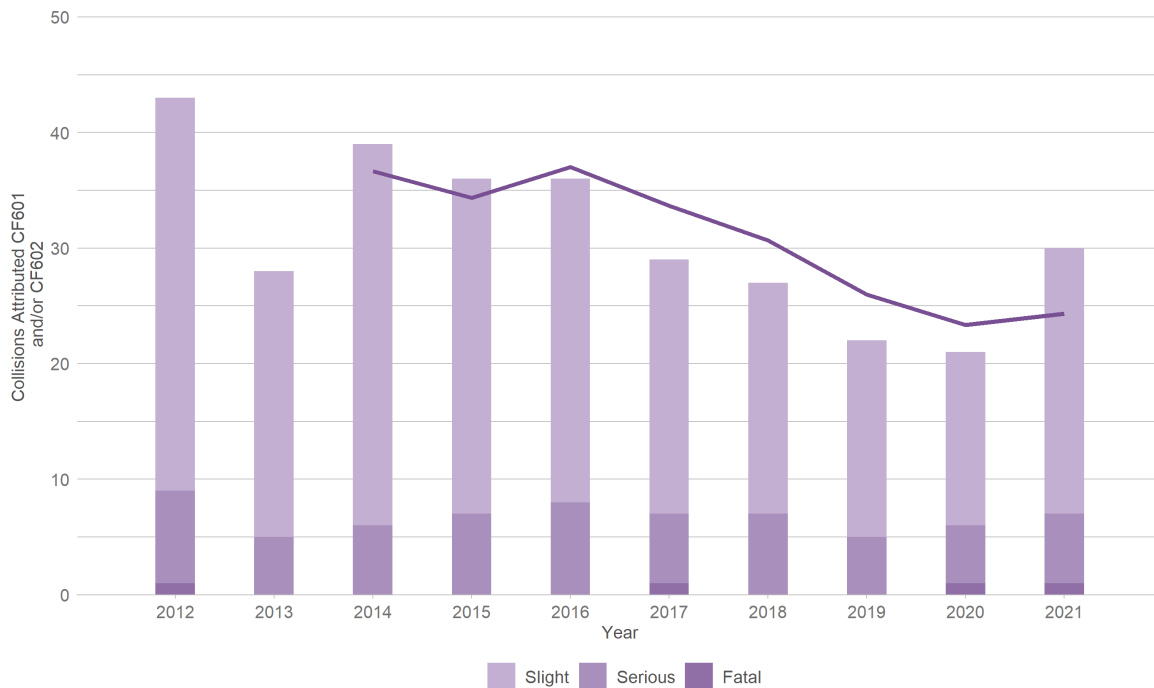
Figure 94: Percentage of collisions in Wokingham and comparators where CF408 and/or CF409 and/or CF410 were recorded (2017-2021)



4.4.5 Unsafe Behaviour

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

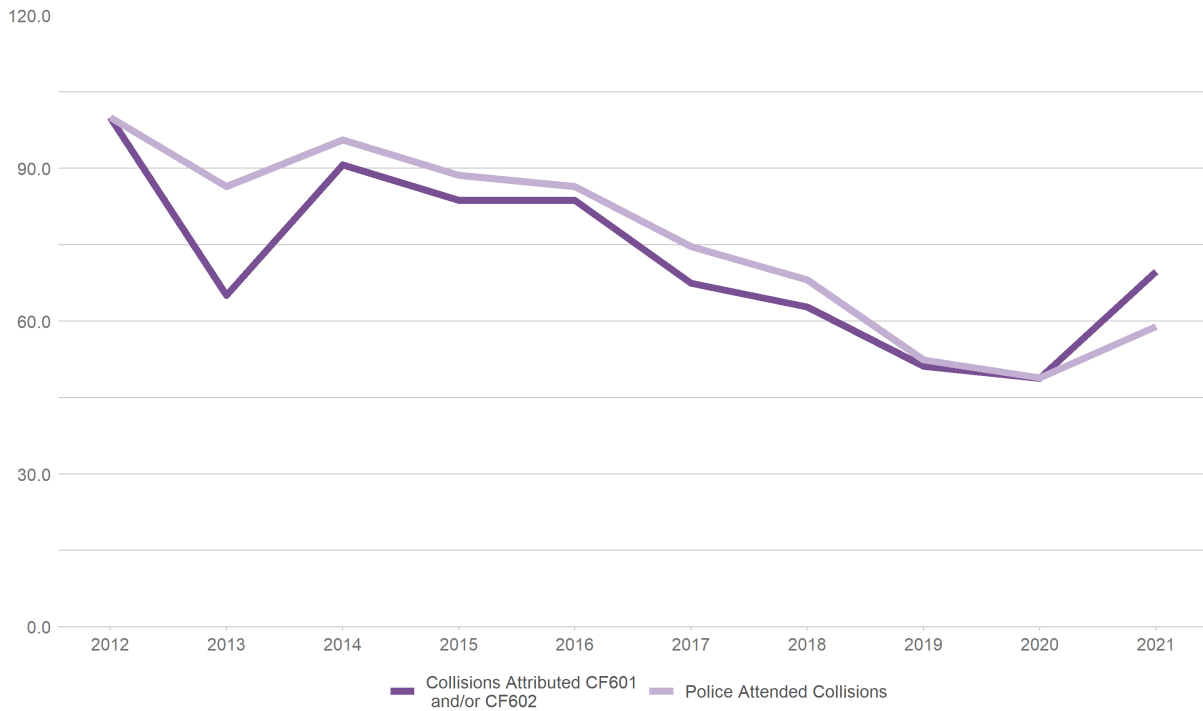
Figure 95: Collisions in Wokingham where CF601 and/or CF602 were recorded (2012-2021)



4.4.5.1 Trends Figure 95 shows annual collisions on Wokingham’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 96 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

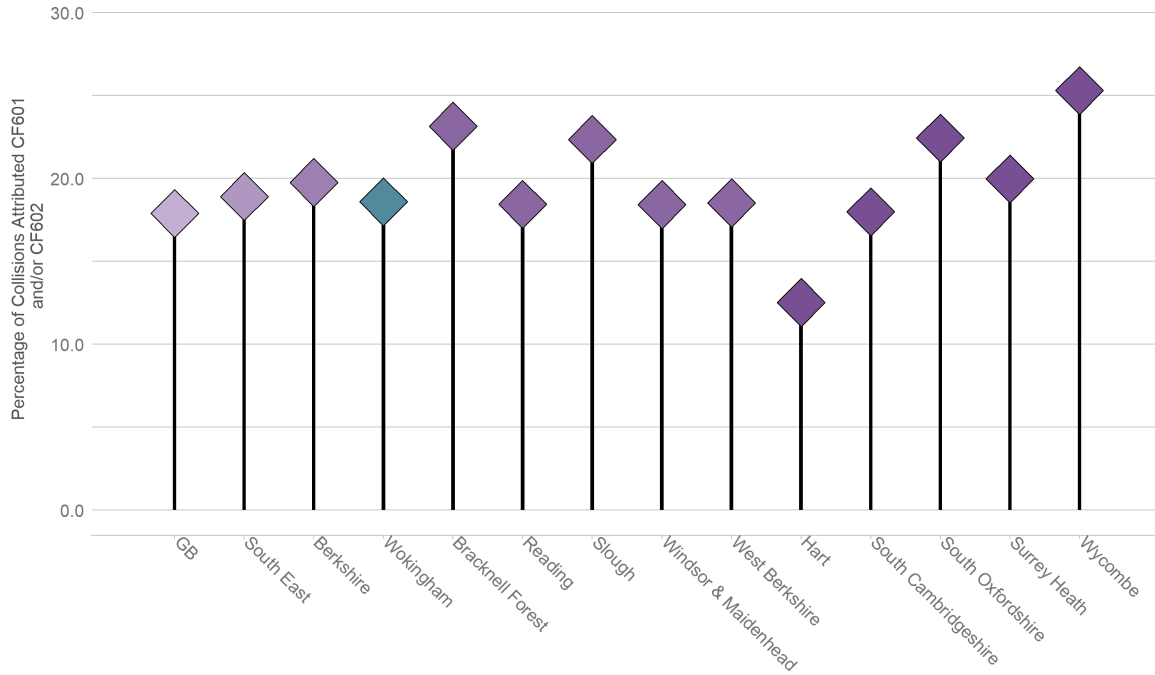
Unsafe behaviour collisions were decreasing between 2014 and 2020 but increased significantly after the pandemic in 2021. Although all officer attended collision increased between 2020 and 2021, the increase was marked for unsafe behaviour collisions in Wokingham.

Figure 96: Collision trends in Wokingham where CF601 and/or CF602 were recorded compared to officer attended collision trends (2012-2021)



4.4.5.2 Comparisons Figure 97 shows collisions on Wokingham’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 Wokingham, 18.6% of collisions attended by a police officer were attributed an unsafe behaviour CF. This is higher than the GB percentage but in line with the percentage for the South-East. Wokingham’s percentage is similar to West Berkshire and higher than Reading and Windsor & Maidenhead.

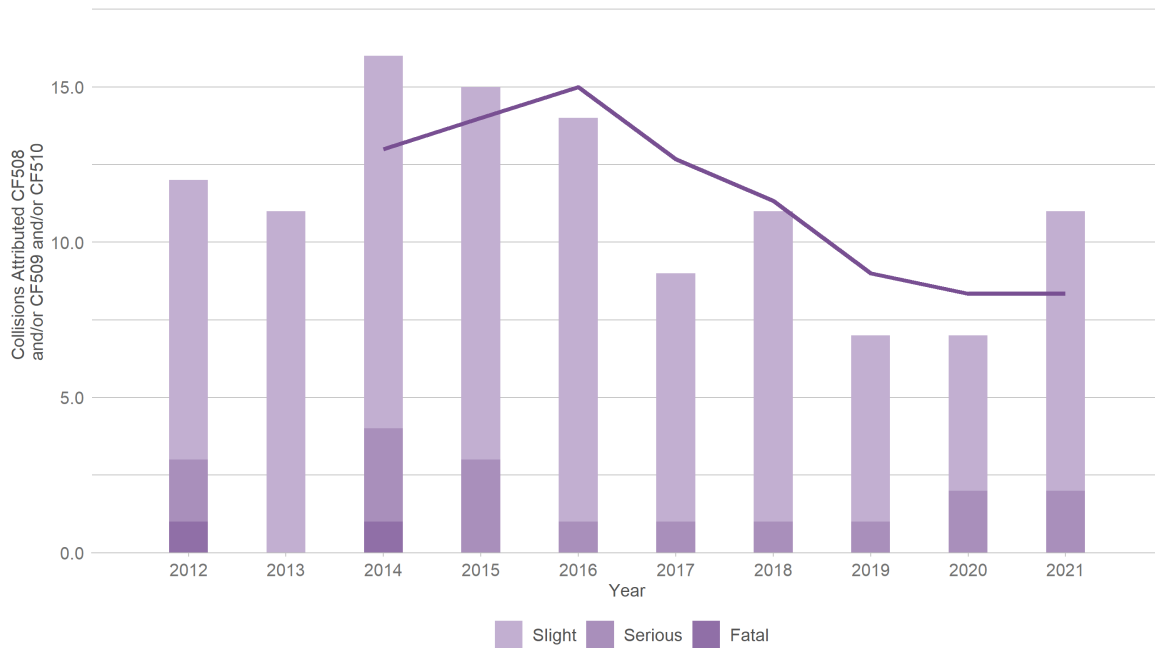
Figure 97: Percentage of collisions in Wokingham and comparators where CF601 and/or CF602 were recorded (2017-2021)



4.4.6 Distraction

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

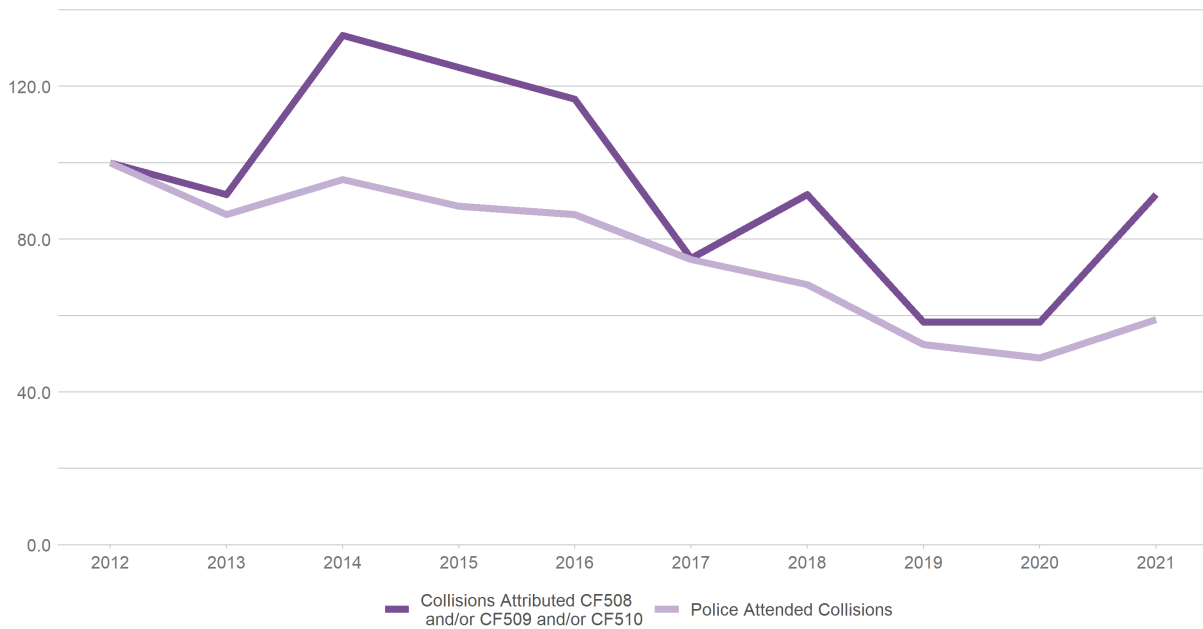
Figure 98: Collisions in Wokingham where CF508 and/or CF509 and/or CF510 were recorded (2012-2021)



4.4.6.1 Trends Figure 98 shows annual collisions on Wokingham’s roads where at least one of the distraction CFs were recorded, with a three-year moving average trend line for distraction collisions. Figure 99 shows the trends for collisions where distraction CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

The number of distraction related collisions has fluctuated over the decade and saw a sharp increase between 2020 and 2021, more so than the trend for all police attended collisions.

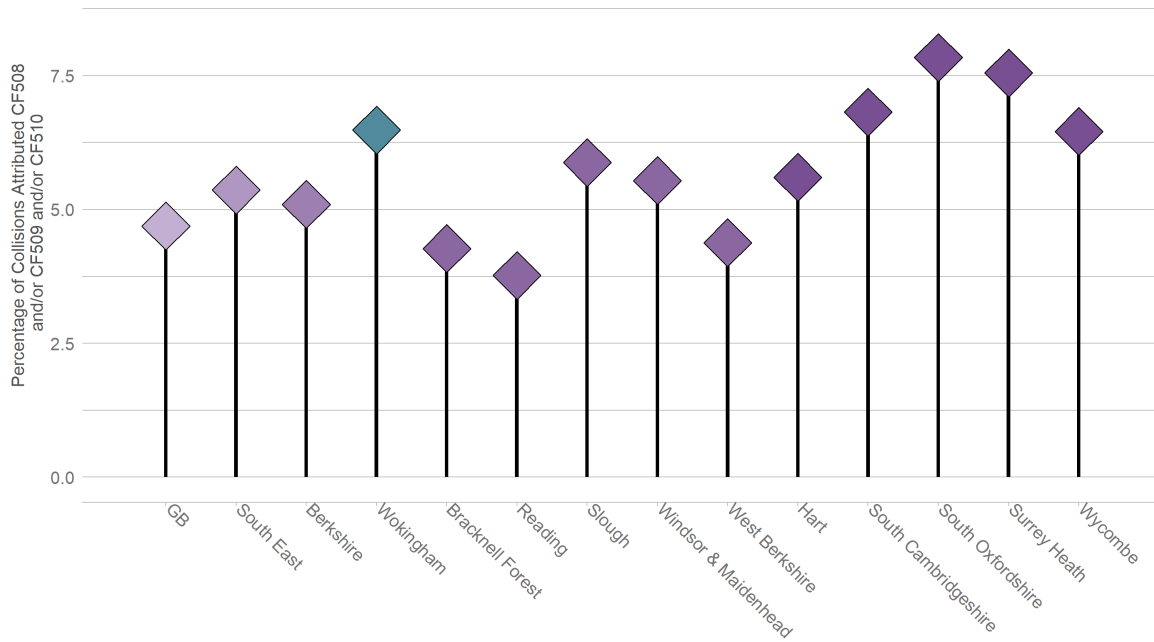
Figure 99: Collision trends in Wokingham where CF508 and/or CF509 and/or CF510 were recorded compared to officer attended collision trends (2012-2021)



4.4.6.2 Comparisons Figure 100 shows collisions on Wokingham’s roads where at least one of the distraction CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

In Wokingham, 6.5% of collisions attended by a police officer were attributed a distraction CF. This is higher than both the GB and the South East percentage. Wokingham’s percentage is higher than all other Berkshire authorities but is lower than most external comparators.

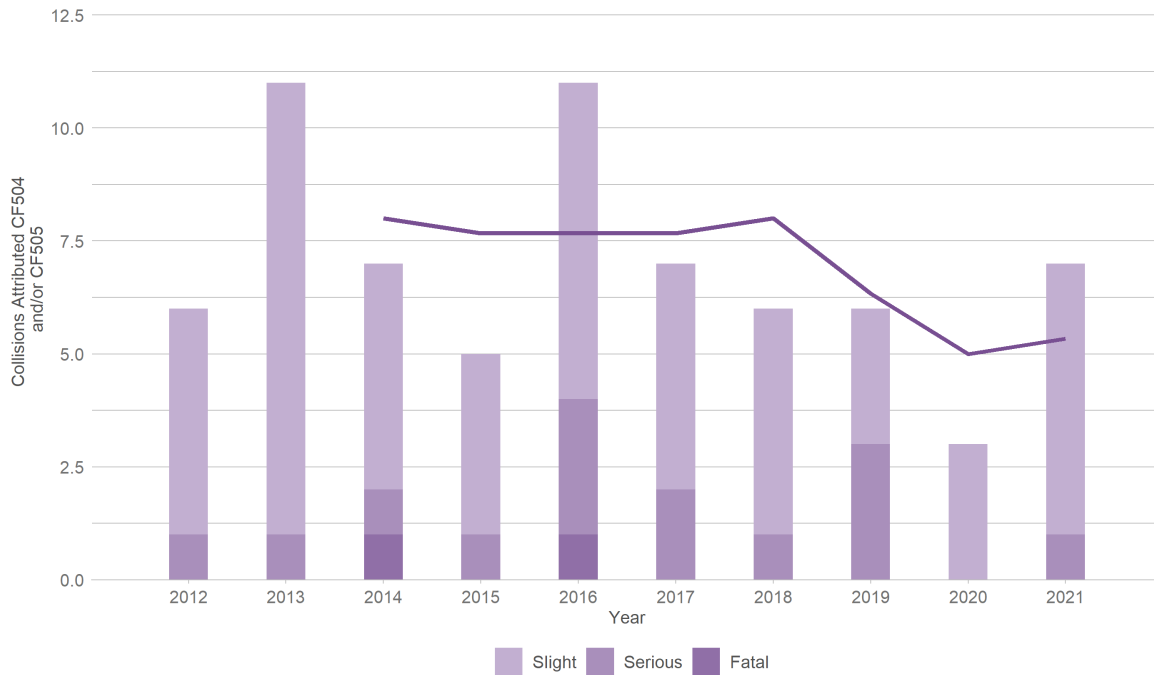
Figure 100: Percentage of collisions in Wokingham and comparators where CF508 and/or CF509 and/or CF510 were recorded (2017-2021)



4.4.7 Medically Unfit

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

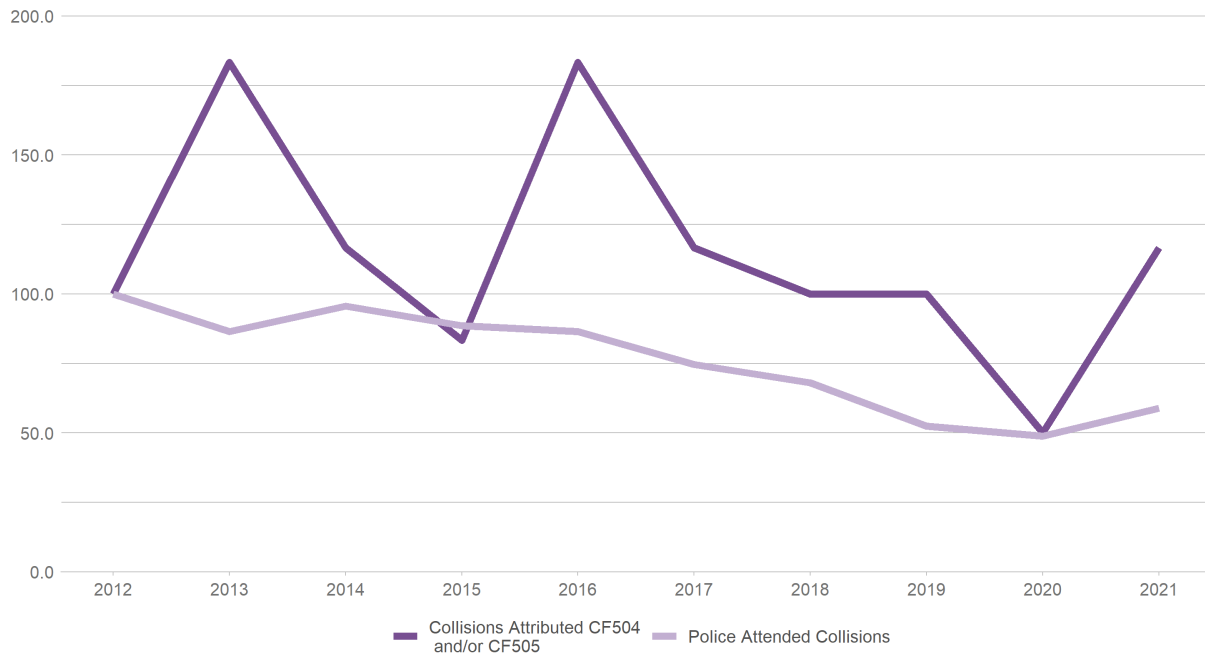
Figure 101: Collisions in Wokingham where CF504 and/or CF505 were recorded (2012-2021)



4.4.7.1 Trends Figure 101 shows annual collisions on Wokingham’s roads where at least one of the medically unfit CFs were recorded, with a three-year moving average trend line for medically unfit collisions. Figure 102 shows the trends for collisions where medically unfit CFs were recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

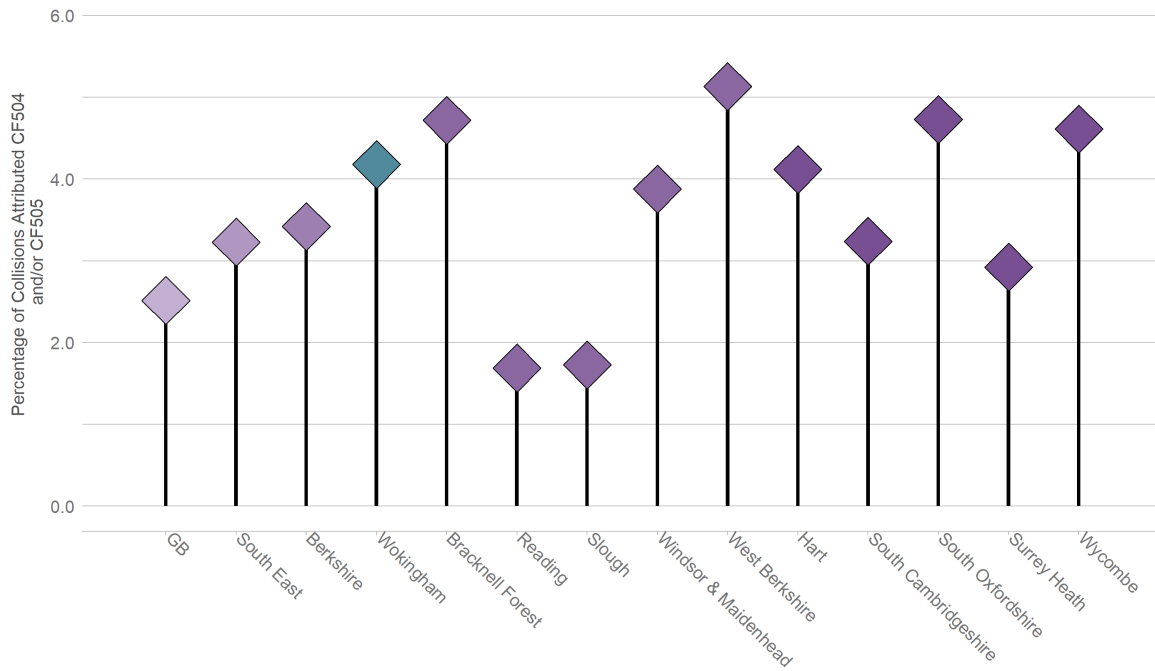
The number of collisions attributed a medically unfit CF has fluctuated over the last decade and saw a sharp increase between 2020 and 2021 to a number in excess of pre-pandemic levels. This increase is more marked than the trend of all officer-attended collisions.

Figure 102: Collision trends in Wokingham where CF504 and/or CF505 were recorded compared to officer attended collision trends (2012-2021)



4.4.7.2 Comparisons Figure 103 shows collisions on Wokingham’s roads where at least one of the medically unfit CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages. In Wokingham, 4.2% of collisions attended by a police officer were attributed a medically unfit CF. This is higher than both the percentage for GB and the South East region. Wokingham’s percentage is higher than all other Berkshire authorities apart from West Berkshire, Bracknell Forest and most external comparators.

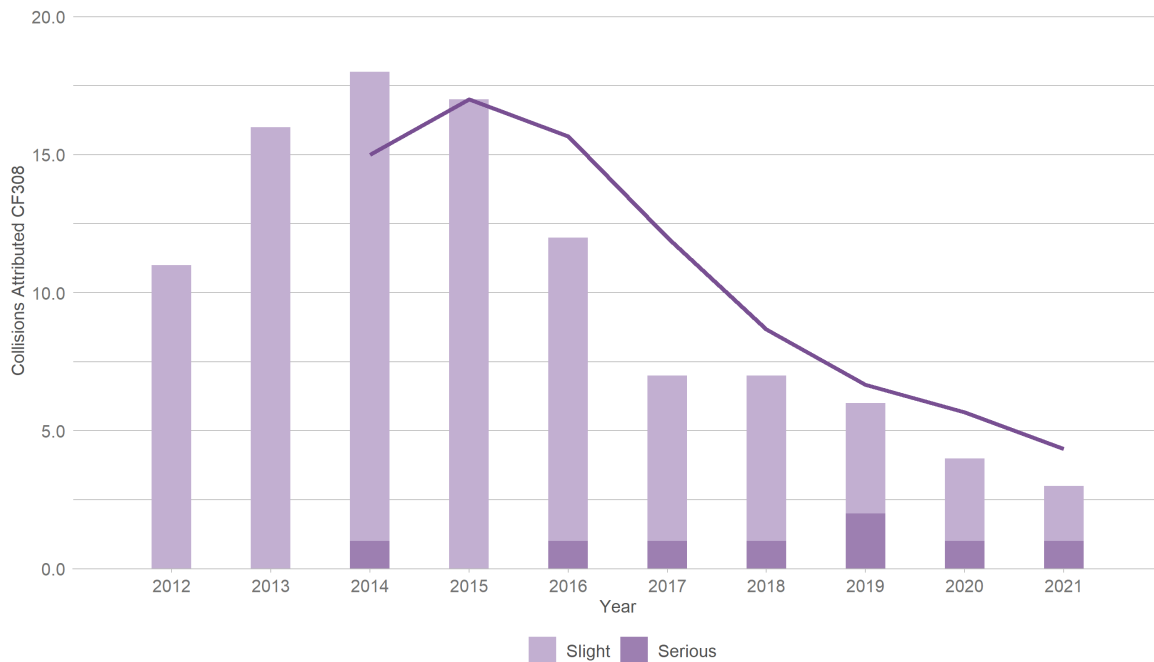
Figure 103: Percentage of collisions in Wokingham and comparators where CF504 and/or CF505 were recorded (2017-2021)



4.4.8 Close Following

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

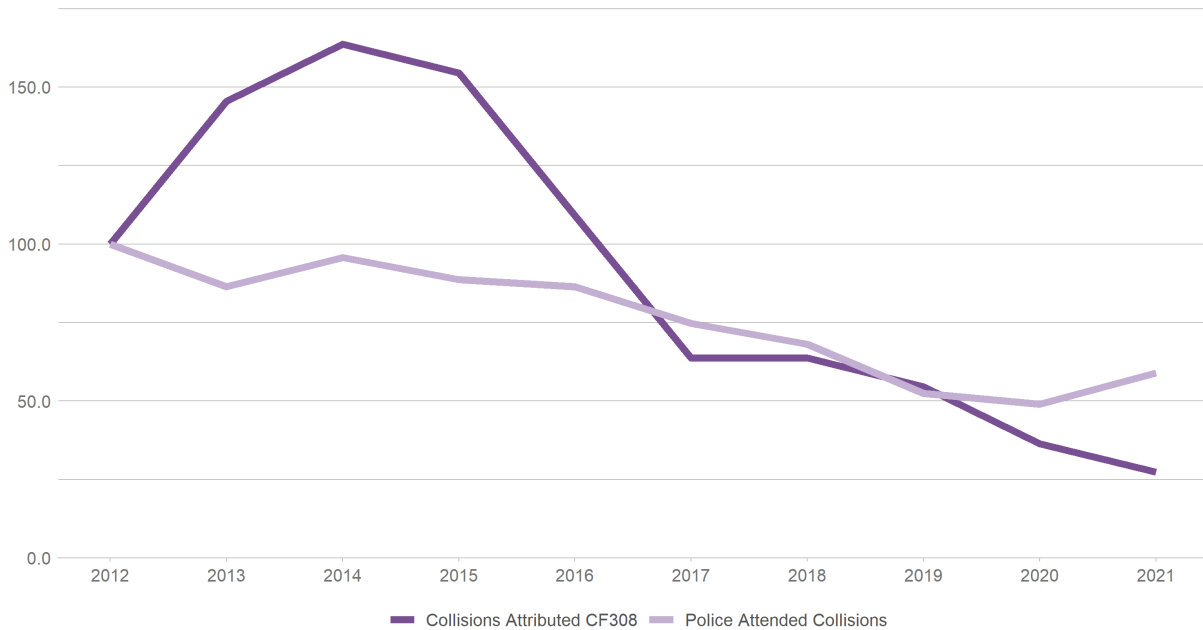
Figure 104: Collisions in Wokingham where CF308 was recorded (2012-2021)



4.4.8.1 Trends Figure 104 shows annual collisions on Wokingham’s roads where CF 308 was recorded, with a three-year moving average trend line for close following collisions. Figure 105 shows the trends for collisions where CF 308 was recorded and for collisions where a police officer attended, indexed over a 2012 baseline for comparison.

Close following collisions saw a decreasing trend between 2014 and 2021. There was no increase between 2020 and 2021 which is different to the trend seen in all officer attended collisions and is the only recorded CF for Wokingham which has seen this pattern post-pandemic.

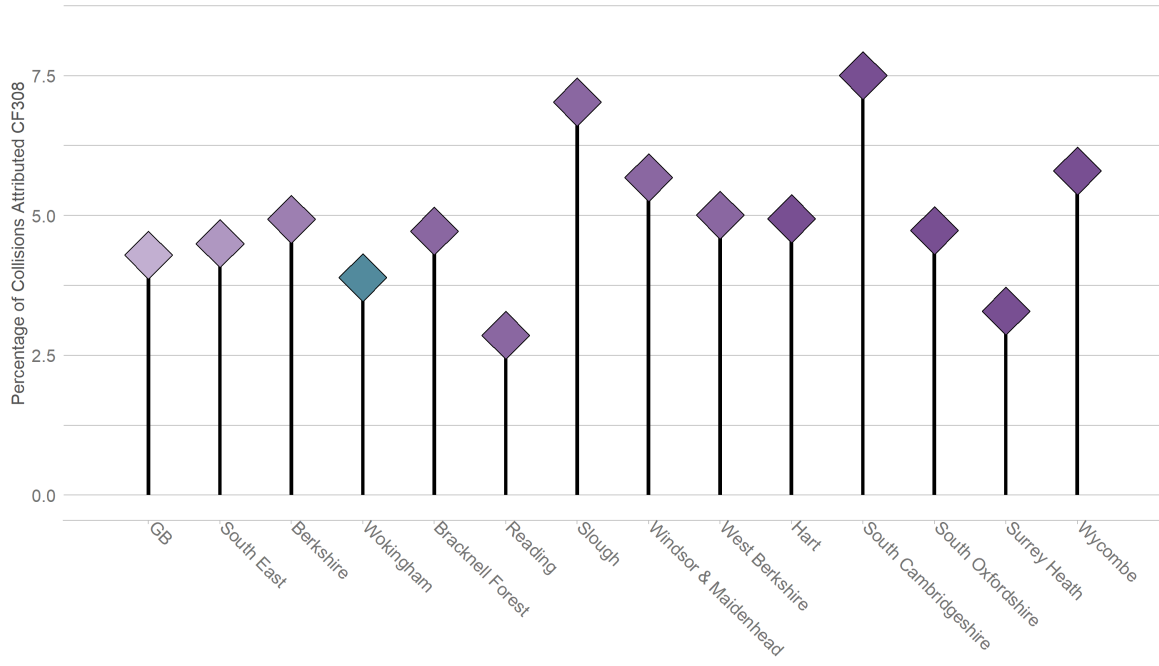
Figure 105: Collision trends in Wokingham where CF308 was recorded compared to officer attended collision trends (2012-2021)



4.4.8.2 Comparisons Figure 106 shows collisions on Wokingham’s roads where the close following CF was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

In Wokingham, 3.9% of collisions attended by a police officer were attributed the close following CF. This is lower than both the GB and the South East percentage. Wokingham’s percentage is lower than all other Berkshire authorities apart from Reading and all external comparators apart from Surrey Heath.

Figure 106: Percentage of collisions in Wokingham and comparators where CF308 was recorded (2017-2021)



5 Appendices

5.1 Analytical Techniques

5.1.1 Resident road users

Casualty and driver postcodes in STATS 19 make it possible to identify where casualties from Wokingham reside. Thematic maps are used to illustrate the number of casualties per head of population from each small area in Wokingham. 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 Wokingham'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 Wokingham who are involved in collisions, either as casualties or motor vehicle users. Socio-demographic profiling examines age breakdowns, and for some road user groups includes analysis using Mosaic 7 segmentation, deprivation and/or rurality. More information on Mosaic is provided later in this section.

5.1.1.1 Mosaic 7 Insight into the lifestyles of Wokingham resident road casualties and motor vehicle users can be provided through socio demographic analysis. RSA Mosaic profiling uses Experian's Mosaic 7 cross-channel classification system², which is assigned uniquely for each casualty and vehicle user based on individual postcodes in STATS19 records. Typically, nearly 85% of casualty and driver STATS19 records can be matched to Mosaic Types, so residency analysis is based on about five out of six Wokingham residents involved in reported injury collisions.

Mosaic is intended to provide an accurate and comprehensive view of citizens and their needs by describing them in terms of demographics, lifestyle, culture and behaviour. The system was devised under the direction of Professor Richard Webber, a leading authority on consumer segmentation, using data from a wide range of public and private sources. It is used to inform policy decisions, communications activity and resource strategies across the public sector.

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

Mosaic presently classifies the community represented by each UK postcode into one of 15 Groups and 66 Types. Each Group embraces between 3 and 6 Types. A complete list of Mosaic Types is provided in 5.2.1 whilst profiles and distribution for the Mosaic Types identified in this Area Profile as providing insight on Wokingham's residents are detailed in 5.2.2.

This profile displays Mosaic analysis as dual series column charts, to facilitate quick and easy insight into residents and relative risk. In these charts, the wider background columns denote the absolute number of Wokingham 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 Wokingham 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.

5.1.1.2 Deprivation Deprivation levels are examined using UK Index of Multiple Deprivation (IMD) values. IMD is calculated by the Office for National Statistics (ONS), the Scottish Government and the Welsh Government, and uses a range of economic, social and housing data to generate a single deprivation score for each small area in the country. This profile uses deciles, which are ten groups of equal frequency ranging from the 10% most deprived areas to the 10% least deprived. It should be remembered that indices of multiple deprivation include income, employment, health, education, access to services and living environment and are not merely about relative wealth.

In order to interpret deprivation more accurately at local level, this profile includes indexed IMD charts. Indices in these charts show risk relative to the predominance of each IMD decile in the population of Wokingham and can be interpreted in the same way as indices on Mosaic charts as explained in the preceding section.

5.1.2 Collisions

MAST Online has been used to determine average annual road injury collision levels for Wokingham 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 Wokingham'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 Wokingham, maps show the number of collisions in each small area, divided by the total road length (in kilometres) within that small area

5.1.2.1 Contrasting kinds of road network Road networks vary considerably across the country. It is often useful to analyse and compare collision rates between authorities on certain kinds of road. Ideally such comparisons would take traffic flow into account, so collision rates per vehicle distance travelled could be calculated. However, traffic flow data for different kinds of road network is not available, so this profile can only calculate collision rates using road length. Road length data by kind of road network has been taken from DfT figures where possible. As with all collisions, trend charts are provided in addition to rate comparison charts.

5.1.3 Comparators

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

On a regional level, 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.

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, Wokingham's most similar authorities have been selected using Mosaic classification. Because of the size of Wokingham, only district authorities have been selected for comparison. The chosen five districts are:

Local Authority District

Hart District

South Cambridgeshire District

South Oxfordshire District

Surrey Heath Borough

Wycombe District

5.1.4 Collision dynamics

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

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

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

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

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

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

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

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

A collision is defined as Conflict Unknown if: *the collision was not a No Impact, Head On, Shunt, Side Impact or Other Impact (NOTE: this includes cases where data for first point of impact and/or direction*

Limitations

Certain vagaries inherent in STATS19 recording may confound this categorisation in some circumstances. These, along with the available mitigations, are listed below.

1. Collisions involving more than two vehicles may comprise multiple types of conflict within the same incident, which STATS19 data by its nature cannot always distinguish with certainty. Collision Dynamics defines the primary dynamic of such collisions by using a 'hierarchy' of conflicts which gives certain types of conflict precedence over others.

o In some circumstances it may be preferable to mitigate this uncertainty by analysing two vehicle collisions only.

2. Recorded first points of impact may refer to contact with pedestrians or other objects, rather than with other vehicles. From STATS19 data, it is not always possible to ascertain with certainty to what counterpart any given impact refers.

o For this reason, in some circumstances it may be preferable to mitigate this uncertainty by analysing collisions separately where injured pedestrians and/or impact with other

5.1.5 Driver Actions

The derivation of 'Driver Action' from STATS 19 data is carried out using a combination of two data collection fields, 'Vehicle Manoeuvres' and 'Vehicle leaving carriageway'. The definitions of driver actions used in this report are as follows:

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

5.1.6 Contributory factors

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

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

In CF analysis specifically related to pedestrians, only CFs directly assigned either to pedestrian casualties or to drivers and riders who first hit a pedestrian casualty are analysed. For ease of analysis and interpretation RSA often organises CFs into groupings. A complete list of all CFs and their groupings may be found in section 5.4.

5.2 Mosaic 7

This section provides information on all of the Mosaic Types and more detailed analysis of the specific Types identified as being of interest to Wokingham. More information on what Mosaic is can be found in section 5.1.1.1.

5.2.1 Complete list of Mosaic Types

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

A - High status city dwellers living in central locations and pursuing careers with high rewards	
A01	World-Class Wealth <i>Global high flyers and moneyed families living luxurious lifestyles in London's most exclusive boroughs</i>
A02	Uptown Elite <i>High status households owning elegant homes in accessible inner suburbs where they enjoy city life in comfort</i>
A03	Penthouse Chic <i>City professionals renting premium-priced flats in prestige central locations</i>
A04	Metro High-Flyers <i>Career-minded 20 and 30-somethings renting expensive apartments in highly commutable areas of major cities</i>
B - Established families in large detached homes living upmarket lifestyles	
B05	Premium Fortunes <i>Asset-rich families with substantial income, established in distinctive, expansive homes in wealthy enclaves</i>
B06	Diamond Days <i>Retired residents in sizeable homes whose finances are secured by significant assets and generous pensions</i>
B07	Alpha Families <i>High-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development</i>
B08	Bank of Mum and Dad <i>Well-off families in upmarket suburban homes where grown-up children benefit from continued financial support</i>
B09	Empty-Nest Adventure <i>Mature couples in comfortable detached houses who have the means to enjoy their empty-nest status</i>
C - Well-off owners in rural locations enjoying the benefits of country life	
C10	Wealthy Landowners <i>Prosperous owners of country houses including affluent families, successful farmers and second-home owners</i>
C11	Rural Vogue <i>Country-loving families pursuing a rural idyll in comfortable village homes, many commuting some distance to work</i>
C12	Scattered Homesteads <i>Older households appreciating rural calm in stand-alone houses within agricultural landscapes</i>
C13	Village Retirement <i>Retirees enjoying pleasant village locations with amenities to service their social and practical needs</i>
D - Householders living in less expensive homes in village communities	
D14	Satellite Settlers <i>Mature households living in developments around larger villages with good transport links</i>
D15	Local Focus <i>Rural families in affordable village homes who are reliant on the local economy for jobs</i>
D16	Outlying Seniors <i>Pensioners living in inexpensive housing in out of the way locations</i>
D17	Far-Flung Outposts <i>Inter-dependent households living in the most remote communities with long travel times to larger towns</i>
E - Elderly people with assets who are enjoying a comfortable retirement	
E18	Legacy Elders <i>Financially-secure elders on good pensions, now mostly living alone in comfortable suburban homes</i>
E19	Bungalow Haven <i>Peace-seeking seniors appreciating the calm of bungalow estates designed for the older owners</i>
E20	Classic Grandparents <i>Lifelong couples in standard suburban homes, often enjoying retirement through grandchildren and gardening</i>
E21	Solo Retirees <i>Senior singles owning affordable but pleasant homes, whose reduced incomes are satisfactory</i>

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

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

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

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

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

K - Urban residents renting high density housing from social landlords

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

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

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

M - Mature homeowners of value homes enjoying stable lifestyles

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

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

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

O - Educated young people privately renting in urban neighbourhoods

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

5.2.2 Profile and distribution for selected Mosaic Types

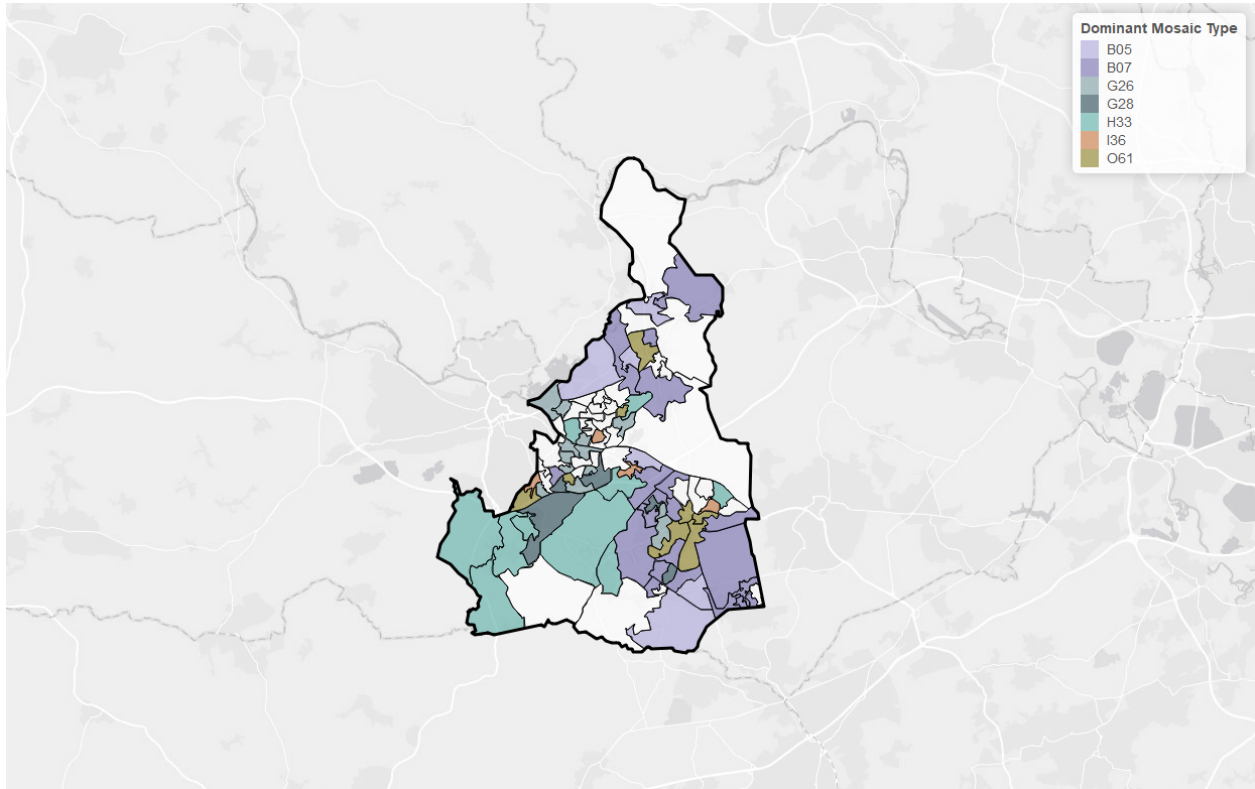
The table below shows Mosaic Types identified by socio-demographic profiling of the resident casualties and resident drivers sections of the report, with some of the main characteristics of these Types. These can be used to create a picture of the target audience in terms of economic and educational 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.

B05 <i>Premium Fortunes</i>	B07 <i>Alpha Families</i>	G26 <i>Cafés and Catchments</i>	G28 <i>Modern Parents</i>
<p>Premium Fortunes are wealthy families who live in top-of-the-range detached homes in prestigious suburbs. They are married couples aged in their late forties, fifties or older, some with school-age or adult children. Most families have been settled in their homes for a number of years.</p> <p>These prosperous residents own large, attractive houses priced at a premium level – many are worth over a million pounds. Families enjoy a pleasant and quiet home environment located within a commutable distance to the business opportunities offered by major cities.</p> <p>The parents work in high-status managerial and professional jobs. They earn very high salaries or dividends and have amassed considerable investments.</p>	<p>Alpha Families are parents achieving career success while bringing up children. They are typically aged in their late thirties and forties, with children at primary or secondary school.</p> <p>Their upmarket detached houses provide a comfortable environment for family life. They are typically worth twice the national average at the outer edges of cities, and in towns and villages that are within commuting distance of business centres.</p> <p>Both parents are likely to work in high-status jobs that offer substantial salaries. The internet is often the first place these techsavvy families look for information and news.</p>	<p>Cafés and Catchments are parents in their thirties and forties who balance the demands of their successful careers and growing families. They live in popular suburbs in the commuter belt of London or close to other cities, where there are excellent amenities, well-regarded schools and good transport links. These university-educated couples have children at pre-school, primary or secondary school.</p> <p>Housing in these areas is priced at a premium with homes costing twice the national average.</p> <p>Adults work in professional and higher-level occupations in service industries and the public sector. These roles offer very good salaries and benefits.</p> <p>The internet is their central point of information, and residents are frequently online.</p>	<p>Modern Parents are homeowners in their late thirties and forties who live in contemporary houses found in developments on the outskirts of cities and towns. These families usually have school-age children. Sometimes the oldest child has recently reached adulthood.</p> <p>In many households both parents work, earning good salaries. Their location away from city centres mean cars are a necessity, both for travelling to work and domestic purposes, and many households own two vehicles.</p> <p>These homeowners are frequently online using tablets, smartphones and computers.</p>

H33 <i>Contemporary Starts</i>	I36 <i>Solid Economy</i>	O61 <i>Career Builders</i>
<p>Contemporary Starts are residents in their late twenties and thirties who have moved into homes built in recent years. These modern developments of housing are attractive to young people and many neighbours are at a similar stage of life. Households are often headed by a couple. Around half have started a family and have a young child of pre-school or primary age.</p> <p>These are often located at the edge of cities or in towns and villages within easy reach of large centres. Adults earn above-average wages working full-time in good jobs, and households with two salaries have a healthy income.</p> <p>The internet is their main source of information and they use social media to keep up with friends.</p>	<p>Solid Economy are families who rent higher-value homes from local authorities or housing associations. Householders are usually aged in their thirties, forties or early fifties and children range from primary age up to young adulthood. Many families are headed by a couple, but others include singles or adults sharing.</p> <p>They are found in areas of social housing within the suburbs of cities and towns. Employment is found in routine or semi-routine jobs that offer below-average wages, and households with more than one income have better financial positions.</p> <p>They regularly use the internet, using smartphones much of the time and checking social media every day.</p>	<p>Career Builders are young professionals in the early stages of their working lives. They live in small properties in popular city suburbs which provide easy access to jobs, entertainment and retail opportunities. Most residents are aged in their late twenties or thirties and have been living at their current address for a relatively short time. Some live alone and others share with a partner, friends or housemates. Most have not yet started a family.</p> <p>They work full-time in occupations that pay good wages, and are progressing well in their careers, helped by their university education.</p> <p>They are dependent on their smartphones and use them heavily for messaging and following social media. They use the internet for practical purposes such as accessing banking and paying bills and they frequently make online purchases. They also read news, listen to music and watch TV series or films online.</p>

Figure 107 shows Wokingham's LSOAs colour coded by dominant Mosaic Type.

Figure 107: Dominant Mosaic Types in Wokingham



5.3 Data Tables

Table 3: All Casualties - Wokingham Residents (3.1.1)

Year	Fatal	Serious	Slight	Total
2012	4	40	351	395
2013	1	51	302	354
2014	4	41	318	363
2015	2	42	319	363
2016	3	51	275	329
2017	5	37	215	257
2018	5	31	226	262
2019	1	30	204	235
2020	2	25	167	194
2021	4	39	192	235
Total	31	387	2569	2987

Table 4: Child Casualties - Wokingham Residents (3.1.2)

Year	Fatal	Serious	Slight	Total
2012	0	5	37	42
2013	0	5	26	31
2014	0	5	17	22
2015	0	5	30	35
2016	0	4	26	30
2017	0	5	17	22
2018	0	3	25	28
2019	0	1	24	25
2020	1	2	22	25
2021	0	4	22	26
Total	1	39	246	286

Table 5: Pedestrian Casualties - Wokingham Residents (3.1.3)

Year	Fatal	Serious	Slight	Total
2012	0	6	27	33
2013	0	7	26	33
2014	2	10	24	36
2015	1	7	27	35
2016	0	4	31	35
2017	1	9	18	28

Year	Fatal	Serious	Slight	Total
2018	3	4	17	24
2019	0	7	20	27
2020	0	6	16	22
2021	1	7	20	28
Total	8	67	226	301

Table 6: Pedal Cycle User Casualties - Wokingham Residents (3.1.4)

Year	Fatal	Serious	Slight	Total
2012	1	8	48	57
2013	0	11	41	52
2014	0	8	38	46
2015	0	6	35	41
2016	0	13	39	52
2017	1	5	31	37
2018	0	7	32	39
2019	0	5	33	38
2020	2	5	32	39
2021	0	4	27	31
Total	4	72	356	432

Table 7: Motor Vehicle Drivers Involved in Injury Collisions - Wokingham Residents (3.2.1)

Year	Fatal	Serious	Slight	Total
2012	4	44	383	431
2013	4	55	322	381
2014	4	49	345	398
2015	5	41	359	405
2016	5	49	297	351
2017	1	35	250	286
2018	8	37	232	277
2019	2	31	212	245
2020	5	24	176	205
2021	5	37	196	238
Total	43	402	2772	3217

Table 8: Motorcyclists Involved in Injury Collisions - Wokingham Residents (3.3.1)

Year	Fatal	Serious	Slight	Total
2012	1	4	32	37
2013	0	17	25	42
2014	1	9	28	38
2015	0	17	21	38
2016	2	17	27	46
2017	0	9	17	26
2018	2	7	21	30
2019	1	6	21	28
2020	0	3	13	16
2021	1	12	17	30
Total	8	101	222	331

Table 9: Young Adult Drivers Involved in Injury Collisions - Wokingham Residents (3.2.3)

Year	Fatal	Serious	Slight	Total
2012	2	10	75	87
2013	1	7	49	57
2014	0	7	53	60
2015	0	3	55	58
2016	0	12	60	72
2017	0	7	48	55
2018	0	6	35	41
2019	0	6	34	40
2020	1	2	23	26
2021	1	6	25	32
Total	5	66	457	528

Table 10: All Collisions - Wokingham Roads (4.1)

Year	Fatal	Serious	Slight	Total
2012	2	31	237	270
2013	1	49	200	250
2014	3	44	218	265
2015	1	37	226	264
2016	3	39	204	246
2017	4	39	168	211
2018	3	35	164	202
2019	0	22	146	168
2020	3	28	124	155

Year	Fatal	Serious	Slight	Total
2021	3	27	156	186
Total	23	351	1843	2217

Table 11: Urban Collisions - Wokingham Roads (4.2)

Year	Fatal	Serious	Slight	Total
2012	1	12	134	147
2013	0	20	97	117
2014	1	24	106	131
2015	1	20	127	148
2016	2	17	101	120
2017	2	20	99	121
2018	2	17	89	108
2019	0	6	87	93
2020	1	10	64	75
2021	1	18	79	98
Total	11	164	983	1158

Table 12: Rural Collisions - Wokingham Roads (4.3)

Year	Fatal	Serious	Slight	Total
2012	1	19	103	123
2013	1	29	103	133
2014	2	20	112	134
2015	0	17	99	116
2016	1	22	103	126
2017	2	19	69	90
2018	1	18	75	94
2019	0	16	59	75
2020	2	18	60	80
2021	2	9	77	88
Total	12	187	860	1059

Table 13: Collisions by Hour of the Day (Weekdays) - Wokingham Roads (4.1.1.5)

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

Time of Day	Fatal	Serious	Slight	Total
3am	0	0	3	3
4am	0	0	1	1
5am	0	1	0	1
6am	1	3	16	20
7am	1	10	36	47
8am	0	14	62	76
9am	0	4	32	36
10am	0	6	28	34
11am	0	2	19	21
Noon	0	2	25	27
1pm	1	6	33	40
2pm	1	8	30	39
3pm	0	8	62	70
4pm	0	6	48	54
5pm	0	9	70	79
6pm	2	8	57	67
7pm	1	8	25	34
8pm	0	2	18	20
9pm	0	5	11	16
10pm	1	3	16	20
11pm	0	3	3	6
Total	9	113	603	725

Table 14: Collisions by Hour of the Day (Weekends) - Wokingham Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	1	7	8
3am	0	1	2	3
4am	0	2	0	2
6am	0	0	2	2
7am	0	1	6	7
8am	0	0	4	4
9am	0	1	8	9
10am	0	2	10	12
11am	0	1	12	13
Noon	0	3	12	15
1pm	1	4	10	15
2pm	0	3	11	14
3pm	1	3	6	10
4pm	0	2	8	10
5pm	1	4	15	20
6pm	1	1	13	15

Time of Day	Fatal	Serious	Slight	Total
7pm	0	2	7	9
8pm	0	1	4	5
9pm	0	2	12	14
10pm	0	2	5	7
11pm	0	2	1	3
Total	4	38	155	197

Table 15: Collisions Involving Factors 306 and/or 307 (Speed Related) - Wokingham Roads (4.4.1)

Year	Fatal	Serious	Slight	Total
2012	0	3	18	21
2013	0	4	16	20
2014	0	1	18	19
2015	0	5	19	24
2016	0	1	16	17
2017	2	4	10	16
2018	0	1	9	10
2019	0	1	8	9
2020	1	0	14	15
2021	0	3	8	11
Total	3	23	136	162

Table 16: Collisions Involving Factors 501 and/or 502 (Impairment Related) - Wokingham Roads (4.4.2)

Year	Fatal	Serious	Slight	Total
2012	0	4	10	14
2013	0	3	5	8
2014	0	3	9	12
2015	0	1	6	7
2016	0	0	5	5
2017	1	2	7	10
2018	0	3	9	12
2019	0	4	5	9
2020	1	5	8	14
2021	1	5	9	15
Total	3	30	73	106

Table 17: Collisions Involving Factors 101 and/or 102 and/or 103 (Road Surface Related) - Wokingham Roads (4.4.3)

Year	Serious	Slight	Total
2012	2	22	24
2013	5	21	26
2014	2	19	21
2015	5	18	23
2016	2	15	17
2017	0	11	11
2018	0	9	9
2019	1	7	8
2020	1	5	6
2021	0	7	7
Total	18	134	152

Table 18: Collisions Involving Factors 408 and/or 409 and/or 410 (Control Error Related) - Wokingham Roads (4.4.4)

Year	Fatal	Serious	Slight	Total
2012	0	6	53	59
2013	0	13	46	59
2014	1	7	40	48
2015	0	7	33	40
2016	1	6	34	41
2017	2	2	22	26
2018	0	5	20	25
2019	0	5	14	19
2020	1	8	11	20
2021	1	2	21	24
Total	6	61	294	361

Table 19: Collisions Involving Factors 601 and/or 602 (Unsafe Behaviour Related) - Wokingham Roads (4.4.5)

Year	Fatal	Serious	Slight	Total
2012	1	8	34	43
2013	0	5	23	28
2014	0	6	33	39
2015	0	7	29	36
2016	0	8	28	36
2017	1	6	22	29

Year	Fatal	Serious	Slight	Total
2018	0	7	20	27
2019	0	5	17	22
2020	1	5	15	21
2021	1	6	23	30
Total	4	63	244	311

Table 20: Collisions Involving Factors 508 and/or 509 and/or 510 (Distraction Related) - Wokingham Roads (4.4.6)

Year	Fatal	Serious	Slight	Total
2012	1	2	9	12
2013	0	0	11	11
2014	1	3	12	16
2015	0	3	12	15
2016	0	1	13	14
2017	0	1	8	9
2018	0	1	10	11
2019	0	1	6	7
2020	0	2	5	7
2021	0	2	9	11
Total	2	16	95	113

Table 21: Collisions Involving Factors 504 and/or 505 (Medically Unfit) - Wokingham Roads (4.4.7)

Year	Fatal	Serious	Slight	Total
2012	0	1	5	6
2013	0	1	10	11
2014	1	1	5	7
2015	0	1	4	5
2016	1	3	7	11
2017	0	2	5	7
2018	0	1	5	6
2019	0	3	3	6
2020	0	0	3	3
2021	0	1	6	7
Total	2	14	53	69

Table 22: Collisions Involving Factors 308 (Close Following Related) - Wokingham Roads (4.4.8)

Year	Serious	Slight	Total
2012	0	11	11
2013	0	16	16
2014	1	17	18
2015	0	17	17
2016	1	11	12
2017	1	6	7
2018	1	6	7
2019	2	4	6
2020	1	3	4
2021	1	2	3
Total	8	93	101

5.4 Contributory Factor Groupings

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

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

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