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Wokingham Area Profile

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Area Profiles

2026

Wokingham Area Profile 2020 - 2024

0 Contents

1 Executive Summary

This Area Profile provides a comprehensive analysis and systematic review of road safety outcomes for Wokingham residents and the wider road network, using STATS19 data and Acorn data to classify groups based on socio-demographic information. These findings can enable the authority to understand local risk patterns and identify priority groups for intervention.

Wokingham's resident casualty rate was 126 casualties per year per 100,000 people for the period of 2020-2024. This is down by 4% from the previous period (2019-2023). Wokingham reported resident casualty rates that are 36% below the national rate and 38% below the South East rate. Wokingham recorded the second lowest resident casualty rate in Berkshire, behind West Berkshire. Roughly half (49%) of Wokingham's resident casualties were involved in collisions within Wokingham's district. The authority where the second highest number of Wokingham's resident casualties occurred was Reading, where 12% of resident casualties were injured.

Residents in the 25-34 age group accounted for the most casualties of any age group, with 225 of the 1,109 resident casualties between 2020 and 2024. In proportional terms, young adults aged 17-24 remained the most overrepresented group compared to their share of the population. Residents of this age group accounted for 170 resident casualties (15%). However, in Wokingham, they have been replaced by the 25-34 group as the most overrepresented compared to the national average. This means that Wokingham deviates from the national pattern more strongly for 25-34s than it does for 17-24s. On the other side, most older age groups (55+) are underrepresented in resident casualty figures. Wokingham follows this pattern compared to other age groups; however, older age groups (55+) are less underrepresented in Wokingham than they are in the national average.

In Wokingham, the largest Acorn category across a variety of socio-demographic groups was 'Affluent, older homeowners' (D8; 27% of the population). Whilst they were associated with the highest number of resident casualties, affluent older homeowners residing in Wokingham were underrepresented compared to their national counterparts. In contrast, 'restricted residents that are socially renting' (M37; 3% of the population) constitute the most overrepresented ACORN group in resident casualty figures, followed by 'professional families and couples in suburban, owner - occupied areas' (J27; 3% of the population).

The largest number of resident adult casualties were from communities in the less deprived IMD deciles. This is to be expected, given Wokingham's population consisting disproportionately of less deprived residents. When adjusting for this, we observed that groups within the most deprived 60% of the population were disproportionately more likely to be resident casualties.

Wokingham's 2020 to 2024 resident driver collision involvement rate was 45% below the national involvement rate and 41% below the South East regional rate. Wokingham had the joint lowest resident driver involvement rate in Berkshire, and was second only to South Oxfordshire among similar authorities nationally (109 drivers per 100,000 population).

In Wokingham, there were 26 total resident pedal cyclist casualties in 2024. Since 2016, figures show a fluctuating, shallow downward trend in total resident pedal cyclist casualties. The year 2024 recorded a marked decrease (26 total resident pedal cyclist casualties) from the previous year's spike of 39. Filtering for serious resident pedal cyclist casualties only, 2024 recorded the

fewest casualties (3) of all years. This was down by one from 2021/22 and by seven from 2023.

Between 2020 and 2024, Wokingham had a collision rate of 21.2 collisions per year, per 100 km of road network. This is roughly the same as the previous reporting period's collision rate of 21.8. Wokingham's collision rate was 17% lower than the national rate, 36% below the South East regional collision rate and 23% below the overall Berkshire County rate. Collisions appeared clustered around Woodley, Wokingham town centre, the Winnersh A329(M) interchange, Twyford and Finchampstead.

Annual child casualty numbers on Wokingham's urban roads generally remained low over the decade, typically ranging between 10 and 20 per year. After reaching a low point of 10 in 2022 and falling further to just 8 in 2023, there was a marked increase in 2024, where total child casualties rose sharply to 17. This represents a more than doubling compared to the previous year, bringing levels back in line with those seen earlier in the decade, although still below the peak recorded in 2015. Slight injuries accounted for the majority of child casualties throughout the period; serious injuries remained low and relatively stable. Whilst large year-on-year relative changes were observed, it should be noted that these are low abosulte figures and known to fluctuate.

Annual pedestrian casualty numbers on Wokingham's urban roads were generally low but showed notable fluctuation over the decade. Following a sustained reduction from 34 casualties in 2015 to a low of 10 in 2020, levels remained relatively subdued in 2021-2023, averaging around 17–19 casualties per year. In 2024, there was a pronounced increase, where total pedestrian casualties rose sharply to 30. This represents a significant rise compared with the previous two years and marks the highest total since 2015, placing 2024 well above the recent post 2020 trend and toward the upper end of the decade long range. Slight injuries accounted for the majority of casualties in every year, while serious injuries increased in 2024 compared with recent years. Fatal pedestrian casualties remained rare and sporadic across the period.

The number of collisions attributed to impairment exhibited a steady increase between 2016 (10 collisions) and 2021 (20 collisions). This was largely driven by an increase in serious injury impairment collisions; whilst these drop after 2021, the number of slight injury collisions remained high relative to previous years. The year 2023 stood out as one with significantly lower alcohol and drug-related impairment collisions in Wokingham. In Wokingham, 12% of all recorded collisions were attributed to unsafe behaviour related RSFs. This is in line with the national and South East averages (13%).

In summary, Wokingham fares well in terms of safety compared with national rates and regional counterparts. Looking at resident casualties, 2024 saw a decrease in total and serious casualties compared with the year prior and reported zero resident fatalities. Resident young driver-involved casualties in Wokingham have more than halved over the past decade, and resident older driver-involved serious injuries have fallen by 83% on the year prior. However, whilst collisions on Wokingham's roads saw an overall drop in 2024, instances of child and pedestrian casualties on urban roads showed pronounced increases.

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 Agilysis 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 Agilysis by the Department for Transport for publication in MAST Online over the five-year period between 2020 and 2024 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 2020 and 2024 inclusive. For a more complete explanation, please refer to 5.1.1 on methodology for calculating network collision risk.

3 Wokingham Resident Risk

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

3.1 Wokingham Resident Casualties

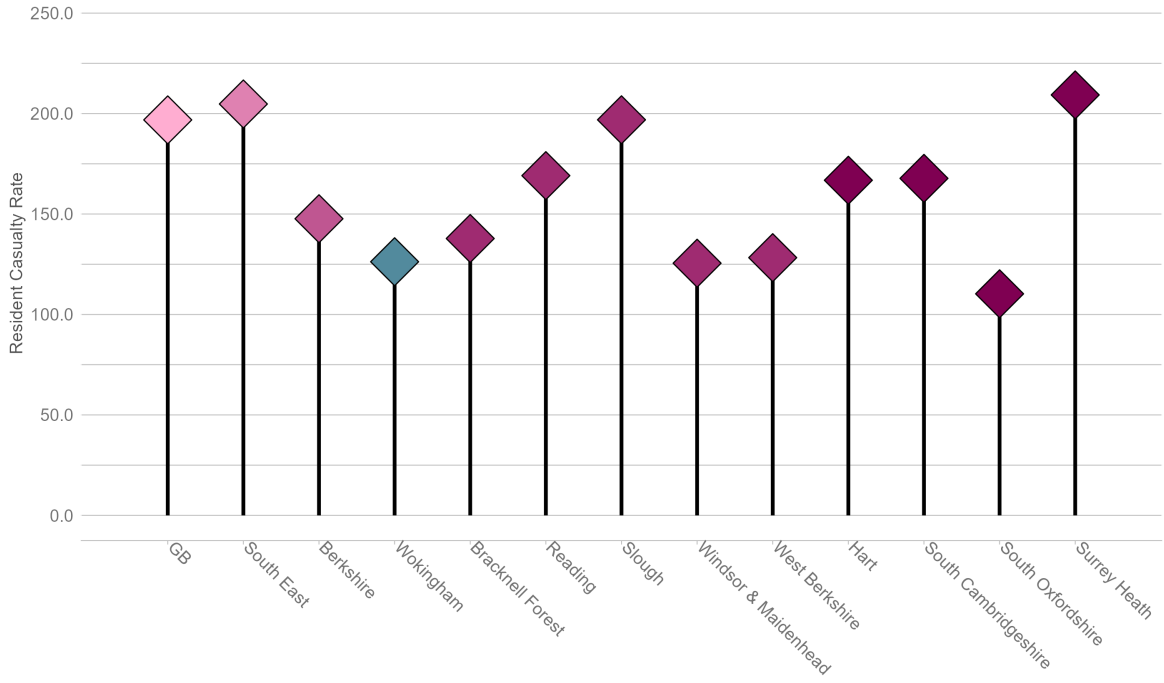
This section examines all casualties who were residents of Wokingham at the time of injury. For information about Wokingham's resident motor vehicle users involved in collisions on all roads, please refer to section 3.2.

3.1.1 All Resident Casualties

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

Wokingham's resident casualty rate is 126 casualties per year, per 100,000 population.

Figure 1: Annual average Wokingham resident casualties per 100,000 population (2020 - 2024)



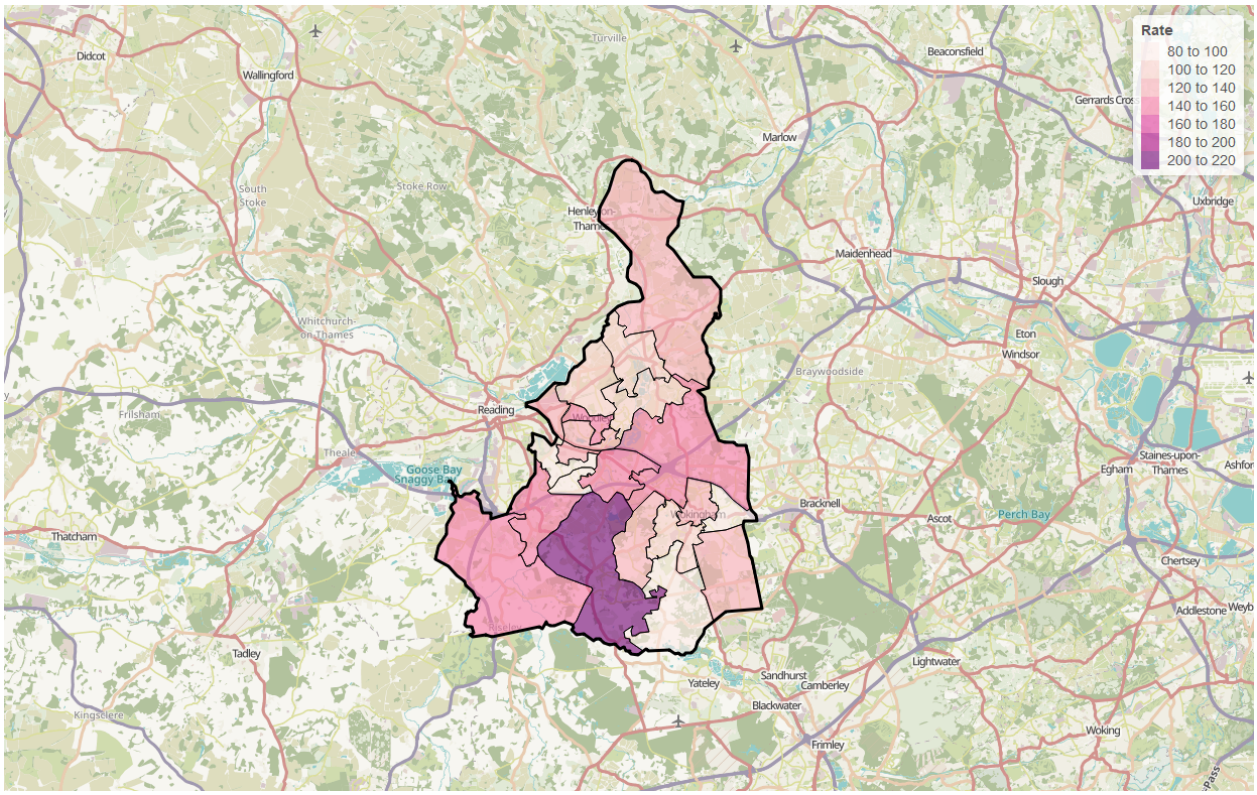
3.1.1.2 Comparisons Wokingham's 2020 to 2024 resident casualty rate is 36% below the national resident casualty rate and 38% below the South East regional resident casualty rate. Wokingham's resident casualty rate is in line with Windsor & Maidenhead and West Berkshire as the

lowest of all Berkshire authorities. Against nearest statistical neighbours, Wokingham's rate places second lowest behind South Oxfordshire (110 per 100,000 population).

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

The highest resident casualty rates are in Arborfield & Garrison, Earley, the north of Shinfield, the west of Spencers Wood & Swallowfield, and Crowthorne North (except for the southeast of this area). The lowest casualty rates are found along a south-westerly corridor between Wokingham Town and central Finchampstead, and areas immediately north and south of Woodley.

Figure 2: Wokingham resident casualties home location by MSOA, casualties per year per 100,000 population (2020-2024)

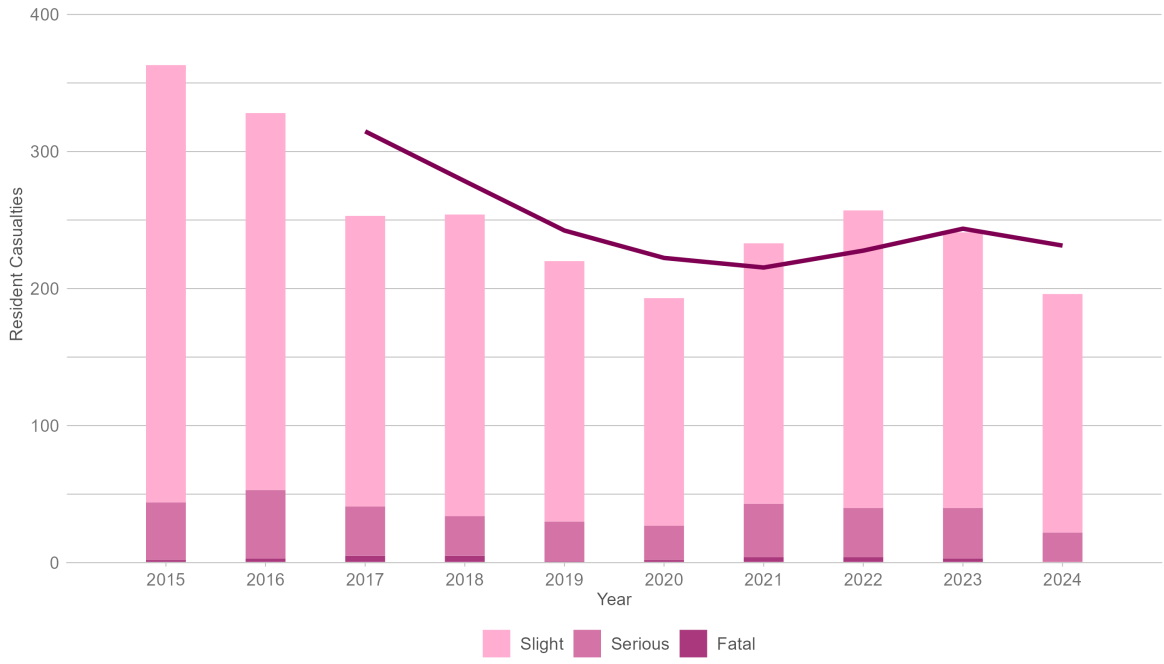


3.1.1.3 Trends Figure 3 shows Wokingham's annual resident casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

In Wokingham, there were 196 total resident casualties in 2024. A clear downward trend is observed between 2015 and 2020, followed by a spike in 2021 that holds constant for the following two years. In 2024, however, the total number of resident casualties decreased, roughly matching 2020 levels. The trends for slight and serious resident casualties follow a similar pattern to that of

all resident casualties, except in 2016, which saw an increase in serious resident casualties. 2024 showed a marked decrease in serious resident casualties, down from 37 in 2023 to 22 in 2024. There were zero resident casualty fatalities in 2024. However, caution should be applied when interpreting the fatality and serious resident casualty figures, as the absolute numbers are small.

Figure 3: Wokingham resident casualties, by year and severity (2015-2024)



3.1.1.3.1 Resident Casualties occurring in other areas Between 2020 and 2024, there were 1,120 Wokingham resident casualties that occurred across 59 areas. There were 545 resident casualties that occurred within Wokingham (49% of all resident casualties). Of the remaining 51%, the majority were injured in Reading (137 casualties; 12%).

3.1.1.4 Socio Demographic Analysis

3.1.1.4.1 Age Figure 4 shows the numbers of resident casualties by ten specified age groups.

Out of a total of 1,109 resident casualties, the 25 - 34 age group places the highest with 225 casualties (20%), followed by the 35 - 44 and 45 - 54 categories with 195 (18%) and 173 (16%) resident casualties, respectively. Combined, these 3 groups account for 593 casualties (44%).

The highest number of serious injuries occurred in the 45 - 54 age group, with 29 serious injuries (18%). The 17 - 24 group follows closely with 28 serious injuries. Fatalities were recorded in low single digits. The highest amongst these is the 35 - 44 age group with 4 fatalities (31%). Slight injuries form the vast majority of road casualties in Wokingham, with 937 casualties (84% of total

casualties). The 25 - 34 age group recorded the highest number of slight injuries at 199 (21%), followed by 35 - 44 with 171 (18%) and 45 - 54 with 143 casualties (15%).

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

Wokingham's resident casualties trends differ from the national picture for certain age groups. Young adults aged 17 - 24 remain the most overrepresented group compared to their share of the population as a whole. However, in Wokingham, they have been replaced by the 25 - 34 group as the most overrepresented compared to the national average. This means that Wokingham deviates from the national pattern more strongly for 25 - 34s than it does for 17 - 24s.

On the other side, most older age groups (55+) are underrepresented in resident casualty figures. Wokingham follows this pattern compared to other age groups; however, older age groups (55+) are less underrepresented in Wokingham than they are in the national average.

Figure 4: Wokingham resident casualties, by age group (2020-2024)

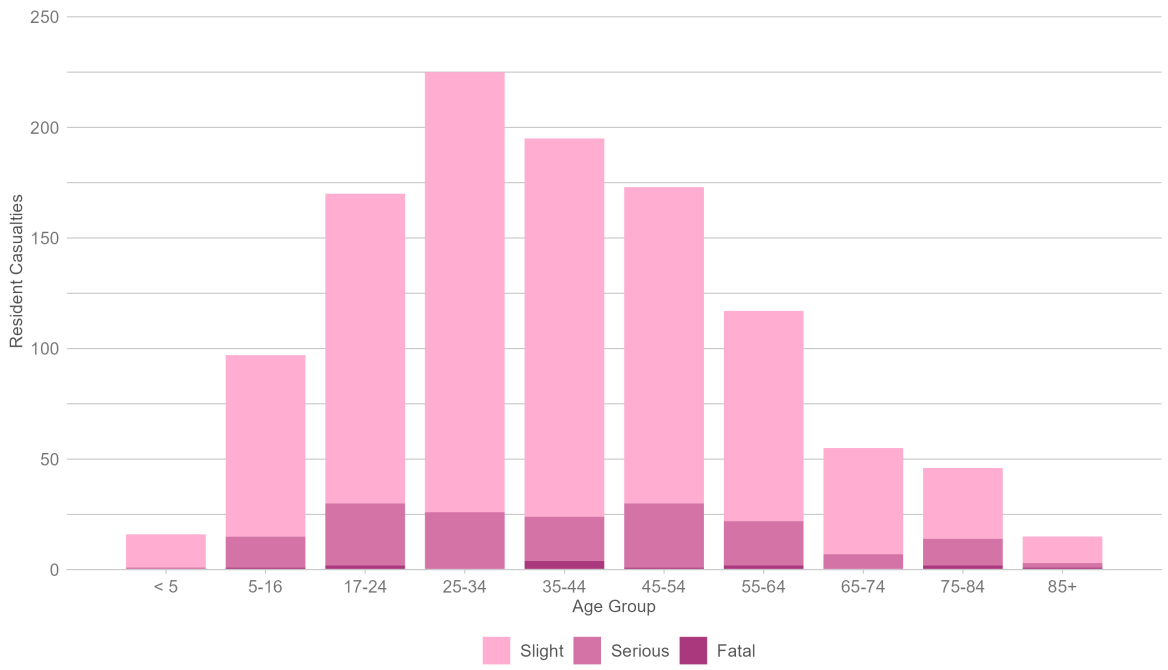
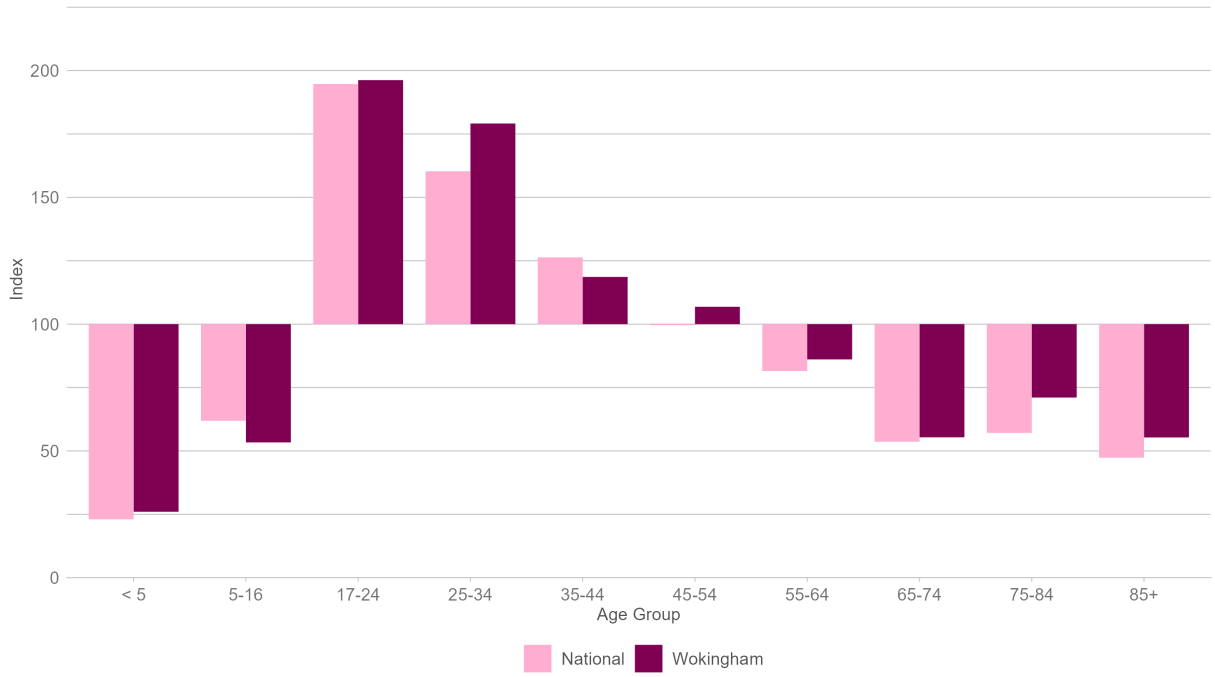


Figure 5: Wokingham resident casualties, by age group and indexed by population (2020-2024)

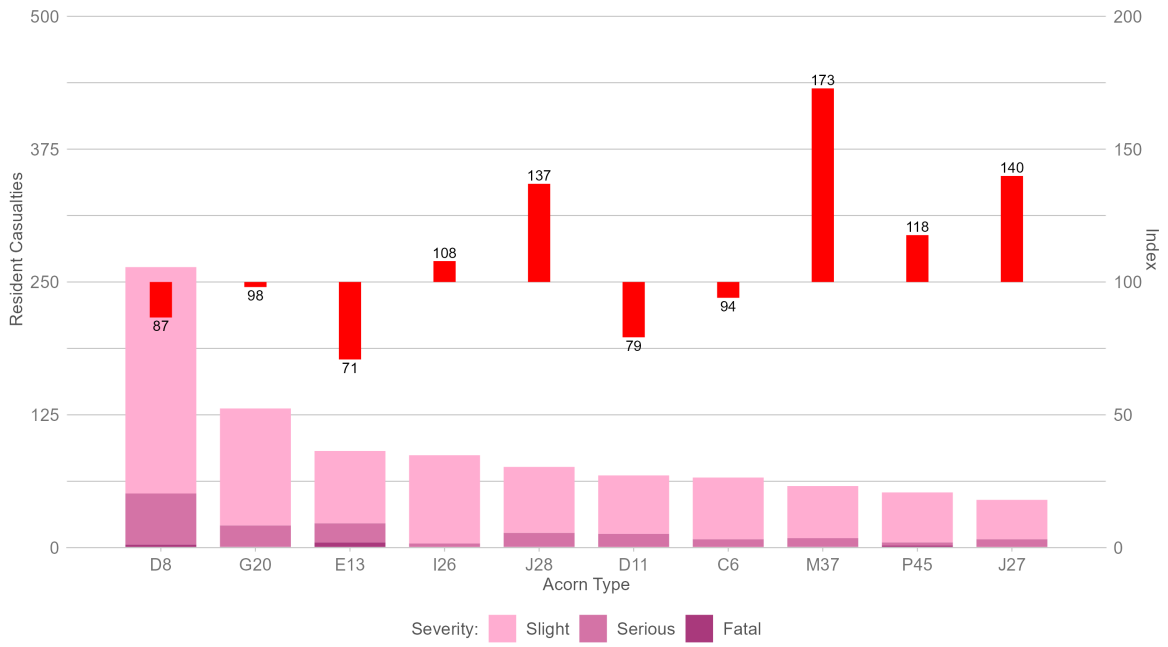


3.1.1.4.2 Segmentation Analysis of the Acorn communities in which Wokingham's resident casualties live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

When considering the 10 Acorn groups with the highest resident casualty numbers from 2020 to 2024 in Wokingham, half are overrepresented and half underrepresented, compared to the relative population within each Acorn group. Whilst those that are 'affluent, older homeowners' (D8; 27% of the population) are associated with the highest number of resident casualties in Wokingham, they are underrepresented relative to the population. A slightly stronger underrepresentation trend is seen in the 'Mature and moneyed out-of-towners' category (D11; 8% of the population). Similarly, 'families in leafy suburbs' (E13; 11% of the population) are underrepresented.

In contrast, 'restricted residents that are socially renting' (M37; 3% of the population) constitute the most overrepresented category, followed by the 'professional families and couples in suburban, owner - occupied areas' (J27; 3% of the population). The next most overrepresented Acorn group is the 'families and couples in terraces' category (J28; 5% of the population), followed by those that are 'privately renting squeezed professionals in flats' (P45; 4% of the population).

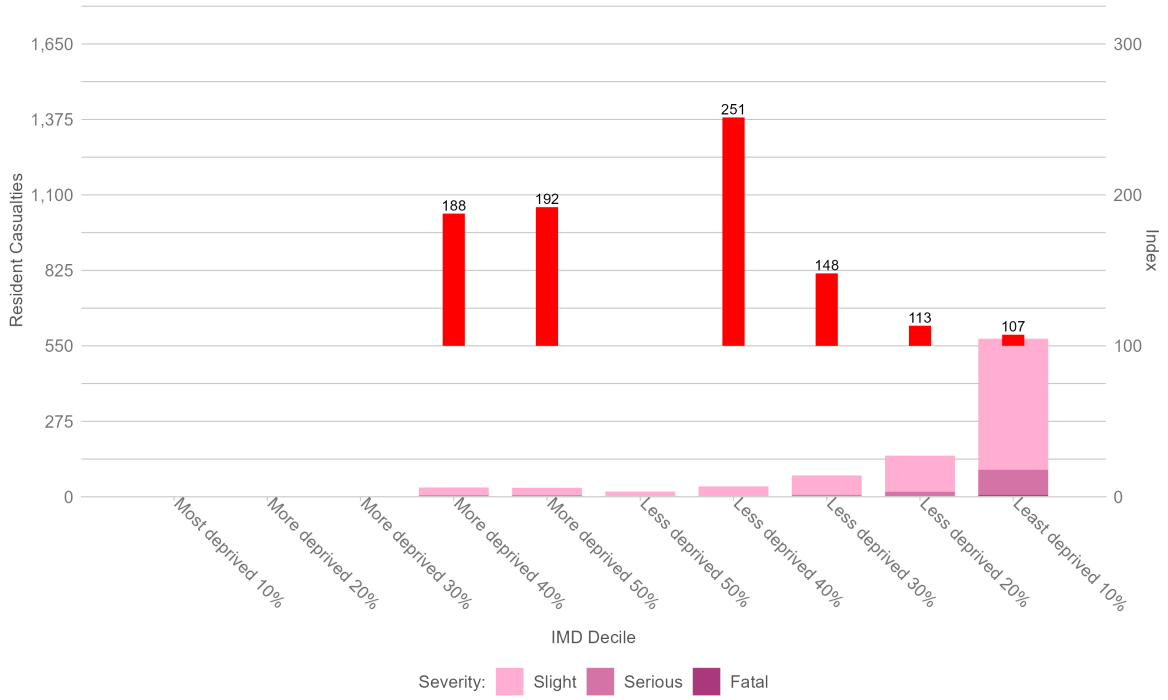
Figure 6: Wokingham resident casualties, by Acorn Type (2020-2024)



3.1.1.4.3 Deprivation Figure 7 shows resident casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident adult casualties were from communities in the less deprived IMD deciles. This is to be expected, given Wokingham's population consisting disproportionately of less deprived residents. When adjusting for this, we observe that groups within the most deprived 60% of the population were disproportionately more likely to be resident casualties. The less deprived 40% group are most overrepresented in resident casualties. However, as these groups represent a small proportion of Wokingham residents, their associated casualty numbers are also small. This makes it harder to differentiate between random variation and meaningful trends, so caution should be exercised when interpreting these figures.

Figure 7: Wokingham resident casualties, by Index of Multiple Deprivation (2020-2024)



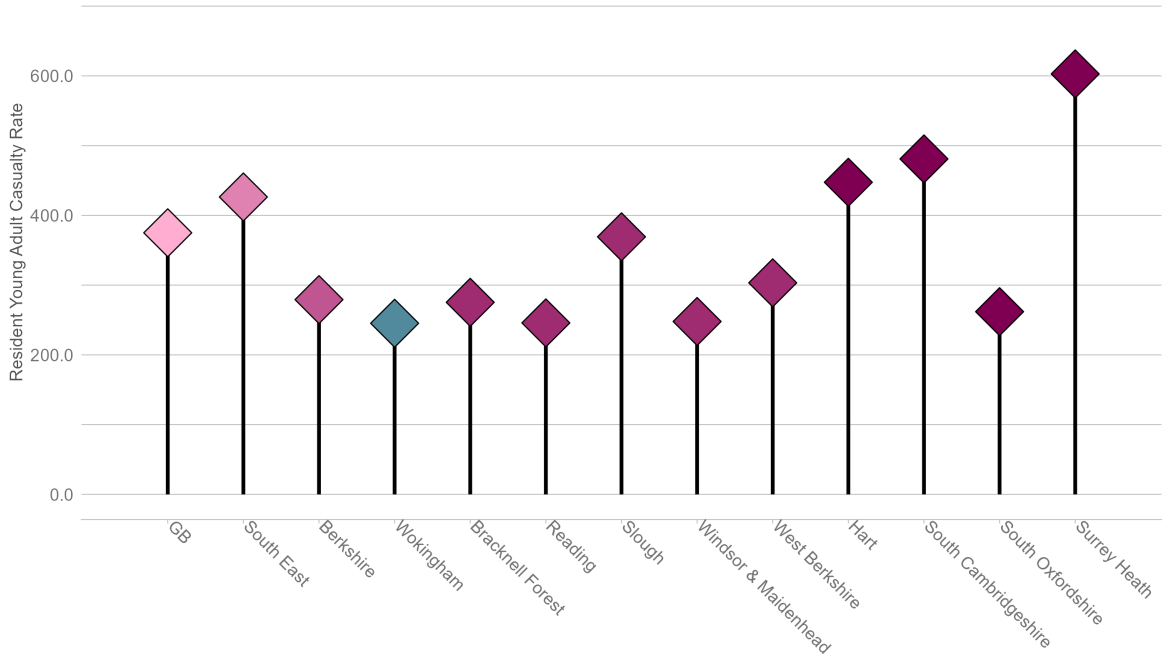
3.1.2 Resident Young Adult Casualties

This section examines young adult 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 8 shows the resident young adult casualty rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham's resident young adult casualty rate is 245 per 100,000 population.

Figure 8: Annual average Wokingham resident young adult casualties per 100,000 population (2020-2024)

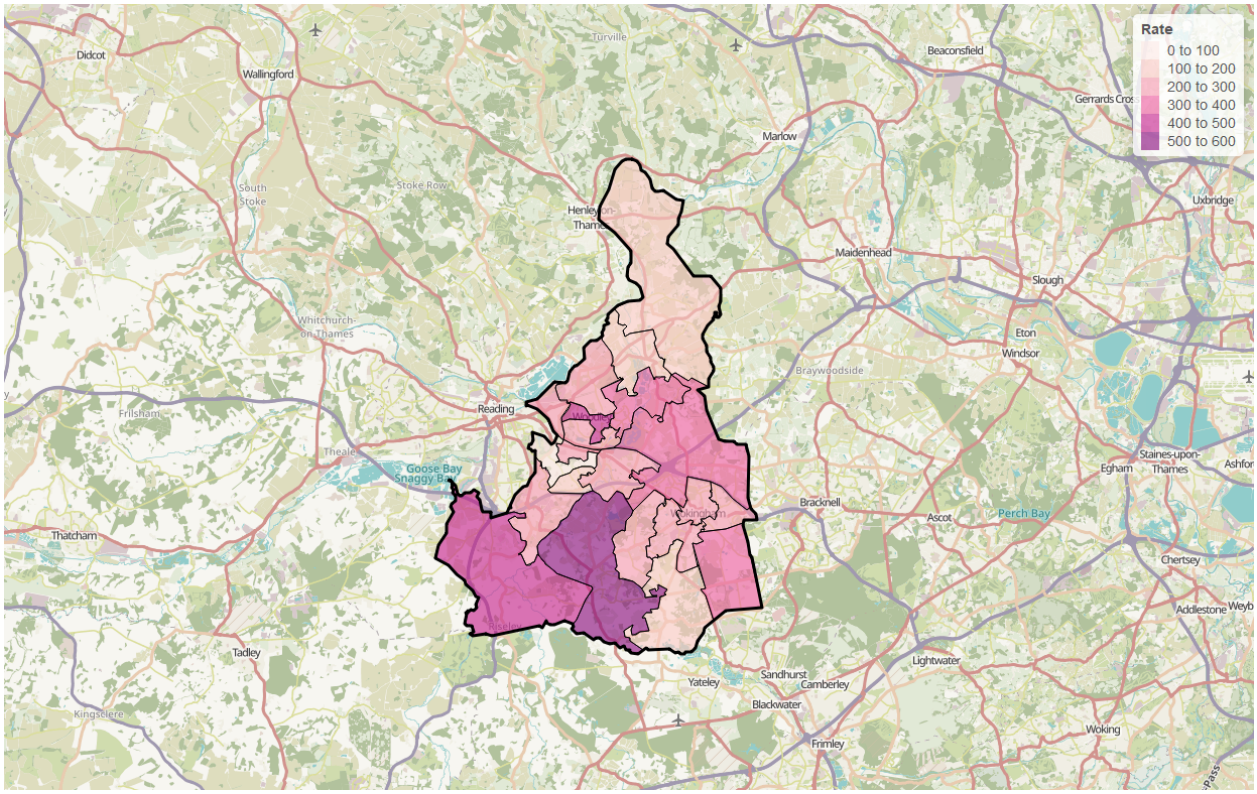


3.1.2.2 Comparisons Wokingham's resident young adult casualty rate is lower than the national average (375 per 100,000 population) and the South East rate (426 per 100,000 population). Wokingham had the lowest resident young adult casualty rate of all Berkshire authorities and of all statistical neighbours.

3.1.2.2.1 Residency by Small Area Figure 9 shows the home location of Wokingham's resident young adult casualties by middle layer super output area (MSOA). The thematic map is coloured by resident young adult casualties per year per young adult population of MSOA.

Wokingham's resident young adult casualty rate is greatest in the southwest of the authority. Areas of Spencers Wood, Swallowfield, Arborfield, and Garrison show higher resident young adult casualty rates. However, the difference in absolute numbers was low.

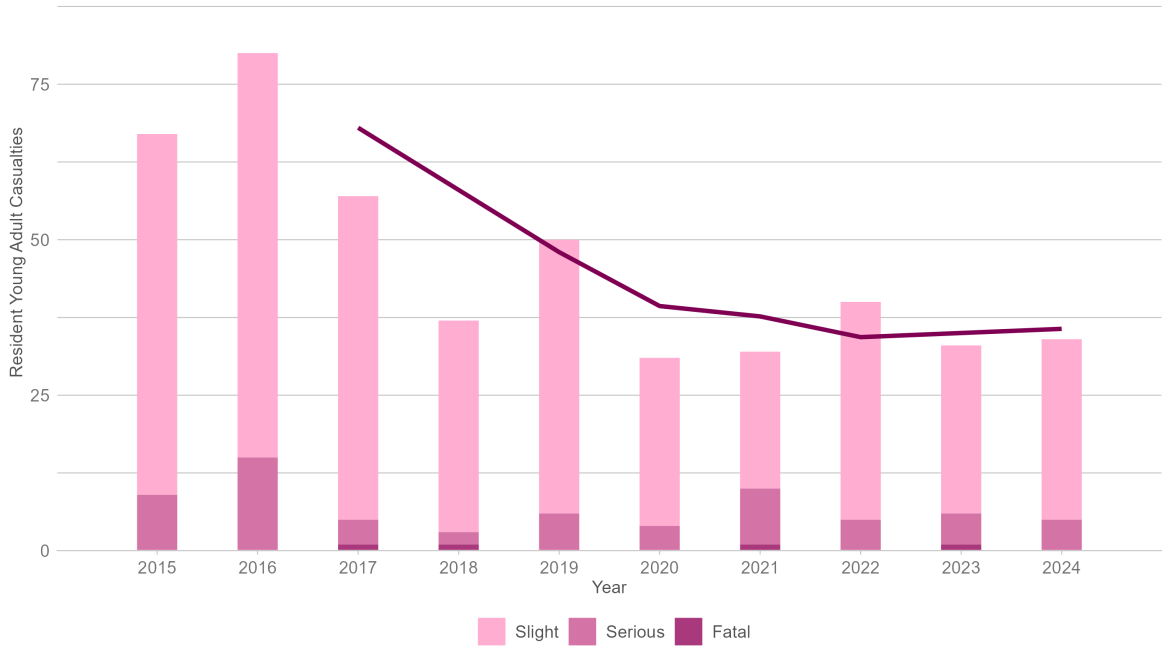
Figure 9: Wokingham resident young adult casualties home location by MSOA, casualties per year per 100,000 population (2020-2024)



3.1.2.3 Trends Figure 10 shows Wokingham's annual resident young adult casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

In Wokingham, there were 34 resident young adult casualties in 2024. A steady decrease is observed between 2016 and 2020, with total resident young adult casualties more than halving over the period. Since 2020, figures have remained roughly constant.

Figure 10: Wokingham resident young adult casualties, by year and severity (2015-2024)



3.1.2.3.1 Resident Young Adult Casualties occurring in other areas Slightly over half (76 casualties; 55%) of resident young adult casualties occurred outside of Wokingham. Authorities that accounted for the greatest proportion of resident young adult casualties include Reading (16%), Bracknell Forest (8%) and Hampshire (8%).

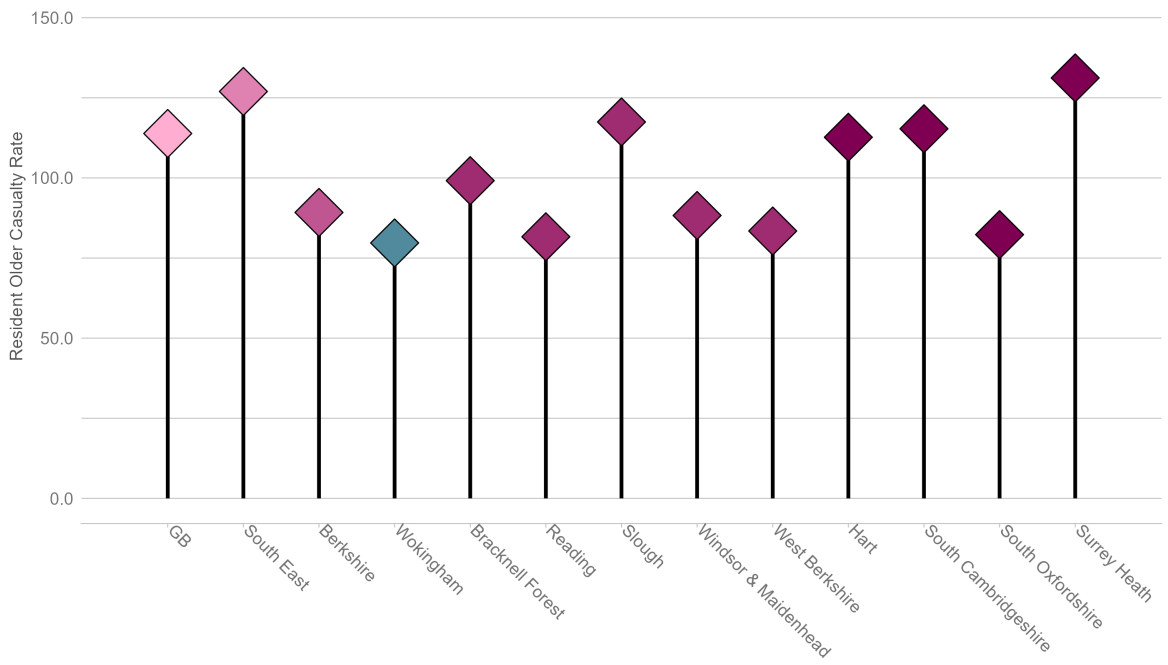
3.1.3 Resident Older Casualties

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 11 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 rate is 80 casualties per year, per 100,000 population.

Figure 11: Annual average Wokingham resident older casualties per 100,000 population (2020-2024)

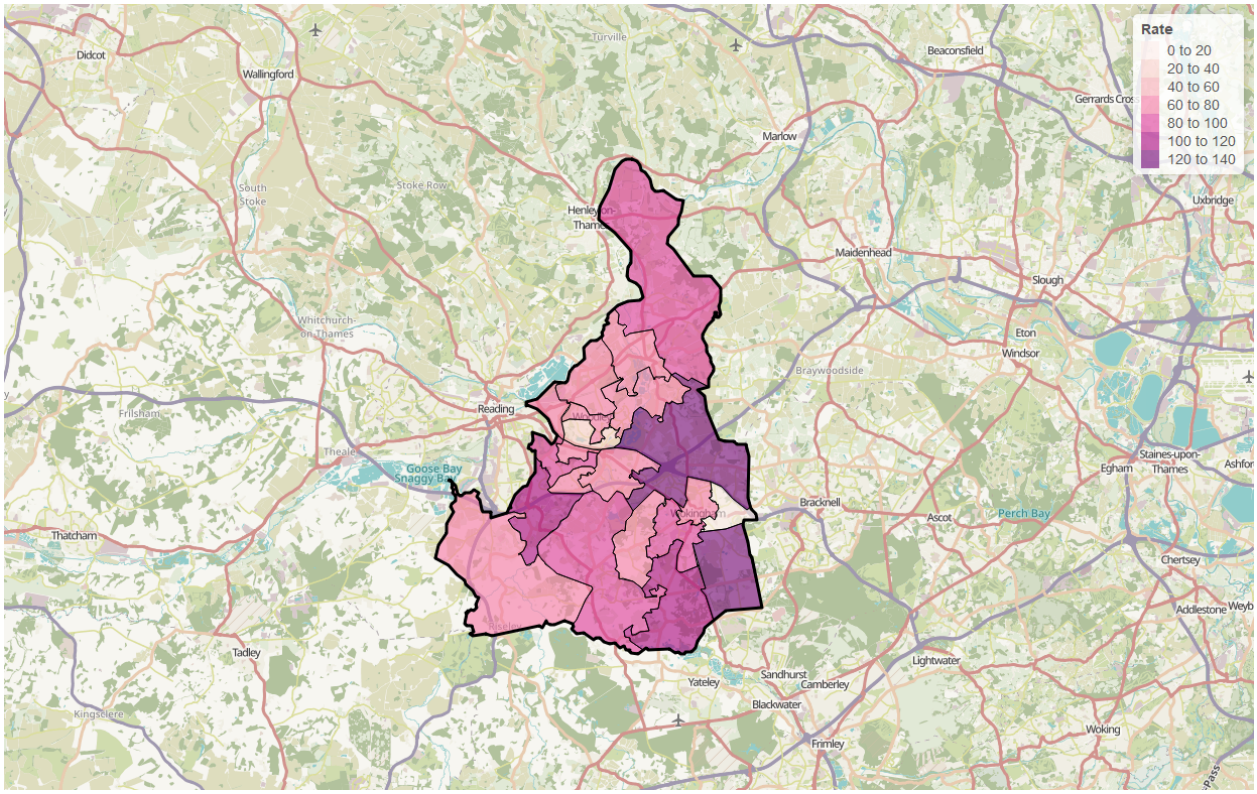


3.1.3.2 Comparisons Wokingham's 2020 to 2024 resident older casualty rate is 30% below the national resident casualty rate and 37% below the South East regional resident older casualty rate. Against all berkshire authorities, and nearest statistical neighbour authorities, Wokingham had the lowest resident older casualty rate, followed by Reading and South Oxfordshire with 82 casualties per 100,000 population each.

3.1.3.2.1 Residency by Small Area Figure 12 shows the home location of Wokingham's resident older casualties by middle layer super output area (MSOA). The thematic map is coloured by resident older casualties per year per older population of MSOA.

Wokingham's older resident casualty rate was highest for those residing in the southeast, in areas of Crowthorne North and the east of Finchampstead. Patches of higher older resident casualty rate are also found in Lower Early North and South, as well as north of the M4 in Shinfield.

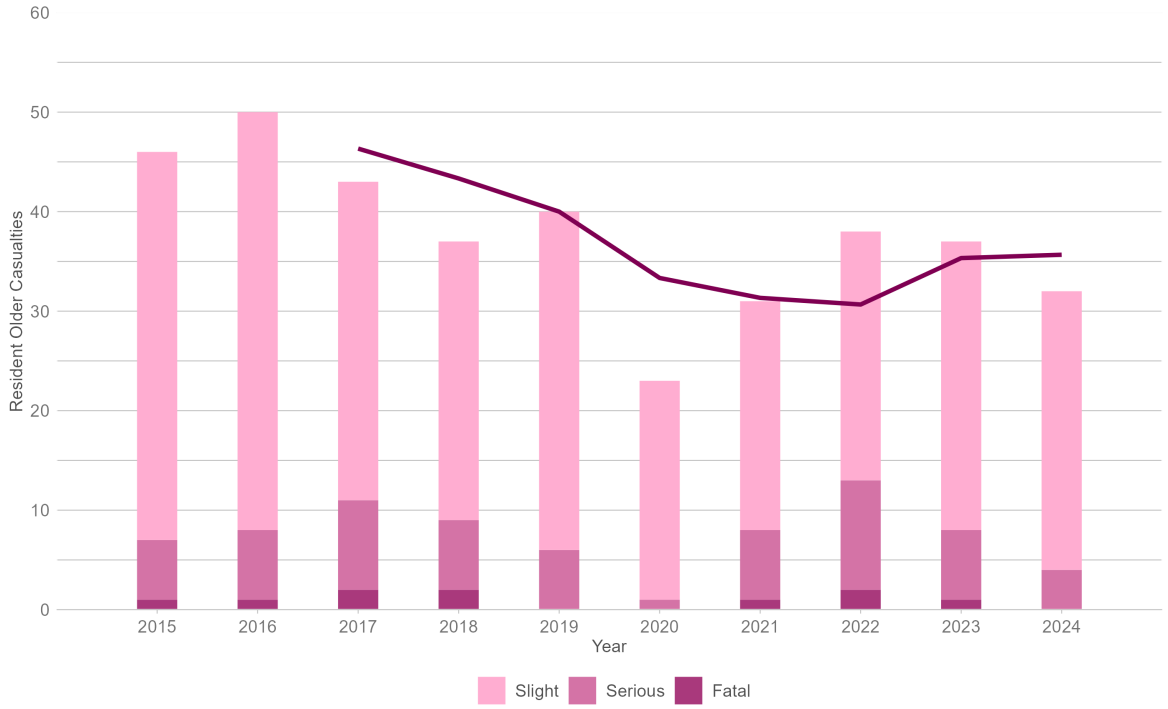
Figure 12: Wokingham resident older casualties home location by MSOA, casualties per year per 100,000 population (2020-2024)



3.1.3.3 Trends Figure 13 shows Wokingham's annual resident older casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

In Wokingham, there were 32 total resident older casualties in 2024. A general decrease between 2016 (50) and 2020 (23) can be seen, followed by two years of successive increases. Since 2022, a slight (accelerating) downward trend in total resident older casualties has been observed, but 2024 figures remain above those of the COVID-19 years. Serious resident older casualties follow a similar general trend, with a more pronounced spike in 2022 (11). Slight resident older casualties have remained roughly constant since 2020 and have not returned to the pre - 2020 downward trend.

Figure 13: Wokingham resident older casualties, by year and severity (2015-2024)



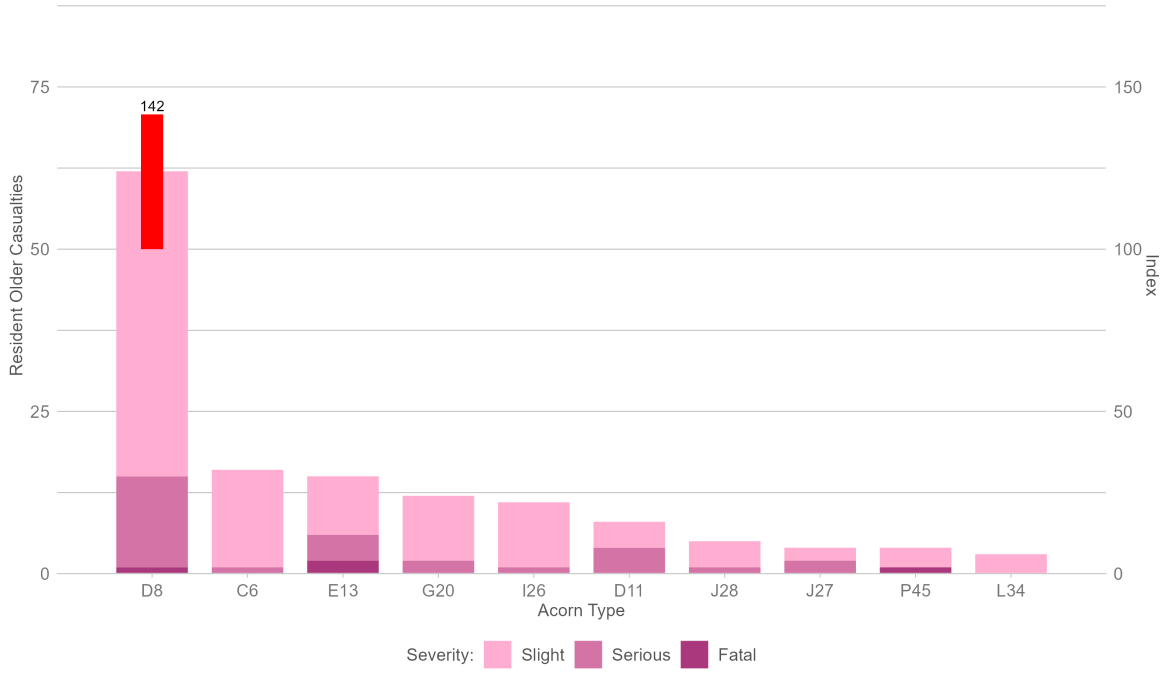
3.1.3.3.1 Resident Older Casualties occurring in other areas Between 2020 and 2024, there were 161 Wokingham resident older casualties that occurred across 21 areas. There were 82 resident older casualties that occurred within Wokingham (51% of all resident older casualties). Within the remaining 49%, the majority were injured in Hampshire (17 casualties; 22%), closely followed by Reading (16 casualties; 20%), Surrey (13 casualties; 16%), and Bracknell Forest (8 casualties; 10%).

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.

Those that are affluent, older homeowners (D8; 27% of the population) are associated with the greatest number of resident older casualties across all Acorn groups, which follows the trend when considering all other earlier demographic breakdowns. Additionally, they are overrepresented compared with the relative population.

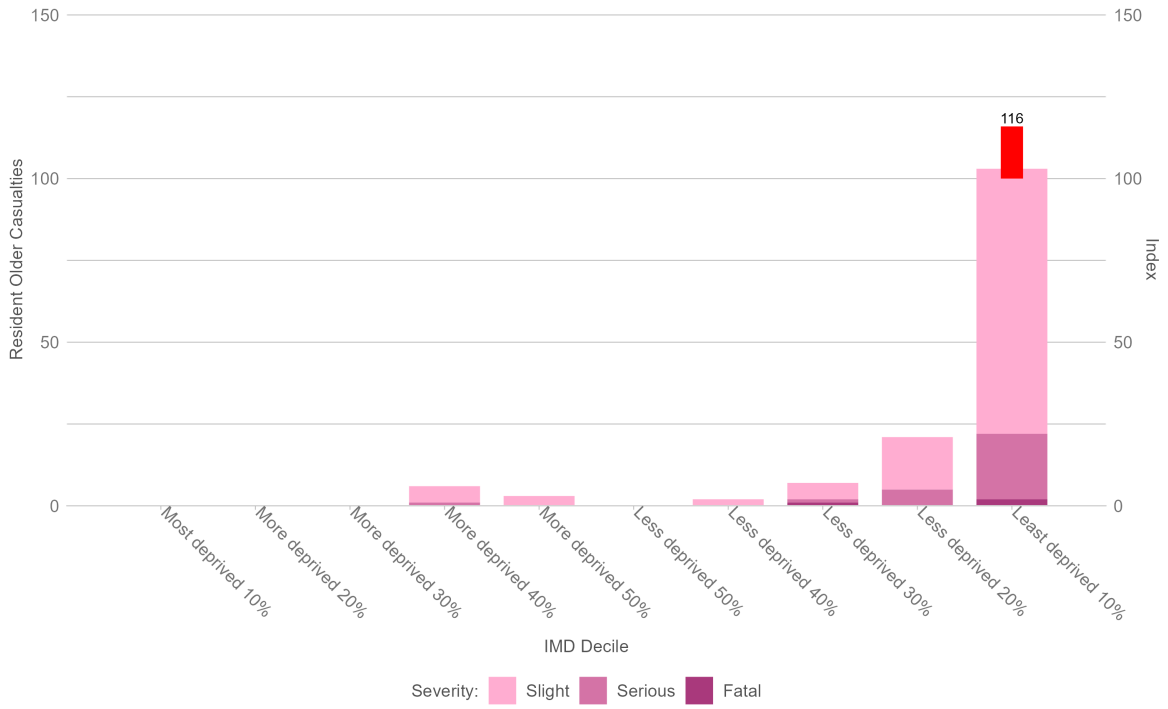
Figure 14: Wokingham resident older casualties, by Acorn Type (2020-2024)



3.1.3.4.2 Deprivation Figure 15 shows resident older casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident older casualties were from communities in the less deprived IMD deciles. This is particularly true of the least deprived 10%, which is associated with a notably higher number of casualties in Wokingham than any other IMD decile. It is also overrepresented compared with the relative population.

Figure 15: Wokingham resident older casualties, by Index of Multiple Deprivation (2020-2024)



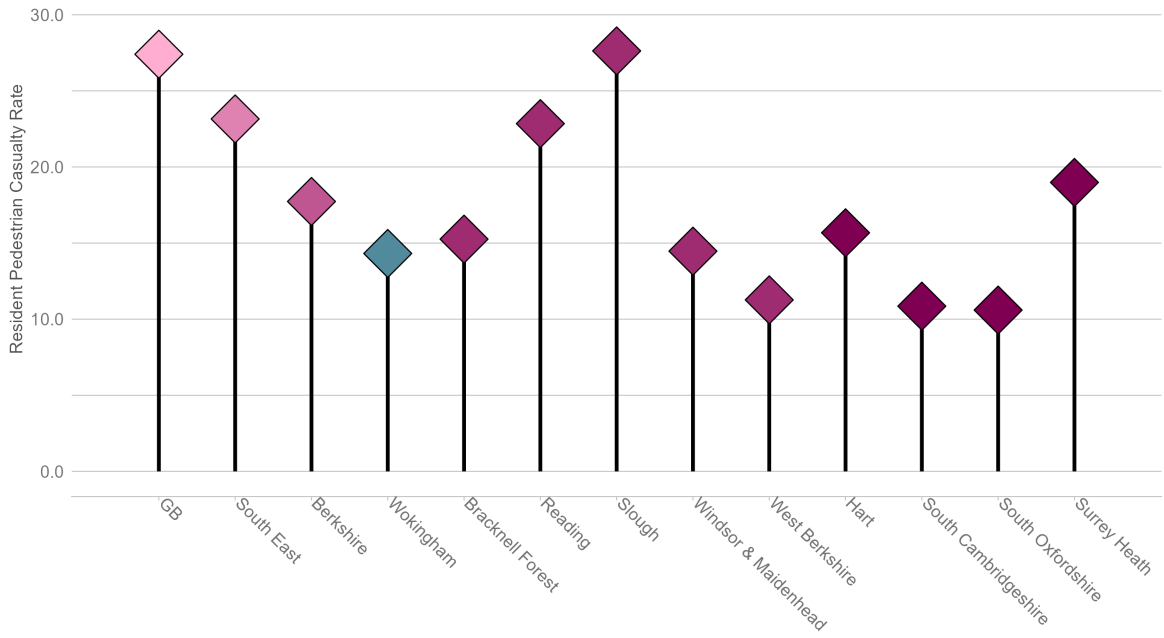
3.1.4 All Wokingham Resident Pedestrian Casualties

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

Wokingham's resident pedestrian casualty rate is 14.3 per 100,000 population.

Figure 16: Annual average Wokingham resident pedestrian casualties per 100,000 population (2020-2024)

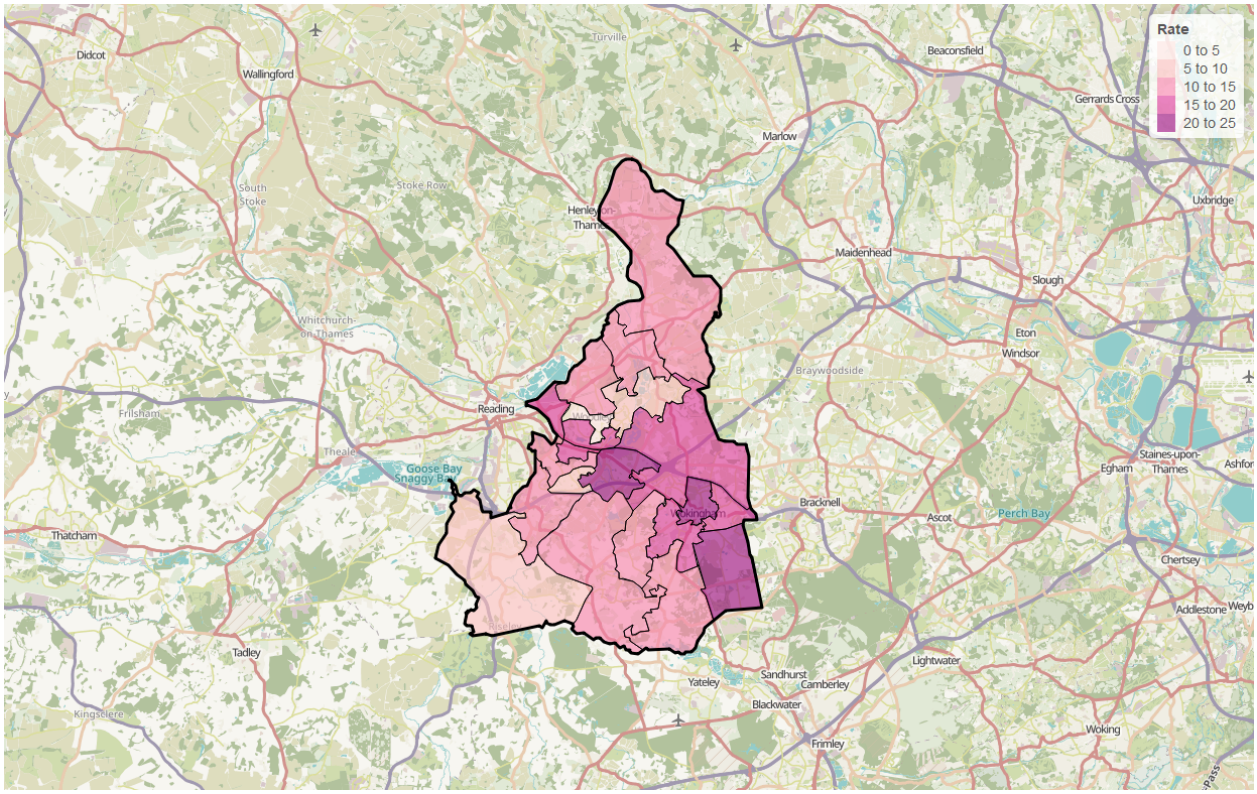


3.1.4.2 Comparisons Wokingham's resident pedestrian casualty rate is roughly half that of the national rate (27 per 100,000 population), and significantly lower than the South East rate (23 per 100,000 population). Wokingham has the second-lowest rate in Berkshire, behind West Berkshire (11 per 100,000 population).

3.1.4.2.1 Residency by Small Area Figure 17 shows the home location of Wokingham's resident pedestrian casualties by middle layer super output area (MSOA). The thematic map is coloured by resident casualties per year per population of MSOA.

Residents in Crowthorne North, Wokingham Town and Winnersh have the highest resident pedestrian casualty rates in Wokingham.

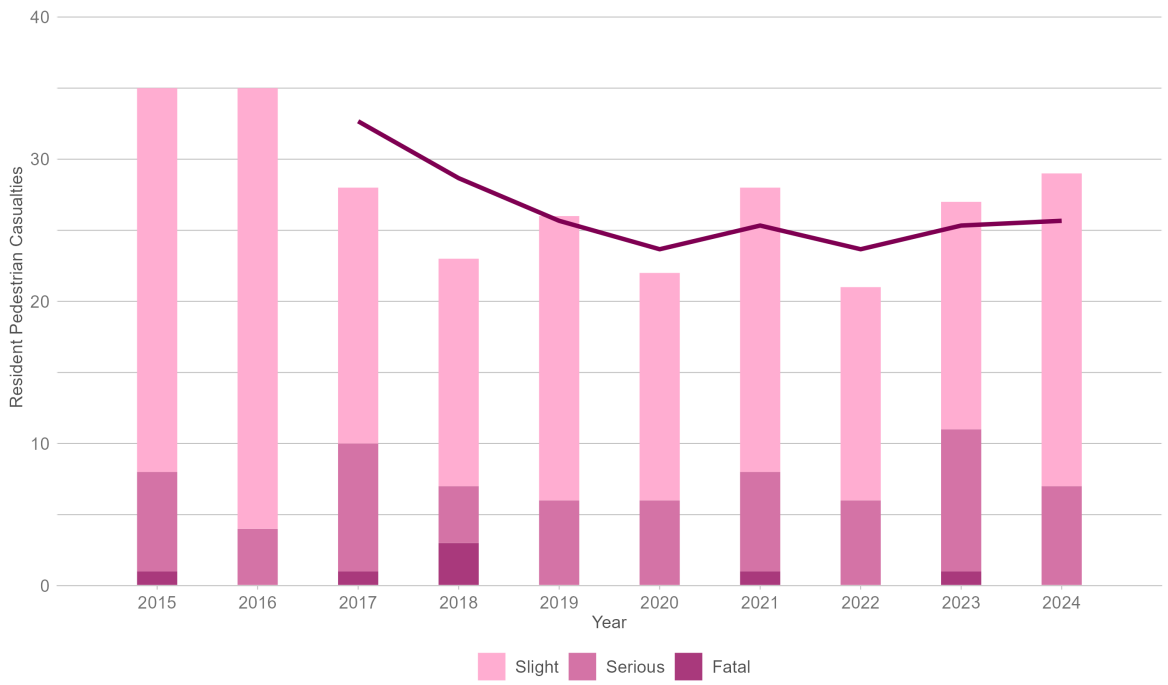
Figure 17: Wokingham resident pedestrian casualties home location by MSOA, casualties per year per 100,000 population (2020-2024)



3.1.4.3 Trends Figure 18 shows Wokingham's annual resident pedestrian casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Wokingham resident pedestrian casualty numbers fall from 35 in 2015/16 to 23 in 2018. Since 2018, resident pedestrian casualties have fluctuated, with a three-year moving average showing a gradual increase over the period. Serious injury resident pedestrian casualties also fluctuate over the decade.

Figure 18: Wokingham resident pedestrian casualties, by year and severity (2015-2024)



3.1.4.3.1 Resident Pedestrian Casualties occurring in other areas Over two-thirds (69%) of Wokingham's resident pedestrian casualties occur within Wokingham. After Wokingham, Reading and Bracknell Forest are where the greatest proportion of resident pedestrian casualties occur, with 10% and 6% of total Wokingham resident pedestrian casualties, respectively.

3.1.4.4 Socio Demographic Analysis

3.1.4.4.1 Age Figure 19 shows the numbers of resident pedestrian casualties by ten specified age groups.

In Wokingham, there were 127 resident pedestrian casualties recorded across all age groups over the ten years. The 5-16 age group stands out, accounting for 30 casualties, the highest of any cohort and nearly a quarter (24%) of all resident pedestrian casualties. Notably, while there were no fatal injuries in this age group, the severity profile consists of one-third (10) seriously injured, with the remaining 20 recorded as slight injuries. Children and young people aged 5-16 also represent the largest share of serious pedestrian casualties (28%), indicating a disproportionate risk compared with most other age groups. By comparison, casualty totals are more evenly distributed across adult age groups, generally ranging between 11 and 18 casualties. They are predominantly slight in severity, except the 75-85 group, where 80% of casualties were serious or fatal.

It is more informative to consider Figure 20 which shows resident pedestrian casualty numbers by age group indexed by the population of those age groups in Wokingham. There is also a national

index value for comparison.

The two most overrepresented age groups are 5-16 and 17-24. When comparing nationally, those aged 5-16 are underrepresented in Wokingham. Conversely, those aged 17-24 are overrepresented in Wokingham, compared to the national average. Age groups over 45 are underrepresented both nationally and in Wokingham.

Figure 19: Wokingham resident pedestrian casualties, by age group (2020-2024)

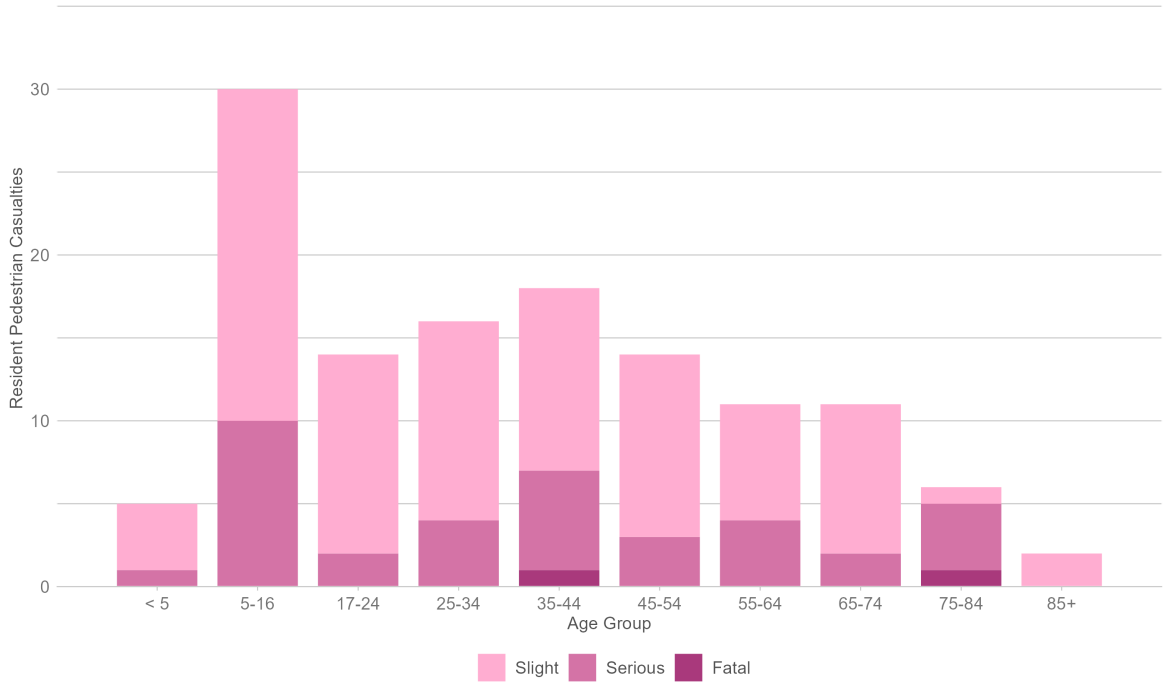
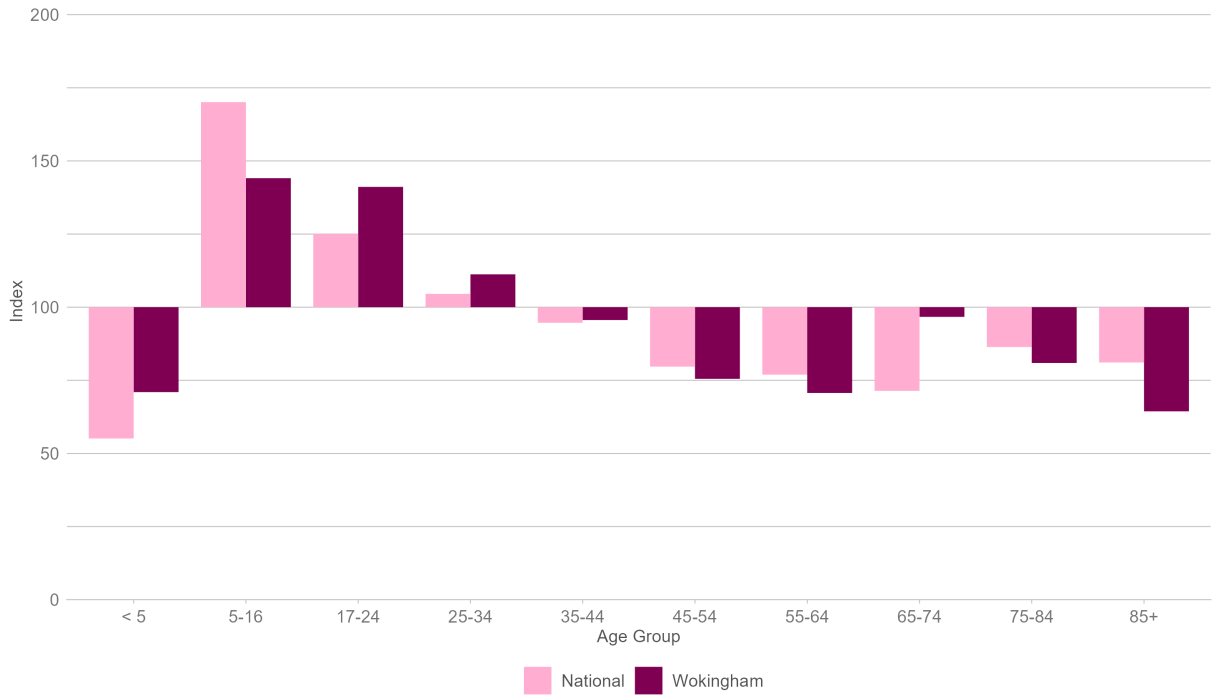


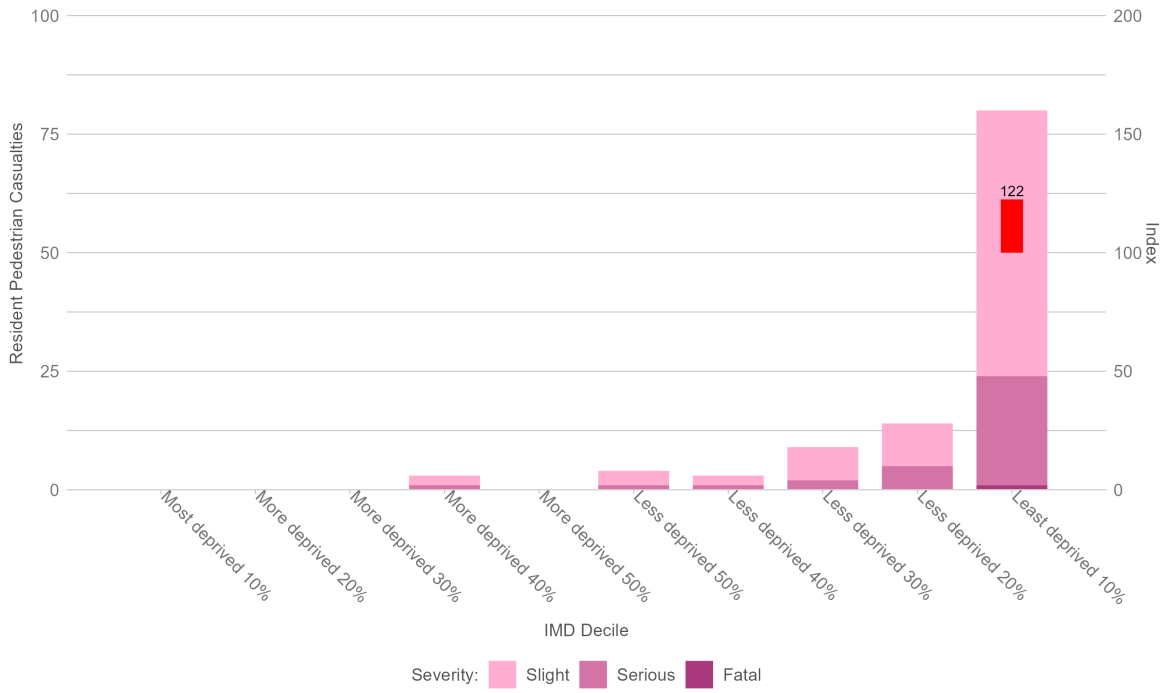
Figure 20: Wokingham resident pedestrian casualties, by age group and indexed by population (2020-2024)



3.1.4.4.2 Deprivation Figure 21 shows resident pedestrian casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

Wokingham residents in the least deprived 10% decile account for the greatest number of casualties. They are most overrepresented in resident pedestrian casualty figures in Wokingham.

Figure 21: Wokingham resident pedestrian casualties, by Index of Multiple Deprivation (2020-2024)



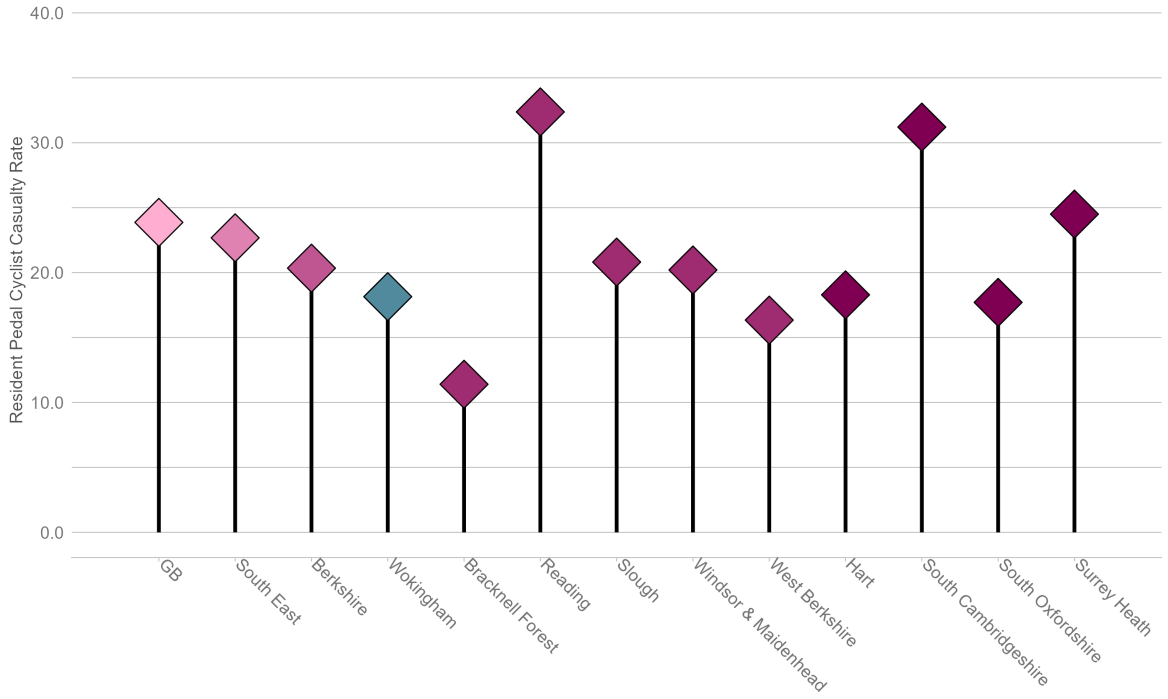
3.1.5 All Wokingham Resident Pedal Cyclist Casualties

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

Wokingham's resident pedal cyclist casualty rate is 18 casualties per year, per 100,000 population.

Figure 22: Annual average Wokingham resident pedal cyclist casualties per 100,000 population (2020-2024)

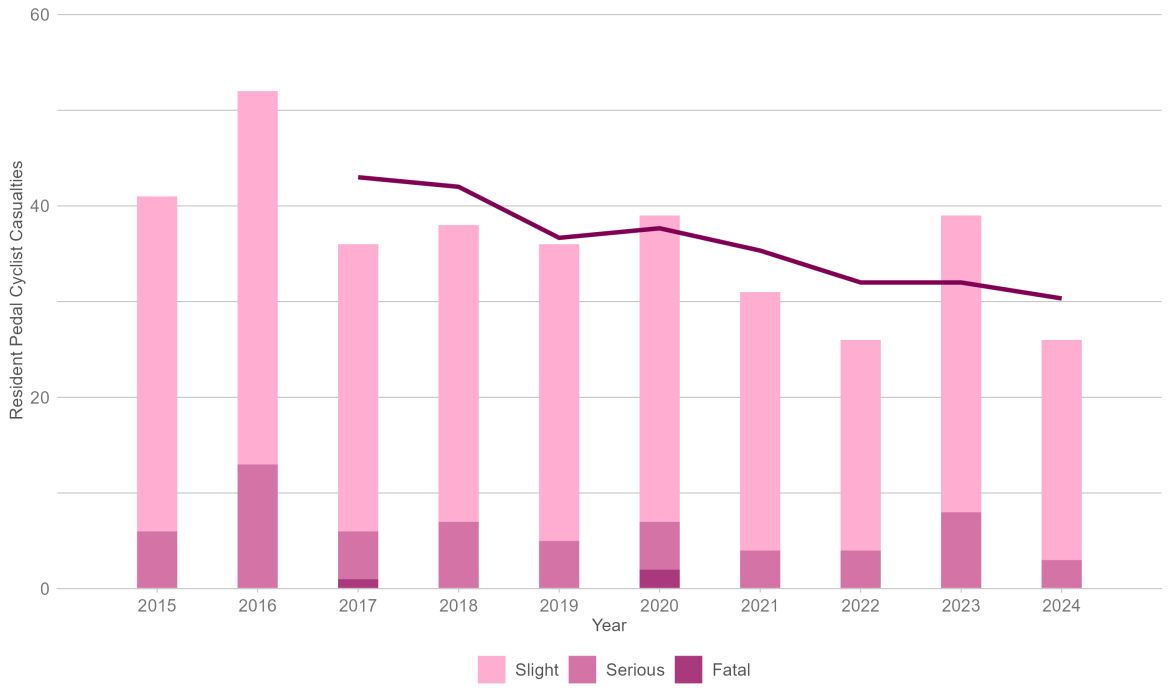


3.1.5.2 Comparisons Wokingham's 2020 to 2024 resident pedal cyclist casualty rate is 24% below the national resident pedal cyclist casualty rate and 20% below the South East regional resident pedal cyclist casualty rate. Against other Berkshire authorities, Wokingham has the third lowest resident pedal cyclist casualty rate, behind Bracknell Forest (11 per 100,000 population) and West Berkshire (16 per 100,000 population). Against nearest statistical neighbours Wokingham is second to South Oxfordshire (18 per 100,000 population).

3.1.5.3 Trends Figure 23 shows Wokingham's annual resident pedal cyclist casualty numbers since 2015, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

In Wokingham, there were 26 total resident pedal cyclist casualties in 2024. Since 2016, figures show a fluctuating, shallow downward trend in total resident pedal cyclist casualties. The year 2024 recorded a marked decrease (26 total resident pedal cyclist casualties) from the previous year's spike of 39. Filtering for serious resident pedal cyclist casualties only, 2024 recorded the fewest casualties (3) of all years. This is down by one from 2021/22 and seven by 2023.

Figure 23: Wokingham resident pedal cyclist casualties, by year and severity (2015-2024)



3.1.5.4 Socio Demographic Analysis

3.1.5.4.1 Age Figure 24 shows the numbers of resident pedal cyclist casualties by ten specified age groups.

The 45-54 age group accounts for the highest number of resident pedal cyclist casualties (25% of total casualties). The age groups 35-44 and 55-64 follow, accounting for 15% of total casualties each. Age groups greater than 65 represent fewer total resident pedal cyclist casualties (<5% of total casualties); however, the ratio of serious to slight casualties is greatest of all for the 75-84 group, where 43% of total casualties for this group are serious. More broadly, serious resident pedal cyclist casualties track the same distribution as total and slight casualties across the ages. There are only 2 fatalities across all age groups - one each in the 5-16 and 35-44 age categories.

It is more informative to consider Figure 25 which shows resident pedal cyclist casualty numbers by age group indexed by the population of those age groups in Wokingham. There is also a national index value for comparison.

The 45-54 age group in Wokingham shows the most dramatic deviation from both the national trend and relative to other age groups. This group is consistently overrepresented in resident pedal cyclist casualties compared to other age groups and does so to a greater extent than the national average. The age groups of 25-34 and 35-44 show a notable reversal from the national trend. Whilst they are overrepresented nationally, the Wokingham casualty numbers show a relatively lower overrepresentation in the 25-34 group and a negligible overrepresentation in the 35-44 age

group. The 55–64 age group shows a contrasting pattern, being overrepresented in Wokingham and underrepresented nationally. The older age groups (65+) follow the same direction as the national index; however, the 65-74 age group is more underrepresented in Wokingham, and the 75-84 group is relatively less underrepresented compared to the national index.

Figure 24: Wokingham resident pedal cyclist casualties, by age group (2020-2024)

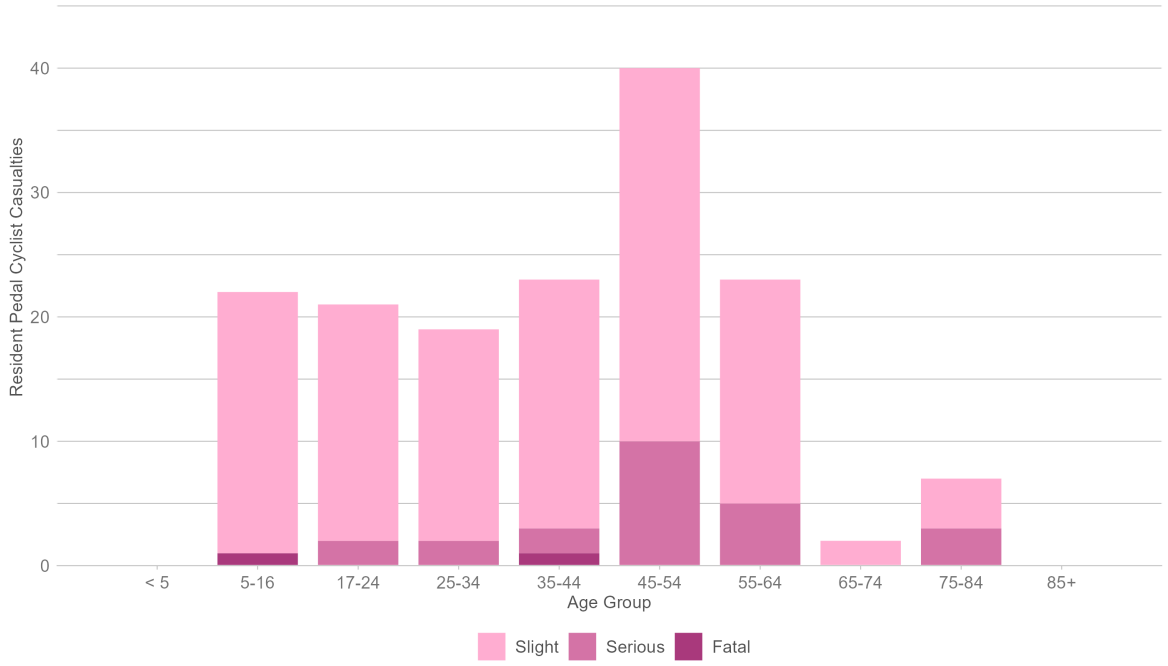
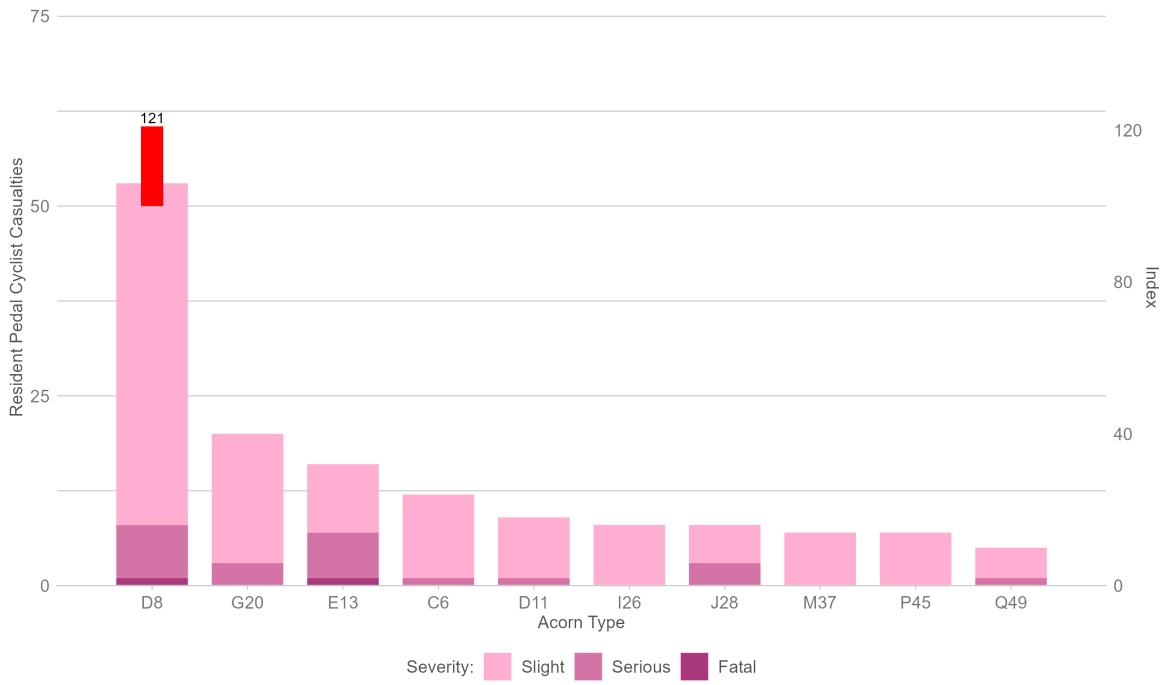


Figure 25: Wokingham resident pedal cyclist casualties, by age group and indexed by population (2020-2024)

3.1.5.4.2 Segmentation Analysis of the Acorn communities in which Wokingham's resident pedal cyclist 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.

Similar to older drivers, those that are affluent, older homeowners (D8; 27% of the population) are associated with the greatest number of resident pedal cyclist casualties across all Acorn groups. They are overrepresented compared to the relative population.

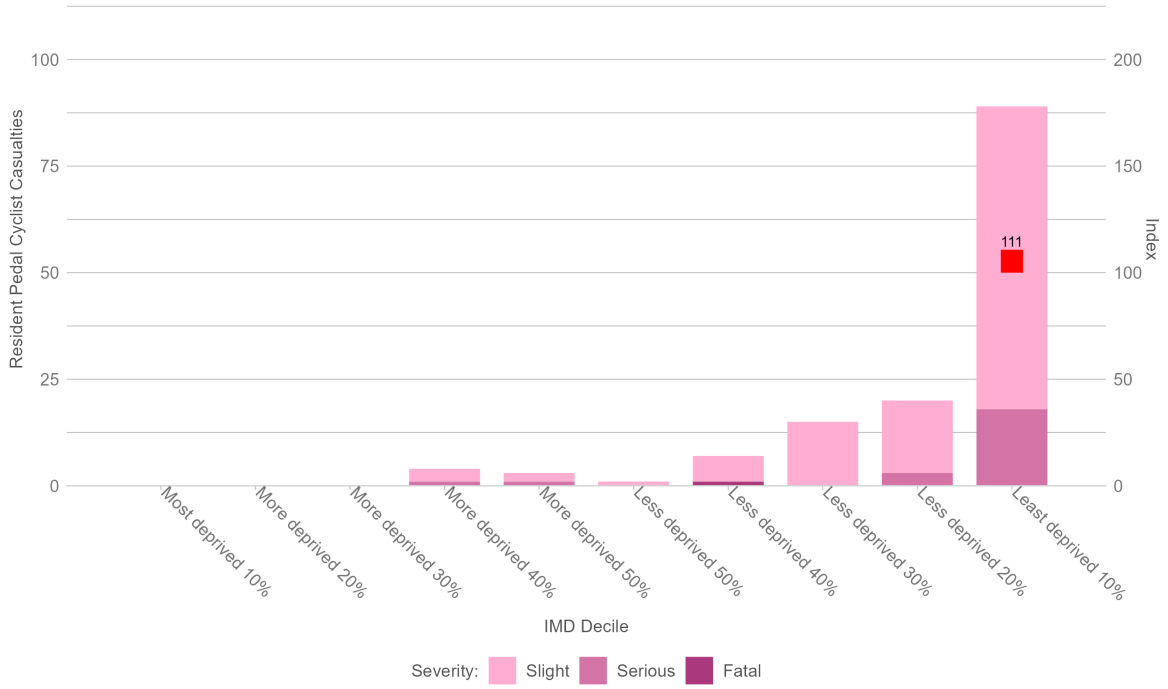
Figure 26: Wokingham resident pedal cyclist casualties, by Acorn Type (2020-2024)



3.1.5.4.3 Deprivation Figure 27 shows resident pedal cyclist casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident pedal cyclist casualties were from communities in the less deprived IMD deciles. This is particularly true of the least deprived 10%, which is associated with a notably higher number of casualties than any other IMD decile.

Figure 27: Wokingham resident pedal cyclist casualties, by Index of Multiple Deprivation (2020-2024)



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.

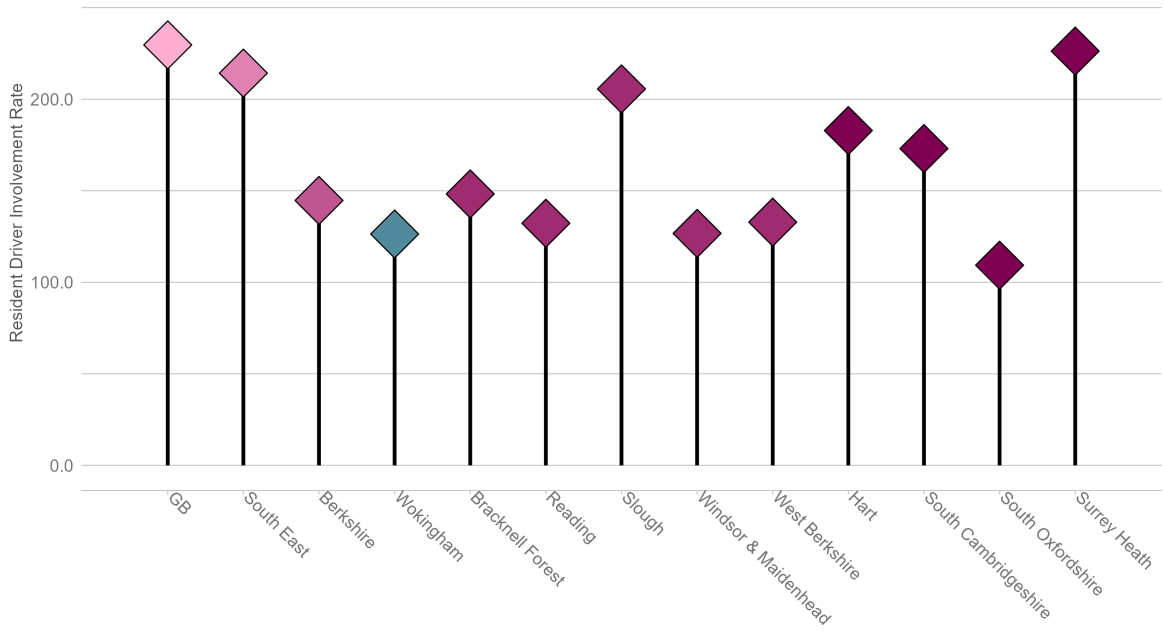
3.2.1 All Resident Motor Vehicle Driver Involvement (excluding motorcycle riders)

This section analyses all persons recorded as being 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 28 shows the resident driver involvement rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham's resident driver involvement rate is 126 resident drivers per year, per 100,000 population.

Figure 28: Annual average Wokingham resident involved drivers per 100,000 population (2020-2024)

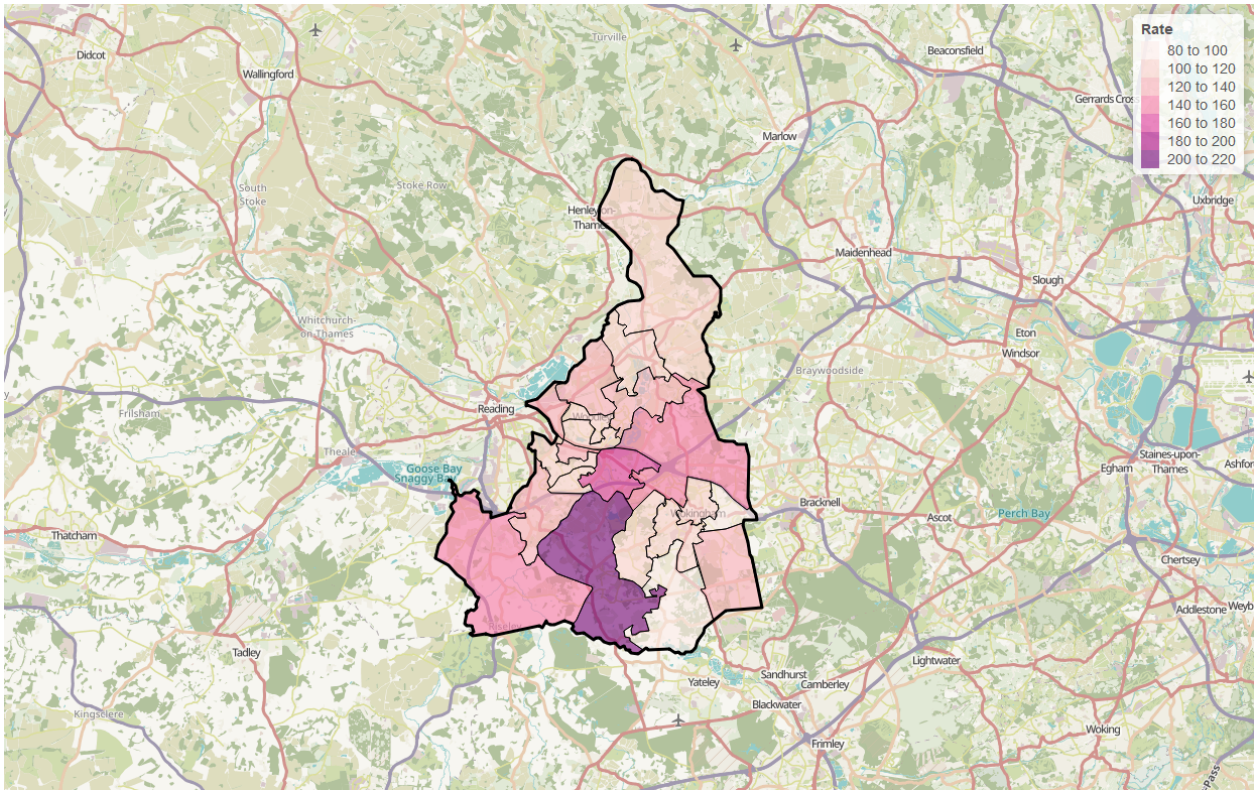


3.2.1.2 Comparisons Wokingham's 2020 to 2024 resident driver collision involvement rate is 45% below the national involvement rate and 41% below the South East regional resident driver involvement rate. Against nearest statistical neighbours, Wokingham has the second-lowest resident driver involvement rate, behind South Oxfordshire (109 drivers per 100,000 population). Wokingham's rate is the lowest of all Berkshire authorities.

3.2.1.2.1 Residency by Small Area Figure 29 shows the home location of Wokingham's collision-involved resident drivers by middle layer super output area (MSOA). The thematic map is coloured by resident involved drivers per year per population of MSOA.

The highest resident driver involvement rates are in the west of Earley, the north of Arborfield & Garrison, and the southwest of Spencers Wood & Swallowfield.

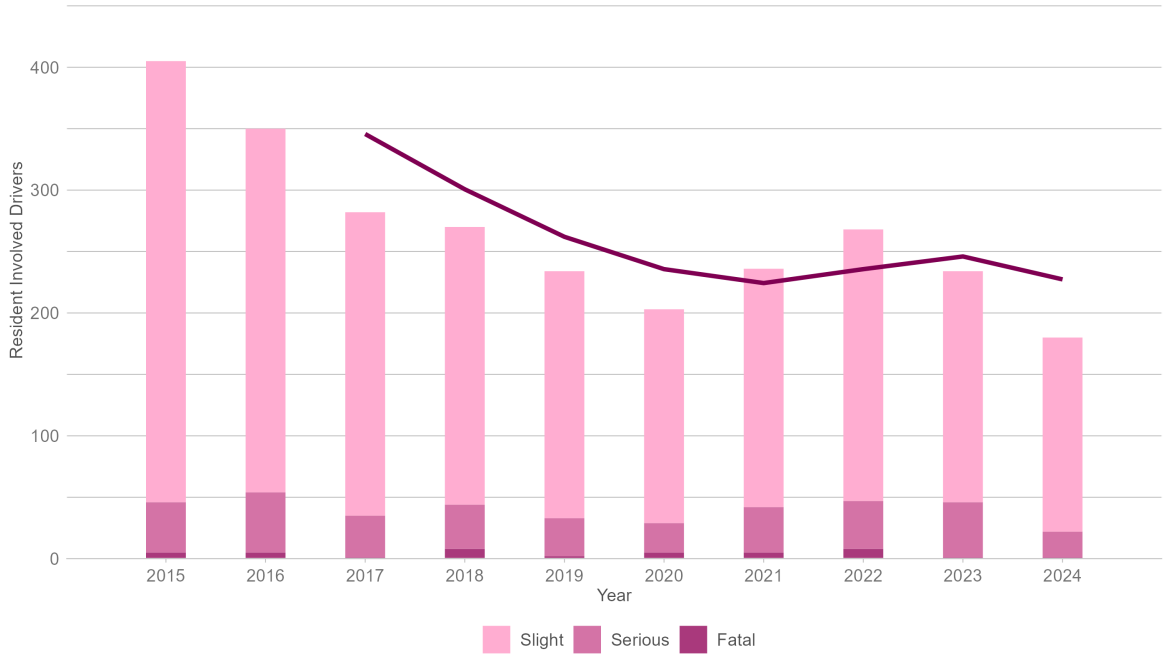
Figure 29: Wokingham resident involved drivers home location by MSOA, drivers per year per 100,000 population (2020-2024)



3.2.1.3 Trends Figure 30 shows Wokingham's annual collision-involved resident driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

In Wokingham, there were 180 resident driver involved collisions in 2024. This marks a continued decline from 405 in 2015, a reduction of 56% over the decade (except for an increase following the Covid-19 pandemic in 2020). It is noteworthy that fatal collisions involving resident drivers have dropped sharply from 8 in 2022 to 1 in 2023 and 2024, an 88% decline. This figure also ties with 2017 as the lowest number of fatal collisions recorded across the ten years. Looking specifically at serious resident driver involved collisions, a four-year period of sustained rises in serious collisions appears broken in 2024, with a sharp decrease of 53% from 2023. Slight collisions follow the same overall trend, dropping to a low of 158 in 2024 (a sustained 15% year-on-year decline).

Figure 30: Wokingham resident involved drivers, by year and severity (2015-2024)



3.2.1.3.1 Resident driver collision involvement in other areas Of the 1121 collisions involving Wokingham's resident drivers, 42% occurred within the authority itself. The remaining 58% of collisions occurred outside Wokingham, predominantly in neighbouring authorities. The most common external crash location was Reading, accounting for 137 collisions (12%). This was followed by Surrey (8%), and Hampshire (7%). Together, these four areas comprise over 70% of all collisions involving Wokingham's resident drivers.

3.2.1.4 Socio Demographic Analysis

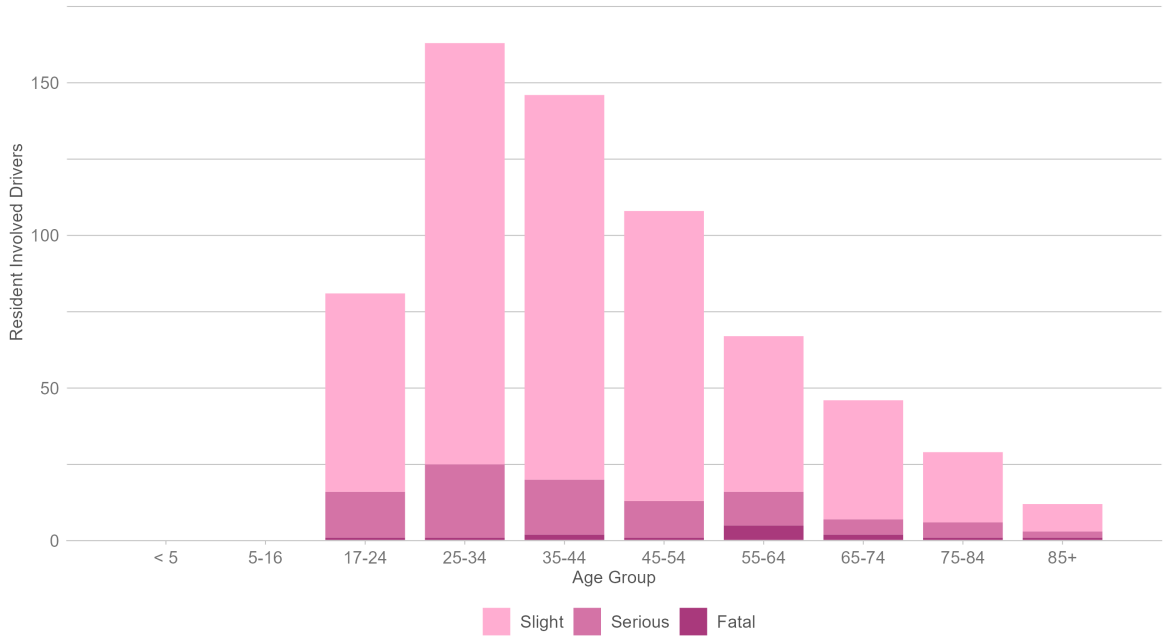
3.2.1.4.1 Age Figure 31 shows the numbers of resident involved drivers by ten specified age groups.

From a total of 653 resident driver involved collisions in Wokingham, the 25-34 age group reported the highest number of collisions (163), followed closely by the 35-44 group with 146 collisions. Together, these two groups account for 47% of resident driver involved collisions. These two groups also dominate across serious and slight injuries resulting from these collisions, with the 25-34 group accounting for 24 serious injuries (26%) and 138 slight injuries (25%). The 35-44 group accounts for 20% of serious injuries and 23% of slight injuries resulting from resident driver - involved collisions. The 17-24 age group accounted for 15 serious injuries (16%) and 65 slight injuries (12%).

On the other hand, the 55-65 age group is notably overrepresented in fatal collisions, involved in 5 out of 14 total fatal collisions (36%) while comprising of 11% of total collisions. This group

also presents 12% of collisions resulting in serious injuries. Meanwhile, slight injuries are largely concentrated among drivers aged 25 to 54, who collectively account for 66% of all collisions in this category.

Figure 31: Wokingham resident involved drivers, by age group (2020-2024)

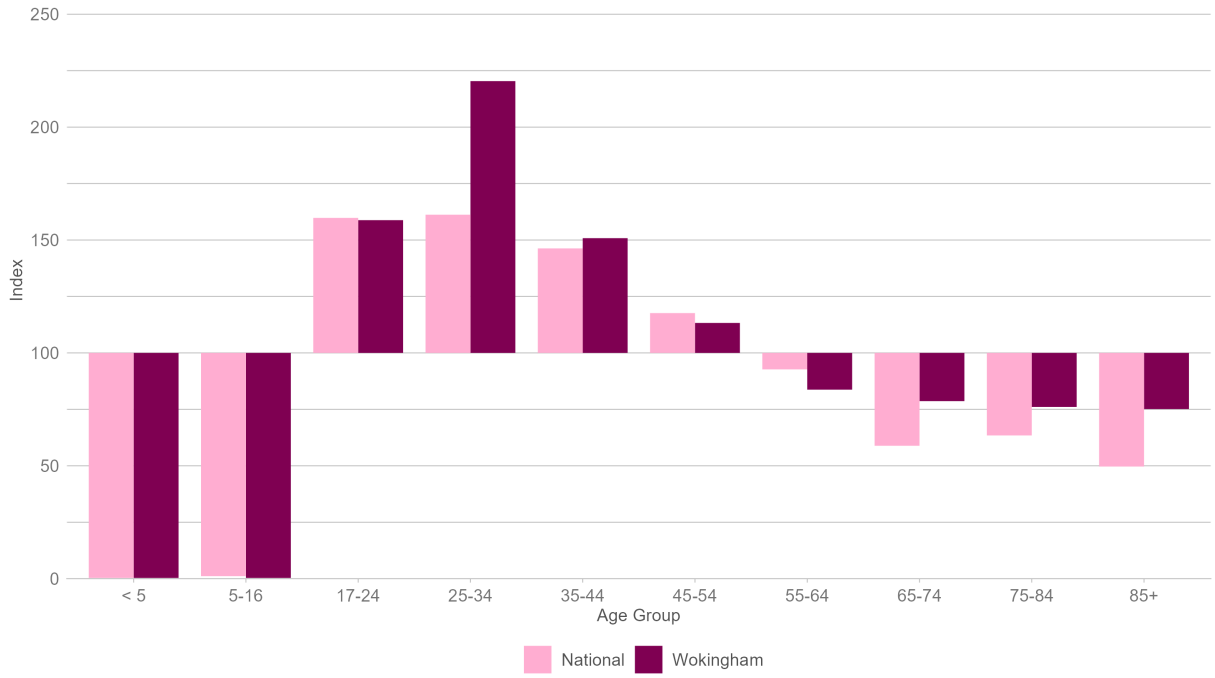


It is more informative to consider Figure 32 which shows resident involved driver numbers by age group indexed by the population of those age groups in Wokingham. There is also a national index value for comparison.

Wokingham's resident driver involved collision patterns generally align with national trends, with a few notable deviations. The most significant is seen in the 25-34 age group, where Wokingham shows a marked overrepresentation in resident driver involved collisions compared to both the national index and other age groups. An overrepresentation compared to other age groups is seen in the 17-24 and 35-44 categories. However, these groups do not appear to be more frequently involved in collisions than their national counterparts.

Amongst older drivers (aged 55+), all age groups are underrepresented nationally and in Wokingham. However, Wokingham's resident driver involved collisions in the 55-64 group show a greater level of underrepresentation than the national figure. Conversely, the 65-74, 75-84, and 85+ groups, although underrepresented, are not so to the extent as the national index. Children and the younger population aged under 16 are consistently underrepresented across both Wokingham and national figures, as they are less likely to be in control of a vehicle.

Figure 32: Wokingham resident involved drivers, by age group and indexed by population (2020-2024)



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.

Affluent older homeowners (D8) make up 27% of the population and have the highest total number of resident driver collisions in Wokingham, but are underrepresented compared to other groups. This is also true of Mixed life stages in semi-detached homes (G20; 12% of population), Families in leafy suburbs (E13; 11% of population) and Executives in expensive suburban houses (C6; 6% of population).

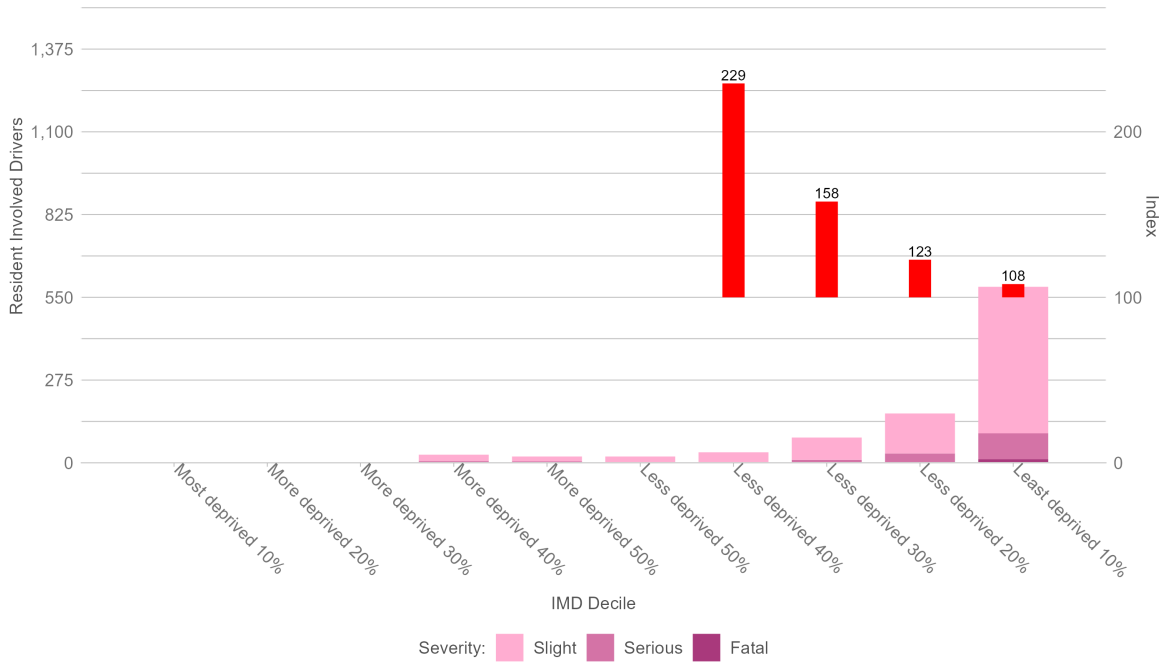
On the other hand, Restricted residents, socially renting (M37; 3% of population), although involved in a lower number of resident driver collisions, are the most overrepresented category compared to the national index. Families and couples in terraces (J27; 5% of population) and Professional families and couples in suburban, owner-occupied areas (J23; 3% of population) also follow this trend of overrepresentation, though to a lesser extent than those in the Restricted residents category.

Figure 33: Wokingham resident involved drivers, by Acorn Type (2020-2024)

3.2.1.4.3 Deprivation Figure 34 shows resident involved drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The least deprived areas, particularly the least deprived 10% decile are involved in the most resident involved driver collisions in Wokingham and are represented in line with the national index. Despite lower absolute numbers in the less deprived 40% decile, this group is dramatically overrepresented compared to the national index, being over twice as likely to be resident involved drivers in collisions. This trend of overrepresentation is also reflected in other less deprived deciles of 20% and 30%, to a diminishing extent.

Figure 34: Wokingham resident involved drivers, by Index of Multiple Deprivation (2020-2024)



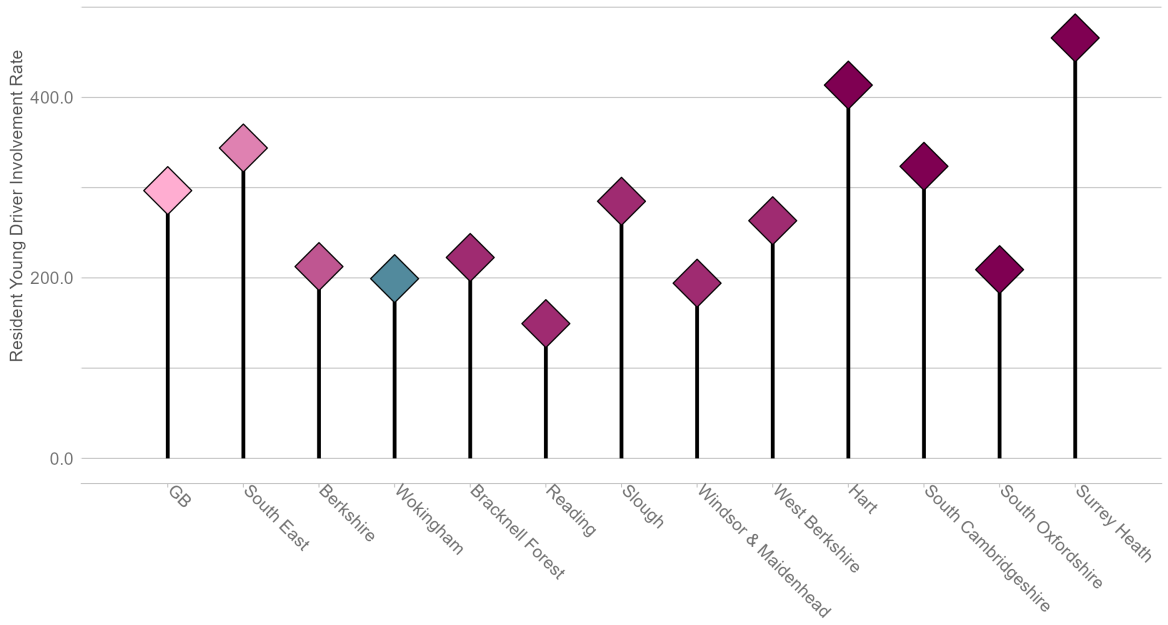
3.2.2 Resident Young Driver Involvement (aged 17 to 24)

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

3.2.2.1 Rates Figure 35 shows the resident young driver involvement rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham's resident young driver collision involvement rate is 199 drivers per year, per 100,000 population. This is lower than in the two previous reporting periods. 2019-2023 rate of 227 drivers per year, per 100,000 population. 2018-2022 rate of 244 drivers per year, per 100,000 population.

Figure 35: Annual average Wokingham resident young involved drivers per 100,000 population (2020-2024)

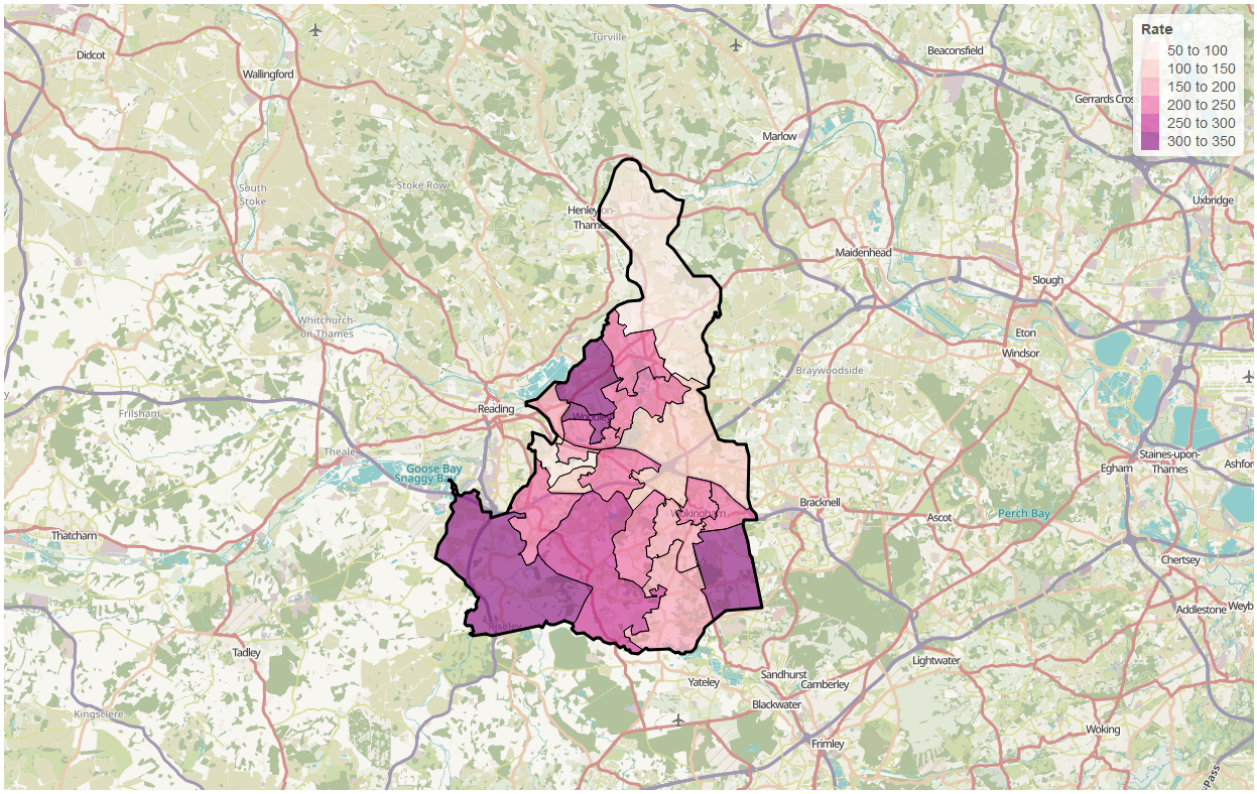


3.2.2.2 Comparisons Between 2020 and 2024, Wokingham's resident young driver collision involvement rate is 33% below the national resident young driver collision involvement rate and 42% below the South East's regional rate. Against other Berkshire authorities, Wokingham has the 3rd lowest rate, behind Reading (150 per 100,000 population) and Windsor & Maidenhead (194 per 100,000 population).

3.2.2.2.1 Residency by Small Area Figure 36 shows the home location of Wokingham's collision-involved resident young drivers by middle layer super output area (MSOA). The thematic map is coloured by resident involved young drivers per year per young adult population of MSOA.

There are a few areas with higher resident young driver collision involvement rates. These are Ryeish Green west of Shinfield, south Twyford, Arborfield Garrison Estate, parts of Woosehill, and the southeast corner of Crowthorne North. However, it is important to note that these are small samples.

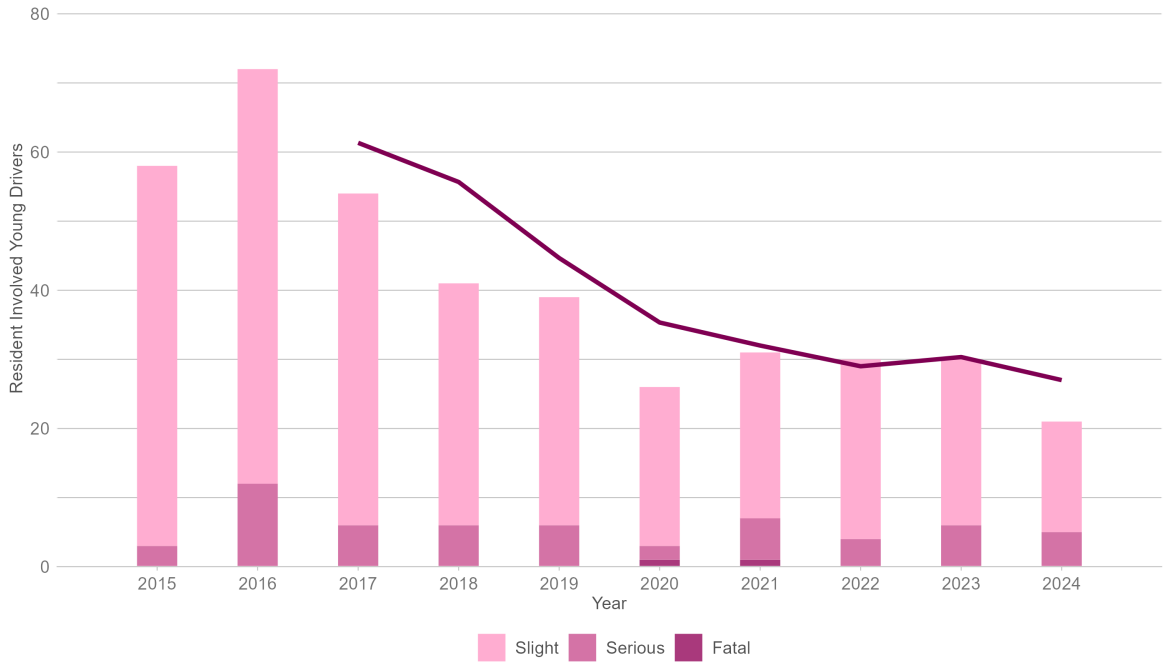
Figure 36: Wokingham resident young involved drivers home location by MSOA, young drivers per year per 100,000 population (2020-2024)



3.2.2.3 Trends Figure 37 shows Wokingham's annual collision-involved resident young driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Resident young driver involved collisions in Wokingham have more than halved over the past decade, decreasing from 58 collisions in 2015 to 21 collisions in 2024. Whilst the total number of collisions involving resident young drivers in Wokingham remained unchanged between 2021 and 2023, it has seen a marked decrease in 2024 from the prior plateau.

Figure 37: Wokingham resident young involved drivers, by year and severity (2015-2024)



3.2.2.3.1 Resident young driver collision involvement in other areas Amongst Wokingham's resident young driver collisions in 2024, 42% were involved in collisions within Wokingham. The remaining 58% were involved in collisions outside the authority. Of these, predominant authorities were Surrey and Reading (15% each), Bracknell Forest (14%), Hampshire (11%), Windsor & Maidenhead (8%) and West Berkshire (6%). These six authorities accounted for over two-thirds of all collisions outside Wokingham involving resident young drivers.

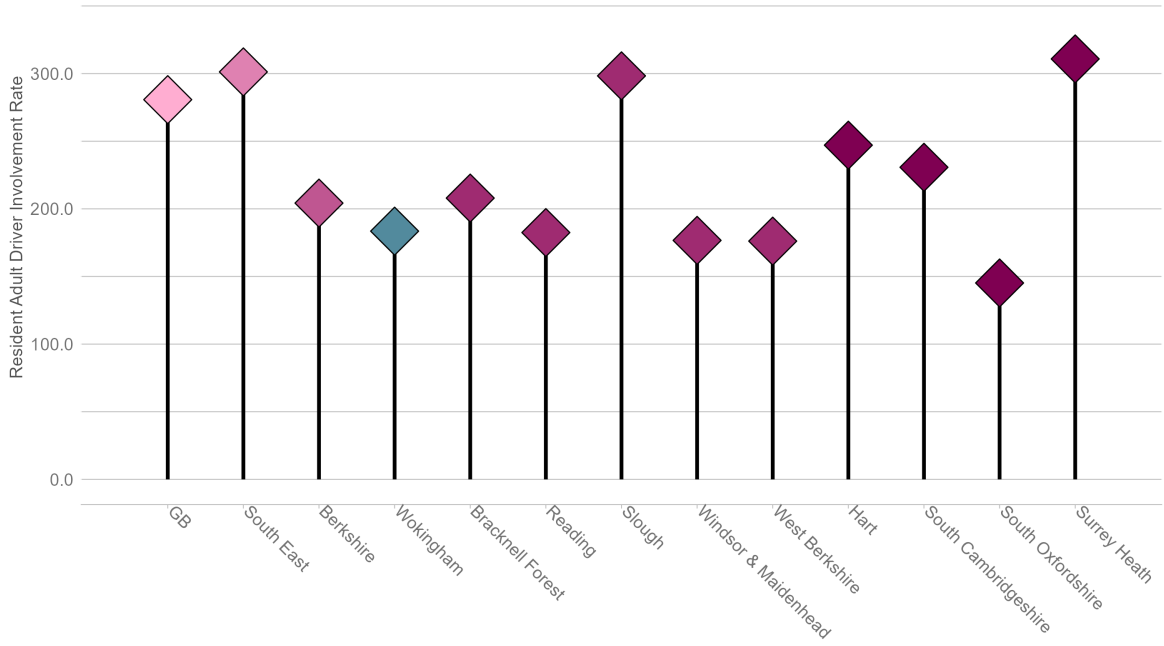
3.2.3 Resident Adult Driver Involvement

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

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

Wokingham's resident adult driver involvement rate is 184 casualties per year, per 100,000 population.

Figure 38: Annual average Wokingham resident adult involved drivers per 100,000 population (2020-2024)

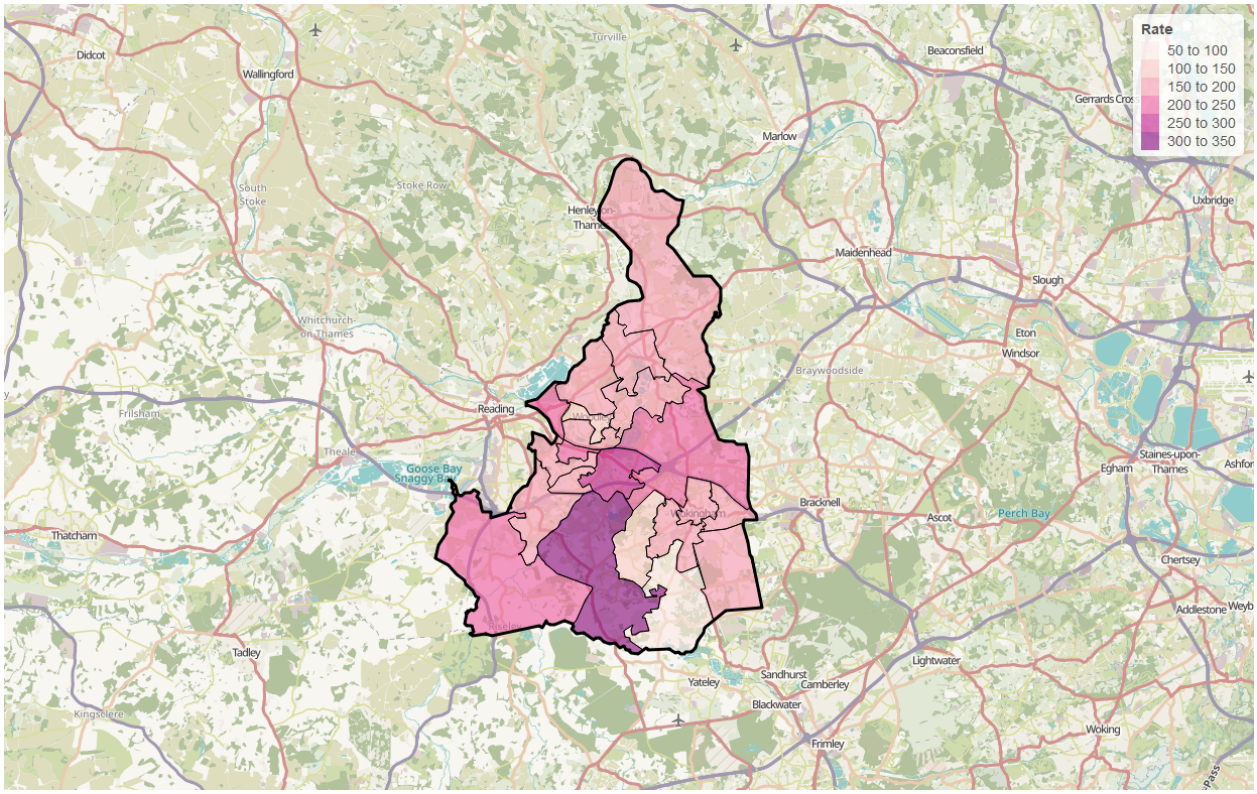


3.2.3.2 Comparisons Wokingham's 2020 to 2024 resident adult driver involvement rate is 35% below the national resident adult driver involvement rate and 39% below the South East regional resident adult driver involvement rate. Compared to other Berkshire authorities, Wokingham has the fourth lowest resident adult driver involvement rate, behind West Berkshire (176 per 100,000 population), Windsor & Maidenhead (177 per 100,000 population) and Reading (182 per 100,000 population).

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

The highest resident adult driver involvement rates are in the north of Arborfield & Garrison. High resident adult driver involvement rates are also found in Earley and the southwest of Spencers Wood & Swallowfield.

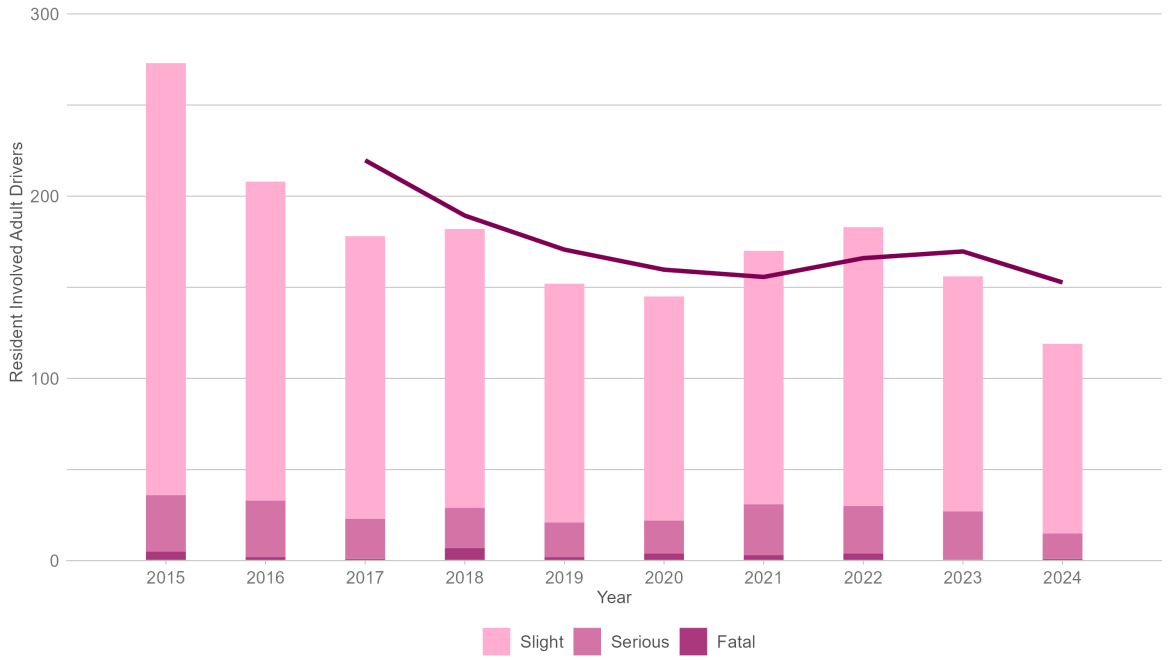
Figure 39: Wokingham resident adult involved drivers home location by MSOA, adult drivers per year per 100,000 population (2020-2024)



3.2.3.3 Trends Figure 40 shows Wokingham's annual collision-involved resident adult driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Wokingham recorded 119 total resident adult driver collisions in 2024. Between 2015 and 2024, the number of resident adult driver involved collisions declined by 56%. This reduction has largely been driven by a sustained decline in slight injuries. These collisions have reduced by 56% over the period. Fatal collisions have fluctuated over the decade; whilst 2023 marked the first year with no fatal collisions, 2024 recorded one. On the other hand, serious injuries resulting from these collisions have remained elevated over the decade, with 27 recorded in 2023 not significantly down from the 31 reported in 2015. However, a notable drop in serious resident adult driver collisions was seen in 2024, down 48% from the previous year.

Figure 40: Wokingham resident adult involved drivers, by year and severity (2015-2024)



3.2.3.3.1 Resident adult driver collision involvement in other areas Between 2020 and 2024, 42% of Wokingham's resident adult driver involved collisions occurred within the authority (321 collisions). The majority (58%; 452 collisions) occurred in other areas. Of the 58% that occurred externally, the most common crash locations include Reading (23%; 106 collisions), Surrey (14%; 63 collisions), Hampshire (13%; 59 collisions), Bracknell Forest and West Berkshire (7%; 32 collisions each).

3.2.3.4 Socio Demographic Analysis

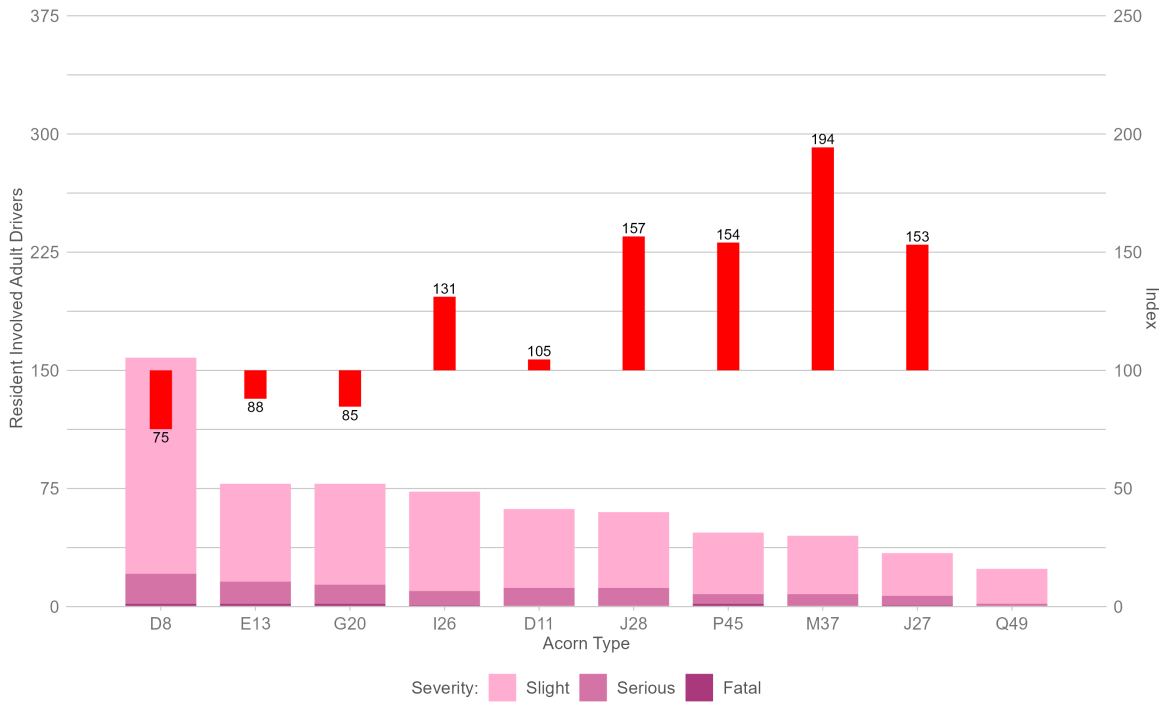
3.2.3.4.1 Segmentation Analysis of the Acorn communities in which Wokingham's resident adult drivers live provides an insight into those injured in collisions. For an explanation of Acorn and how to understand the following chart, please refer to section 5.1.1.1.

Whilst those that are affluent, older homeowners (D8; 27% of the population) are associated with the highest number of resident adult driver involved collisions, they are underrepresented compared to the relative population. The mixed life stages in semi-detached homes (G20; 12% of the population) and families in leafy suburbs (E13; 11% of the population) are jointly the second most underrepresented category in collision involved resident adult drivers.

Several other Acorn categories are involved in fewer collisions in Wokingham but are overrepresented when compared to the relative population. The restricted residents, socially renting (M37; 3% of the population), are the most overrepresented. This means they were nearly two times

more likely to be a resident adult driver involved in a collision than their underlying proportion of the population would suggest. Similarly, Families and couples in terraces (J28; 5% of population), privately renting squeezed professionals in flats (P45; 4% of population), and professional families and couples in suburban, owner-occupied areas (J27; 3% of population) were all between 53% and 57% more likely to more likely to be a resident adult driver involved in a collision.

Figure 41: Wokingham resident adult involved drivers, by Acorn Type (2020-2024)

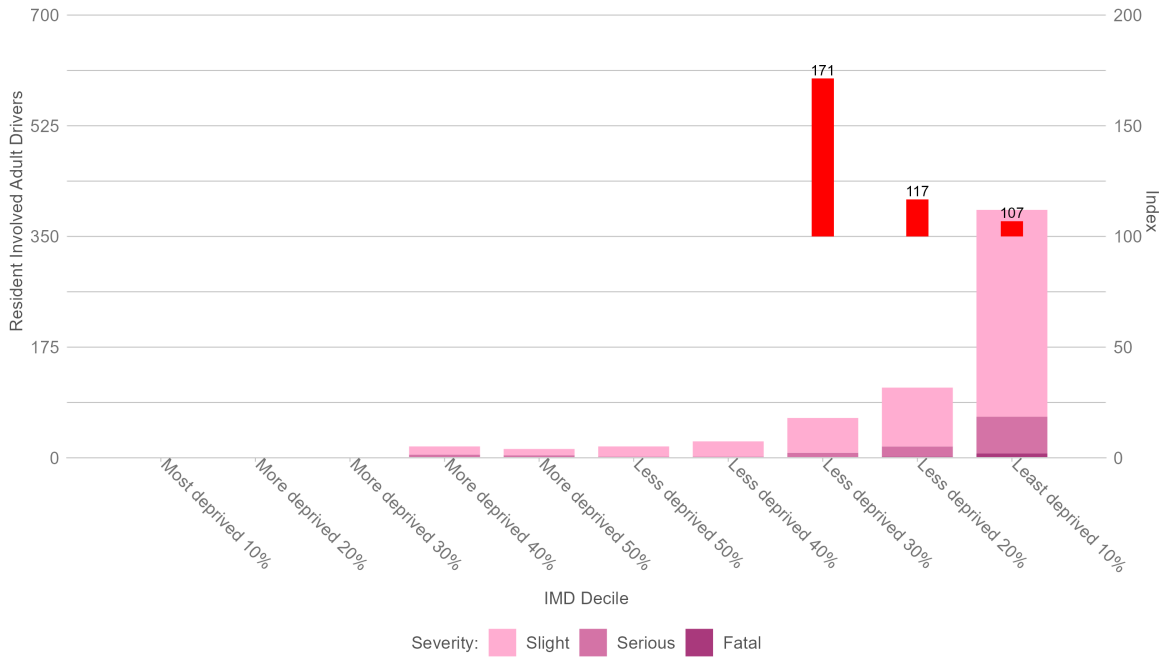


3.2.3.4.2 Deprivation Figure 42 shows resident involved adult drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The largest number of resident adult driver involved collisions were from communities in the less deprived IMD deciles. This is particularly true of the least deprived 10%, which is associated with the highest number of collisions of IMD deciles. However, when accointing for the size of this group, only a marginal overrepresentation is observed.

The less deprived deciles of 20% and 30% are overrepresented. This means that within Wokingham, the more deprived deciles are disproportionately overrepresented, despite accounting for nominally fewer collisions.

Figure 42: Wokingham resident adult involved drivers, by Index of Multiple Deprivation (2020-2024)

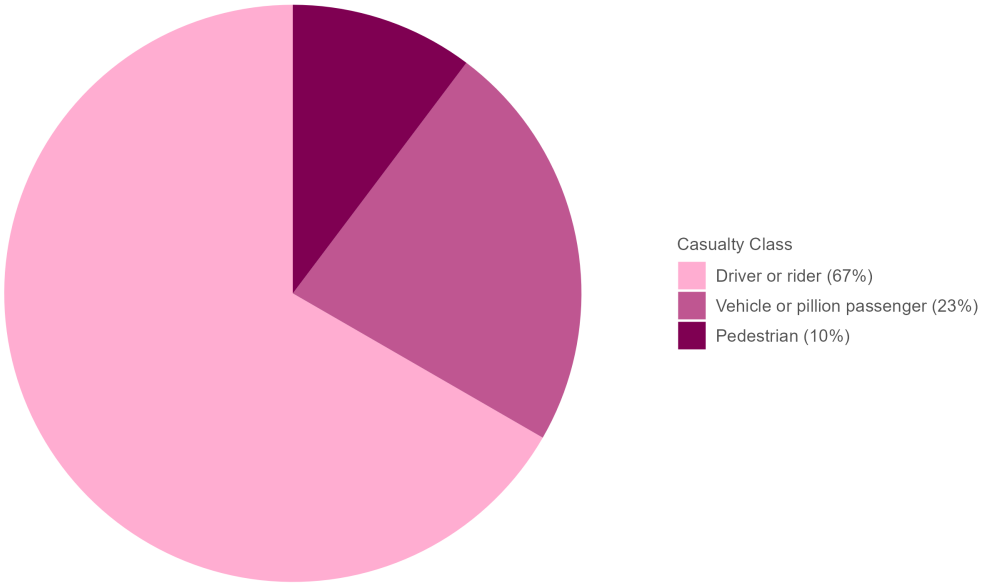


3.2.3.5 Related Casualties

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

Between 2021 and 2024, 67% of casualties were driver or riders, 23% were vehicle or pillion passengers, and 10% were pedestrians. These figures relate specifically to Wokingham resident adult driver involved collisions, where the driver resides in Wokingham but the collision may have occured elsewhere.

Figure 43: Injured passengers in Wokingham's resident involved adult drivers' vehicles, compared to all adult drivers (2020-2024)



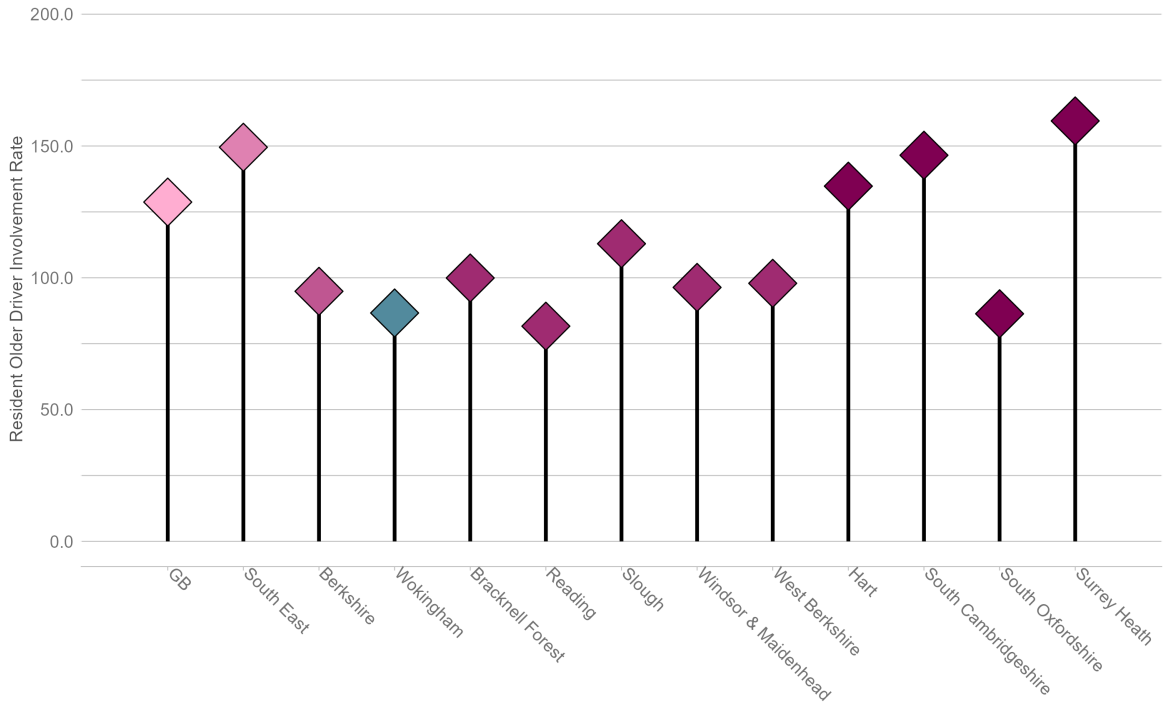
3.2.4 Resident Older Driver Involvement

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

3.2.4.1 Rates Figure 44 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 87 per year, per 100,000 population.

Figure 44: Annual average Wokingham resident involved older drivers per 100,000 population (2020-2024)

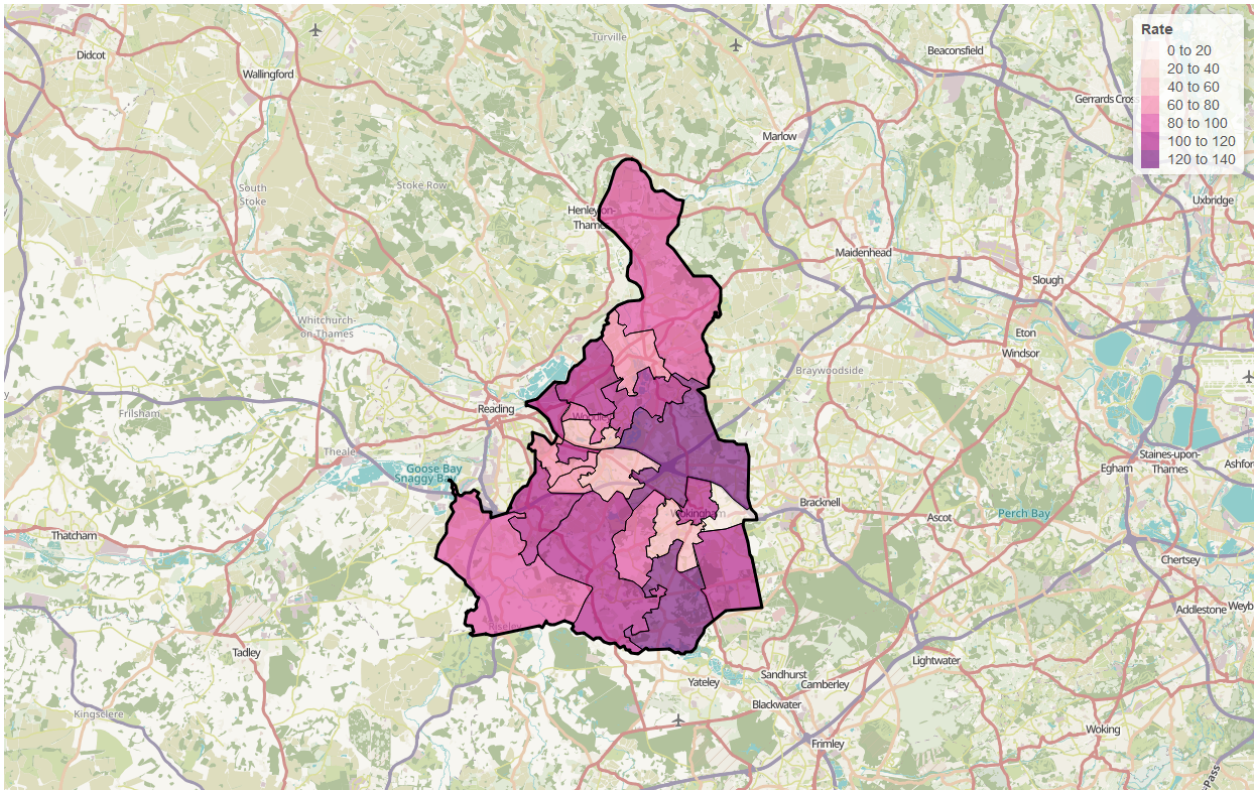


3.2.4.2 Comparisons Wokingham's 2020 to 2024 resident older driver involvement rate is 33% below the national rate and 42% below the South East regional rate. In Berkshire, Wokingham has the second lowest resident older driver involvement rate, behind Reading (82 per 100,000 population). Compared to nearest statistical neighbours, Wokingham is second to South Oxfordshire (86 per 100,000 population).

3.2.4.2.1 Residency by Small Area Figure 45 shows the home location of Wokingham's collision-involved resident older drivers by middle layer super output area (MSOA). The thematic map is coloured by resident involved older drivers per year per older population of MSOA.

The highest resident older driver involvement rates are in the northwest of Shinfield and in Sonning.

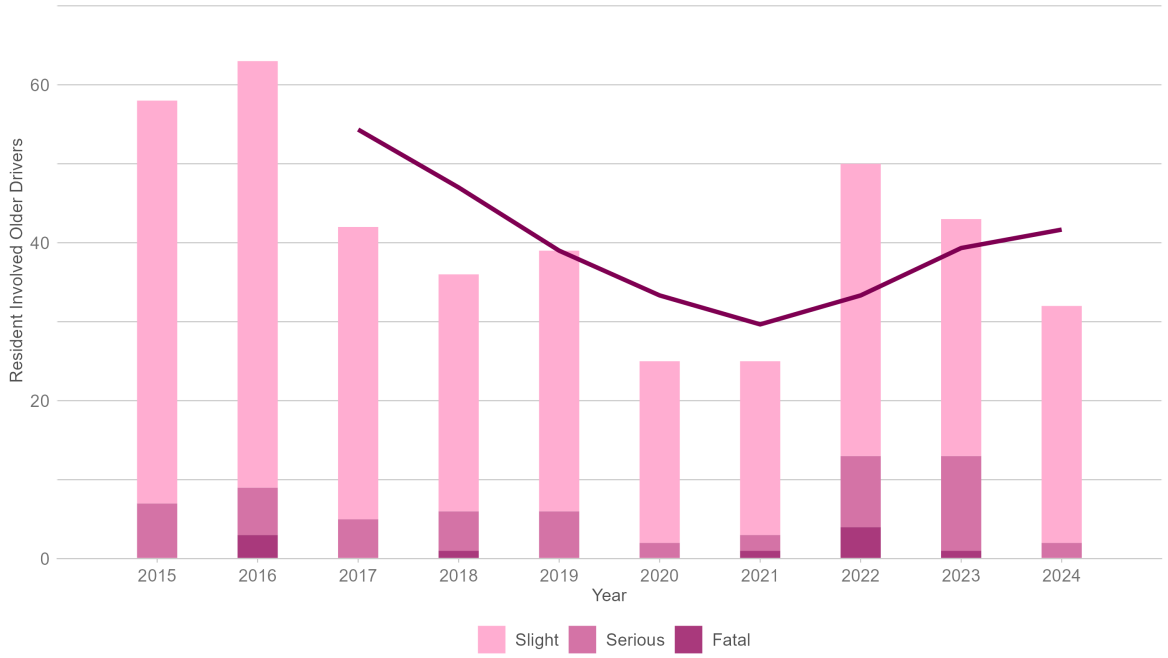
Figure 45: Wokingham resident involved older drivers home location by MSOA, older drivers per year per 100,000 population (2020-2024)



3.2.4.3 Trends Figure 46 shows Wokingham's annual collision-involved resident older driver numbers since 2015, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Between 2016 and 2021, resident older driver involved collisions in Wokingham decreased, falling from 63 to 25 collisions. This decline was driven primarily by a reduction in slight injuries and serious injury collisions. A large spike is observed in 2022, where Wokingham's older drivers were increasingly involved in collisions. This has fallen successively in 2023 and 2024, particularly regarding serious injury collisions, which saw an 83% fall since 2023. Notwithstanding this, total older resident driver collisions remain above 2020 levels. There were no fatal resident older driver involved collisions in 2024, one less than the decade average.

Figure 46: Wokingham resident involved older drivers, by year and severity (2015-2024)



3.2.4.3.1 Resident older driver collision involvement in other areas Between 2020 and 2024, 45% of collisions involving resident older drivers took place within Wokingham. The majority (55%) took place outside the authority. Of collisions occurring outside Wokingham, the most common locations include Reading (18%), Hampshire (14%) and Surrey (13%). Together, these areas account for 44% of resident older driver collisions occurring outside Wokingham.

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

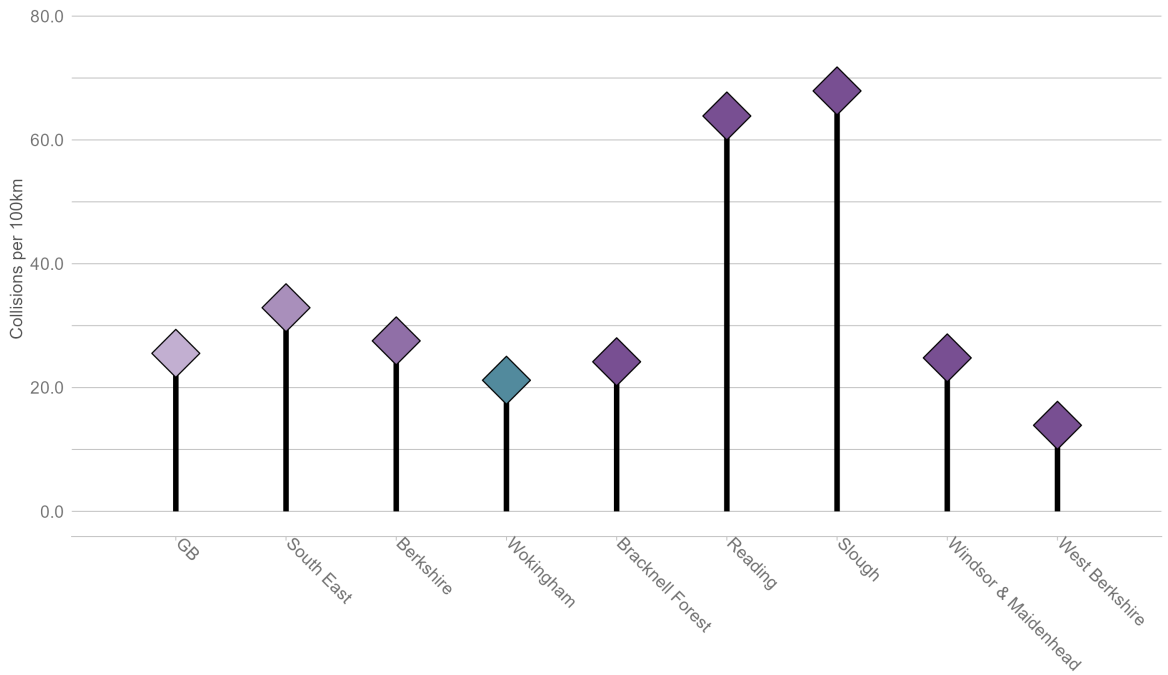
This section refers to all collisions which occurred on Wokingham's roads. For an explanation of the methodologies employed throughout this section, please refer to section 5.1.2.

4.1.1 Rates

4.1.1.1 Collisions per 100km of road Figure 47 below shows the rate of average annual collisions between 2020 and 2024 per 100km of road in Wokingham compared to the national and regional rates, and those of comparator authorities in Berkshire.

Between 2020 and 2024, Wokingham had a collision rate of 21.2 collisions per year, per 100 km of road network. This is roughly the same as the previous reporting period's collision rate of 21.8.

Figure 47: Annual average collisions per 100km of road (2020-2024)

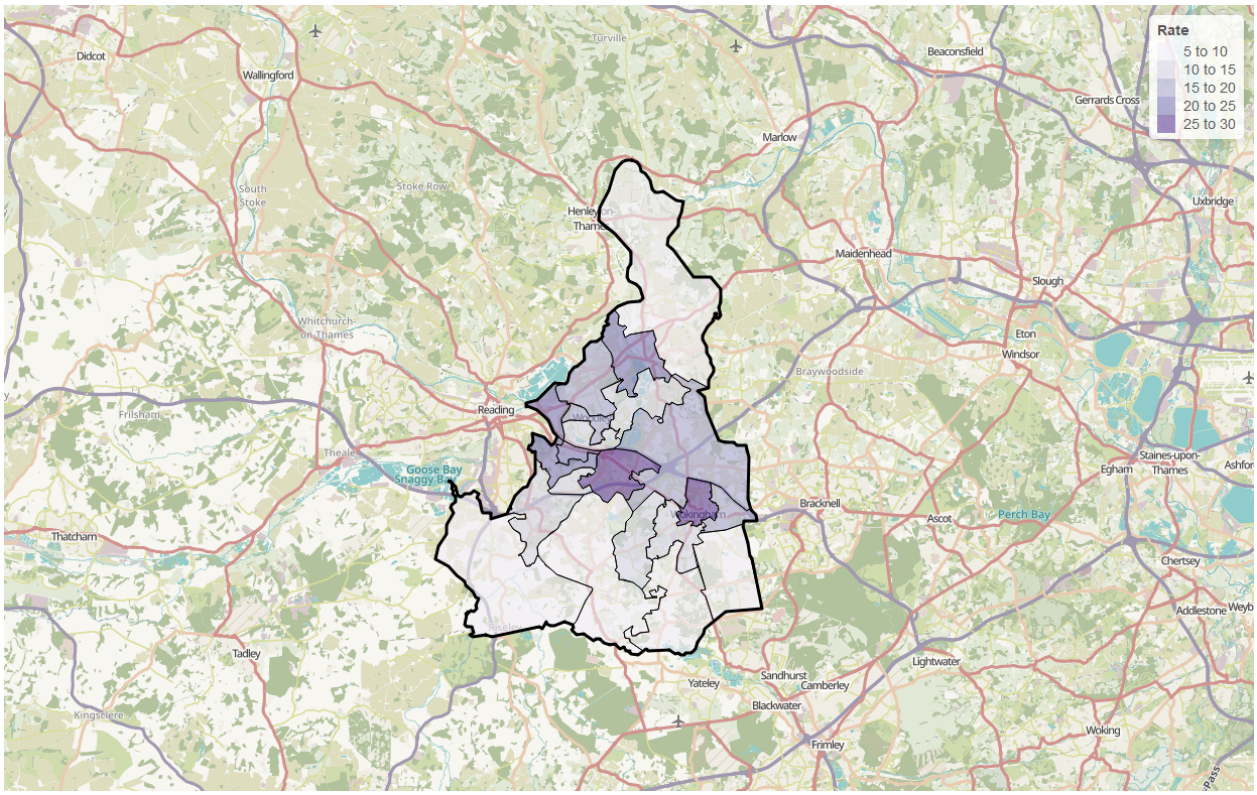


4.1.1.2 Comparisons Wokingham's collision rate was 17% lower than the national rate, 36% below the South East regional collision rate and 23% below the overall Berkshire County rate. Within Berkshire, West Berkshire recorded the lowest collision rate at 13.9 collisions per 100 km, followed by Wokingham. In contrast, Reading and Slough had significantly higher collision rates, at 63.9 and 67.9 collisions per 100 km, approximately three times higher than Wokingham's rate. This is likely due to the higher traffic volume and urbanisation of these areas.

4.1.1.2.1 Collisions by Small Area Figure 48 shows collisions on all roads in Wokingham by MSOA. The thematic map is colour coded by the rate of annual average collisions per 100km of road.

Collisions appear clustered around Woodley, Wokingham town centre, the Winnersh A329(M) interchange, Twyford and Finchampstead.

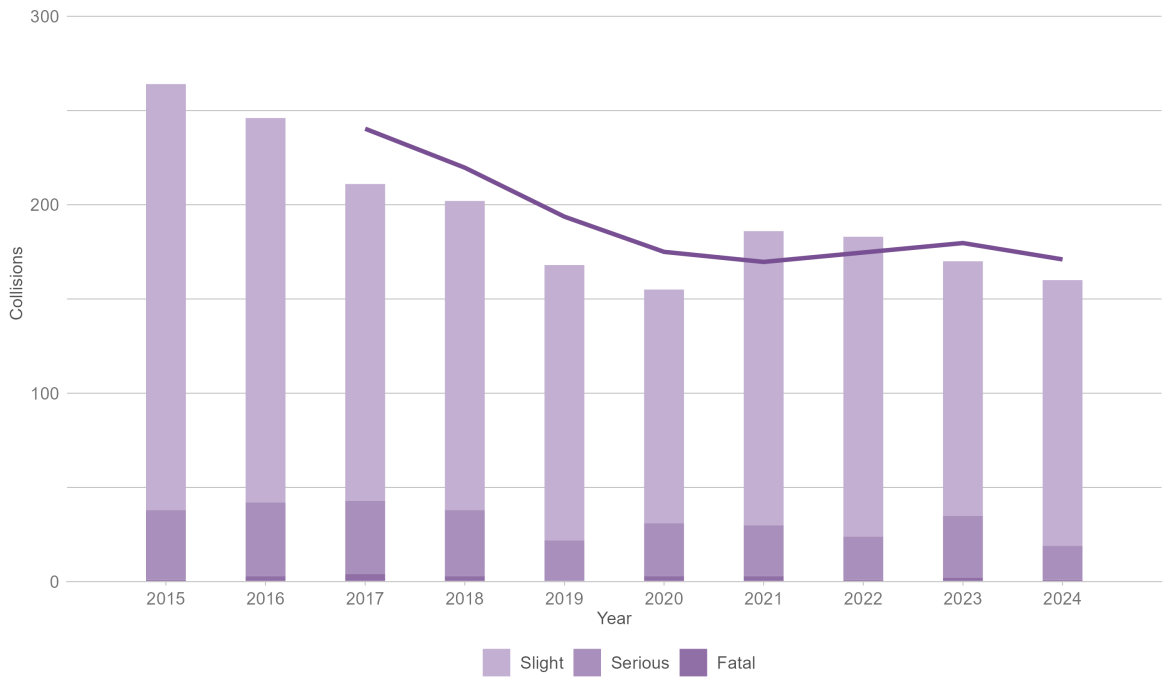
Figure 48: Annual average collisions per 100km of road (2020-2024)



4.1.1.3 Trends Figure 49 shows annual collisions on Wokingham's roads, since 2015 by severity.

Collisions on Wokingham's road network have declined by 39%, from 264 in 2015 to 160 in 2024. Fatal collisions have remained low and variable, with 1 recorded in 2024. Serious injuries from collisions have shown a sharp drop from the previous year, down from 33 in 2023 to 18 in 2024. Serious injury collisions on Wokingham's roads were below Covid-19-year levels in 2024. This trend is not observed in slight injury casualties, which have stagnated or increased since 2020.

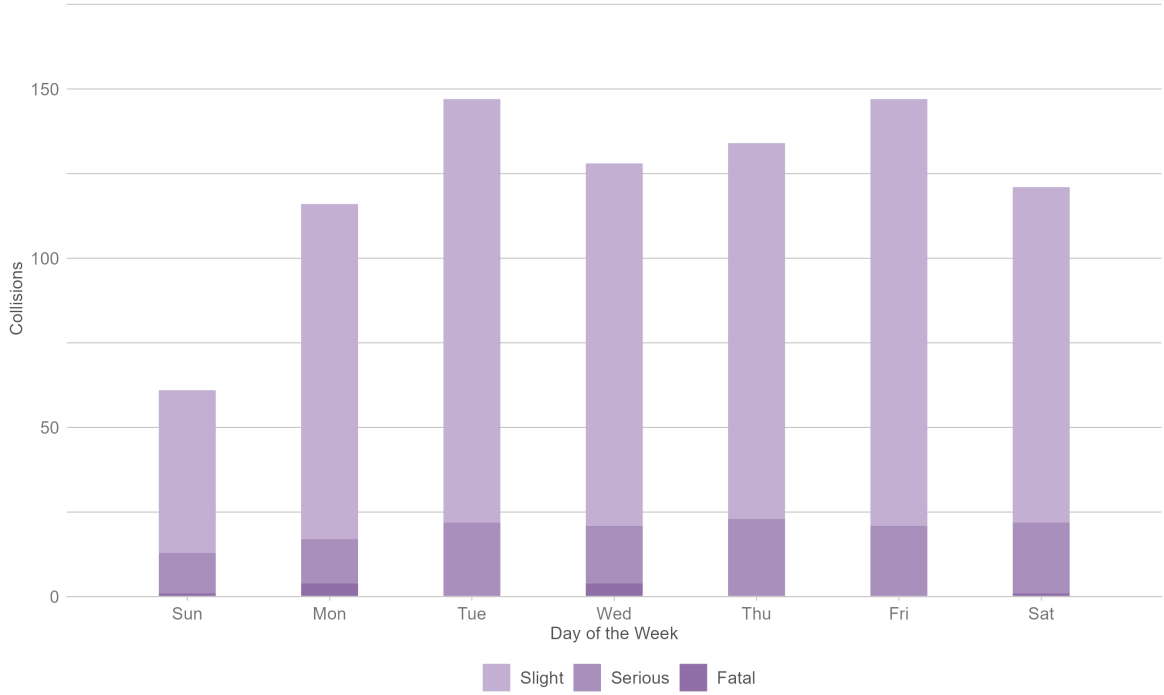
Figure 49: Wokingham collisions, by year and severity (2015-2024)



4.1.1.4 Collisions by day of the week Figure 50 shows collision in Wokingham by day of the week and severity.

Tuesday and Friday each recorded the highest number of total collisions at 147 each. They also appear towards the top for serious casualties only. In contrast, Sunday had the lowest number of collisions (61), less than half the midweek totals.

Figure 50: Wokingham collisions, by day of the week and severity (2020-2024)

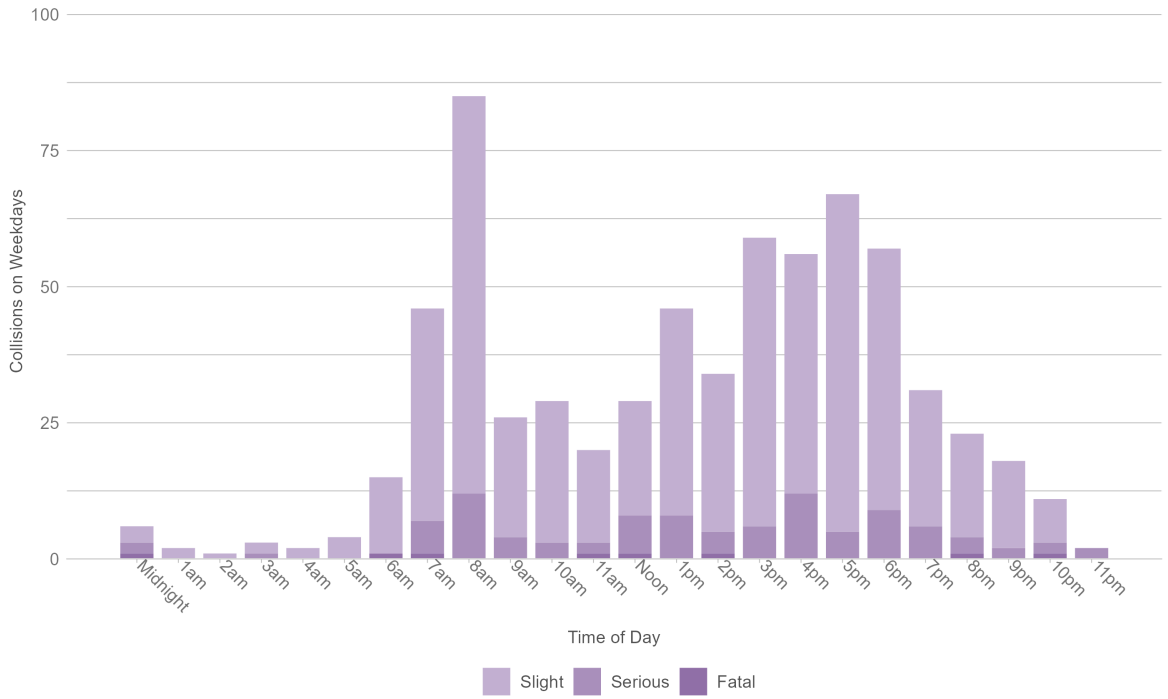


4.1.1.5 Collisions by hour of the day

4.1.1.5.1 Collisions by hour of the day on weekdays Figure 51 shows collisions on weekdays by the hour of the day in which they occurred.

Collision trends on Wokingham's road network follow a clear bimodal pattern, peaking during the morning (7am - 9am) and evening (3pm - 6pm) commuting hours. The highest number of collisions took place around 8am (85 collisions). The evening period (4pm - 6pm) accounted for 180 collisions (27%). These trends are likely to be proportional to the traffic flow on the network.

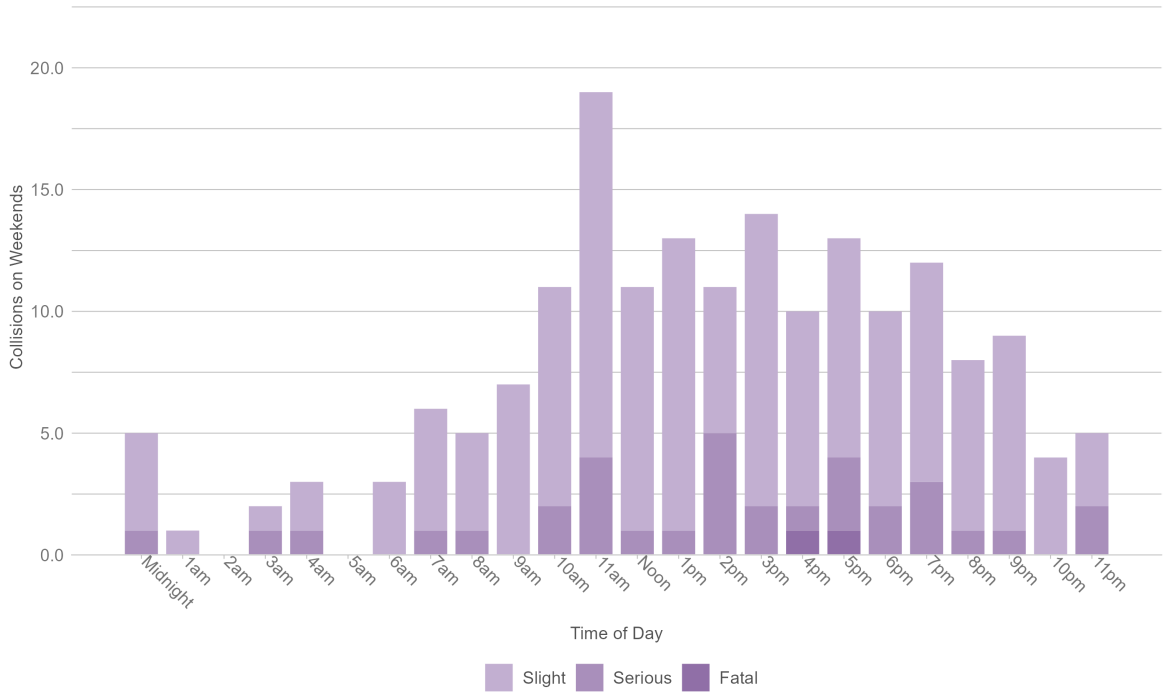
Figure 51: Wokingham collisions, by hour of the day during weekdays (2020-2024)



4.1.1.5.2 Collisions by hour of the day on weekends Figure 52 shows collisions on a weekend by the hour of the day in which they occurred.

As expected, collisions occurring over the weekend on Wokingham's road network are more concentrated in the late morning and early evening hours, with the highest number of collisions observed at 11 am (18 collisions each), with a steady tail off until 9 pm. The period of 10 am to 5 pm accounts for most collisions occurring over the weekend, but notable spikes exist around the late evening and early hours of the morning. Proportionally, these involve a higher percentage of serious collisions.

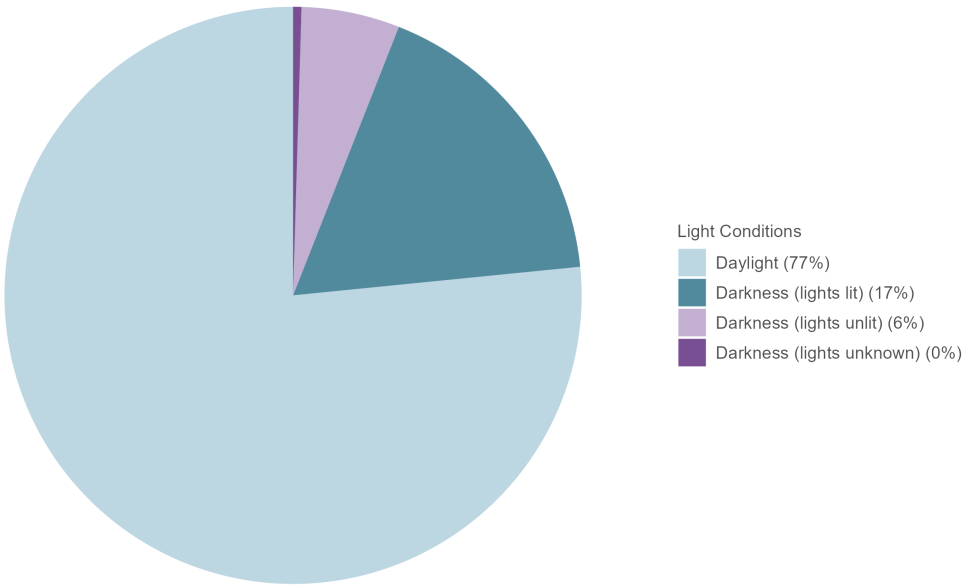
Figure 52: Wokingham collisions, by hour of the day during weekends (2020-2024)



4.1.1.6 Collisions by light conditions Figure 53 shows collisions in Wokingham by the light conditions at the time of the collision.

Most collisions on Wokingham's road network occur in daylight (77%), followed by the dark with streetlights lit category accounting for 17% of collisions. The darkness streetlights unlit category represents 6% of collisions on the network.

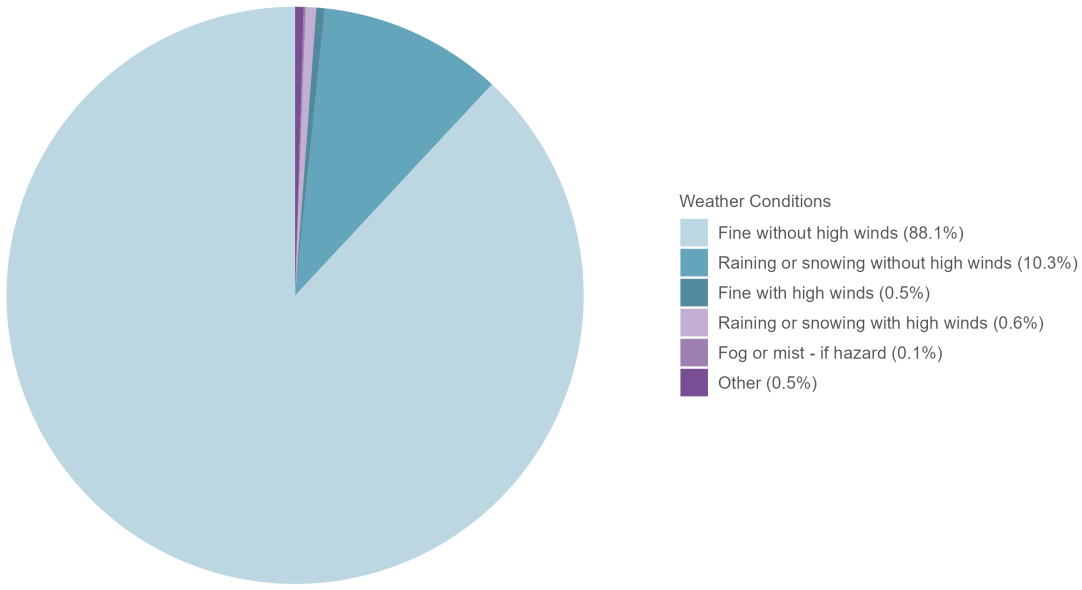
Figure 53: Wokingham collisions by light conditions (2020-2024)



4.1.1.7 Collisions by weather conditions Figure 54 shows collisions in Wokingham by the weather conditions present at the time of the collision.

Most collisions on Wokingham's network took place in fine weather without any high winds (88%). Roughly 10% of collisions occurred in bad weather when it was either raining or snowing without high winds. All other conditions accounted for the remaining 2% of collisions.

Figure 54: Wokingham collisions by weather conditions (2020-2024)



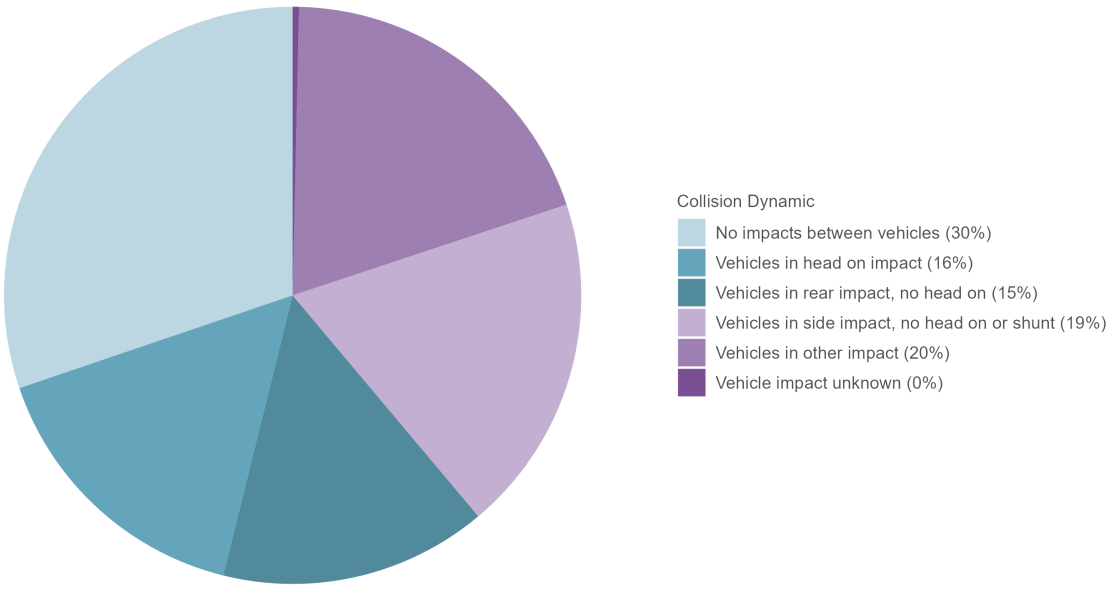
4.1.1.7.1 Collision-involved drivers who reside in other areas Of the drivers involved in collisions in Wokingham with a known home location, 53% were Wokingham residents (638 drivers). Of drivers that were not Wokingham residents, the breakdown is as follows: Reading (31%), Bracknell Forest (16%), Hampshire (11%) and Windsor & Maidenhead (8%). In total, 557 non-Wokingham resident drivers were involved in collisions on Wokingham's network.

4.1.1.8 Collision dynamics and driver actions

4.1.1.8.1 Collision dynamics Figure 55 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.

Most collisions in Wokingham were recorded as single-vehicle collisions (30%), suggesting that drivers may have lost control or struck roadside objects such as trees or barriers. Side-impact collisions and the other impact category represented 19% and 20% of collisions, respectively. Head-on and rear-end collisions occurred at nearly equal rates, accounting for 16% and 15% of all collisions.

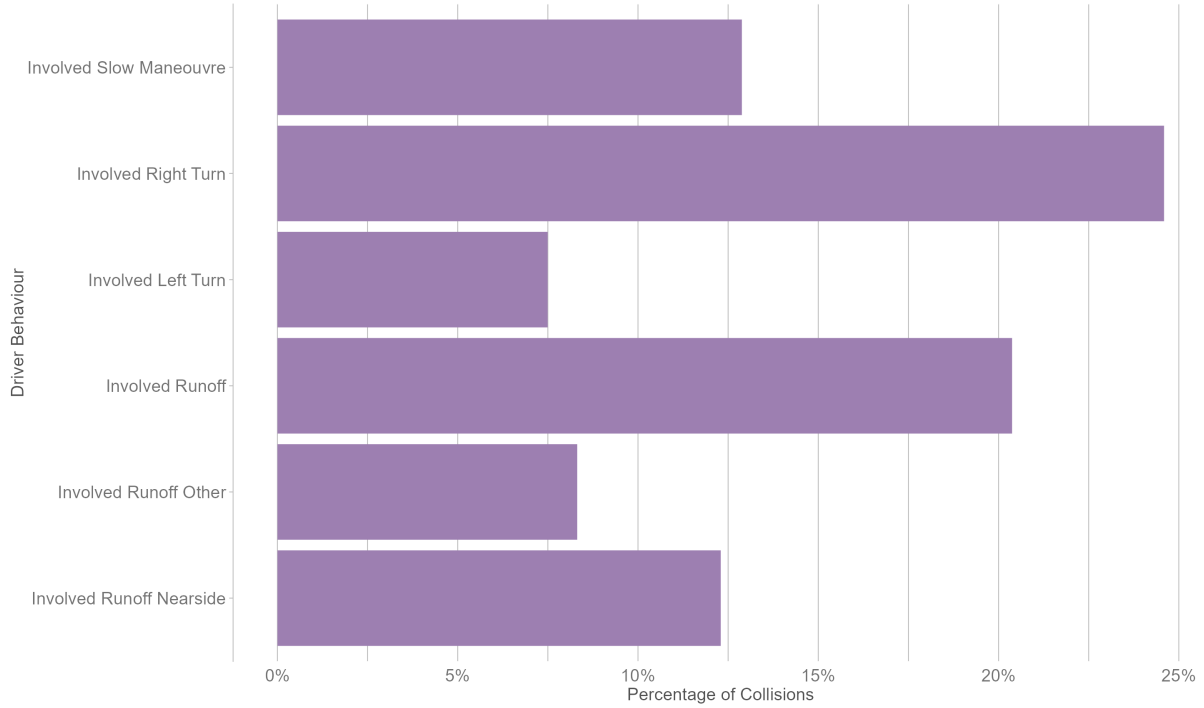
Figure 55: Wokingham collisions by collision dynamics (2020-2024)



4.1.1.8.2 Driver actions Figure 56 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.

The most frequently recorded driver action in collisions on Wokingham's road network was a right-turn manoeuvre, accounting for 25% of all crashes. This was followed by vehicle run-off incidents, which made up 20% of collisions. Slow-speed manoeuvres such as crashes with parked vehicles or vehicles waiting to proceed accounted for 13% of collisions. Left-turn manoeuvres were less common, contributing to 7% of all collisions.

Figure 56: Wokingham collisions by driver actions (2020-2024)

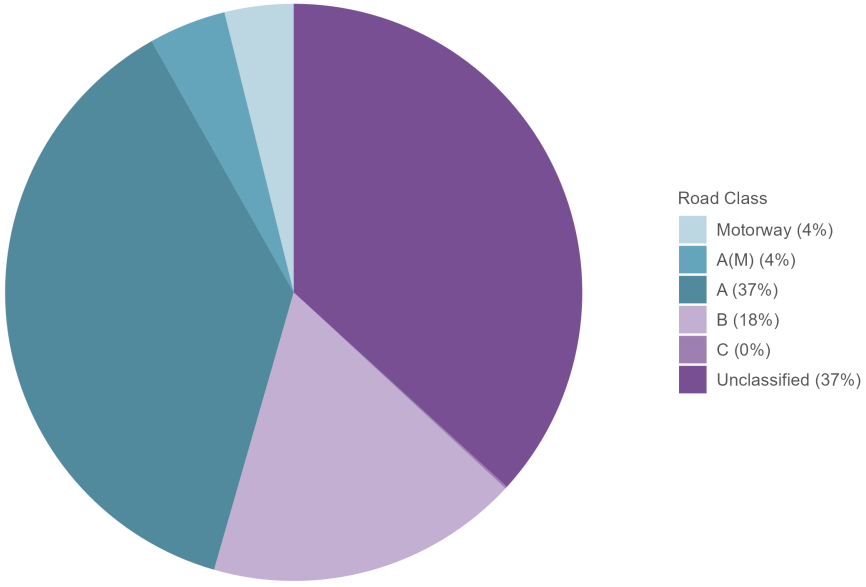


4.1.1.9 Road environment

4.1.1.9.1 Road class Figure 57 shows collisions in Wokingham by class of road.

Unclassified and A roads account for 37% each of collisions occurring on Wokingham's network. This is followed by B roads accounting for 18% and Motorway/A(M) roads accounting for 8% combined. Thus, most crashes on Wokingham's network take place on A roads and unclassified roads.

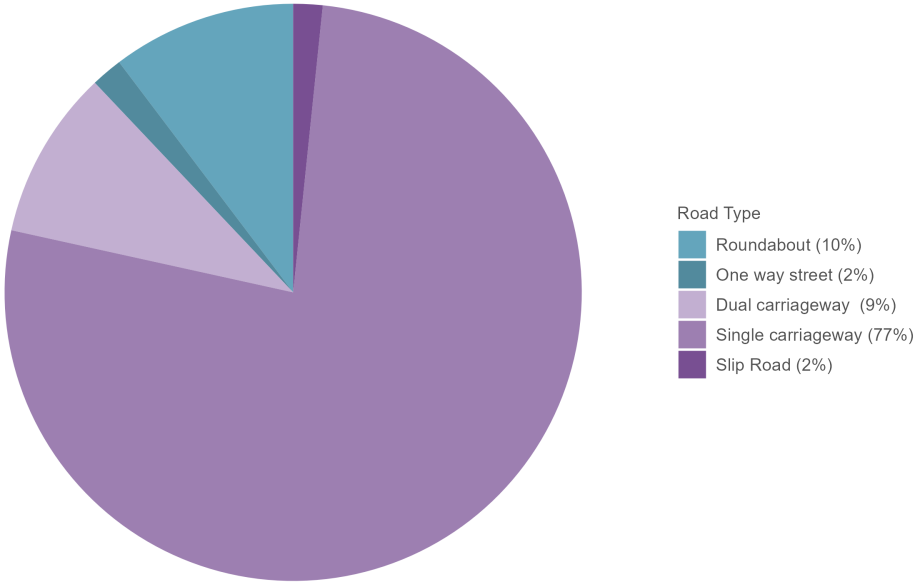
Figure 57: Wokingham collisions by road class (2020-2024)



4.1.1.9.2 Carriageway type Figure 58 shows collisions in Wokingham by carriageway type of road.

Over three-quarters (77%) of collisions occur on single carriageways, followed by roundabouts and dual carriageways (10% each). One-way streets and slip roads collectively account for less than 4% of collisions on the network.

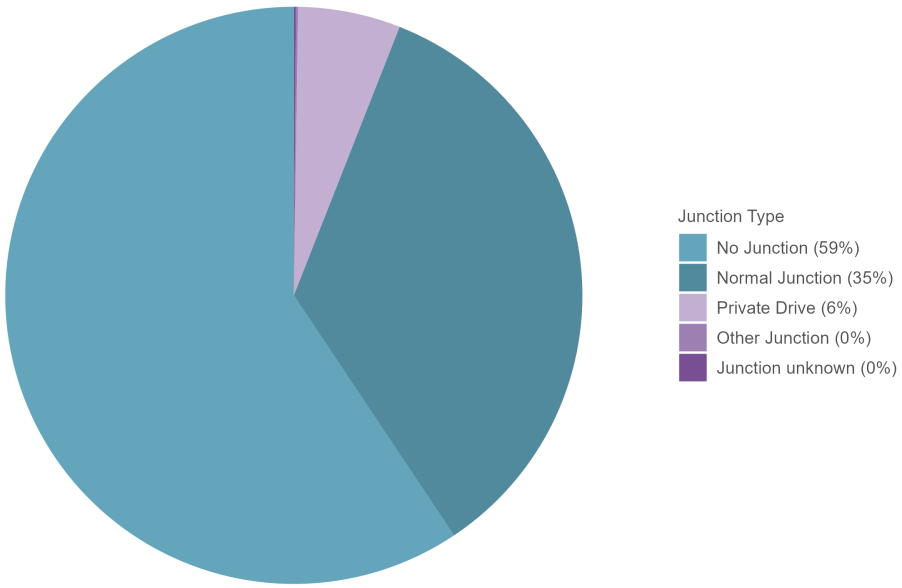
Figure 58: Wokingham collisions by road carriageway type (2020-2024)



4.1.1.9.3 Junction type Figure 59 shows collisions in Wokingham by the presence and type of junction.

Most collisions on the network took place away from a junction (59%). This is significantly different from the previous period's reporting of 38% away from junctions. Normal junctions (crossroads or T junctions) accounted for 35% of collisions on the network. Crashes occurring at private drives led to 6% of collisions.

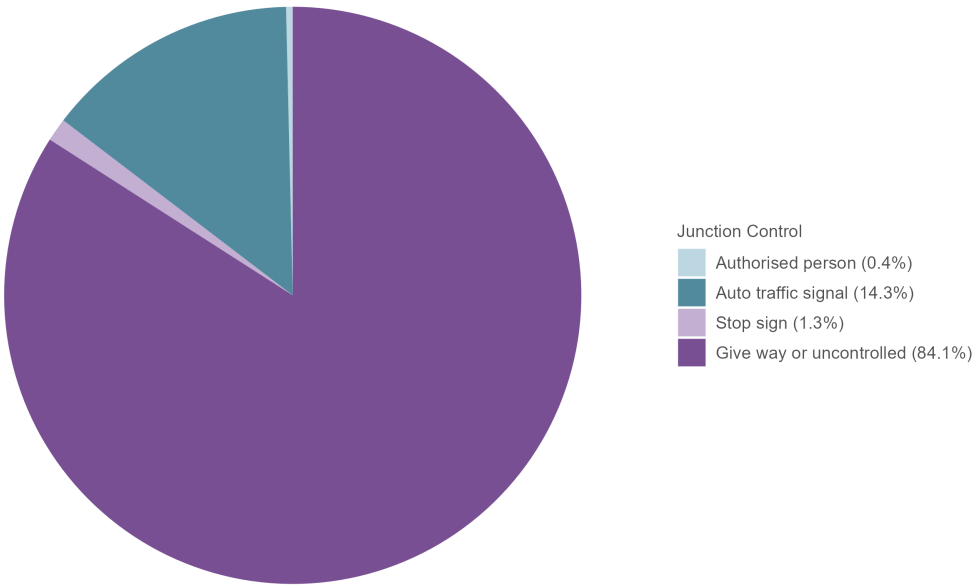
Figure 59: Wokingham collisions by junction type (2020-2024)



4.1.1.9.4 Junction control Figure 60 shows collisions in Wokingham by the type of junction control (if the collision took place at a junction).

The vast majority of collisions (84%) occur at give way or uncontrolled junctions. Sites with auto traffic signals account for a further 14% of collisions, while stop signs represent around 1%. Junctions controlled by an authorised person account for less than 1% of collisions on the network.

Figure 60: Wokingham collisions by junction control (2020-2024)

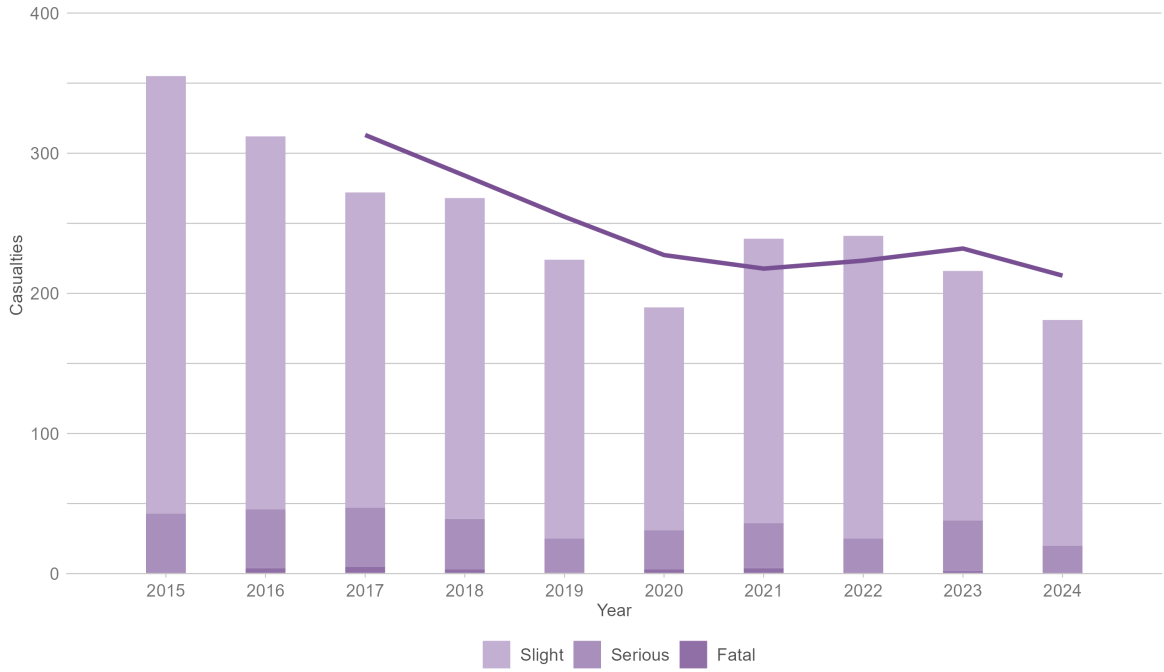


4.1.2 Casualty trends on all roads

4.1.2.1 All casualties Figure 61 shows annual casualty numbers for collisions on Wokingham's roads.

Collision numbers show a clear long term decline over the period. Total collisions fell from 355 in 2015 to 181 in 2024, representing an overall reduction of around 50%. Slight injuries consistently account for the majority of collisions each year, while serious injuries have also reduced steadily, from 42 in 2015 to 19 in 2024. Fatal collisions remain relatively rare throughout the period, typically accounting for between zero and five incidents per year.

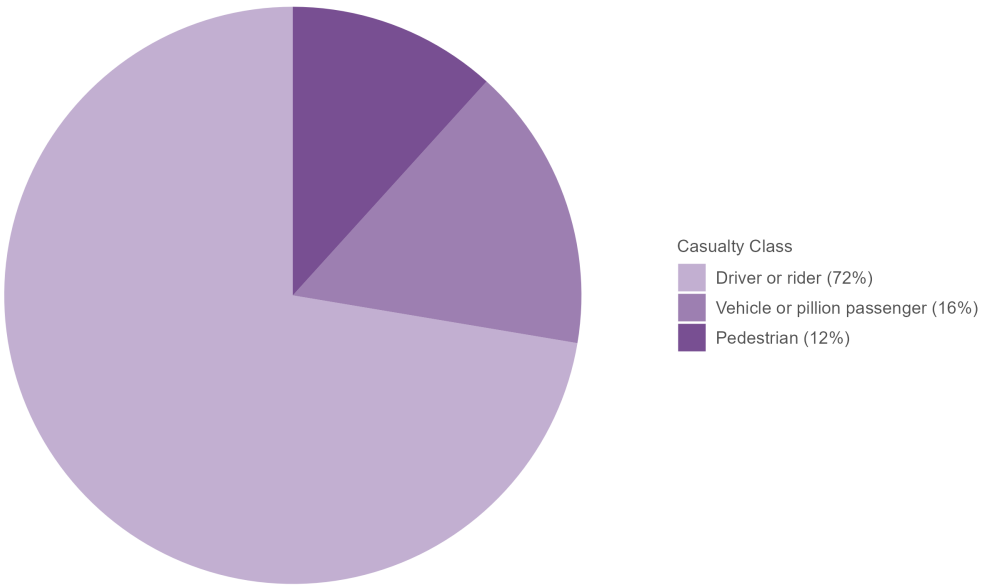
Figure 61: Casualties on Wokingham's roads by year (2015-2024)



4.1.2.1.1 Casualty class Figure 62 shows the classes of casualties injured in Wokingham.

Drivers and riders account for the clear majority of casualties (72%), followed by vehicle or pillion passengers (16%). Pedestrians represent the smallest share, accounting for just under 12% of all casualties on the network.

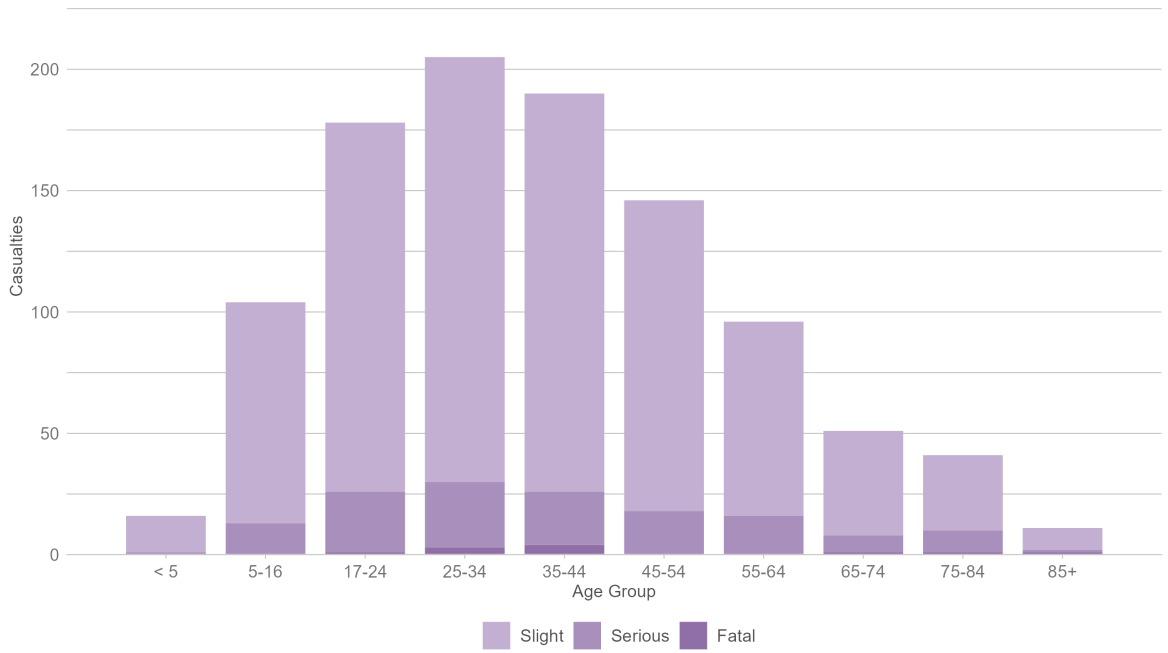
Figure 62: Wokingham casualties by casualty class (2020-2024)



4.1.2.1.2 Casualty age Figure 63 shows the age groups of casualties injured in Wokingham.

Casualties are most prevalent among those aged 25–59, who account for the clear majority of incidents (around 57%), driven largely by slight injuries. Younger road users under 17 and those aged 17–24 together account for around 29% of casualties, with very low numbers of fatal injuries. Those aged 60 and over represent the smallest share (around 14%), although this group has a comparatively higher proportion of fatal and serious injuries relative to their total casualties.

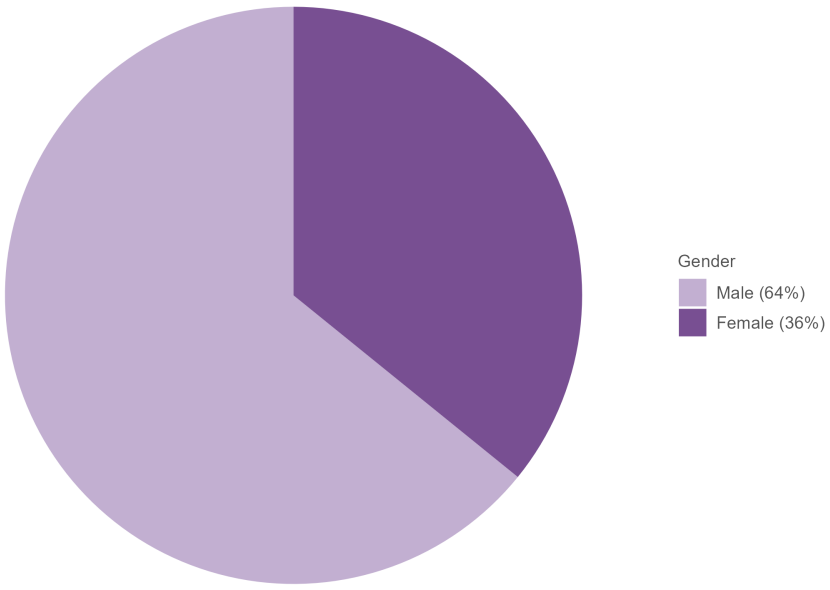
Figure 63: Wokingham casualties by age group (2020-2024)



4.1.2.1.3 Casualty gender Figure 64 shows the breakdown of casualties injured in Wokingham by gender.

Male casualties account for almost two thirds of the total (64%), while females represent just over one third (36%) of casualties on the network.

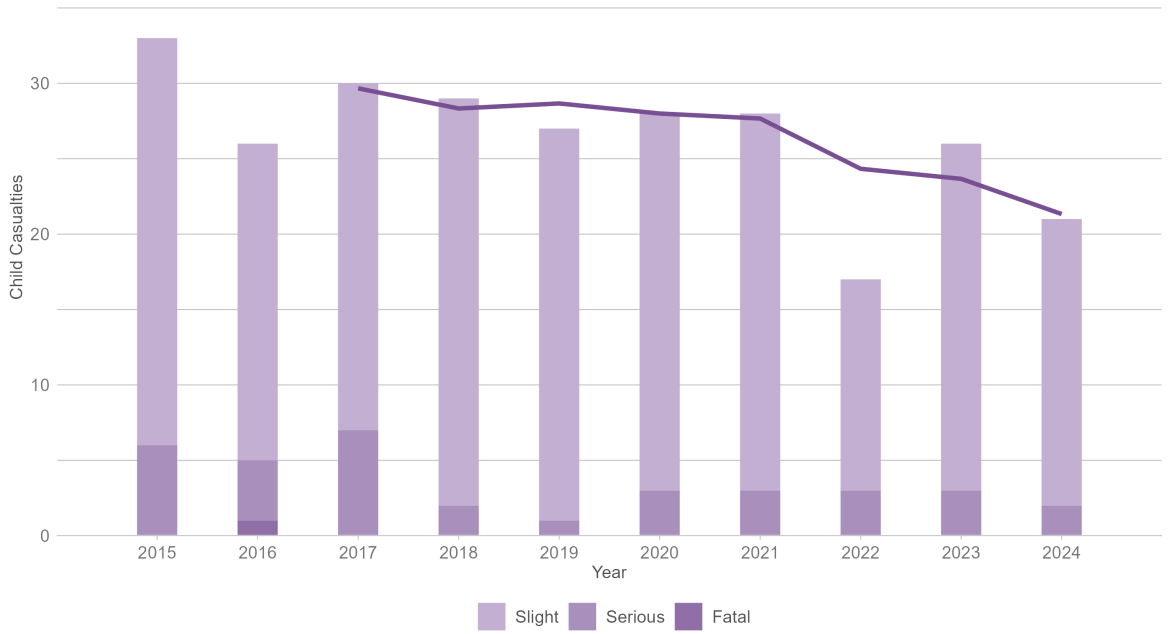
Figure 64: Wokingham casualties by gender (2020-2024)



4.1.2.2 Child casualties Figure 65 shows annual child casualty numbers on collisions on Wokingham's roads.

Annual child casualty numbers on Wokingham's roads remain low and broadly stable over the period. Total child casualties decrease from 33 in 2015 to 21 in 2024, representing an overall reduction of around one-third. Slight injuries account for the majority of child casualties each year, while serious injuries remain consistently low. Fatal child casualties are very rare, with only a single incident recorded across the entire period.

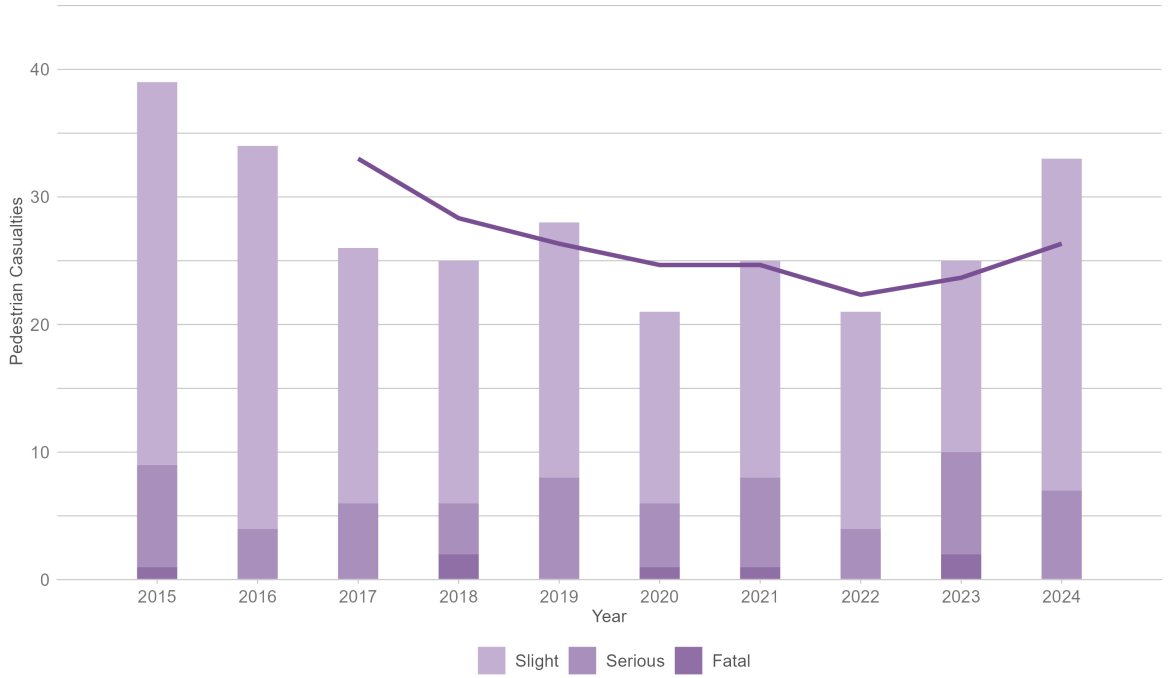
Figure 65: Child casualties on Wokingham's roads by year (2015-2024)



4.1.2.3 Pedestrian casualties Figure 66 shows annual pedestrian casualty numbers on collisions on Wokingham's roads.

Pedestrian casualty numbers fluctuate year to year, with an overall downward trend until 2022. Total pedestrian casualties fall from 39 in 2015 to 33 in 2024, with a low point of 21 recorded in both 2020 and 2022. Slight injuries account for the majority of pedestrian casualties in every year, while serious injuries remain comparatively low but persistent. Fatal pedestrian casualties are rare, typically occurring sporadically with between zero and two fatalities recorded per year.

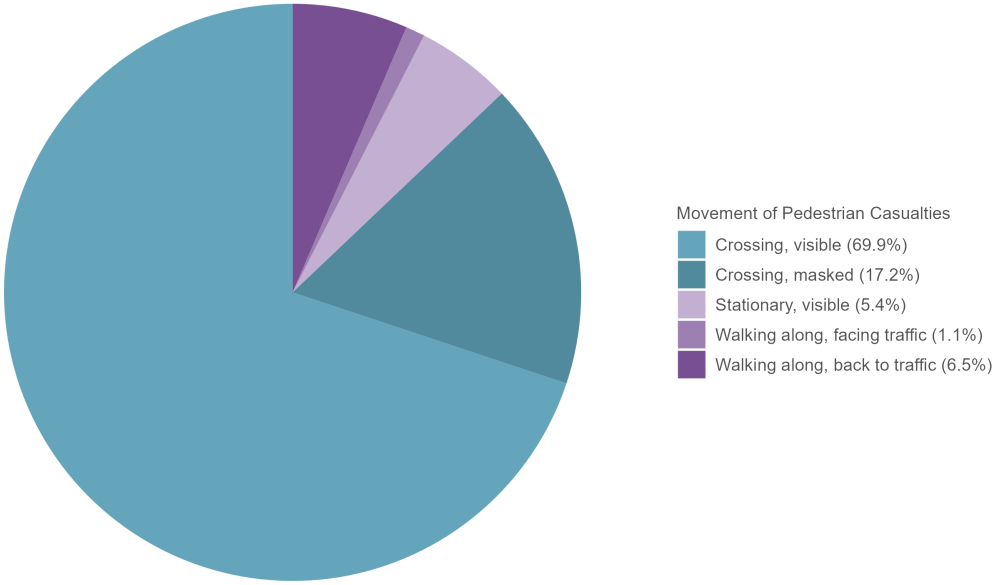
Figure 66: Pedestrian casualties on Wokingham's roads by year (2015-2024)



4.1.2.3.1 Pedestrian movement Figure 67 shows the movement of pedestrian casualties injured in Wokingham.

The majority of pedestrian casualties occur while crossing the road in visible conditions, accounting for around 70% of incidents. A further 17% occur when pedestrians are crossing but masked, while stationary pedestrians represent around 5% of casualties. Walking along the carriageway accounts for a relatively small proportion overall, with those walking with their back to traffic (6%) more common than those facing traffic (just over 1%).

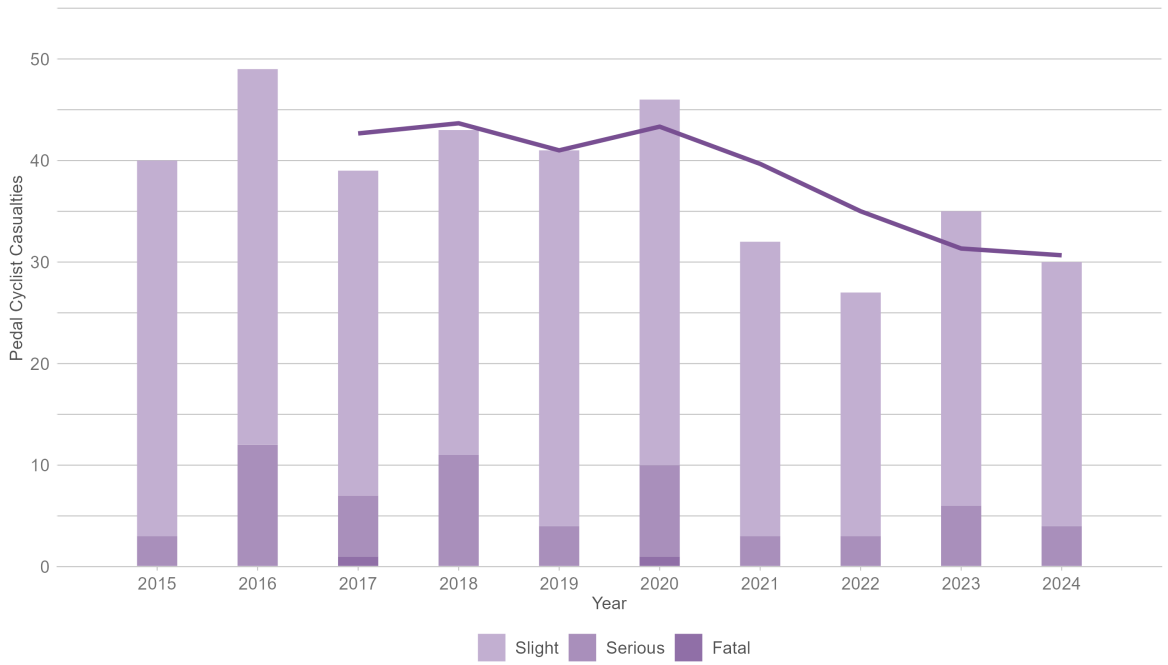
Figure 67: Wokingham pedestrian casualties by pedestrian movement (2020-2024)



4.1.2.4 Pedal cyclist casualties Figure 68 shows annual pedal cyclist casualty numbers on Wokingham's roads.

Pedal cyclist casualties show year-to-year variation but an overall downward trend across the period. Total casualties reduce from 40 in 2015 to 30 in 2024, with a peak of 49 recorded in 2016. Slight injuries consistently account for the majority of pedal cyclist casualties each year, while serious injuries fluctuate but remain relatively low. Fatal pedal cyclist casualties are rare, with only two incidents recorded over the entire period.

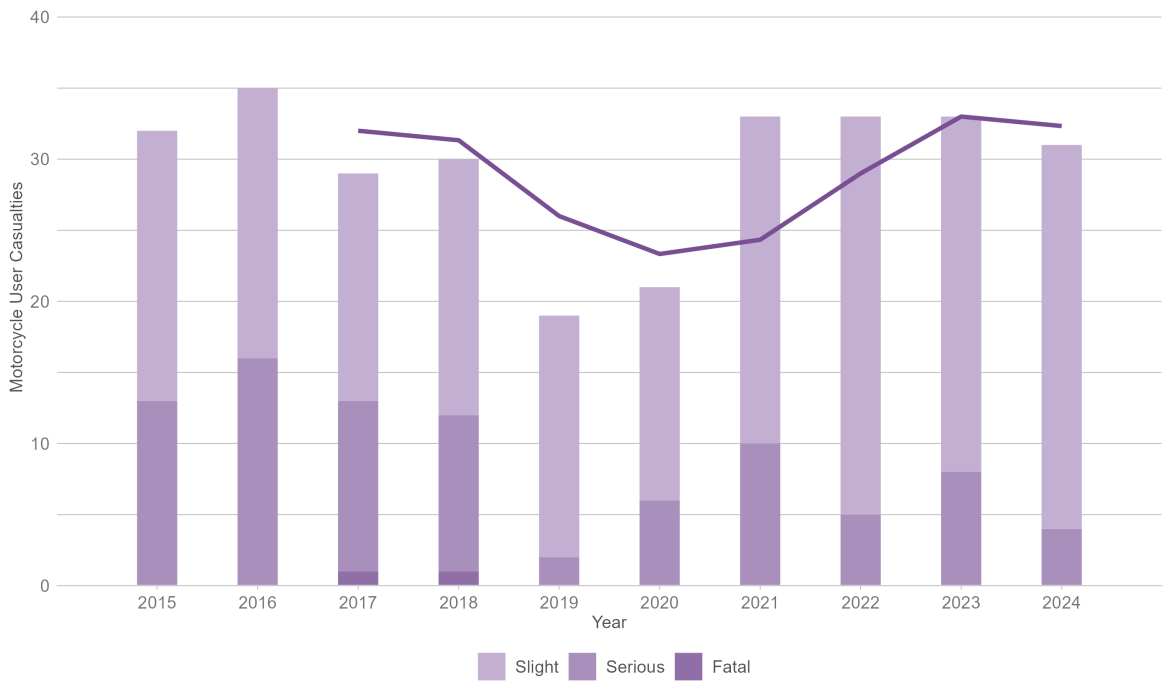
Figure 68: Pedal cyclist casualties on Wokingham's roads by year (2015-2024)



4.1.2.5 Motorcycle user casualties Figure 69 shows annual motorcycle user casualty numbers on Wokingham's roads.

Other than considerably lower numbers in 2019 and 2020, the trend in motorcycle user casualties is relatively flat with a sustained level of around the low-30s. Total casualties decrease from 32 in 2015 to 31 in 2024, with a low of 19 recorded in 2019. Slight injuries account for the majority of casualties throughout the period, while serious injuries fluctuate but generally remain moderate in number. Fatal motorcycle casualties are rare, with only two incidents recorded across the entire period.

Figure 69: Motorcycle user casualties on Wokingham's roads by year (2015-2024)

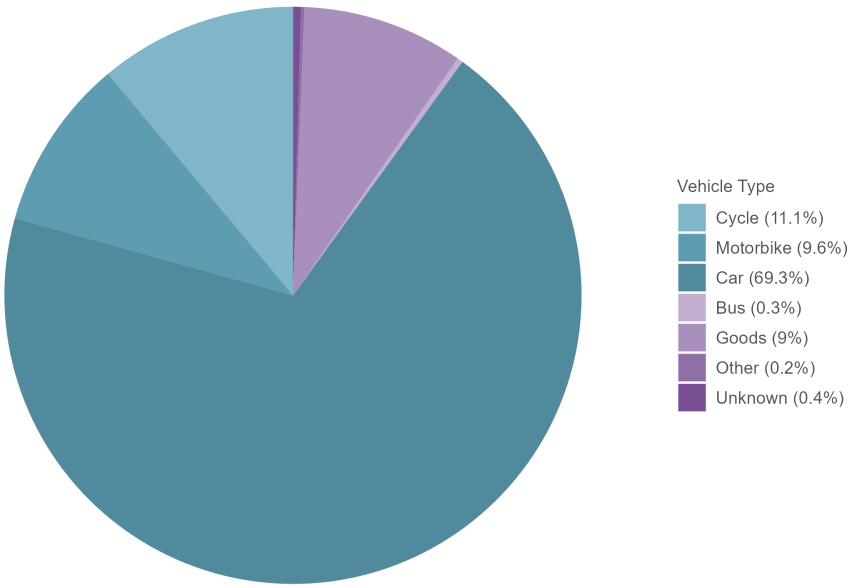


4.1.3 Driver trends on all roads

4.1.3.1 Vehicle type Figure 70 shows the types of vehicles involved in collisions in Wokingham.

Cars are by far the most common vehicle type involved in collisions in Wokingham, accounting for just over two-thirds (69%) of drivers involved. Cycles and motorbikes together represent around one-fifth of vehicles involved in collisions in Wokingham, at 11% and 10% respectively, while goods vehicles account for a further 9%. Buses, other vehicle types and unknown categories collectively make up less than 1% of vehicles involved in collisions on the network.

Figure 70: Wokingham collision-involved drivers by vehicle type (2020-2024)



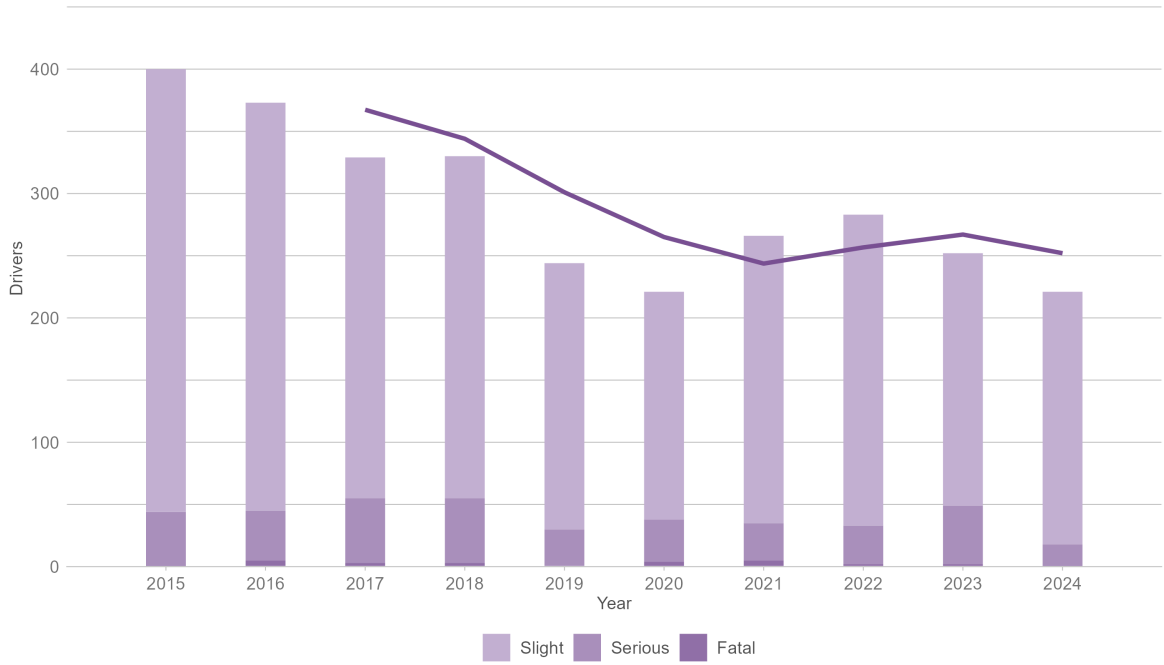
4.1.3.2 All drivers

This section covers drivers of motor vehicles involved in collisions.

Figure 71 shows annual driver collision involvement on Wokingham's roads.

Annual driver involvment collision involvement on Wokingham's roads shows a clear long-term decline. Total driver collisions reduce from 400 in 2015 to 221 in 2024, representing an overall decrease of around 45%, despite some year-to-year fluctuation.

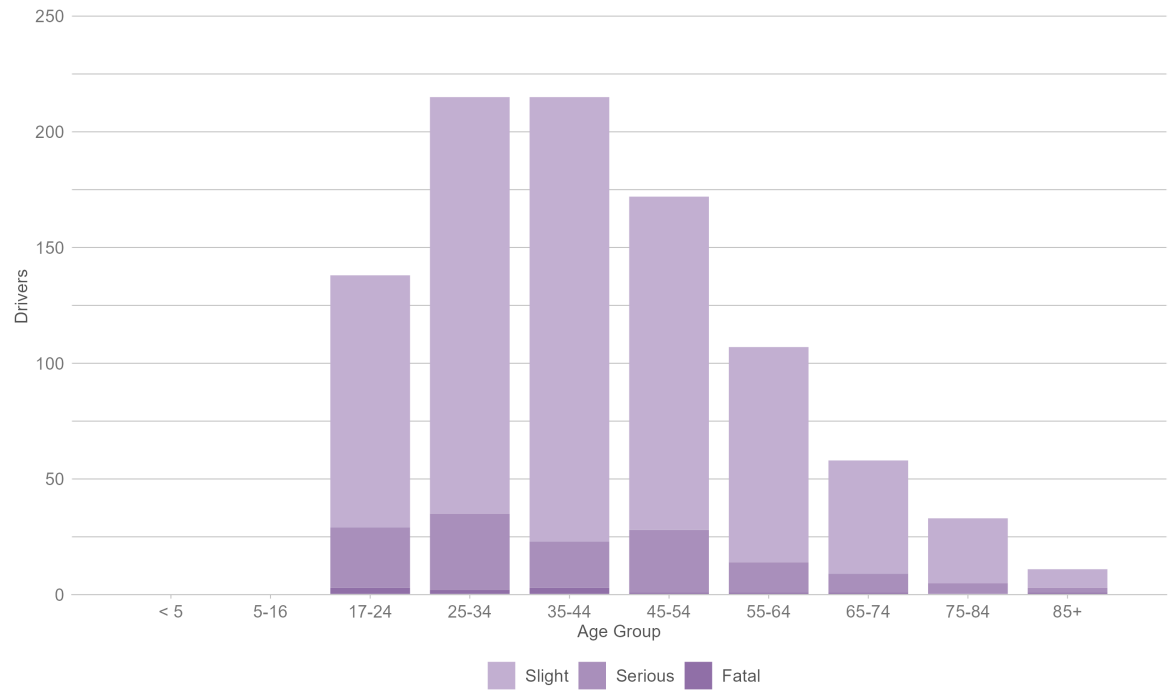
Figure 71: Drivers involved in collisions on Wokingham's roads by year (2015-2024)



4.1.3.2.1 Driver age Figure 72 shows the age groups of drivers involved in collisions in Wokingham.

Drivers aged 25–34 and 35–44 are involved in the highest number of collisions, each representing around one-fifth of total driver involvement. Those aged 17–24 also form a significant proportion, involved in around 13% of collisions. Involvement steadily decreases with age beyond 55, with drivers aged 65 and over collectively involved in a relatively small share of total collisions. Slight injuries dominate across all age groups, while fatal collisions remain rare in every category.

Figure 72: Wokingham collision-involved drivers by age group (2020-2024)



4.2 Collisions on Urban Roads in Wokingham

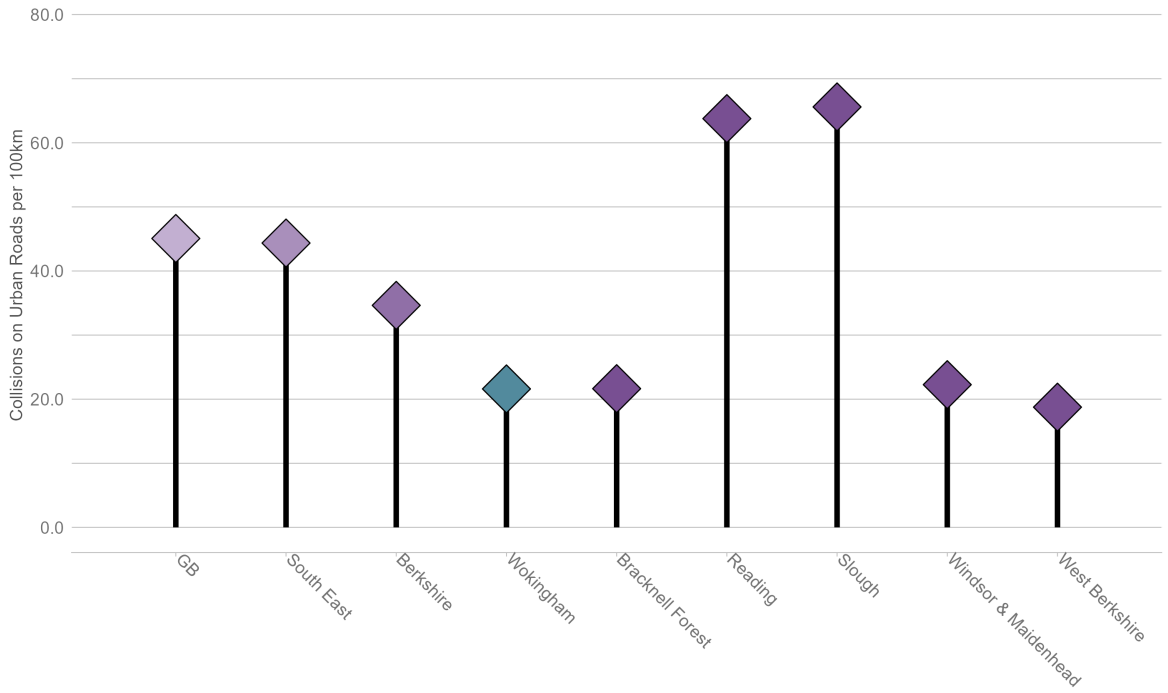
The following section investigates collisions in Wokingham which occurred on urban roads. For an explanation of how urban roads have been identified in Wokingham, please refer to Section 5.1.2.1.1.

4.2.1 Rates

4.2.1.1 Collisions on urban roads per 100km of urban road Figure 73 below shows the rate of average annual collisions on urban roads between 2020 and 2024 per 100km of urban road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

Between 2020 and 2024, Wokingham's urban roads recorded a collision rate of 21.6 collisions per year, per 100 km of urban road length.

Figure 73: Annual average collisions on urban roads per 100km of urban road (2020-2024)

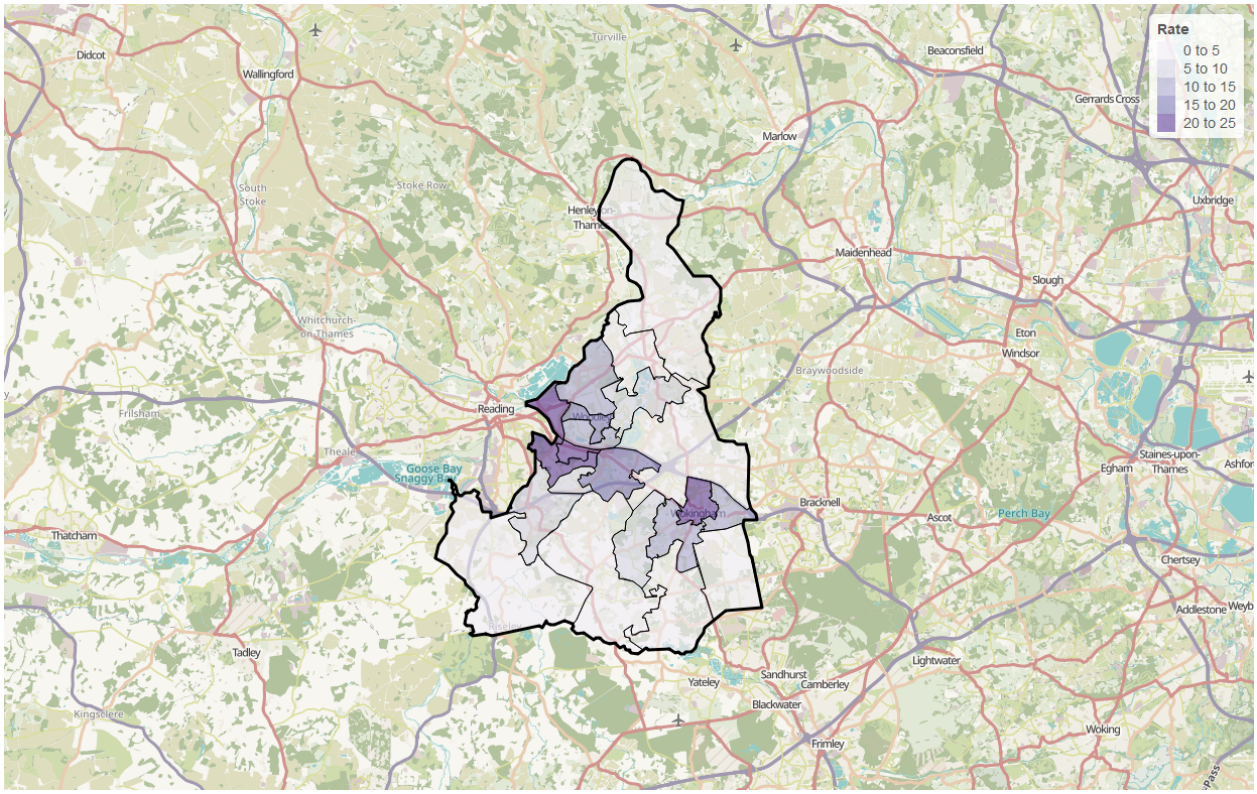


4.2.1.2 Comparisons Wokingham's urban road collision rate is less than half of the national collision rate (45) and the South East's regional collision rate (44). It is also 38% lower than the overall Berkshire average of 35 collisions on urban roads per 100 km. Within Berkshire, West Berkshire has the lowest urban road collision rate at 19 collisions per 100 km, followed closely by Wokingham. Windsor & Maidenhead record a slightly higher collision rate at 22 collisions per 100 km. Reading and Slough recorded significantly higher urban road collision rates at 64 and 66 collisions per 100 km, respectively.

4.2.1.2.1 Collisions by Small Area Figure 74 shows collisions on urban roads in Wokingham by MSOA. The thematic map is colour coded by the rate of annual average collisions per 100km of road.

Collisions on urban roads are clustered around Woodley, particularly at roundabouts and junctions along Reading Road. Urban road collisions are also concentrated around Wokingham town centre.

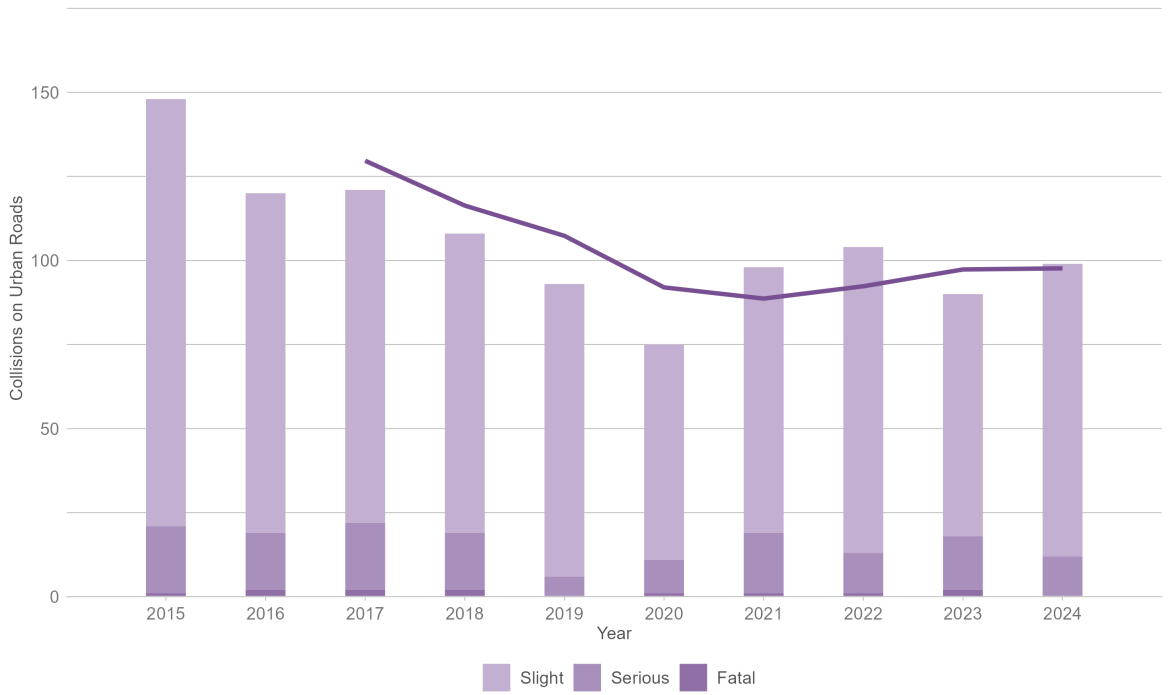
Figure 74: Wokingham collision rate by MSOA, drivers per year per 100,000 population (2020-2024)



4.2.1.3 Trends Figure 75 shows annual collisions on Wokingham's urban roads, since 2015 by severity.

Collisions on urban roads show an overall downward trend over the period, despite some year-to-year fluctuation. Total collisions fall from 148 in 2015 to 99 in 2024, representing an overall reduction of around one-third. Slight injuries account for the majority of urban road collisions in every year, while serious injuries decline over the longer term. Fatal collisions remain relatively rare on urban roads, typically occurring one or two times per year, with no fatalities recorded in 2019 or 2024.

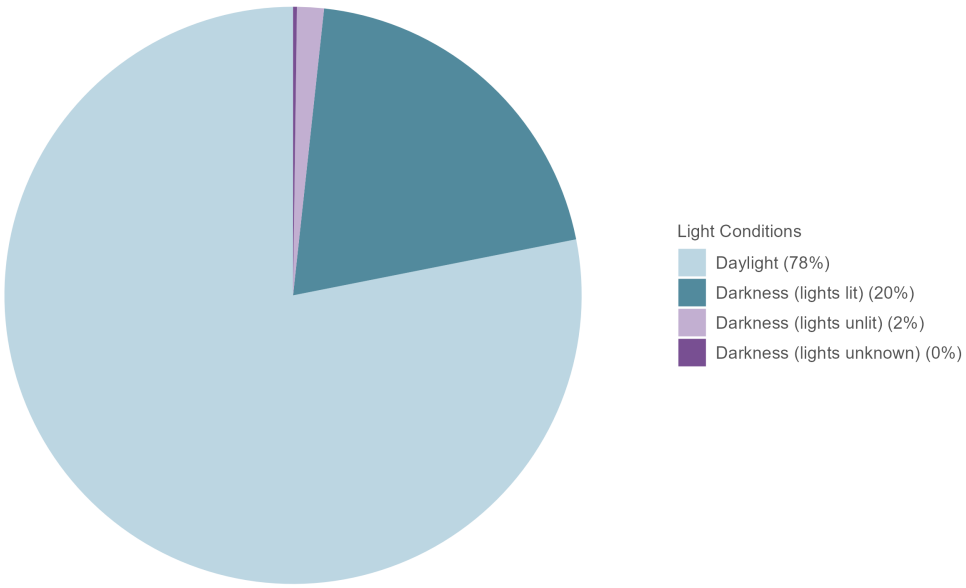
Figure 75: Wokingham collisions on urban roads, by year and severity (2015-2024)



4.2.1.4 Collisions on urban roads by light conditions Figure 76 shows collisions on urban roads in Wokingham by the light conditions at the time of the collision.

Over three-quarters of collisions occur in daylight across Wokingham's urban roads. The darkness and streetlights lit category accounted for 20% of collisions. The darkness and streetlights unlit category represents a marginal percentage of crashes on the network (2%).

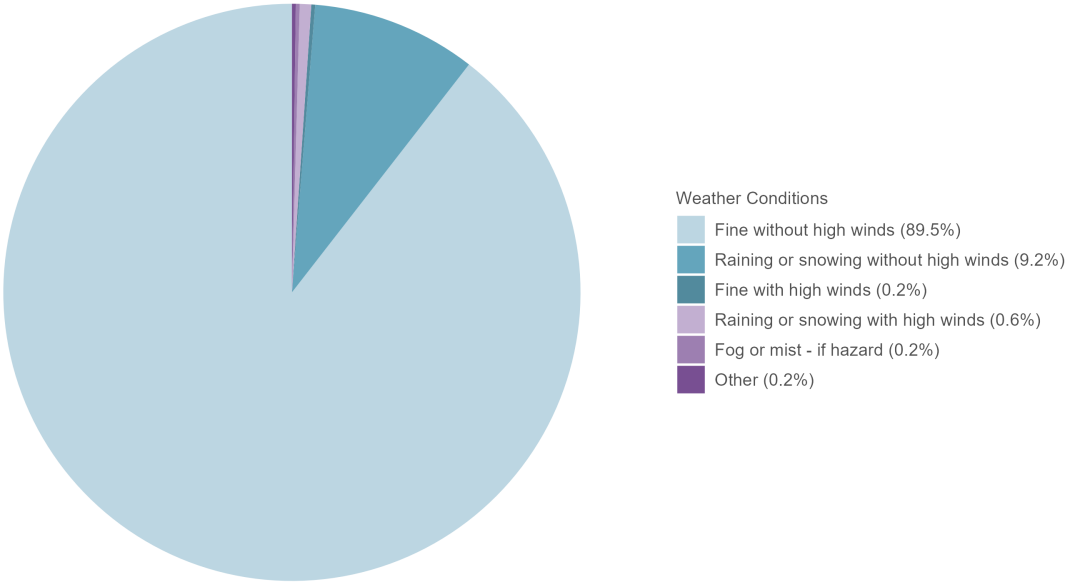
Figure 76: Wokingham collisions on urban roads by light conditions (2020-2024)



4.2.1.5 Collisions on urban roads by weather conditions Figure 77 shows collisions on urban roads in Wokingham by the weather conditions present at the time of the collision.

Most crashes on the urban road network occur in good weather conditions without high winds (89%). High winds were not recorded as a key contributor for crashes (<1%), whereas the 'raining or snowing without high winds' category represents 10% of crashes.

Figure 77: Wokingham collisions on urban roads by weather conditions (2020-2024)

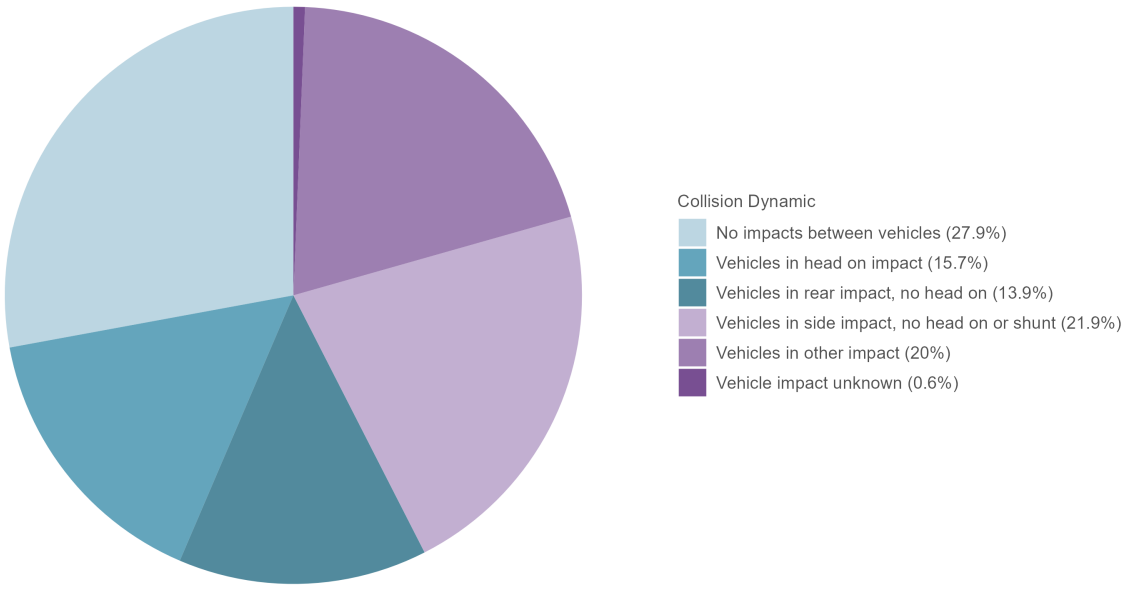


4.2.1.6 Collision dynamics and driver actions on urban roads

4.2.1.6.1 Collision dynamics Figure 78 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.

Most collisions on urban roads in Wokingham are single-vehicle collisions (28%), mirroring the trend observed on all roads in the authority. Side-impact and other impact collisions were the next most represented dynamic, accounting for 22% and 20% of urban road collisions, respectively. Nearly 16% of collisions on the urban network were head-on collisions.

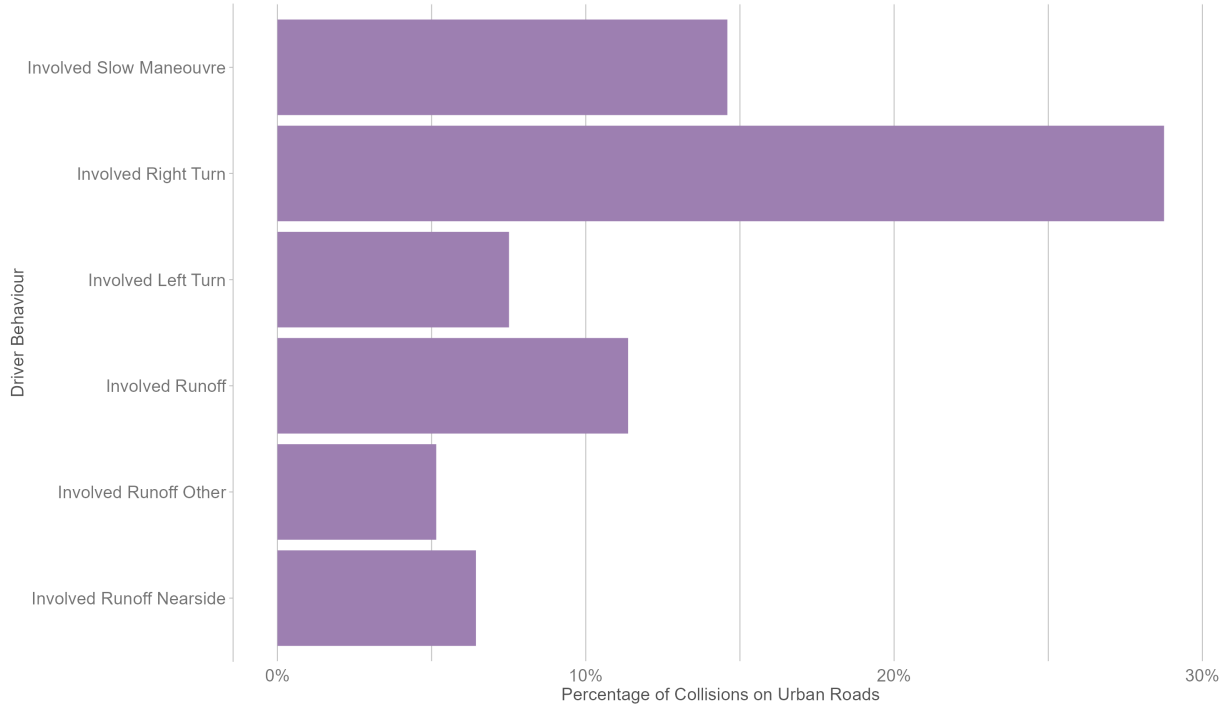
Figure 78: Wokingham collisions on urban roads by collision dynamics (2020-2024)



4.2.1.6.2 Driver actions Figure 79 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.

Similar to the previous reporting period, drivers making a right turn were involved in the highest number of collisions (29%), followed by a slow manoeuvre (15%). Slow manoeuvres can include driver actions such as slowing down and waiting to proceed, amongst others. Of collisions on urban roads, run-off collisions represented 11%.

Figure 79: Wokingham collisions on urban roads by driver actions (2020-2024)

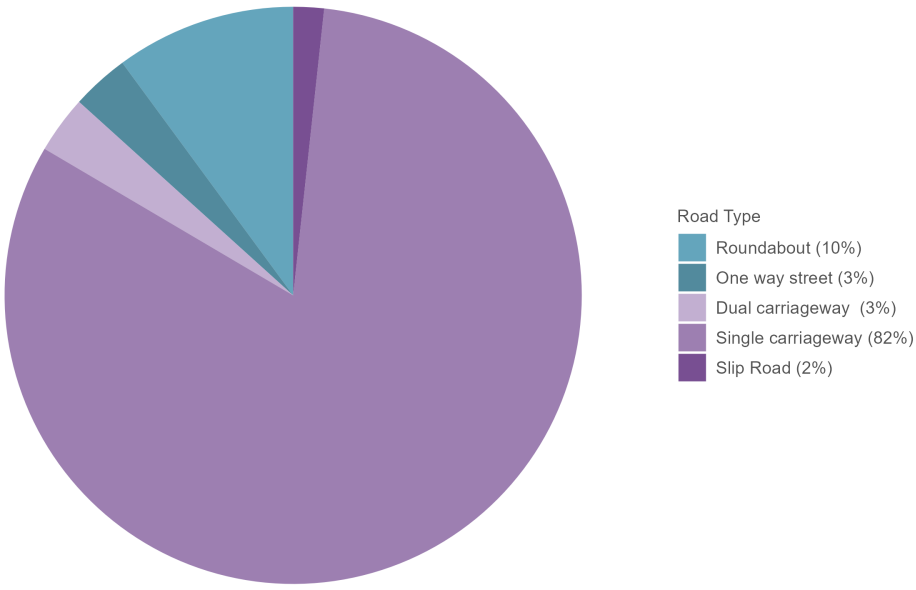


4.2.1.7 Urban road environment

4.2.1.7.1 Carriageway type Figure 80 shows collisions on urban roads in Wokingham by carriageway type of road.

Single carriageways are the most common road type for urban collisions in Wokingham, accounting for 82% of incidents, slightly higher than the 77% observed across all road types. In contrast, dual carriageways represent a smaller share of urban road collisions (3%), compared to 10% across all roads. Roundabouts account for 10% of urban collisions, while one-way streets account for 3% of crashes.

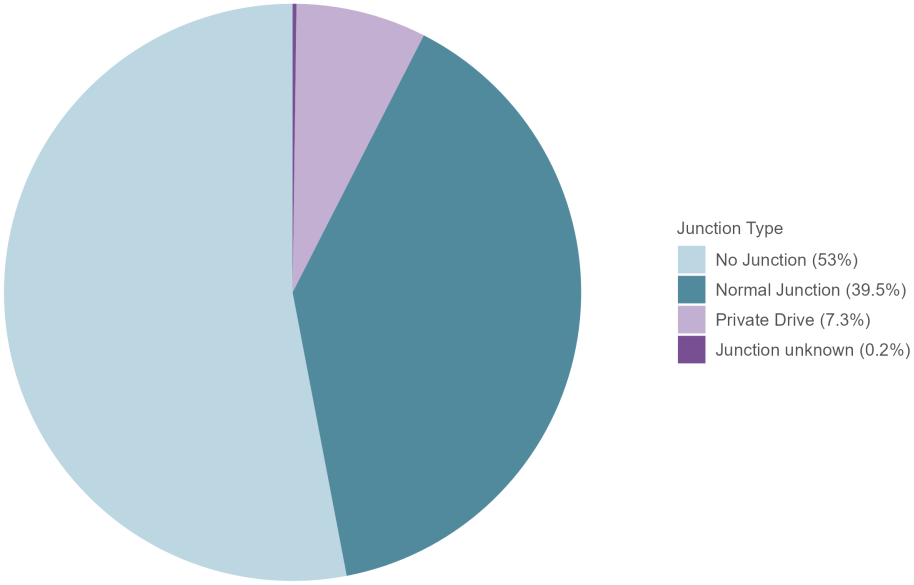
Figure 80: Wokingham collisions on urban roads by road carriageway type (2020-2024)



4.2.1.7.2 Junction type Figure 81 shows collisions on urban roads in Wokingham by the presence and type of junction.

Most collisions on urban roads took place away from junctions (53%). Normal junctions (crossroads or T junctions) accounted for the other large share at 40% of total urban road collisions. A smaller share (7%) took place along private drives.

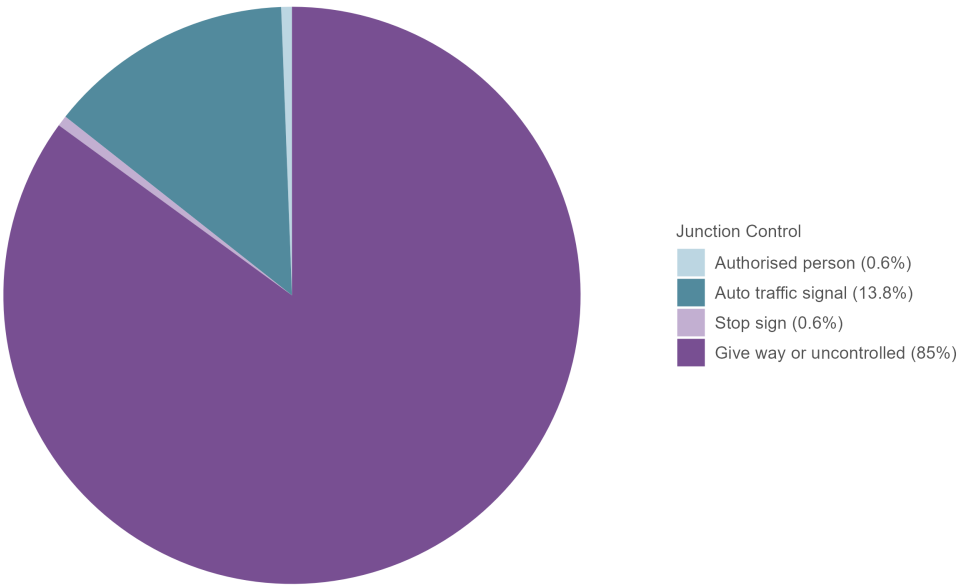
Figure 81: Wokingham collisions on urban roads by junction type (2020-2024)



4.2.1.7.3 Junction control Figure 82 shows collisions on urban roads in Wokingham by the type of junction control (if the collision took place at a junction).

In line with the trend observed on all roads, give-way or controlled junctions account for most collisions at junctions on urban roads (85%). This is followed by 14% that take place where an auto traffic signal is present. The authorised person and stop sign categories combined account for 14% of crashes at junctions on urban roads in Wokingham.

Figure 82: Wokingham collisions on urban roads by junction control (2020-2024)

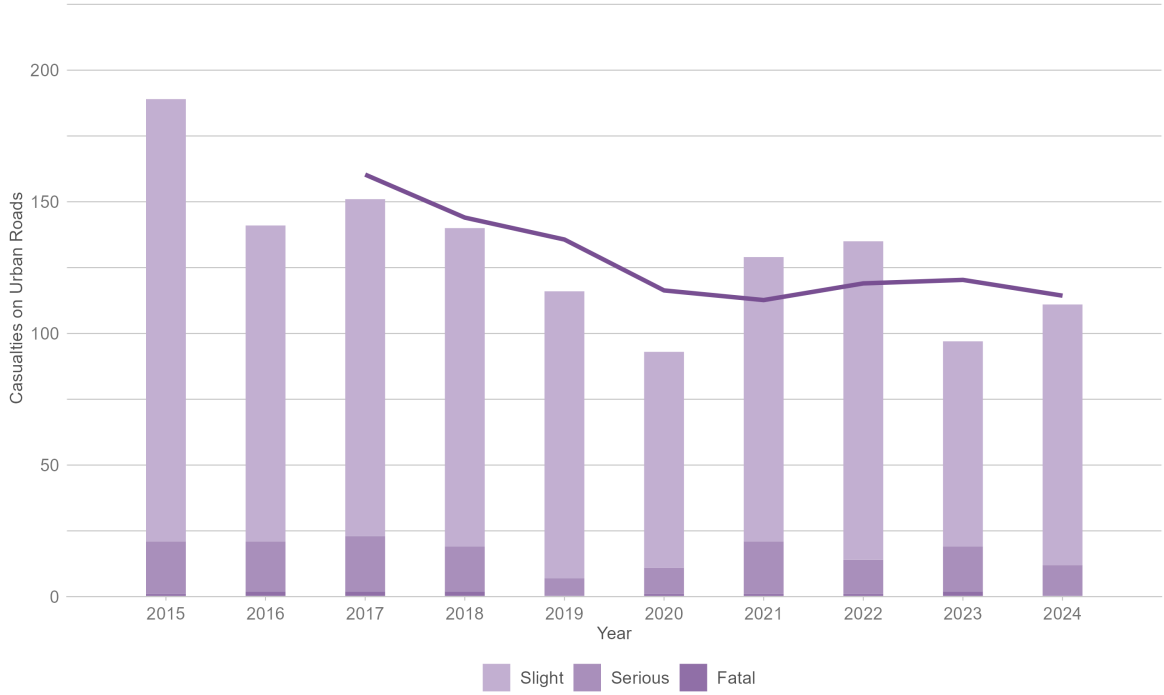


4.2.2 Casualty trends on urban roads

4.2.2.1 All casualties Figure 83 shows annual casualty numbers for collisions on Wokingham's urban roads.

Annual casualty numbers on Wokingham's urban roads show an overall reduction over the period, despite fluctuations year to year. Total casualties fall from 189 in 2015 to 111 in 2024, representing an overall decrease of around 40%. Slight injuries consistently account for the majority of casualties each year, while serious injuries show a general downward trend. Fatal casualties remain relatively rare on urban roads in Wokingham, typically recording between zero and two incidents per year.

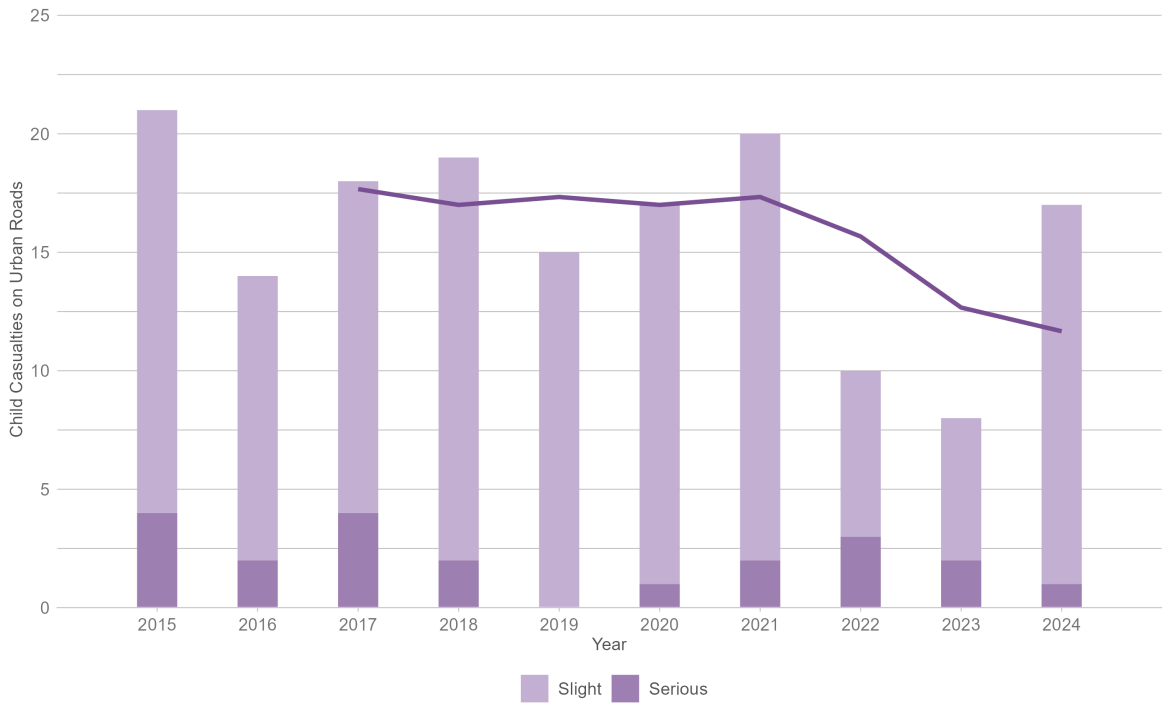
Figure 83: Casualties on Wokingham's urban roads by year (2015-2024)



4.2.2.2 Child casualties Figure 84 shows annual child casualty numbers on collisions on Wokingham's urban roads.

Annual child casualty numbers on Wokingham's urban roads generally remain low over the decade, typically ranging between around 10 and 20 casualties per year. After reaching a low point in 2022 (10 casualties) and falling further to just 8 in 2023, there is a marked increase in 2024, when total child casualties rise sharply to 17. This represents more than a doubling compared to the previous year and brings levels back in line with the higher end of the historic range seen earlier in the decade, although still below the peak recorded in 2015 (21). Slight injuries account for the majority of child casualties throughout the period, with serious injuries remaining low and relatively stable.

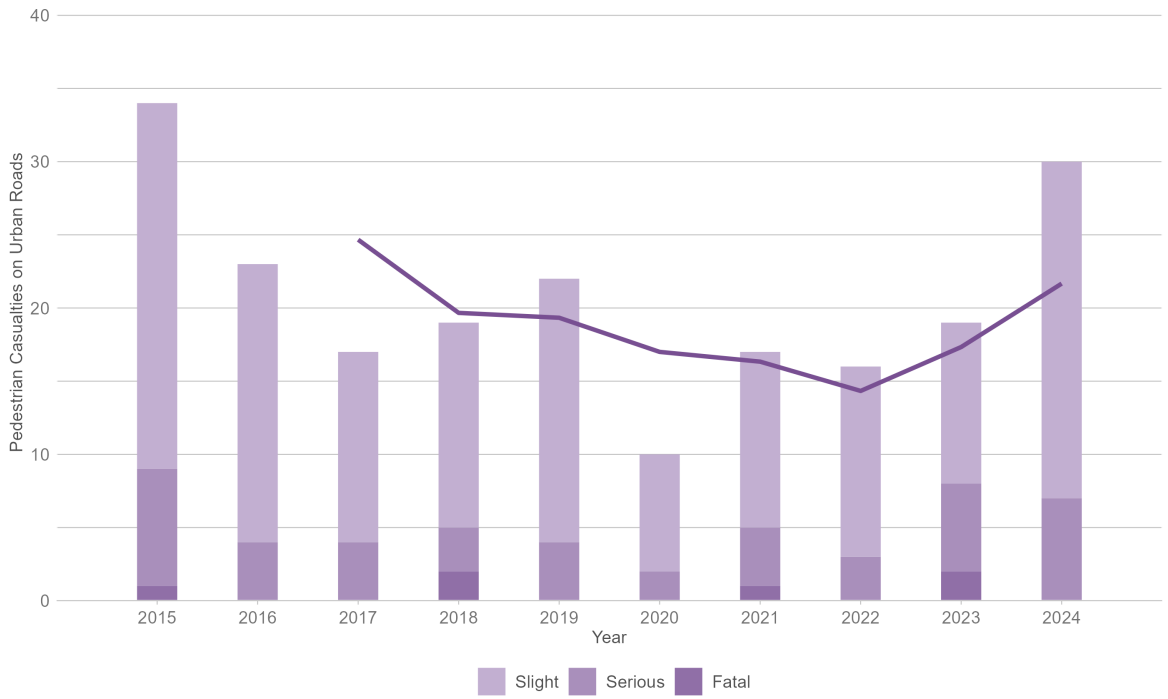
Figure 84: Child casualties on Wokingham's urban roads by year (2015-2024)



4.2.2.3 Pedestrian casualties Figure 85 shows annual pedestrian casualty numbers on collisions on Wokingham's urban roads.

Annual pedestrian casualty numbers on Wokingham's urban roads are generally low but show notable fluctuation over the decade. Following a sustained reduction from 34 casualties in 2015 to a low of 10 in 2020, levels remain relatively subdued in 2021–2023, averaging around 17–19 casualties per year. In 2024, there is a pronounced increase, with total pedestrian casualties rising sharply to 30. This represents a significant rise compared with the previous two years and marks the highest total since 2015, placing 2024 well above the recent post-2020 trend and toward the upper end of the decade-long range. Slight injuries account for the majority of casualties in every year, while serious injuries increase in 2024 compared with recent years. Fatal pedestrian casualties remain rare and sporadic across the period.

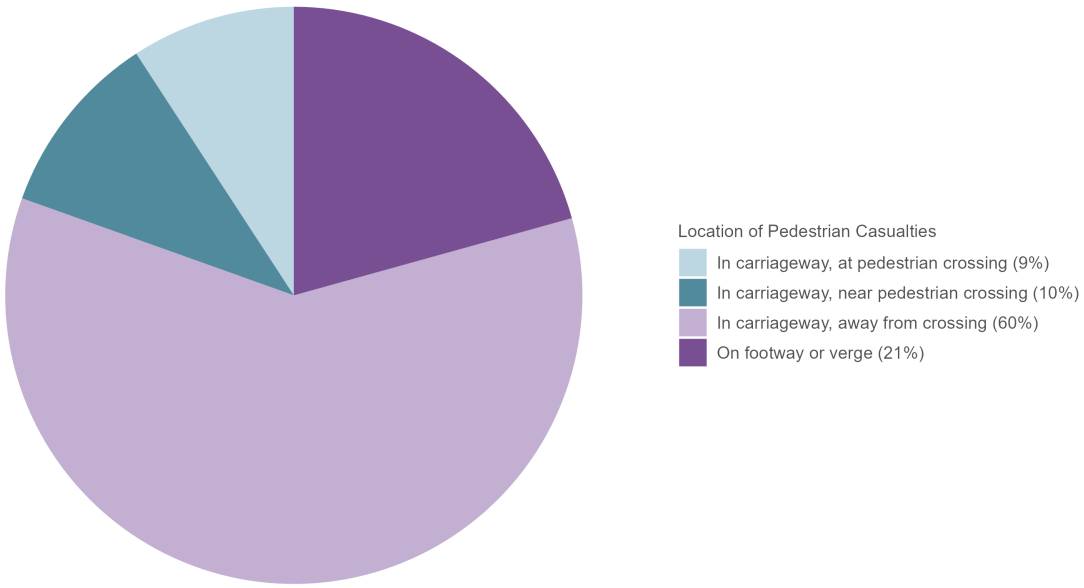
Figure 85: Pedestrian casualties on Wokingham's urban roads by year (2015-2024)



4.2.2.3.1 Pedestrian location Figure 86 shows the location of pedestrian casualties injured on urban roads in Wokingham.

The majority of pedestrian casualties on urban roads occur while pedestrians are in the carriageway away from a formal crossing, accounting for around 60% of incidents. A further 20% of casualties occur on the footway or verge, indicating conflicts outside the main running carriageway. Collisions at or near pedestrian crossings are less common, collectively accounting for around one-fifth of pedestrian casualties, split broadly evenly between those occurring directly at crossings (9%) and those nearby (10%).

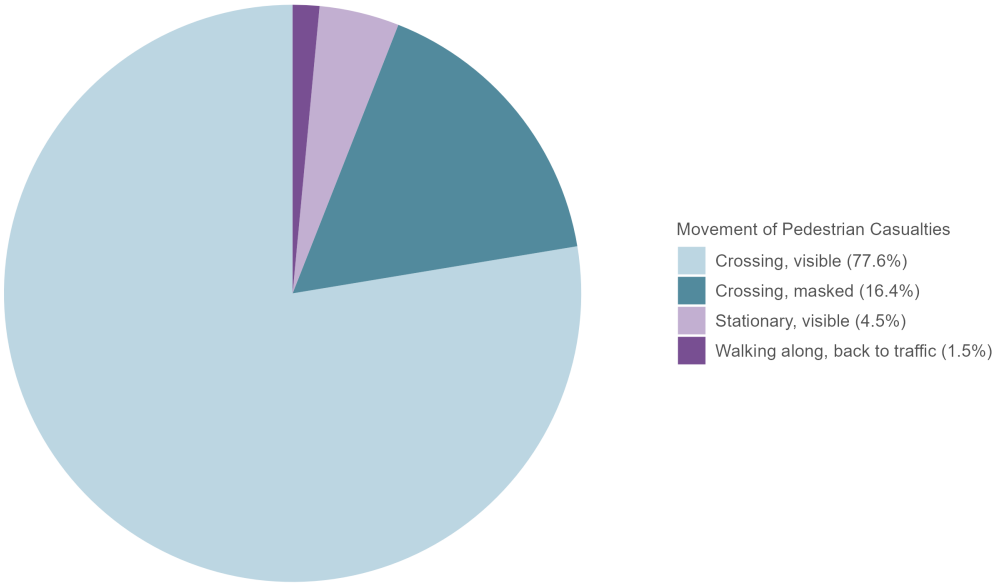
Figure 86: Wokingham pedestrian casualties on urban roads by pedestrian location (2020-2024)



4.2.2.3.2 Pedestrian movement Figure 87 shows the movement of pedestrian casualties injured on urban roads in Wokingham.

The majority of pedestrian casualties on urban roads occur while pedestrians are crossing the road in visible conditions, accounting for just over three-quarters (78%) of incidents. A further 16% occur when pedestrians are crossing but masked, while stationary pedestrians represent a small proportion (around 4%). Pedestrians walking along the carriageway form a very small share of casualties, with fewer than 2% injured while walking with their back to traffic.

Figure 87: Wokingham pedestrian casualties on urban roads by pedestrian movement (2020-2024)

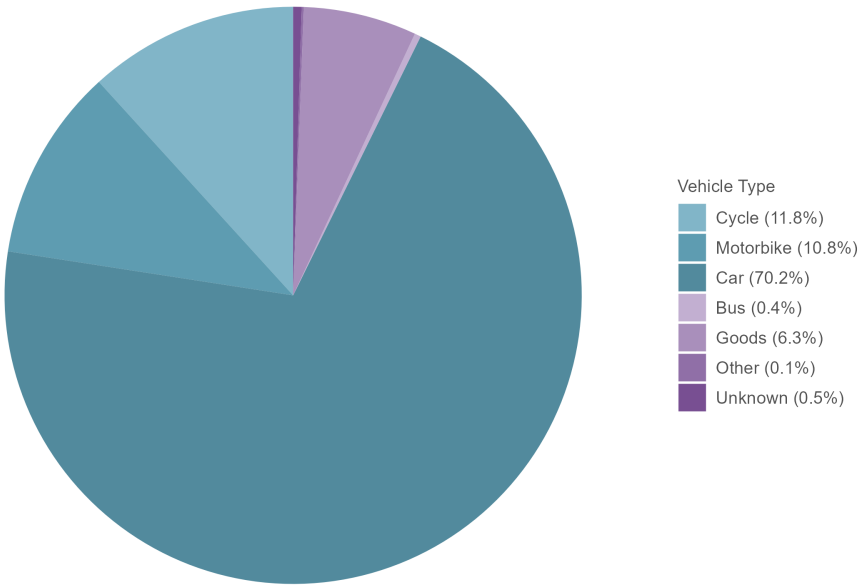


4.2.3 Driver trends on urban roads

4.2.3.1 Vehicle type Figure 88 shows the types of vehicles involved in collisions on urban roads in Wokingham.

Cars are the predominant vehicle type involved in collisions on Wokingham's urban roads, accounting for around 70% of drivers involved. Cycles and motorbikes each contribute a similar share, representing approximately 12% and 11% respectively, meaning that powered and non-powered two-wheelers together account for just under a quarter of urban collisions. Goods vehicles make up around 6% of drivers involved, while buses, other vehicle types and unknown categories collectively account for less than 1% of collisions on urban roads.

Figure 88: Wokingham collision-involved drivers on urban roads by vehicle type (2020-2024)

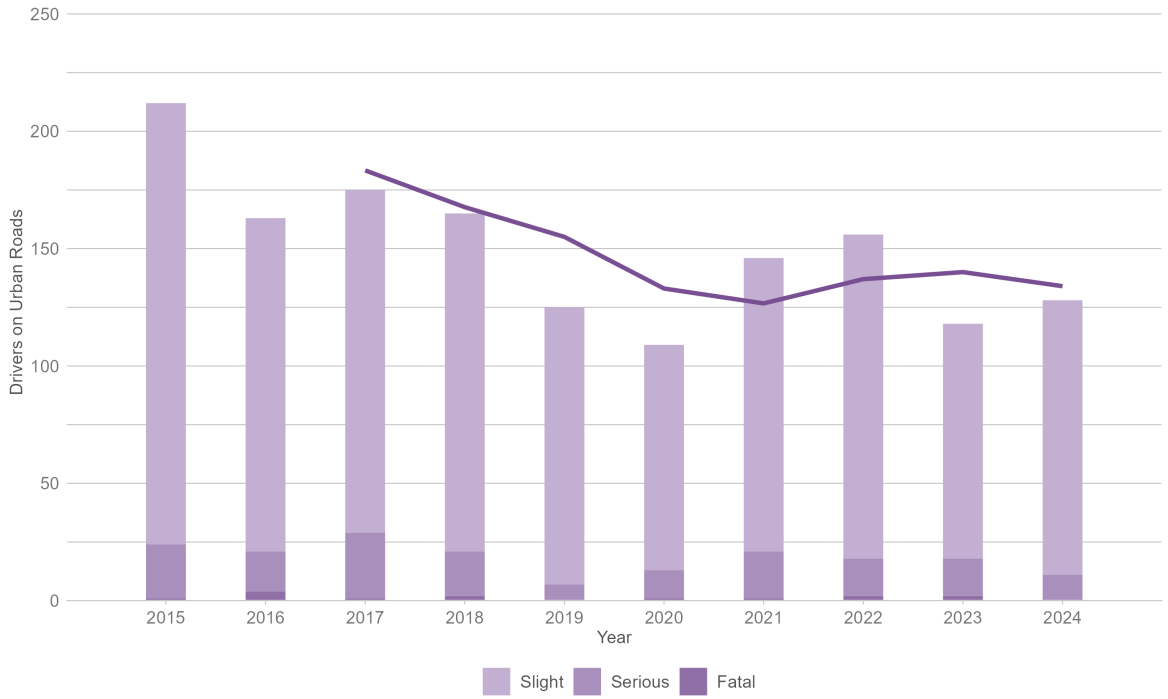


4.2.3.2 All drivers This section covers drivers of motor vehicles involved in collisions on urban roads.

Figure 89 shows annual driver collision involvement on Wokingham's urban roads.

Annual driver collision involvement on Wokingham's urban roads shows a clear downward trend over the period, despite year-to-year variation. Total driver involvment in collisions fall from 212 in 2015 to 128 in 2024, representing an overall reduction of around 40%.

Figure 89: Drivers involved in collisions on Wokingham's urban roads by year (2015-2024)



4.3 Collisions on Rural Roads in Wokingham

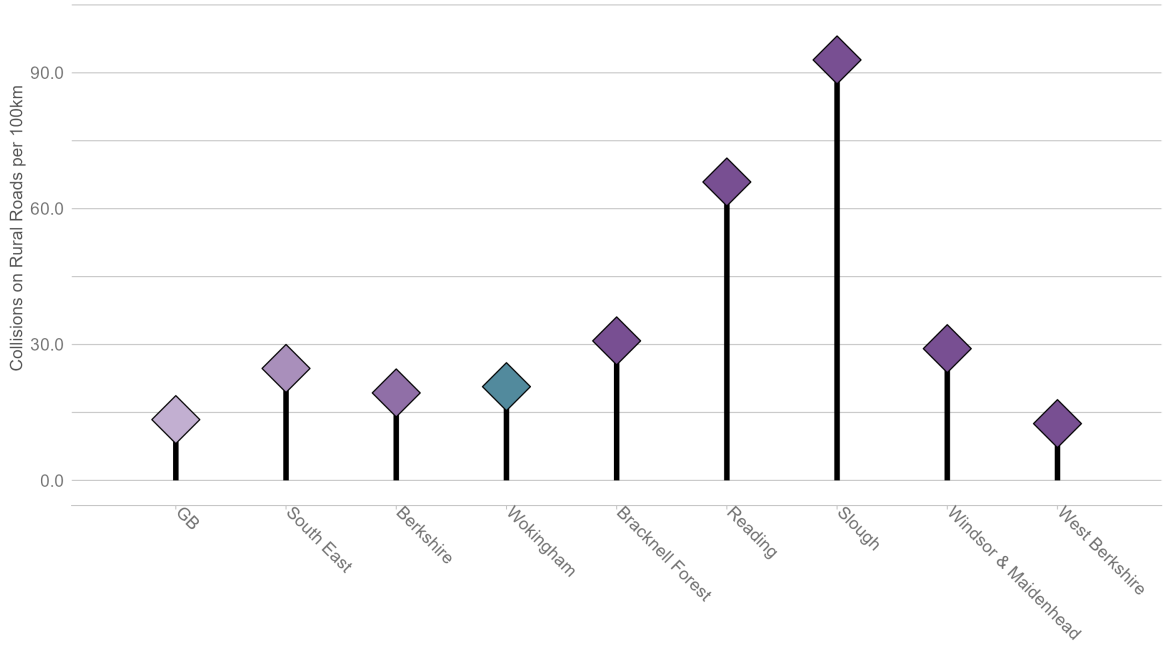
The following section investigates collisions in Wokingham which occurred on rural roads. For an explanation of how rural roads have been identified in Wokingham, please refer to Section 5.1.2.1.1.

4.3.1 Rates

4.3.1.1 Collisions on rural roads per 100km of rural road Figure 90 below shows the rate of average annual collisions on rural roads between 2020 and 2024 per 100km of rural road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

Wokingham's collision rate was 21 collisions per year, per 100 km of rural roads. This is similar to the previous reporting period's collision rate of 22 collisions per year, per 100 km.

Figure 90: Annual average collisions on rural roads per 100km of rural road (2020-2024)

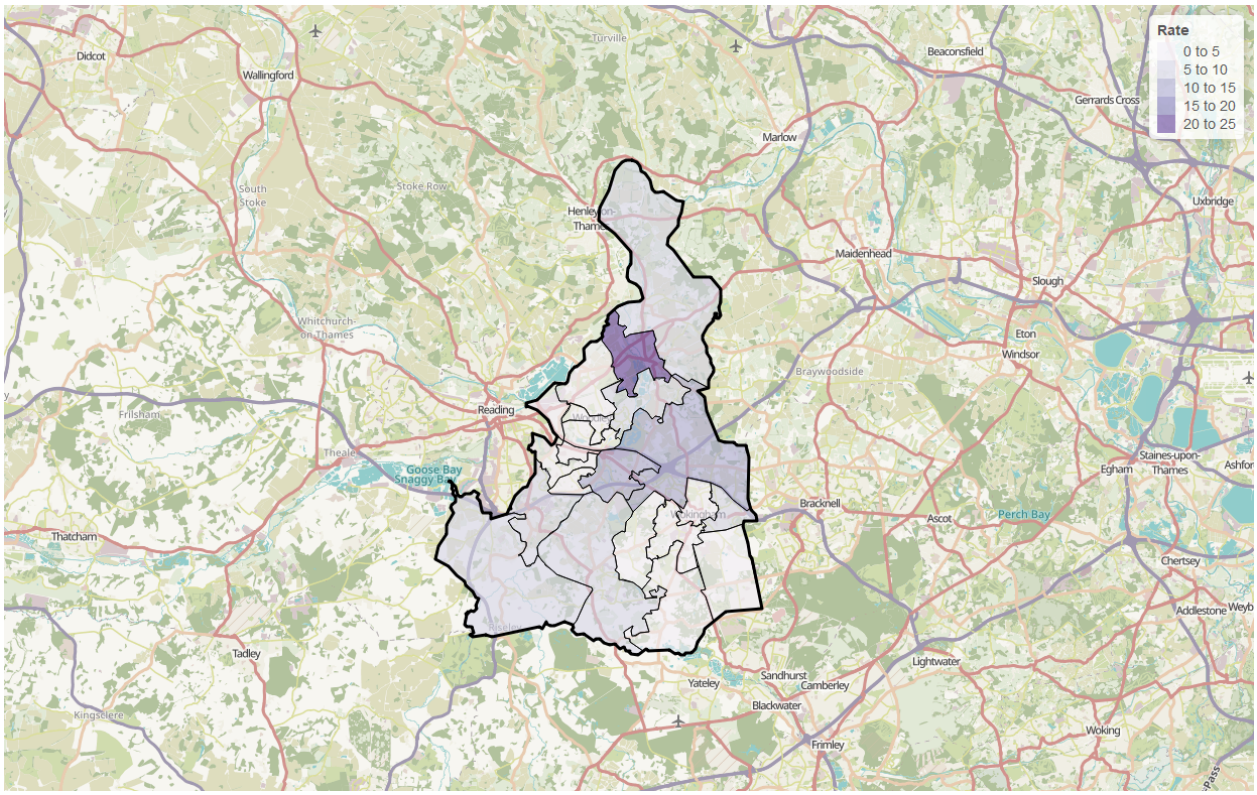


4.3.1.2 Comparisons Wokingham's rural road collision rate is 54% higher than the national statistic and 7% above the overall Berkshire County figure. However, it is 16% below the South East regional average. In Berkshire, West Berkshire has the lowest rural road collision rate at 13 collisions per year, per 100 km of rural roads. Wokingham places second amongst all other comparators.

4.3.1.2.1 Collisions by Small Area Figure 91 shows collisions on rural roads in Wokingham by MSOA. The thematic map is colour coded by the rate of annual average collisions per 100km of road.

Collisions on rural roads form clusters around Twyford, as well as Spencers Wood & Swallowfield.

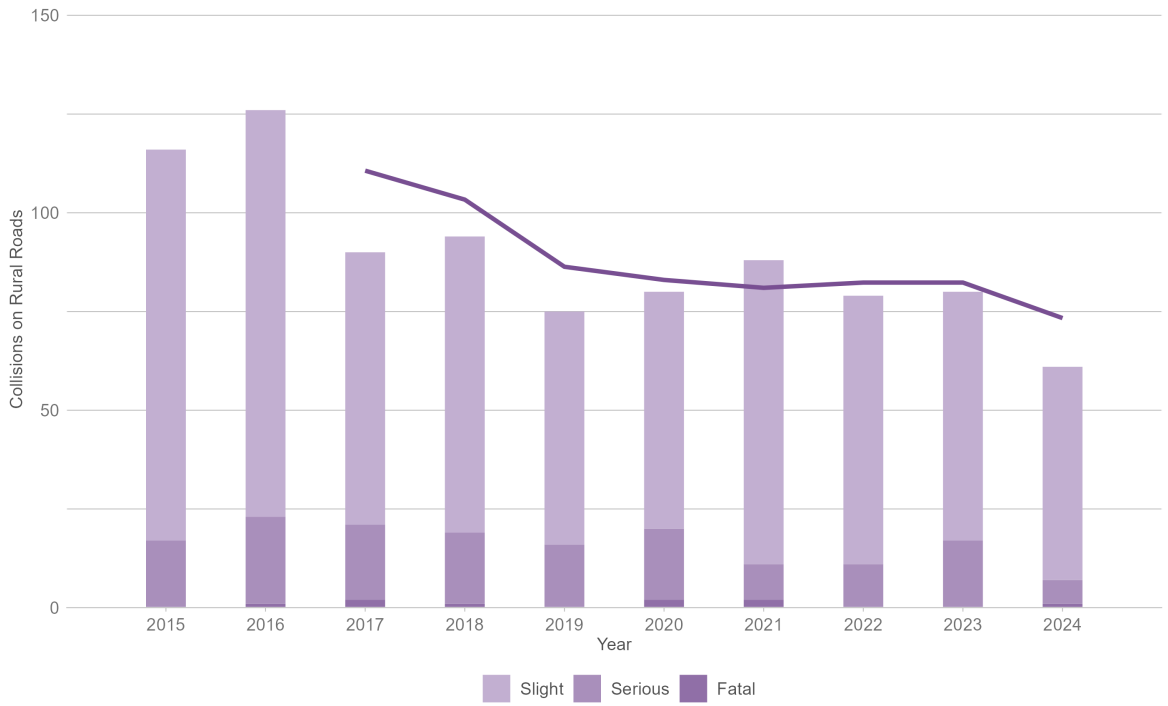
Figure 91: Annual average collisions per 100km of road (2020-2024)



4.3.1.3 Trends Figure 92 shows annual collisions on Wokingham's rural roads, since 2015 by severity.

Collisions on Wokingham's rural roads show a clear overall decline over the period. Total collisions fall from 116 in 2015 to 61 in 2024, representing an overall reduction of around 45%, despite some year-to-year fluctuation. Slight injuries account for the majority of rural road collisions in every year, while serious injuries generally reduce over the longer term. Fatal collisions remain relatively uncommon, typically occurring between zero and two times per year.

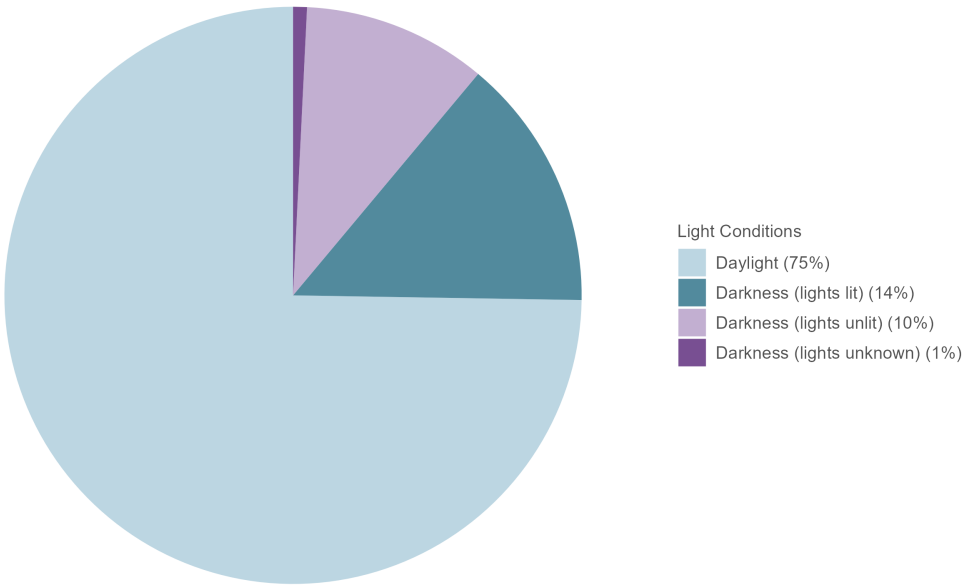
Figure 92: Wokingham collisions on rural roads, by year and severity (2015-2024)



4.3.1.4 Collisions on rural roads by light conditions Figure 93 shows collisions on rural roads in Wokingham by the light conditions at the time of the collision.

The majority of collisions on Wokingham's rural roads occur during daylight hours, accounting for almost three-quarters (75%) of all incidents. A further 14% take place during darkness where street lighting is present and lit, while collisions occurring in darkness without lighting account for just over 10%. Incidents where lighting conditions were unknown are very rare, representing less than 1% of rural road collisions.

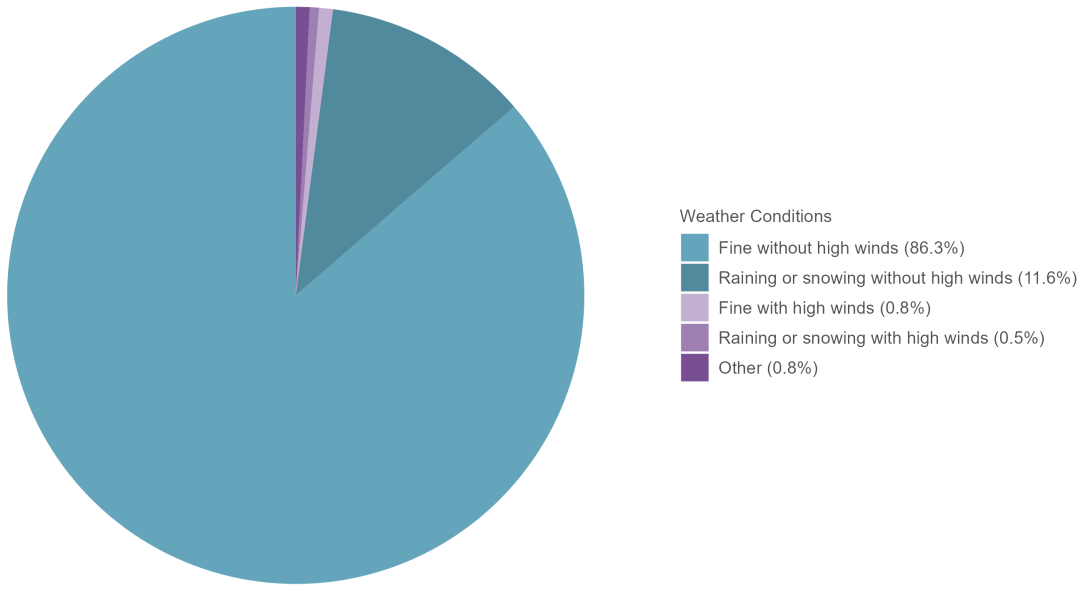
Figure 93: Wokingham collisions on rural roads by light conditions (2020-2024)



4.3.1.5 Collisions on rural roads by weather conditions Figure 94 shows collisions on rural roads in Wokingham by the weather conditions present at the time of the collision.

The majority of collisions on Wokingham's rural roads occur in fine weather without high winds, accounting for over four fifths (86%) of all incidents. Collisions occurring during rain or snowfall without high winds represent around 12% of the total. All other weather conditions are relatively uncommon, with collisions during high winds or other weather types each accounting for less than 1% of collisions on rural roads.

Figure 94: Wokingham collisions on rural roads by weather conditions (2020-2024)

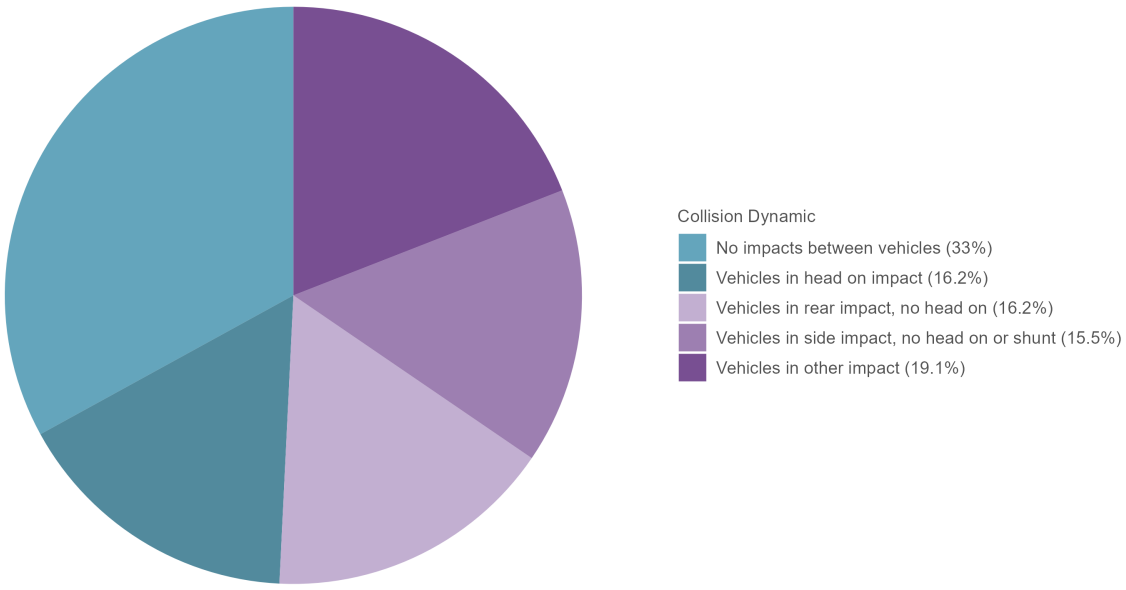


4.3.1.6 Collision dynamics and driver actions on rural roads

4.3.1.6.1 Collision dynamics Figure 95 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.

On Wokingham's rural road network, single-vehicle collisions represent the most common collision dynamic, accounting for 33% of collisions. This is slightly higher than 28% of single-vehicle collisions on urban roads. Rear impact, head-on, and side impact collisions account for roughly 16% of collisions each.

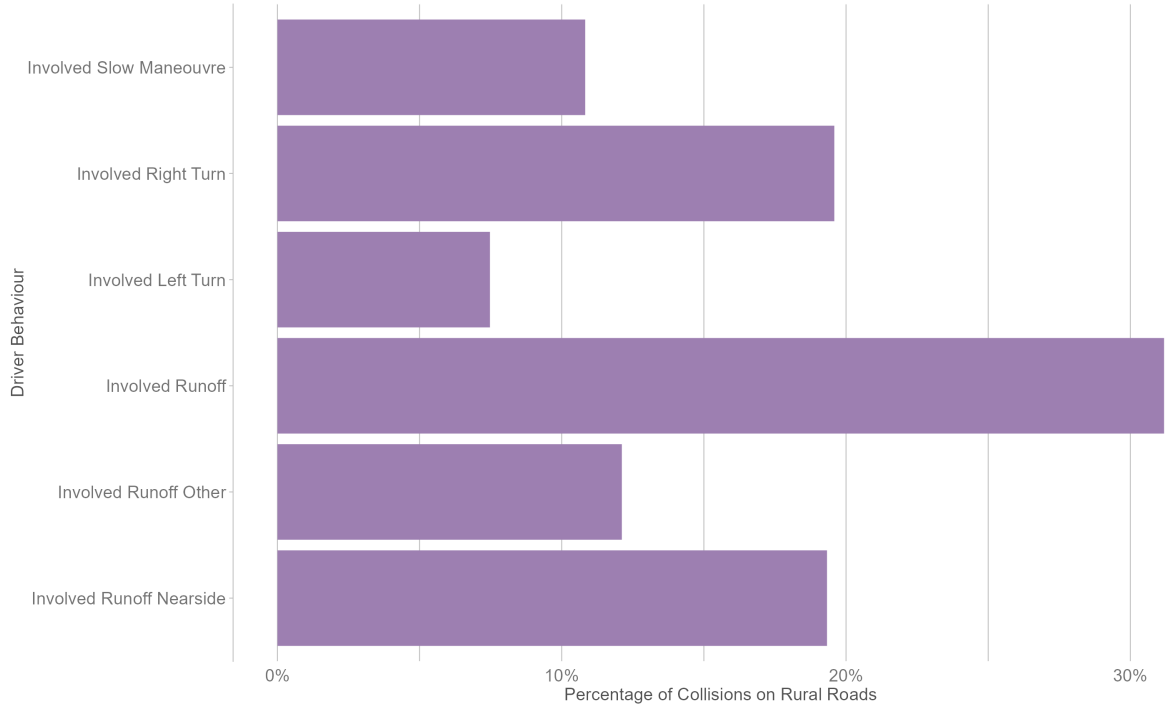
Figure 95: Wokingham collisions on rural roads by collision dynamics (2020-2024)



4.3.1.6.2 Driver actions Figure 96 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.

The driver actions of a vehicle run-off (31%) accounted for the highest number of crashes on Wokingham's rural roads. This is consistent with the high number of single-vehicle collisions inferred earlier. In contrast, run-off collisions on urban roads represented 11% of crashes. The vehicle manoeuvre involving a right turn accounted for 20% of crashes on the rural network compared with 29% of crashes on the urban network.

Figure 96: Wokingham collisions on rural roads by driver actions (2020-2024)

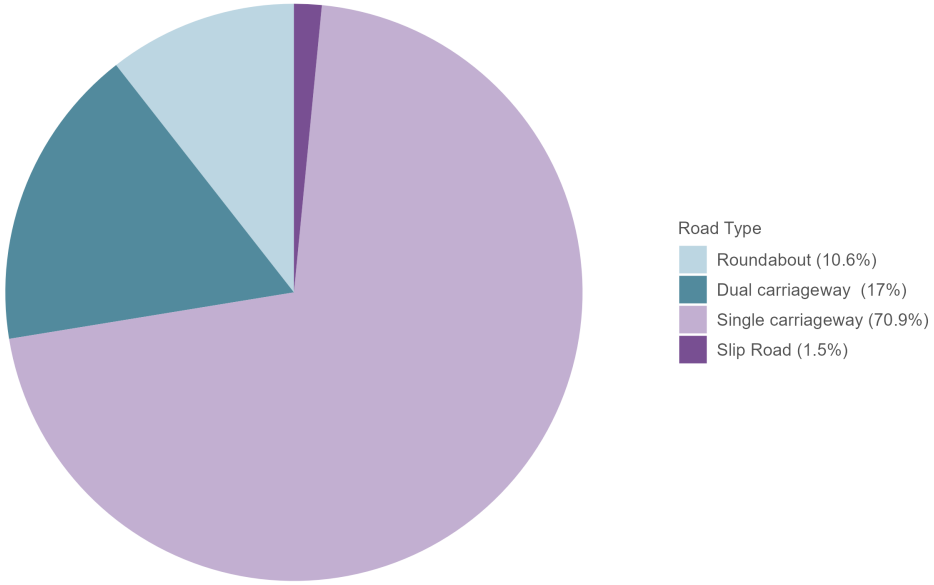


4.3.1.7 Rural road environment

4.3.1.7.1 Carriageway type Figure 97 shows collisions on rural roads in Wokingham by carriageway type of road.

The majority of collisions on Wokingham's rural roads occur on single carriageways, accounting for just over 70% of incidents. Dual carriageways represent a further 17% of rural road collisions, followed by roundabouts at around 11%. Slip roads account for a very small proportion, making up less than 2% of collisions on the rural road network.

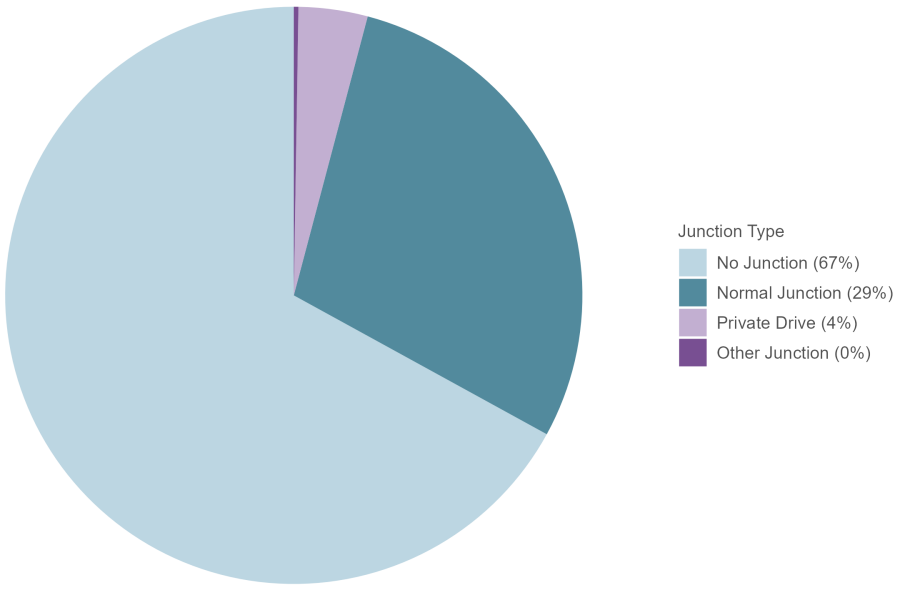
Figure 97: Wokingham collisions on rural roads by road carriageway type (2020-2024)



4.3.1.7.2 Junction type Figure 98 shows collisions on rural roads in Wokingham by the presence and type of junction.

The majority of collisions on Wokingham's rural roads occur away from junctions, with around two-thirds (67%) taking place where no junction is present. Collisions at normal junctions account for just under 29% of incidents, representing the most significant junction-related risk on rural roads. Private drives account for a small proportion of collisions (around 4%), while other junction types are very rare, together making up well under 1% of rural road collisions.

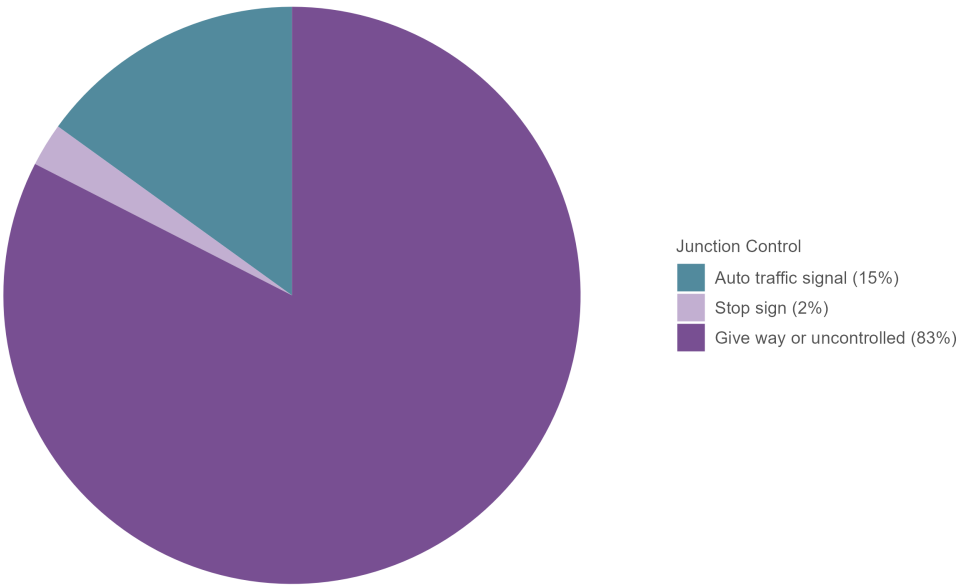
Figure 98: Wokingham collisions on rural roads by junction type (2020-2024)



4.3.1.7.3 Junction control Figure 99 shows collisions on rural roads in Wokingham by the type of junction control (if the collision took place at a junction).

Where collisions on Wokingham's rural roads take place at a junction, the vast majority occur at give way or uncontrolled junctions, accounting for over four-fifths (83%) of incidents. Junctions controlled by automatic traffic signals account for a further 15% of collisions, while stop-controlled junctions represent a very small proportion, at just over 2% of junction-related rural road collisions.

Figure 99: Wokingham collisions on rural roads by junction control (2020-2024)

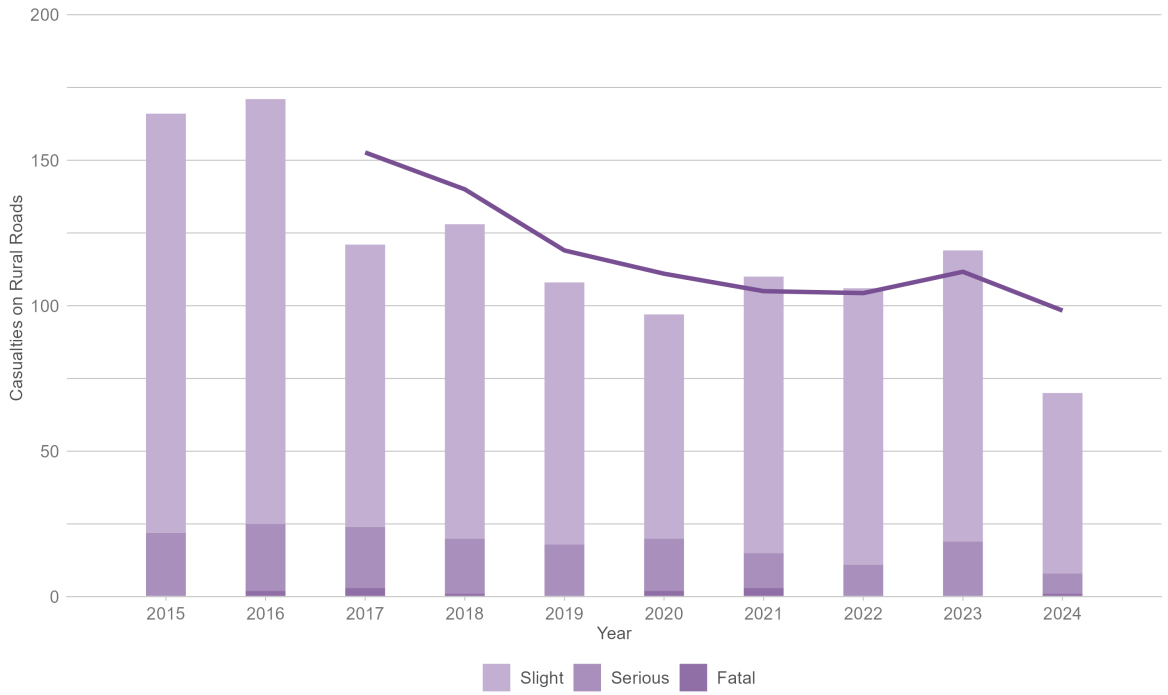


4.3.2 Casualty trends on rural roads

4.3.2.1 All casualties Figure 100 shows annual casualty numbers for collisions on Wokingham's rural roads.

Annual casualty numbers for collisions on Wokingham's rural roads show a clear long-term reduction over the period. Total casualties fall from 166 in 2015 to 70 in 2024, representing an overall decrease of around 60%, despite some year-to-year fluctuation. Slight injuries consistently account for the majority of rural road casualties each year, while serious injuries show a steady downward trend over the decade. Fatal casualties remain relatively rare on rural roads, typically occurring between zero and three times per year, with just one fatality recorded in 2024.

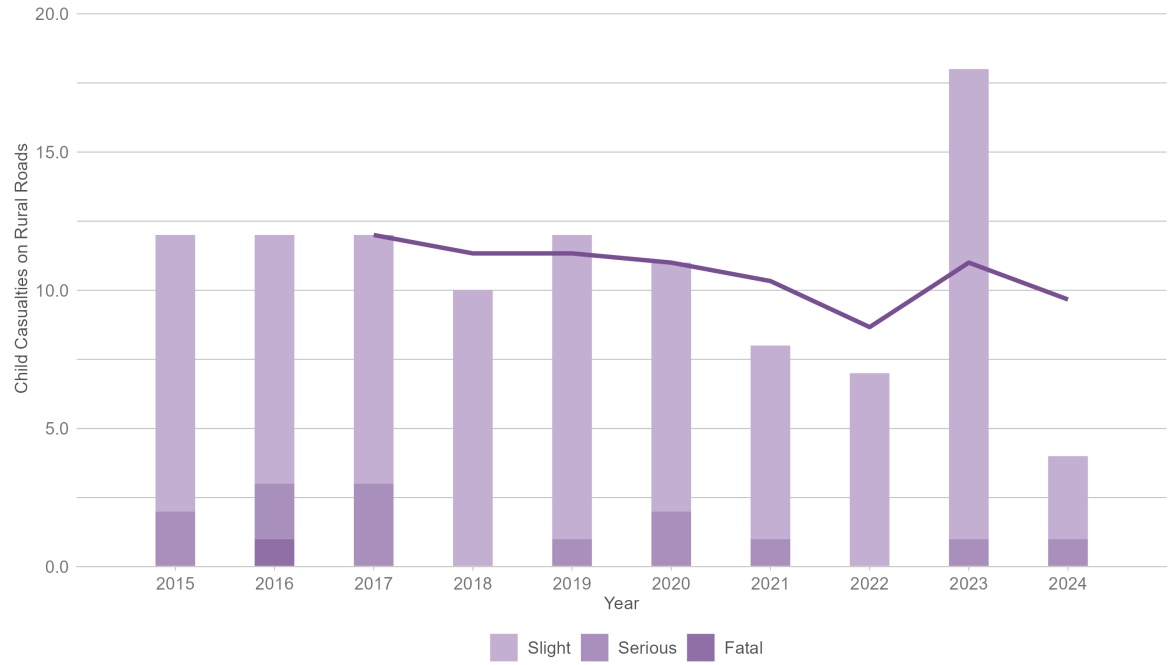
Figure 100: Casualties on Wokingham's rural roads by year (2015-2024)



4.3.2.2 Child casualties Figure 101 shows annual child casualty numbers on collisions on Wokingham's rural roads.

Annual child casualty numbers on Wokingham's rural roads are generally low and have reduced markedly over the period. Totals remain stable at around 10–12 casualties per year between 2015 and 2020 before falling to a low of 7 in 2022. A short-term spike is evident in 2023, when child casualties increase to 18, driven entirely by slight injuries. In 2024, numbers fall sharply to just 4 casualties, the lowest level in the decade, well below both the 2023 spike and the longer-term historic average. Slight injuries account for the vast majority of child casualties throughout the period, with serious injuries occurring only occasionally and no fatal child casualties recorded on rural roads.

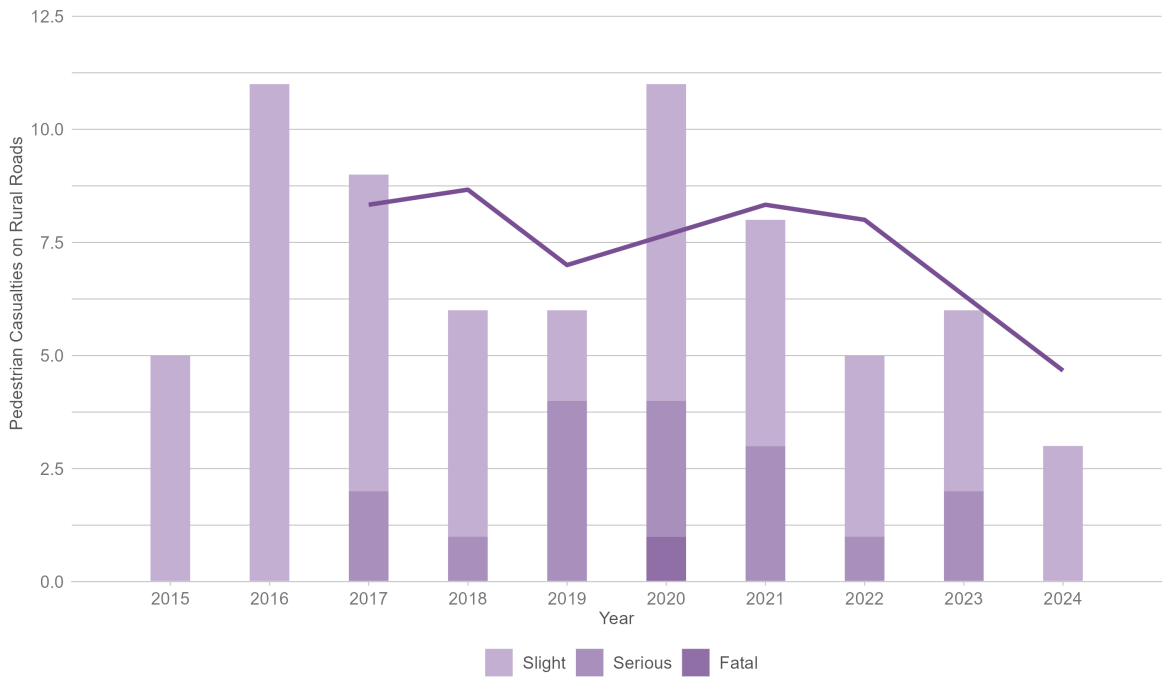
Figure 101: Child casualties on Wokingham's rural roads by year (2015-2024)



4.3.2.3 Pedestrian casualties Figure 102 shows annual pedestrian casualty numbers on collisions on Wokingham's rural roads.

Annual pedestrian casualty numbers on Wokingham's rural roads remain very low throughout the period and show an overall downward trend. Totals fluctuate year to year but generally range between 5 and 11 casualties, falling to just 3 in 2024, the lowest level recorded. Slight injuries account for the majority of pedestrian casualties in most years, while serious injuries occur only occasionally. Fatal pedestrian casualties are extremely rare on rural roads in Wokingham, with a single fatality recorded in 2020 and none in other years.

Figure 102: Pedestrian casualties on Wokingham's rural roads by year (2015-2024)

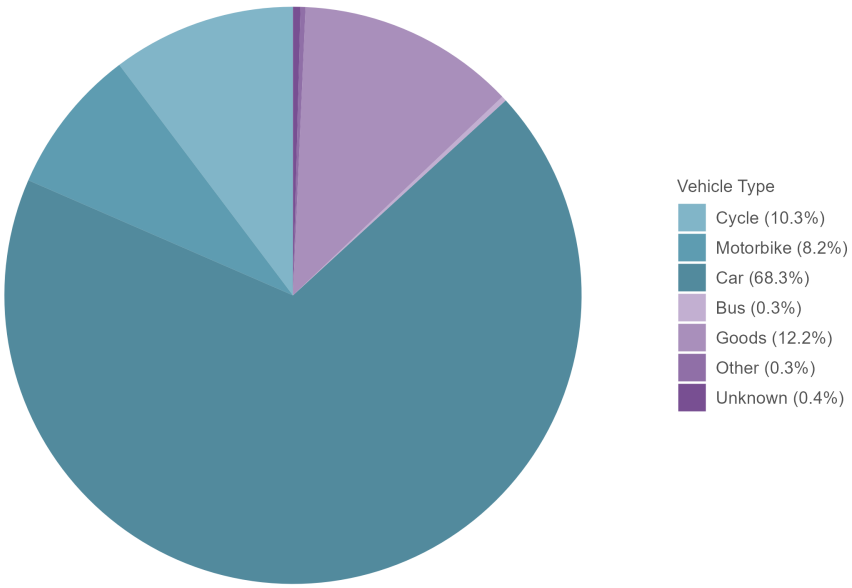


4.3.3 Driver trends on rural roads

4.3.3.1 Vehicle type Figure 103 shows the types of vehicles involved in collisions on rural roads in Wokingham.

Unsurprisingly, cars make up the majority of vehicles involved in collisions on rural roads (68%), followed by goods vehicles (12%) and cycles (10%). Motorbikes are involved in 8% of crashes on Wokingham's rural roads, whereas buses are involved in for 0.3% of crashes. Rural roads in Wokingham account for a higher proportion of goods vehicle collisions (12%), when compared with urban roads (6%).

Figure 103: Wokingham collision-involved drivers on rural roads by vehicle type (2020-2024)

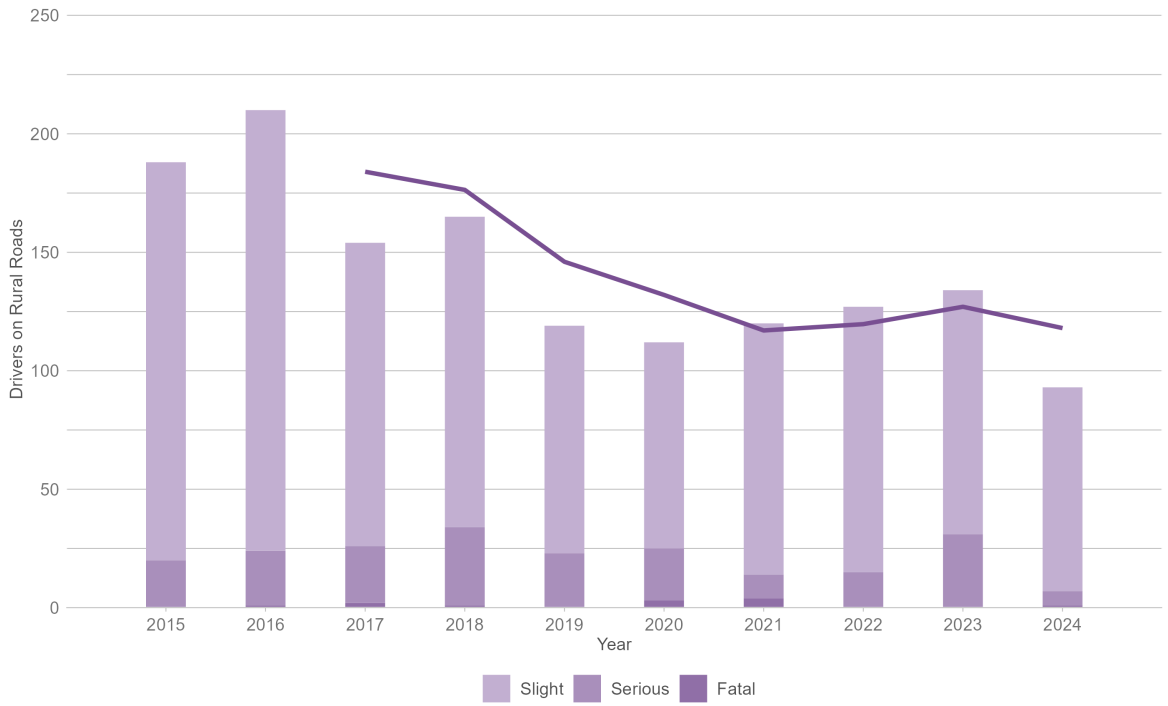


4.3.3.2 All drivers This section covers drivers of motor vehicles involved in collisions on rural roads. This excludes both motorcycle riders and pedal cyclists, who are covered in subsequent sections.

Figure 104 shows annual driver collision involvement on Wokingham's rural roads.

Annual driver collision involvement on Wokingham's rural roads shows a strong long-term downward trend over the period. Total driver collisions fall from 188 in 2015 to 93 in 2024, representing an overall reduction of around 50%, despite some year-to-year fluctuation. Slight injuries consistently account for the majority of driver collisions each year, while serious injuries generally decline over the decade, particularly in 2024. Fatal driver collisions remain relatively uncommon on rural roads, typically occurring between zero and four per year.

Figure 104: Drivers involved in collisions on Wokingham's rural roads by year (2015-2024)



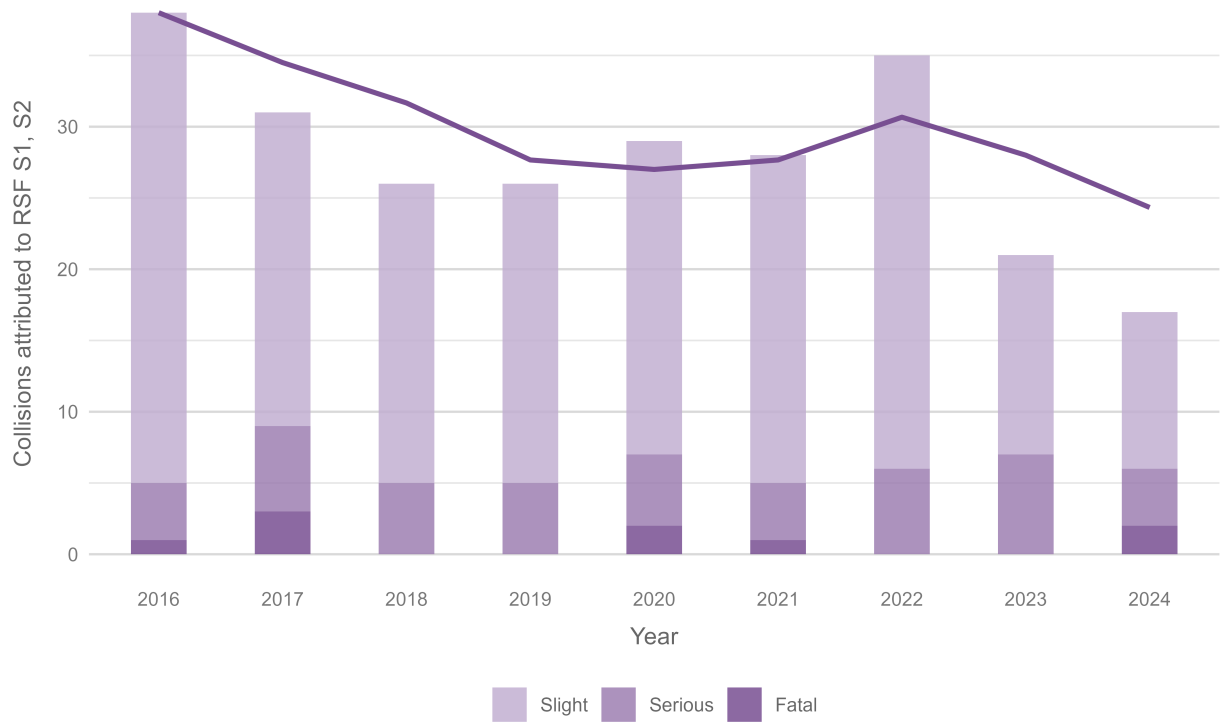
4.4 Road Safety Factors

Each section below examines trends in reported collisions on Wokingham's roads involving groups of related Road Safety Factors (RSFs). Road Safety Factors have replaced the former Contributory Factors; however, they have been applied retrospectively to collisions pre-2024 in keeping with DfT methodological guidelines. For each RSF group, the total number of collisions in which any RSF in the group was recorded has been determined. For more information about RSFs and the techniques used to analyse them see section 5.1.6. For a complete list of all RSFs and RSF groupings used by Agilysis, see section 5.2.

4.4.1 Speed Related

This section examines collisions, by severity, where at least one of the factors S1 *Exceeding speed limit* and/or S2 *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 105: Collisions in Wokingham where S1 and/or S2 were recorded (2016-2024)

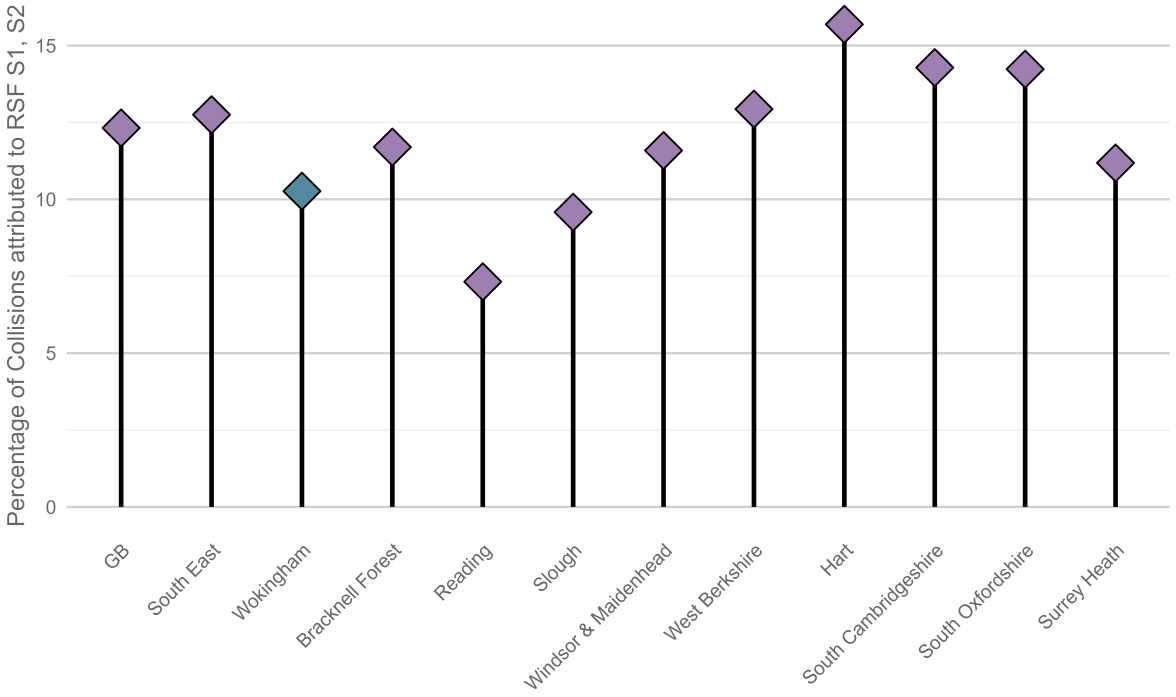


4.4.1.1 Trends Figure 105 shows annual collisions on Wokingham's roads where at least one of the speed choice RSFs were recorded, with a three-year moving average trend line for speed choice collisions.

The number of collisions attributed to RSFs S1 and S2 fluctuated in the six years before 2022. Since then, a decrease occurred from 35 in 2022 to 21 and 17 in 2023 and 2024, respectively. Serious injury collisions involving speed-related factors have remained stable over the decade, ranging between four and seven a year. The decrease in overall speed-related collisions in 2023/24 is largely driven by a decrease in slight injury collisions.

4.4.1.2 Comparisons Figure 106 shows collisions on Wokingham's roads where at least one of the speed choice RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Figure 106: Percentage of collisions in Wokingham and comparators where S1 and/or S2 were recorded (2016-2024)

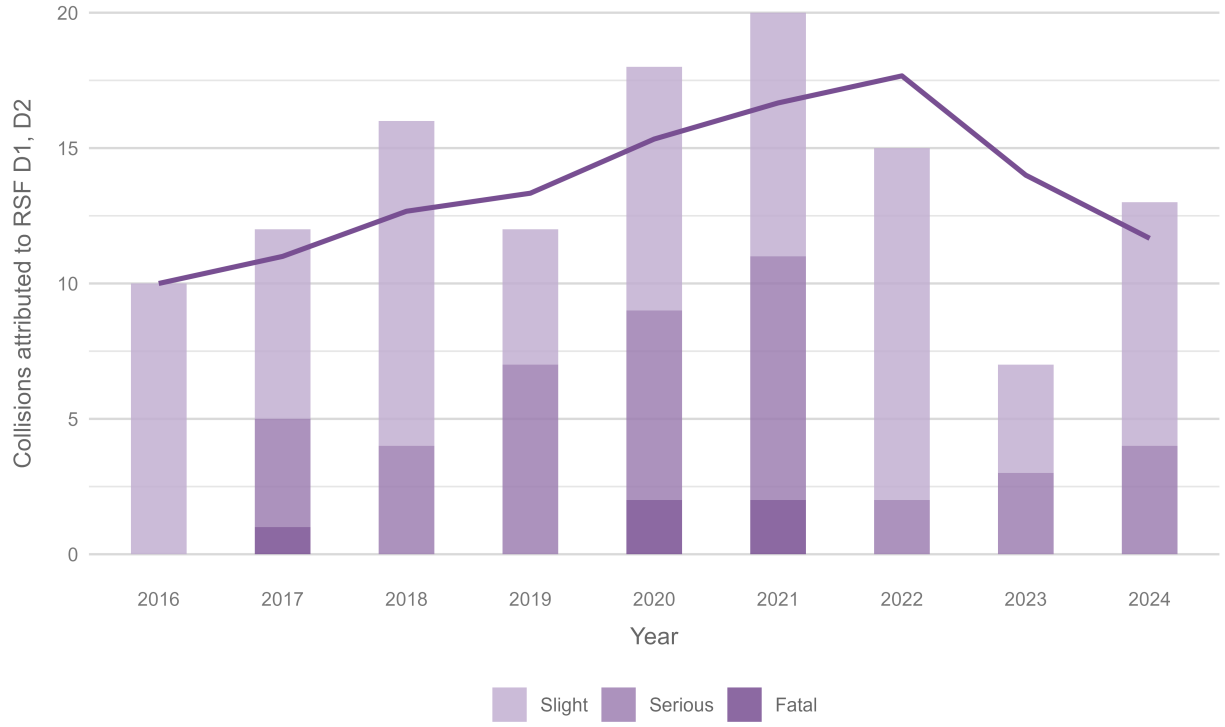


In Wokingham, 10% of all recorded collisions were attributed to speed choice RSFs. This is lower than the national statistic (12%) and the broader South East region (13%). Speed-related collisions account for a lower share of all collisions in Wokingham, compared to Surrey Heath (11%), Windsor & Maidenhead (12%), Bracknell Forest (12%), South Oxfordshire (14%), South Cambridgeshire (14%) and Hart (16%).

4.4.2 Impairment

This section examines collisions, by severity, where at least one of the RSFs D1 *Impaired by alcohol* and/or D2 *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 107: Collisions in Wokingham where D1 and/or D2 were recorded (2016-2024)

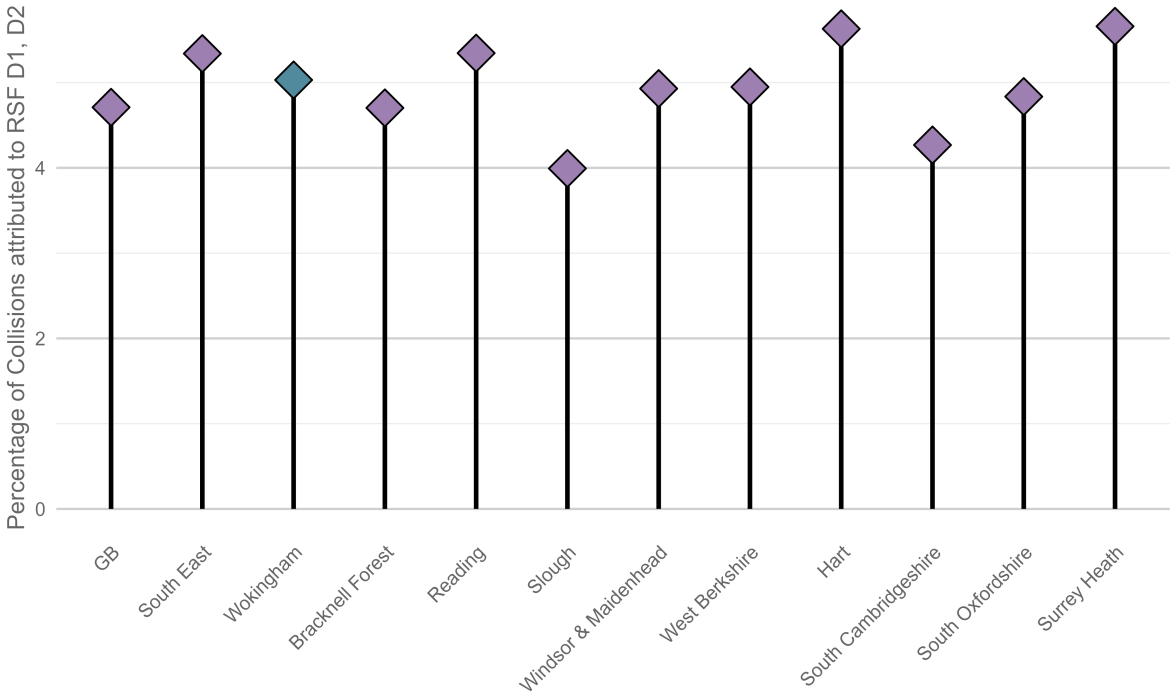


4.4.2.1 Trends Figure 107 shows annual collisions on Wokingham's roads where at least one of the impairment RSFs were recorded, with a three-year moving average trend line for impairment collisions.

The number of collisions attributed to impairment exhibits a steady increase between 2016 (10 collisions) and 2021 (20 collisions). This is largely driven by an increase in serious injury impairment collisions; whilst these drop after 2021, the number of slight injury collisions remains high relative to previous years. The year 2023 stands out as one with significantly lower alcohol and drug-related impairment collisions in Wokingham.

4.4.2.2 Comparisons Figure 108 shows collisions on Wokingham's roads where at least one of the impairment RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Figure 108: Percentage of collisions in Wokingham and comparators where D1 and/or D2 were recorded (2016-2024)



In Wokingham, 5% of all recorded collisions were attributed to alcohol and drug-related impairment RSFs. This is slightly higher than the national average (4.5%) and authorities of Slough (4%) and South Cambridgeshire (4.3%), but lower than the South East average (5.2%). Overall, Wokingham places about average both against Berkshire authorities and nearest statistical neighbours when comparing the percentage of collisions attributed to impairment.

4.4.3 Road Surface & Weather Conditions

This section examines collisions, by severity, where at least one of the RSFs R1 *Deposit on road (e.g. oil, mud, chippings)*, R2 *Slippery road (due to weather)* and/or R5 *Vision affected by adverse weather or dazzle* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

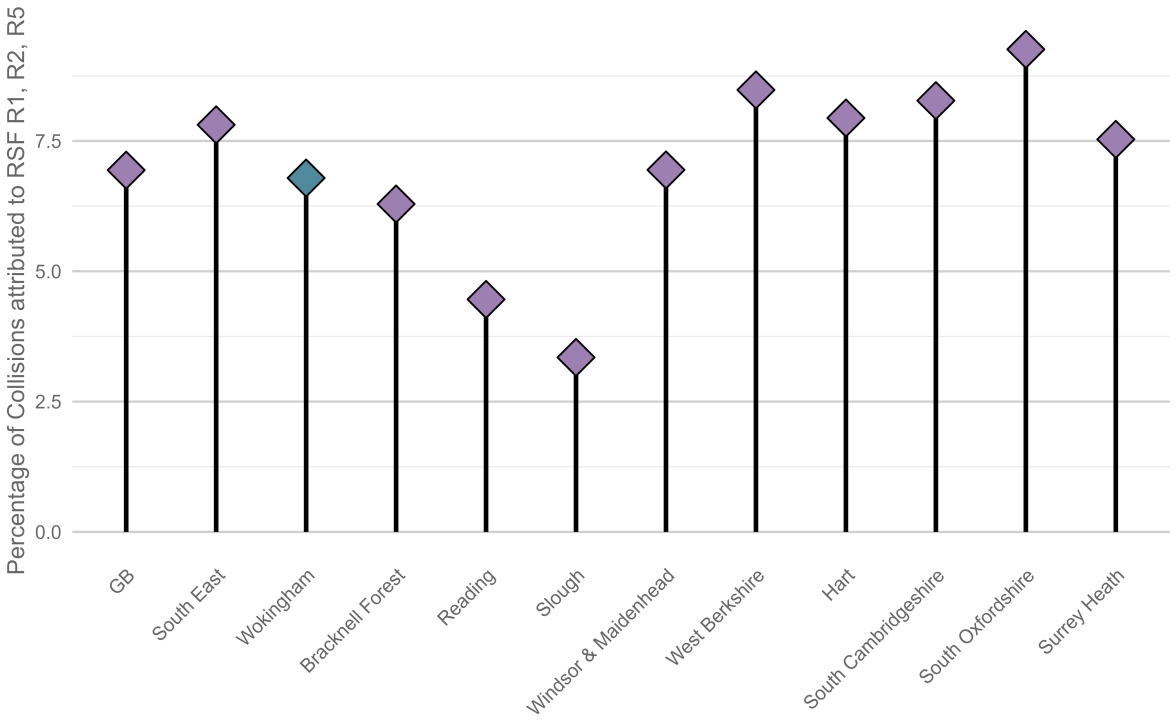
Figure 109: Collisions in Wokingham where R1 and/or R2 and/or R5 were recorded (2016-2024)

4.4.3.1 Trends Figure 109 shows annual collisions on Wokingham's roads where at least one of the road surface RSFs were recorded, with a three-year moving average trend line for road surface collisions.

Collisions attributed to road surface and weather conditions were overwhelmingly more likely to result in slight injuries than fatalities or serious injuries. The total number has decreased steadily from 28 to 12 between 2016 and 2024. However, a spike occurred in 2022, which saw 25 collisions that were related to road surface and weather conditions.

4.4.3.2 Comparisons Figure 110 shows collisions on Wokingham's roads where at least one of the road surface & weather condition RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Figure 110: Percentage of collisions in Wokingham and comparators where R1 and/or R2 and/or R5 were recorded (2016-2024)

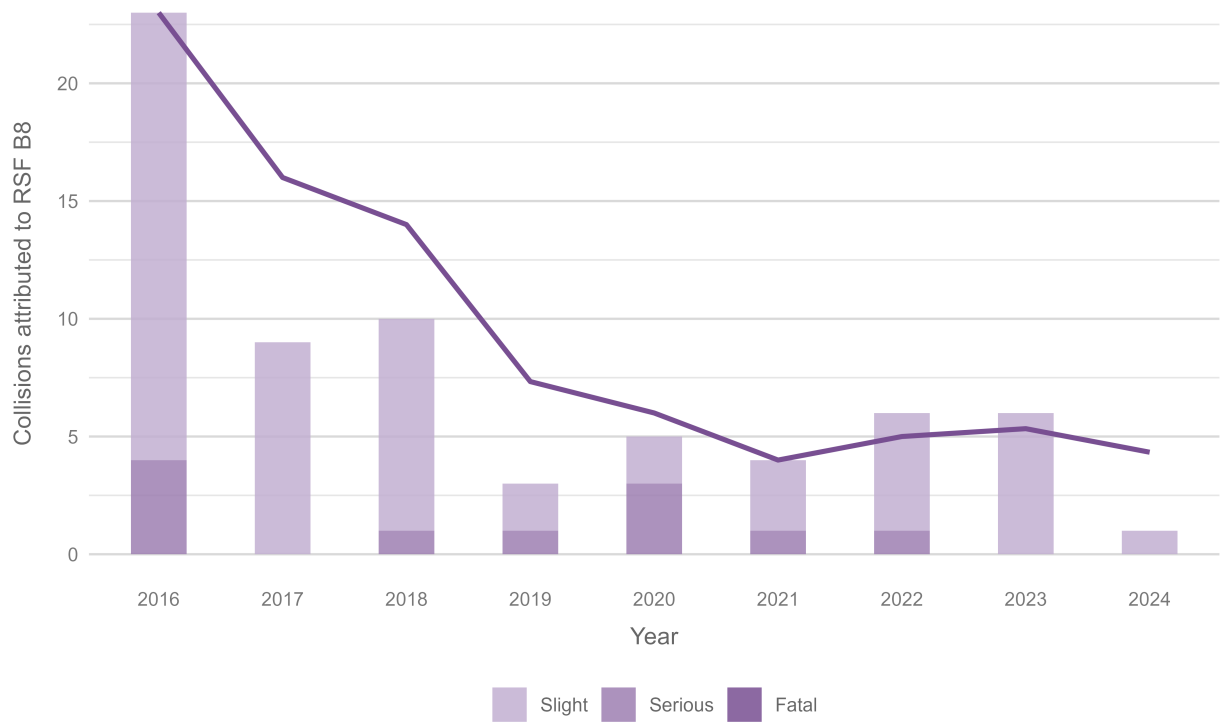


In Wokingham, 6.9% of all recorded collisions were attributed to road surface and weather condition-related RSFs. This is on par with the national average (7%) and below the South East average (7.8%). Wokingham ranks fourth lowest fourth lowest in Berkshire for percentage of collisions attributed to road surface and weather condition-related RSFs, behind Slough, Reading and Bracknell Forest.

4.4.4 Control Errors

This section examines collisions, by severity, where the RSF B8 *Sudden braking*, was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 111: Collisions in Wokingham where B8 was recorded (2016-2024)

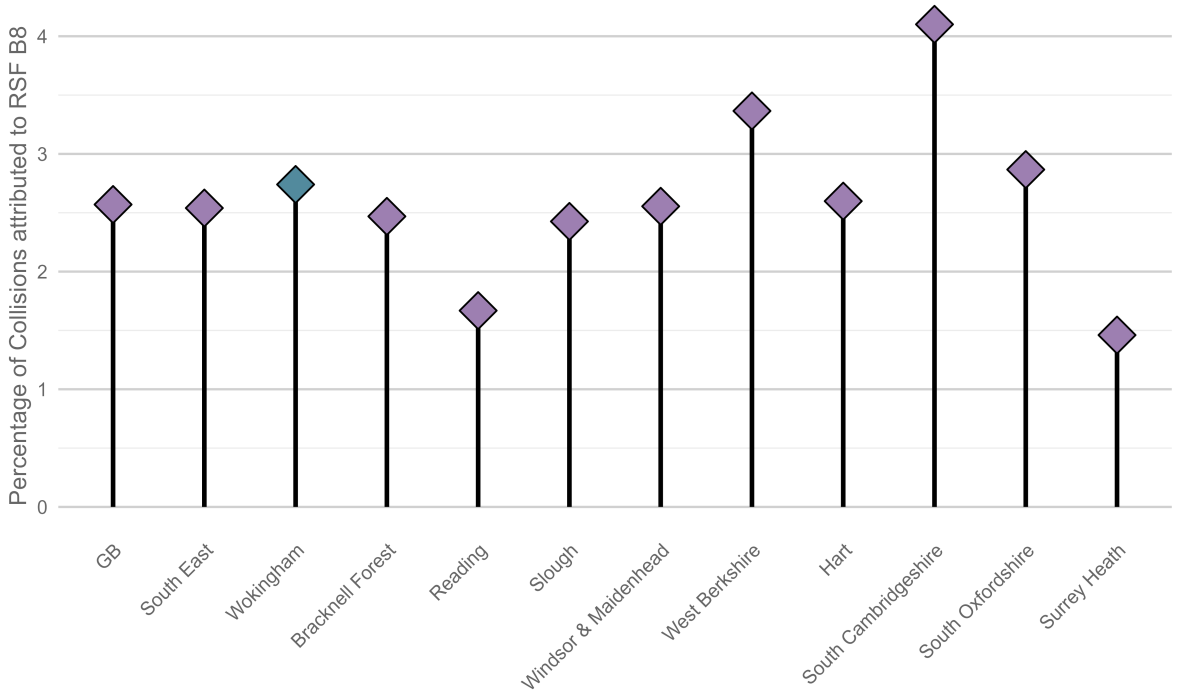


4.4.4.1 Trends Figure 111 shows annual collisions on Wokingham's roads where the the RSF sudden braking was recorded, with a three-year moving average trend line for control error collisions.

Barring 2016, which saw a particularly high incidence of sudden-braking related collisions (23), the total number of collisions relating to this RSF remained low and similar across all years since. The year 2020 saw a high proportion of these collisions result in serious injury (3) rather than slight (2), but this trend is not observed across other years. A three-year moving average line shows a decline over time, with 2024 recording the lowest number of sudden-braking related collisions (1) and no serious injuries or fatalities.

4.4.4.2 Comparisons Figure 112 shows collisions on Wokingham's roads where the sudden braking RSF was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Figure 112: Percentage of collisions in Wokingham and comparators where B8 wase recorded (2016-2024)

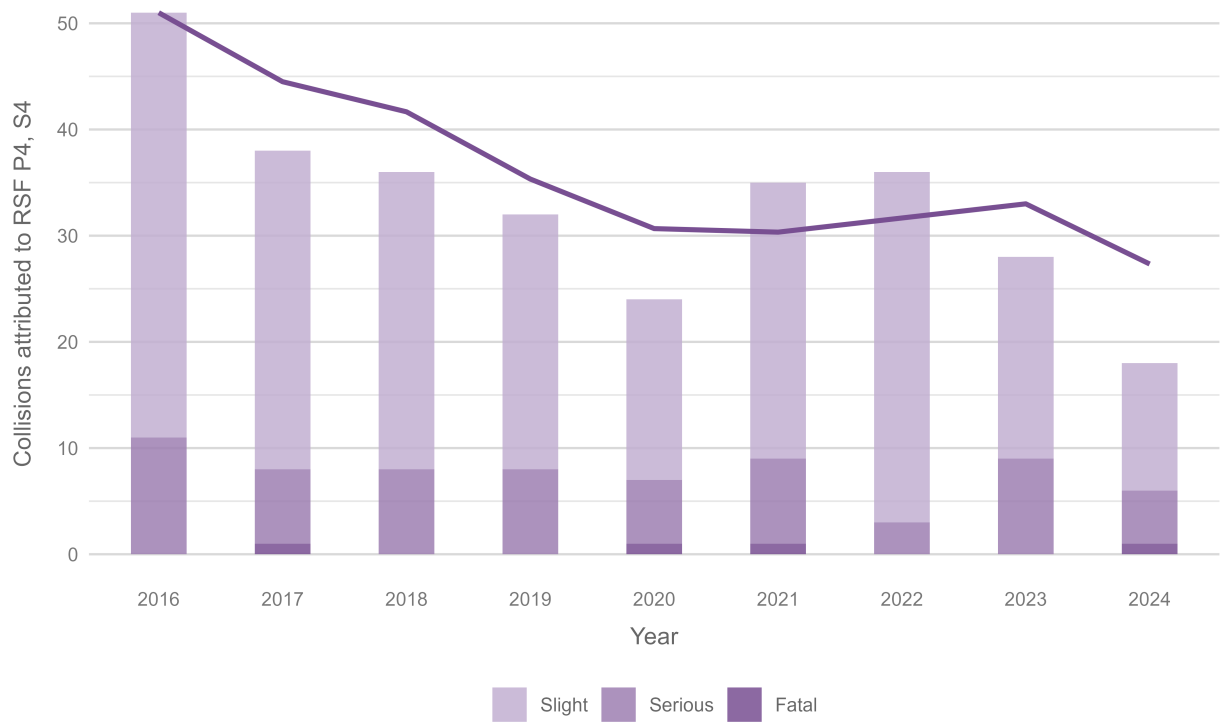


In Wokingham, 2.7% of all recorded collisions were attributed to sudden braking. This is slightly higher than the national and South East averages of 2.5%; however, the difference is very small. Surrey Heath and Reading report a lower percentage of 1.4% and 1.7%, respectively.

4.4.5 Unsafe Behaviour

This section examines collisions, by severity, where at least one of the RSFs S4 *Dangerous or reckless driving/riding*, and/or P4 *Careless 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 113: Collisions in Wokingham where P4 and/or S4 were recorded (2016-2024)

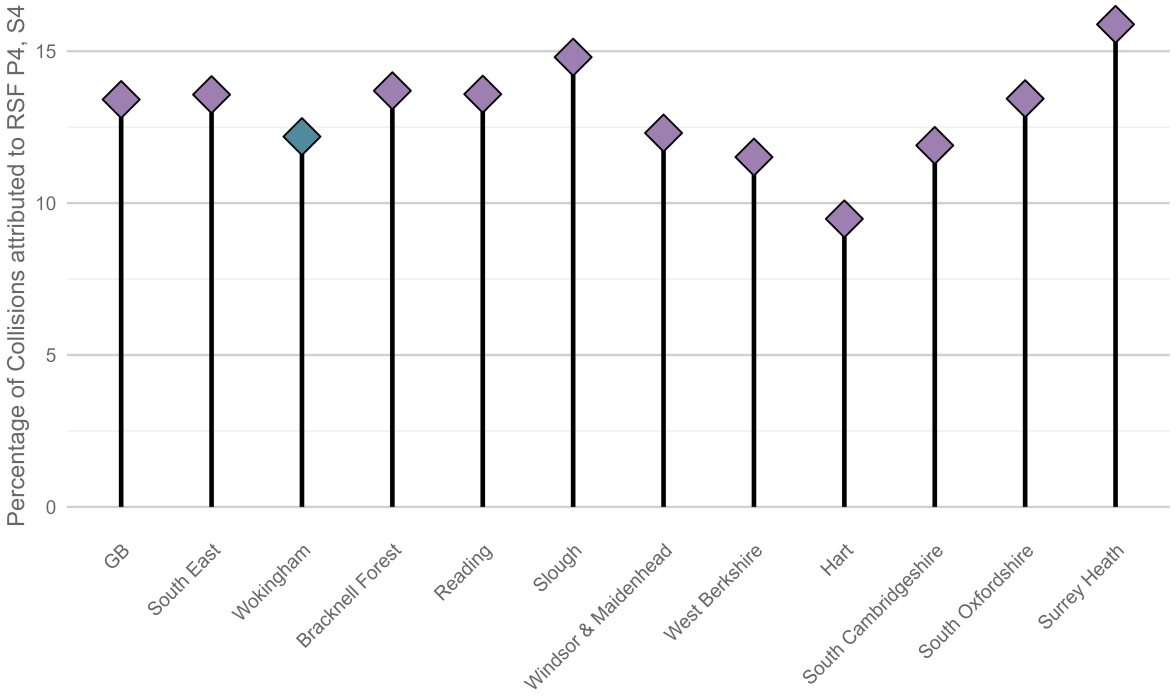


4.4.5.1 Trends Figure 113 shows annual collisions on Wokingham's roads where at least one of the unsafe behaviour RSFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions.

A gradual but steady decline in collisions related to unsafe behaviour is observed, with 2024 recording a new low of 18 total collisions. Serious collisions fluctuate within the 3–10 collisions per year range. In 2020 and 2021, a greater number of collisions was observed than would have been expected given the previous periods' downward trend. However, these increases are seen uniquely in slight injury collisions, with 2022 posting the lowest number of serious injury collisions related to unsafe behaviour RSFs P4 and S4.

4.4.5.2 Comparisons Figure 114 shows collisions on Wokingham's roads where at least one of the unsafe behaviour RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Figure 114: Percentage of collisions in Wokingham and comparators where P4 and/or S4 were recorded (2016-2024)

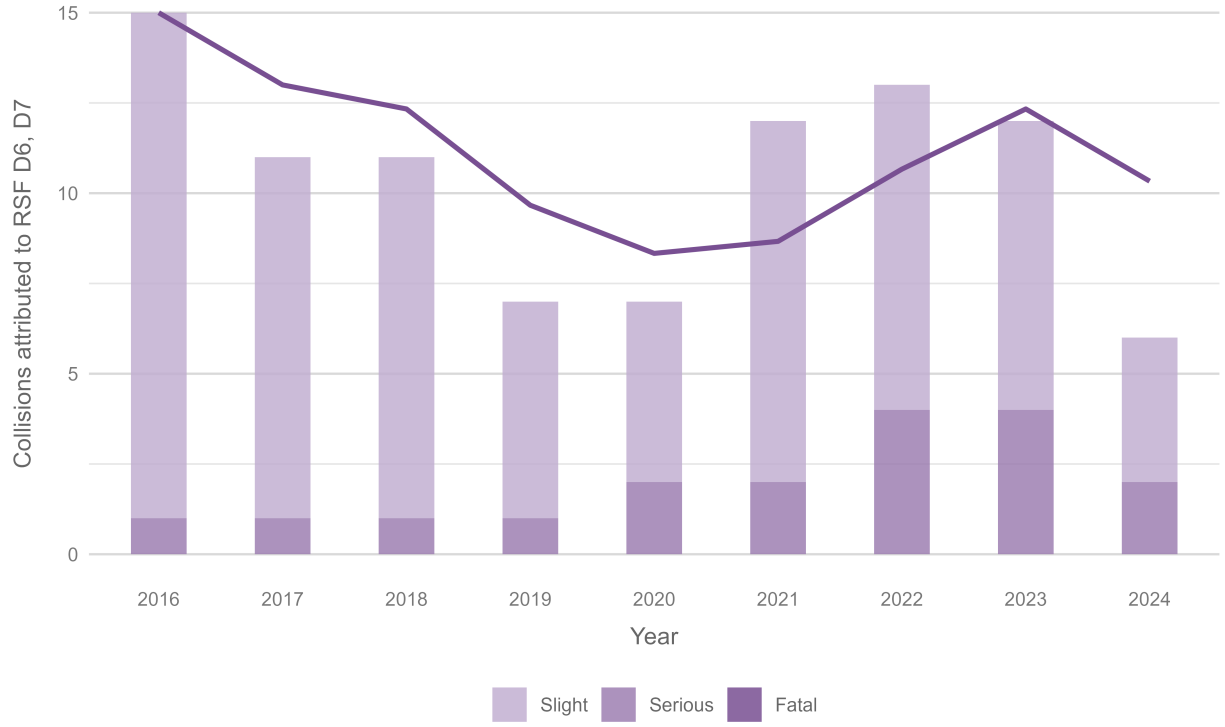


In Wokingham, 12% of all recorded collisions were attributed to unsafe behaviour related RSFs. This is lower than the national and South East averages (13%). Wokingham ranks second lowest in Berkshire and third lowest of nearest statistical neighbours, behind Hart and South Cambridgeshire.

4.4.6 Distraction

This section examines collisions, by severity, where at least one of the RSFs D6 *Using mobile phone* and/or D7 *Distraction in or outside of vehicle* was attributed. This may include some instances where more than one of these factors were applied in the same collision.

Figure 115: Collisions in Wokingham where D6 and/or D7 were recorded (2016-2024)

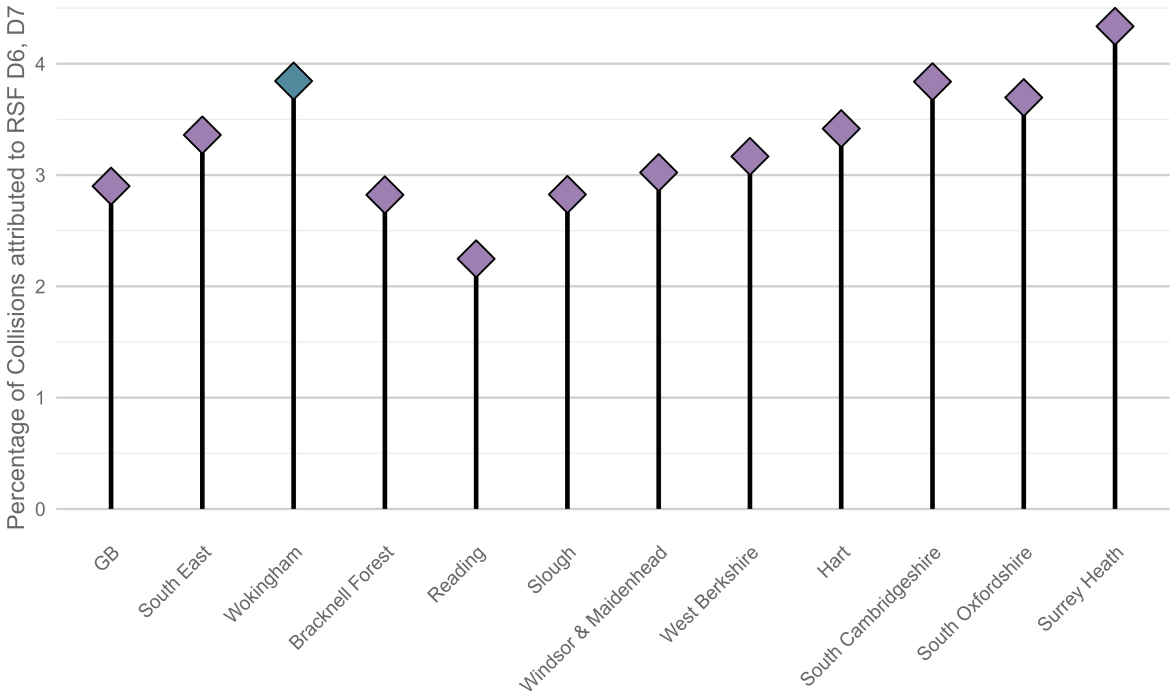


4.4.6.1 Trends Figure 115 shows annual collisions on Wokingham's roads where at least one of the distraction RSFs were recorded, with a three-year moving average trend line for distraction collisions.

A decline in collisions related to distraction is shown between 2016 and 2020, where the total figures dropped from 15 to 7. A rise is then seen after 2020, where total collisions are driven up first by a rise in slight injury collisions and then severe injury collisions. The year 2024 marks a significant decrease in distraction-related collisions, to a new low of 6. This is down from 12 the year prior. When isolating serious injury collisions and excluding 2024, a trend of very gradual increase is observed.

4.4.6.2 Comparisons Figure 116 shows collisions on Wokingham's roads where at least one of the distraction RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Figure 116: Percentage of collisions in Wokingham and comparators where D6 and/or D7 recorded (2016-2024)

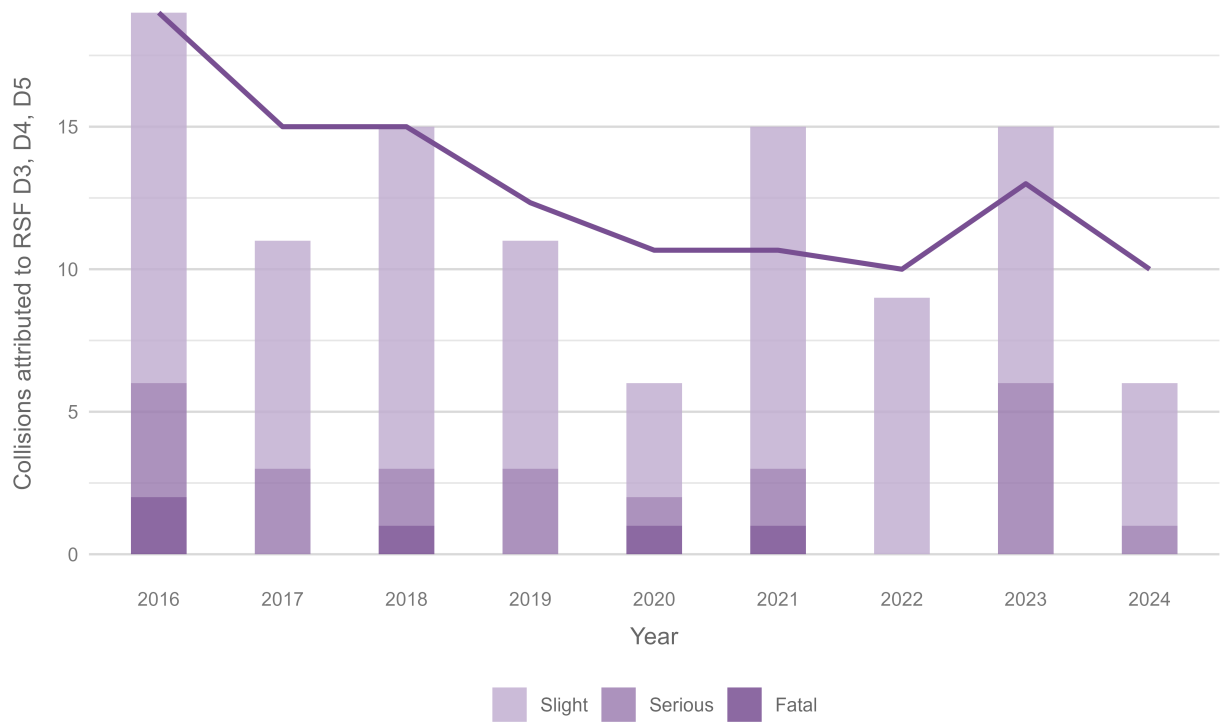


Wokingham ranks joint second highest for the share of collisions related to distracted driving/riding. Roughly 3.8% of officer-attended collisions on Wokingham's roads were reported with the road safety factors of distraction. Wokingham's rate is within 1% of the national average, and 0.5% of the the South East average.

4.4.7 Medically Unfit

This section examines collisions, by severity, where at least one of the RSFs D3 *Driver/rider too tired to drive/ride safely*, D4 *Uncorrected or defective eyesight* and/or D5 *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 117: Collisions in Wokingham where D3 and/or D4 and/or D5 were recorded (2016-2024)

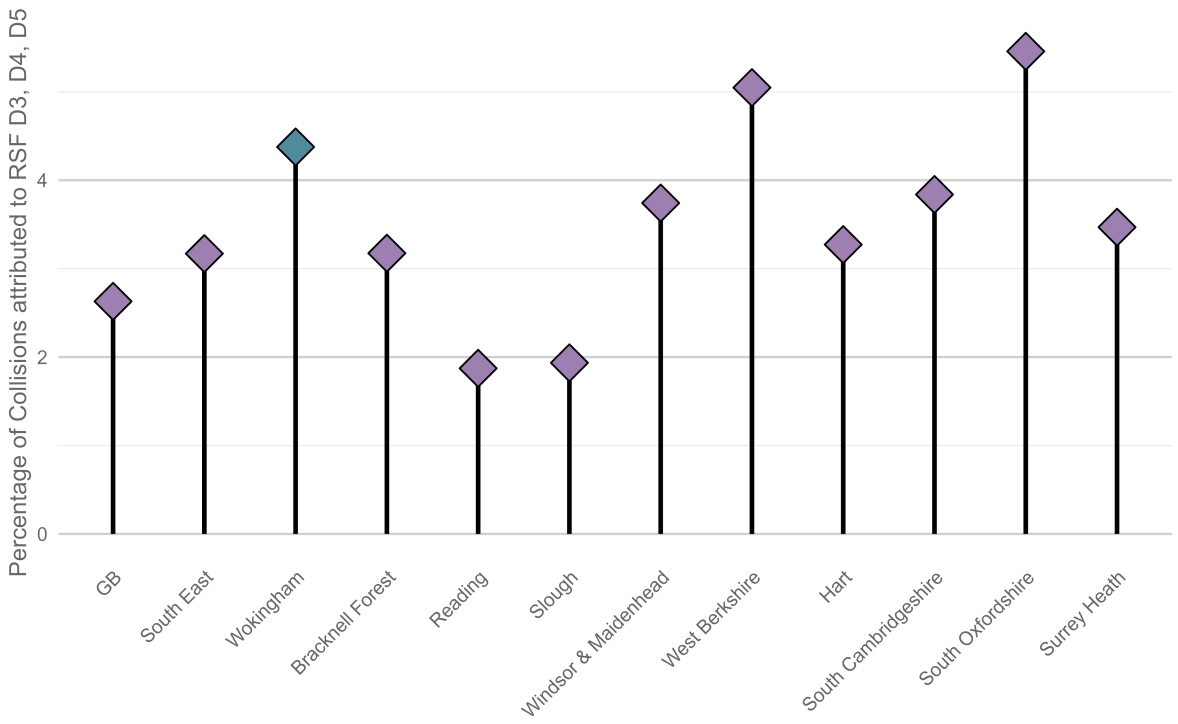


4.4.7.1 Trends Figure 117 shows annual collisions on Wokingham's roads where at least one of the medically unfit RSFs were recorded, with a three-year moving average trend line for medically unfit collisions.

Collisions where medical fitness has been attributed as an RSF fluctuate greatly in percentage terms, whilst remaining relatively low in nominal terms. In 2022, there were no reported fatalities or serious injury collisions related to these RSFs. Similarly, 2024 shows a low number of total and serious injury collisions related to medical fitness; however, it is worth noting that 5 fatalities occurred between 2016 and 2021.

4.4.7.2 Comparisons Figure 118 shows collisions on Wokingham's roads where at least one of the medically unfit RSFs was recorded, as a percentage of all officer attended collisions where any RSF was recorded. Also shown are the national, regional and comparator authorities' percentages.

Figure 118: Percentage of collisions in Wokingham and comparators where D3 and/or D4 and/or D5 were recorded (2016-2024)



Wokingham ranks third highest for the share of collisions related to medical fitness RSFs. Roughly 4.4% of officer-attended collisions on Wokingham's roads were reported with this road safety factor. Wokingham's rate is 1.8 percentage points higher than the national average, and 1.2 percentage points higher than the South East average.

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. Agilysis 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 5.2.2.

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.

Throughout, comparisons are made to the following national/regional/local authority areas: - Great Britain - South East Region - Berkshire - Wokingham - Bracknell Forest - Reading - Slough - Windsor & Maidenhead - West Berkshire - Hart - South Cambridgeshire - South Oxfordshire - Surrey Heath

5.1.4 Collision Dynamics

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

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

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

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

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

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

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

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

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

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

RSFs replace contributory factors (CFs) from 2024. DfT has provided a retrospective conversion of CFs to RSFs, however, these in many cases do not map one-to-one. This means direct comparisons between RSFs and CFs cannot be made. This analysis looks at pre-2024 years utilising DfT converted RSFs, and post 2024 years using RSFs recorded as such.

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

In RSF analysis specifically related to pedestrians, only RSFs 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 Agilysis often organises RSFs into groupings. A complete list of all RSFs and their groupings may be found in section 5.2.

5.2 Road Safety 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 road safety 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 Agilysis has used in the past for this purpose. Clients may wish to devise alternative approaches.

Impairment		
Affected by alcohol	*Affected by drugs*	
Road Surface & Weather Conditions		
Deposit on road	*Slippery surface due to weather*	*Drivers /rider vision affected by adverse weather or dazzle*
Sudden Braking		
Sudden braking		
Unsafe Behaviour		
Careless or in a hurry	*Dangerous or reckless driving/riding*	
Distraction		
Using mobile device	*Distraction in or outside of vehicle*	
Medically Unfit		
Driver/rider too tired to drive/ride safely	*Uncorrected or defective eyesight*	*Illness or disability (mental or physical)*
Speed		
Exceeding speed limit	*Travelling too fast for conditions*	

5.2.1 Contributory Factor to Road Safety Factor Mapping

Below is a table mapping the conversion from contributory factors to road safety factors.

Figure 119: RSF Mapping Table

Theme Description	RSF Code	RSF Description	CF Code	CF Description
Speed	S1	Exceeding speed limit	306	Exceeding speed limit
Speed	S2	Travelling too fast for conditions	307	Travelling too fast for conditions
Speed	S2	Travelling too fast for conditions	409	Swerved
Speed	S2	Travelling too fast for conditions	410	Loss of control
Impairment	D1	Affected by alcohol	501	Impaired by alcohol
Impairment	D2	Affected by drugs	502	Impaired by drugs (illicit or medicinal)
Road Surface	R1	Deposit on road	101	Poor or defective road surface
Road Surface	R1	Deposit on road	102	Deposit on road (e.g. oil, mud, chippings)
Road Surface	R2	Slippery surface due to weather	103	Slippery road (due to weather)
Road Surface	R5	Drivers /rider vision affected by adverse weather or dazzle	706	Dazzling sun
Road Surface	R5	Drivers /rider vision affected by adverse weather or dazzle	707	Rain, sleet, snow or fog
Road Surface	R5	Drivers /rider vision affected by adverse weather or dazzle	708	Spray from other vehicles
Control Errors	B8	Sudden braking	408	Sudden braking
Unsafe Behaviour	P4	Careless or in a hurry	808	Careless, reckless or in a hurry
Unsafe Behaviour	S4	Dangerous or reckless driving/riding	601	Aggressive driving
Unsafe Behaviour	S4	Dangerous or reckless driving/riding	602	Careless, reckless or in a hurry
Unsafe Behaviour	S4	Dangerous or reckless driving/riding	308	Following too close
Distraction	D6	Using mobile device	508	Driver using mobile phone
Distraction	D7	Distraction in or outside of vehicle	509	Distraction in vehicle
Distraction	D7	Distraction in or outside of vehicle	510	Distraction outside vehicle
Distraction	D7	Distraction in or outside of vehicle	705	Dazzling headlights
Medically Unfit	D3	Driver/rider too tired to drive/ride safely	503	Fatigue
Medically Unfit	D4	Uncorrected or defective eyesight	504	Uncorrected, defective eyesight
Medically Unfit	D5	Illness or disability (mental or physical)	505	Illness or disability, mental or physical

5.2.2 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**	*High-flyers in luxury apartments and townhouses*
A2	**Wealthy, gentrified areas**	*Wealthy, gentrified areas*
A3	**Asset-rich, out-of-town older families**	*Asset-rich, out-of-town older families*
B - Flourishing Capital		
B4	**High-end professionals in city flats**	*High-end professionals in city flats*
B5	**Successful young families in smart urban areas**	*Successful young families in smart urban areas*
C - Upmarket Families		
C6	**Executives in expensive suburban houses**	*Executives in expensive suburban houses*
C7	**Prosperous families in green-belt areas with substantial homes**	*Prosperous families in green-belt areas with substantial homes*
D - Commuter-Belt Wealth		
D8	**Affluent, older homeowners**	*Affluent, older homeowners*
D9	**Families and couples in comfortable homes**	*Families and couples in comfortable homes*
D10	**Well-off families in larger semis**	*Well-off families in larger semis*
D11	**Mature and moneyed out-of-towners**	*Mature and moneyed out-of-towners*
D12	**Well-to-do empty nesters in detached houses**	*Well-to-do empty nesters in detached houses*
E - Prosperous Professionals		
E13	**Families in leafy suburbs**	*Families in leafy suburbs*
E14	**Upmarket young families in terraces**	*Upmarket young families in terraces*
E15	**Educated professionals renting flats**	*Educated professionals renting flats*

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

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

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

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

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

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

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

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

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

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

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

5.3 Data Tables

Table 2: All Casualties - Wokingham Residents (3.1.1)

Year	Fatal	Serious	Slight	Total
2015	2	42	319	**363**
2016	3	50	275	**328**
2017	5	36	212	**253**
2018	5	29	220	**254**
2019	1	29	190	**220**
2020	2	25	166	**193**
2021	4	39	190	**233**
2022	4	36	217	**257**
2023	3	37	201	**241**
2024	0	22	174	**196**
Total	**29**	**345**	**2164**	**2538**

Table 3: Child Casualties - Wokingham Residents

Year	Fatal	Serious	Slight	Total
2015	0	5	30	**35**
2016	0	4	26	**30**
2017	0	4	17	**21**
2018	0	3	25	**28**
2019	0	1	21	**22**
2020	1	2	22	**25**
2021	0	4	22	**26**
2022	0	4	14	**18**
2023	0	3	19	**22**
2024	0	2	20	**22**
Total	**1**	**32**	**216**	**249**

Table 4: Pedestrian Casualties - Wokingham Residents (3.1.4)

Year	Fatal	Serious	Slight	Total
2015	1	7	27	**35**
2016	0	4	31	**35**
2017	1	9	18	**28**
2018	3	4	16	**23**
2019	0	6	20	**26**
2020	0	6	16	**22**

Year	Fatal	Serious	Slight	Total
2021	1	7	20	**28**
2022	0	6	15	**21**
2023	1	10	16	**27**
2024	0	7	22	**29**
Total	**7**	**66**	**201**	**274**

Table 5: Pedal Cycle User Casualties - Wokingham Residents (3.1.5)

Year	Fatal	Serious	Slight	Total
2015	0	6	35	**41**
2016	0	13	39	**52**
2017	1	5	30	**36**
2018	0	7	31	**38**
2019	0	5	31	**36**
2020	2	5	32	**39**
2021	0	4	27	**31**
2022	0	4	22	**26**
2023	0	8	31	**39**
2024	0	3	23	**26**
Total	**3**	**60**	**301**	**364**

Table 6: Motor Vehicle Drivers Involved in Injury Collisions - Wokingham Residents (3.2.1)

Year	Fatal	Serious	Slight	Total
2015	5	41	359	**405**
2016	5	49	296	**350**
2017	1	34	247	**282**
2018	8	36	226	**270**
2019	2	31	201	**234**
2020	5	24	174	**203**
2021	5	37	194	**236**
2022	8	39	221	**268**
2023	1	45	188	**234**
2024	1	21	158	**180**
Total	**41**	**357**	**2264**	**2662**

Table 7: Motorcyclists Involved in Injury Collisions - Wokingham Residents

Year	Fatal	Serious	Slight	Total
2015	0	17	21	**38**
2016	2	17	27	**46**
2017	0	9	17	**26**
2018	2	7	21	**30**
2019	1	6	20	**27**
2020	0	3	13	**16**
2021	1	12	17	**30**
2022	0	11	27	**38**
2023	0	8	21	**29**
2024	0	9	16	**25**
Total	**6**	**99**	**200**	**305**

Table 8: Young Adult Drivers Involved in Injury Collisions - Wokingham Residents (3.2.2)

Year	Fatal	Serious	Slight	Total
2015	0	3	55	**58**
2016	0	12	60	**72**
2017	0	6	48	**54**
2018	0	6	35	**41**
2019	0	6	33	**39**
2020	1	2	23	**26**
2021	1	6	24	**31**
2022	0	4	26	**30**
2023	0	6	24	**30**
2024	0	5	16	**21**
Total	**2**	**56**	**344**	**402**

Table 9: All Collisions - Wokingham Roads (4.1)

Year	Fatal	Serious	Slight	Total
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**
2022	1	23	159	**183**
2023	2	33	135	**170**

Year	Fatal	Serious	Slight	Total
2024	1	18	141	**160**
Total	**21**	**301**	**1623**	**1945**

Table 10: Urban Collisions - Wokingham Roads (4.2)

Year	Fatal	Serious	Slight	Total
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**
2023	2	16	72	**90**
2024	0	12	87	**99**
Total	**12**	**148**	**896**	**1056**

Table 11: Rural Collisions - Wokingham Roads (4.3)

Year	Fatal	Serious	Slight	Total
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**
2023	0	17	63	**80**
2024	1	6	54	**61**
Total	**9**	**153**	**727**	**889**

Table 12: Collisions by Hour of the Day (Weekdays) - Wokingham Roads (4.1.1.5)

Time of Day	Fatal	Serious	Slight	Total
Midnight	1	2	3	**6**
1am	0	0	2	**2**
2am	0	0	1	**1**

Time of Day	Fatal	Serious	Slight	Total
3am	0	1	2	**3**
4am	0	0	2	**2**
5am	0	0	4	**4**
6am	1	0	14	**15**
7am	1	6	39	**46**
8am	0	12	73	**85**
9am	0	4	22	**26**
10am	0	3	26	**29**
11am	1	2	17	**20**
Noon	1	7	21	**29**
1pm	0	8	38	**46**
2pm	1	4	29	**34**
3pm	0	6	53	**59**
4pm	0	12	44	**56**
5pm	0	5	62	**67**
6pm	0	9	48	**57**
7pm	0	6	25	**31**
8pm	1	3	19	**23**
9pm	0	2	16	**18**
10pm	1	2	8	**11**
11pm	0	2	0	**2**
Total	**8**	**96**	**568**	**672**

Table 13: 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	1	**2**
4am	0	1	2	**3**
5am	0	0	0	**0**
6am	0	0	3	**3**
7am	0	1	5	**6**
8am	0	1	4	**5**
9am	0	0	7	**7**
10am	0	2	9	**11**
11am	0	4	15	**19**
Noon	0	1	10	**11**
1pm	0	1	12	**13**
2pm	0	5	6	**11**
3pm	0	2	12	**14**

Time of Day	Fatal	Serious	Slight	Total
4pm	1	1	8	**10**
5pm	1	3	9	**13**
6pm	0	2	8	**10**
7pm	0	3	9	**12**
8pm	0	1	7	**8**
9pm	0	1	8	**9**
10pm	0	0	4	**4**
11pm	0	2	3	**5**
Total	**2**	**33**	**147**	**182**

5.4 List of Figures

5 List of Figures

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