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Wokingham Area Profile

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Area Profiles

2024

Wokingham Area Profile

0 Contents

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 rate, at 133 casualties per year, per 100,000 population, is slightly lower than previous 5-year analysis periods and remains more than 35% below the national rate and 40% below the South-East regional rate. Having been steadily declining since 2015 resident casualty numbers have increased in 2021 and 2022 to return to levels comparable to 2017 and 2018. Half of these resident casualties are injured on roads outside of Wokingham Borough, with many injured on roads in neighbouring authorities such as Reading, Hampshire, Surrey and Bracknell Forest.

The highest number of Wokingham's resident casualties are from Acorn type D8: *affluent, older homeowners*, although resident casualties from Acorn types M37: *restricted resident socially renting* and Q49: *socially renting single adult households* despite being small in number are significantly over-represented in the casualty figures. 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 have seen a fluctuating downward trend over the last ten years but in 2022 have fallen by 31% from the previous year. This represents a 42% reduction since 2013 and the lowest number of resident child casualty numbers in a decade. Three quarters of Wokingham's resident child casualties are injured in Wokingham.

2. **Resident older casualty** numbers were on a downward trajectory from 2013 to 2019 however since 2020 resident older casualty numbers have risen year-on year to increase by nearly a third in the last 2 years. Killed and seriously injured casualties account for approximately 17% of all resident older casualties.

3. **Resident pedestrian casualty** numbers have seen year on year fluctuations since 2016. Having risen in 2021 immediately following the pandemic, in 2022 they have fallen again to below pandemic levels. This latest fall in resident pedestrian casualty numbers represents a decrease by just over a third since 2013. Sixty-six percent of Wokingham's resident pedestrian casualties are injured on Wokingham's roads.

4. **Resident pedal cyclist casualty** numbers have been decreasing consistently over the last ten years and this trend has continued since 2020. With just 26 resident pedal cyclist casualties in 2022 this is a 50% reduction from the start of the decade in 2013. Like resident pedestrians, two thirds of all resident pedal cyclist casualties are injured in Wokingham.

The number of **collision-involved resident drivers** from Wokingham have been decreasing from 2015 to 2020 although numbers have increased by an average of 14% in each of the last two years.

Despite this the resident driver collision involvement numbers are 30% lower than at the start of the decade and as a rate per 100,000 population remains 45% below the national rate, 41% below the South-East regional rate, and 16% below the rate for Berkshire as a whole. The largest number of resident collision-involved drivers are aged 25 to 44. Collision-involved resident drivers aged 17 to 24 are over-represented relative to their local population and to a greater extent than the over-representation for collision-involvement by this age group seen nationally. Wokingham's resident drivers aged 55+ years are under-represented in their collision-involvement.

Again, the majority of resident drivers involved in collisions are from the Acorn type D8: *affluent, older homeowners.* Collision-involved resident drivers from communities of *restricted residents, socially renting (M37)*, although smaller in number, are over-represented compared to their population.

Focusing more closely on specific driver groups, Wokingham has the second lowest **resident young driver** collision-involvement rate across Berkshire at 244 young drivers per year, per 100,000 population. This rate is 27% less the national rate and 38% below the regional rate for the South-East. In terms of absolute numbers there has been a 47% reduction in the number of resident young drivers involved in collisions since 2013. Whilst 60% of the casualties were the young drivers themselves, 31% of casualties in young driver involved collisions are their passengers. This is the highest percentage of passenger casualties of any driver group.

Resident older driver involvement in collisions in Wokingham has been in decline since 2014 through to 2021, with a 3-year average of just 30 collisions (2019 – 2021). However, in 2022 there has been a 100% increase in the number of resident older drivers involved in collisions on 2021 figures. There has also been more than a 300% increase in the number of fatal or serious injury collisions that resident older drivers have been involved in.

The rate of **resident motorcycle riders** involved in collisions per population is just 16 riders per year. However following a declining trend from 2016, collision-involvement has risen again in 2021 and 2022 with a 36% increase on the pre-pandemic 3-year average (2017 - 2019).

In addition to considering risk to Wokingham's residents, this Area Profile also considers **collision rates** on the local road network. Following an upturn in collisions in 2021, there was a marginal fall in the number of collisions across the Wokingham network in 2022. The collision rate per 100km of road is still below the national rate and is the second lowest collision rate of all authorities in Berkshire.

Just above half of all collisions on Wokingham's network occur on roads considered within the urban area with the remaining forty-three percent on rural class roads. Despite the slightly higher number on urban roads the collision rate for urban and rural roads in Wokingham is very similar at 22 and 23 collisions per year, per 100km of road respectively.

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 in 2021 and again in 2022 following the reduction in 2020 that coincided with pandemic-related travel restrictions. The collision rate between 2018 and 2022 continues to be less than half of both the national and South-East regional urban collision rates. Wokingham's urban collision rate was 38% lower than the overall rate for Berkshire on urban roads. Analysis of the collision dynamics at the time of the collision shows patterns from previous years have continued with 26% of collisions on urban roads involving no

vehicle-to-vehicle impact. Where multiple vehicles were involved, whilst 16% continue to involve rear vehicle impacts; 16% also now involve side impacts (up from 9%); 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. On urban roads alone the number of motorcyclists seriously injured has halved between 2021 to 2022 while the number of child casualties seriously injured although still small in absolute numbers, has increased year-on-year since 2019.

Collision numbers on **rural roads** in Wokingham have been steadily falling over the last decade since 2014. After marginal increases in between 2019 and 2021, collision numbers on rural roads have fallen once again. The collision rate between 2018 and 2022 was 62% higher than the national rate, but 15% lower the South-East regional rate. 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 closer to a third of collisions on rural roads involved no vehicle-to-vehicle impact. Where multiple vehicles were involved, 20% involved rear vehicle impacts; 12% involved side impacts; and 10% 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 a combination of factors led to a collision taking place, and the results do not produce figures that represent the number of incidents 'caused' by a single factor. **Speeding**, as measured by the factors 'exceeding the speed limit' or 'travelling too fast for conditions', has increased by more than a quarter between 2021 and 2022. Together, these factors still play a role in 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 seen a rising trend since 2016 with numbers 75% higher than at the start of the decade. The number of impairment related collisions resulting in serious injury have reduced by more than 50% in 2022 from the previous two years with slight collisions accounting for the overall increase. Impairment CFs were attributed in 9.7% 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 marked increase of 86% in 2022 on 2021 numbers. Despite this increase the rate of road surface CFs attributed in officer attended collisions is still below the national and South-East regional percentages. **Control error** contributory factors also show a declining trend across the decade, although collision numbers have increased in the last 3 years. Attributed in 17.4% of officer attended collisions, this 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; 19.8% 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 3.5% 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 during the course of the last decade, having shown a steep increase in 2021, numbers have fallen again in 2022, below

pre-pandemic levels. 4% of officer-attended collisions received a medically unfit CF, higher than both the national and South-East regional percentages. **Distraction** contributory factor numbers were falling up to 2020 and despite an increase in 2021 have continued the declining trend in 2022. Attributed to 7% of collisions attended by an officer, this is 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 data[1] and Acorn socio-demographic classification. Annual trends are presented and analysed for key road user groups, predominantly based on data from the last five full years of available statistics but referring to older figures where appropriate.

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 Section 5.1 on Analytical Techniques. Please refer to this section for information on the terminology and data sources used as well to understand methodologies utilised and the structure and scope of the report.

[1] For 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 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 Acorn Types and the profile and distribution of specific Acorn 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 STATS19 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 2018 and 2022 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 2018 and 2022 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

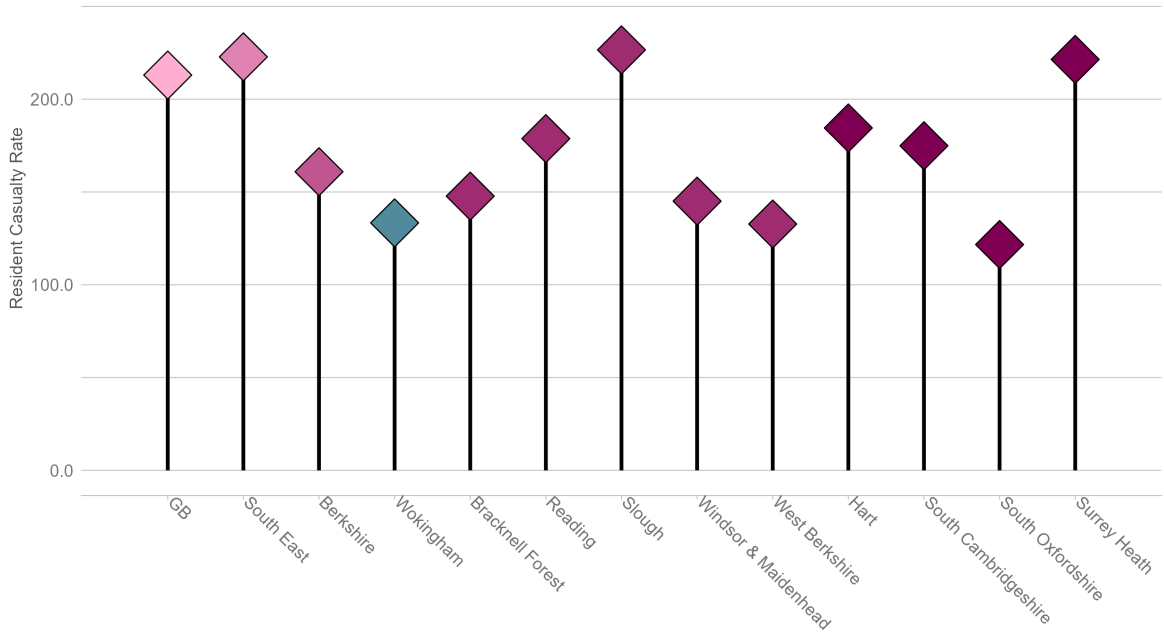
This section examines all casualties who were residents of Wokingham at the time of injury. For information about Wokingham's resident motor vehicle users involved in collisions on all roads, please refer to section **??**.

3.1.1 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.

For the 5-year period 2018 to 2022 Wokingham had a resident casualty rate of 133 casualties per year per 100,000 population. There has been a small reduction in the casualty rate since the previous 5-year period.

Figure 1: Annual average Wokingham resident casualties per 100,000 population (2018 - 2022)

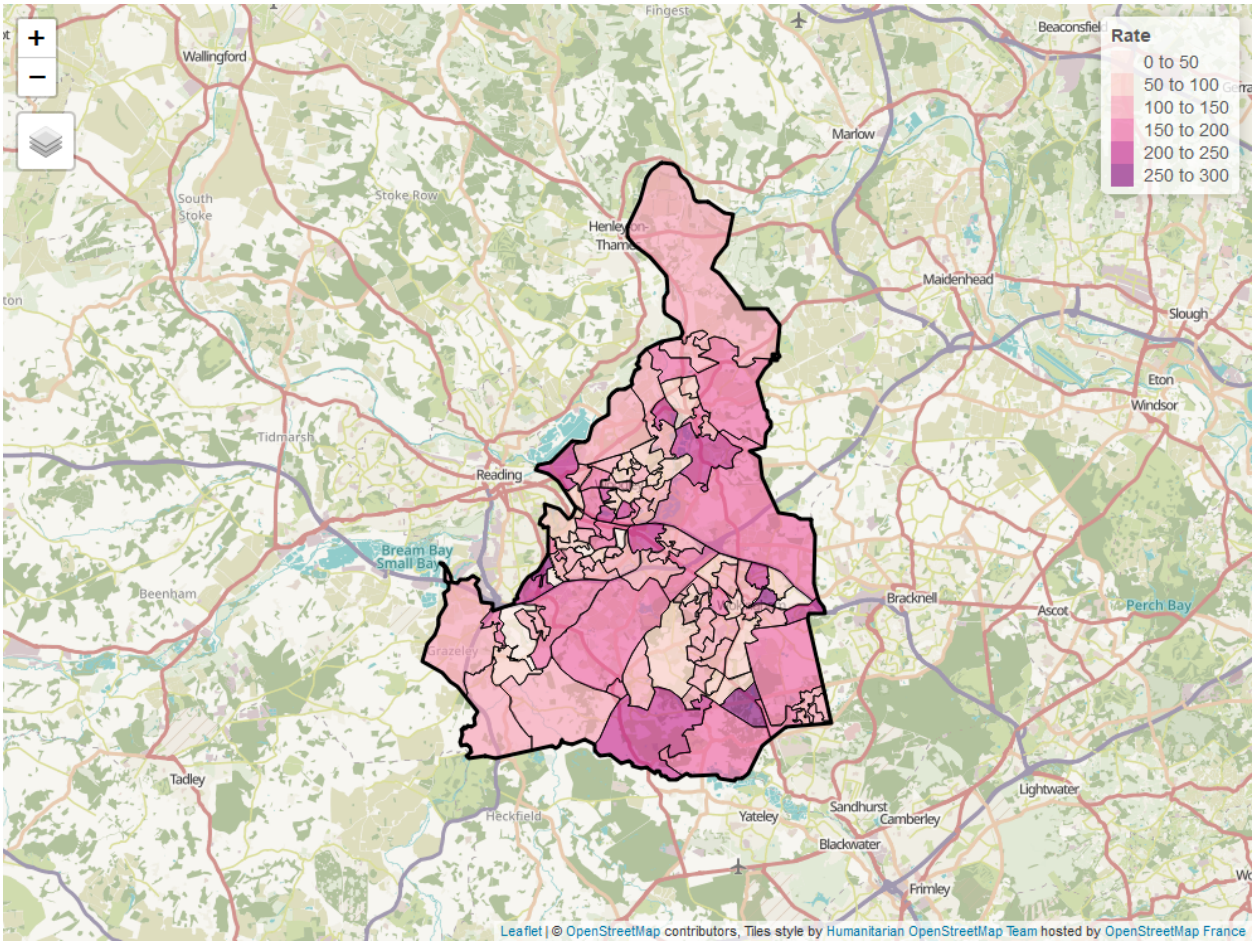


3.1.1.2 Comparisons Wokingham's resident casualty rate remains more than 35% below the national rate and 40% below the regional rate. Compared to Berkshire as a whole Wokingham's resident casualty rate is 17% lower continuing to sit below that of Bracknell Forest, Windsor & Maidenhead and Reading and similar to West Berkshire. Wokingham's resident casualty rate is below the resident casualty rate of the comparator authorities, with the exception of South Oxfordshire.

3.1.1.2.1 Residency by Small Area Figure 2 shows the home location of 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 Finchampstead, Wokingham town and Shinfield. There are also high resident casualty rates around Earley, Woodley East and Winnersh.

Figure 2: Wokingham resident casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)

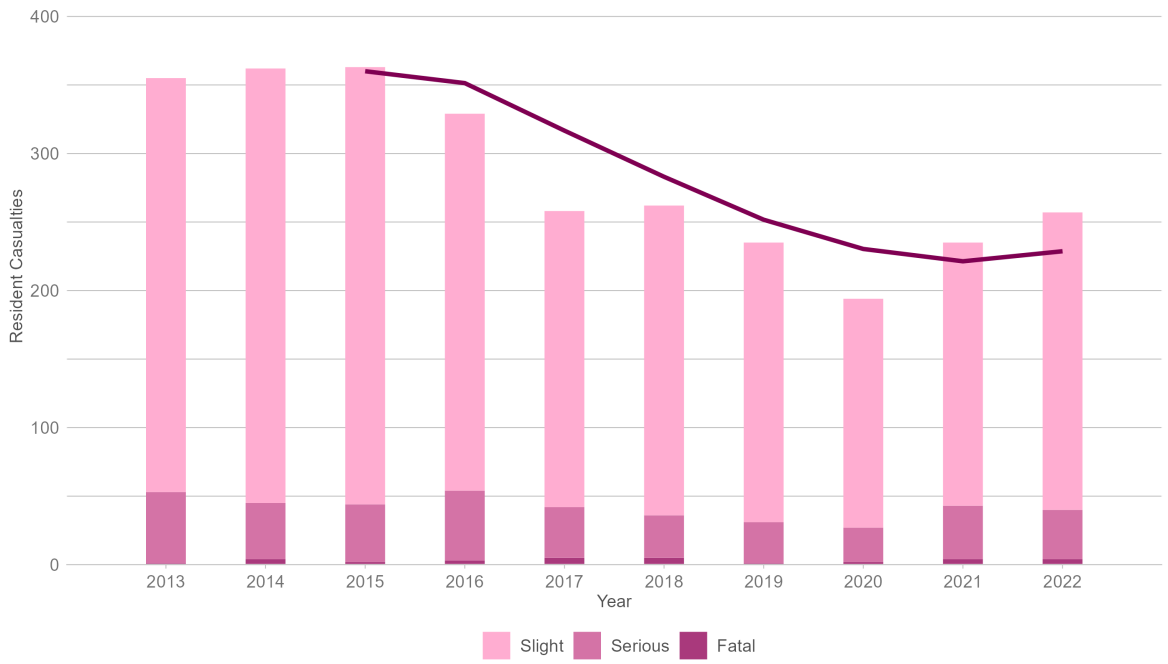


3.1.1.3 Trends Figure 3 shows Wokingham's annual resident casualty numbers since 2013, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving

average trend line.

Following a downward trend in resident casualty numbers from 2015 through to 2020, resident casualty numbers have increased in 2021 and 2022 to return to levels comparable to 2017 and 2018. The year-on-year rise in casualty numbers is as a result of a rise in slight casualties as the number of killed and seriously injured casualties has remained consistent with 2021.

Figure 3: Wokingham resident casualties, by year and severity (2013-2022)



3.1.1.3.1 Resident Casualties occurring in other areas Fifty one percent of Wokingham's resident casualties between 2018 and 2022 were injured on Wokingham's roads. Of the remainder, 12% were injured in Reading and 6% in each of Surrey, Bracknell Forest and Hampshire.

3.1.1.4 Socio Demographic Analysis

3.1.1.4.1 Age Figure **??** (or 4) shows the numbers of resident casualties by ten specified age groups.

Over two thirds of all casualties are aged between 17 and 54 years although it is the age category 25-34 that accounts for the largest proportion of all casualties. Just 9% of all casualties are aged 65 years and over.

It is more informative to consider Figure **??** (or 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.

Casualties aged 17-34 are over-represented when taking relative population size into account and to a greater extent in Wokingham than nationally. However the difference between Wokingham and Great Britain has reduced between 2017 - 2021 and 2018 - 2022. Casualties aged 45-54 have increased relative to the population size and are now over-represented in Wokingham and moreso than the nationally observed over-representation. Casualties aged under 17 and over 55 are under-represented compared to relative population size.

Figure 4: Wokingham resident casualties, by age group (2018-2022)

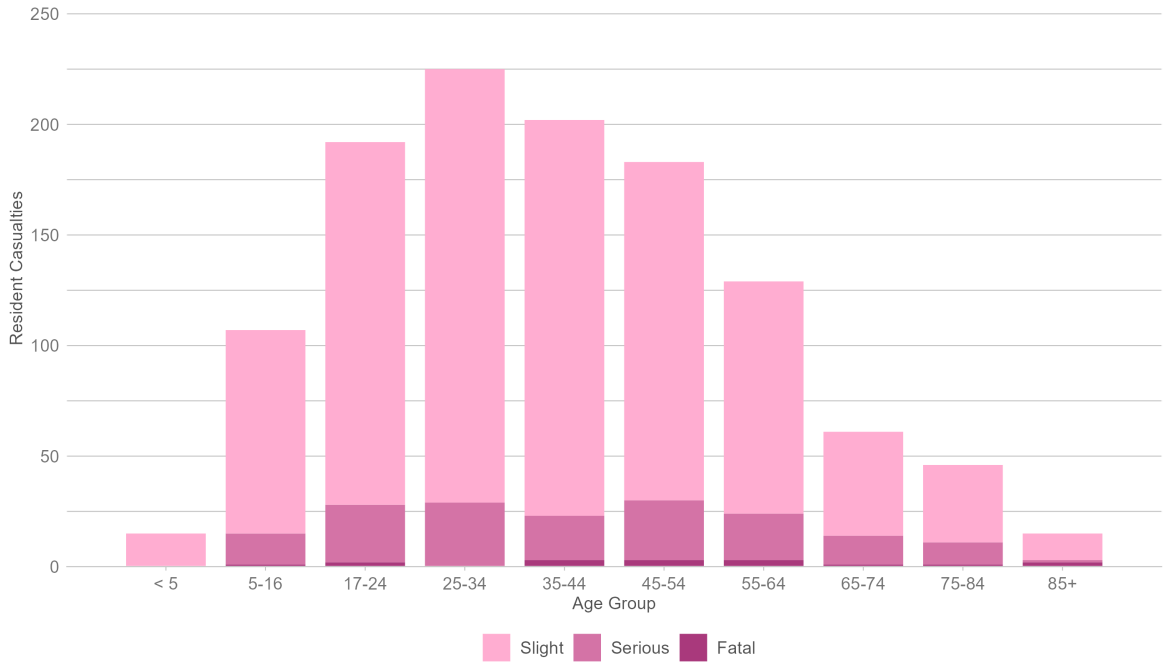


Figure 5: Wokingham resident casualties, by age group and indexed by population (2018-2022)

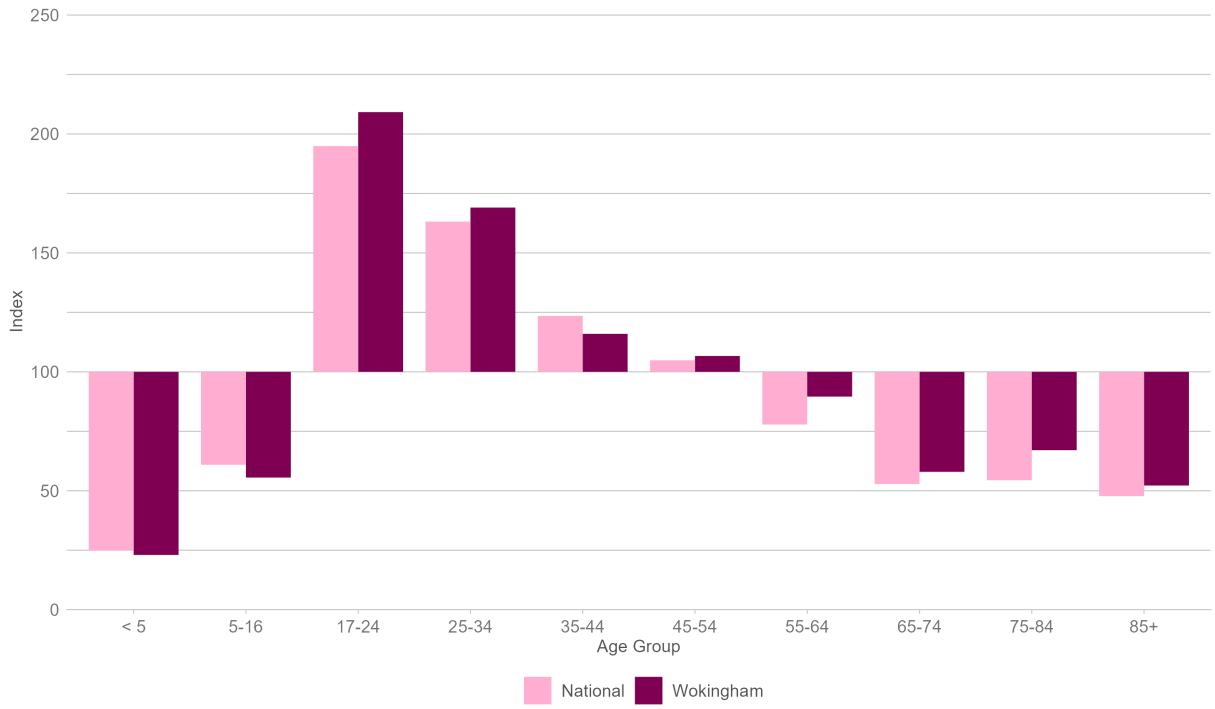
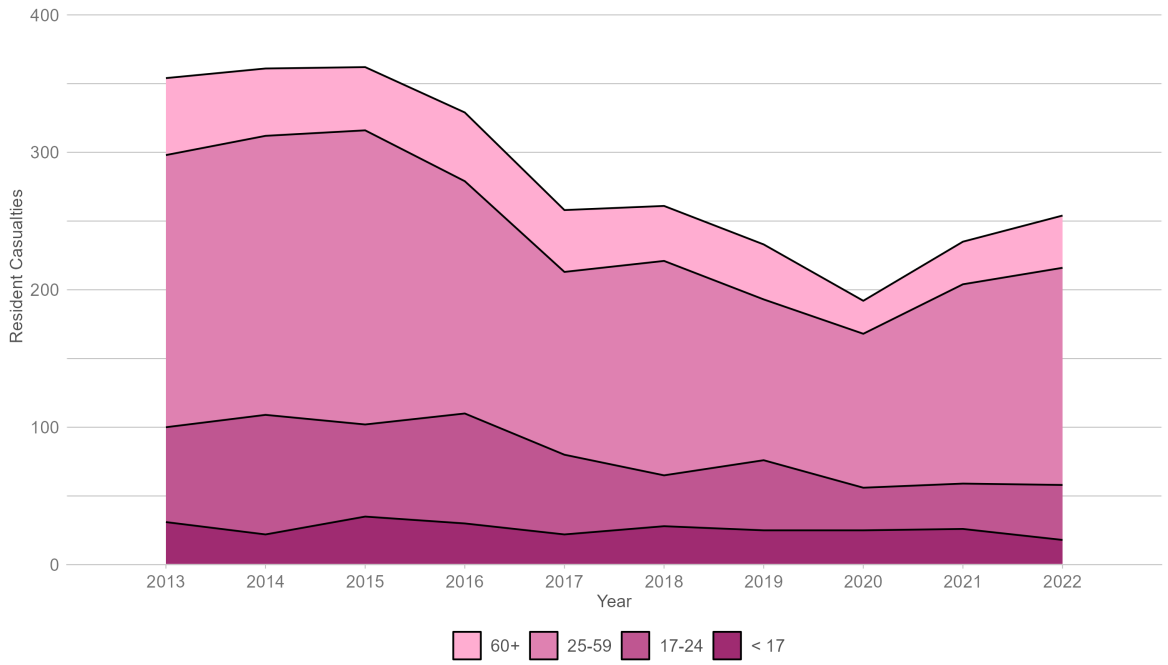


Figure 6 illustrates the overall trend for the four age groups over the last ten years.

Casualty trends for the under 17 and over 60 years age groups have remained largely the same whilst casualties aged 17-24 years have fallen over the decade. Casualties aged 25-59 years have also fallen since 2013 but have been rising again since 2020.

Figure 6: Wokingham resident casualty trend by age group (2013-2022)

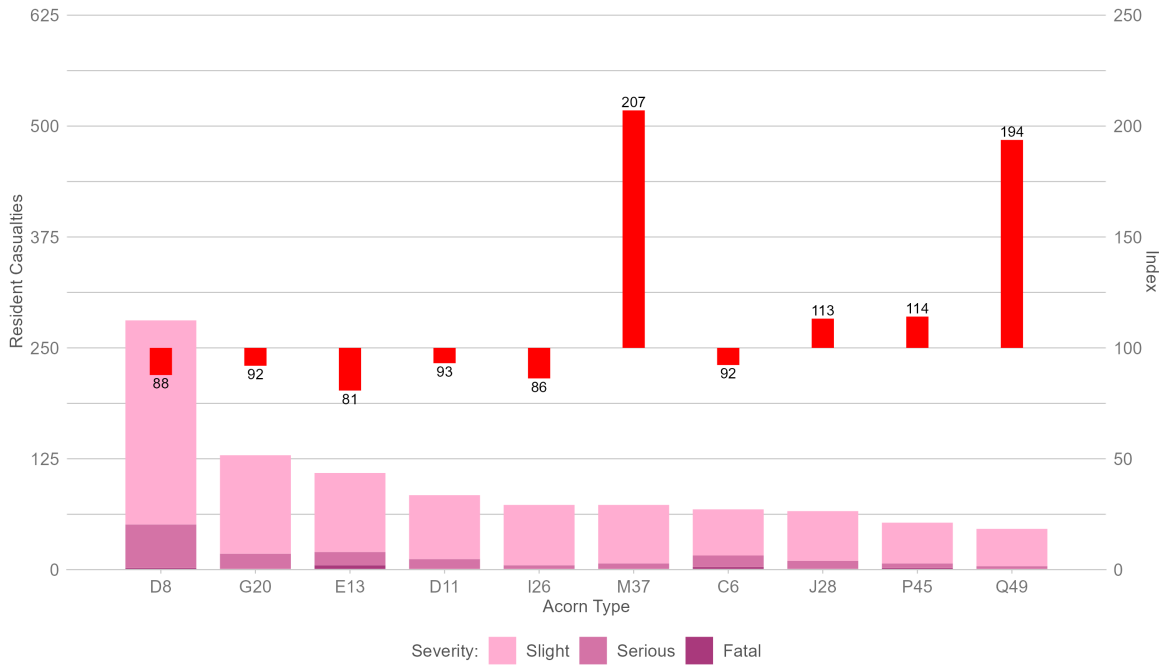


3.1.1.4.2 Segmentation Analysis of the Acorn communities in which Wokingham's resident casualties live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

The largest number of resident casualties belong to the group *Affluent, older homeowners* **(D8)** although these communities are under-represented compared to the relative population.

Communities of *Restricted residents socially renting* **(M37)** and *Socially renting single adult households* **(Q49)** have small numbers of casualties but are significantly over-represented with approximately twice the proportion of casualties expected relative to population size.

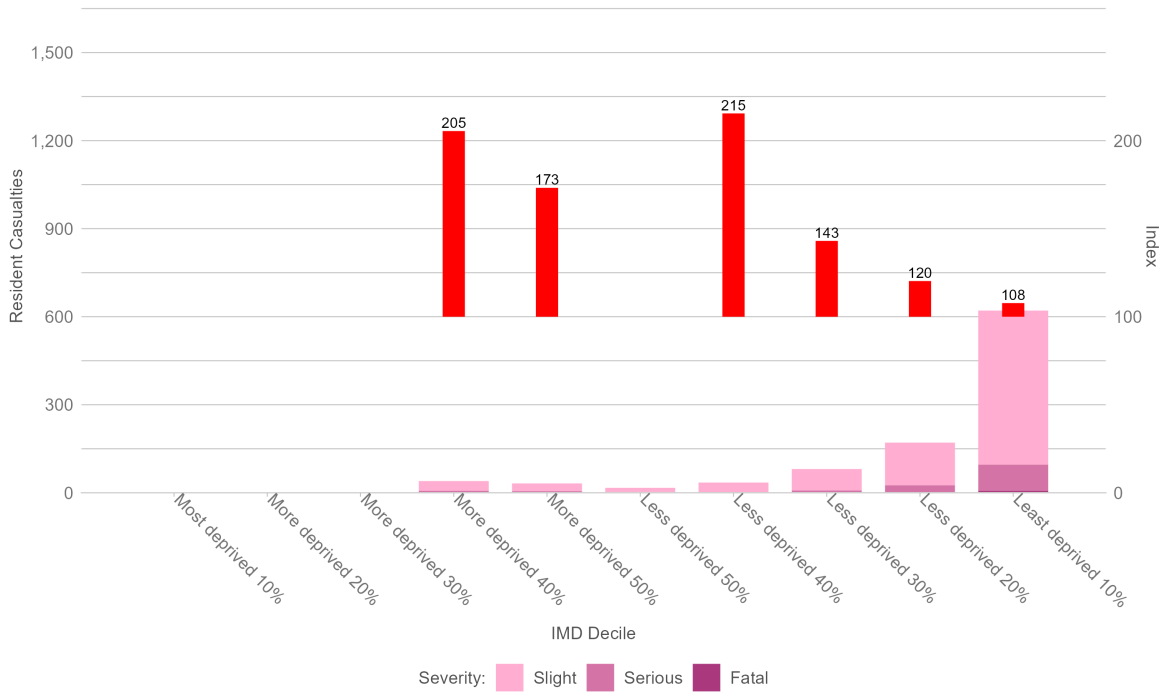
Figure 7: Wokingham resident casualties, by Acorn Type (2018-2022)



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 largest number of Wokingham's resident casualties come from the least deprived 10% decile. Communities in the more deprived 40% and less deprived 40% have far fewer casualties but are noticeably over-represented in casualty numbers.

Figure 8: Wokingham resident casualties, by Index of Multiple Deprivation (2018-2022)



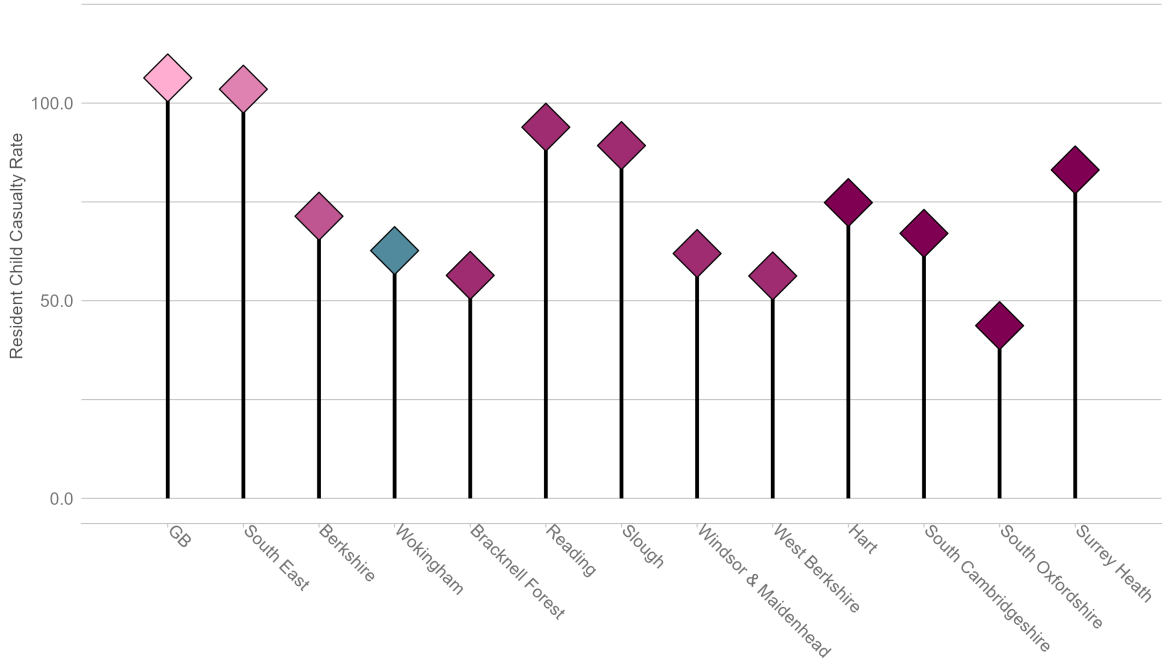
3.1.2 Resident Child Casualties

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 Wokingham resident child casualty rate compared to the national and regional rates, and to the most similar comparators.

Wokingham has a resident child casualty rate of 62.6 casualties per year, per 100,000 child population.

Figure 9: Annual average Wokingham resident child casualties per 100,000 population (2018-2022)

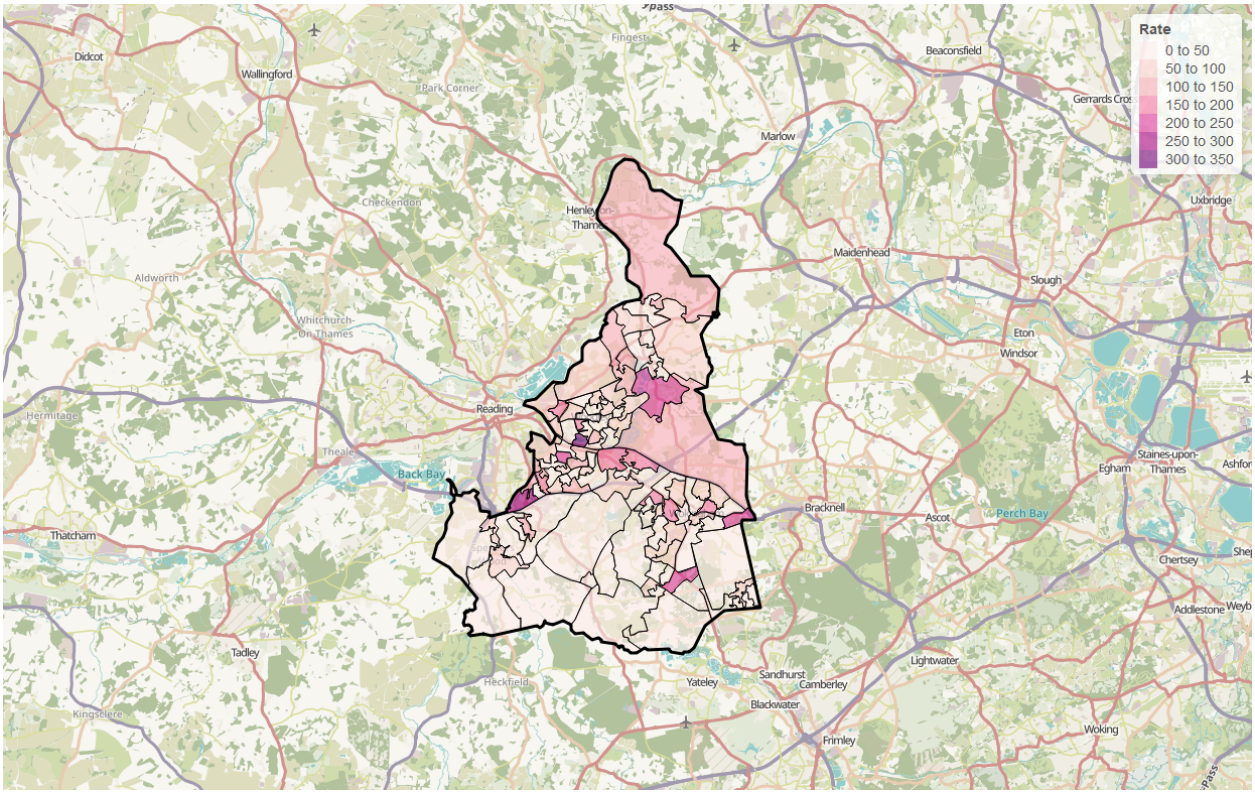


3.1.2.2 Comparisons Wokingham's resident child casualty rate is 41% lower than the national rate for Great Britain and 39% below the rate for the South-east region. Whilst it is 12% below the rate for Berkshire as a whole Wokingham has a higher resident child casualty rate than its neighbouring authorities Bracknell Forest, Windsor & Maidenhead and West Berkshire. Against the comparator authorities Wokingham's resident child casualty rate is higher than South Oxfordshire but lower than Hart, South Cambridgeshire and Surrey Heath.

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 concentrations of child casualties are amongst residents of South Lake and Nores Hill in the west of Shinfield. The lowest rates of child casualties are found amongst residents to the south of the Borough, in Spencers Wood & Swallowfield, Arborfield & Garrison, Crowthorne North & Finchampstead.

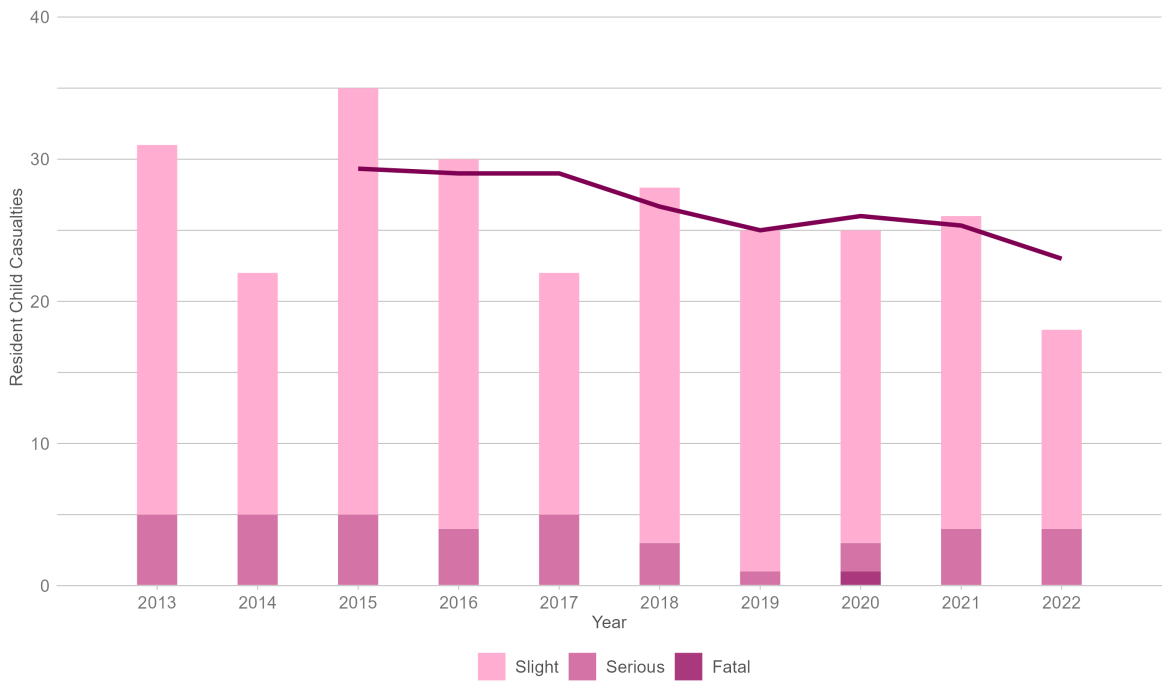
Figure 10: Wokingham resident child casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)



3.1.2.3 Trends Figure 11 shows Wokingham's annual resident child casualty numbers since 2013, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

The number of resident child casualties injured in 2022 has fallen by 42% since 2013 and 31% since 2021 resulting in 2022 reporting the fewest resident child casualties in a decade.

Figure 11: Wokingham resident child casualties, by year and severity (2013-2022)



3.1.2.3.1 Resident Child Casualties occurring in other areas Of Wokingham's resident child casualties, 75% were injured on Wokingham's roads. Of the remainder, 12% were injured in Reading and the rest in neighbouring authorities.

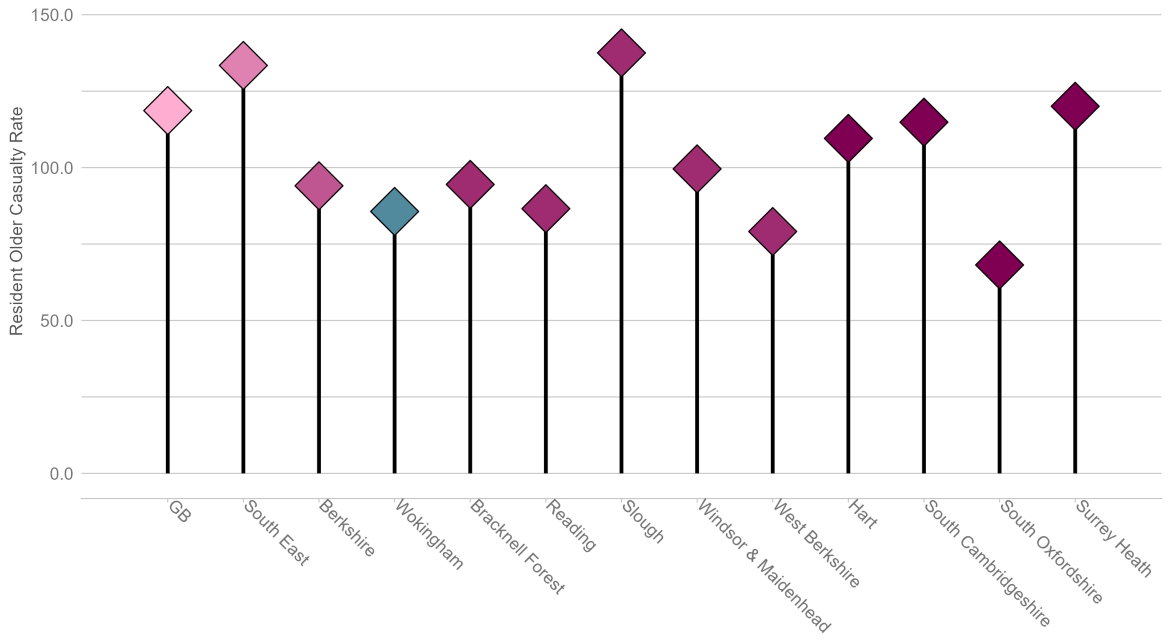
3.1.3 Resident Older Casualties

This section examines older 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 older casualty rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham's resident older casualty (those 60 years and older) rate is 86 casualties per year, per 100,000 population.

Figure 12: Annual average Wokingham resident older casualties per 100,000 population (2018-2022)

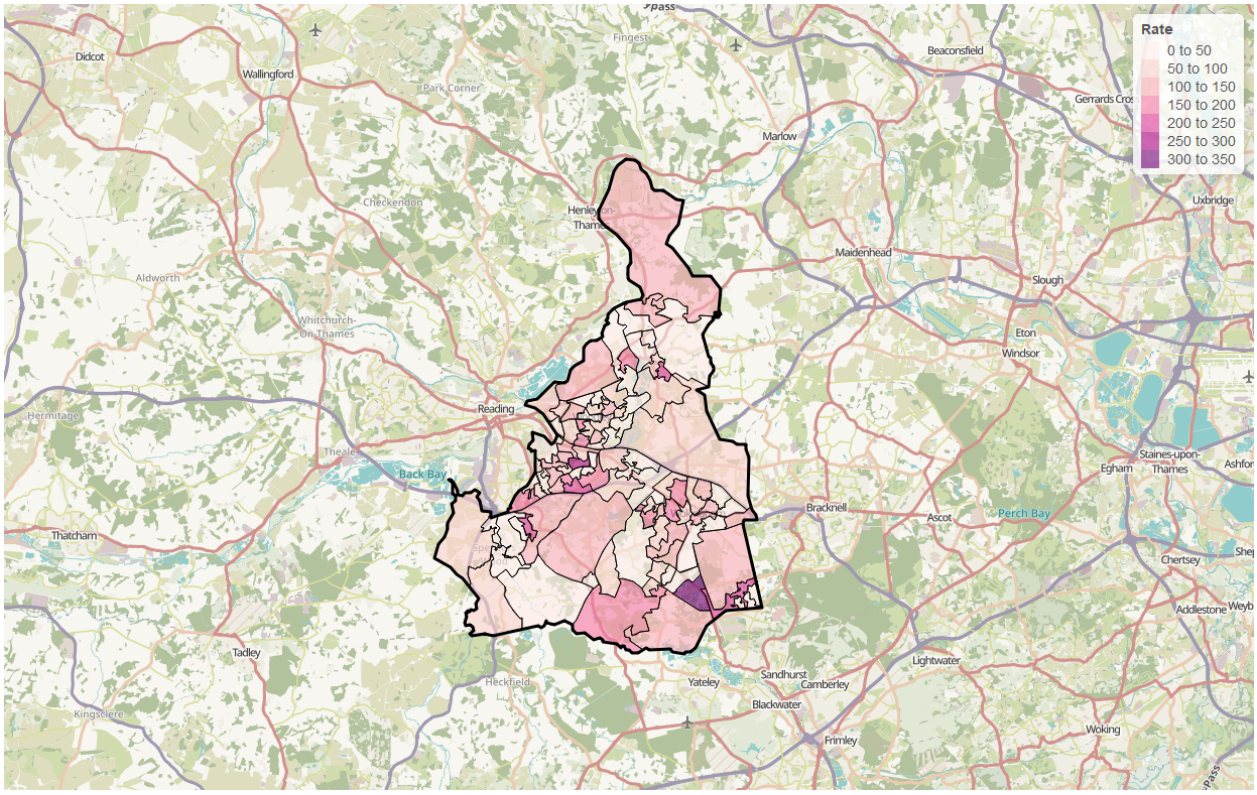


3.1.3.2 Comparisons Wokingham's older casualty rate is more than a third lower than the same rate for Great Britain and the South East region, it is also 9% lower than the older casualty rate for Berkshire as a whole. The Wokingham rate is lower by a difference of 10% or less than the older casualty rates for Bracknell Forest, West Berkshire and Reading, whilst the other neighbouring authorities have older casualty rates that are more than 10% higher. Of the comparator authorities, South Oxfordshire's older casualty rate is lower while the rate for Hart, Surrey Heath and South Cambridgeshire are all higher.

3.1.3.2.1 Residency by Small Area Figure 13 shows the home location of Wokingham's resident older casualties by lower layer super output area (LSOA). The thematic map is coloured by resident older casualties per year per older population of LSOA.

The highest older casualty rate is found in the region to the east of Finchampstead with high rates also found in Lower Earley North and Twyford West & Charvil.

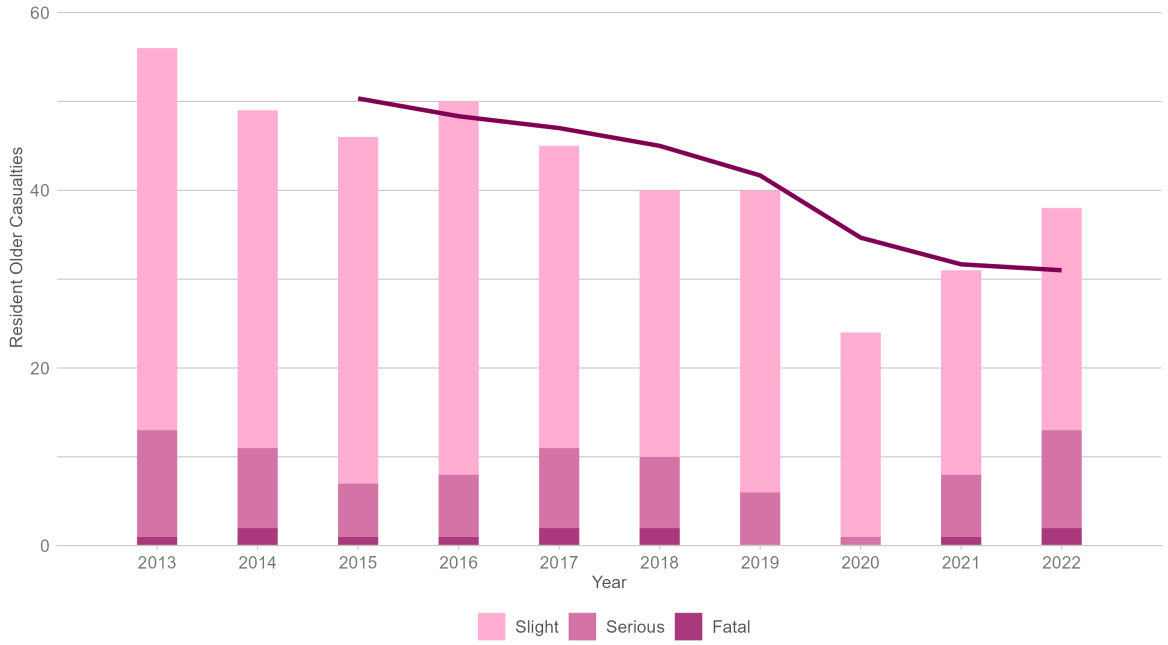
Figure 13: Wokingham resident older casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)



3.1.3.3 Trends Figure 14 shows Wokingham's annual resident older casualty numbers since 2013, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Wokingham's older casualty rate was on a downward trajectory from 2013 to 2019 and on into 2020 when older casualty numbers reduced substantially. Since 2020 however older casualty numbers have risen in 2021 and again in 2022 representing a 32% increase in the last 2 years and a return to numbers consistent with 2018 and 2019. The number of killed and seriously injured older casualties has also returned to levels similar to those in 2016 and 2017 accounting for approximately 17% of all older casualties.

Figure 14: Wokingham resident older casualties, by year and severity (2013-2022)



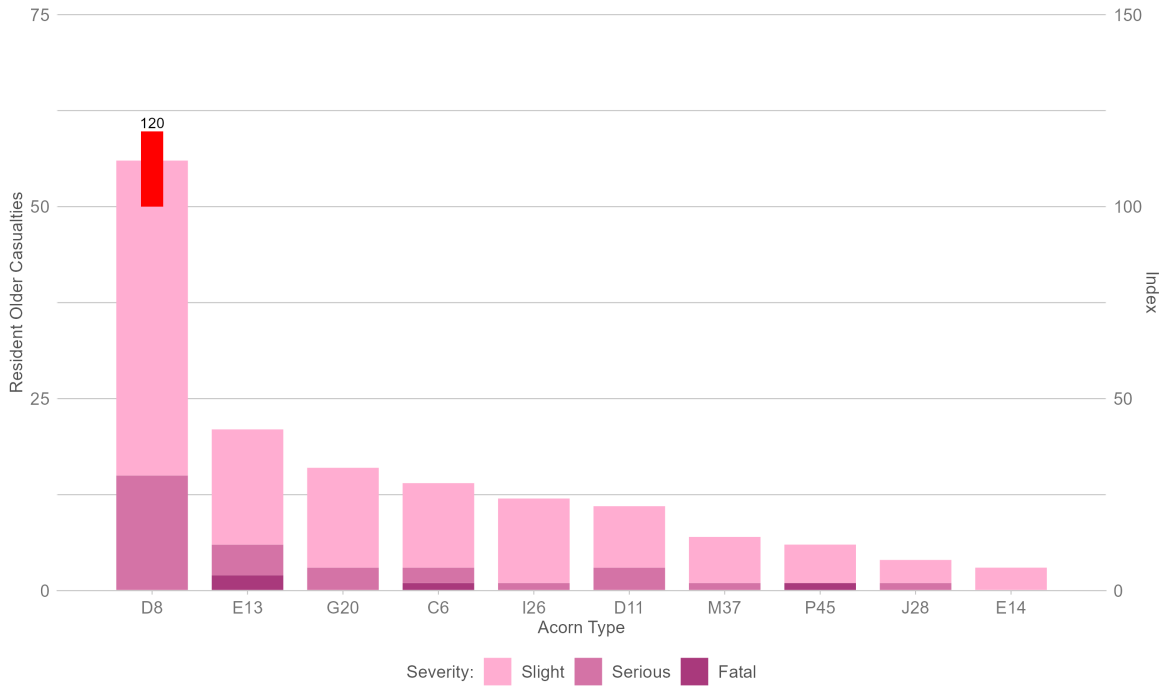
3.1.3.3.1 Resident Older Casualties occurring in other areas Just like all casualties, 51% of Wokingham's older casualties are injured on the Borough's roads. Reading, Braknell Forest, Surrey and Hampshire are the predominant areas in which Wokingham's resident older casualties are injured outside of the Borough.

3.1.3.4 Socio Demographic Analysis

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

Again Wokingham's resident older casualties follow the trend of all casualties with the largest proportion, nearly a quarter, of all older casualties from communities of Acorn Type D8 - *affluent, older homeowners*. This community type is over-represented in casualty terms by approximately 20% compared to local population size.

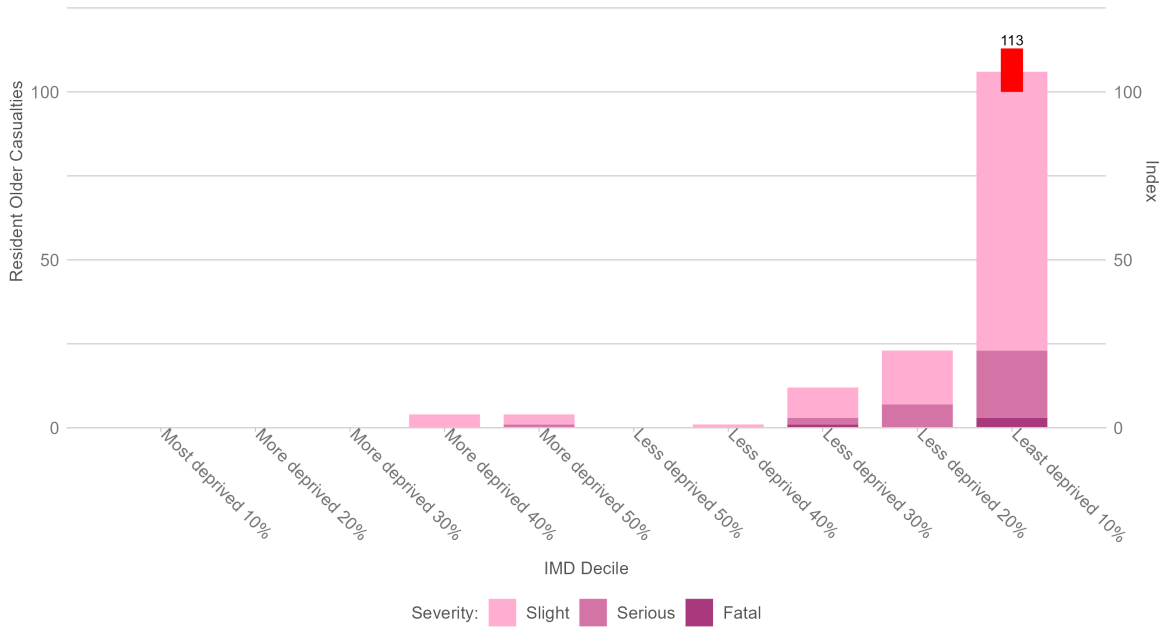
Figure 15: Wokingham resident older casualties, by Acorn Type (2018-2022)



3.1.3.4.2 Deprivation Figure 16 shows resident older casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Aligned with the characteristics of the predominant socio-demographic group, nearly all older casualties are from less deprived communities and specifically just under two thirds from the least deprived 10% decile.

Figure 16: Wokingham resident older casualties, by Index of Multiple Deprivation (2018-2022)



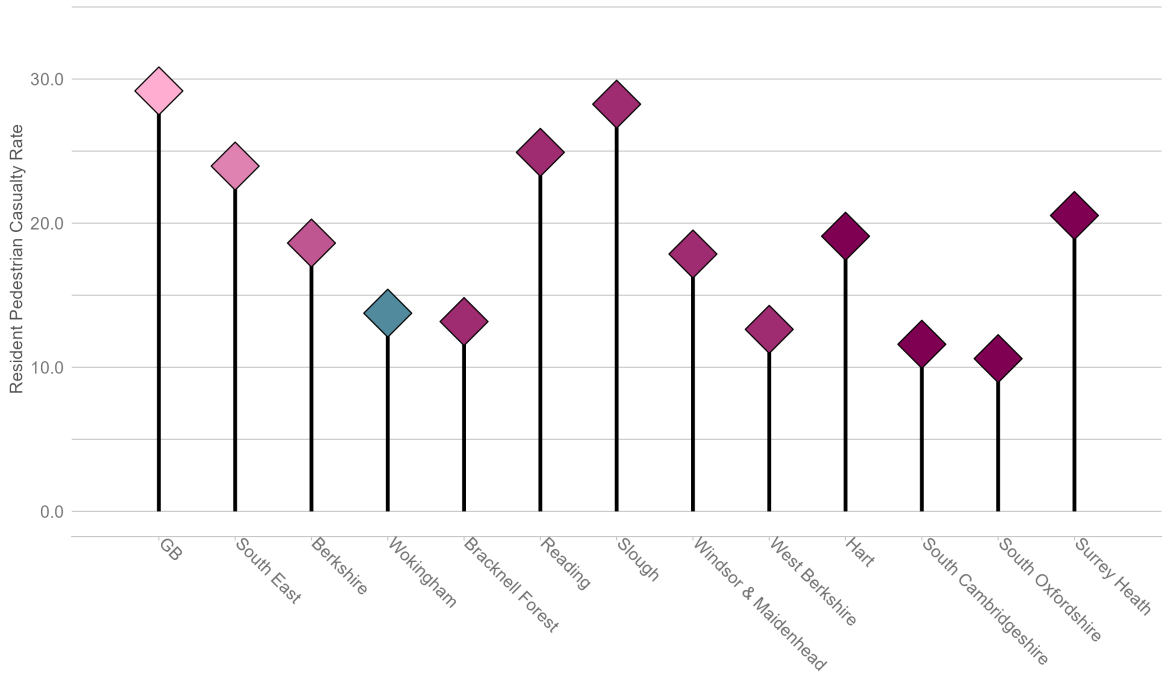
3.1.4 All Wokingham Resident Pedestrian Casualties

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.

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

Between 2018 and 2022, Wokingham had a resident pedestrian casualty rate of 14 casualties per year, per 100,000 population.

Figure 17: Annual average Wokingham resident pedestrian casualties per 100,000 population (2018-2022)

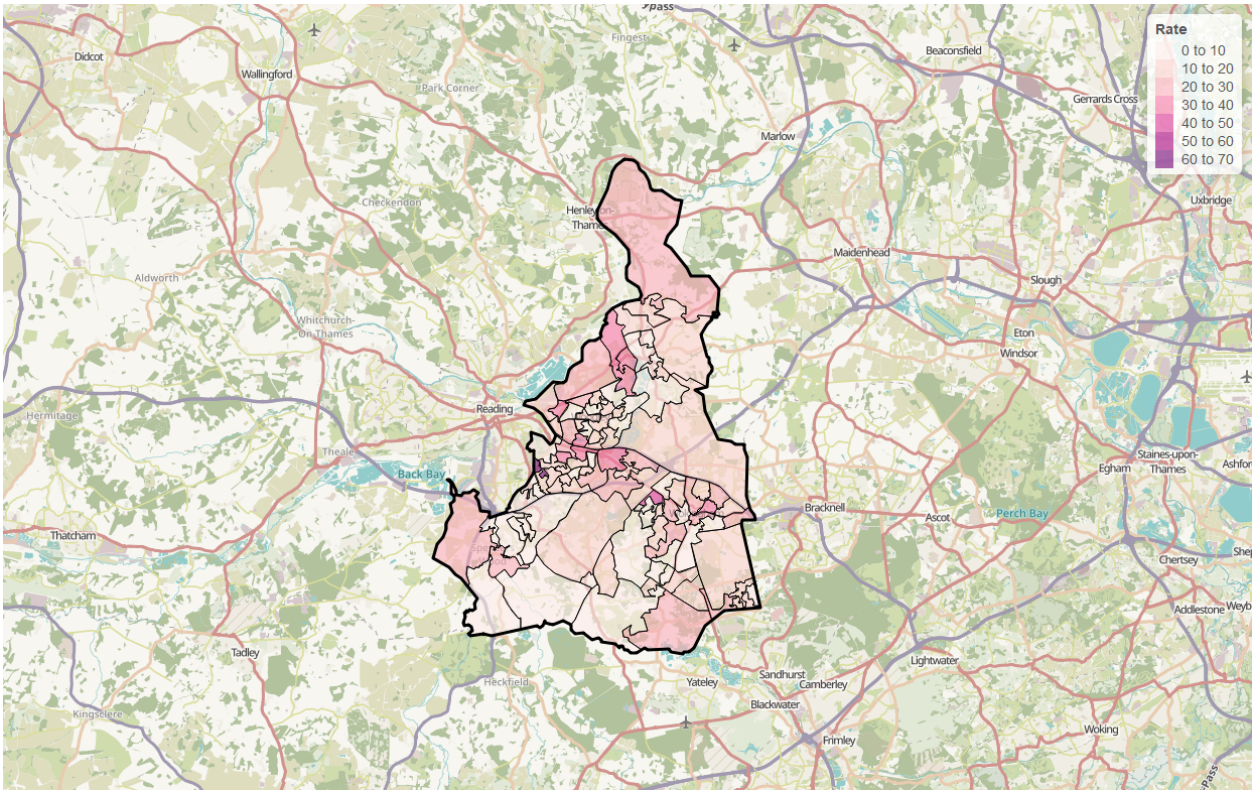


3.1.4.2 Comparisons The resident pedestrian casualty rate for Wokingham is just over half the national rate, 43% below the regional rate, and 26% below the overall Berkshire rate. Within Berkshire, Wokingham's pedestrian casualty rate is higher than those of Bracknell Forest & West Berkshire, but lower 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 and Surrey Heath.

3.1.4.2.1 Residency by Small Area Figure 18 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 Shinfield, and Barkham & Woose Hill. There are also high rates in parts of Winnersh, Charvil, Earley and Southlake.

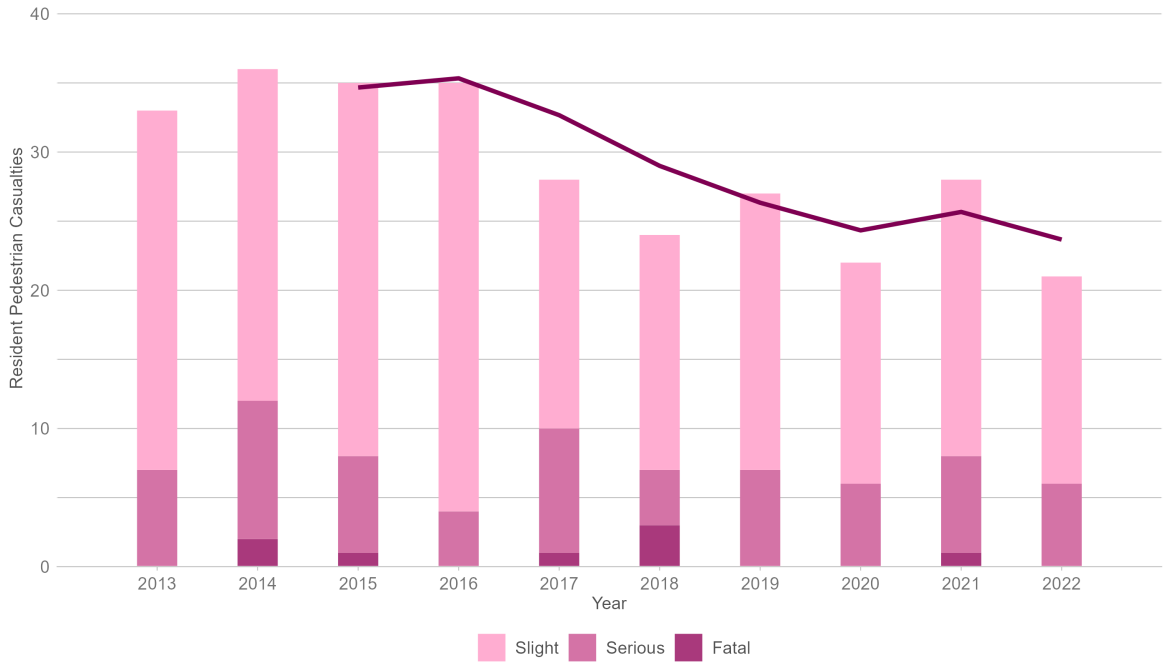
Figure 18: Wokingham resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)



3.1.4.3 Trends Figure 19 shows Wokingham's annual resident pedestrian casualty numbers since 2013, 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 seen year on year fluctuations since 2016. In 2022 the numbers fell below pandemic levels, 36% below resident pedestrian casualty numbers in 2013. In 2022 there were 21 pedestrian casualties from Wokingham, of which 6 were seriously injured.

Figure 19: Wokingham resident pedestrian casualties, by year and severity (2013-2022)



3.1.4.3.1 Resident Pedestrian Casualties occurring in other areas Sixty-six 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 34%, the majority were injured in Reading (15%). Others were injured in Bracknell Forest (5%) and Westminster (3%).

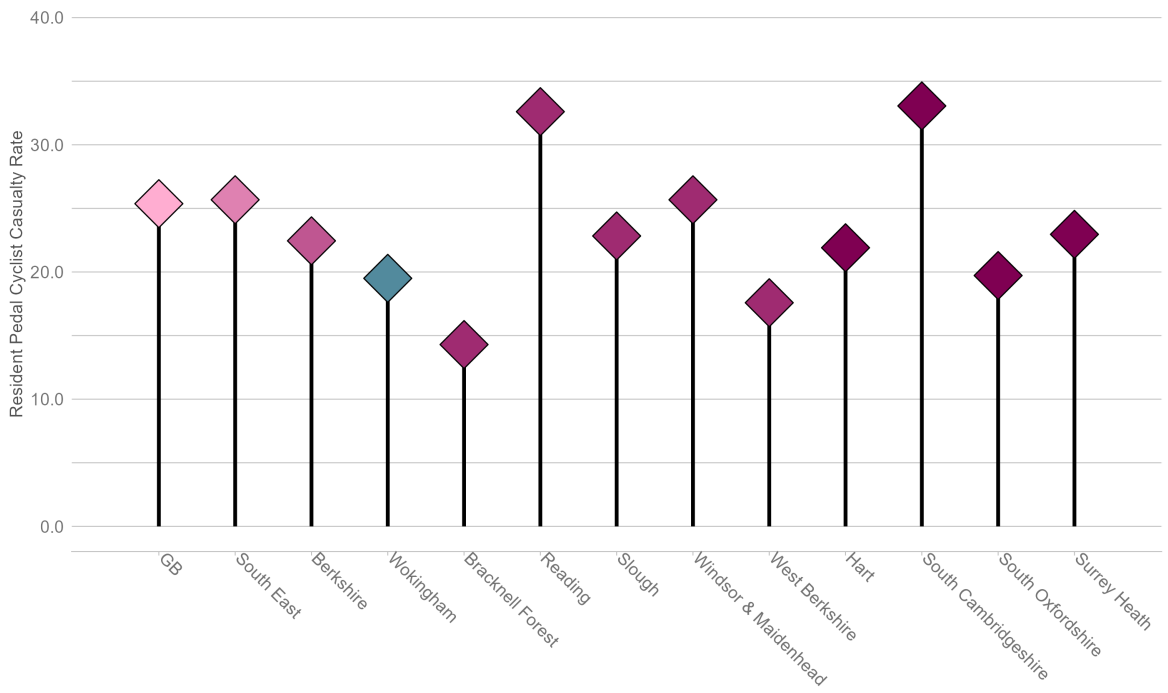
3.1.5 All Wokingham Resident Pedal Cyclist Casualties

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.

3.1.5.1 Rates Figure 20 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 19 casualties per year, per 100,000 population.

Figure 20: Annual average Wokingham resident pedal cyclist casualties per 100,000 population (2018-2022)

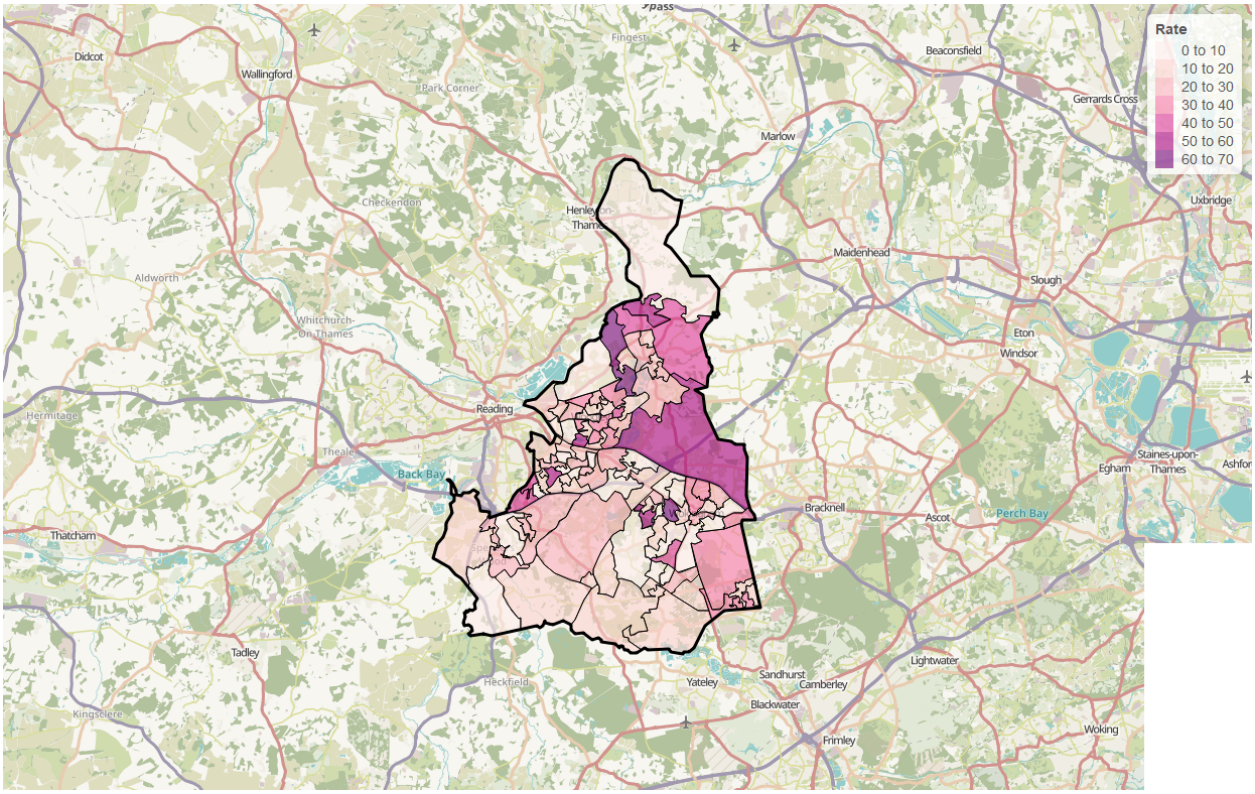


3.1.5.2 Comparisons Wokingham's resident pedal cyclist casualty rate is 23% below the national rate, 24% below the regional rate for the South East, and 13% below the overall rate for Berkshire. Within Berkshire, Wokingham's rate is above the rates of Bracknell Forest and West Berkshire, but below the rates of Reading, Slough, and Windsor & Maidenhead. Wokingham's rate is below that of all similar comparator authorities.

3.1.5.2.1 Residency by Small Area Figure 21 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 West Twyford & Charvil and Wokingham West. There are also high rates in Wokingham North & Hurst.

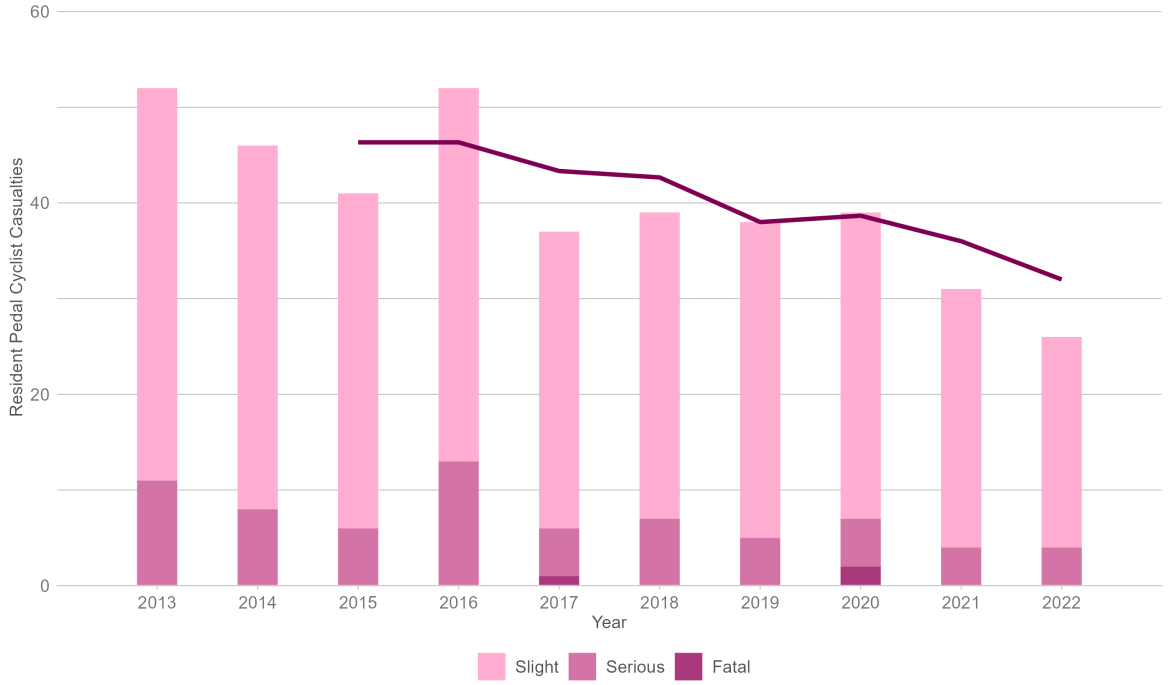
Figure 21: Wokingham resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2018-2022)



3.1.5.3 Trends Figure 22 shows Wokingham's annual resident pedal cyclist casualty numbers since 2013, 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 and have continued a downward trend since 2020. In 2022, there were 26 resident pedal cyclist casualties, down from 39 in 2020. Four of these were seriously injured and none were killed.

Figure 22: Wokingham resident pedal cyclist casualties, by year and severity (2013-2022)



3.1.5.3.1 Resident Pedal Cyclist Casualties occurring in other areas Sixty-six percent of Wokingham's resident pedal cyclist casualties were injured on the roads of Wokingham. Of the remaining 34%, the majority were injured in Reading (14%), Bracknell Forest (5%), 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.

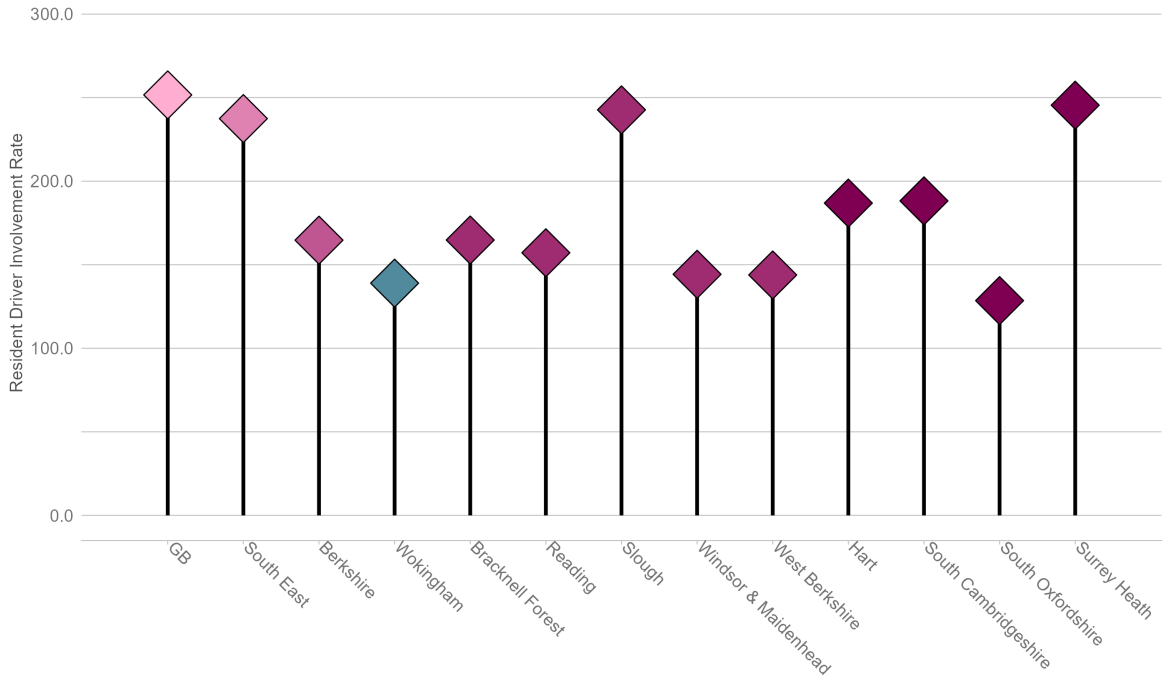
3.2.1 All Resident Motor Vehicle Driver Involvement (excluding motorcycle riders)

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 23 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 139 drivers per year, per 100,000 population

Figure 23: Annual average Wokingham resident involved drivers per 100,000 population (2018-2022)

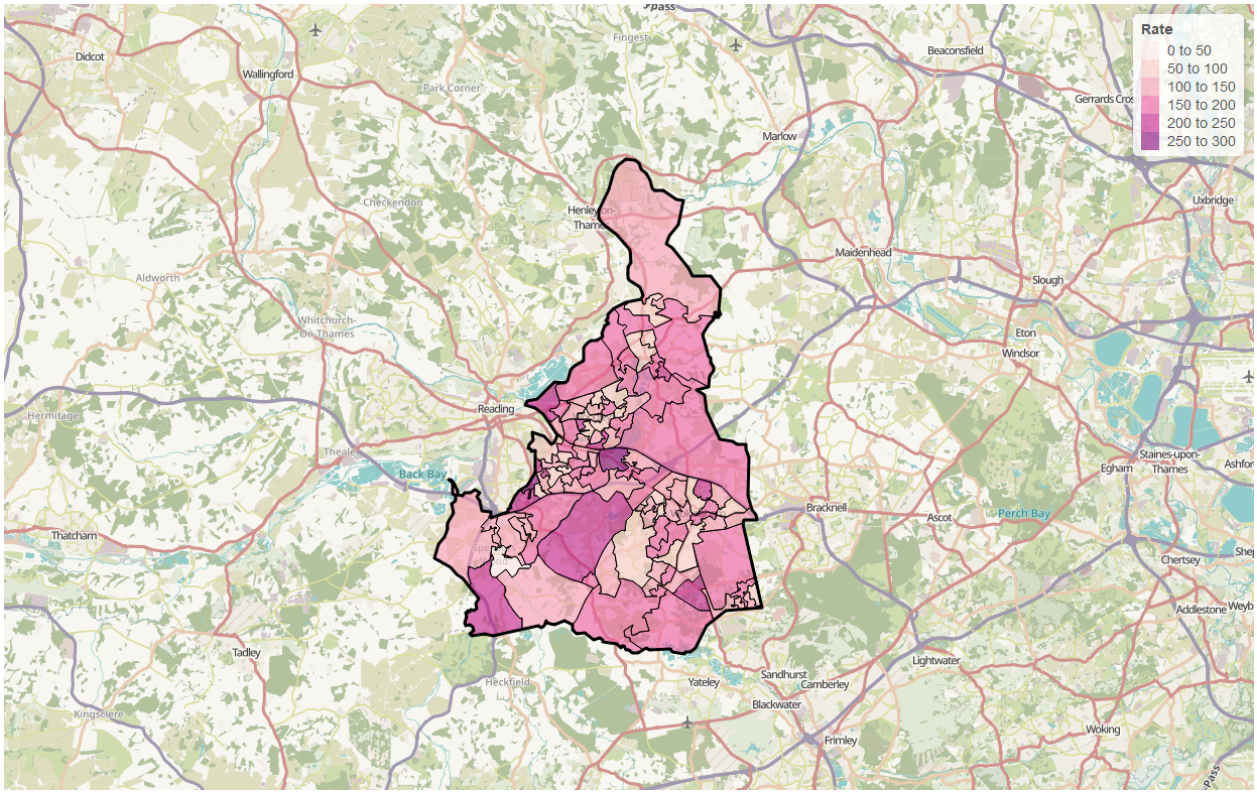


3.2.1.2 Comparisons The resident driver collision involvement rate for Wokingham was 45% below the national rate, 41% below the regional rate, and 16% below the rate for Berkshire as a whole. Within Berkshire, Wokingham's rate is slightly lower than that of West Berkshire, Windsor & Maidenhead, Reading 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 24 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 in Winnersh and the north of Shinfield. There are also high involved drivers rates around Twyford, Wokingham Town (north), Earley and the north of Finchampstead.

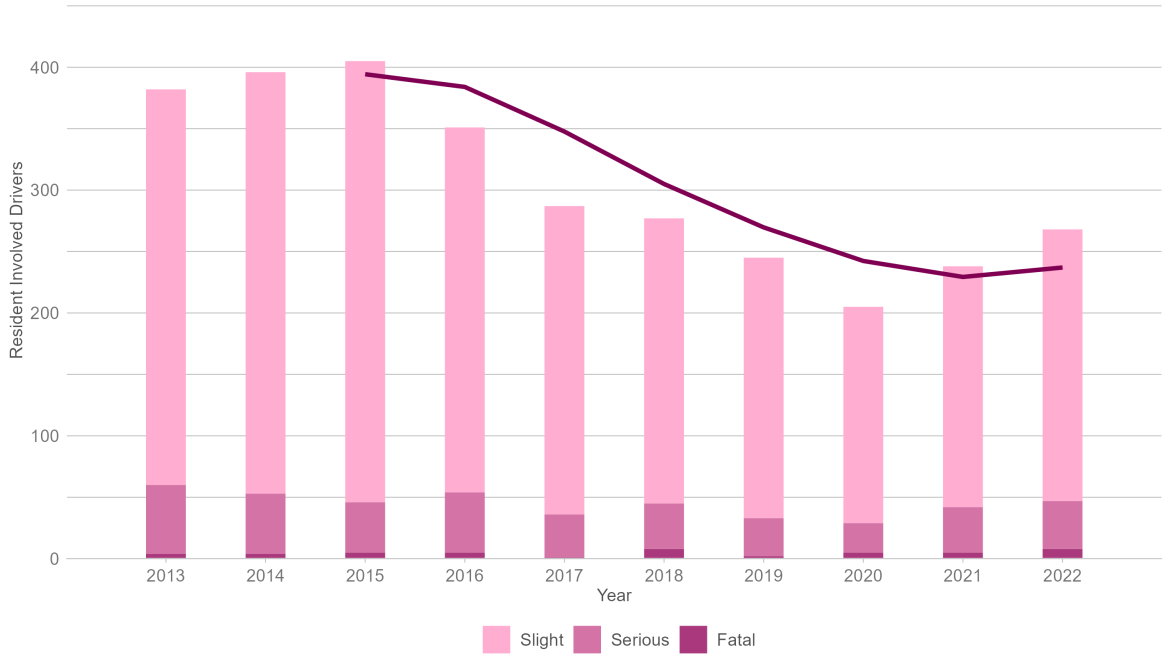
Figure 24: Wokingham resident involved drivers home location by LSOA, drivers per year per 100,000 population (2018-2022)



3.2.1.3 Trends Figure 25 shows Wokingham's annual collision-involved resident driver numbers since 2013, 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 in the number of resident collision-involved drivers from 2015 to 2020. Since then numbers have increased approximately 14% year on year. In 2022 there were 268 resident drivers involved in collisions, of which 8 were involved in fatal collisions and a further 39 were involved in a collision in which a casualty was seriously injured. Despite the recent increases, 2022's figures represent a reduction of 30% over the decade, from 382 in 2013.

Figure 25: Wokingham resident involved drivers, by year and severity (2013-2022)



3.2.1.3.1 Resident driver collision involvement in other areas Of Wokingham's resident drivers that were involved in collisions between 2018 and 2022, 42% were involved in collisions in Wokingham. Of the remaining 58%, the majority were involved in collisions in Reading (13%), Surrey (9%), Hampshire (7%), Bracknell Forest (6%), Windsor & Maidenhead (3%) and West Berkshire (3%).

3.2.1.4 Socio Demographic Analysis

3.2.1.4.1 Age Figure 26 shows the numbers of resident involved drivers by ten 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 27 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, and to a greater extent in 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 26: Wokingham resident involved drivers, by age group (2018-2022)

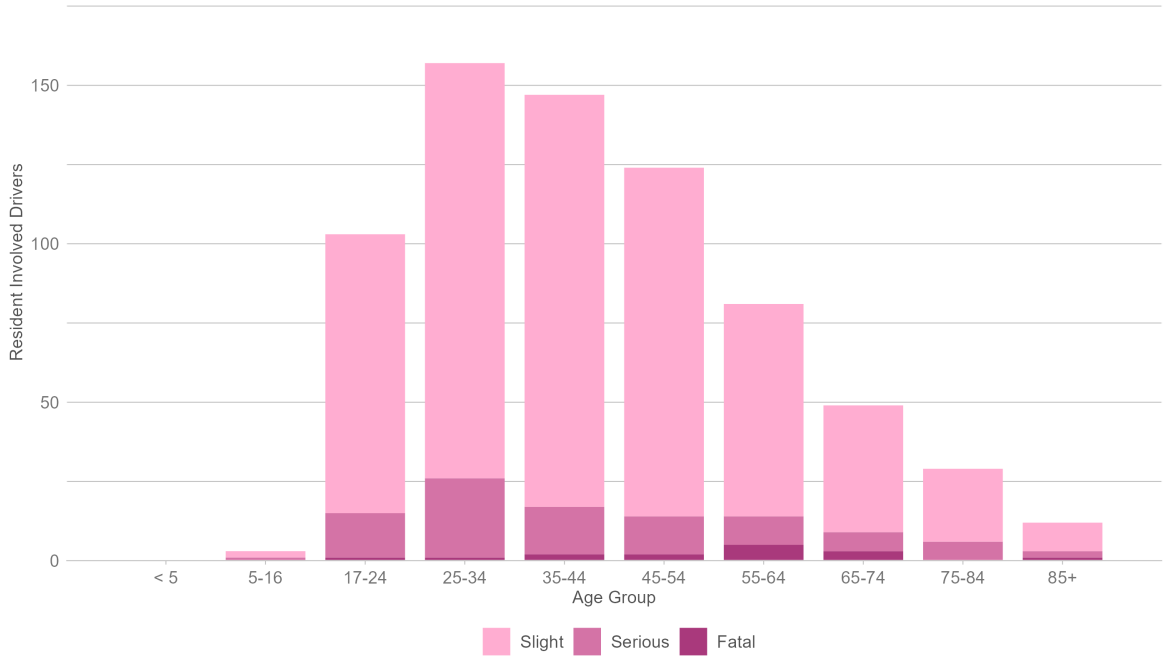


Figure 27: Wokingham resident involved drivers, by age group and indexed by population (2018-2022)

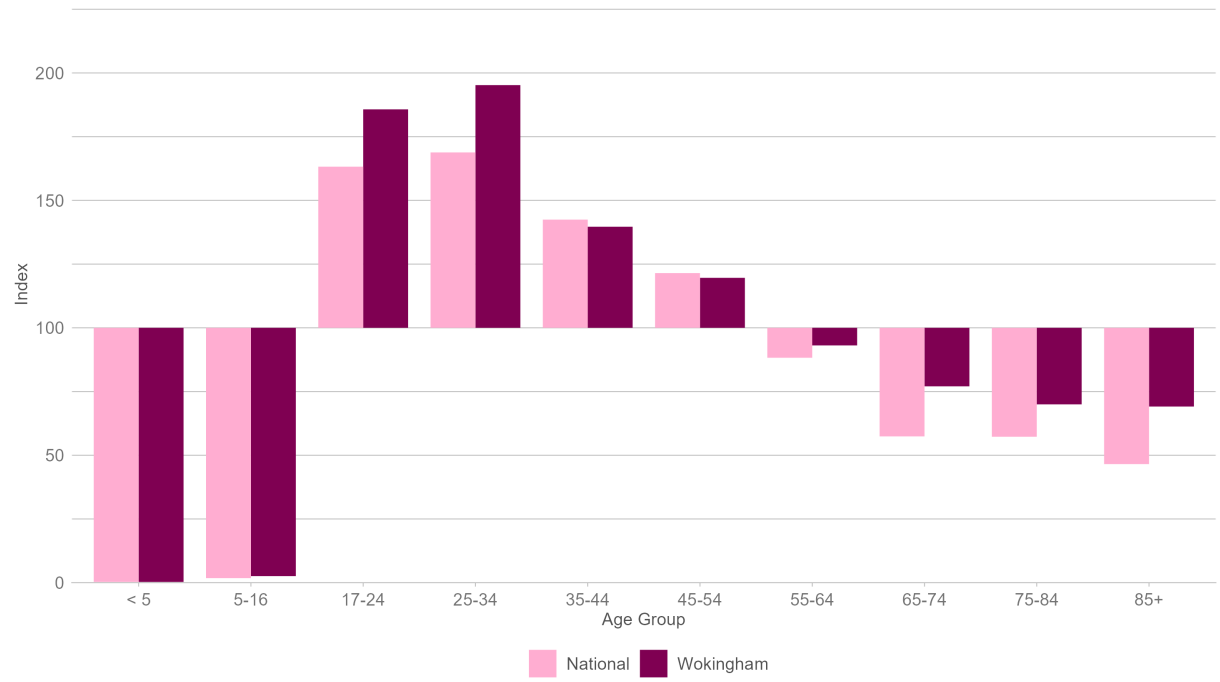
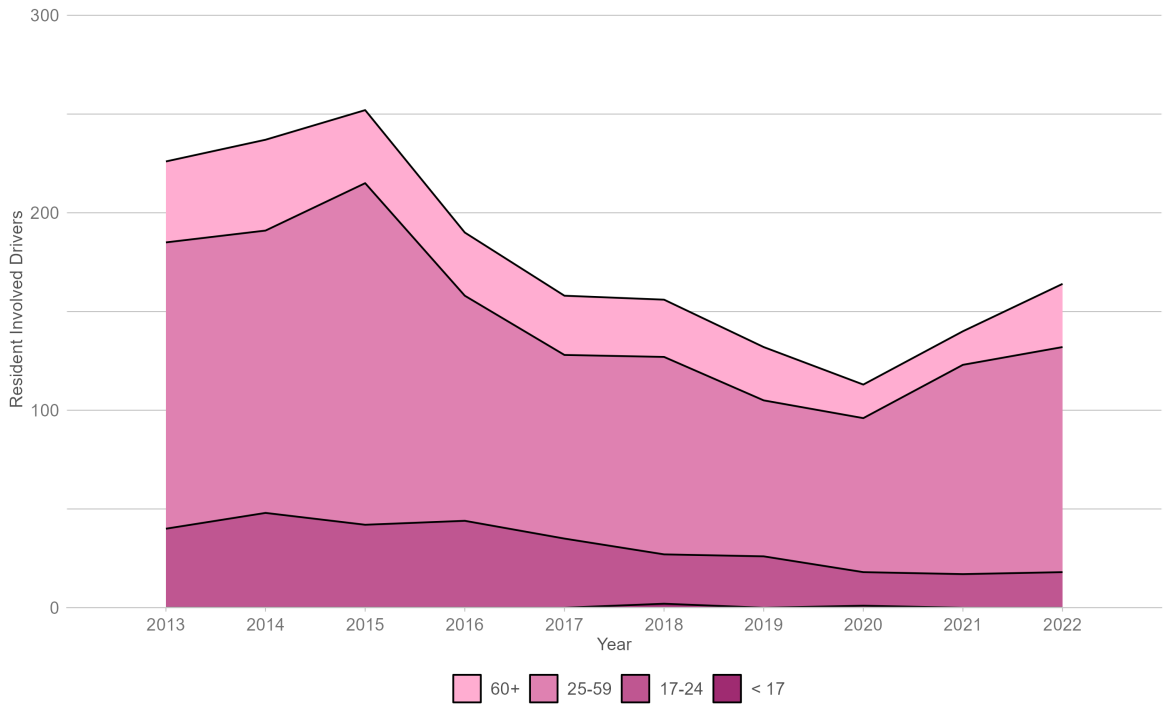


Figure 28 illustrates the overall trend for the four age groups over the last ten years.

Involvement trends by all Wokingham resident driver age groups have decreased over the last ten years. Following an increase from 2020 to 2021, the rise in 25-59 year old involved drivers has slowed whilst the rise of involved drivers aged 60+ has continued.

Figure 28: Wokingham resident involved drivers trend by age group (2013-2022)

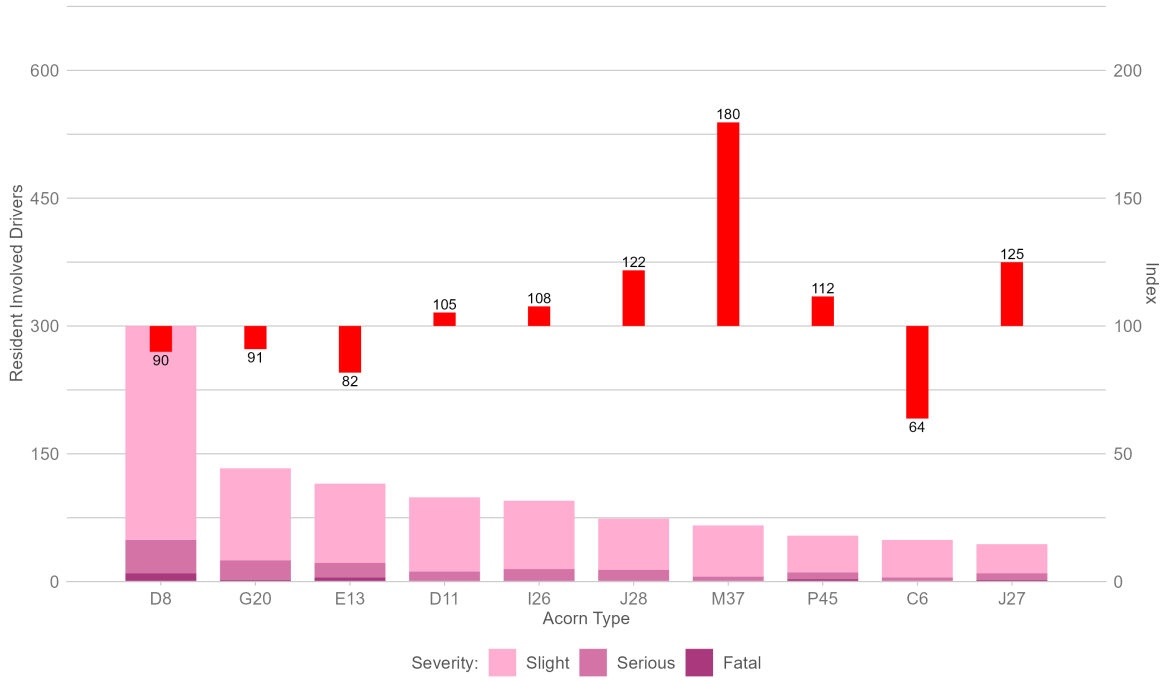


3.2.1.4.2 Segmentation Analysis of the Acorn communities in which Wokingham's resident drivers live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

The largest number of resident involved drivers come from communities of *Affluent, older homeowners* **(D8)**. 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 from communities of *Mixed life stages in semi-detached homes* **(G20)**.

Communities of *Restricted residents, socially renting* **(M37)** represent lower levels of collision involved drivers, but are significantly over-represented in collisions given their share of the population.

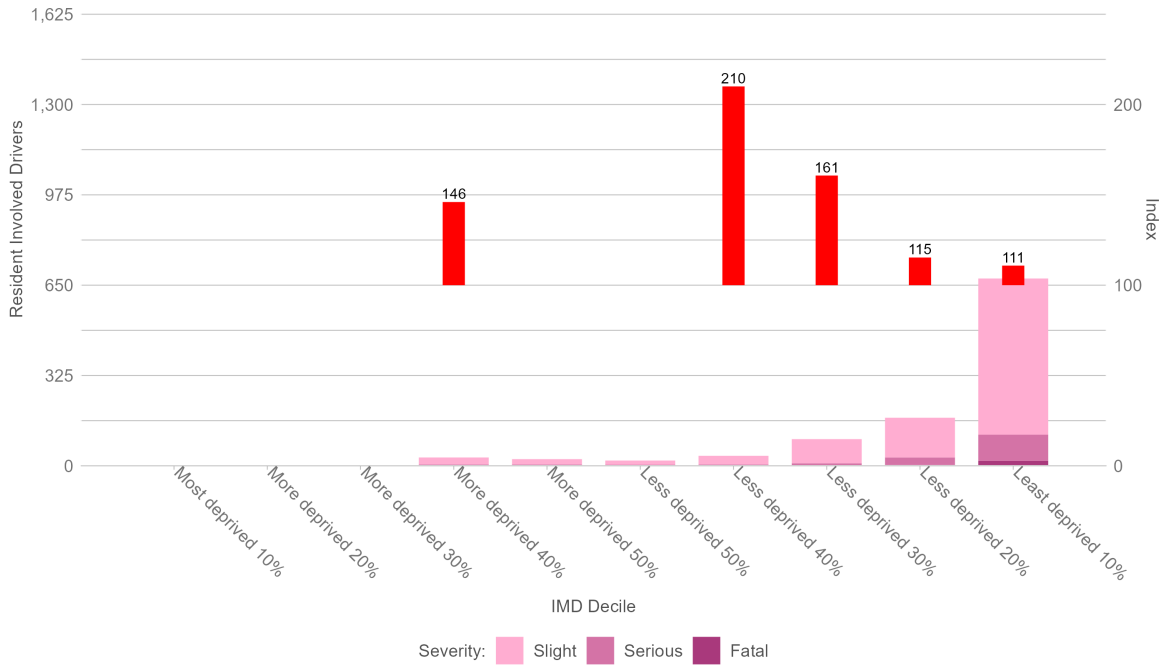
Figure 29: Wokingham resident involved drivers, by Acorn Type (2018-2022)



3.2.1.4.3 Deprivation Figure 30 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 and when considering their share of the population, they are slightly over-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 also 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 30: Wokingham resident involved drivers, by Index of Multiple Deprivation (2018-2022)



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, 65% were the drivers themselves. A further 24% were passengers and 11% were pedestrians who were injured as a result of the driver's vehicle colliding with 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 31: Injured passengers in Wokingham's resident involved drivers' vehicles, compared to all drivers (2018-2022)

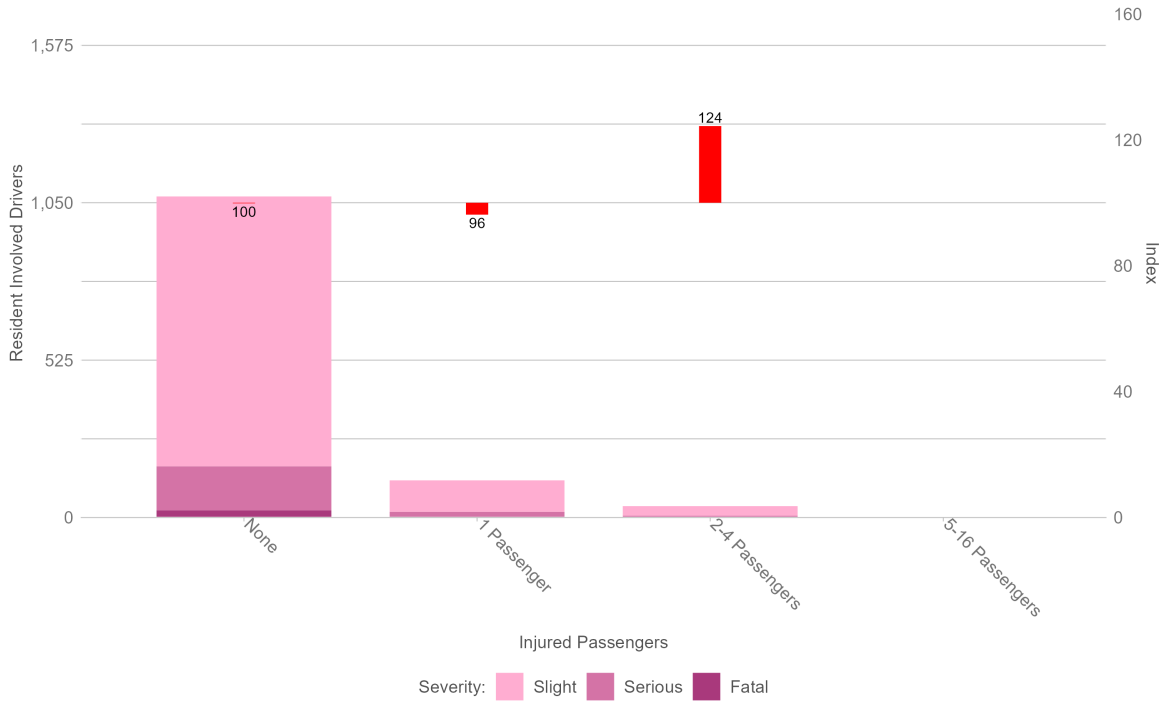


Figure 26 shows the number of drivers and the quantity of injured passengers in their vehicle. The red bars are indices comparing drivers to the figures for injured passengers for all drivers. It shows that most drivers do not have injured passengers in their vehicle. The red bars indicate that this is the same as the national proportion of involved drivers with no injured passengers. Although the number of collisions involving Wokingham's resident drivers with 2-4 passengers is very small, the number of collisions is significantly higher than the national proportion of drivers with 2-4 passengers involved in collisions.

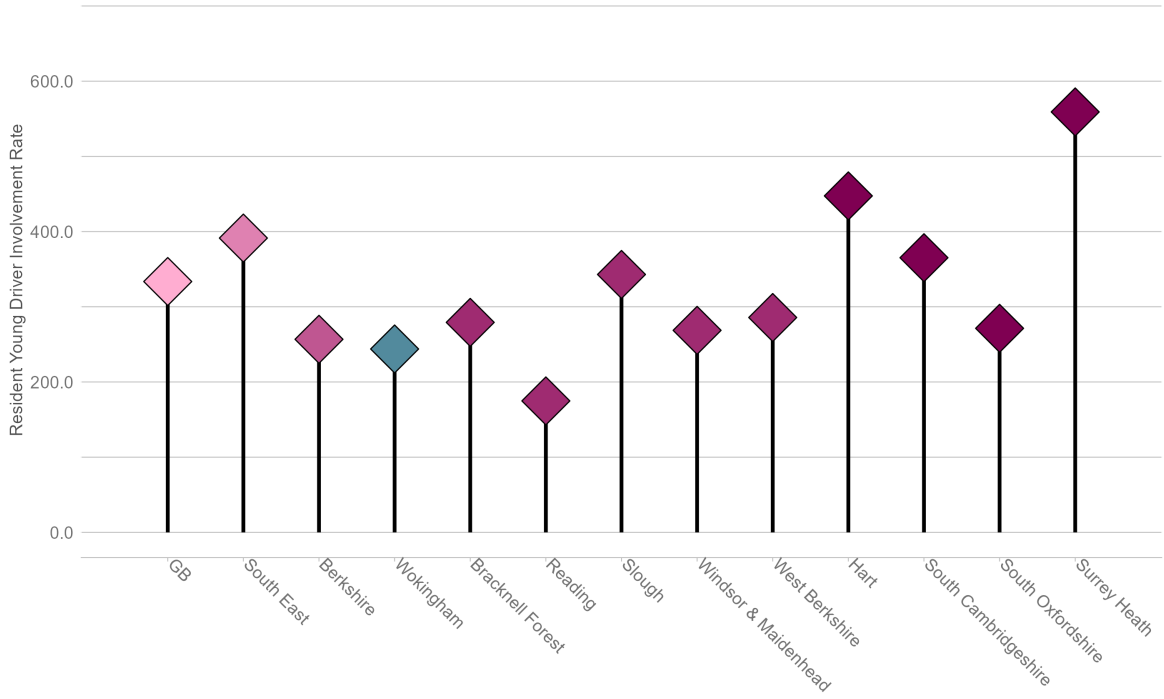
3.2.3 Resident Young Driver Involvement (aged 17 to 24)

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

3.2.3.1 Rates Figure 32 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 collision involvement rate for resident young drivers of 244 drivers per year, per 100,000 population.

Figure 32: Annual average Wokingham resident young involved drivers per 100,000 population (2018-2022)

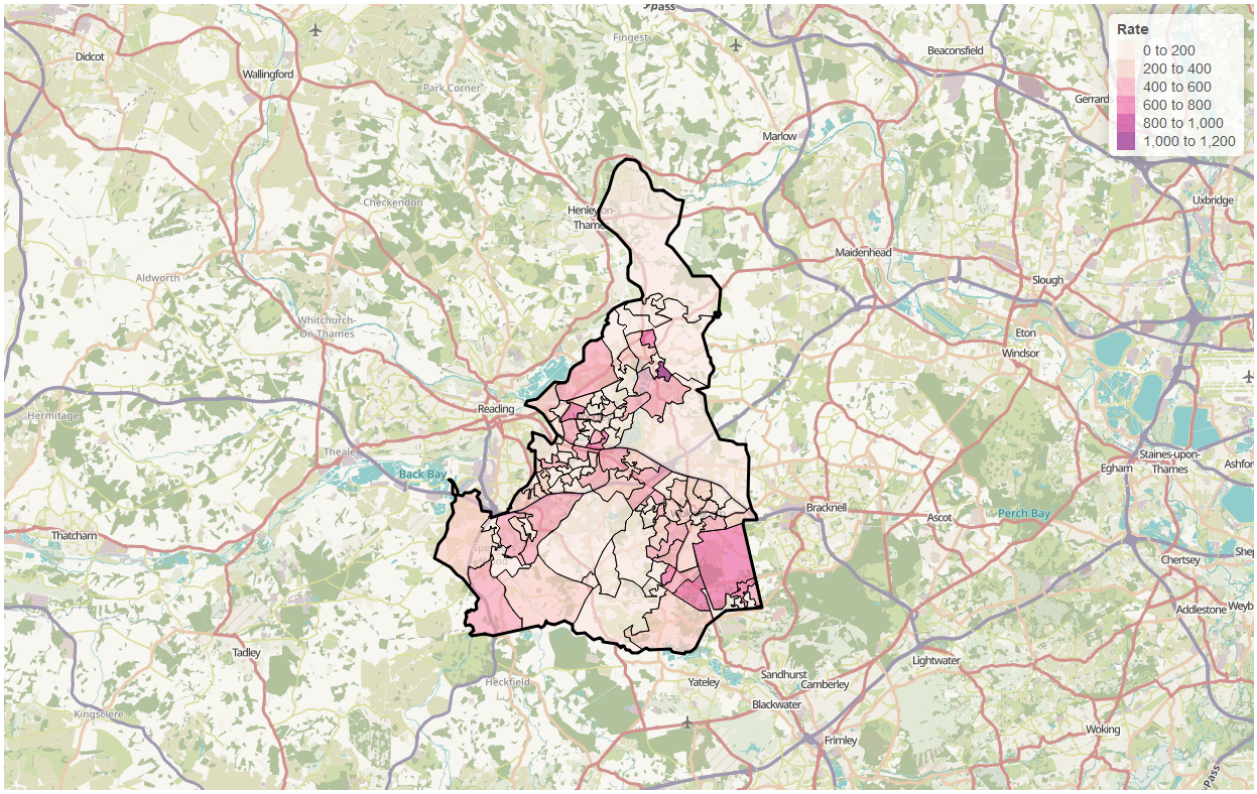


3.2.3.2 Comparisons Wokingham's young driver collision involvement rate between 2018 and 2022 was 27% less the national rate. This is 38% below the regional rate for the South East and 5% below the overall Berkshire rate. Within Berkshire, Reading has the lowest young driver collision involvement rate, followed by Wokingham. 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 33 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.

The highest rates of young driver collision involvement can be found among residents living in the south of Twyford West. There are also high collision involvement rates amongst young drivers from Crowthorne North, Finchampstead and Southlake.

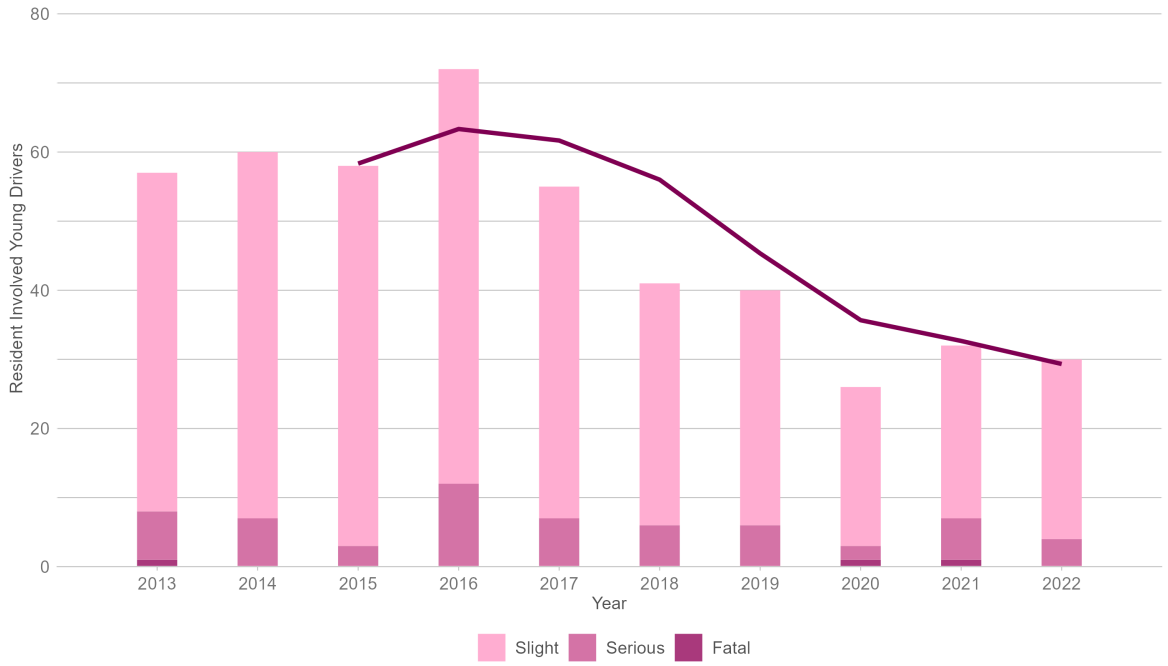
Figure 33: Wokingham resident young involved drivers home location by LSOA, young drivers per year per 100,000 population (2018-2022)



3.2.3.3 Trends Figure 34 shows Wokingham's annual collision-involved resident young driver numbers since 2013, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Over the last decade there has been an overall downward trend in young driver collision involvement despite an isolated increase in 2016. Following a rise in numbers in 2021 the amount of young drivers involved in collisions fell again in 2022. In 2022 there were 30 Wokingham resident young drivers that were involved in collisions. Of these, 4 were involved in collisions in which a casualty was seriously injured. There has been an overall reduction of 47% from 57 involved young drivers in 2013.

Figure 34: Wokingham resident young involved drivers, by year and severity (2013-2022)



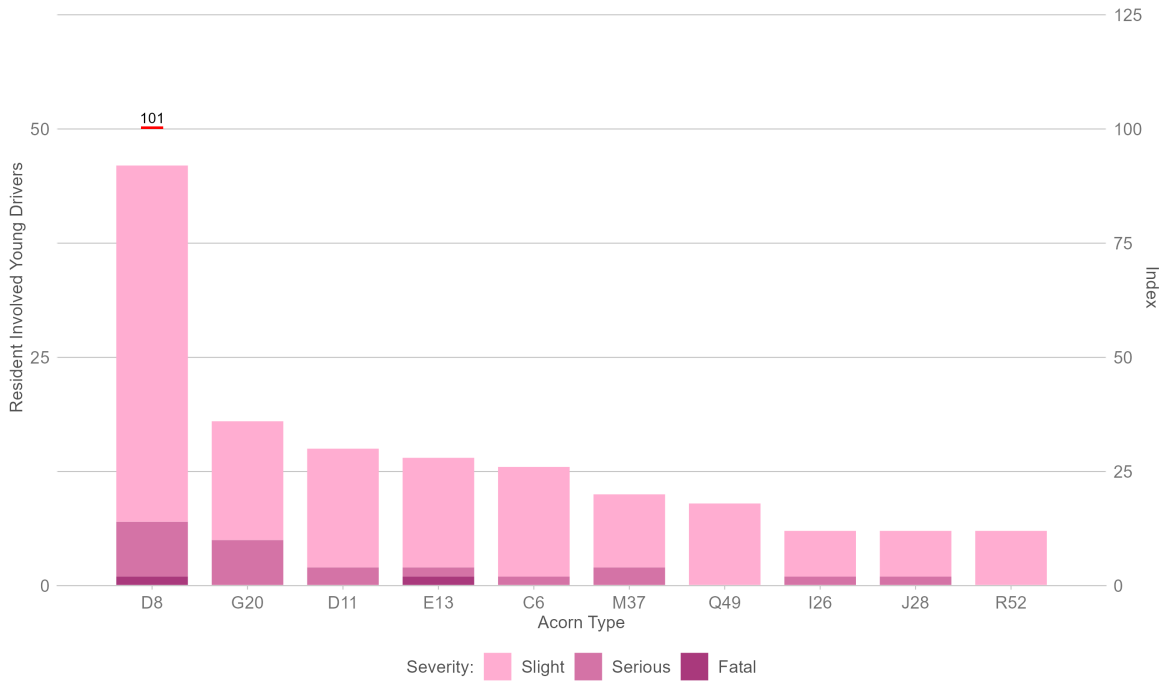
3.2.3.3.1 Resident young driver collision involvement in other areas Amongst those Wokingham resident young drivers that were involved in collisions between 2018 and 2022, 43% were involved in collisions in Wokingham. The remaining 57% were mainly involved in collisions in Reading (10%), Surrey (9%), Hampshire (6%), Bracknell Forest (8%), Windsor & Maidenhead (4%), or West Berkshire (3%).

3.2.3.4 Socio Demographic Analysis

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

Figure 30 shows resident collision-involved young drivers by the Acorn Group of the community in which they reside. The majority of collision involved young drivers are from communities of *Affluent, older homeowners* **(D8)**. The number of young drivers from Acorn type D8 involved in collisions is proportional to their share of the population of Wokingham as indicated by an index of 101 (shown in red).

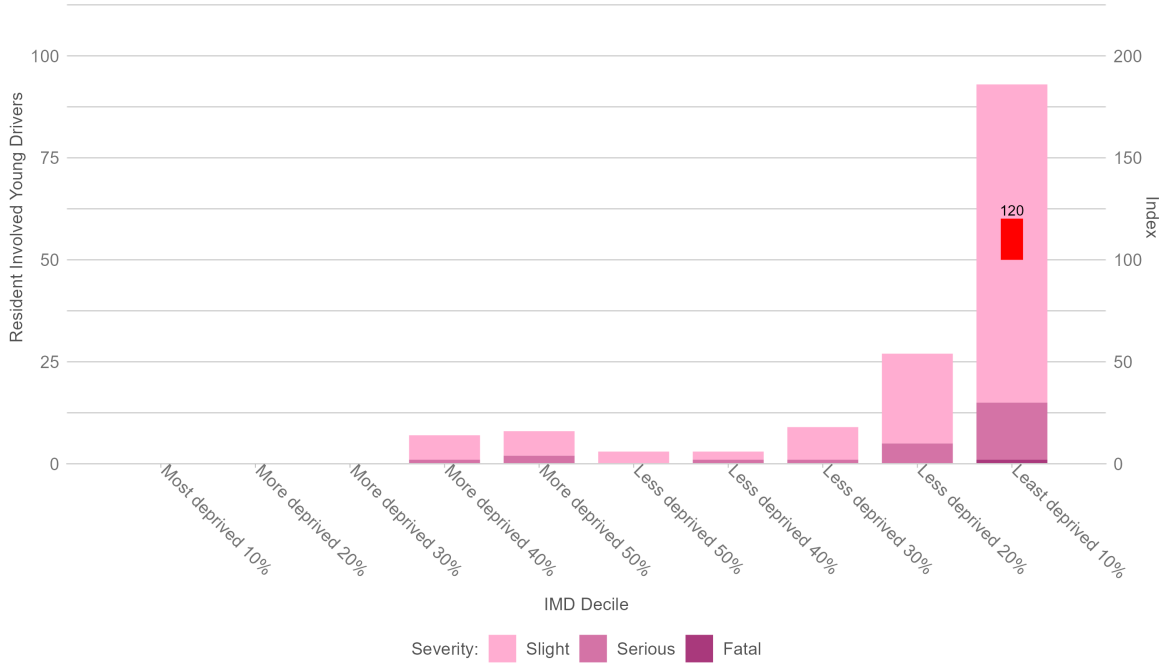
Figure 35: Wokingham resident young involved drivers, by Acorn Type (2018-2022)



3.2.3.4.2 Deprivation Figure 36 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 and when taking into account the relative population of these communities within Wokingham, they are slightly over-represented in collision involvement. There is also a number of involved young drivers from communities in the less deprived 20% decile.

Figure 36: Wokingham resident young involved drivers, by Index of Multiple Deprivation (2018-2022)



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, 60% of the casualties were the drivers themselves. A further 31% were their passengers and 9% 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 37: Injured passengers in Wokingham's resident involved young drivers' vehicles, compared to all young drivers (2018-2022)

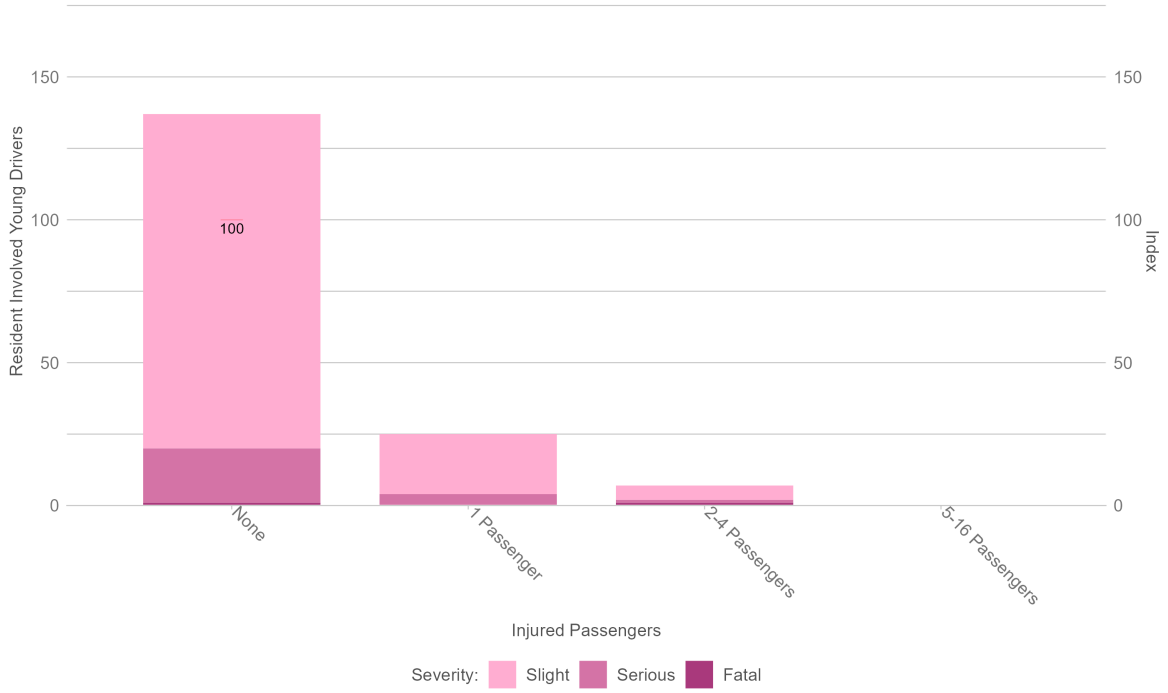


Figure 37 shows the number of young drivers by the presence and quantity of injured passengers in their vehicle. The red bars are indices comparing young drivers to the figures for injured passengers for all young drivers. It shows that most young drivers do not have injured passengers in their vehicle. However, the red bars indicate that this is only slightly higher than the national proportion of involved young drivers with no injured passengers.

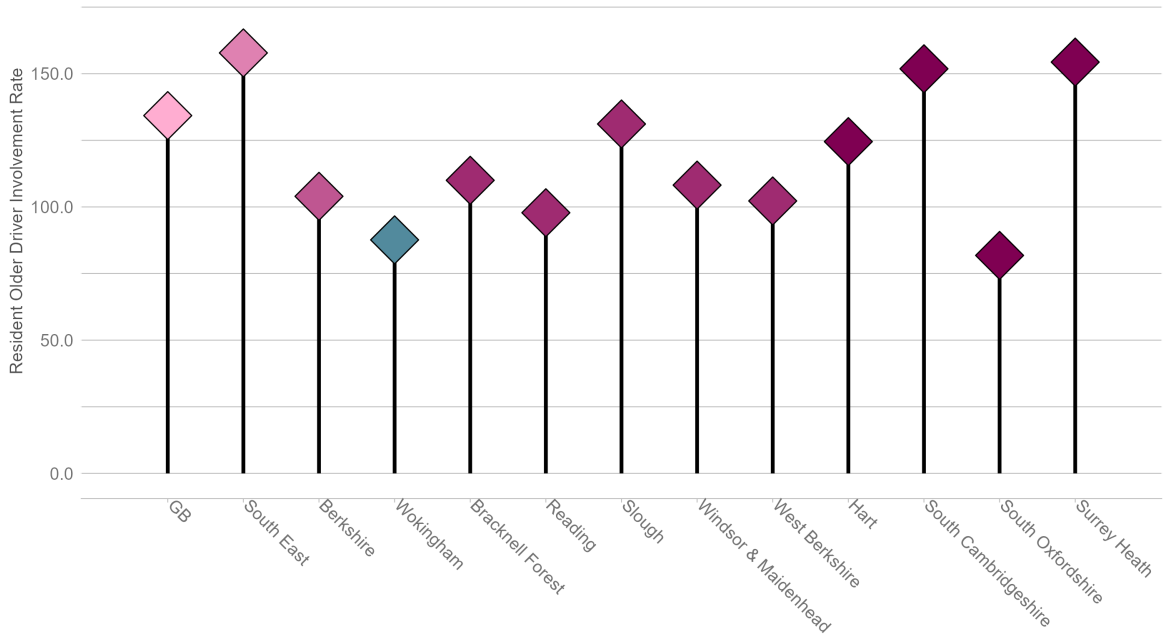
3.2.5 Resident Older Driver Involvement

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

3.2.5.1 Rates Figure 38 shows the resident older driver involvement rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham's resident older driver involvement rate is 88 older drivers per year, per 100,000 population.

Figure 38: Annual average Wokingham resident involved older drivers per 100,000 population (2018-2022)

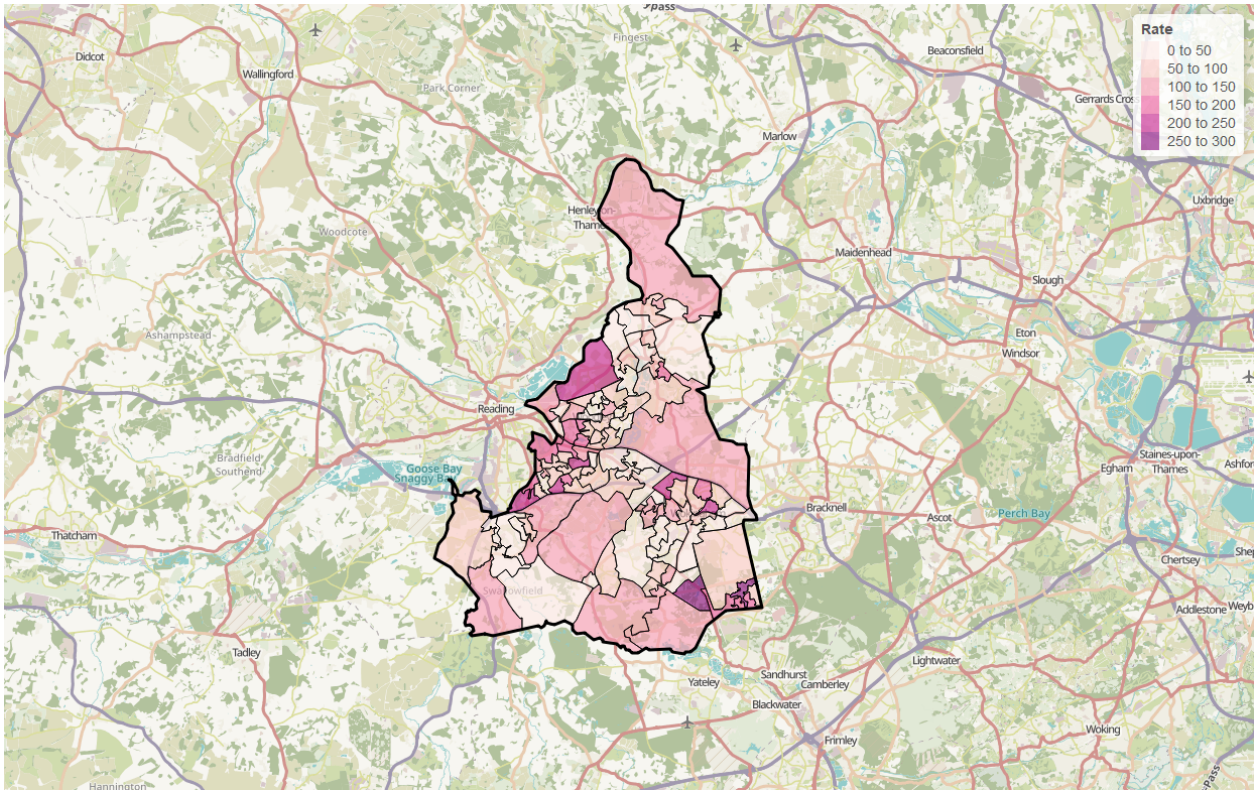


3.2.5.2 Comparisons Wokngham's resident older driver involvement rate is more than half that of the south east region and a little under half that of GB as a whole. Wokingham's resident older driver involvement rate is the lowest of the Berkshire authorities and lower than all of the comparator authorities with the exception of South Oxfordshire.

3.2.5.2.1 Residency by Small Area Figure 39 shows the home location of Wokingham's collision-involved resident older drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved older drivers per year per older population of LSOA.

Like resident older casualties, resident driver collision-involvement rates are highest in the region east of Finchampstead as well as parts of Crowthorne North.

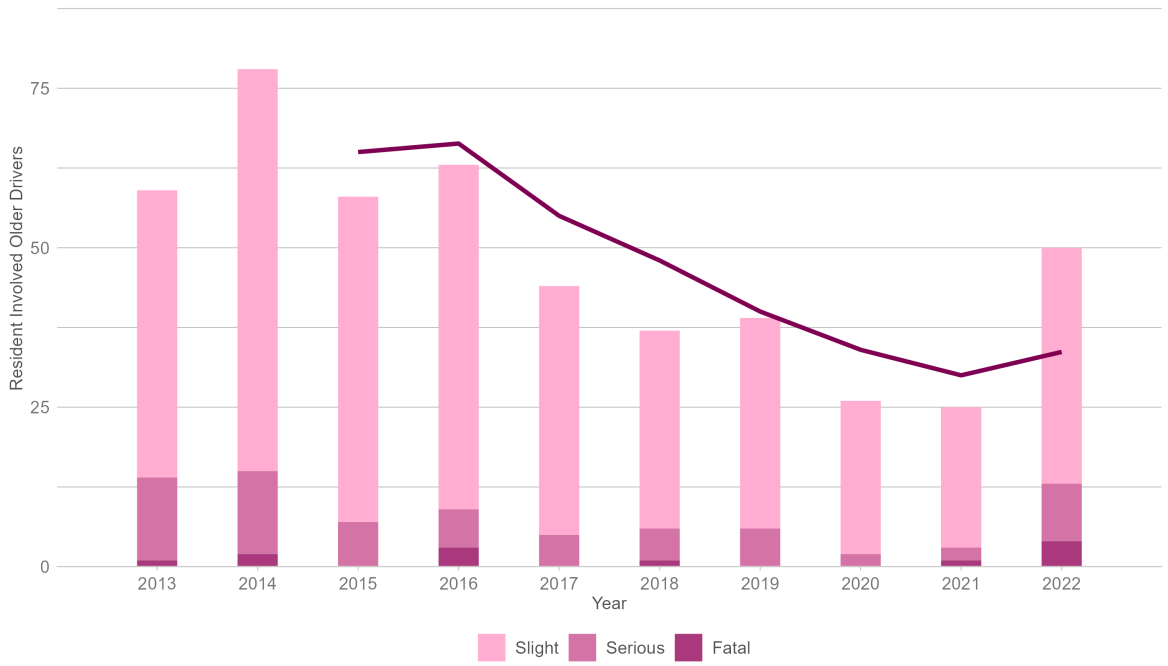
Figure 39: Wokingham resident involved older drivers home location by LSOA, older drivers per year per 100,000 population (2018-2022)



3.2.5.3 Trends Figure 40 shows Wokingham's annual collision-involved resident older driver numbers since 2013, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Resident older driver involvement in collisions in Wokingham has been in decline since 2014 through to 2021, with involvement in an average of just 5 fatal and serious injury collisions. However in 2022 there has been a 100% increase in the number of resident older drivers involved in collisions of which 13 have been fatal or serious injury collisions.

Figure 40: Wokingham resident involved older drivers, by year and severity (2013-2022)



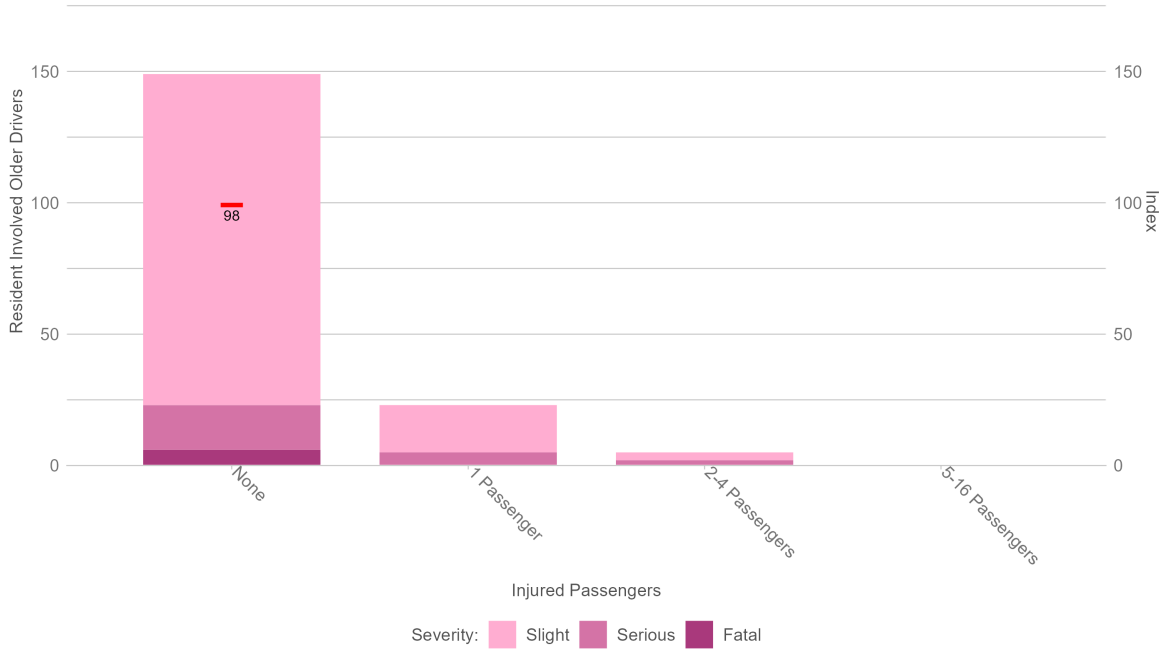
3.2.5.3.1 Resident older driver collision involvement in other areas Just under half (46%) of Wokingham's resident older drivers are involved in collisions on Wokingham's roads. 10% are involved in collisions in Surrey and Bracknell Forest respectively, 8% in Reading and 7% in Hampshire.

3.2.6 Related Casualties

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

The trends for resident older driver involvement is very similar to all motor vehicle driver involvement with 65% of those injured the driver or rider and 23% of the casualties passengers. However 12% of those injured as a result of collisions with older drivers are pedestrians, this is the highest proportion of all the resident driver groups.

Figure 41: Injured passengers in Wokingham's resident involved older drivers' vehicles, compared to all older drivers (2018-2022)



Consistent with the predominance of the driver being injured as a result of a collision involving a resident older driver, in the majority of collisions involving resident older drivers they are not carrying a passenger.

3.3 Wokingham resident motorcycle riders involved in collisions

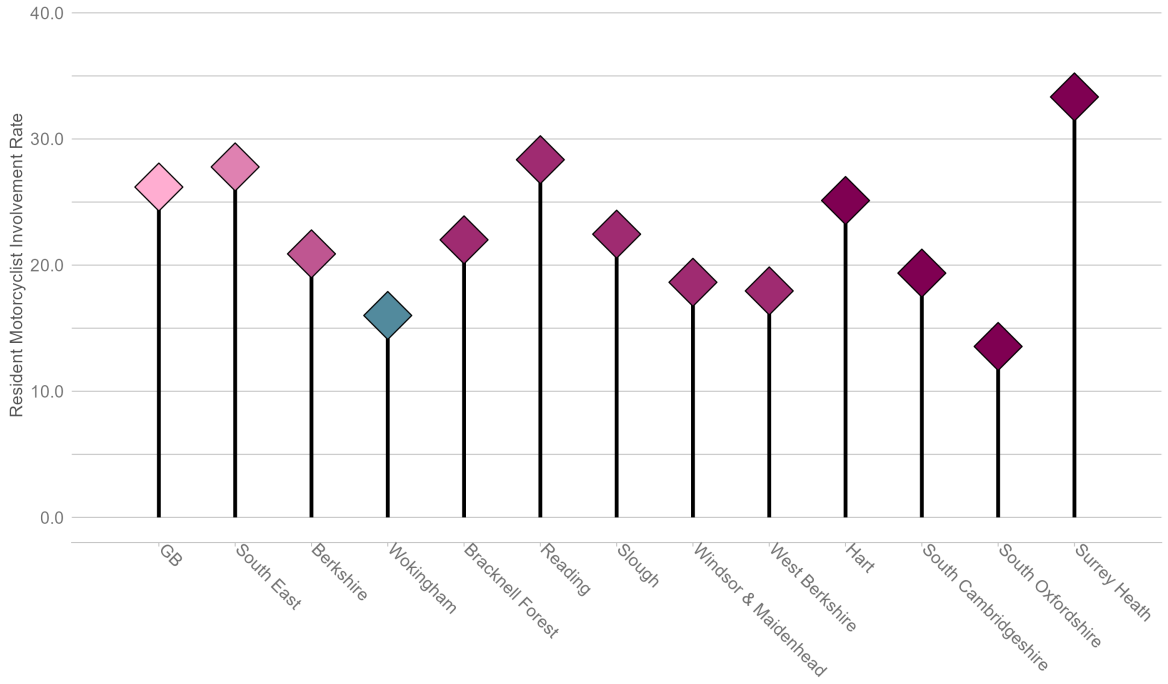
3.3.1 Resident Motorcyclist Involvement

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

3.3.1.1 Rates Figure 42 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 16 motorcyclists per year, per 100,000 population between 2018 and 2022.

Figure 42: Annual average Wokingham resident involved motorcyclist per 100,000 population (2018-2022)

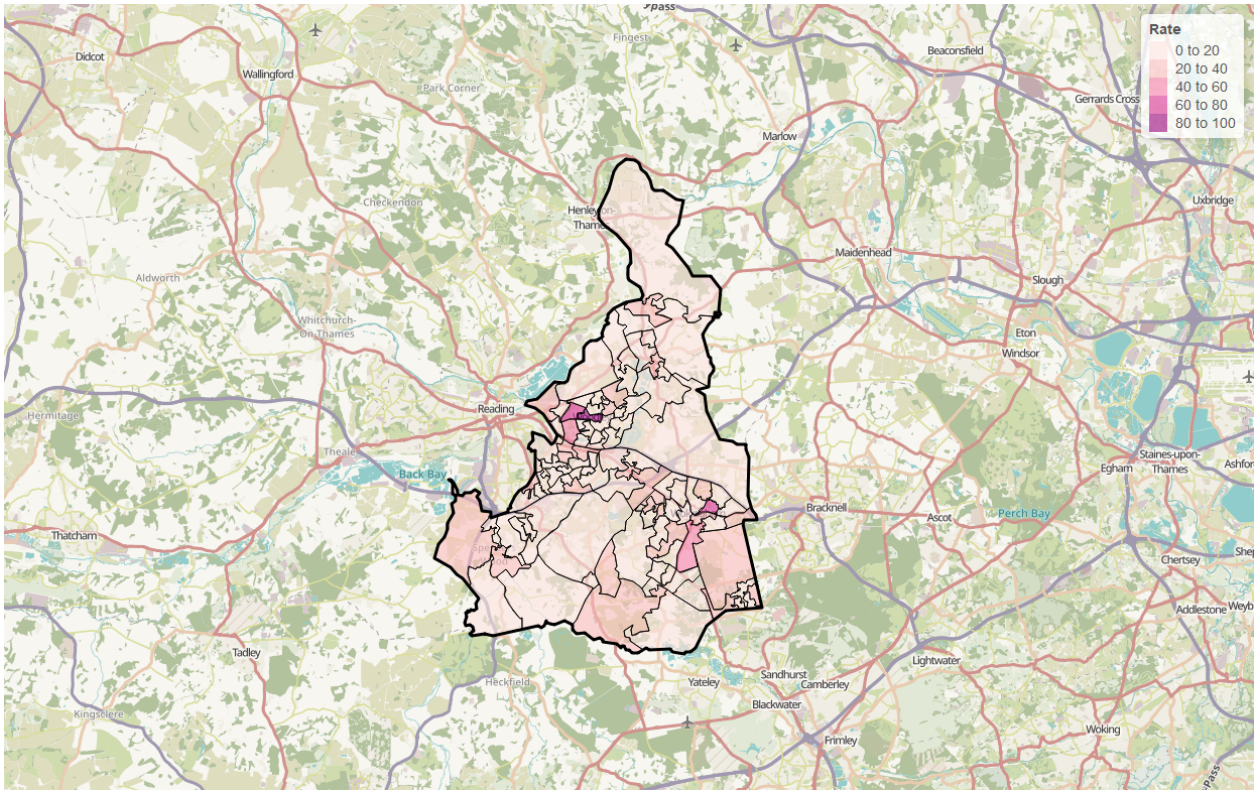


3.3.1.2 Comparisons Wokingham's resident motorcyclist collision involvement rate was 39% lower than the national rate. This is 42% below the regional rate for the South East, and 23% below the overall Berkshire rate. Within Berkshire, Wokingham had the lowest resident motorcyclist involvement rate. Wokingham's resident motorcyclist involvement rate was above that of South Oxfordshire, and lower than all the other most similar comparator authorities.

3.3.1.2.1 Residency by Small Area Figure 43 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 Woodley South. There are also high resident motorcyclist involvement rates amongst residents living in the residential area of Wokingham Town.

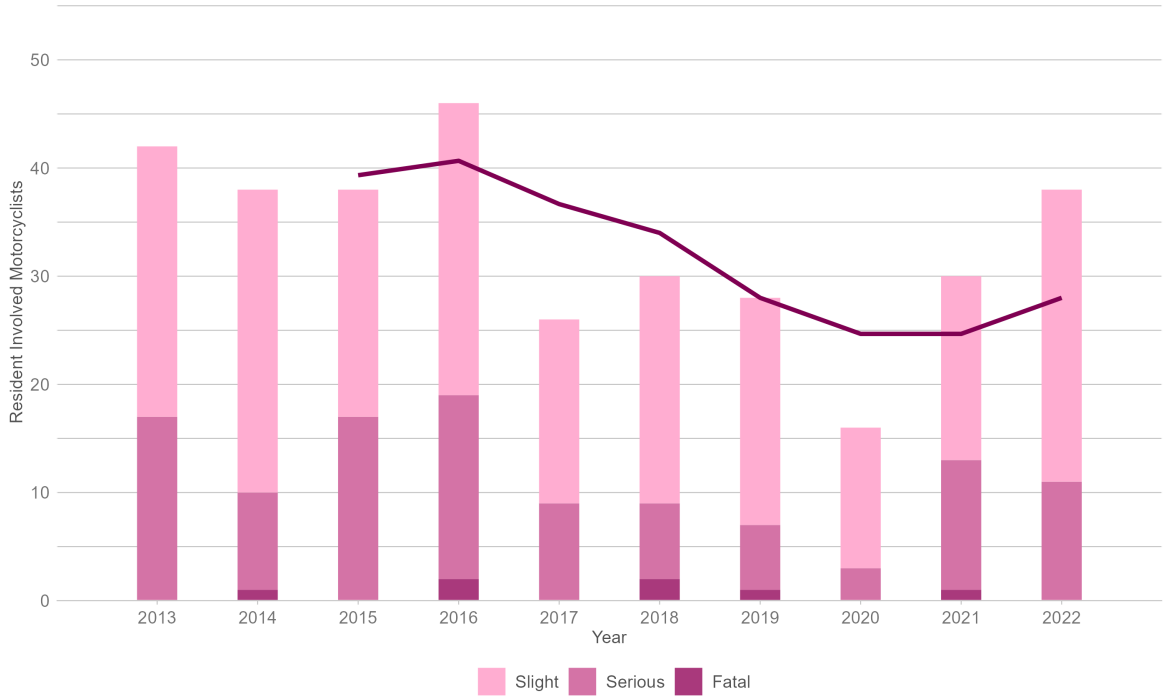
Figure 43: Wokingham resident involved motorcyclist home location by LSOA, motorcyclists per year per 100,000 population (2018-2022)



3.3.1.3 Trends Figure 44 shows Wokingham's annual collision-involved resident motorcyclist numbers since 2013, 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 2022 numbers increased again with a further 27% increase from 2021 and a 36% increase on the pre-pandemic 3-year average (2017 - 2019). Overall, there has been a reduction of 10% from 42 collision involved resident motorcyclists in 2013 to 38 in 2022. Of these involved motorcyclists, in 2022 there were no fatal collisions but 11 that were involved in collisions that resulted in a seriously injured casualty.

Figure 44: Wokingham resident involved motorcyclist, by year and severity (2013-2022)



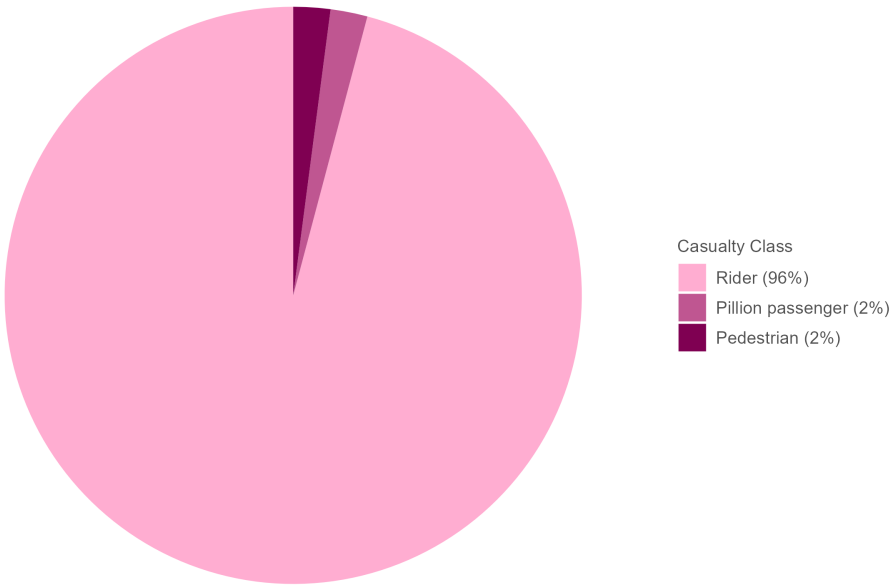
3.3.1.3.1 Resident motorcyclist collision involvement in other areas Forty-six percent of resident motorcyclists involved in collisions were involved in collisions in Wokingham. Of the remaining 54%, the majority of the collisions that they were involved in were in Reading (17%), Hampshire (6%), Windsor & Maidenhead (4%) and Bracknell Forest (4%).

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 45. 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, 96% of the casualties were the riders themselves. 2% were their pillion passengers and 2% 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 45: Related casualties of Wokingham's resident involved motorcyclists (2018-2022)



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

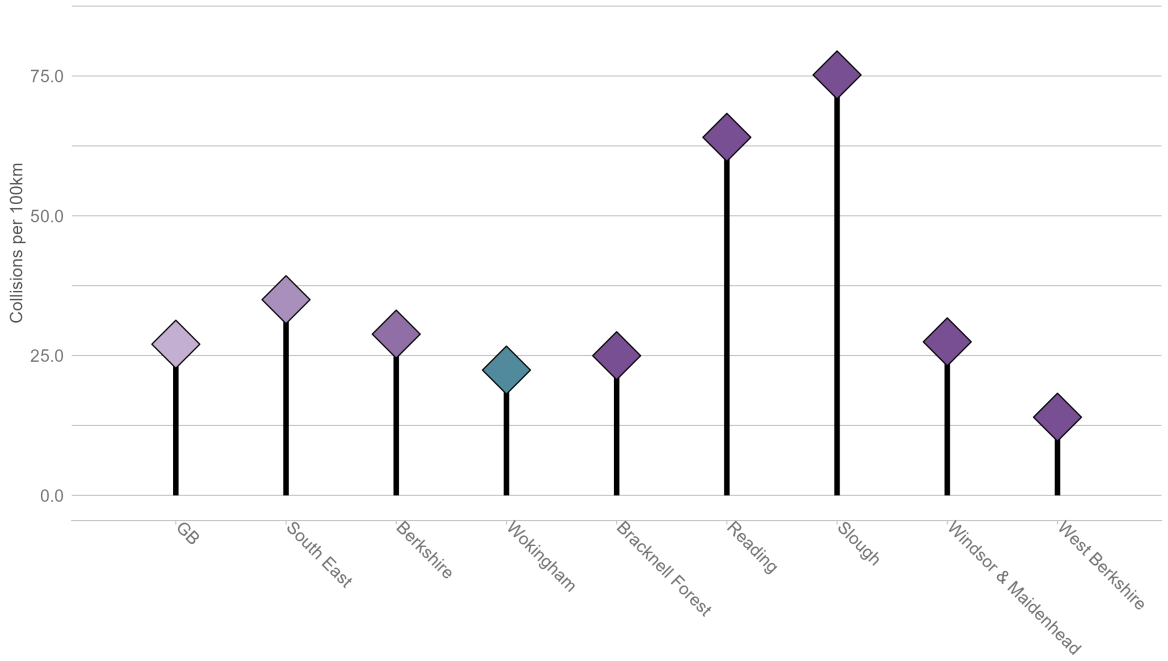
This section refers to all collisions which occurred on Wokingham's roads. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

4.1.1 Rates

4.1.1.1 Collisions per 100km of road Figure 46 below shows the rate of average annual collisions between 2018 and 2022 per 100km of road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

Between 2018 and 2022, Wokingham had a collision rate of 22.4 collisions per year, per 100km road on its road network.

Figure 46: Annual average collisions per 100km of road (2018-2022)

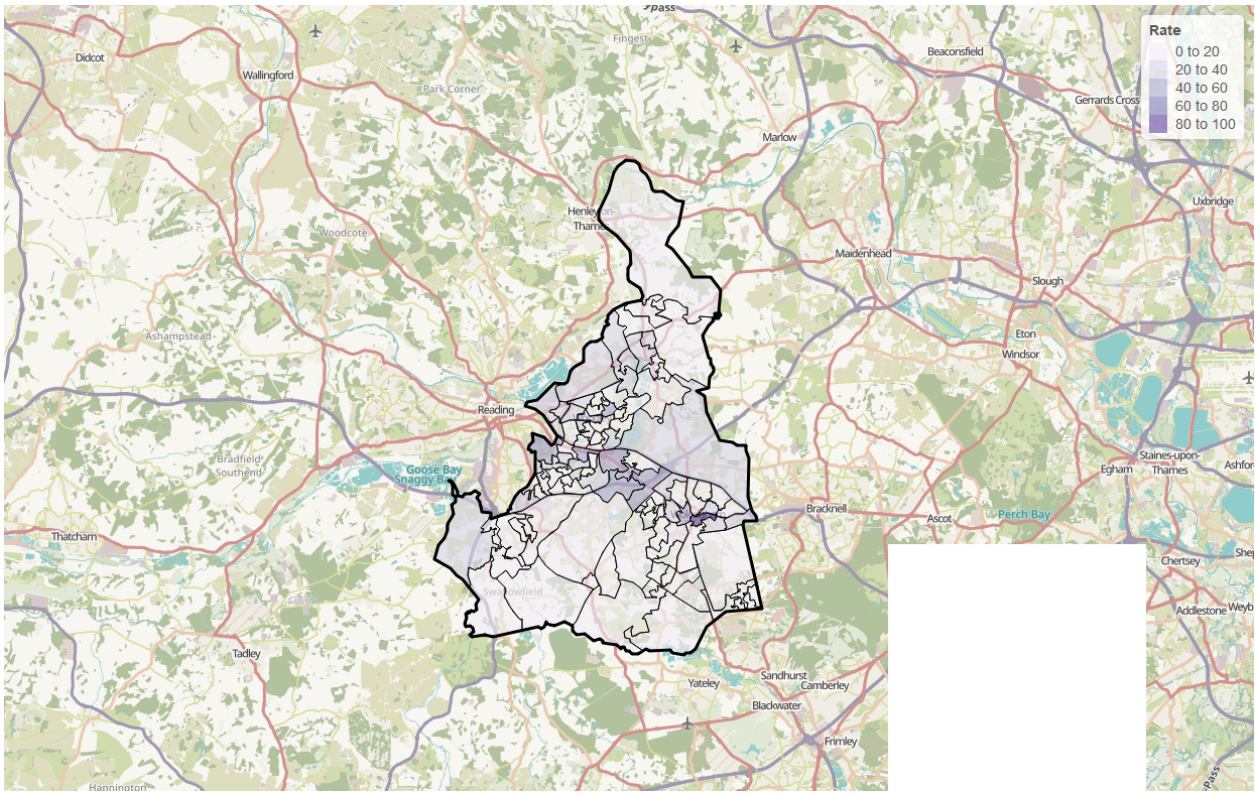


4.1.1.2 Comparisons The collision rate in Wokingham was 17% below the national collision rate. This is 36% below the regional rate for the South East, and 22% below the overall Berkshire collision rate. Within Berkshire, Wokingham has the second lowest collision rate behind West Berkshire.

4.1.1.2.1 Collisions by Small Area Figure 47 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.

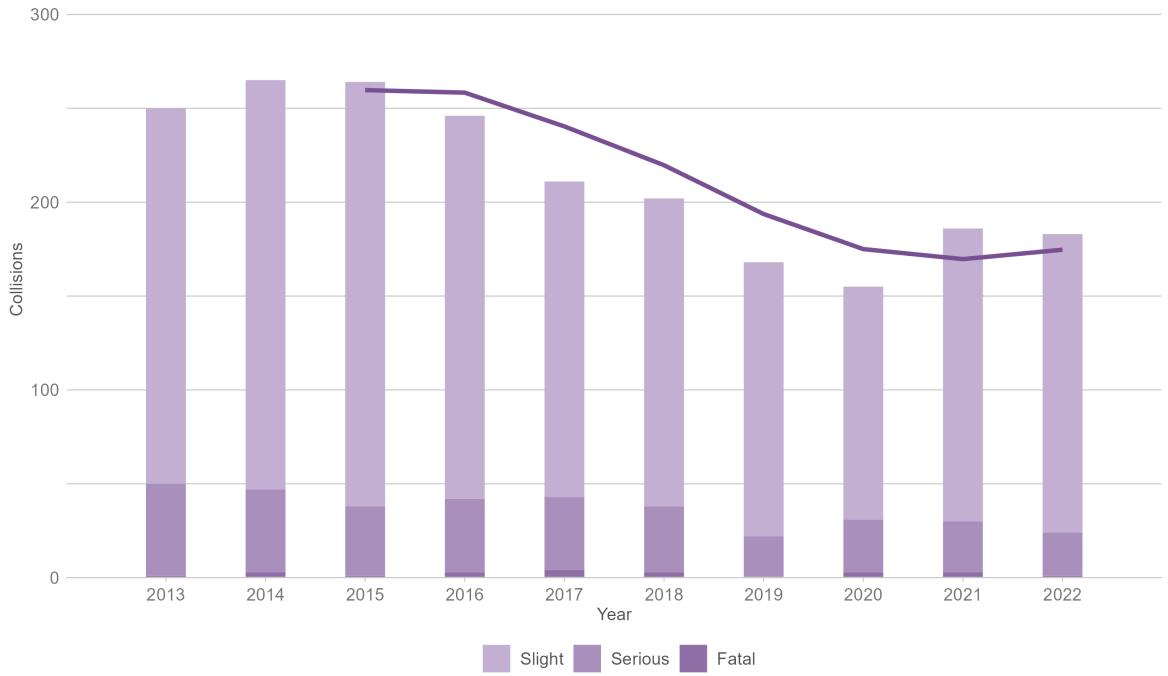
Figure 47: Annual average collisions per 100km of road (2018-2022)



4.1.1.3 Trends Figure 48 shows annual collisions on Wokingham's roads, since 2013 by severity.

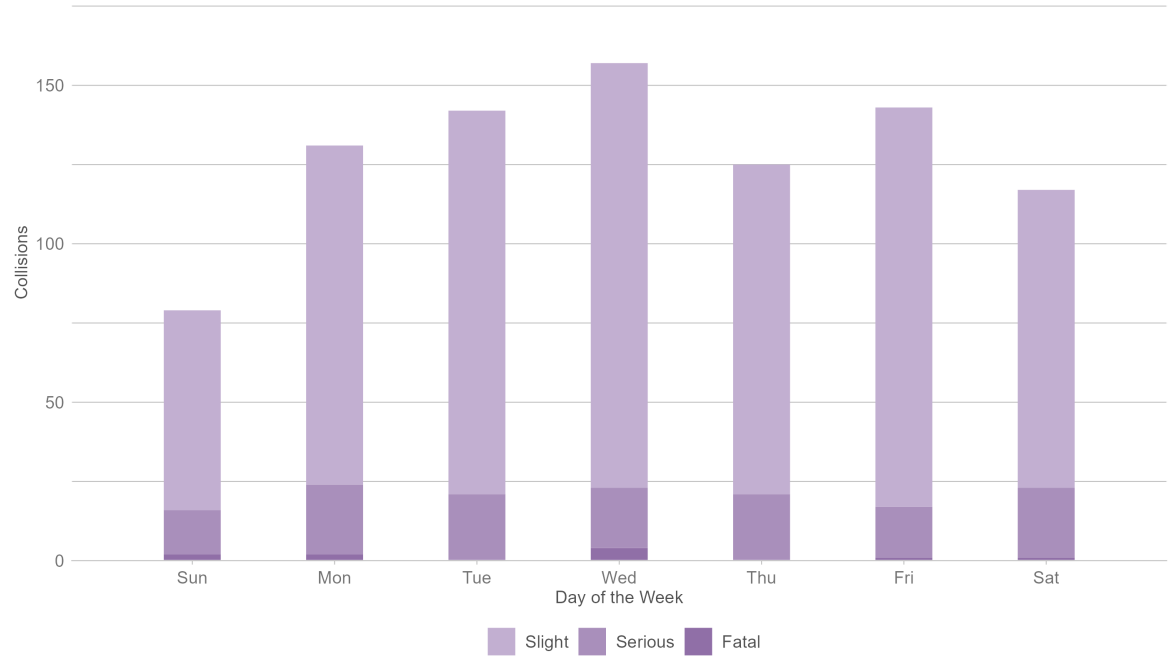
In 2022, there were 183 collisions on Wokingham's roads, down from 250 in 2013, a reduction of 27%. This is the result of a clear downward trend over the decade. However numbers in 2021 and 2022 are in excess of those before the pandemic in 2019. Of the 183 collisions in Wokingham in 2022, one was fatal and a further 23 involved a casualty that was seriously injured.

Figure 48: Wokingham collisions, by year and severity (2013-2022)



4.1.1.4 Collisions by day of the week Figure 49 shows collision in Wokingham by day of the week and severity. More collisions occur on weekdays in Wokingham than at weekends.

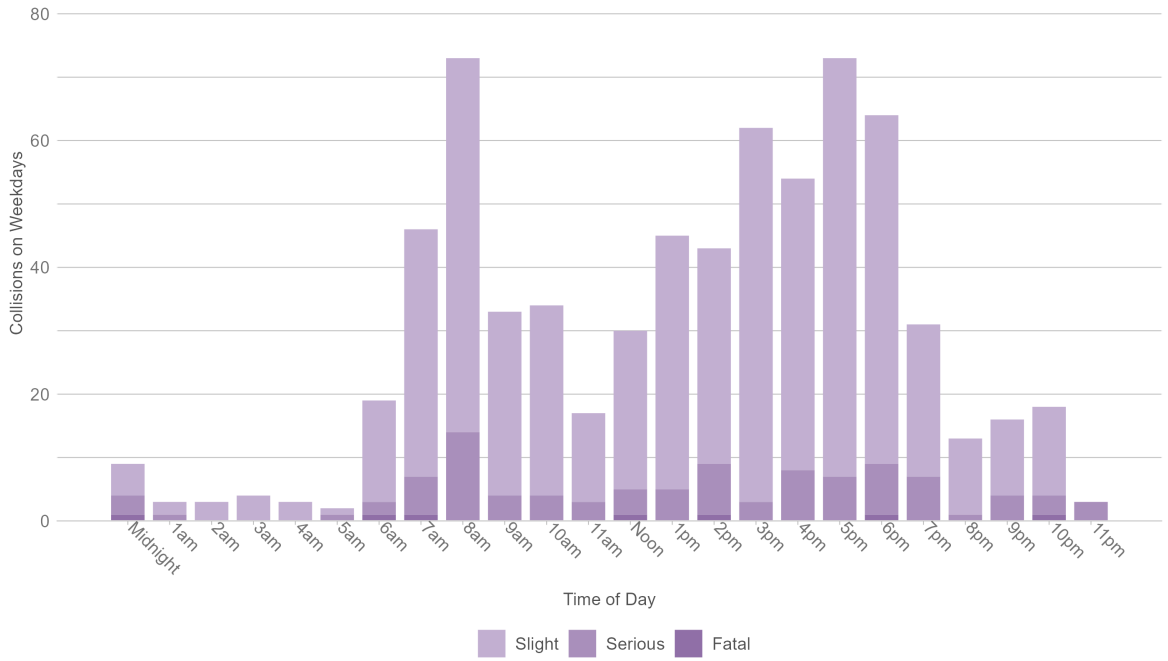
Figure 49: Wokingham collisions, by day of the week and severity (2018-2022)



4.1.1.5 Collisions by hour of the day

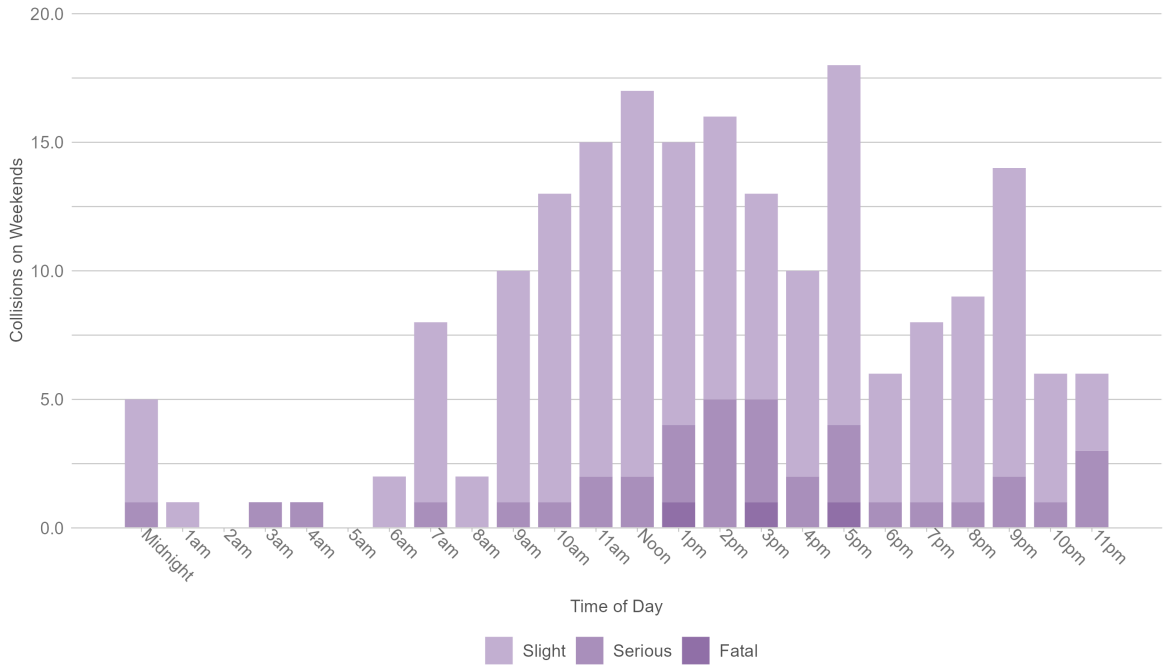
4.1.1.5.1 Collisions by hour of the day on weekdays Figure 50 shows collisions on weekdays by the hour of the day in which they occurred. There are clear peaks around both the morning commute (7am to 9am) and the evening commute (3pm to 7pm), with very few collisions before 7am or after 10pm.

Figure 50: Wokingham collisions, by hour of the day during weekdays (2018-2022)



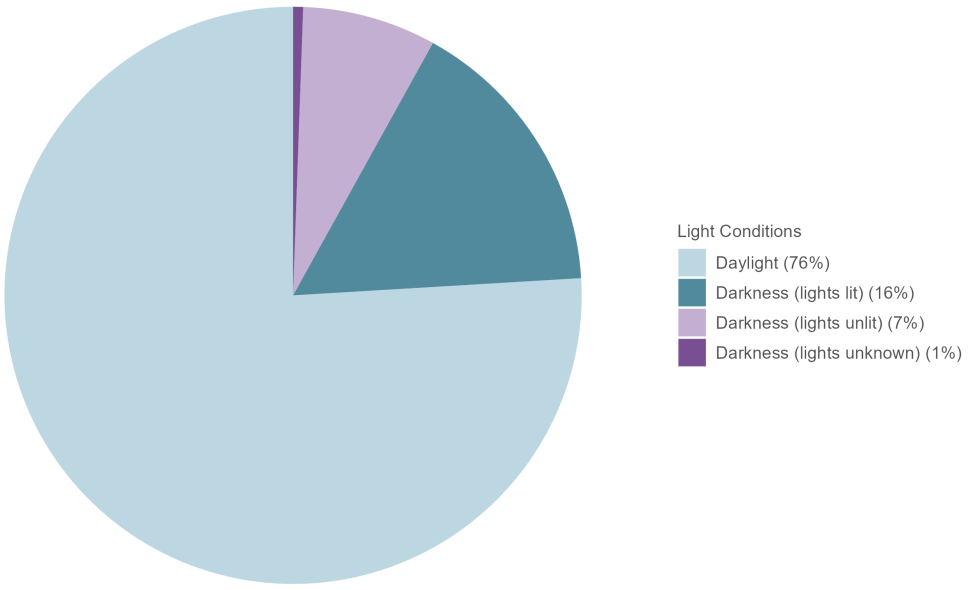
4.1.1.5.2 Collisions by hour of the day on weekends Figure 51 shows collisions on a weekend by the hour of the day in which they occurred. Compared to weekdays, collision numbers are more evenly spread throughout the day, with the majority occurring after 9am and before 10pm.

Figure 51: Wokingham collisions, by hour of the day during weekends (2018-2022)



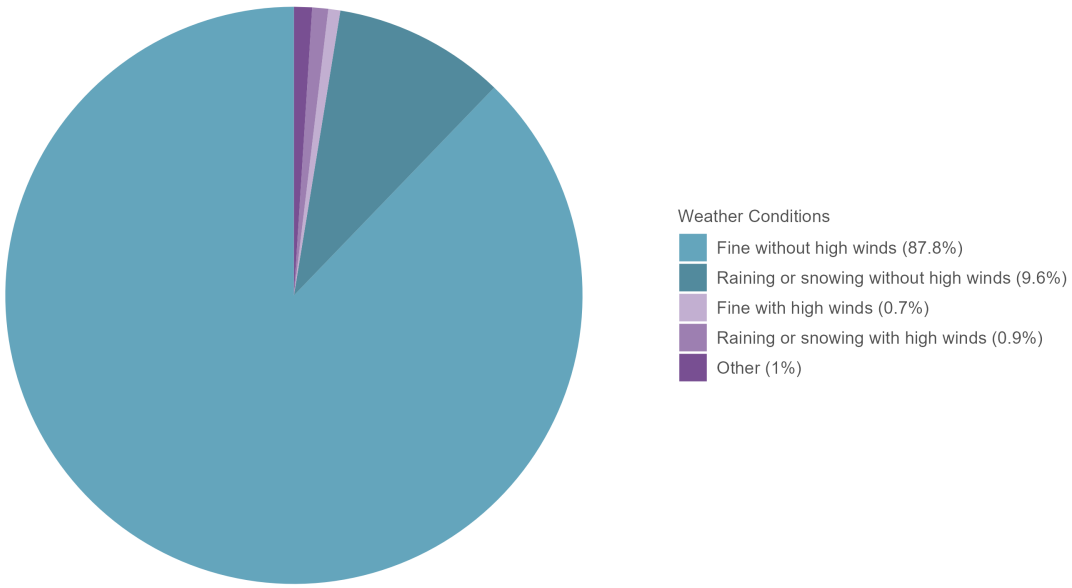
4.1.1.6 Collisions by light conditions Figure 52 shows collisions in Wokingham by the light conditions at the time of the collision. Three quarters (76%) of Wokingham's collisions occurred during daylight. Of the remaining 24%, the majority took place in the presence of lit street lighting (16%).

Figure 52: Wokingham collisions by light conditions (2018-2022)



4.1.1.7 Collisions by weather conditions Figure 53 shows collisions in Wokingham by the weather conditions present at the time of the collision. Over four in five collisions (88%) in Wokingham took place during fine weather, without high winds. Of the remaining 12% that took place during adverse weather conditions, most were during rain or snow without high winds (10%).

Figure 53: Wokingham collisions by weather conditions (2018-2022)



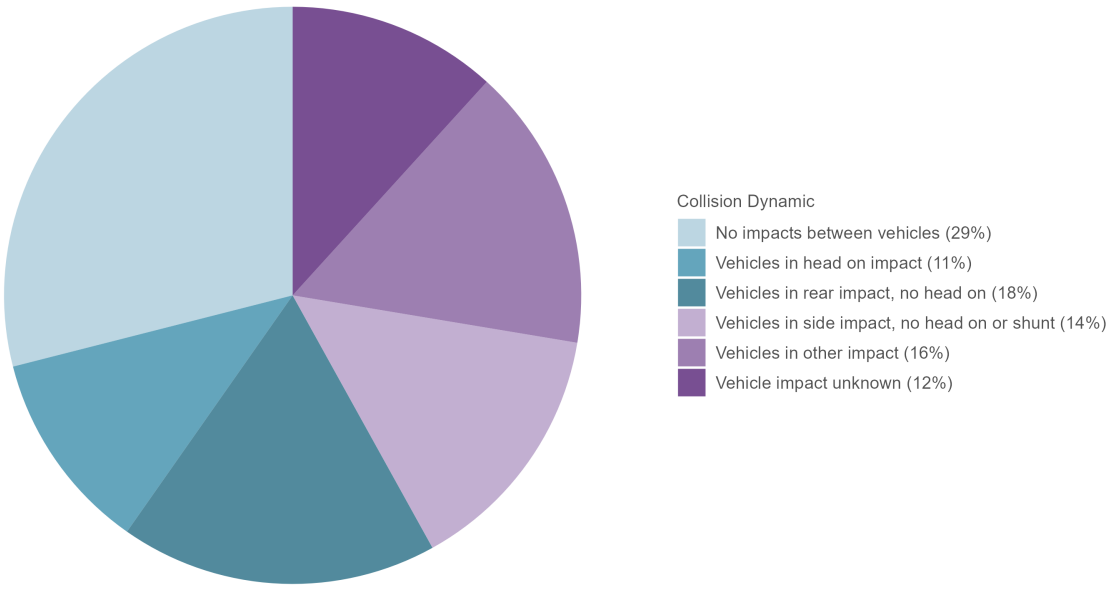
4.1.1.7.1 Collision-involved drivers who reside in other areas Of the drivers involved in collisions in Wokingham for whom home location was recorded, 45% were Wokingham residents. Of the remaining 55%, the majority were residents of Reading (13%), Surrey (8%), Hampshire (7%) and Bracknell Forest (6%).

4.1.1.8 Collision dynamics and driver actions

4.1.1.8.1 Collision dynamics Figure 54 shows collisions in Wokingham by the dynamics resulting in the collision. A description of collision dynamics and the derivation using STATS19 data is outlined in section 5.1.4 of this report.

Almost a third (29%) of collisions in Wokingham resulted in no impact between vehicles. Of the remaining 71% of collisions, 18% involved a rear impact, 14% involved a side impact and 11% involved head-on impact. The rest either involved another type of conflict (16%) or had insufficient data to determine the type of impact.

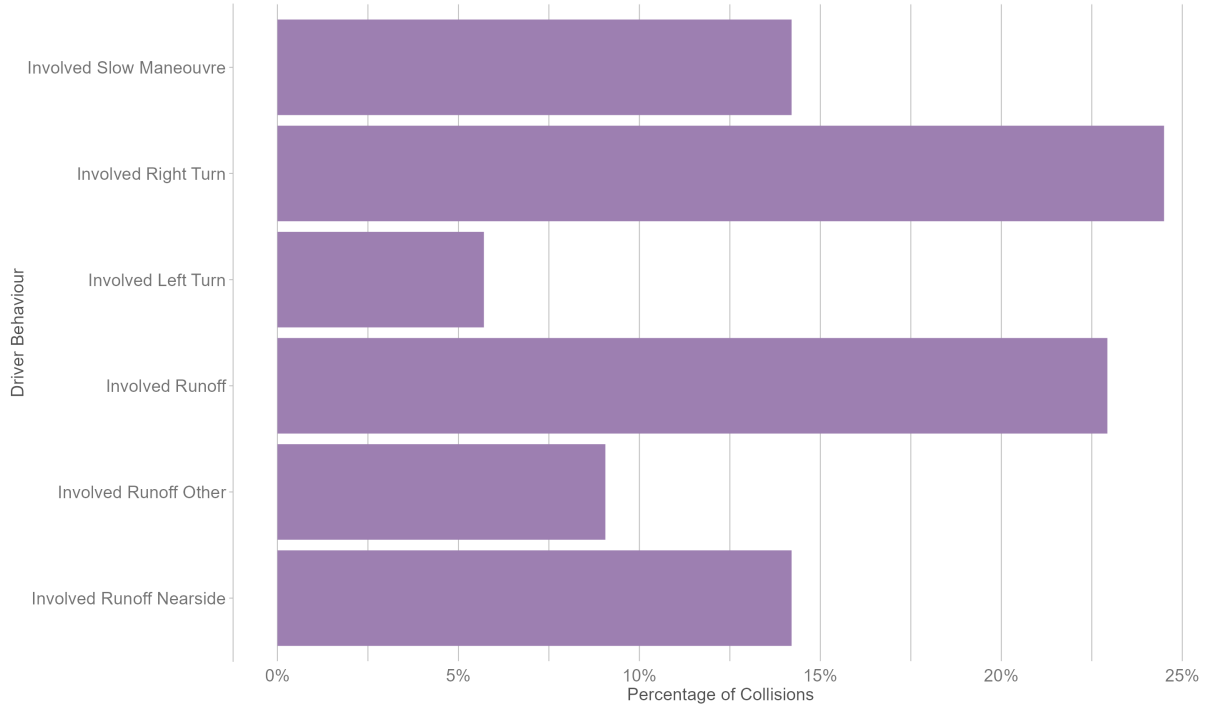
Figure 54: Wokingham collisions by collision dynamics (2018-2022)



4.1.1.8.2 Driver actions Figure 55 shows collisions in Wokingham by the presence of different driver actions. An explanation of the derivation of driver actions and the definitions are included in section 5.1.5 of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers.

Right turns were the most prevalent driver action in collisions in Wokingham, followed by run-offs. Most of these were nearside run-offs. Slow vehicle maneouvres, such as being parked, waiting to proceed, slowing down or stopping were also present in a high number of collisions.

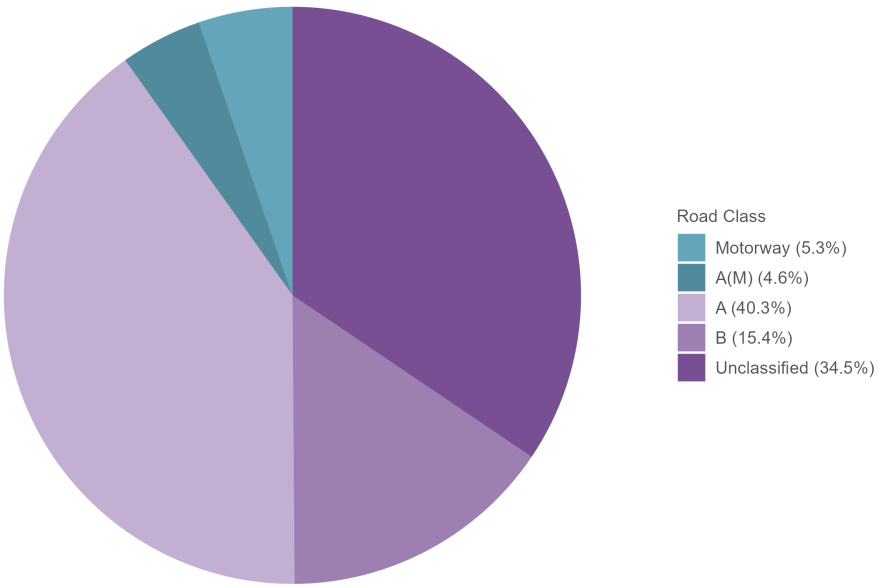
Figure 55: Wokingham collisions by driver actions (2018-2022)



4.1.1.9 Road environment

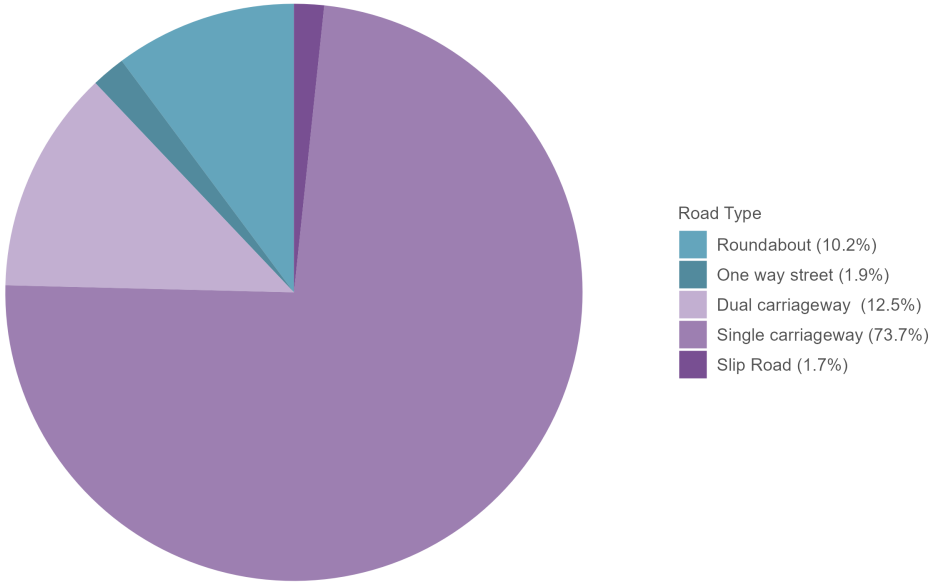
4.1.1.9.1 Road class Figure 56 shows collisions in Wokingham by class of road. Forty percent of collisions in Wokingham were on A roads. Unclassified roads featured over a third (34.5%) of collisions whilst 15% took place on B roads and 10% took place on motorways.

Figure 56: Wokingham collisions by road class (2018-2022)



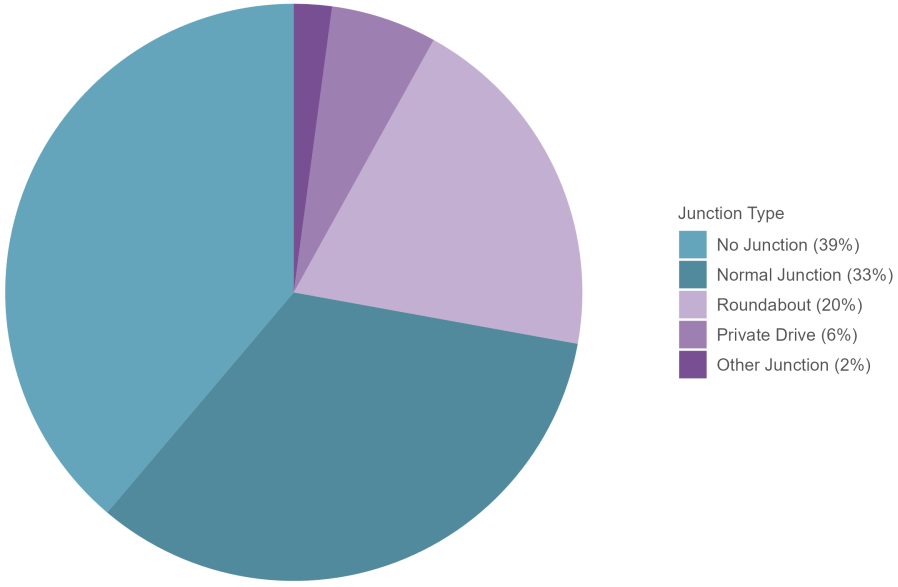
4.1.1.9.2 Carriageway type Figure 57 shows collisions in Wokingham by carriageway type of road. Nearly three quarters (74%) of collisions were on single carriageway roads, whilst 13% were on dual carriageways. Around 10% were on roundabouts, 2% on one-way streets and 2% on slip roads.

Figure 57: Wokingham collisions by road carriageway type (2018-2022)



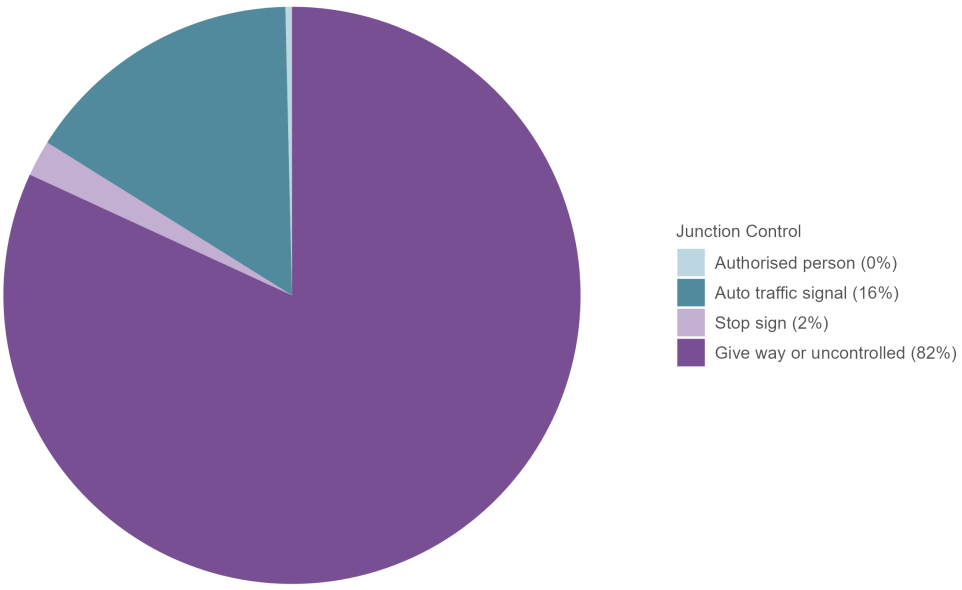
4.1.1.9.3 Junction type Figure 58 shows collisions in Wokingham by the presence and type of junction. Over half (55%) of collisions in Wokingham took place at a junction. Of these, most were at a normal junction (34%), whilst 20% were at a roundabout. Six percent of collisions occurred at a private driveway.

Figure 58: Wokingham collisions by junction type (2018-2022)



4.1.1.9.4 Junction control Figure 59 shows collisions in Wokingham by the type of junction control (if the collision took place at a junction). Of those collisions that took place at a junction, over three quarters (82%) were at a give way or uncontrolled junction. Sixteen percent of collisions occurred at traffic signal controlled junctions. Very few collisions, just 2% occurred at junctions with stop signs.

Figure 59: Wokingham collisions by junction control (2018-2022)

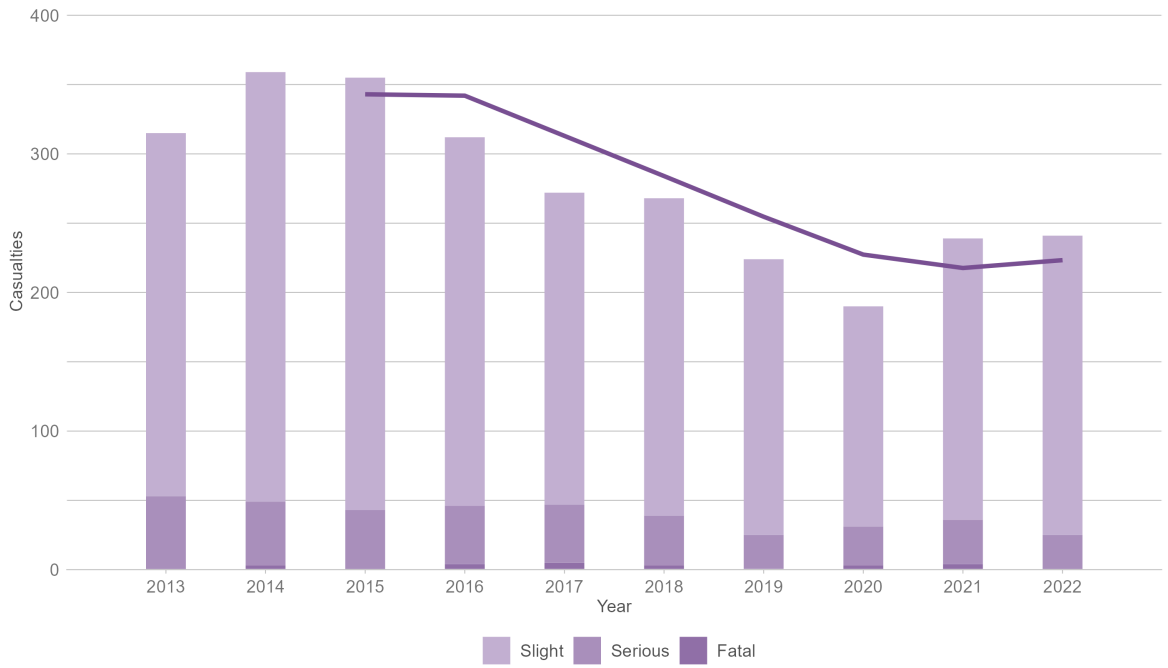


4.1.2 Casualty trends on all roads

4.1.2.1 All casualties Figure 60 shows annual casualty numbers for collisions on Wokingham's roads.

Casualty numbers on Wokingham's roads have shown a downward trend over the decade, however increased in 2021 and again in 2022 and were in excess of pre-pandemic numbers. Despite this recent increase, casualty numbers have fallen by 33% since a decade high in 2014.

Figure 60: Casualties on Wokingham's roads by year (2013-2022)

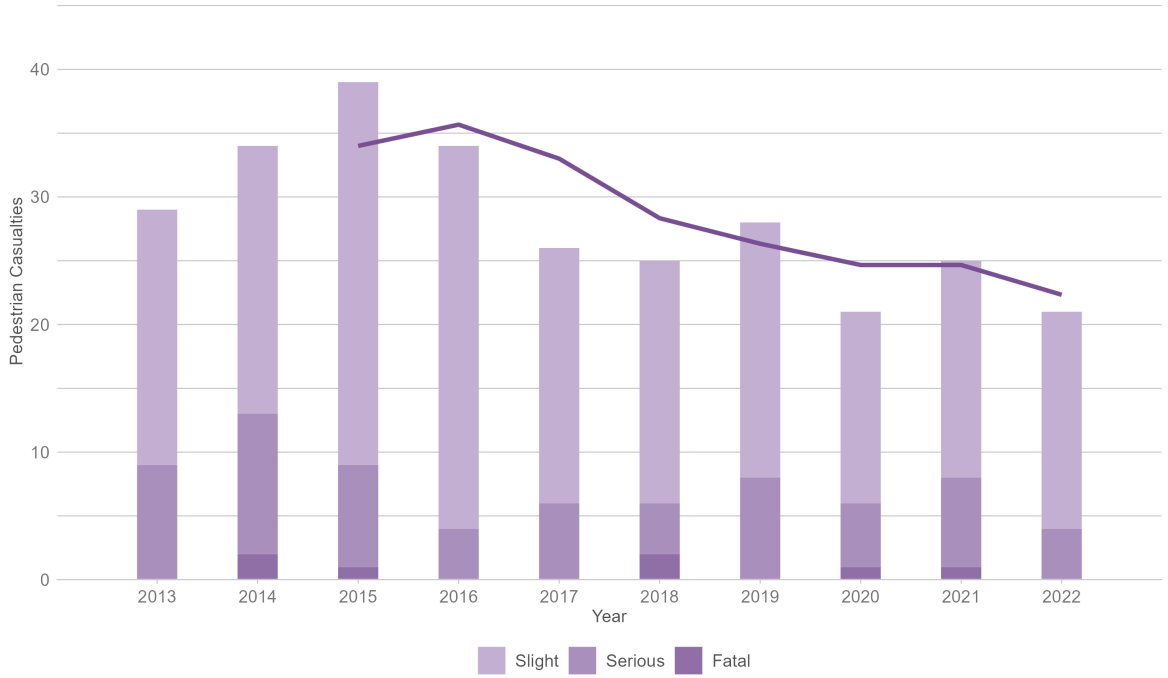


4.1.2.2 Child casualties Figure 61 shows annual child casualty numbers on collisions on Wokingham's roads. Child casualty numbers fluctuated in the early part of the decade before remaining relatively unchanged between 2017 and 2021. In 2022 however child casualty numbers fell by 39% from 2021 with the number of slight injured casualties nearly halving.

Figure 61: Child casualties on Wokingham's roads by year (2013-2022)

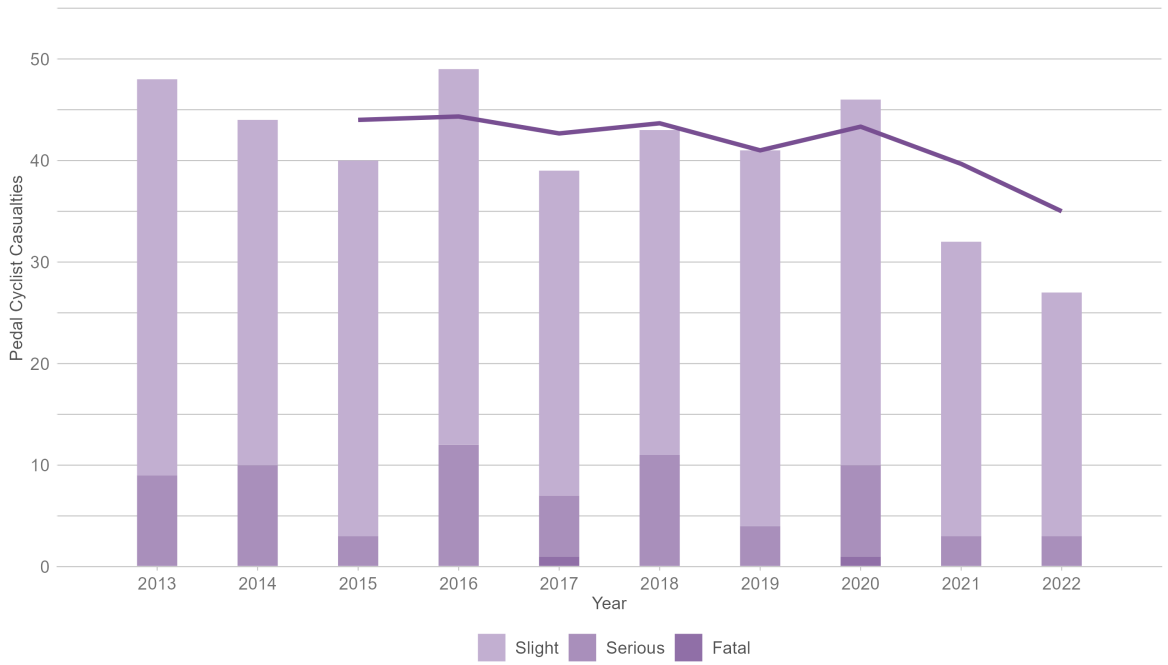
4.1.2.3 Pedestrian casualties Figure 62 shows annual pedestrian casualty numbers on collisions on Wokingham's roads. The pedestrian casualty trend in Wokingham has been a steady decline in numbers since 2015. Pedestrian casualties rose in 2021 after a fall in 2020 during the pandemic but have fallen again in 2022. In 2022 there were no pedestrians killed in collisions, 4 seriously injured and 17 pedestrians slightly injured.

Figure 62: Pedestrian casualties on Wokingham's roads by year (2013-2022)



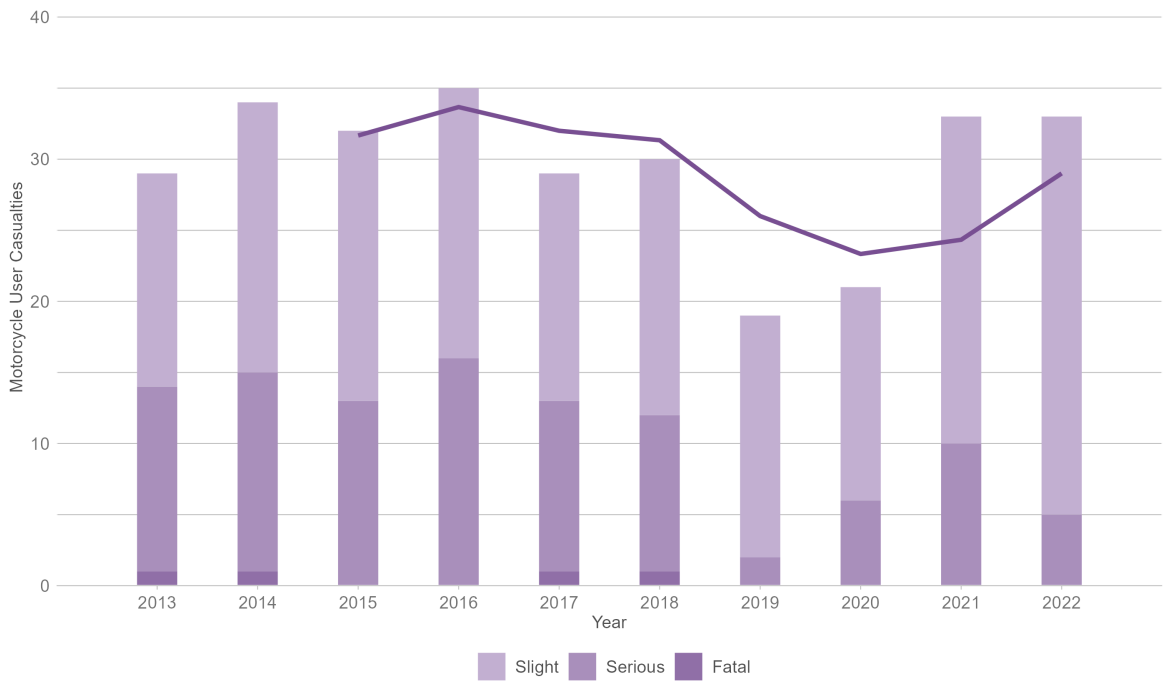
4.1.2.4 Pedal cyclist casualties Figure 63 shows annual pedal cyclist casualty numbers on Wokingham's roads. The number of pedal cyclist casualties on Wokingham's roads has fluctuated over the decade with highs in 2016 and 2020. Having been the only road user group to see a fall in casualty number in 2021, post-pandemic, pedal cyclist casualty numbers have fallen again in 2022 representing a 44% reduction since 2013.

Figure 63: Pedal cyclist casualties on Wokingham's roads by year (2013-2022)



4.1.2.5 Motorcycle user casualties Figure 64 shows annual motorcycle user casualty numbers on Wokingham's roads. Motorcycle casualty numbers in Wokingham fluctuated from 2013 until a sharp decline in 2019. Having increased slightly in 2020, and a further rise in 2021, motorcycle casualty numbers have remained constant between 2021 to 2022 representing a 74% increase since 2019. In 2022 there were no motorcyclists killed, but 5 seriously injured and 29 slightly injured in collisions.

Figure 64: Motorcycle user casualties on Wokingham's roads by year (2013-2022)



4.2 Collisions on Urban Roads in Wokingham

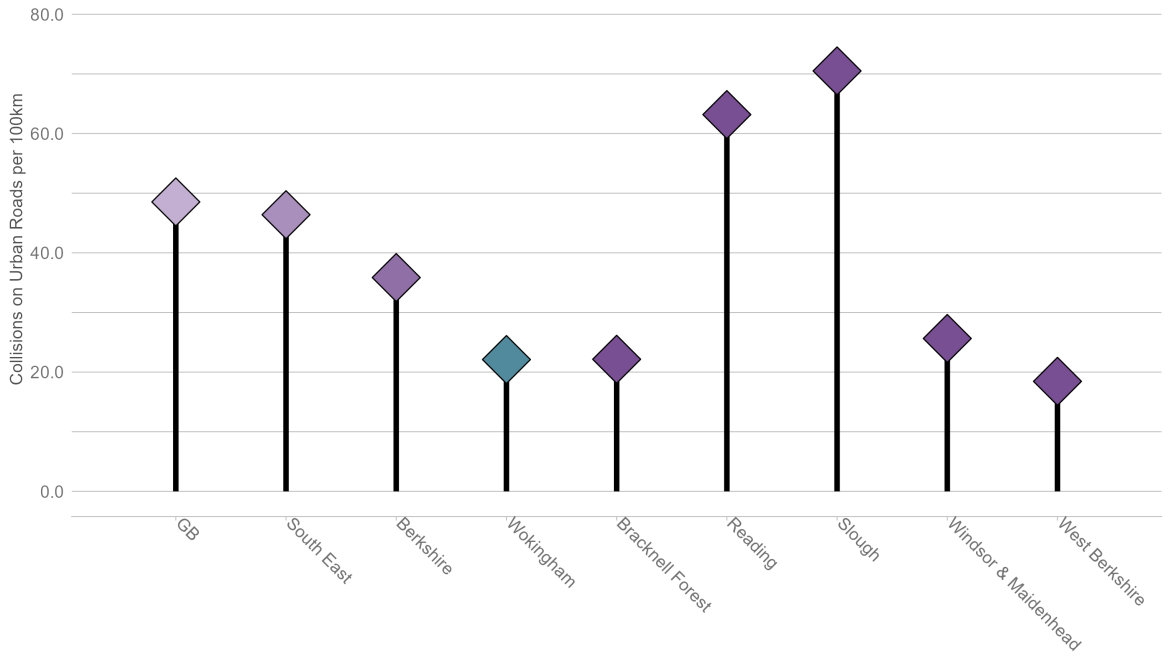
The following section investigates collisions in Wokingham which occurred on urban roads. For an explanation of how urban roads have been identified in Wokingham, please refer to Section 5.1.2.1.1.

4.2.1 Rates

4.2.1.1 Collisions on urban roads per 100km of urban road Figure 65 below shows the rate of average annual collisions on urban roads between 2018 and 2022 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 2018 and 2022 there was a collision rate of 22 collisions per year, per 100km of urban road.

Figure 65: Annual average collisions on urban roads per 100km of urban road (2018-2022)

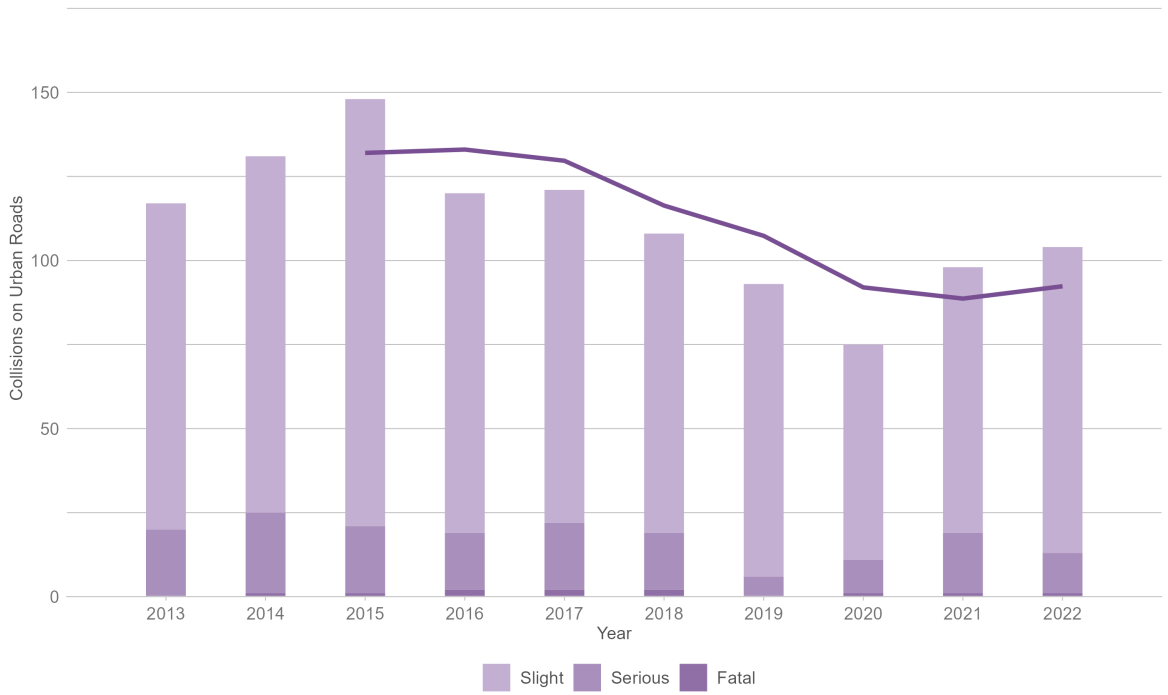


4.2.1.2 Comparisons Wokingham's urban road collisions rate was less than half the national urban road collision rate and the regional rate. This was also 38% below the overall Berkshire rate. Within Berkshire, West Berkshire has the lowest urban roads collision rate, followed by Wokingham. The urban road collision rate for Windsor & Maidenhead is slightly higher at 25 collisions per year, per 100km urban road while Reading & Slough's rates are much higher at 63 and 70 respectively.

4.2.1.3 Trends Figure 66 shows annual collisions on Wokingham's urban roads, since 2013 by severity.

Collision numbers on Wokingham's urban roads followed a steady decline from 2015 to 2020 before rising in 2021 to pre-pandemic levels. In 2022 collisions on Wokingham's urban roads rose again with 1 fatal, 12 serious and 91 slight collisions.

Figure 66: Wokingham collisions on urban roads, by year and severity (2013-2022)



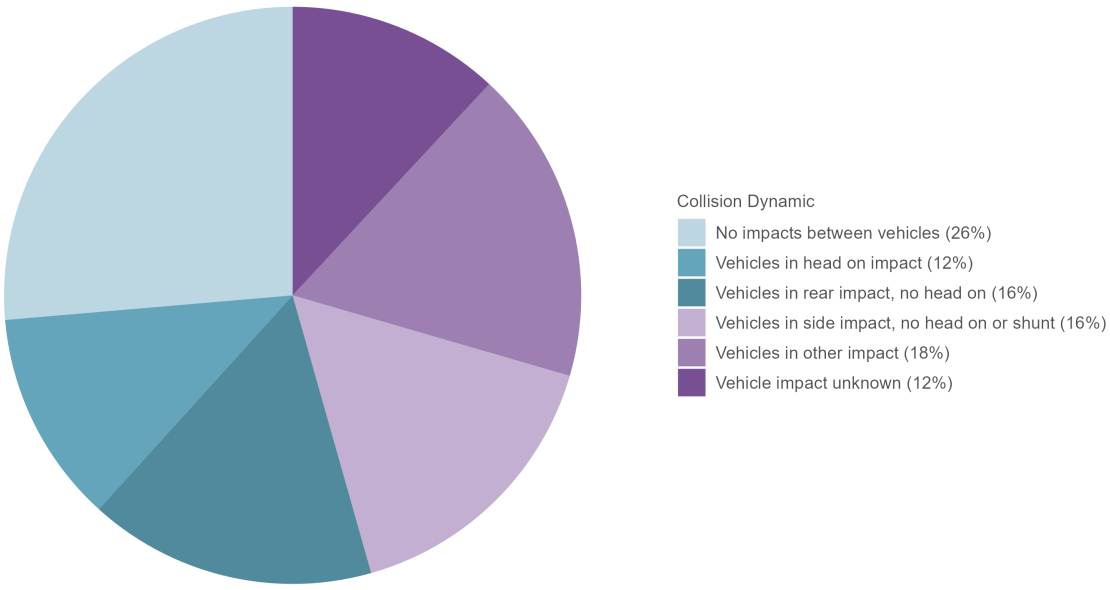
4.2.1.3.1 Collisions on urban roads by driver residency Of the drivers involved in collisions on urban roads in Wokingham for whom home location was recorded, just under half were residents of Wokingham. Of the remaining 51%, the majority were residents of Reading (22%), Surrey (6%), Bracknell Forest (5%) and Hampshire (3%).

4.2.1.4 Collision dynamics and driver actions on urban roads

4.2.1.4.1 Collision dynamics Figure 67 shows collisions on urban roads in Wokingham by the dynamics resulting in the collision. A description of collision dynamics and the derivation using STATS19 data is outlined in section 5.1.4 of this report.

The breakdown of collisions by collision dynamic is similar on urban roads to all roads. Over a quarter of collisions (26%) involved no impact between vehicles. Thirty-two percent involved either rear impact or side impact with 12% of collisions on urban roads involving head-on impact between vehicles.

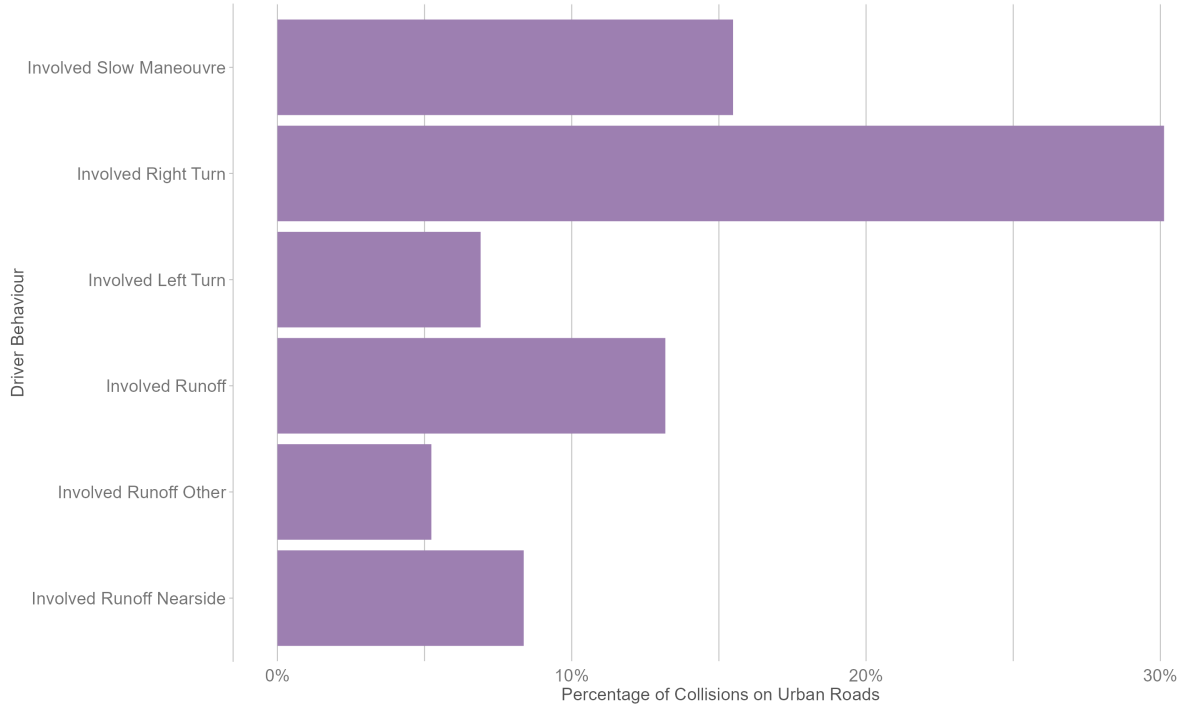
Figure 67: Wokingham collisions on urban roads by collision dynamics (2018-2022)



4.2.1.4.2 Driver actions Figure 68 shows collisions on urban roads in Wokingham by the presence of different driver actions. An explanation of the derivation of driver actions and the definitions are included in section 5.1.5 of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers.

Drivers making right turns were involved in the largest number of collisions on Wokingham's urban roads, followed by slow maneouvres, such as slowing down, stopping or waiting to proceed. Drivers leaving the carriageway in run-off collisions on urban roads accounted for just over 10% of urban road collisions.

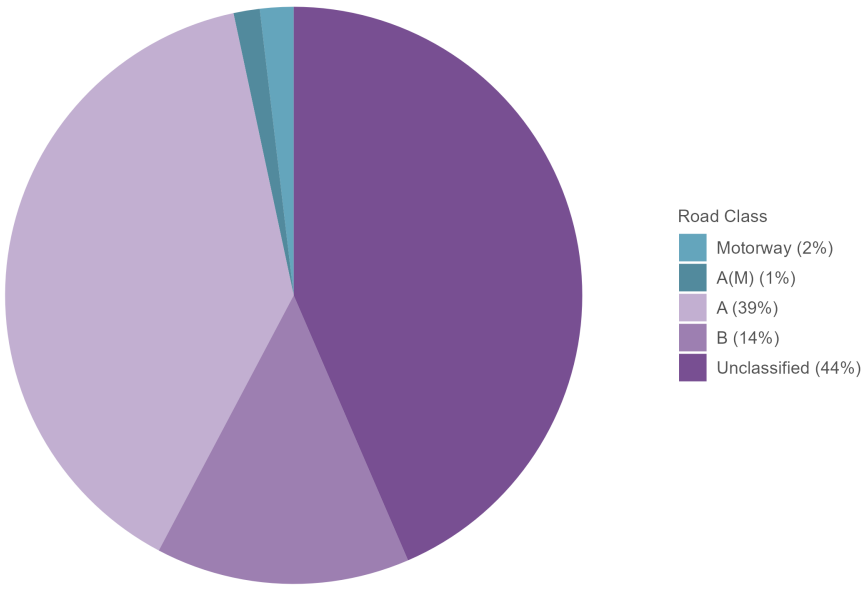
Figure 68: Wokingham collisions on urban roads by driver actions (2018-2022)



4.2.1.5 Urban road environment

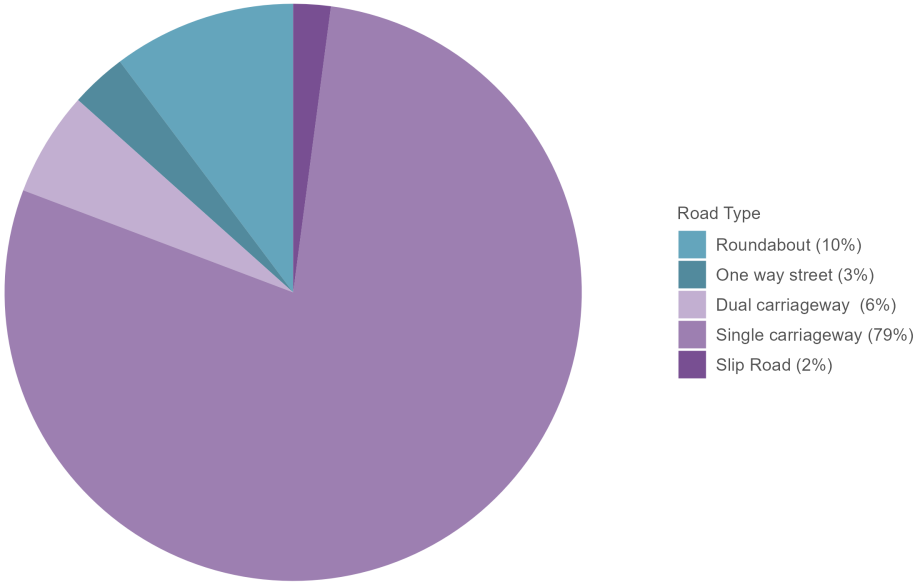
4.2.1.5.1 Road class Figure 69 shows collisions on urban roads in Wokingham by class of road. Compared to all roads, more urban road collisions take place on unclassified roads (44% compared to 35%) and fewer take place on motorways (2% compared to 10%).

Figure 69: Wokingham collisions on urban roads by road class (2018-2022)



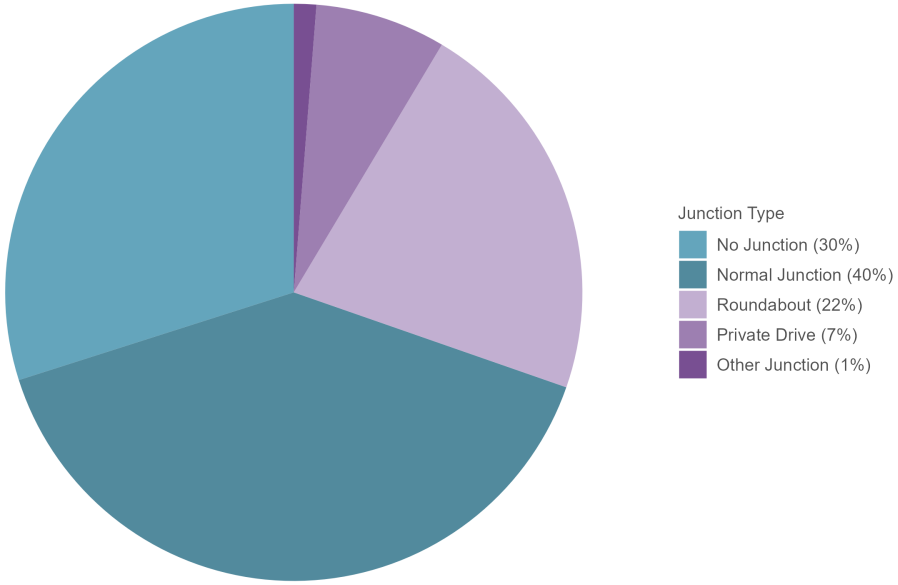
4.2.1.5.2 Carriageway type Figure 70 shows collisions on urban roads in Wokingham by carriageway type of road. When compared to all roads, a lower proportion of urban collisions occur on dual carriageways (6% compared to 13%) whilst a higher proportion occur on single carriageways.

Figure 70: Wokingham collisions on urban roads by road carriageway type (2018-2022)



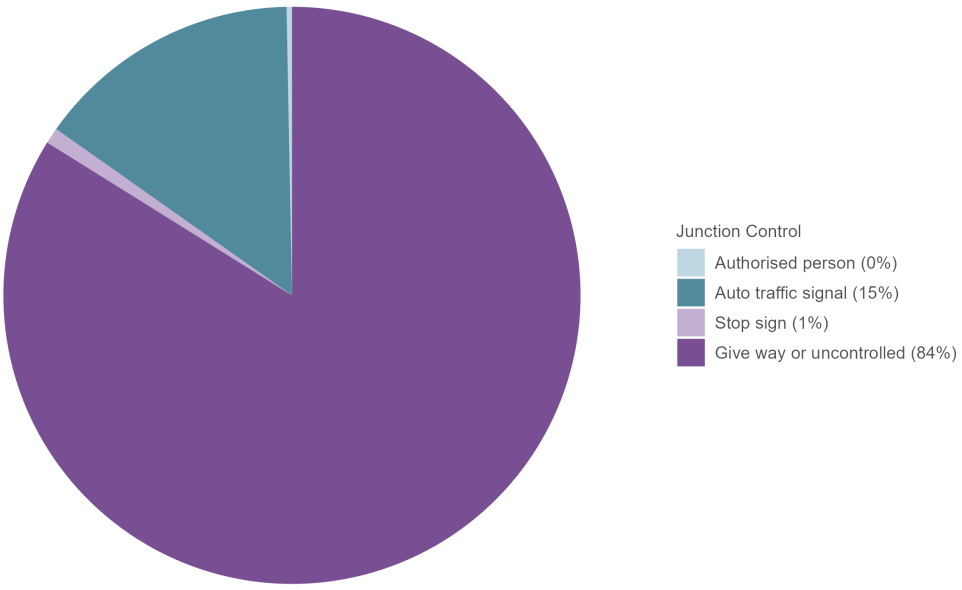
4.2.1.5.3 Junction type Figure 71 shows collisions on urban roads in Wokingham by the presence and type of junction. Just under a third of urban collisions took place away from a junction. Of the remaining 70%, the majority (40%) took place at a normal junction and 22% at a roundabout.

Figure 71: Wokingham collisions on urban roads by junction type (2018-2022)



4.2.1.5.4 Junction control Figure 72 shows collisions on urban roads in Wokingham by the type of junction control (if the collision took place at a junction). Like all roads in Wokingham, for those collisions that took place at junctions, the vast majority (84%) took place at give way or uncontrolled junctions. Fifteen percent of urban collisions at junctions, occurred at traffic signal controlled junctions and only 1% at junctions with stop signs.

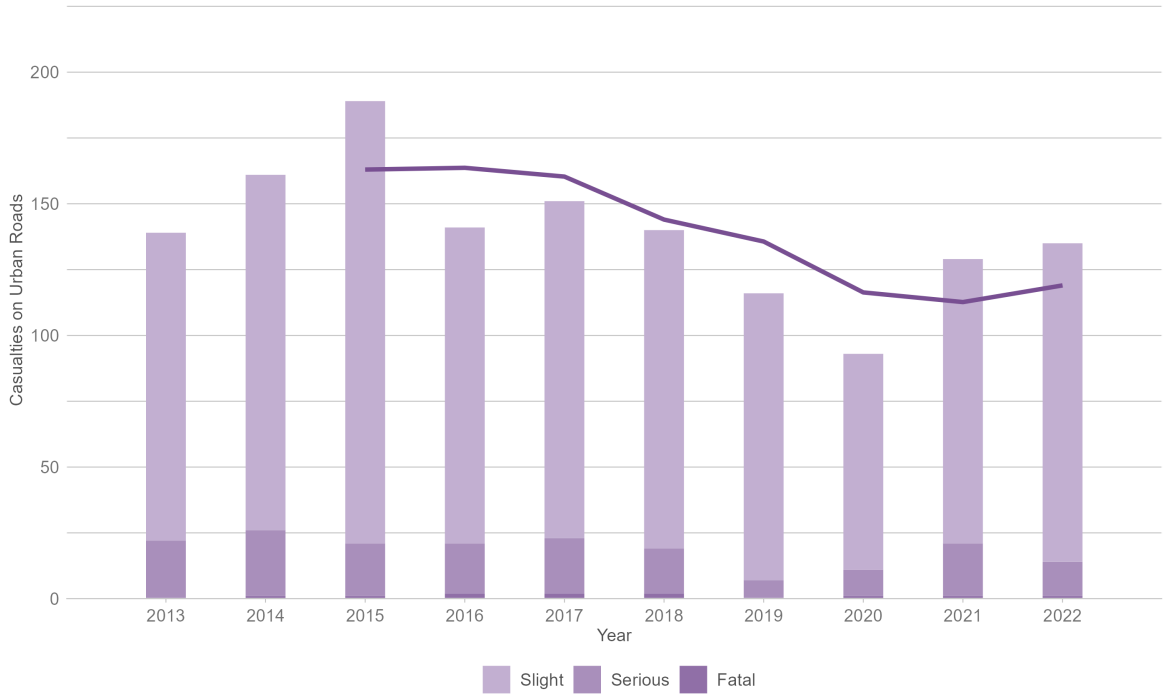
Figure 72: Wokingham collisions on urban roads by junction control (2018-2022)



4.2.2 Casualty trends on urban roads

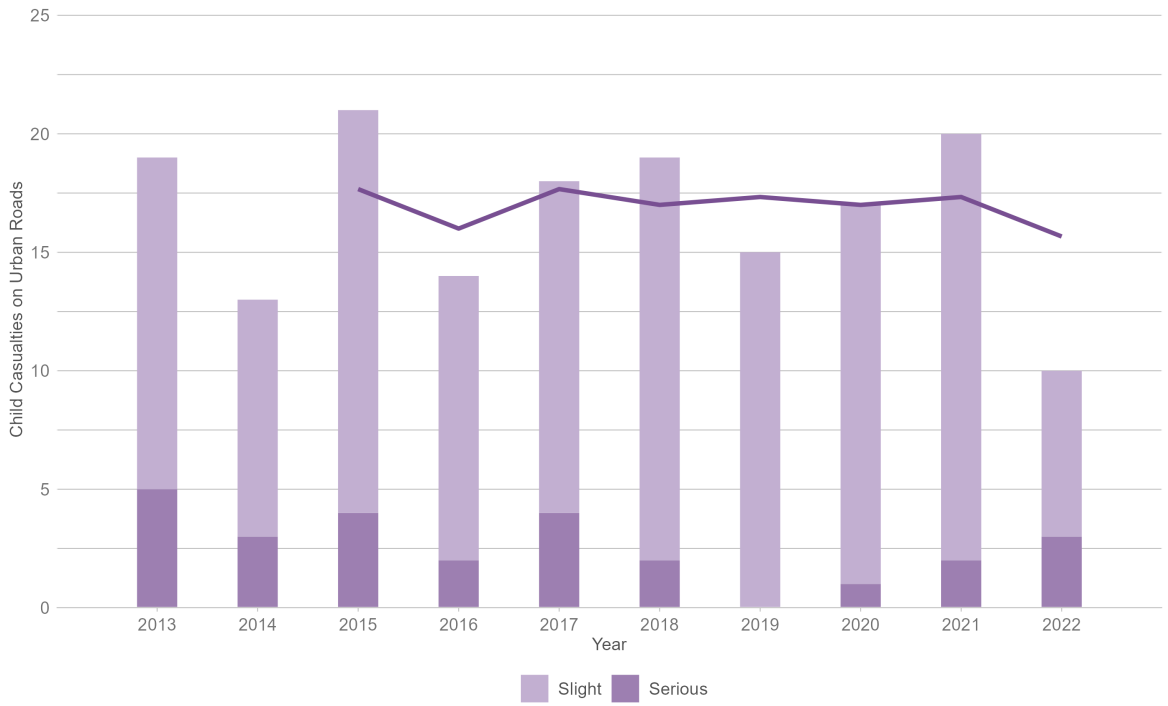
4.2.2.1 All casualties Figure 73 shows annual casualty numbers for collisions on Wokingham's urban roads. Much like casualties on all roads in Wokingham, there has been a downward trend in casualty numbers on Wokingham's urban roads over the decade although casualty numbers slightly increased in 2022 on 2021 levels. In 2022 there were 135 casualties injured on Wokingham's urban roads.

Figure 73: Casualties on Wokingham's urban roads by year (2013-2022)



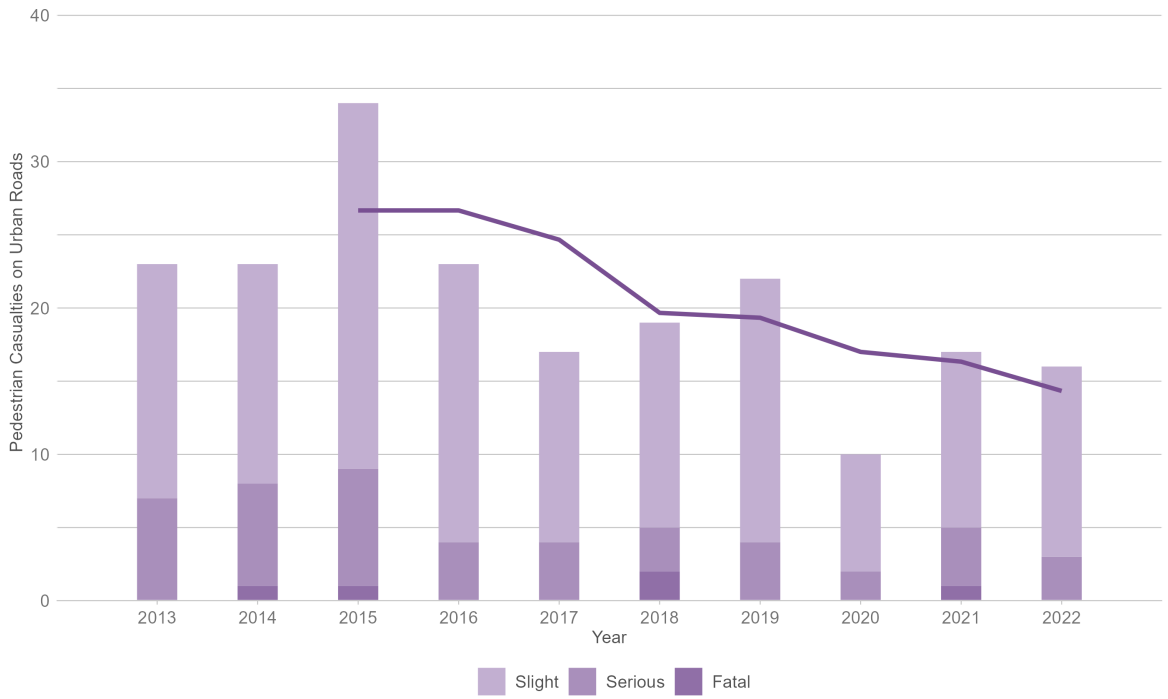
4.2.2.2 Child casualties Figure 74 shows annual child casualty numbers on collisions on Wokingham's urban roads. As a reflection of child casualty trends on all roads, the number of child casualties injured on Wokingham's urban roads fell by 50% in 2022 compared to 2021. It is the number of slight casualties that has seen the significant reduction falling from 18 in 2021 to 7 in 2022, however the number of child casualties seriously injured on Wokingham's urban roads, whilst still small in absolute numbers, has increased year-on-year since 2019.

Figure 74: Child casualties on Wokingham's urban roads by year (2013-2022)



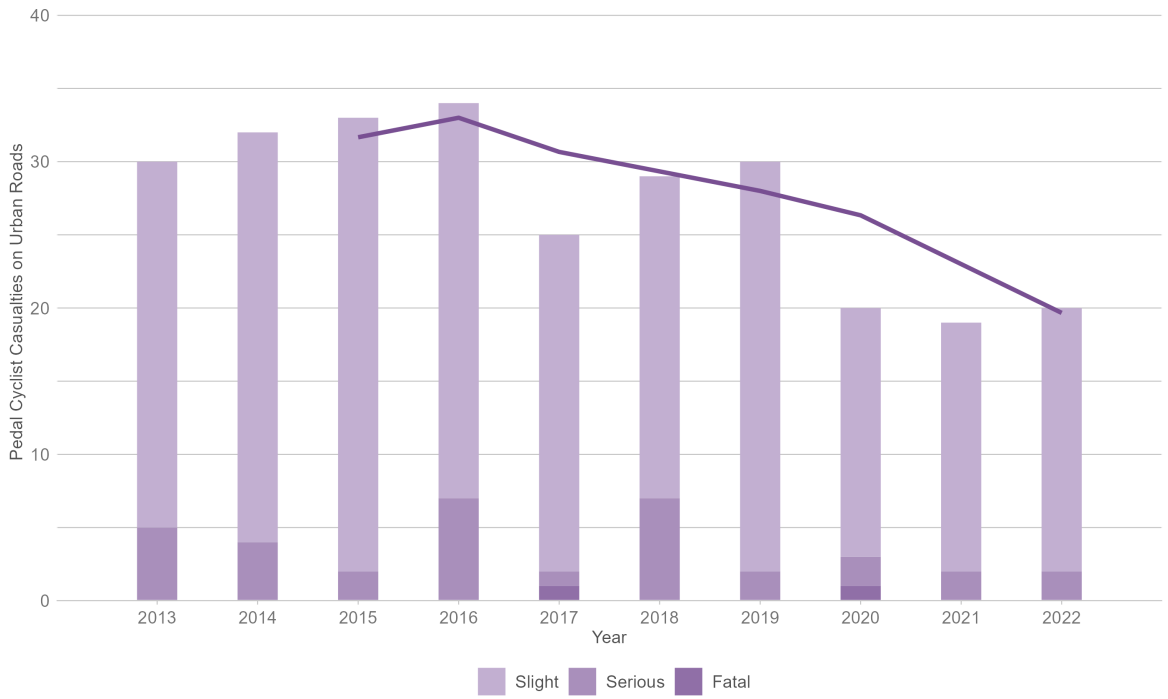
4.2.2.3 Pedestrian casualties Figure 75 shows annual pedestrian casualty numbers on collisions on Wokingham's urban roads. Following the sharp rise in pedestrian casualties numbers on Wokingham's urban roads in 2021 post-pandemic, pedestrian casualty numbers have fallen again to continue the overall downward trend of the decade.

Figure 75: Pedestrian casualties on Wokingham's urban roads by year (2013-2022)



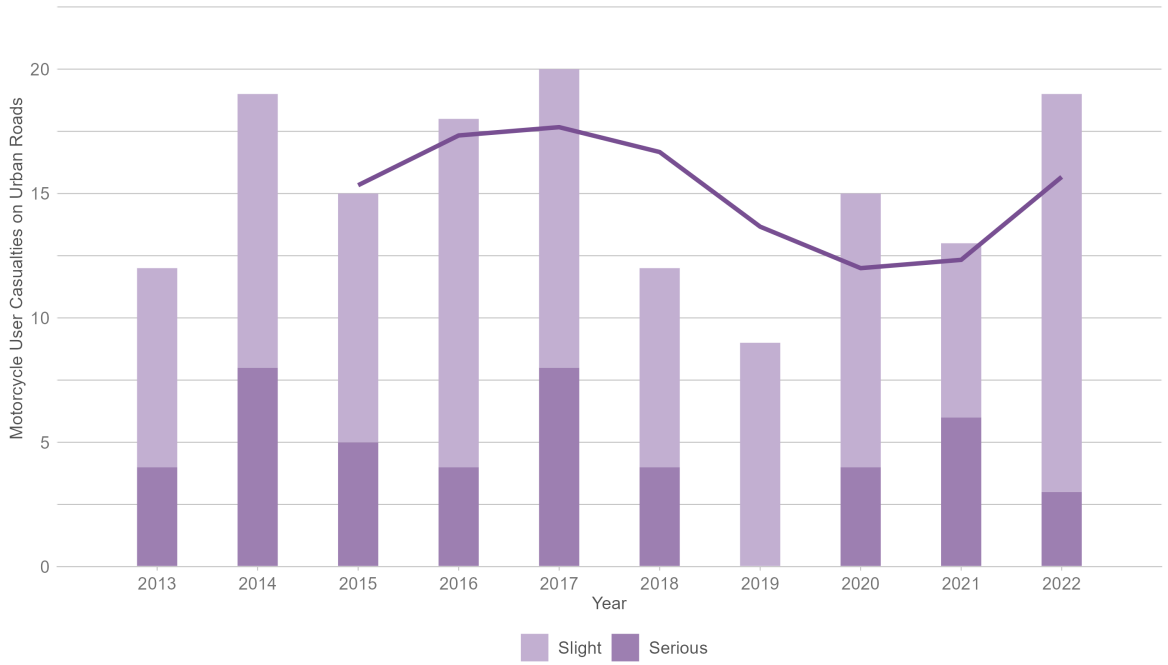
4.2.2.4 Pedal cyclist casualties Figure 76 shows annual pedal cyclist casualty numbers on collisions on Wokingham's urban roads. Unlike pedal cyclist casualties on all roads, the number of pedal cyclist casualties on Wokingham's urban roads did not see the same extent of reduction from 2020 to 2021 and have risen again in 2022. Despite the increase, the number of pedal cyclists casualties on urban roads in 2022 represents a 41% reduction from a decade high in 2016.

Figure 76: Pedal cyclist casualties on Wokingham's urban roads by year (2013-2022)



4.2.2.5 Motorcycle user casualties Figure 77 shows annual motorcycle user casualty numbers on Wokingham's urban roads. The number of motorcyclist casualty numbers on Wokingham's urban roads in 2022 has increased 46% compared to 2021. Despite the increase in overall motorcyclist casualty numbers, the number of motorcyclists seriously injured on urban roads has halved between 2021 to 2022.

Figure 77: Motorcycle user casualties on Wokingham's urban roads by year (2013-2022)



4.3 Collisions on Rural Roads in Wokingham

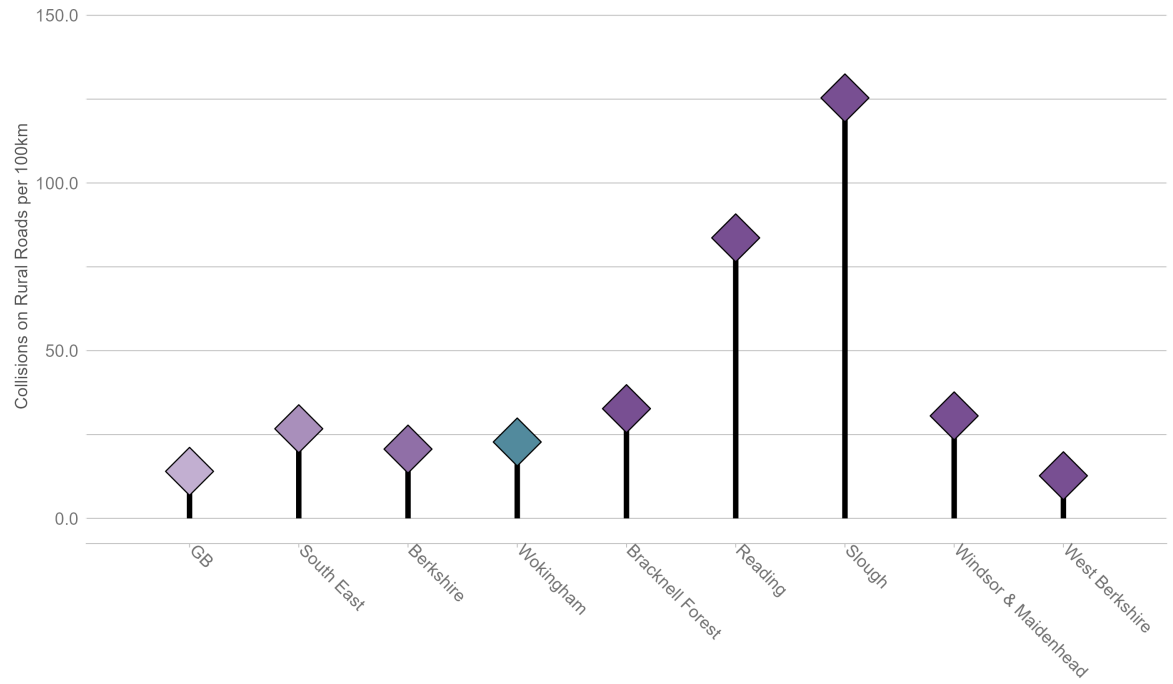
The following section investigates collisions in Wokingham which occurred on rural roads. For an explanation of how rural roads have been identified in Wokingham, please refer to Section 5.1.2.1.1.

4.3.1 Rates

4.3.1.1 Collisions on rural roads per 100km of rural road Figure 78 below shows the rate of average annual collisions on rural roads between 2018 and 2022 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 was 23 collisions per year, per 100km of rural road.

Figure 78: Annual average collisions on rural roads per 100km of rural road (2018-2022)

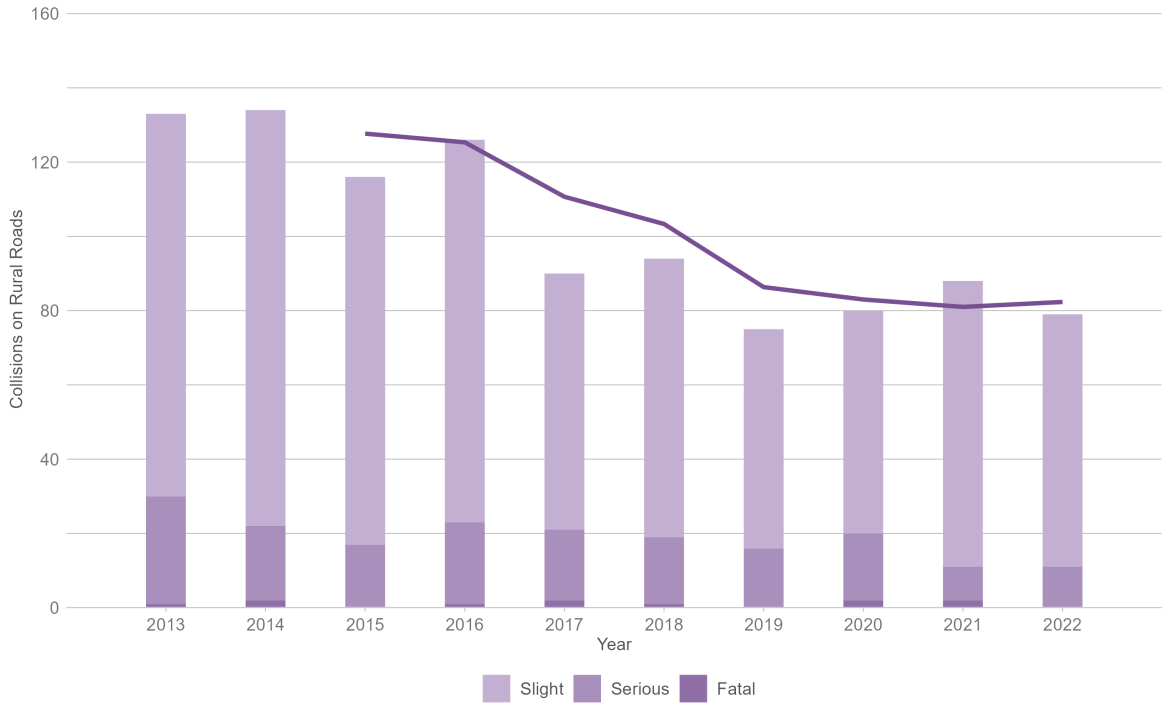


4.3.1.2 Comparisons Wokingham's rural road collision rate is 62% higher than the national rate and 10% higher than the overall rate for Berkshire. This is 15% lower than the South East's regional rate. Wokingham's rate continues to be the second lowest rate in Berkshire, above West Berkshire.

4.3.1.3 Trends Figure 79 shows annual collisions on Wokingham's rural roads, since 2013 by severity.

As per the downward trend in collisions on all roads in Wokingham the trend in collisions on rural roads is similar. Following small year-on-year increases from 2019 to 2021, the number of collisions on Wokingham's rural roads has fallen in 2022. There were no fatalities, 11 seriously injured and 68 slightly injured casualties on Wokingham's rural roads in 2022.

Figure 79: Wokingham collisions on rural roads, by year and severity (2013-2022)



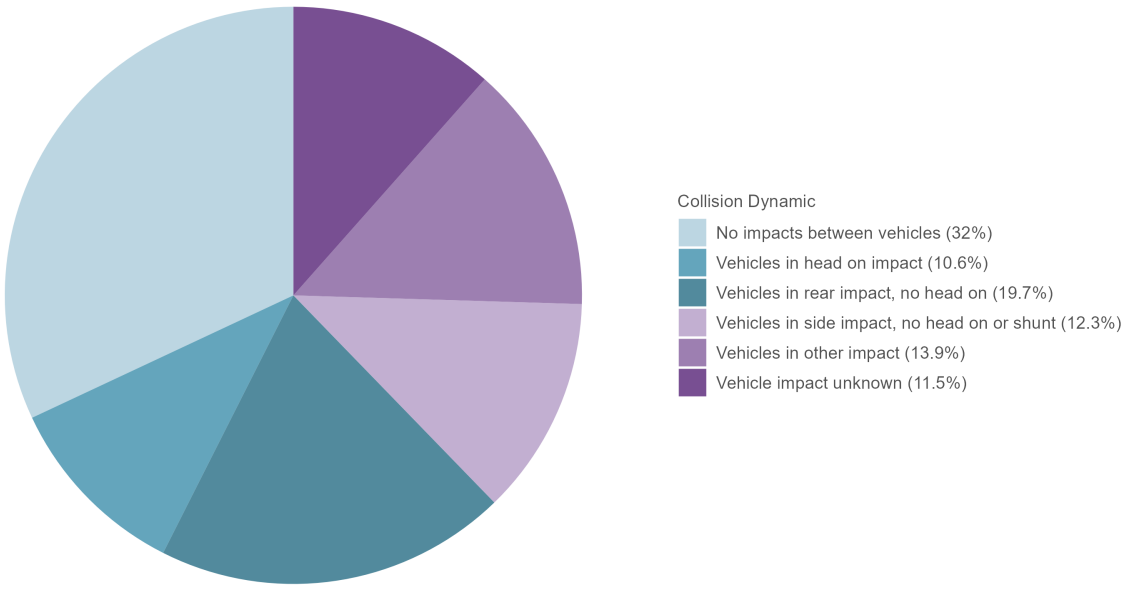
4.3.1.3.1 Collisions on rural roads by driver residency Of the drivers involved in collisions on rural roads in Wokingham for whom home locations was recorded, under half were residents of Wokingham. Of the remaining 60% the majority are residents of Hampshire (10%), Surrey (10%), Bracknell Forest (7%), Windsor & Maidenhead (6%) and West Berkshire (5%).

4.3.1.4 Collision dynamics and driver actions on rural roads

4.3.1.4.1 Collision dynamics Figure 80 shows collisions on rural roads in Wokingham by the dynamics resulting in the collision. A description of collision dynamics and the derivation using STATS19 data is outlined in section 5.1.4 of this report.

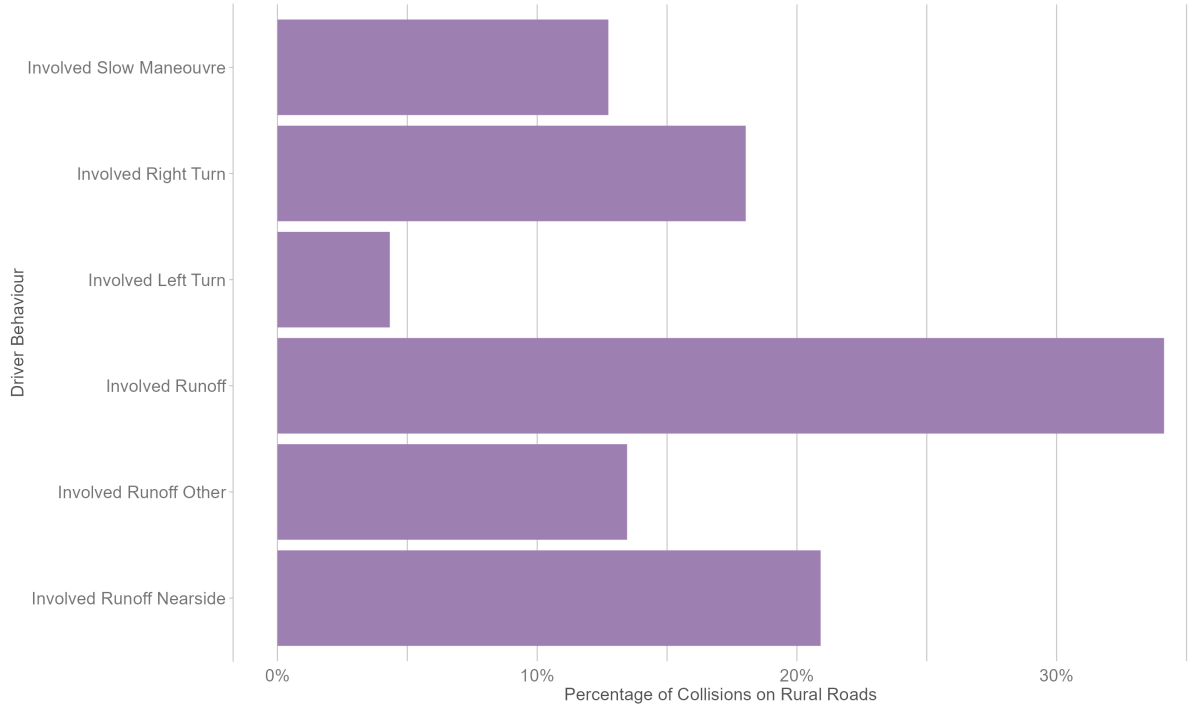
The breakdown of collisions by the dynamics of the collision is broadly similar on rural roads to all roads although the percentage of vehicles involved in collisions with no impact is slightly higher at 32% (compared to 29%). Head-on collisions accounted for the smallest proportion of collisions on rural roads at 11%, followed by side-impact collisions at 12%. Rear impact collisions accounted for the largest proportion of those collisions on rural roads involving impact between vehicles, accounting for 20%.

Figure 80: Wokingham collisions on rural roads by collision dynamics (2018-2022)



4.3.1.4.2 Driver actions Figure 81 shows collisions on rural roads in Wokingham by the presence of different driver actions. An explanation of the derivation of driver actions and the definitions are included in section 5.1.5 of this report. Note that collisions can have multiple driver behaviours present, so there may be some overlap in numbers. Aligning with typical collision dynamic trends on non-built-up roads, run-off was the most prevalent driver action for collisions on rural roads, particularly near-side run-offs.

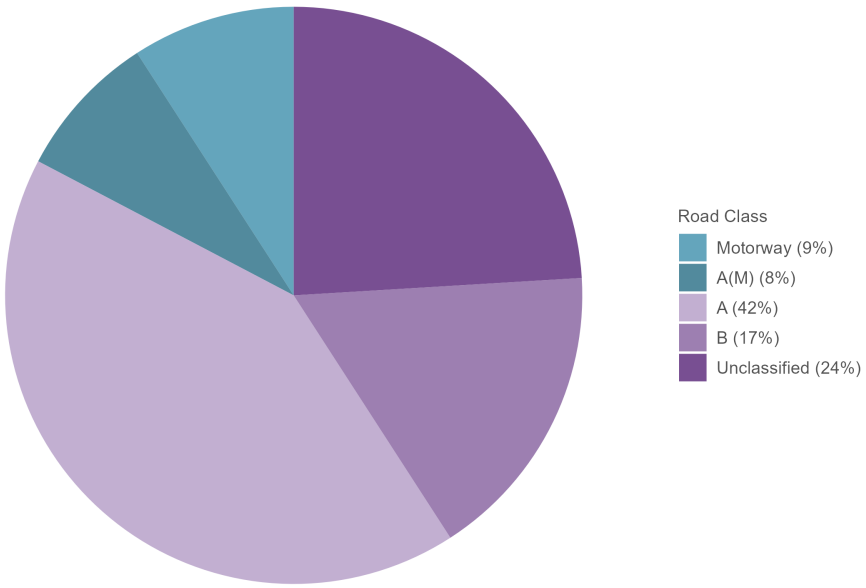
Figure 81: Wokingham collisions on rural roads by driver actions (2018-2022)



4.3.1.5 Rural road environment

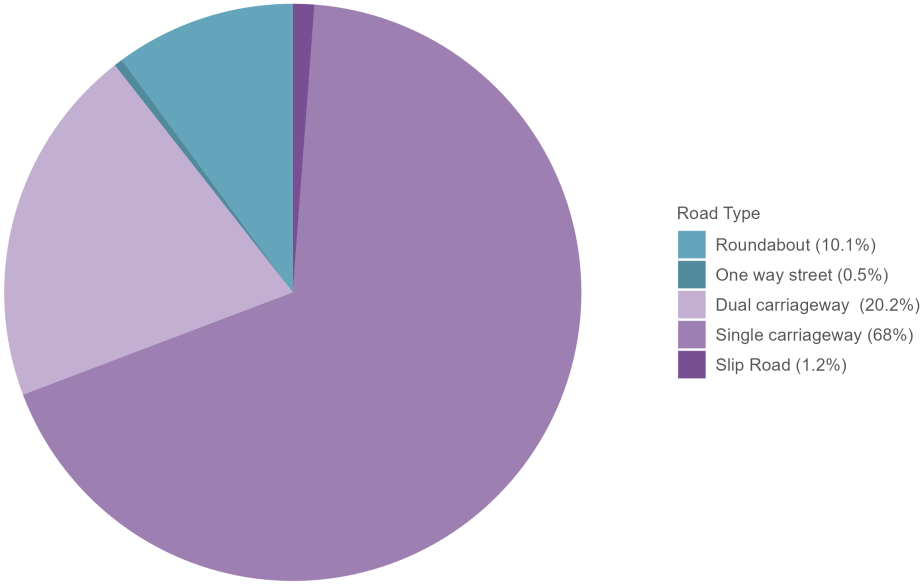
4.3.1.5.1 Road class Figure 82 shows collisions on rural roads in Wokingham by class of road. Compared to all roads, more rural road collisions take place on the classified road network collectively - Motorways (17%), A class (42%) and B class (17%) roads than the unclassified road network (24%).

Figure 82: Wokingham collisions on rural roads by road class (2018-2022)



4.3.1.5.2 Carriageway type Figure 83 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 (20% compared to 13%) whilst a lower proportion take place on single carriageways (68% compared to 74%).

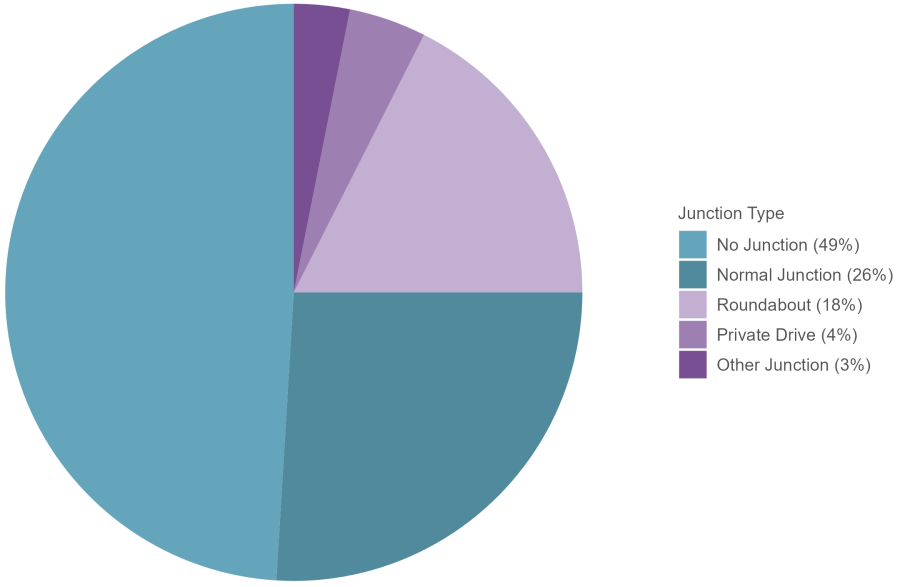
Figure 83: Wokingham collisions on rural roads by road carriageway type (2018-2022)



4.3.1.5.3 Junction type Figure 84 shows collisions on rural roads in Wokingham by the presence and type of junction.

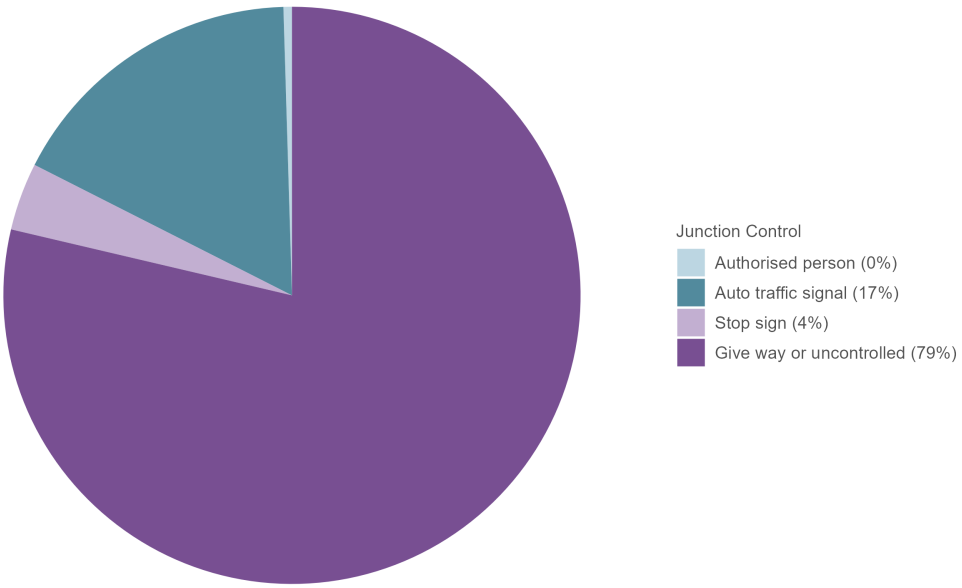
Again aligning with collision dynamics and drive behaviour trends, almost half (49%) of all rural road collisions occurred away from a junction. Of those collisions that did take place at a junction, 26% occurred at a normal junction and 18% at a roundabout.

Figure 84: Wokingham collisions on rural roads by junction type (2018-2022)



4.3.1.5.4 Junction control Figure 85 shows collisions on rural roads in Wokingham by the type of junction control (if the collision took place at a junction). Like all roads and urban roads the majority of collisions that occurred at a junction took place at a give way or uncontrolled junction (79%) although the percentage of these on rural roads is the smallest proportion across each of the 3 road groups. As a result, more collisions on rural roads took place at traffic signal controlled junctions (17%) and 4% took place at junctions with stop signs (compared to 1% on all roads).

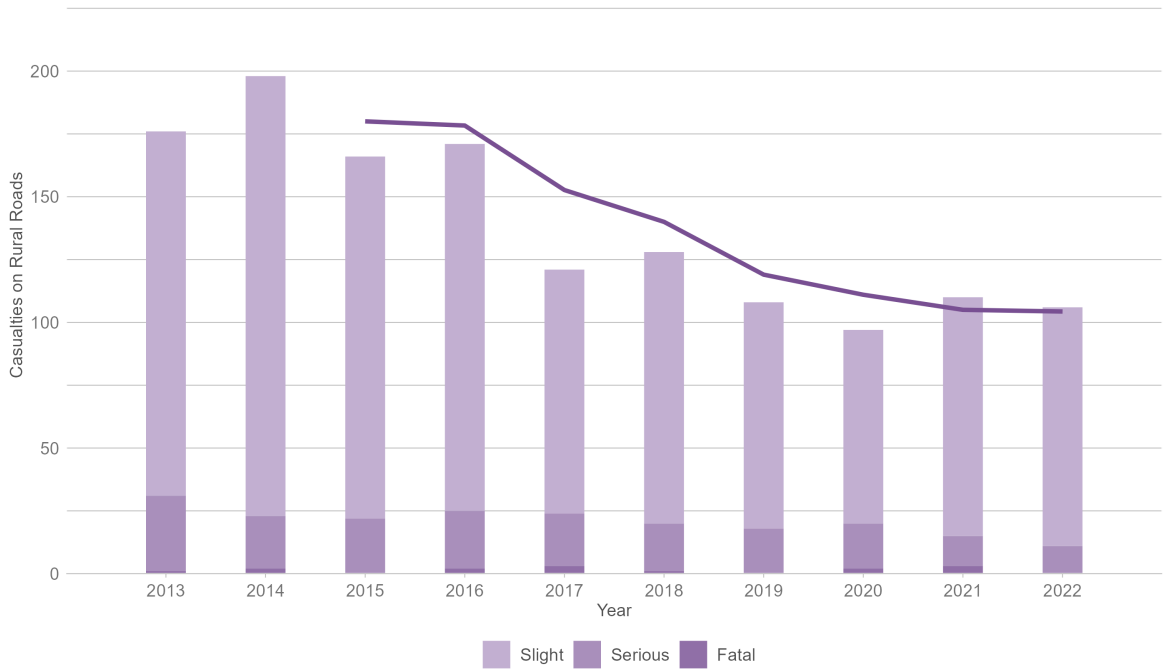
Figure 85: Wokingham collisions on rural roads by junction control (2018-2022)



4.3.2 Casualty trends on rural roads

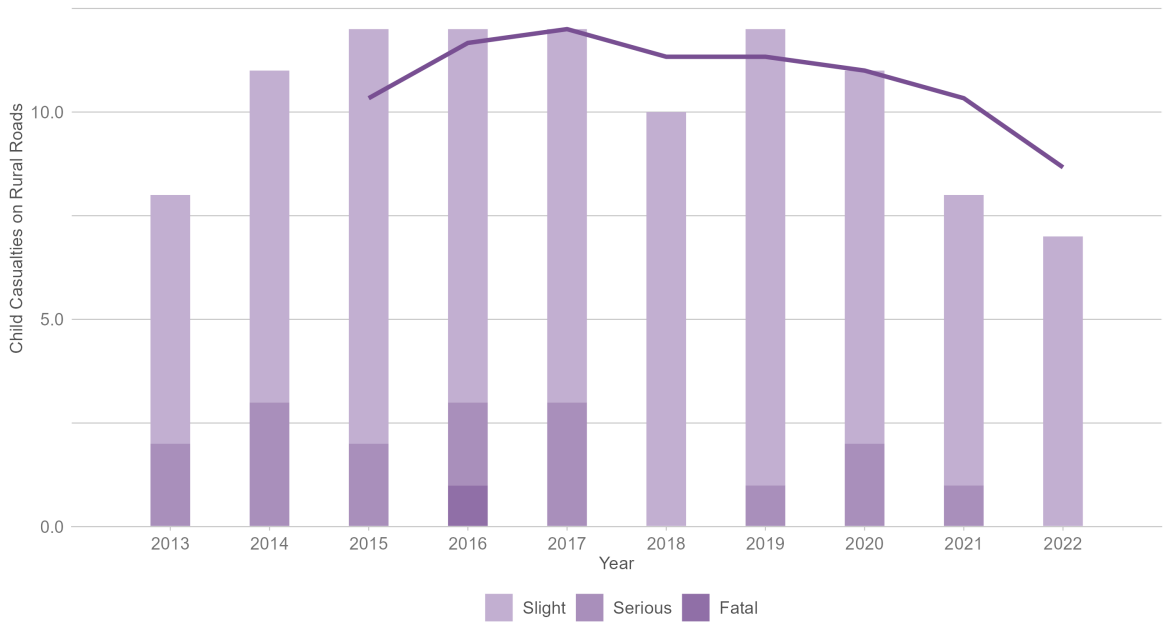
4.3.2.1 All casualties Figure 86 shows annual casualty numbers for collisions on Wokingham's rural roads. Casualty trends on rural roads align with those on all roads in showing a general decline since 2014. Although, unlike all roads, the number of casualties injured on Wokingham's rural roads in 2022 fell compared to 2021. In 2022 there were 11 casualties seriously injured and 95 casualties slightly injured on Wokingham's rural roads.

Figure 86: Casualties on Wokingham's rural roads by year (2013-2022)



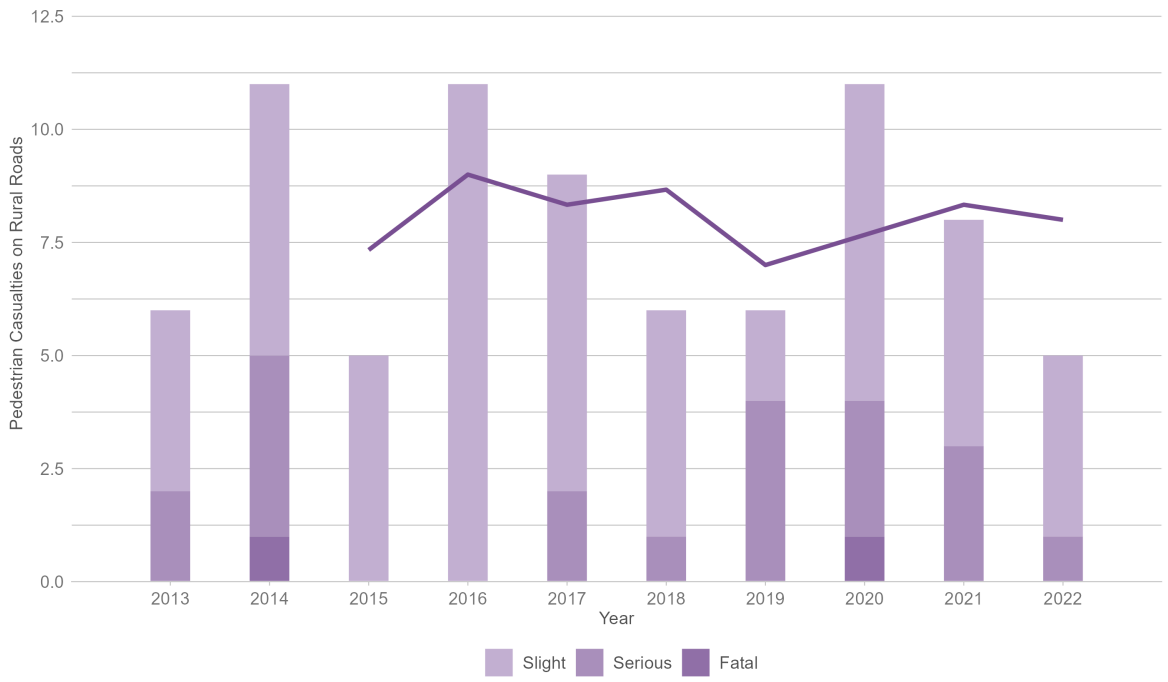
4.3.2.2 Child casualties Figure 87 shows annual child casualty numbers on collisions on Wokingham's rural roads. Child casualties as a result of collisions on Wokingham's rural roads have declined for a second year following the pandemic-affected year in 2020, although not by as much as seen on all or urban roads across the Borough. In 2022 there were just 7 slightly injured child casualties on Wokingham's rural roads, a 42% reduction since 2019.

Figure 87: Child casualties on Wokingham's rural roads by year (2013-2022)



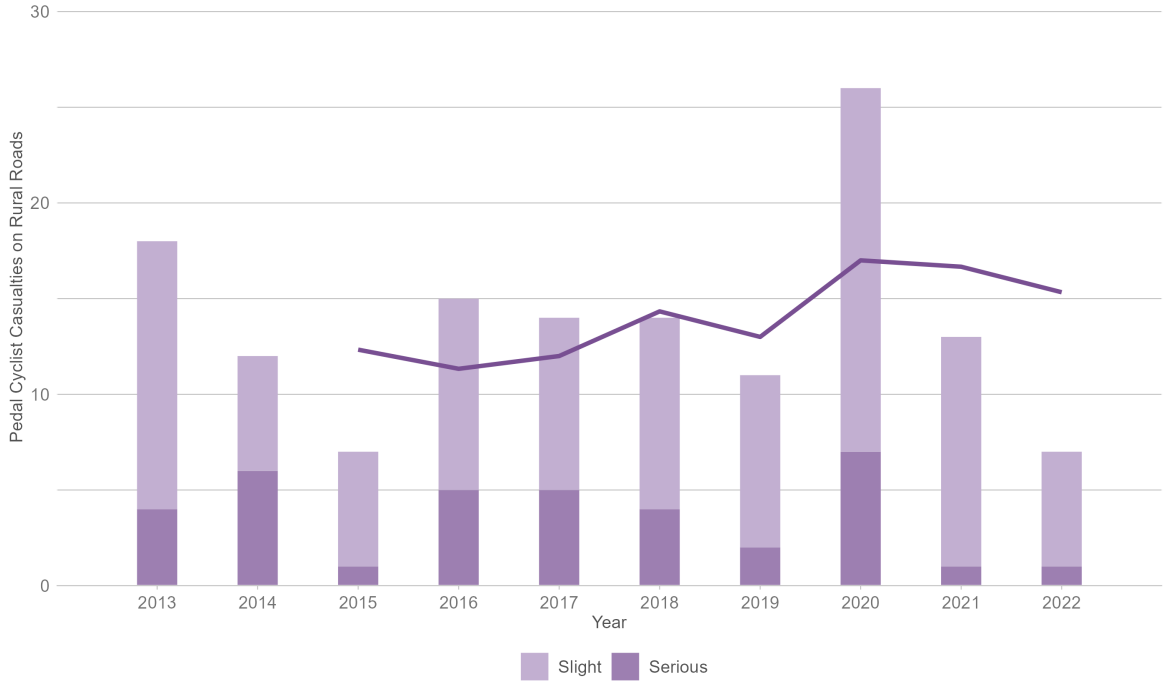
4.3.2.3 Pedestrian casualties Figure 88 shows annual pedestrian casualty numbers in collisions on Wokingham's rural roads. Unlike pedestrian casualties on all roads and urban roads and having reduced in number in 2021, compared to 2020, pedestrian casualties on Wokingham's rural roads have fallen again in 2022. There were just 5 pedestrian casualties as a result of collisions on rural roads, of which 1 was seriously injured.

Figure 88: Pedestrian casualties on Wokingham's rural roads by year (2013-2022)



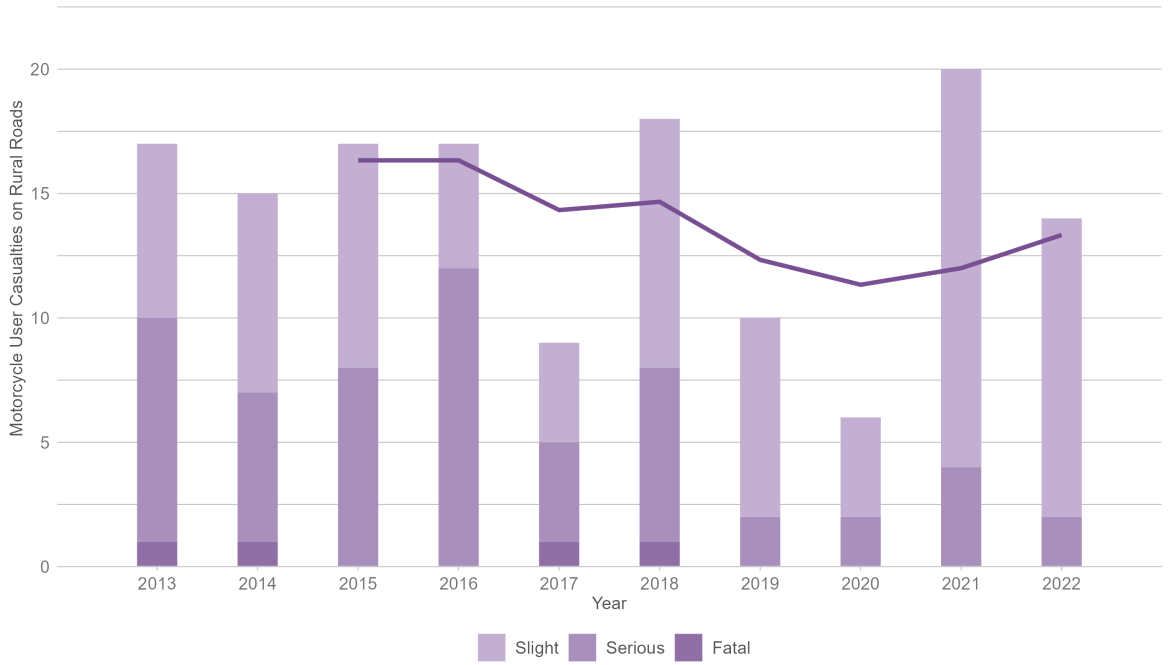
4.3.2.4 Pedal cyclist casualties Figure 89 shows annual pedal cyclist casualty numbers on collisions on Wokingham's rural roads. Having seen a return in pedal cyclist casualty numbers injured as a result of collisions on rural roads in 2021 to pre-pandemic levels, pedal cyclists casualty numbers have fallen again in 2022 to just 7 (1 serious and 6 slight injured casualties). This represents another decade low, matching pedal cyclist casualty numbers recorded in 2015.

Figure 89: Pedal cyclist casualties on Wokingham's rural roads by year (2013-2022)



4.3.2.5 Motorcycle user casualties Figure 90 shows annual motorcycle user casualty numbers on Wokingham's rural roads. Whilst motorcyclist casualty numbers remained similar or increased across all roads and urban roads in Wokingham, on rural roads the number of motorcyclist casualty numbers fell from 2021 to 2022. In 2022 there were 14 injured motorcyclists, of which 2 were seriously injured on Wokingham's rural roads.

Figure 90: Motorcycle user casualties on Wokingham's rural roads by year (2013-2022)



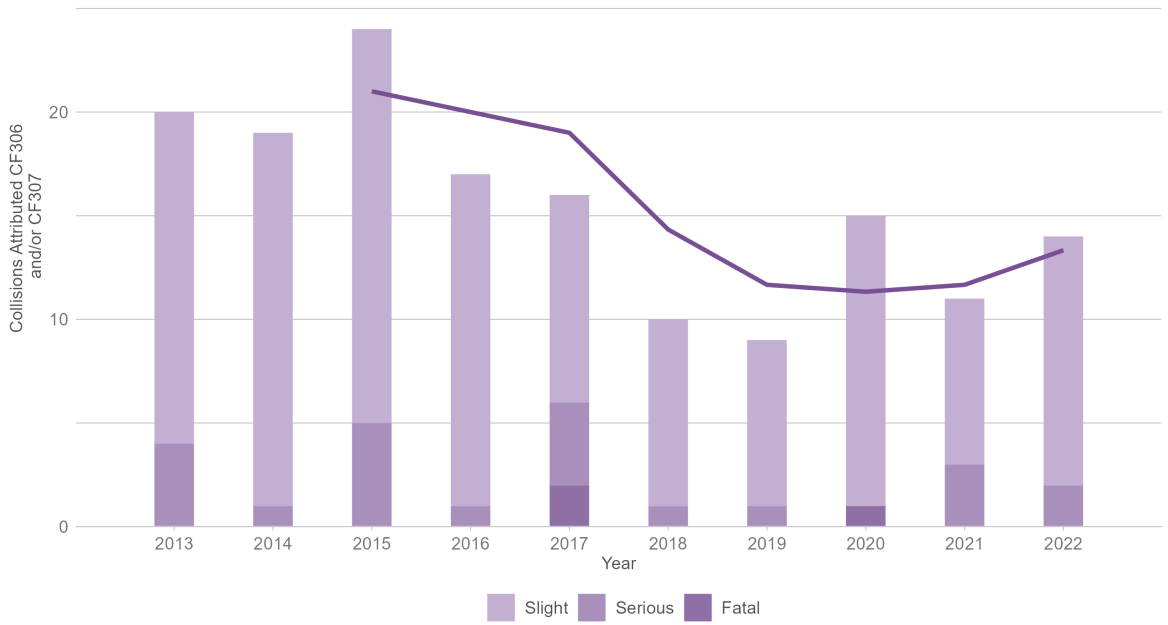
4.4 Contributory Factors

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.

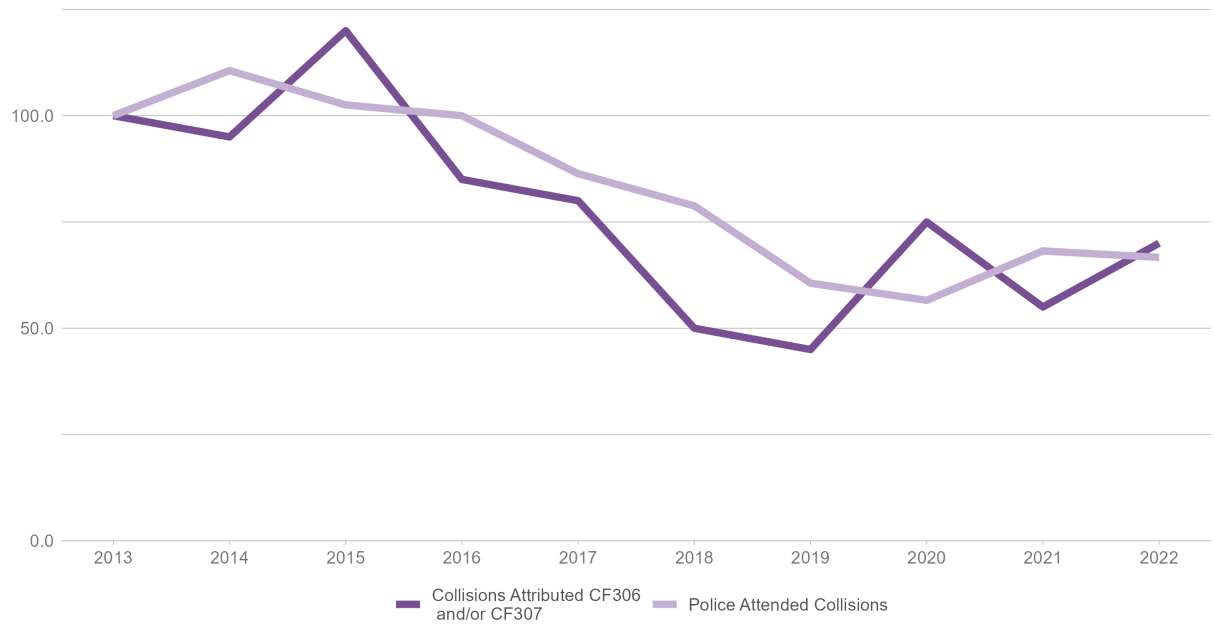
Figure 91: Collisions in Wokingham where CF306 and/or CF307 were recorded (2013-2022)



4.4.1.1 Trends Figure 91 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 92 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

Following a downward trend in speed related collisions from 2015, since 2019 the number of collisions in which one speed related CF was recorded has been rising with a 27% increase from 2021 to 2022. Using 2013 as a baseline the greater reduction in speed related collisions between 2013 and 2019 compared to all officer attended collisions has been reversed with speed related collisions now marginally higher than all officer attended collisions.

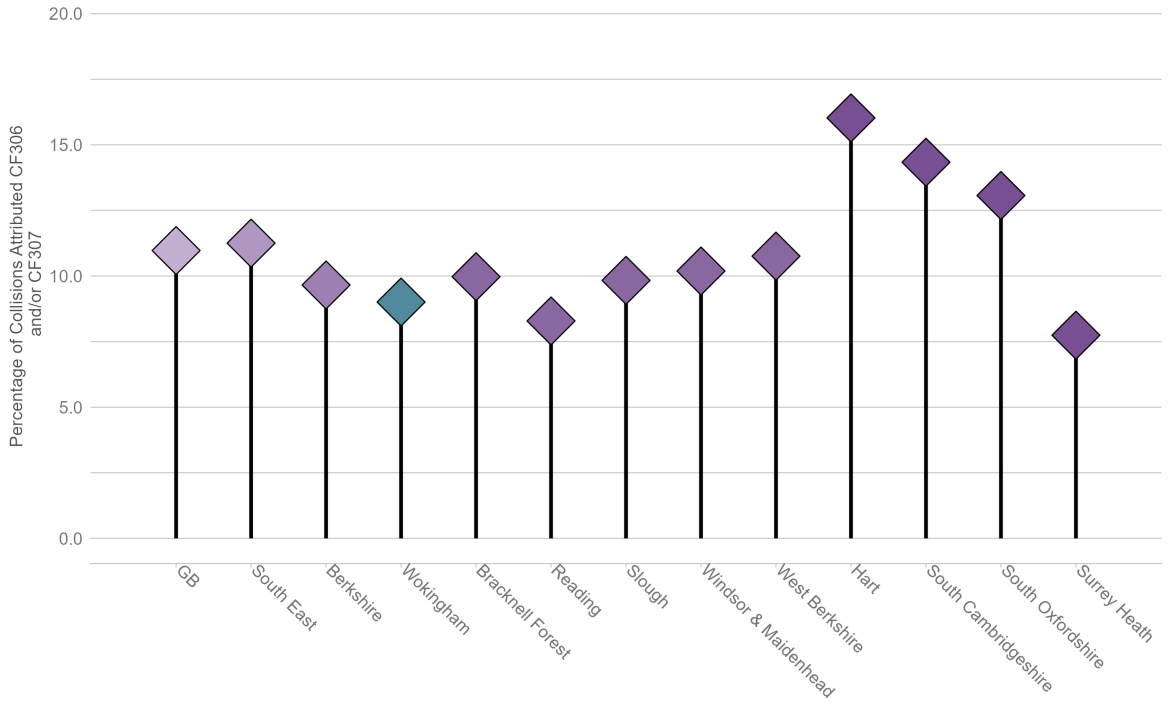
Figure 92: Collision trends in Wokingham where CF306 and/or CF307 were recorded compared to officer attended collision trends (2013-2022)



4.4.1.2 Comparisons Figure 93 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.

Nine per cent of officer attended collisions in Wokingham were attributed a speed choice CF. That is lower than the proportions seen nationally, regionally and across Berkshire as a whole. Within Berkshire, Reading continues to have a lower proportion of speed related collisions. Of the comparator authorities, Wokingham's percentage of speed related collisions is higher than that of Surrey Heath (7.7%), but lower than Hart, South Cambridgeshire and South Oxfordshire.

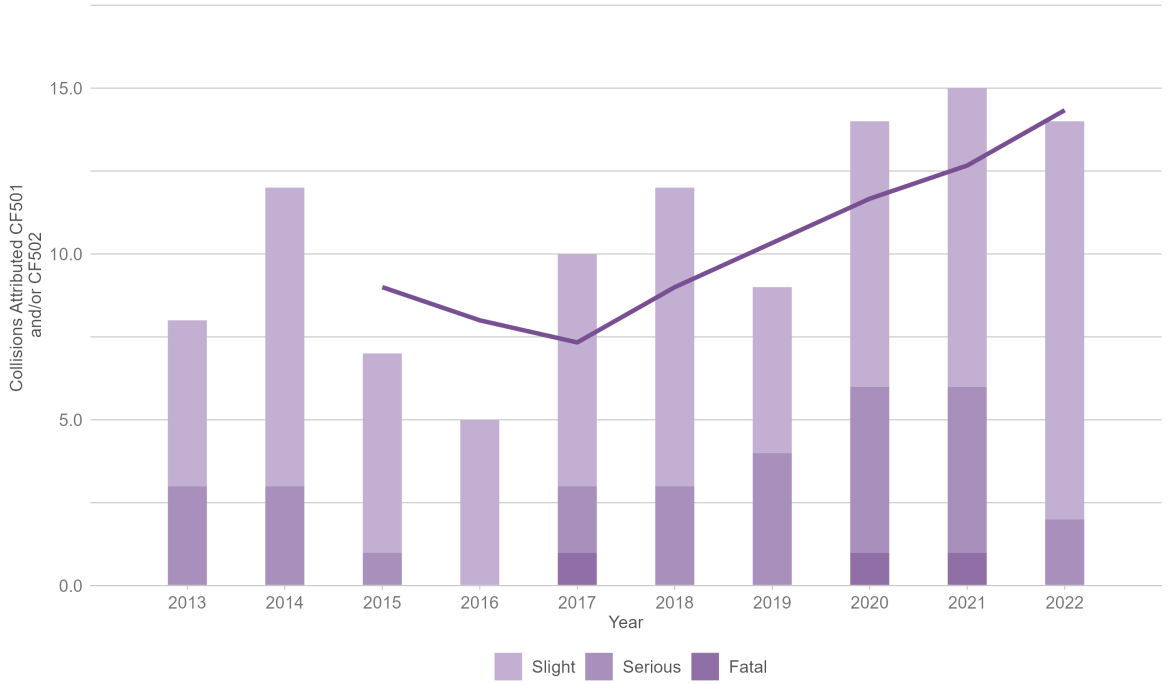
Figure 93: Percentage of collisions in Wokingham and comparators where CF306 and/or CF307 were recorded (2018-2022)



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.

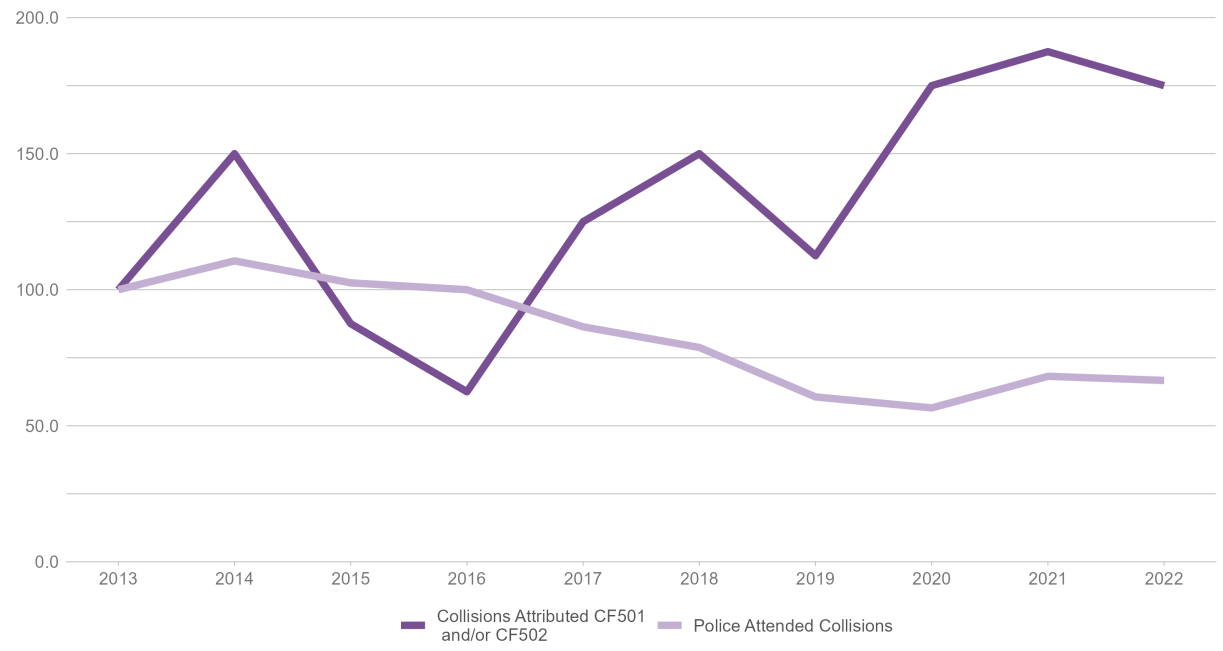
Figure 94: Collisions in Wokingham where CF501 and/or CF502 were recorded (2013-2022)



4.4.2.1 Trends Figure 94 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 95 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

Impairment related collisions have been increasing since 2016 although saw a small reduction from 2021 in 2022. The number of impairment related collisions in 2022 resulting in serious injury have reduced by more than 50% from 2020 and 2021 whilst slight collisions have increased. Relative to all officer attended collisions, impairment related collisions continue to be much higher in Wokingham.

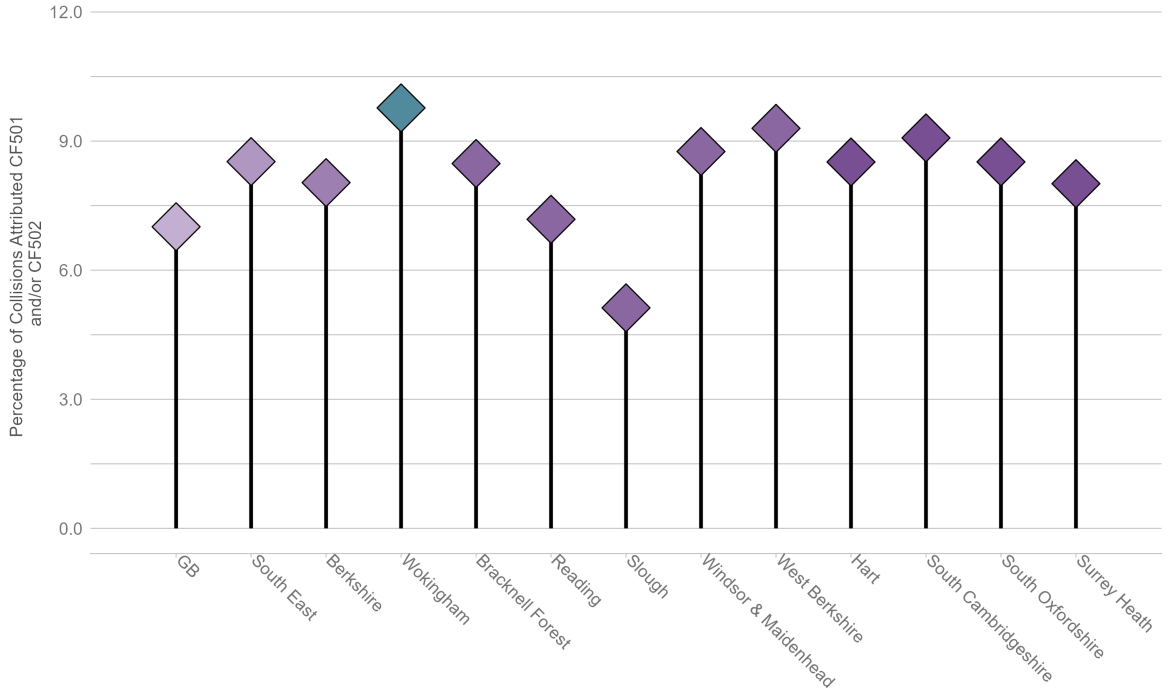
Figure 95: Collision trends in Wokingham where CF501 and/or CF502 were recorded compared to officer attended collision trends (2013-2022)



4.4.2.2 Comparisons Figure 96 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, 9.7% were attributed an impairment related CF. this is higher than the national and regional levels and that for Berkshire as a whole. Slough continues to have the lowest proportions of impairment related collisions with West Berkshire second highest, just below Wokingham. Compared to other similar authorities, Wokingham has a higher proportion of impairment attributed collisions.

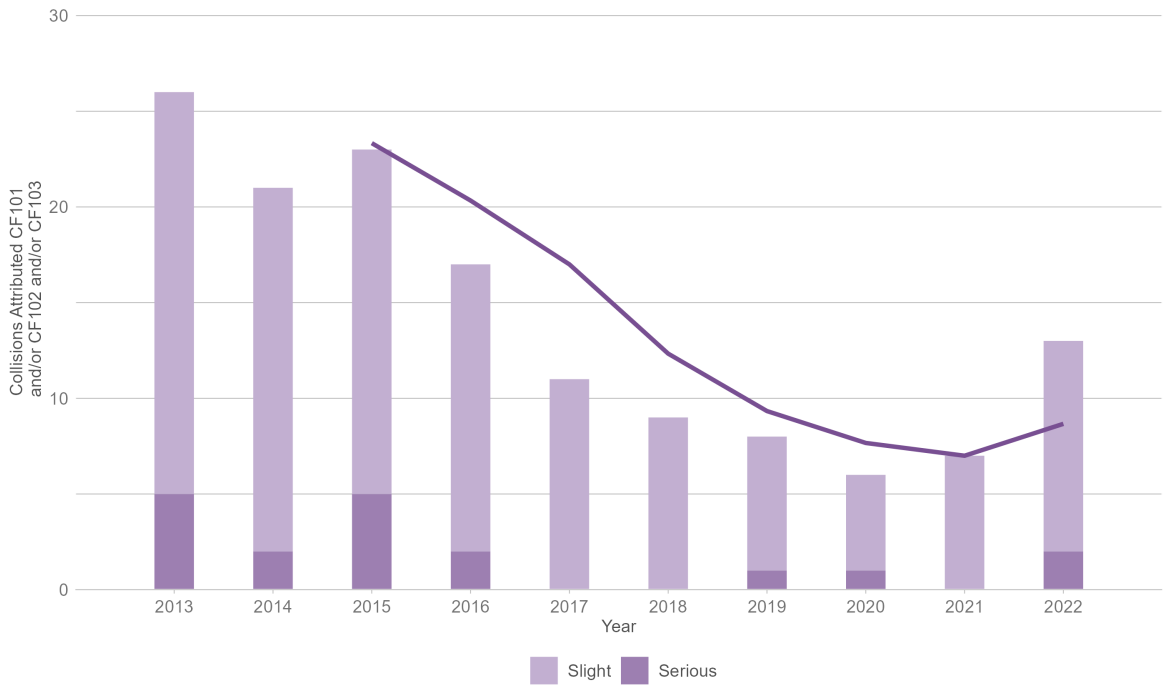
Figure 96: Percentage of collisions in Wokingham and comparators where CF501 and/or CF502 were recorded (2018-2022)



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.

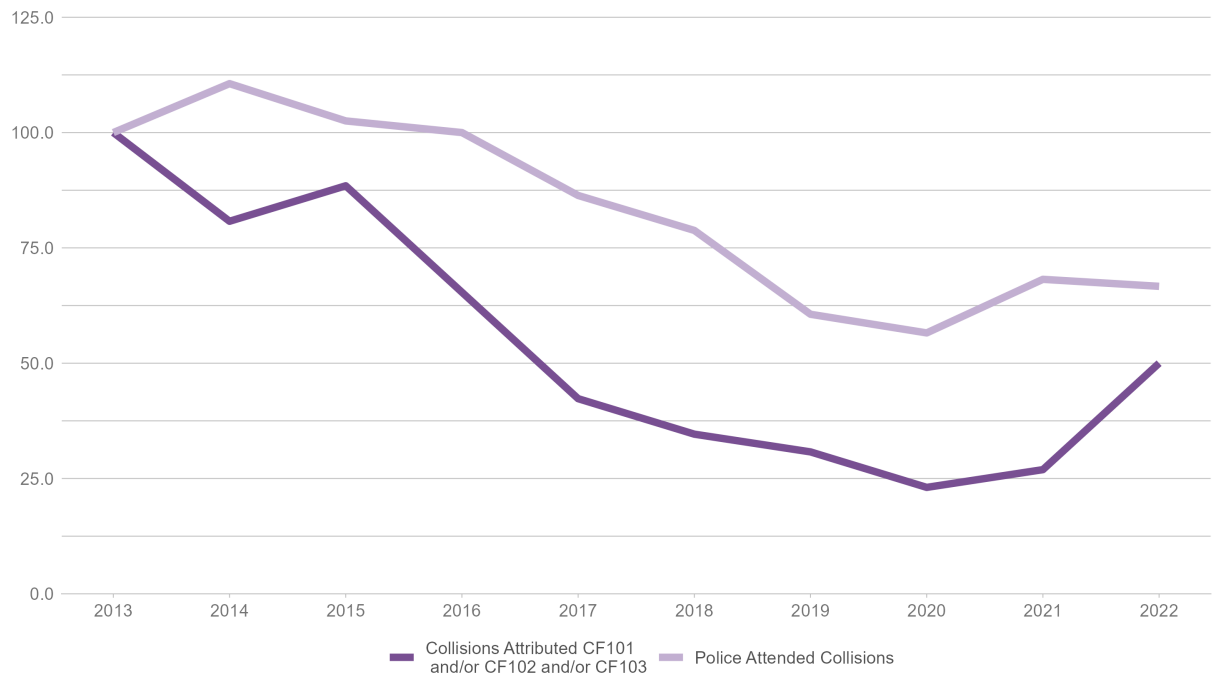
Figure 97: Collisions in Wokingham where CF101 and/or CF102 and/or CF103 were recorded (2013-2022)



4.4.3.1 Trends Figure 97 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 98 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

Following an overall declining trend since 2013 in the number of collisions to which a road surface related contributory factor was attributed, in 2022 there was an 86% increase on 2021 collision numbers. Against 2013 as a baseline, whilst road surface related collisions are lower than all officer attended collisions the gap is narrowing following an upward tick in collision numbers in the last two years.

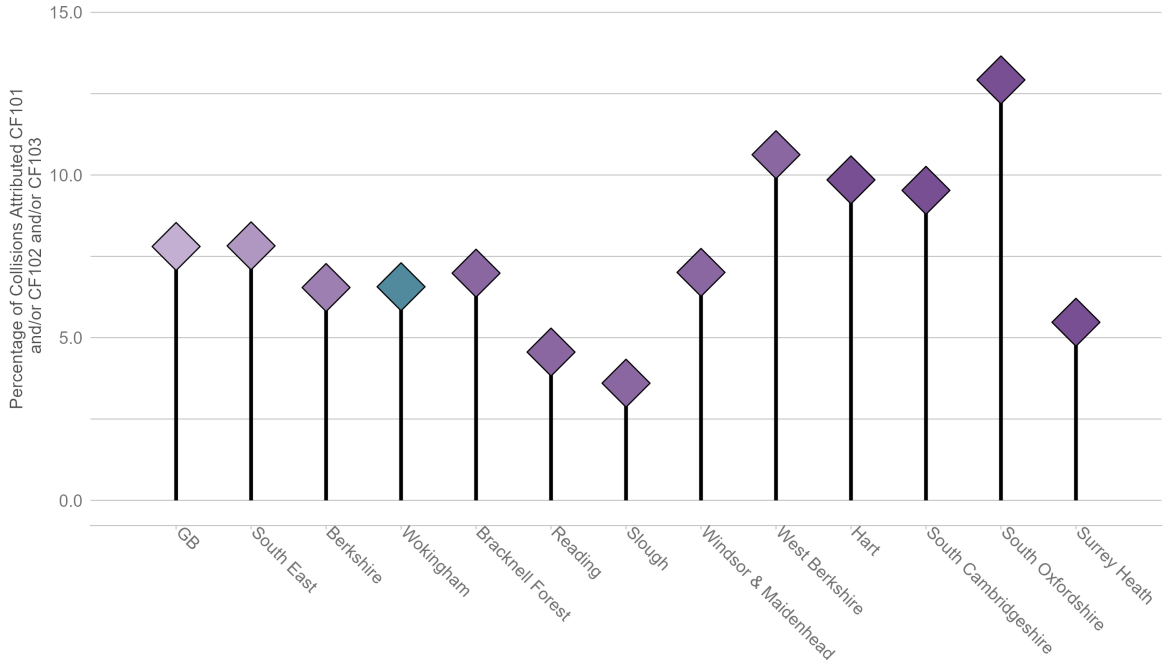
Figure 98: Collision trends in Wokingham where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2013-2022)



4.4.3.2 Comparisons Figure 99 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.

Although the percentage of Wokingham's officer attended collisions that were attributed a road surface related CF has increased from 5.9% (2017 - 2021) to 6.5% (2018 - 2022) this rate is still below the national and regional rates. Within Berkshire, Reading and Slough have lower rates while West Berkshire and Windsor & Maidenhead have higher rates. Beyond the neighbouring authorities, Wokingham's road surface related collisions rate is higher than Surrey Heath but lower than Hart, South Oxfordshire and South Cambridgeshire.

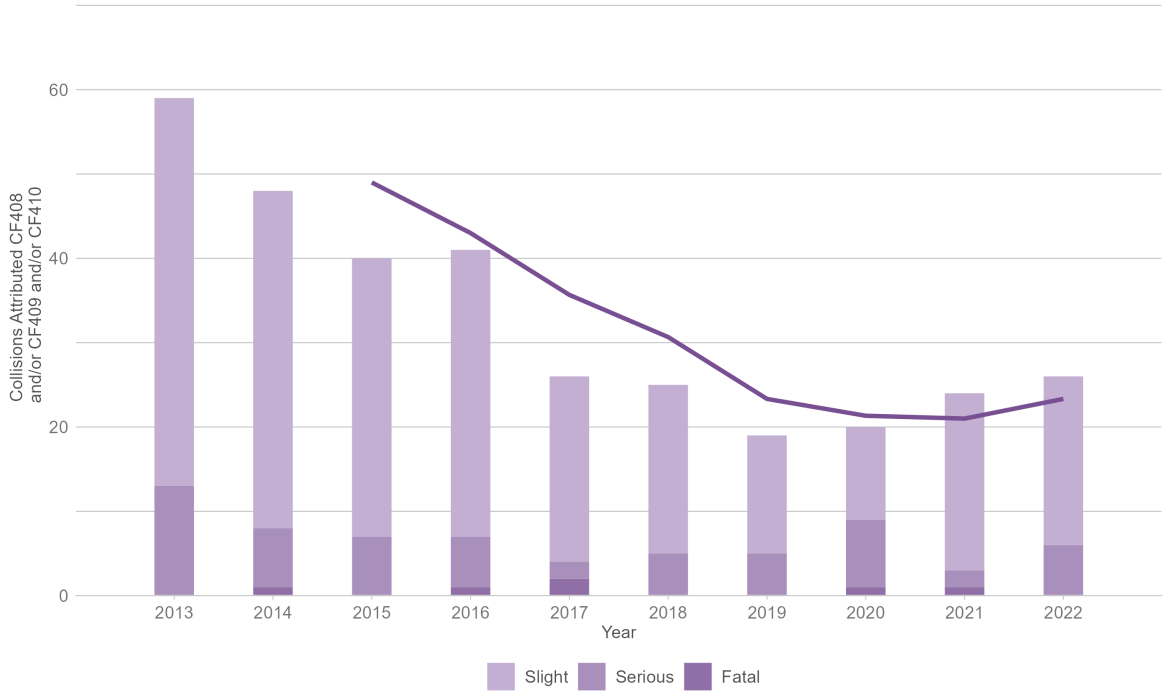
Figure 99: Percentage of collisions in Wokingham and comparators where CF101 and/or CF102 and/or CF103 were recorded (2018-2022)



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.

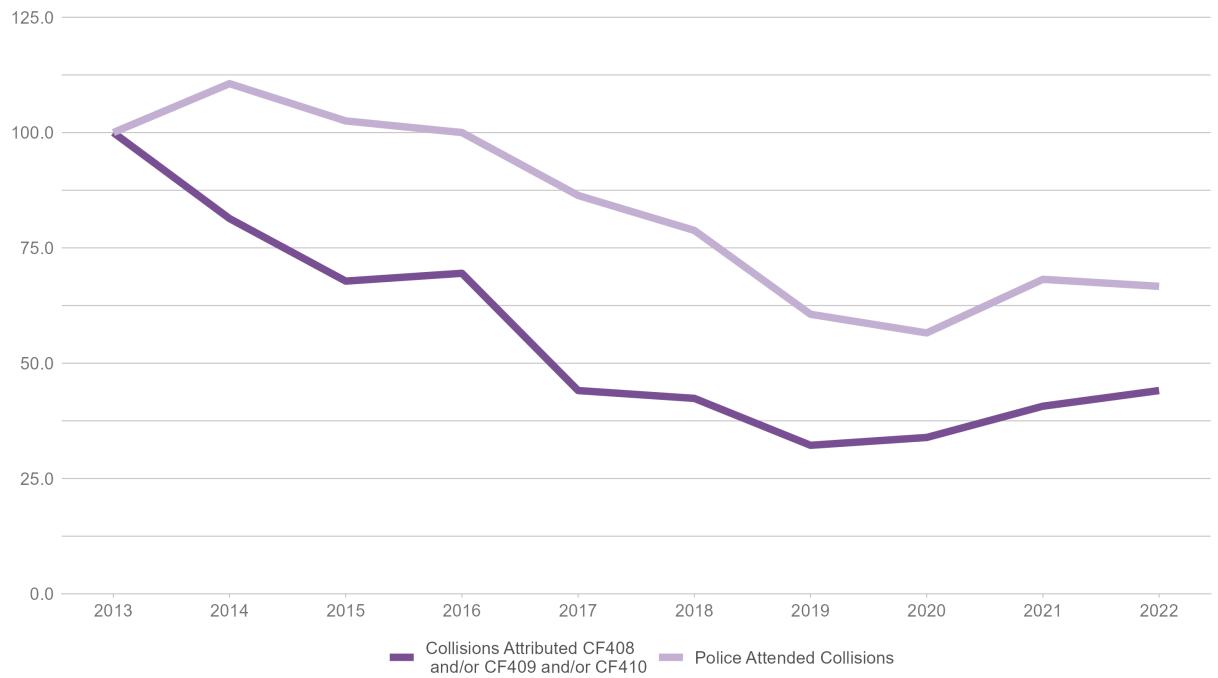
Figure 100: Collisions in Wokingham where CF408 and/or CF409 and/or CF410 were recorded (2013-2022)



4.4.4.1 Trends Figure 100 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 101 shows the trends for collisions where control error CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

Control error collisions have decreased 56% since 2013 to just 26 collisions in 2022. Although there have been year-on-year increases over the last three years representing a 37% increase from the decade low in 2019. The pattern for control error collisions is broadly similar to the trend for all officer attended collisions.

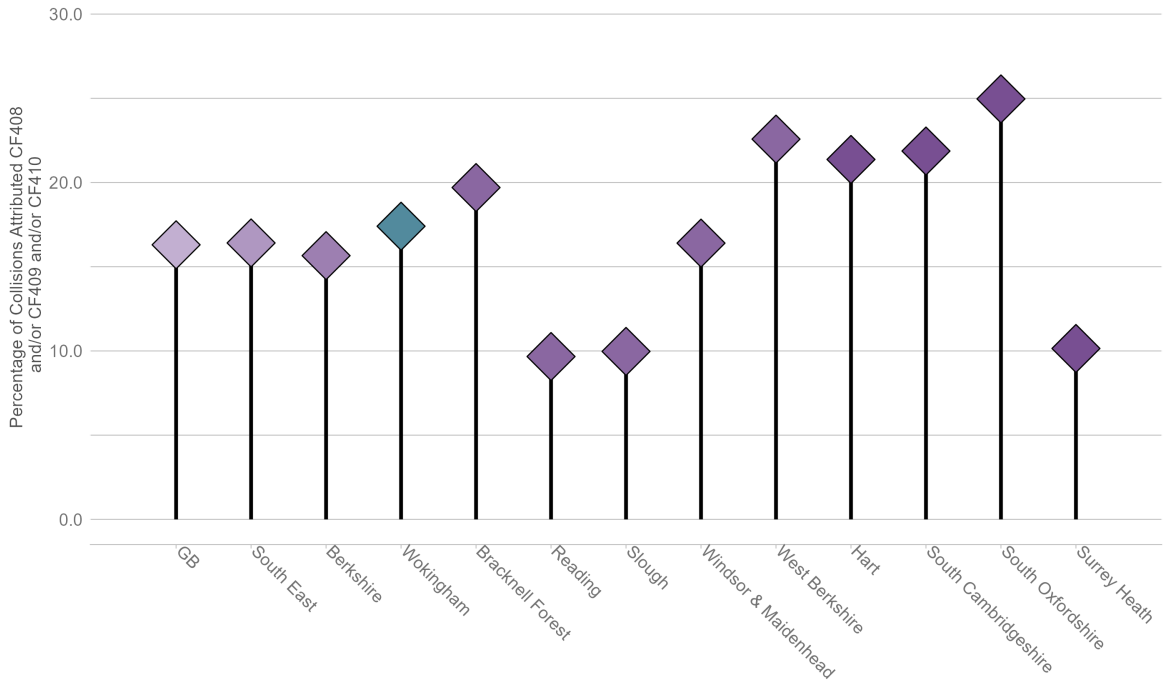
Figure 101: Collision trends in Wokingham where CF408 and/or CF409 and/or CF410 were recorded compared to officer attended collision trends (2013-2022)



4.4.4.2 Comparisons Figure 102 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, 17.4% of collisions attended by a police officer were attributed a control error CF. This is in line with both the GB and South East percentages. Of all the 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 comparator of Surrey Heath.

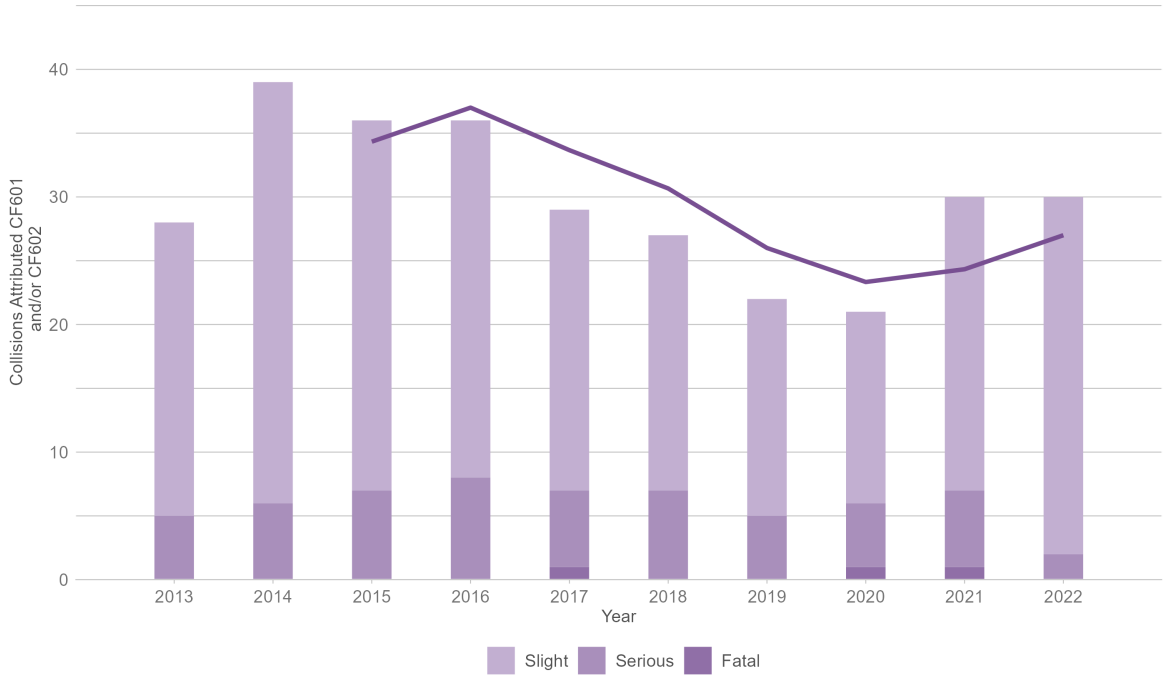
Figure 102: Percentage of collisions in Wokingham and comparators where CF408 and/or CF409 and/or CF410 were recorded (2018-2022)



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.

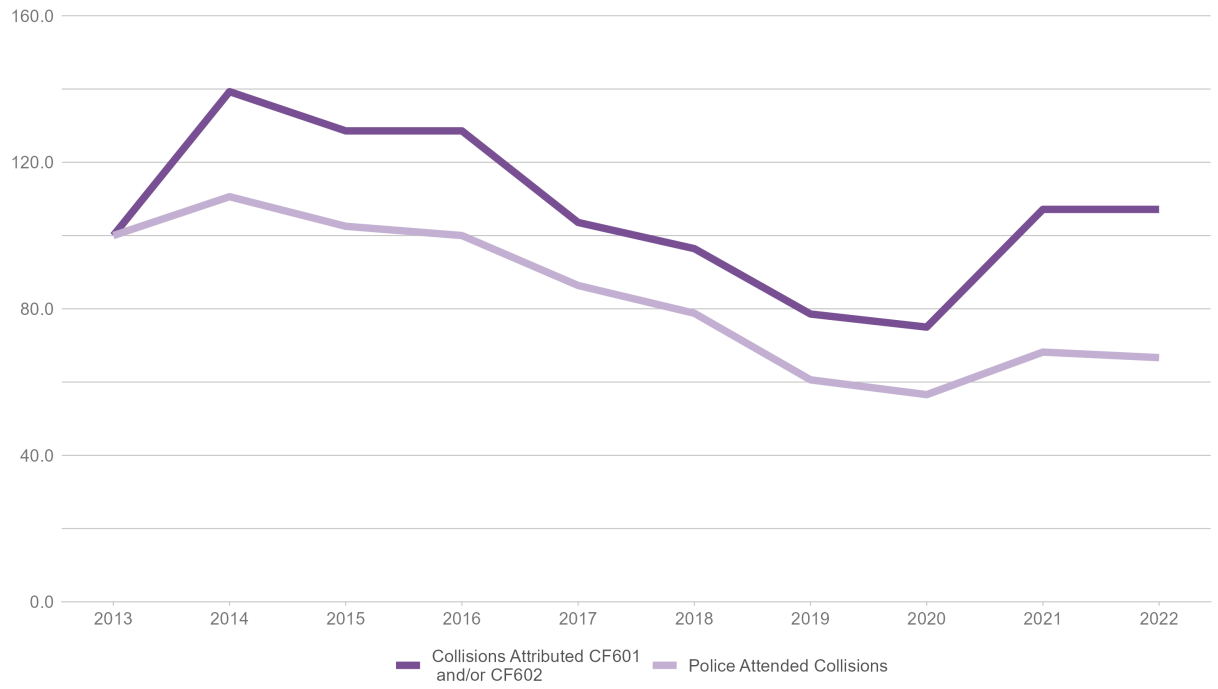
Figure 103: Collisions in Wokingham where CF601 and/or CF602 were recorded (2013-2022)



4.4.5.1 Trends Figure 103 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 104 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

Having increased after the pandemic, the number of unsafe behaviour collisions in Wokingham have remained consistent in 2022 with numbers in 2021. Against a 2013 baseline, unsafe behaviour collisions were reducing at a similar rate to all officer attended collisions until 2020 when unsafe behaviour collisions increased at a steeper rate than all officer attended collisions.

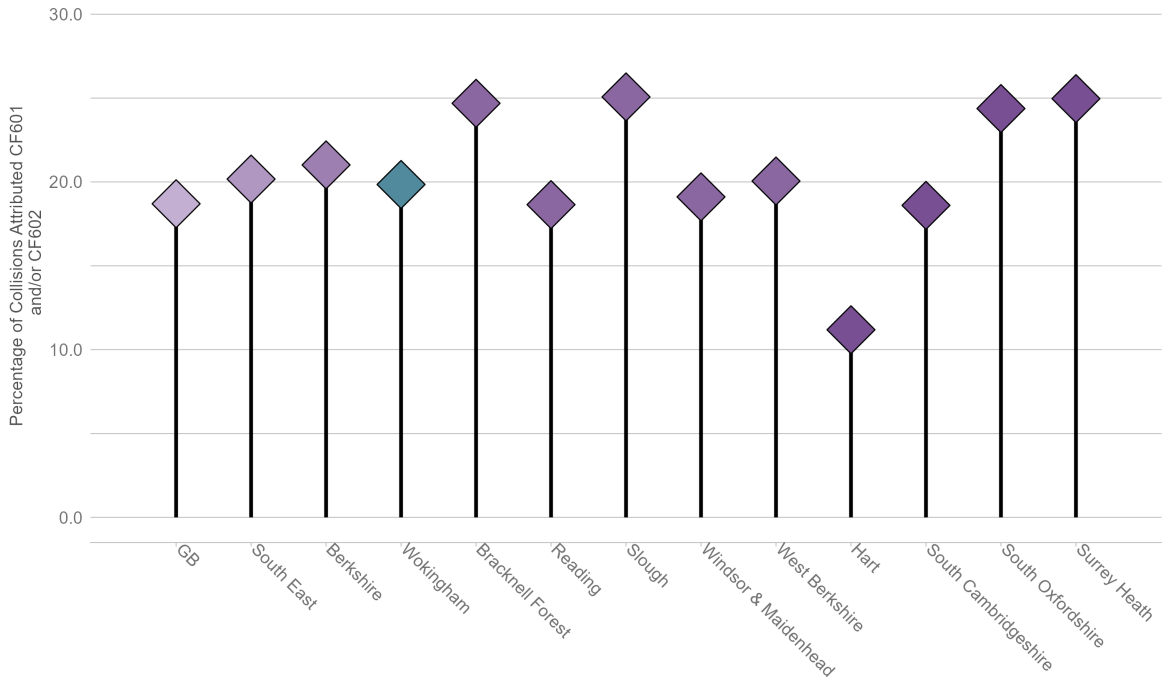
Figure 104: Collision trends in Wokingham where CF601 and/or CF602 were recorded compared to officer attended collision trends (2013-2022)



4.4.5.2 Comparisons Figure 105 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, 19.8% of collisions attended by a police officer were attributed an unsafe behaviour CF. This is higher than the national rate but lower than the regional rate for the South East. It is also lower than the rate for Berkshire as a whole. Compared to neighbouring authorities Wokingham has a similar rate to Windsor & Maidenhead but slightly higher than Reading and lower than Slough. Of the comparator authorities the proportion of collisions attributed an unsafe behaviour CF in Hart is the lowest and Surrey Heath the highest.

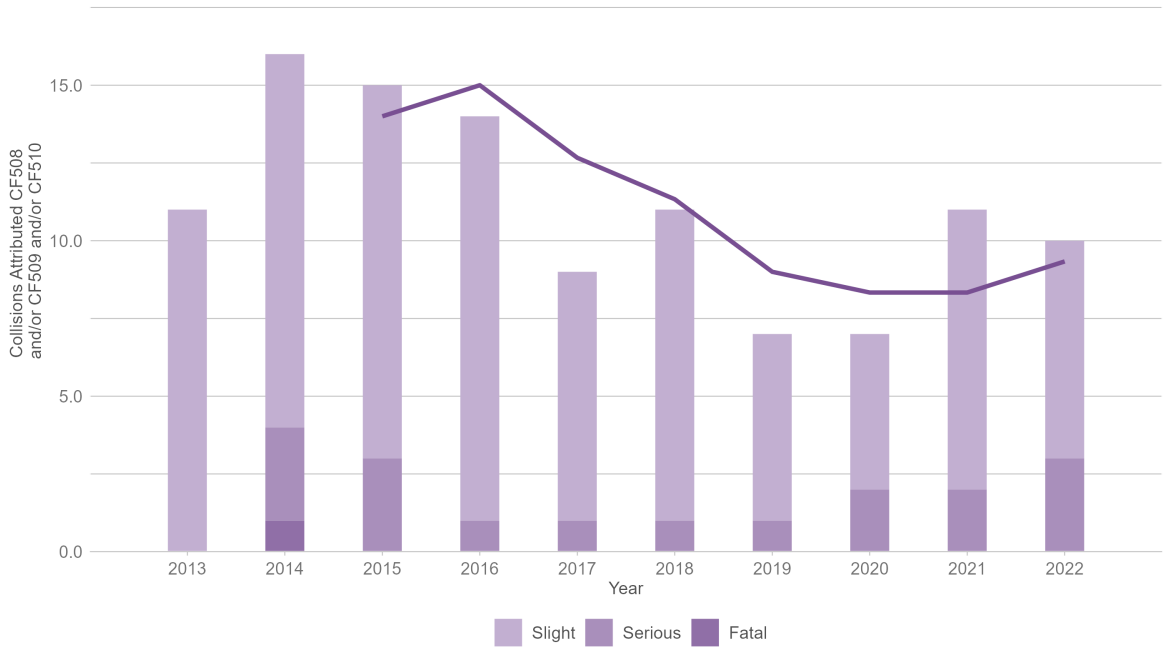
Figure 105: Percentage of collisions in Wokingham and comparators where CF601 and/or CF602 were recorded (2018-2022)



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.

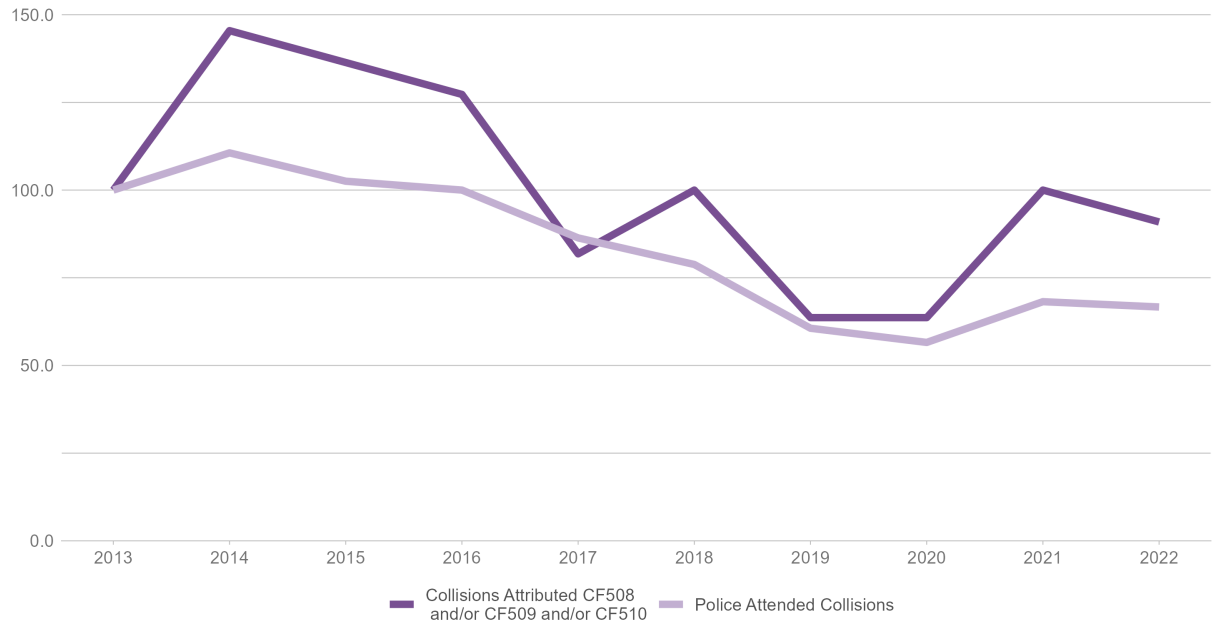
Figure 106: Collisions in Wokingham where CF508 and/or CF509 and/or CF510 were recorded (2013-2022)



4.4.6.1 Trends Figure 106 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 107 shows the trends for collisions where distraction CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

The number of distraction related collisions were declining from 2014 to 2020 and following an increase in 2021 have fallen again in 2022. The rise in distraction related collisions in Wokingham since 2020 has been greater than the rise in all police attended collisions over the same period.

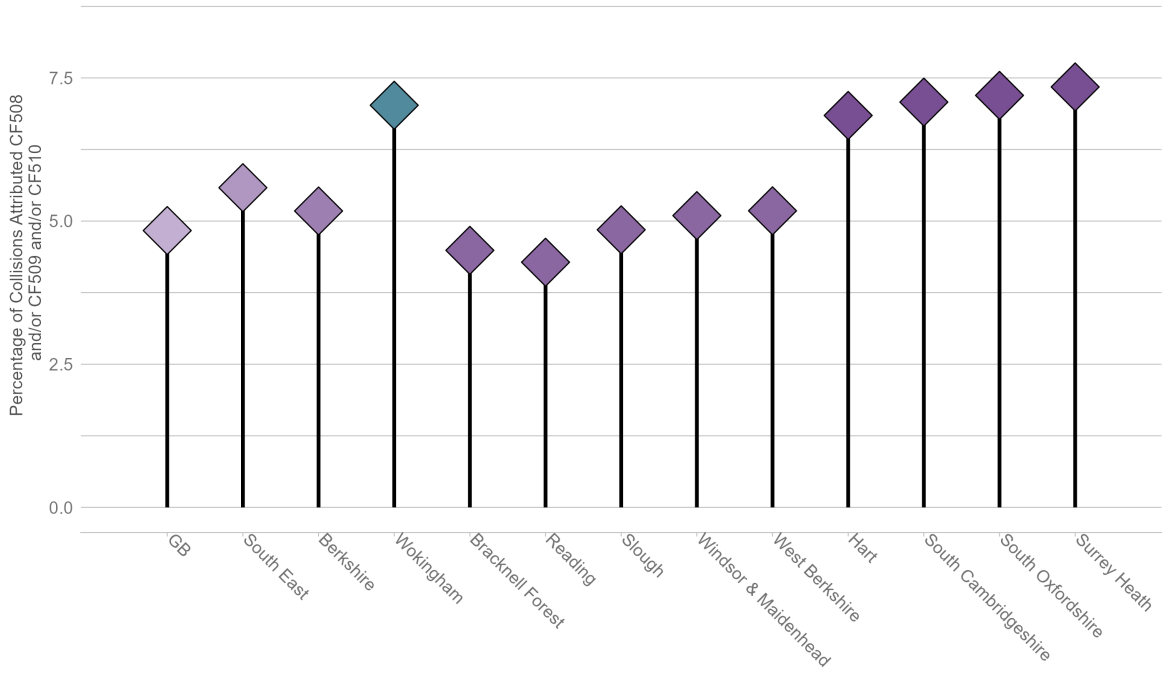
Figure 107: Collision trends in Wokingham where CF508 and/or CF509 and/or CF510 were recorded compared to officer attended collision trends (2013-2022)



4.4.6.2 Comparisons Figure 108 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.

Between 2018 and 2022, 7% of collisions in Wokingham were attributed a distraction related CF. This is higher than the national rate, the rate for the South East region and all neighbouring authorities. Wokingham's proportion of distraction related collisions is comparable with South Cambridgeshire, South Oxfordshire and Surrey Heath.

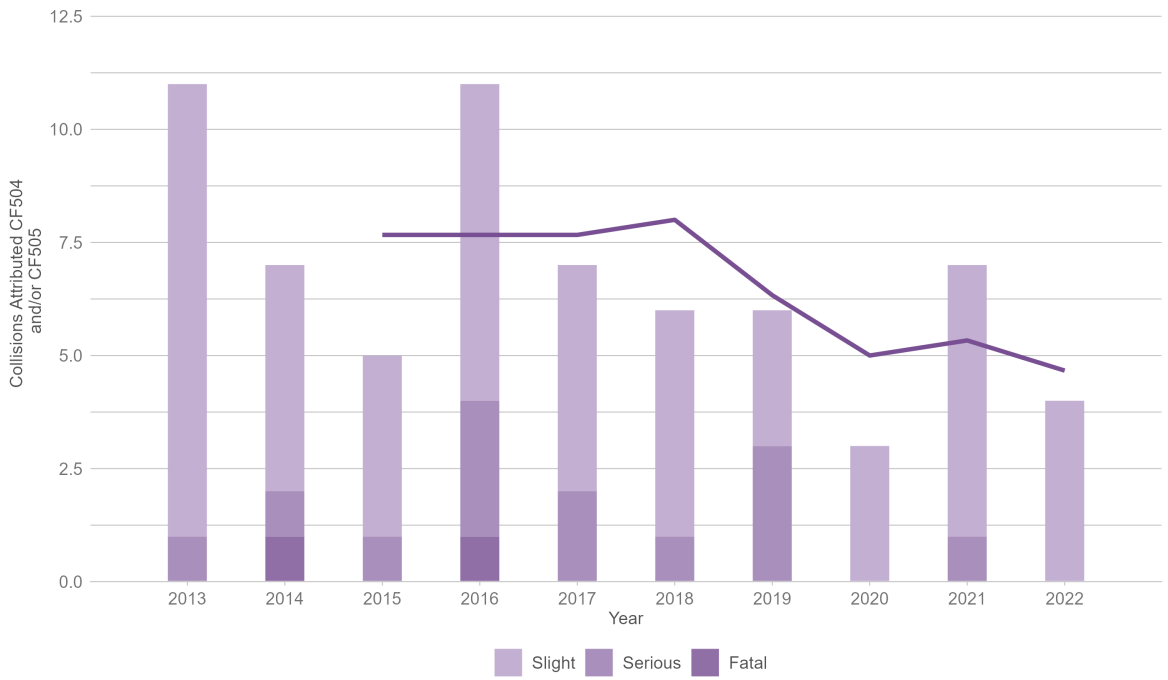
Figure 108: Percentage of collisions in Wokingham and comparators where CF508 and/or CF509 and/or CF510 were recorded (2018-2022)



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.

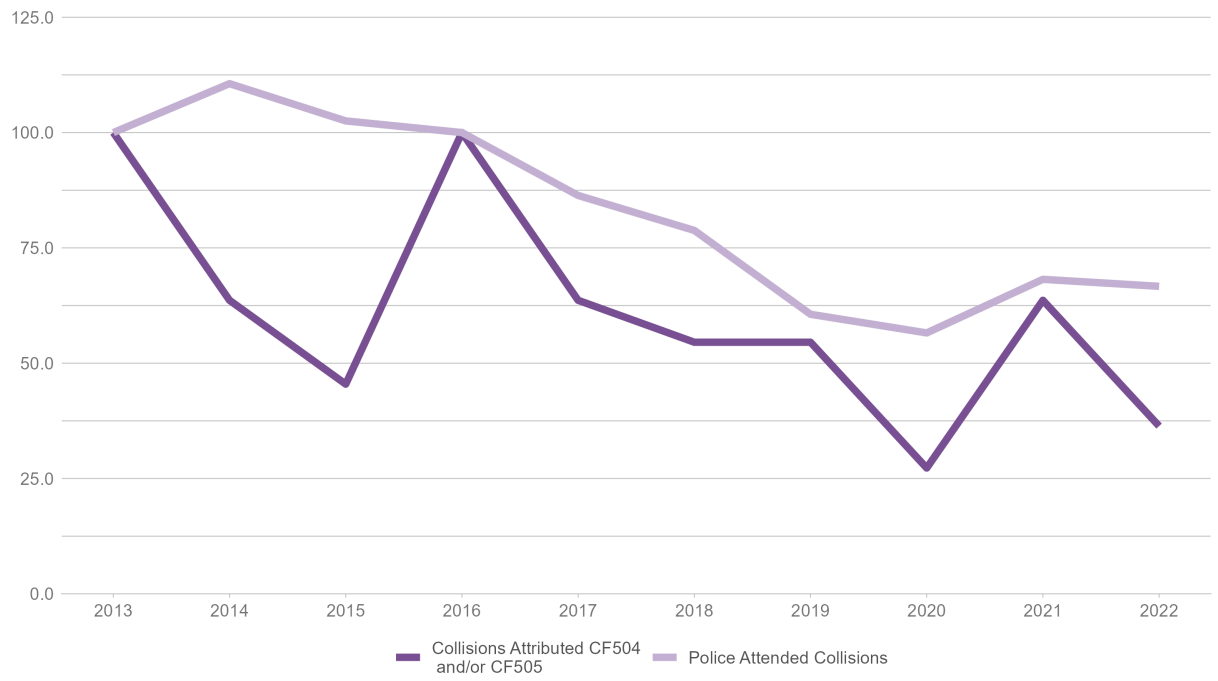
Figure 109: Collisions in Wokingham where CF504 and/or CF505 were recorded (2013-2022)



4.4.7.1 Trends Figure 109 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 110 shows the trends for collisions where medically unfit CFs were recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

Following a sharp increase in the number of collisions attributed a medically unfit CF in 2021, the number of these collisions has fallen again in 2022 to levels below those of pre-pandemic years. Relative to the number of all officer attended collisions and against a 2013 baseline, those collisions attributed with a medically unfit related CF are lower despite the recent spike in absolute numbers.

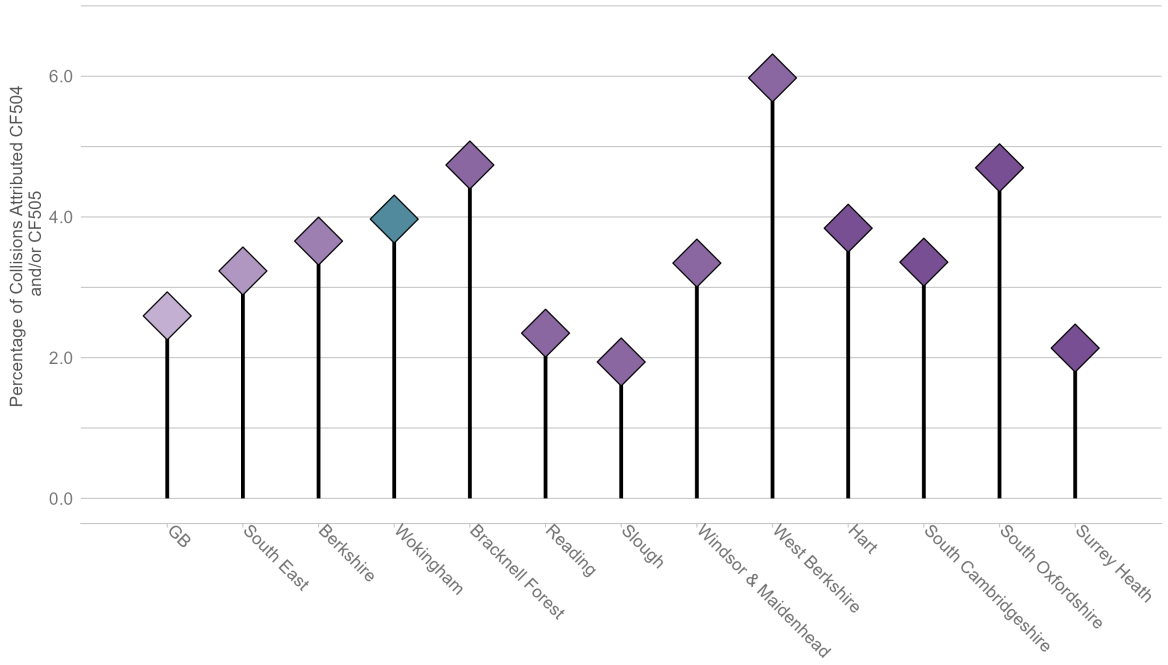
Figure 110: Collision trends in Wokingham where CF504 and/or CF505 were recorded compared to officer attended collision trends (2013-2022)



4.4.7.2 Comparisons Figure 111 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.

Four per cent of collisions in Wokingham attended by a police officer were attributed a medically unfit CF. This is higher than the national and regional rates and comparable to the rate for Berkshire as a whole. Within Berkshire, Wokingham's rate is higher than Reading, Slough and Windsor & Maidenhead but lower than Bracknell Forest & West Berkshire. Of the comparator authorities just South Oxfordshire has a higher rate of medically unfit related collisions.

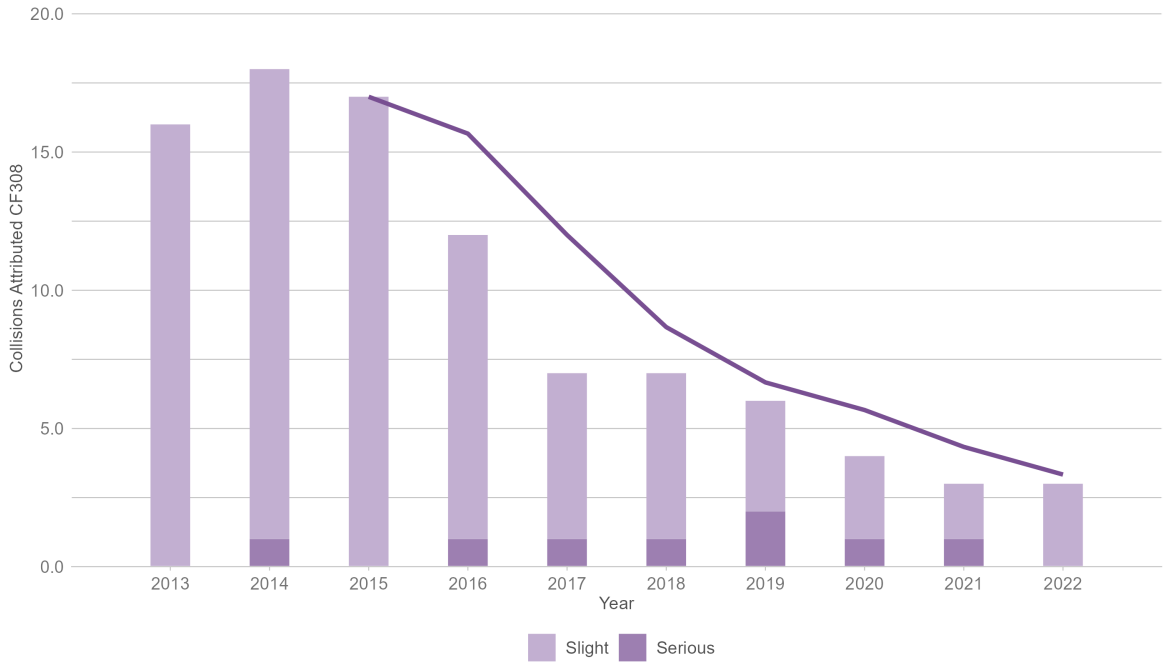
Figure 111: Percentage of collisions in Wokingham and comparators where CF504 and/or CF505 were recorded (2018-2022)



4.4.8 Close Following

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

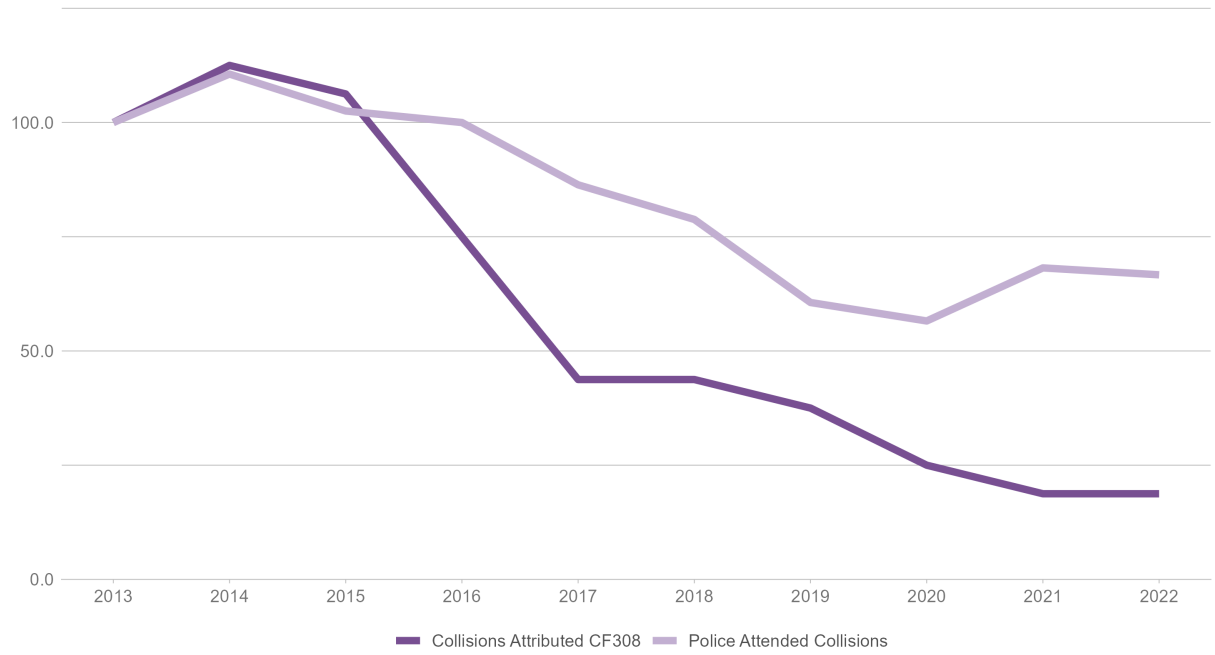
Figure 112: Collisions in Wokingham where CF308 was recorded (2013-2022)



4.4.8.1 Trends Figure 112 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 113 shows the trends for collisions where CF 308 was recorded and for collisions where a police officer attended, indexed over a 2013 baseline for comparison.

The number of collisions attributed a close following related CF have fallen 81% since 2013 and have remained consistent between 2021 and 2022 with just 3 recorded collisions. Relative to all officer attended collisions and against a baseline of 2013, close following related collisions have a much lower rate.

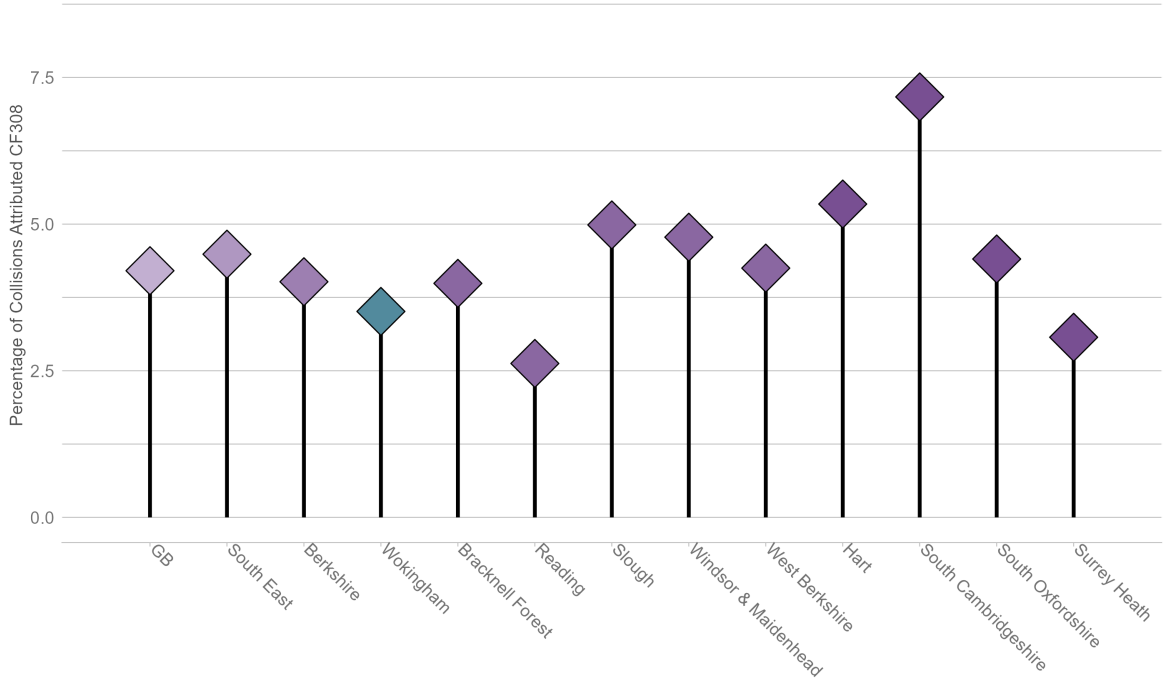
Figure 113: Collision trends in Wokingham where CF308 was recorded compared to officer attended collision trends (2013-2022)



4.4.8.2 Comparisons Figure 114 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.

The percentage of close following related collisions in Wokingham at just 3.5% is lower than the national (4.2%) and regional (4.5%) rates. It is also lower than all other authorities within Berkshire with the exception of Reading (2.6%). Likewise Wokingham's rate, aside from Surrey Heath, is lower than all comparator authorities.

Figure 114: Percentage of collisions in Wokingham and comparators where CF308 was recorded (2018-2022)



5 Appendices

5.1 Analytical Techniques

5.1.1 Resident road users

Casualty and driver postcodes in STATS19 make it possible to identify where casualties from 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 Acorn segmentation, deprivation and/or rurality. More information on Acorn is provided later in this section.

5.1.1.1 Acorn Insight into the lifestyles of Wokingham resident road casualties and motor vehicle users can be provided through socio demographic analysis. RSA Acorn profiling uses CACI's Acorn cross-channel classification system[2], which is assigned uniquely for each casualty and vehicle user based on individual postcodes in STATS19 records. Typically, nearly 85% of casualty and driver STATS19 records can be matched to Acorn Types, so residency analysis is based on about five out of six Wokingham residents involved in reported injury collisions.

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

[2] https://acorn.caci.co.uk/how-acorn-works/.html

Acorn presently classifies the community represented by each UK postcode into one of 7 categories, 22 Groups and 65 Types. Each Group embraces between 3 and 6 Types. A complete list of Acorn Types is provided in 5.2.1 whilst profiles and distribution for the Acorn Types identified in this Area Profile as providing insight on Wokingham's residents are detailed in 5.2.2.

This profile displays Acorn analysis as dual series column charts, to facilitate quick and easy insight into residents and relative risk. In these charts, the wider background columns denote the absolute number of Wokingham resident casualties or drivers in each Acorn Type or Group, corresponding to the value axis to the left of the chart. The columns in the foreground provide an index for each Acorn Type or Group. These indices are 100 based, where a value of 100 indicates the number of casualties or drivers shown by the corresponding background column is exactly in proportion to the population of communities in 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 Acorn profiles for drivers may be provided with indices based on CACI's estimate of the average annual mileage typically driven by each Group or Type. These profiles help to identify situations where exposure to road risk for some communities is out of proportion to their population due to unusually high or low levels of vehicle use.

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

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

5.1.2 Collisions

MAST Online has been used to determine average annual road injury collision levels for 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.

5.1.2.1.1 Rurality Within Wokingham, the road network has been split into either Urban and Rural or SRN and local roads. These types have been analysed separately under Sections 4.2 and 4.3 in the Area Profile. Routes were split into urban and rural in accordance with the ONS rural/urban classifications by LSOA (Lower Layer Super Output Area). Note that the term 'urban' both in the ONS classification and in this report denotes an area which forms part of a contiguous conurbation with a total population of more than 10,000.

5.1.3 Comparators

In order to put the figures for 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 it's neighbours , especially when the authority has unique characteristics in terms of socio-demographic composition and/or road network. Because of the size of Wokingham , only district authorities have been selected for comparison. The chosen four districts are:

Local Authority District
Hart District
South Cambridgeshire District
South Oxfordshire District
Surrey Heath Borough

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^o and 225^o 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^o 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^o to 135^o either way from the path of another involved non-parked vehicle which had a non-rear impact.*

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

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

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

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

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

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

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

5.1.5 Driver Actions

The derivation of 'Driver Action' from STATS19 data is carried out using a combination of two data collection fields, 'Vehicle Manoeuvres' and 'Vehicle leaving carriageway'. The definitions of driver action used in this report are as follows:

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

5.1.6 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 Acorn

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

5.2.1 Complete list of Acorn Types

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

A - Exclusive Addresses	
A1	High-flyers in luxury apartments and townhouses
A2	Wealthy, gentrified areas
A3	Asset-rich, out-of-town older families

B - Flourishing Capital	
B4	High-end professionals in city flats
B5	Successful young families in smart urban areas

C - Upmarket Families	
C6	Executives in expensive suburban houses
C7	Prosperous families in green-belt areas with substantial homes

D - Commuter-Belt Wealth	
D8	Affluent, older homeowners
D9	Families and couples in comfortable homes
D10	Well-off families in larger semis
D11	Mature and moneyed out-of-towners
D12	Well-to-do empty nesters in detached houses

E - Prosperous Professionals	
E13	Families in leafy suburbs
E14	Upmarket young families in terraces
E15	Educated professionals renting flats

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

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

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

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

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

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

L - Traditional Homeowners	
L34	Older owner-occupier households in semis
L35	Settled communities, semi-detached properties

M - Family Renters	
M36	Cost-conscious families in terraces
M37	Restricted residents, socially renting

N - Urban Diversity	
N38	Younger families, multi-occupancy and rented households
N39	Diverse communities in smaller semis and terraces
N40	Young families, limited means in terraced metropolitan areas

O - Stable Seniors	
O41	Living on modest means in terraces
O42	Retired homeowners in semi-detached and detached houses
O43	Older couples living in detached houses, rural communities

P - Tenant Living	
P44	Urban, aspiring flat dwellers
P45	Privately renting squeezed professionals in flats
P46	Sharers and students in private rentals
P47	Singles and couples in rented flats

Q - Limited Budgets	
Q48	Routine occupations, socially renting families in semis
Q49	Socially renting single adult households

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

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

T - Constrained Pensioners	
T57	Older renters in flats and tenements
T58	Poorer pensioners in semis

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

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

5.2.2 Profile and distribution for selected Acorn Types

The table below shows Acorn 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.

D8 *Affluent, older homeowners*	**G20** *Mixed lifestages in semi-detached homes*	**M37** *Restricted residents, socially renting*	**Q49** *Socially renting single adult households*
Affluent, older homeowners are professional families living in large, detached homes located in areas of the country which are within easy reach of a major conurbation. They are married couples aged in their fifties and early sixties with young adult children. With substantial household incomes many have paid off the mortgage on their home or are close to doing so and looking ahead to retirement.	**Mixed life stages in semi-detached homes** are stable middle class neighbourhoods with a range of household types from young families through to empty nesters. Often areas of average population density, housing often comprises of three or four bedroom semi-detached properties of medium value either bought with a mortgage or owned outright. Household incomes are typically above the national average.	**Restricted residents, socially renting** are families living in semi-detached or terraced houses. They are typically aged in their late thirties and forties with school-age children. The tenure of properties is mixed between homeowners and those in social housing, or renting from the local housing authority. Household income levels are in line with UK average.	**Socially renting single adult households** are neighbourhoods with a high proportion of socially rented flats and smaller homes that are more likely to be occupied by single adults and single-parent families. They are typically aged in their late thirties, forties or fifties with school-age children. Levels of both household and disposable income are well below the UK average.

5.3 Data Tables

Table 3: All Casualties - Wokingham Residents (3.1.1)

Year	Fatal	Serious	Slight	Total
2013	1	52	302	**355**
2014	4	41	317	**362**
2015	2	42	319	**363**
2016	3	51	275	**329**
2017	5	37	216	**258**
2018	5	31	226	**262**
2019	1	30	204	**235**
2020	2	25	167	**194**
2021	4	39	192	**235**
2022	4	36	217	**257**
Total	**31**	**384**	**2435**	**2850**

Table 4: Child Casualties - Wokingham Residents (3.1.2)

Year	Fatal	Serious	Slight	Total
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**
2022	0	4	14	**18**
Total	**1**	**38**	**223**	**262**

Table 5: Pedestrian Casualties - Wokingham Residents (**??**)

Year	Fatal	Serious	Slight	Total
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**
2018	3	4	17	**24**

Year	Fatal	Serious	Slight	Total
2019	0	7	20	**27**
2020	0	6	16	**22**
2021	1	7	20	**28**
2022	0	6	15	**21**
Total	**8**	**67**	**214**	**289**

Table 6: Pedal Cycle User Casualties - Wokingham Residents (3.1.5)

Year	Fatal	Serious	Slight	Total
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**
2022	0	4	22	**26**
Total	**3**	**68**	**330**	**401**

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

Year	Fatal	Serious	Slight	Total
2013	4	56	322	**382**
2014	4	49	343	**396**
2015	5	41	359	**405**
2016	5	49	297	**351**
2017	1	35	251	**287**
2018	8	37	232	**277**
2019	2	31	212	**245**
2020	5	24	176	**205**
2021	5	37	196	**238**
2022	8	39	221	**268**
Total	**47**	**398**	**2609**	**3054**

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

Year	Fatal	Serious	Slight	Total
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**
2022	0	11	27	**38**
Total	**7**	**108**	**217**	**332**

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

Year	Fatal	Serious	Slight	Total
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**
2022	0	4	26	**30**
Total	**3**	**60**	**408**	**471**

Table 10: All Collisions - Wokingham Roads (4.1)

Year	Fatal	Serious	Slight	Total
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**
2021	3	27	156	**186**

Year	Fatal	Serious	Slight	Total
2022	1	23	159	**183**
Total	**22**	**343**	**1765**	**2130**

Table 11: Urban Collisions - Wokingham Roads (4.2)

Year	Fatal	Serious	Slight	Total
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**
2022	1	12	91	**104**
Total	**11**	**164**	**940**	**1115**

Table 12: Rural Collisions - Wokingham Roads (4.3)

Year	Fatal	Serious	Slight	Total
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**
2022	0	11	68	**79**
Total	**11**	**179**	**825**	**1015**

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	5	**9**
1am	0	1	2	**3**
2am	0	0	3	**3**

Time of Day	Fatal	Serious	Slight	Total
3am	0	0	4	**4**
4am	0	0	3	**3**
5am	0	1	1	**2**
6am	1	2	16	**19**
7am	1	6	39	**46**
8am	0	14	59	**73**
9am	0	4	29	**33**
10am	0	4	30	**34**
11am	0	3	14	**17**
Noon	1	4	25	**30**
1pm	0	5	40	**45**
2pm	1	8	34	**43**
3pm	0	3	59	**62**
4pm	0	8	46	**54**
5pm	0	7	66	**73**
6pm	1	8	55	**64**
7pm	0	7	24	**31**
8pm	0	1	12	**13**
9pm	0	4	12	**16**
10pm	1	3	14	**18**
11pm	0	3	0	**3**
Total	**7**	**99**	**592**	**698**

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	4	**5**
1am	0	0	1	**1**
2am	0	0	0	**0**
3am	0	1	0	**1**
4am	0	1	0	**1**
5am	0	0	0	**0**
6am	0	0	2	**2**
7am	0	1	7	**8**
8am	0	0	2	**2**
9am	0	1	9	**10**
10am	0	1	12	**13**
11am	0	2	13	**15**
Noon	0	2	15	**17**
1pm	1	3	11	**15**
2pm	0	5	11	**16**
3pm	1	4	8	**13**

Time of Day	Fatal	Serious	Slight	Total
4pm	0	2	8	**10**
5pm	1	3	14	**18**
6pm	0	1	5	**6**
7pm	0	1	7	**8**
8pm	0	1	8	**9**
9pm	0	2	12	**14**
10pm	0	1	5	**6**
11pm	0	3	3	**6**
Total	**3**	**36**	**157**	**196**

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

Year	Fatal	Serious	Slight	Total
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**
2022	0	2	12	**14**
Total	**3**	**22**	**130**	**155**

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

Year	Fatal	Serious	Slight	Total
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**
2022	0	2	12	**14**
Total	**3**	**28**	**75**	**106**

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

Year	Fatal	Serious	Slight	Total
2013	0	5	21	**26**
2014	0	2	19	**21**
2015	0	5	18	**23**
2016	0	2	15	**17**
2017	0	0	11	**11**
2018	0	0	9	**9**
2019	0	1	7	**8**
2020	0	1	5	**6**
2021	0	0	7	**7**
2022	0	2	11	**13**
Total	**0**	**18**	**123**	**141**

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
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**
2022	0	6	20	**26**
Total	**6**	**61**	**261**	**328**

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

Year	Fatal	Serious	Slight	Total
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**
2018	0	7	20	**27**

Year	Fatal	Serious	Slight	Total
2019	0	5	17	**22**
2020	1	5	15	**21**
2021	1	6	23	**30**
2022	0	2	28	**30**
Total	**3**	**57**	**238**	**298**

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

Year	Fatal	Serious	Slight	Total
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**
2022	0	3	7	**10**
Total	**1**	**17**	**93**	**111**

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

Year	Fatal	Serious	Slight	Total
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**
2022	0	0	4	**4**
Total	**2**	**13**	**52**	**67**

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

Year	Fatal	Serious	Slight	Total
2013	0	0	16	**16**
2014	0	1	17	**18**
2015	0	0	17	**17**
2016	0	1	11	**12**
2017	0	1	6	**7**
2018	0	1	6	**7**
2019	0	2	4	**6**
2020	0	1	3	**4**
2021	0	1	2	**3**
2022	0	0	3	**3**
Total	**0**	**8**	**85**	**93**

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 o speed*
Distraction					
Driver using mobile phone	*Distraction in vehicle*	*Distraction outside vehicle*	*Health Impairments*	*Uncorrected, defective eyesight*	*Illness or disability, mental or physic*
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*		

5.5 List of Figures

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