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Wokingham

Area Profiles

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1 1 Introduction

1.1 1.1 Overview

1.1.1 Background

Area Profiles from Agilysis provide overviews of road safety performance within specific local areas. This profile delivers detailed analysis and insight on all injury collisions reported to the police in 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.

1.1.2 Aims and Objectives

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

The Road Safety Analysis (RSA) analysis tool MAST Online has also been used to investigate trends for Wokingham's residents involved in road collisions anywhere in the country, including socio-demographic profiling of casualties and drivers. MAST has been used to allow comparison of Wokingham's key road safety issues with those of comparator regions and national figures. The aim is to allow Wokingham to assess its progress alongside other areas, and work together with neighbours to address common issues.

1.1.3 Analytical Techniques

The analytical techniques employed throughout this Area Profile are detailed in the Analytical Techniques section on page 4. 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>

1.2 Profile Configuration

1.2.1 Structure

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

Section 2, starting on page 6, 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 force constabularies and authorities; residency by small area; trends and socio-demographic analysis. Specific road user groups will also be analysed against these measures. The focus of this section is on how the people of Wokingham are involved in collisions, rather than what happens on local roads.

Section 3, starting on page 37, 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 4, starting on page 62, includes Appendices detailing all Mosaic Types and the profile and distribution of specific Mosaic Types relevant to Wokingham. It also contains data tables for all analysis referred to in this Area Profile.

1.2.2 Scope

All figures included in this report are based on STATS 19 collision data. The residents section covers casualties and motor vehicle users involved in collisions who are residents of Wokingham, regardless of where in Britain the collision occurred. Resident analysis in this profile is based on the national STATS19 dataset as provided to Road Safety Analysis by the Department for Transport for publication in MAST Online over the five-year period between 2016 and 2020 inclusive. For a more complete explanation, please refer to 4.1.1 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 2016 and 2020 inclusive. For a more complete explanation, please refer to 4.1.2 on methodology for calculating network collision risk.

2 Wokingham Resident Risk

For information about the provenance and scope of data included in this section, please refer to section 1.2.2 on page 5. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 62.

2.1 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 2.2 on page 21.

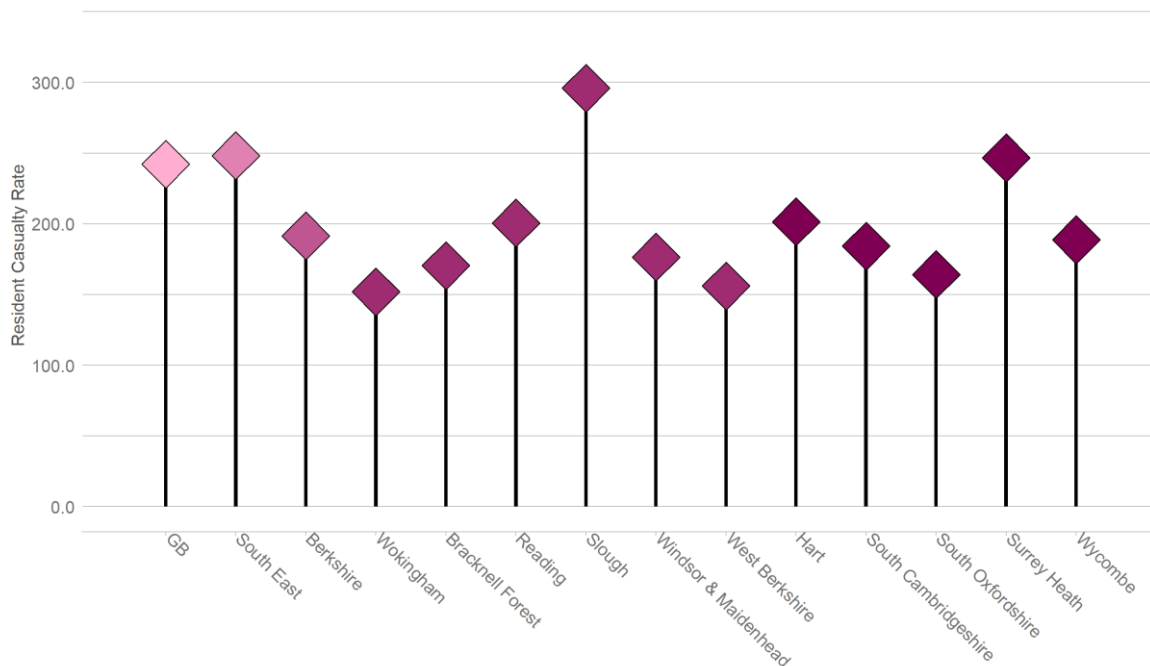
2.1.1 All Resident Casualties

2.1.1.1 Rates

Figure 1 shows the resident casualty rates for Wokingham compared to the national and regional rates, as well as the most similar comparators of Hart, South Cambridgeshire, South Oxfordshire, Surrey Heath, and Wycombe.

Between 2016 and 2020, Wokingham had a resident casualty rate of 152 casualties per year, per 100,000 population

Figure 1 - Annual average Wokingham resident casualties per 100,000 population (2016 - 2020)



2.1.1.2 Comparisons

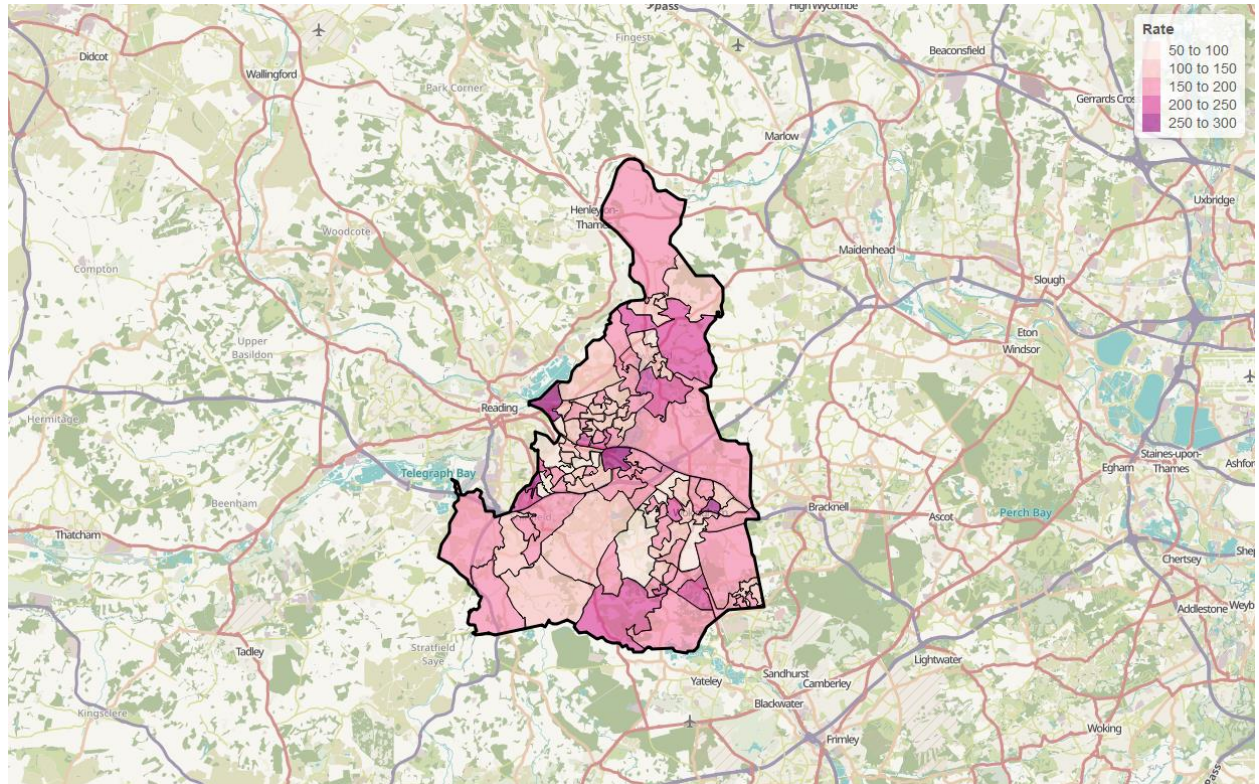
Wokingham’s resident casualty rate was 37% lower than the national rate, 39% below the regional rate, and 21% below the overall rate for Berkshire as a whole. Within Berkshire, Wokingham’s resident casualty rate was in line with that of West Berkshire, and lower than the rates of Bracknell Forest, Reading, Slough, and Windsor & Maidenhead. Wokingham’s resident casualty rate is lower than those of all the most similar comparator authorities.

Residency by Small Area

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

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

Figure 2 - Wokingham resident casualties home location by LSOA, casualties per year per 100,000 population (2016-2020)

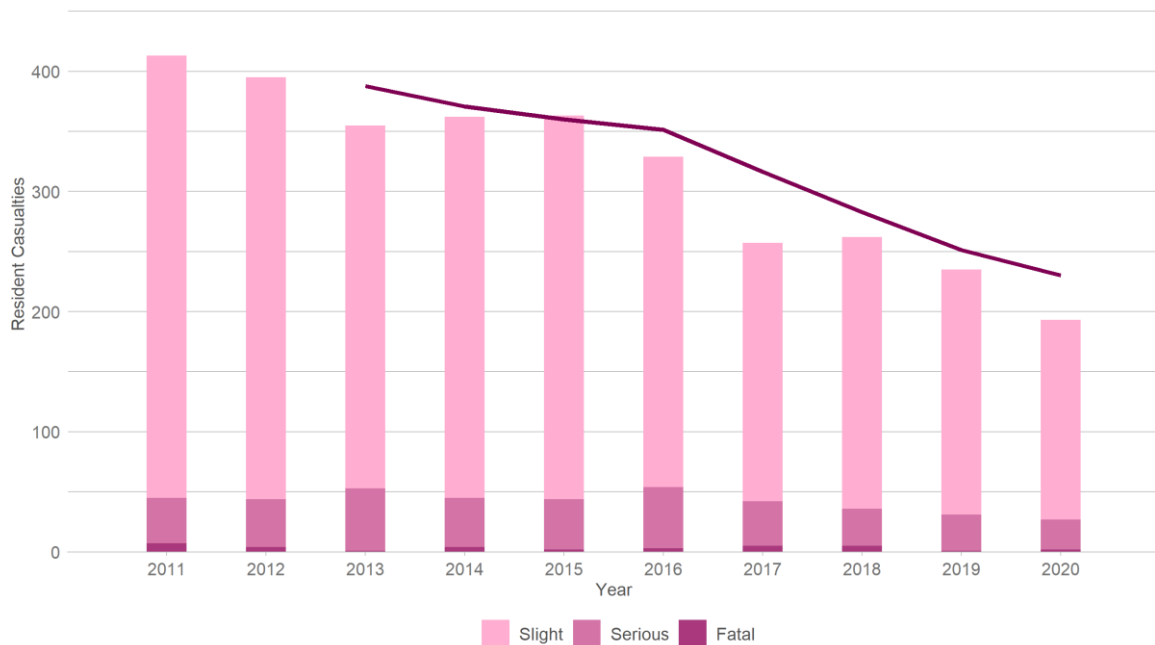


2.1.1.3 Trends

Figure 3 shows Wokingham's annual resident casualty numbers since 2011, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

There has been a steady downward trend in casualty numbers over the decade. In 2020 there were 193 resident casualties, of which 25 were seriously injured and a further two was killed. This is a reduction of 53% from 413 casualties in 2011.

Figure 3 - Wokingham resident casualties, by year and severity (2011-2020)



Resident Casualties occurring in other areas

Half of all Wokingham resident casualties between 2016 and 2020 were injured on the roads of Wokingham. Of the remaining half, the majority were injured in Reading (13%), Bracknell Forest (6%), Hampshire (5%), Surrey (5%), Windsor & Maidenhead (4%), Oxfordshire (3%), or West Berkshire (2%).

2.1.1.4 Socio Demographic Analysis

Age

Figure 4 shows the numbers of resident casualties by four specified age groups.

The largest number of resident casualties are in the 17-24 age group and the 25-34 age group. These are followed by the 35-44 age group and the 45-54 age group. There are fewer casualties in the age groups under 17 and over 64 years of age.

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

When taking into account the relative population of each age group, the 17-24 age group is overrepresented in casualty numbers, and to a greater extent than the overrepresentation seen nationally. This is also true, although to a lesser extent, of the 25-34 age group. Residents in the 35-44 age group and the 45-54 age group are only slightly overrepresented in casualty numbers, and this is less than the nationally observed overrepresentation. Residents in the age groups under 17 and over 54 years of age are underrepresented in casualty numbers based on their share of the population.

Figure 4 - Wokingham resident casualties, by age group (2016–2020)

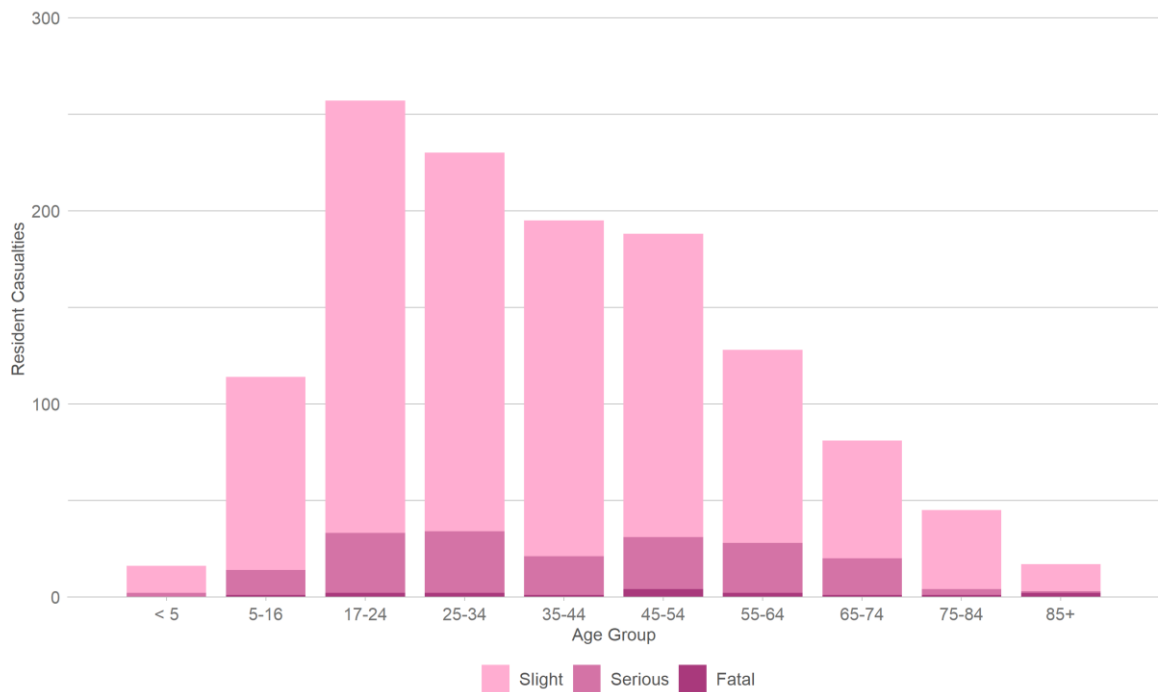


Figure 5 - Wokingham resident casualties, by age group and indexed by population (2016–2020)

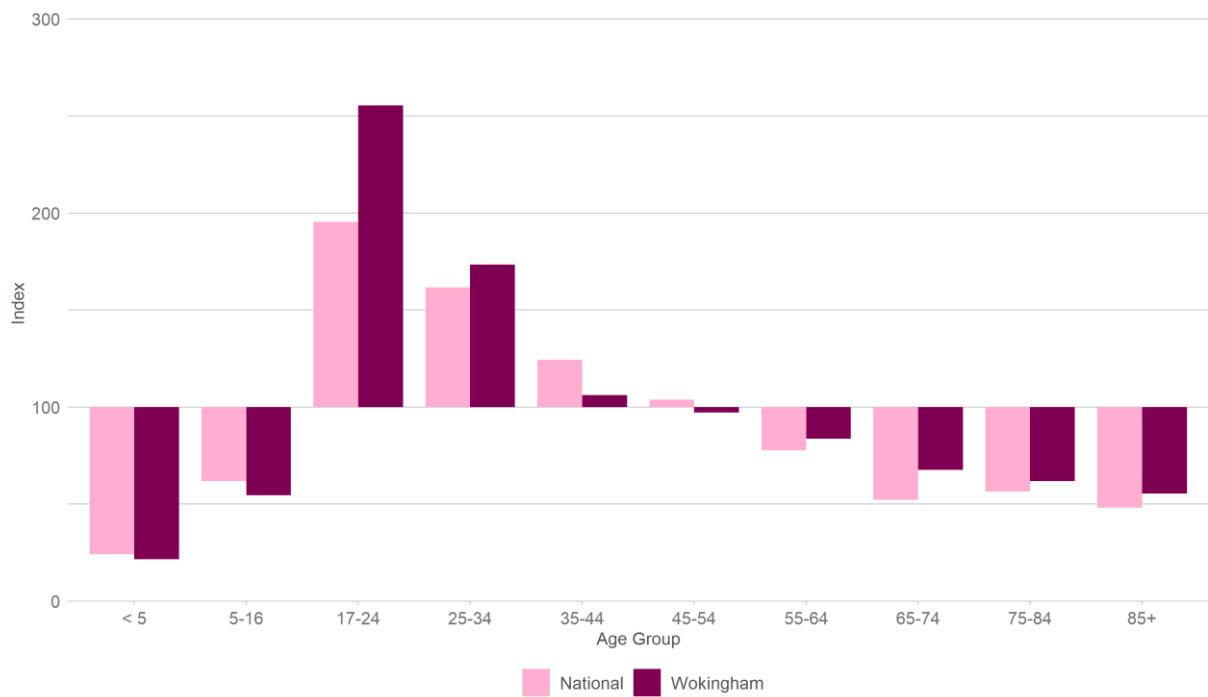
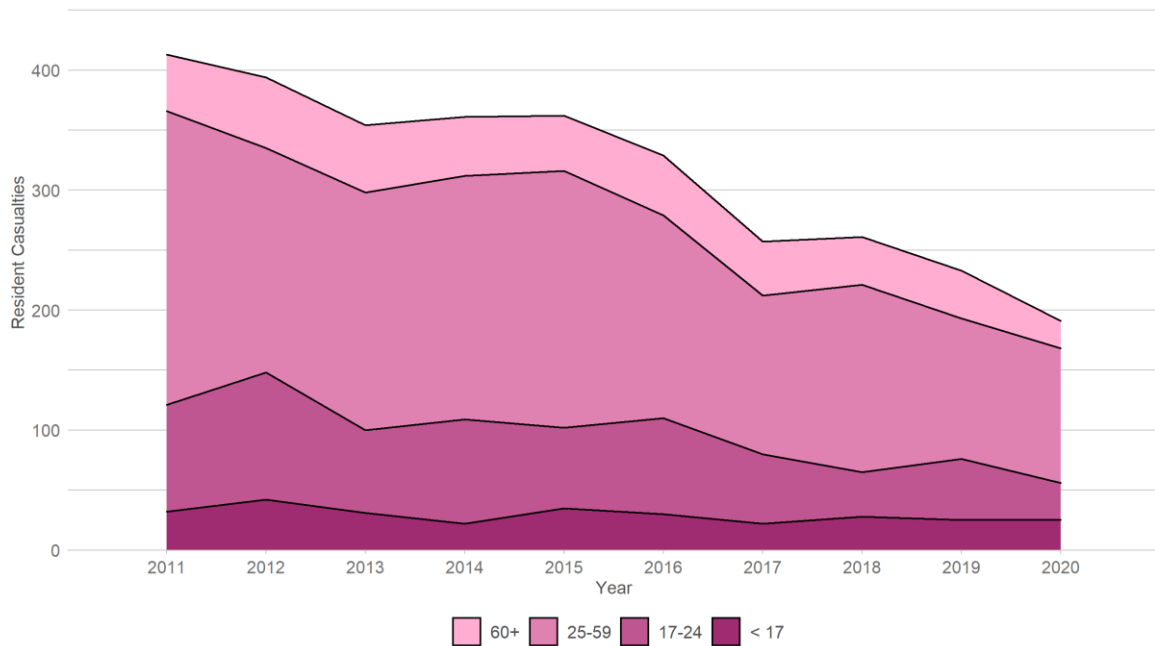


Figure 6 illustrates the overall trend for the four age groups over the last ten years.

Casualty trends by all Wokingham resident age groups are decreasing through the years with the most significant decrease in the 25-59 age group.

Figure 6 - Wokingham resident casualty trend by age group (2011-2020)



Segmentation

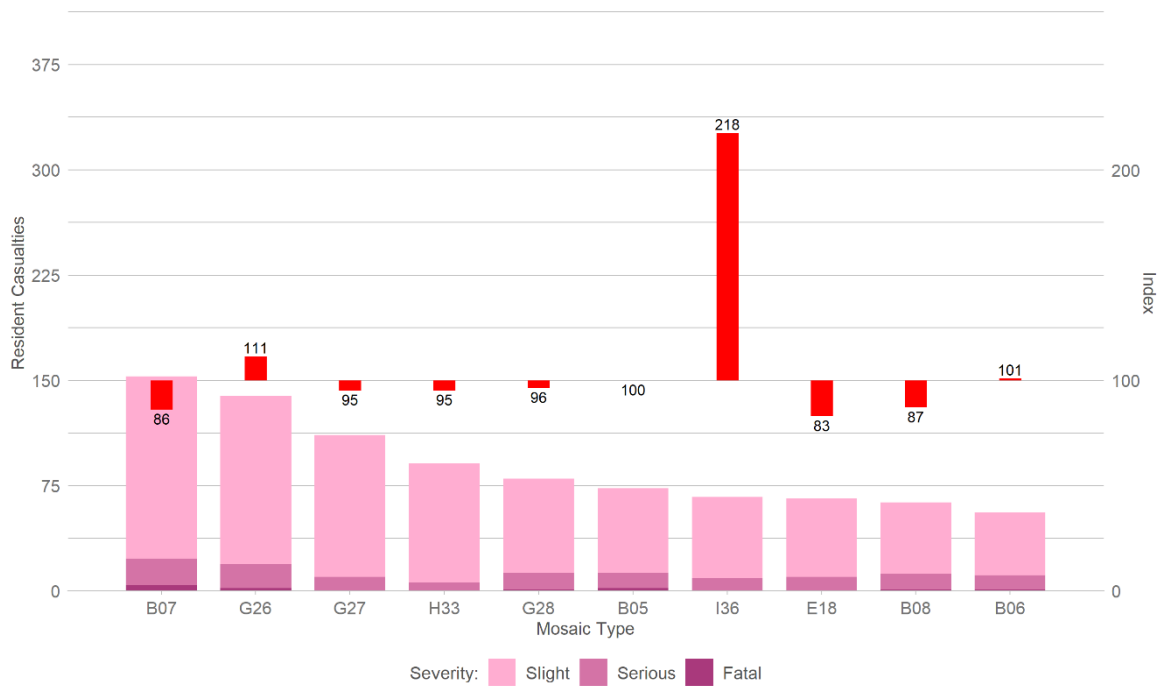
Analysis of the Mosaic communities in which Wokingham’s resident casualties live provides an insight into those injured in collisions. For an explanation of Mosaic Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 62.

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

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

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

Figure 7 - Wokingham resident casualties, by Mosaic Type (2016-2020)

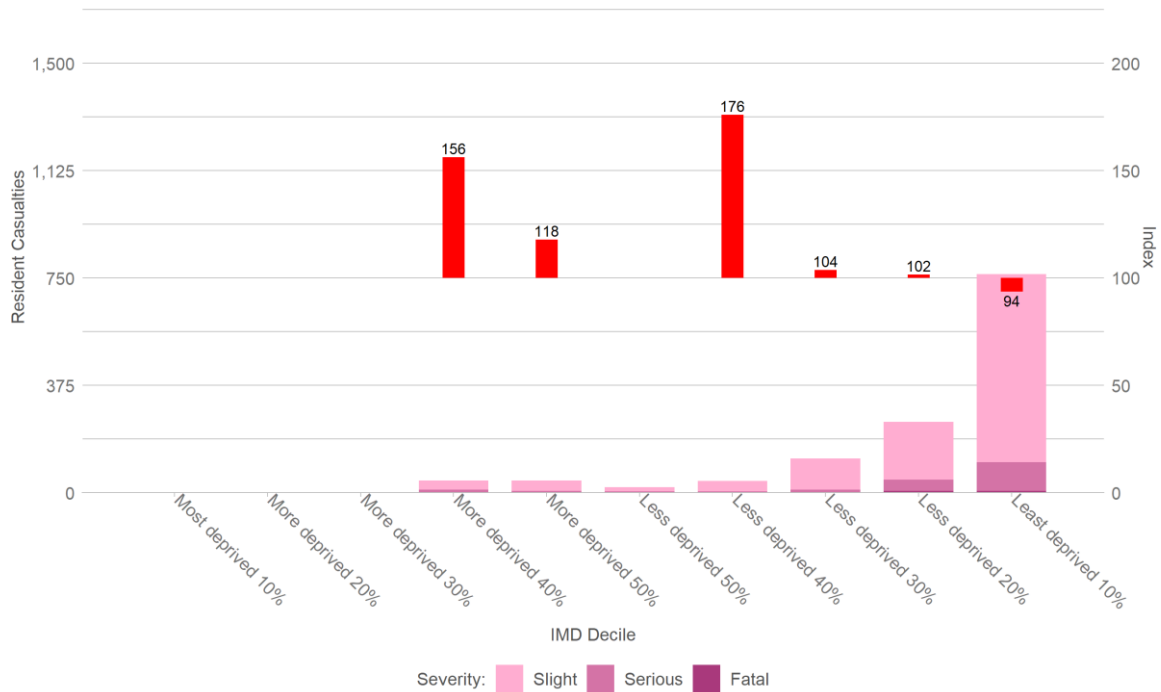


Deprivation

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

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

Figure 8 - Wokingham resident casualties, by Index of Multiple Deprivation (2016-2020)



2.1.2 Resident Child Casualties

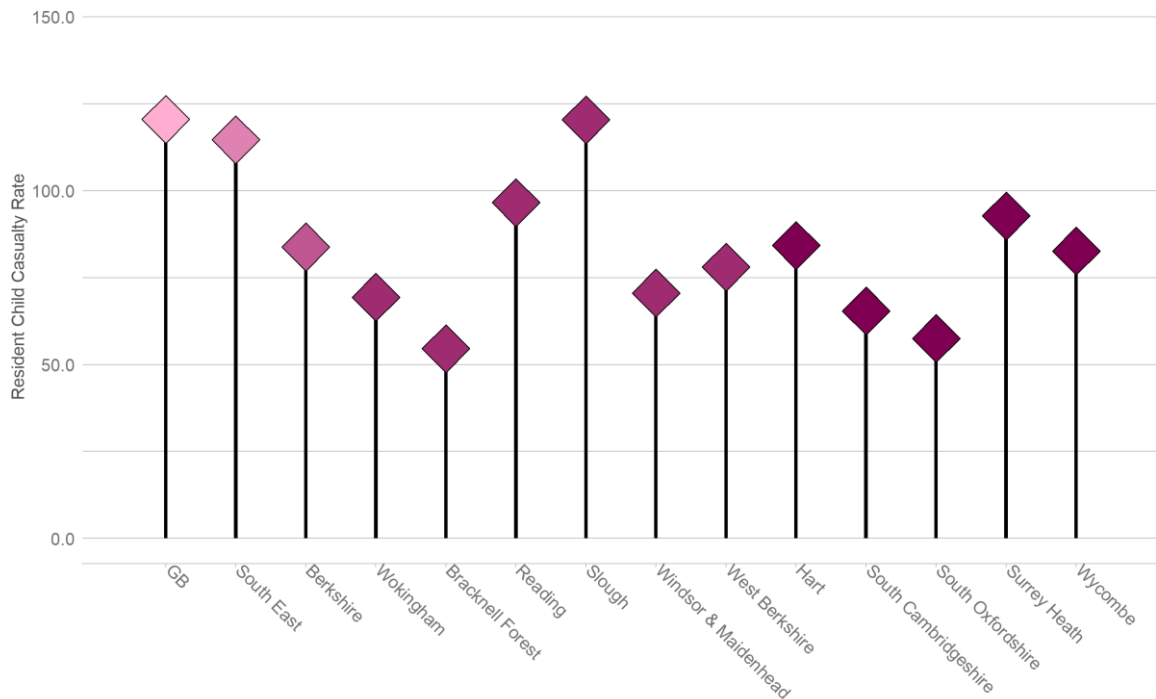
This section examines child casualties who are residents of Wokingham. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 62.

2.1.2.1 Rates

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

Wokingham had a resident child casualty rate between 2016 and 2020 of 69.3 casualties per year, per 100,000 child population.

Figure 9 - Annual average Wokingham resident child casualties per 100,000 population (2016-2020)



2.1.2.2 Comparisons

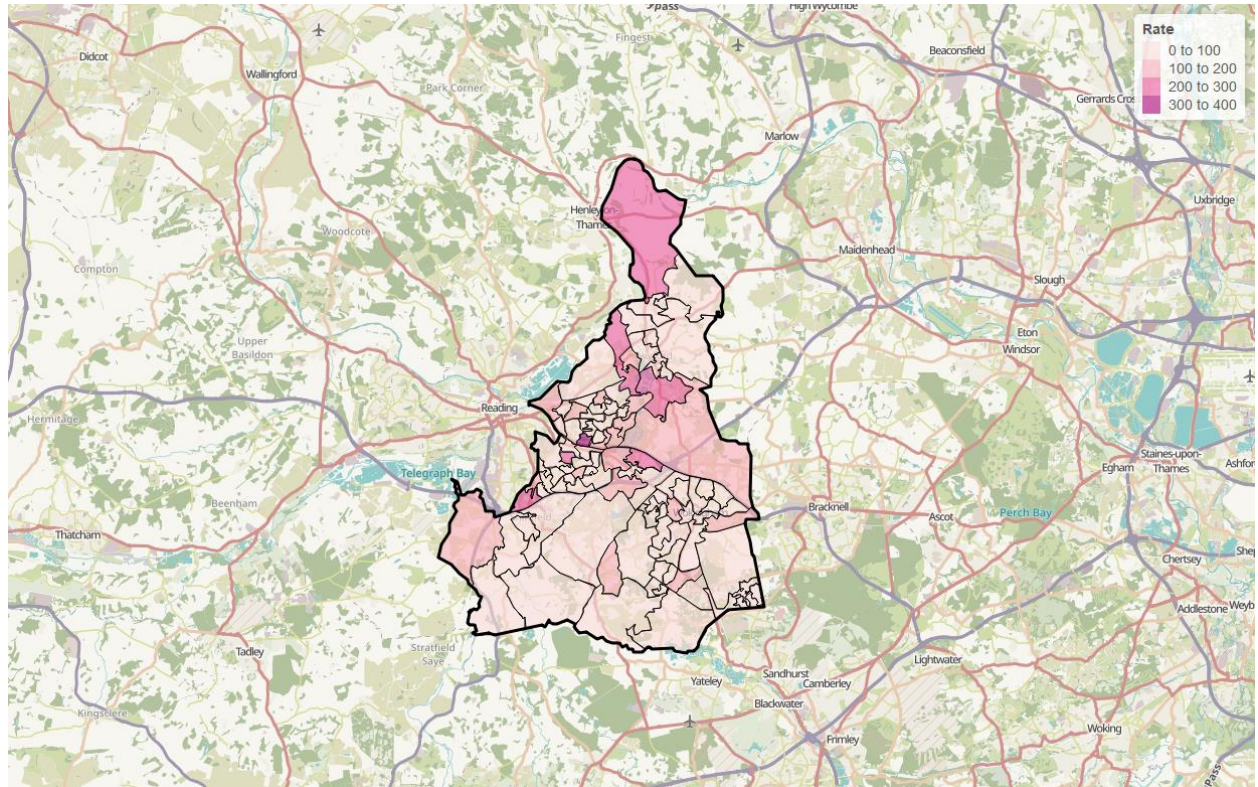
Wokingham’s resident child casualty rate was 42% below the national rate, 39% below the South East regional rate, and 17% below the overall Berkshire rate. Within Berkshire, only Bracknell Forest had a lower child casualty rate, than Wokingham. Of the most similar comparators, Wokingham’s resident child casualty rate is in line with that of South Cambridgeshire, lower than the rates of Wycombe, Hart, and Surrey Heath, but higher than the rate for South Oxfordshire.

Residency by Small Area

Figure 10 shows the home location of Wokingham’s resident child casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

The highest child casualty rates can be found amongst residents of South Lake, and just south of Charvil. There are also high resident child casualty rates to the North of Wokingham, in parts of Earley, and around Winnersh.

Figure 10 - Wokingham resident child casualties home location by LSOA, casualties per year per 100,000 population (2016-2020)

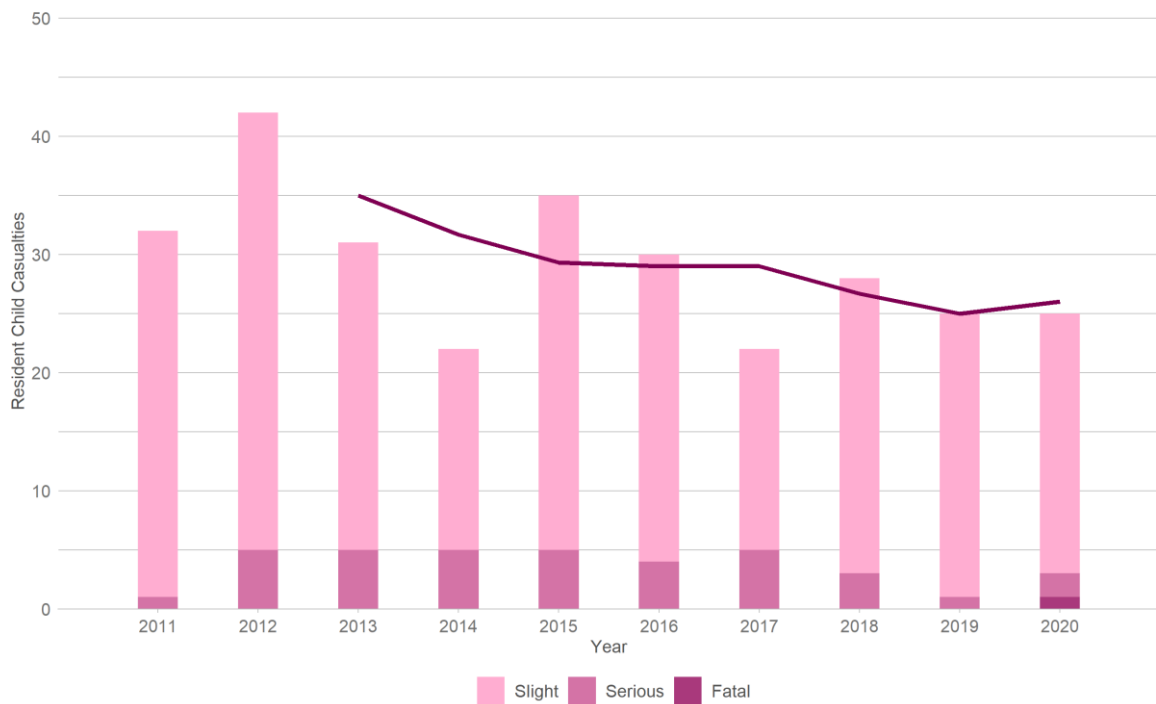


2.1.2.3 Trends

Figure 11 shows Wokingham’s annual resident child casualty numbers since 2011, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Resident child casualties have fluctuated over the decade, most likely a result of numbers remaining low, but have followed an overall downward trend. In 2020, there were 25 resident child casualties from Wokingham, of which two was seriously injured and a further fatality. This is down by 22% from 32 in 2011. Apart from one fatality in 2020, there have been no child fatalities from Wokingham over the past ten years.

Figure 11 - Wokingham resident child casualties, by year and severity (2011-2020)



Resident Child Casualties occurring in other areas

Of Wokingham’s resident child casualties between 2016 and 2020, 75% were injured in Wokingham. Of the remaining 25%, the majority were injured in Reading (12%), Bracknell Forest (5%), Hampshire (5%), or Surrey (2%).

2.1.3 All Wokingham Resident Pedestrian Casualties

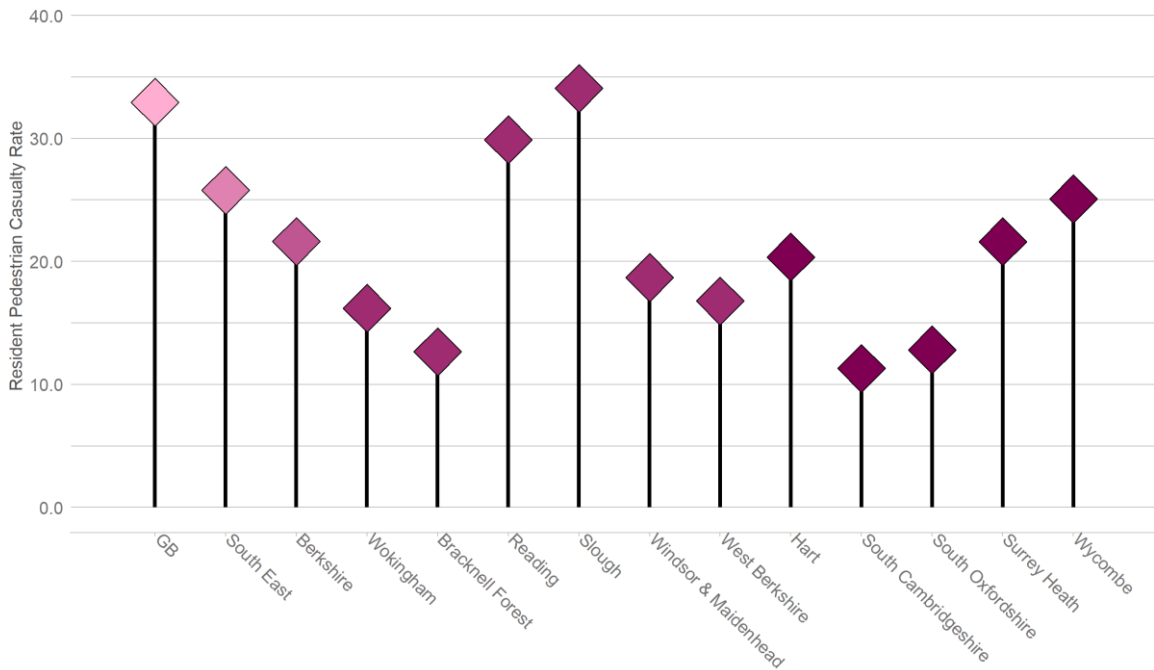
This section examines pedestrian casualties who are residents of Wokingham. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 62.

2.1.3.1 Rates

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

Between 2016 and 2020, Wokingham had a resident pedestrian casualty rate of 16.2 casualties per year, per 100,000 population.

Figure 12 - Annual average Wokingham resident pedestrian casualties per 100,000 population (2016-2020)



2.1.3.2 Comparisons

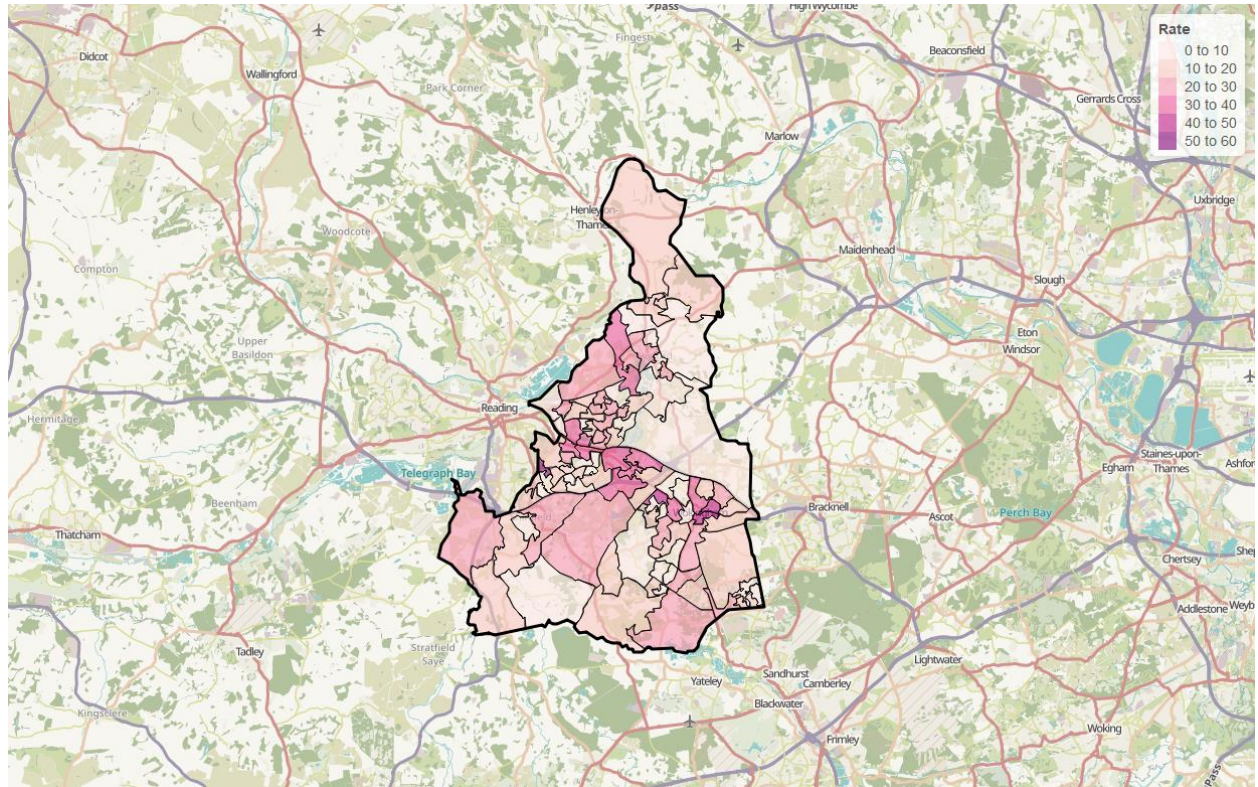
The resident pedestrian casualty rate for Wokingham is half the national rate, 37% below the regional rate, and 25% below the overall Berkshire rate. Withing Berkshire, Wokingham’s pedestrian casualty rate is higher than those of Bracknell Forest and in line with that of West Berkshire, but lower than those of Reading, Slough, and Windsor & Maidenhead. Of the most similar comparator authorities, Wokingham’s pedestrian casualty rate is higher than those of South Cambridgeshire and South Oxfordshire, but lower than those of Wycombe, Hart, and Surrey Heath.

Residency by Small Area

Figure 13 shows the home location of the Wokingham’s resident pedestrian casualties by lower layer super output area (LSOA). The thematic map is coloured by resident casualties per year per population of LSOA.

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

Figure 13 - Wokingham resident pedestrian casualties home location by LSOA, casualties per year per 100,000 population (2016-2020)

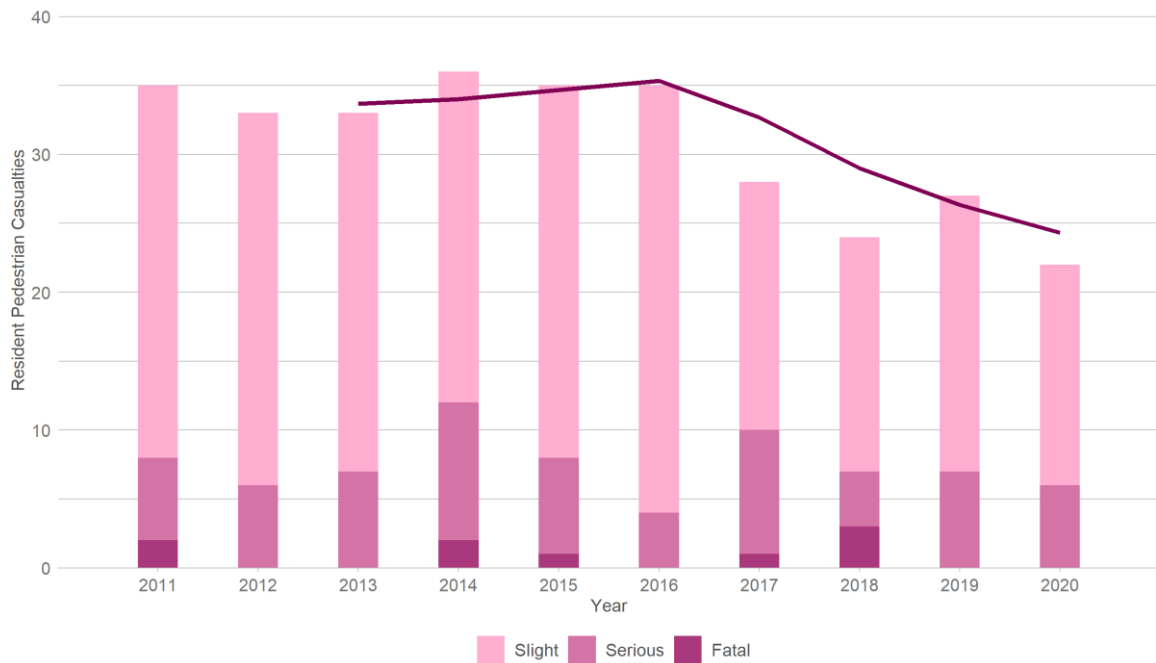


2.1.3.3 Trends

Figure 14 shows Wokingham’s annual resident pedestrian casualty numbers since 2011, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Pedestrian casualty numbers have changed little over the decade but have shown reductions in recent years. In 2020, there were 22 pedestrian casualties from Wokingham, of which six were seriously injured. This is down by 37% from 35 in 2011. There were no resident pedestrian fatalities in 2020.

Figure 14 - Wokingham resident pedestrian casualties, by year and severity (2011-2020)



Resident Pedestrian Casualties occurring in other areas

Three quarters (75%) of Wokingham’s resident pedestrian casualties were injured on the roads of Wokingham. This is slightly lower than the national average of 79% of pedestrian casualties injured in their home authority. Of the remaining 26%, the majority were injured in Reading (12%). Others were injured in Hampshire (5%), Bracknell Forest (5%), Surrey (2%), and Oxfordshire (1%).

2.1.4 All Wokingham Resident Pedal Cyclist Casualties

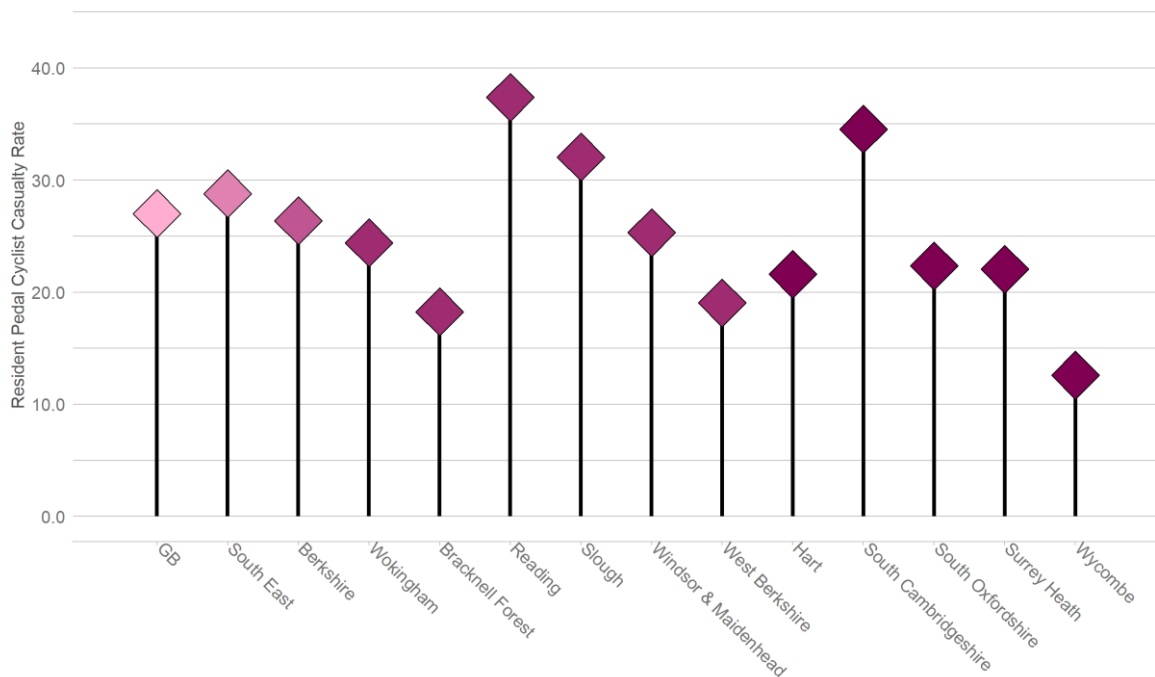
This section examines pedal cyclist casualties who are residents of Wokingham. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 62.

2.1.4.1 Rates

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

Wokingham had a resident pedal cyclist casualty rate of 24.4 casualties per year, per 100,000 population

Figure 15 - Annual average Wokingham resident pedal cyclist casualties per 100,000 population (2016-2020)



2.1.4.2 Comparisons

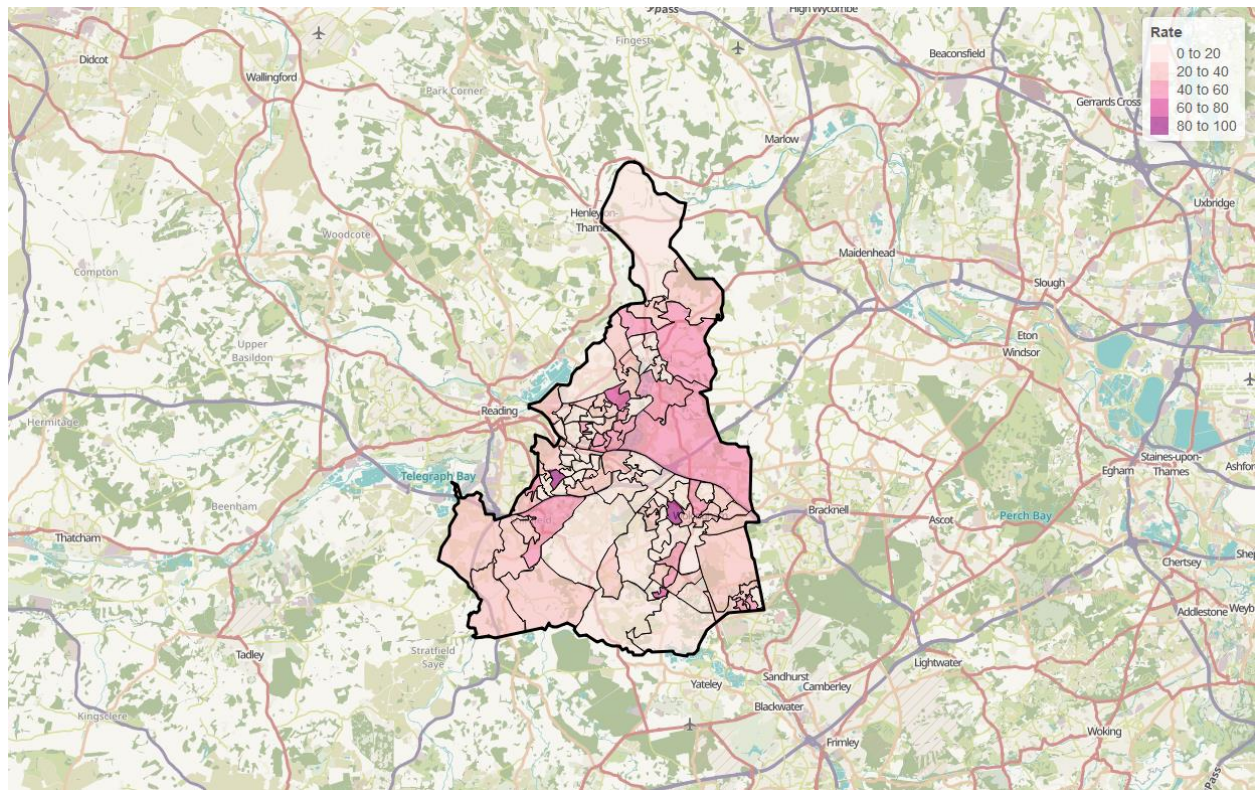
Wokingham’s resident pedal cyclist casualty rate is 10% below the national rate, 17% below the regional rate for the South East, and 11% below the overall rate for Berkshire. Within Berkshire, Wokingham’s rate is above the rates of Bracknell Forest and West Berkshire, but below the rates of Reading, Slough, and Windsor & Maidenhead. Of the most similar comparator authorities, Wokingham’s rate is below that of South Cambridgeshire, but above those of Hart, South Oxfordshire, and Surrey Heath.

Residency by Small Area

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

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

Figure 16 - Wokingham resident pedal cyclist casualties home location by LSOA, casualties per year per 100,000 population (2016-2020)

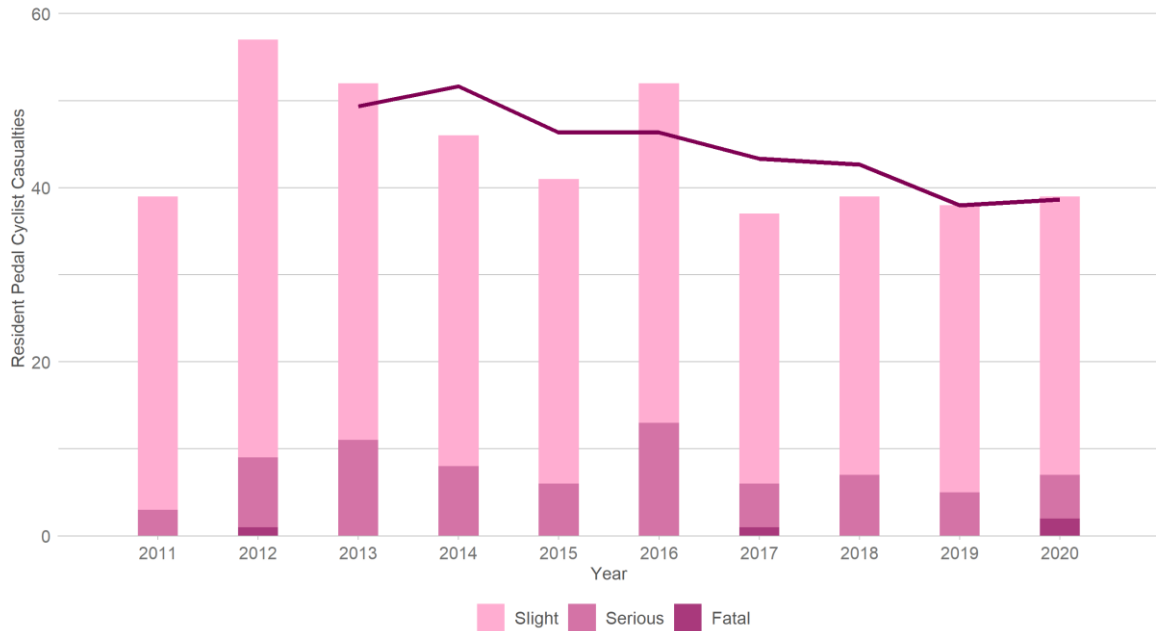


2.1.4.3 Trends

Figure 17 shows Wokingham’s annual resident pedal cyclist casualty numbers since 2011, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Wokingham’s resident pedal cyclist casualties have fluctuated over the decade, there was a peak in 2012 followed by a steady decrease and a rough downward trend which has slowed in recent years. In 2016, there was another high. In 2019, there were 38 resident pedal cyclist casualties, up from 33 in 2010 but down by a third from the peak of 57 in 2012

Figure 17 - Wokingham resident pedal cyclist casualties, by year and severity (2011-2020)



Resident Pedal Cyclist Casualties occurring in other areas

A little over 62% of Wokingham’s resident pedal cyclist casualties were injured on the roads of Wokingham. Of the remaining 38%, the majority were injured in Reading (15%), Bracknell Forest (7%), Windsor & Maidenhead (4%), or Oxfordshire (3%).

2.2 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.

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

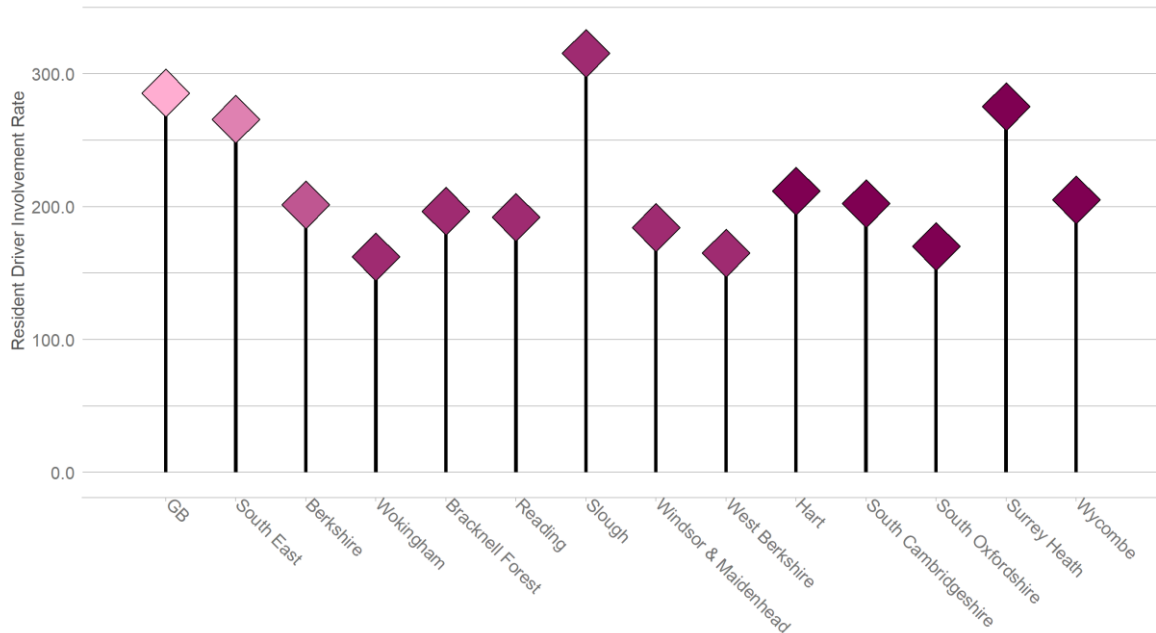
This section analyses all persons recorded as being a Wokingham resident in charge of a motor vehicle (other than a motorcycle or moped) involved in a collision, regardless of age. Therefore, it includes a small number of drivers recorded as being under the age of seventeen.

2.2.1.1 Rates

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

Wokingham had a resident driver involvement rate of 162.2 drivers per year, per 100,000 population

Figure 18 - Annual average Wokingham resident involved drivers per 100,000 population (2016-2020)



2.2.1.2 Comparisons

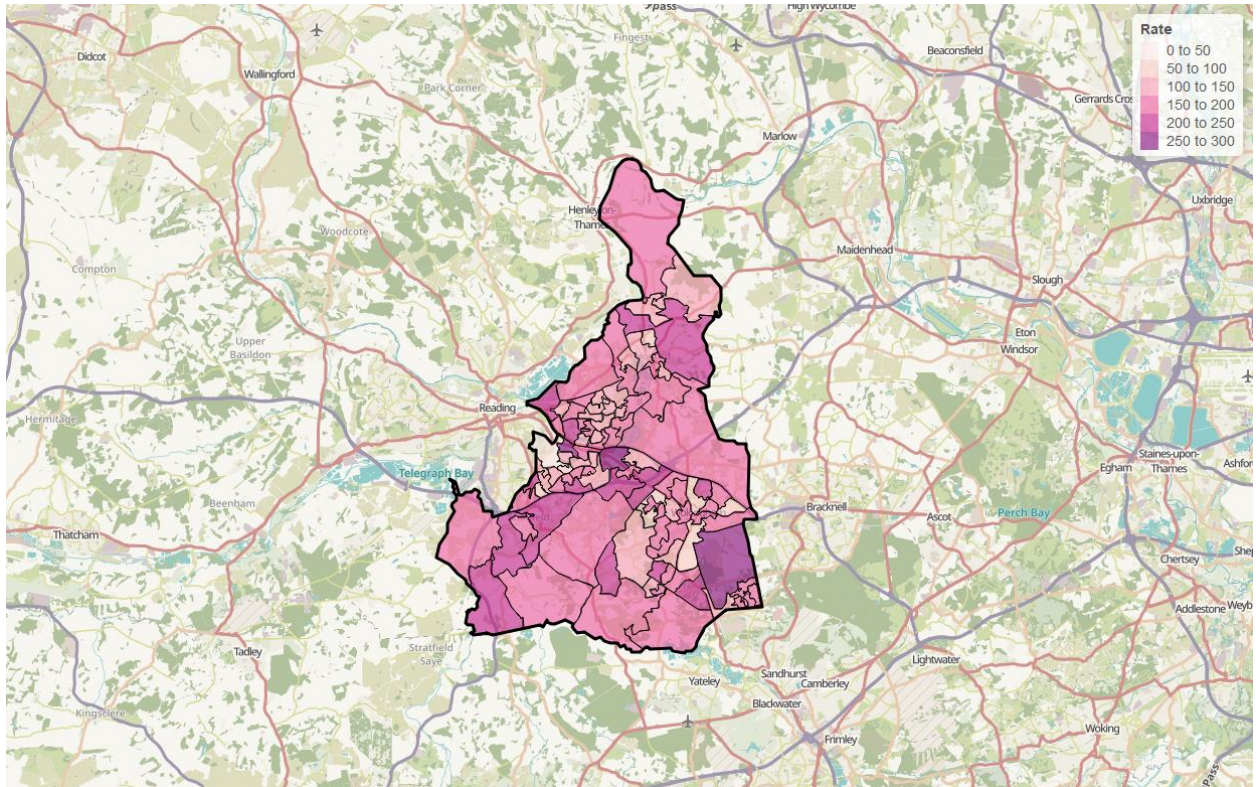
The resident driver collision involvement rate for Wokingham was 43% below the national rate, 39% below the regional rate, and 19% below the rate for Berkshire as a whole. Within Berkshire, Wokingham’s rate is in line with that of West Berkshire, below Bracknell Forest, Reading, Slough, and Windsor & Maidenhead. Wokingham’s rate was below that of all the most similar comparator authorities.

Residency by Small Area

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

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

Figure 19 - Wokingham resident involved drivers home location by LSOA, involved drivers per year per 100,000 population (2016-2020)

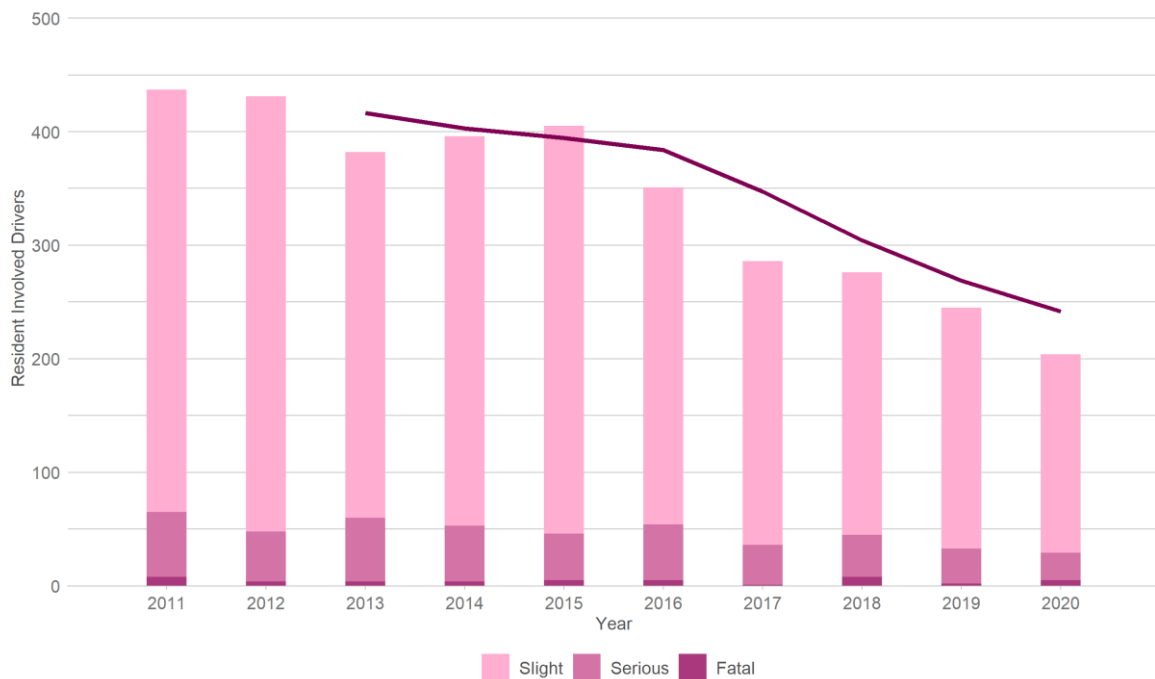


2.2.1.3 Trends

Figure 20 shows Wokingham’s annual collision involved resident driver numbers since 2011, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There has been a distinct downward trend in the number of resident collision-involved drivers over the past decade. In 2020 there were 204 resident drivers involved in collisions, of which five were involved in fatal collisions and a further 24 were involved in collision in which a casualty was seriously injured. This is a reduction of more than half (53%) over the decade, from 437 in 2011.

Figure 20 - Wokingham resident involved drivers, by year and severity (2011-2020)



Resident driver collision involvement in other areas

Of Wokingham’s resident drivers that were involved in collisions between 2016 and 2020, 42% were involved in collisions in Wokingham. Of the remaining 58%, the majority were involved in collisions in Reading (13%), Surrey (8%), Hampshire (7%), Bracknell Forest (6%), or Windsor & Maidenhead (4%).

2.2.1.4 Socio Demographic Analysis

Segmentation

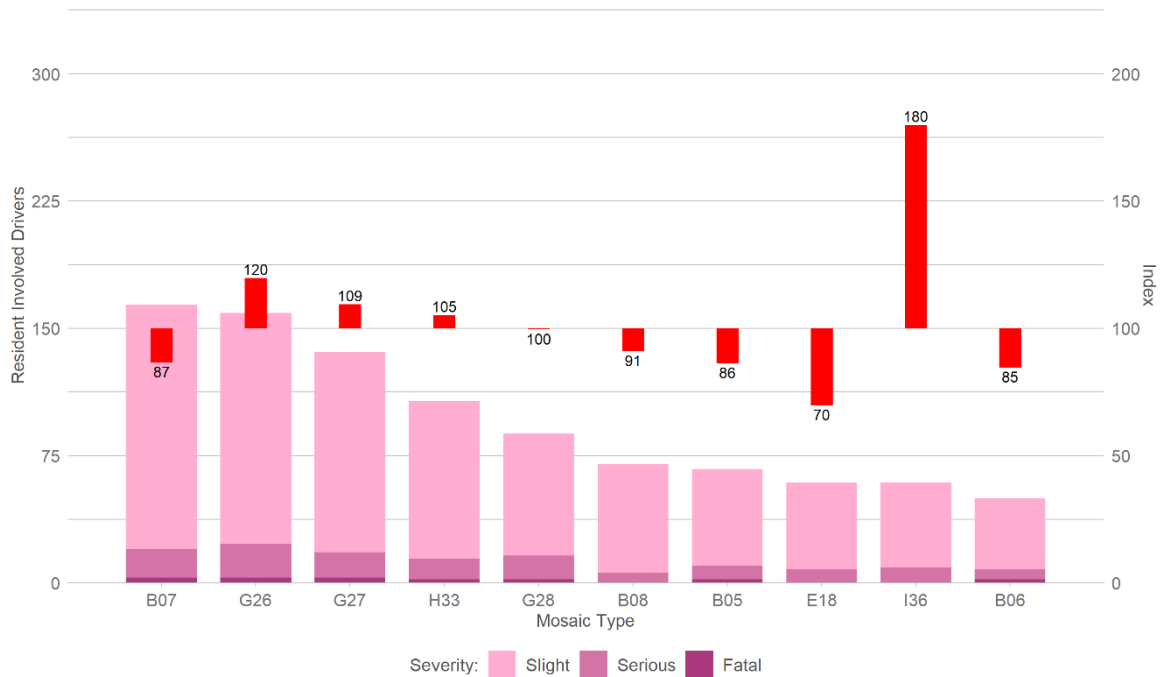
Analysis of the Mosaic communities in which Wokingham’s resident drivers live provides an insight into those injured in collisions. For an explanation of Mosaic Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 62.

The largest number of residents involved drivers come from communities of *High-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development* (Type B07). When taking into account the relative population of this Type, these communities are underrepresented in collision involvement. The next largest numbers of involved drivers are residents of *Affluent families with growing children living in upmarket housing in city environs* (Type G26), *Well-qualified older singles with incomes from successful professional careers in good quality housing* (Type G27) and *Young families and singles setting up home in modern developments that are popular with their peers* (Type H33). Drivers from all three communities are overrepresented but Type G26 communities are more overrepresented in collision involvement than those from Type G27 and H33 which are involved in collisions at a lower rate than expected given their share of the population of Wokingham.

Communities of *Stable families with children, renting higher value homes from social landlords* (Type 136) represent lower levels of collision involved drivers, but are significantly overrepresented in collisions. Communities of

Financially-secure elders on good pensions, now mostly living alone in comfortable suburban homes (Type E18) have lower numbers of collision involved drivers and are also the most underrepresented relative to their population share.

Figure 21 - Wokingham resident involved drivers, by Mosaic Type (2016-2020)

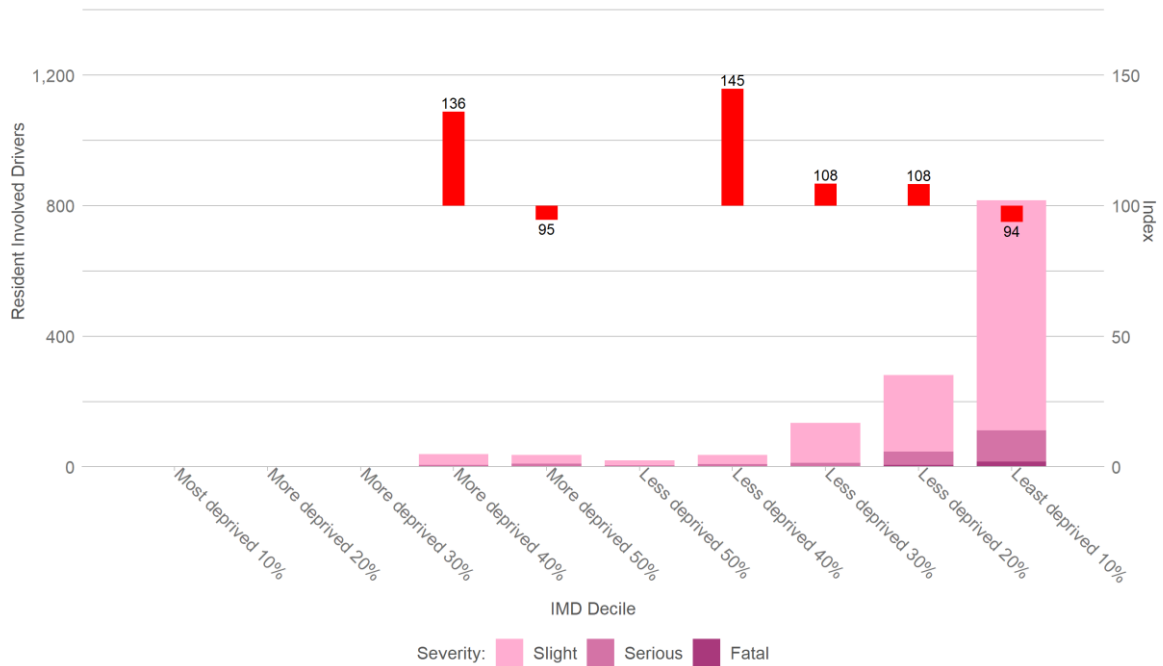


Deprivation

Figure 22 shows resident involved drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

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

Figure 22 - Wokingham resident involved drivers, by Index of Multiple Deprivation (2016-2020)



2.2.2 Resident Young Driver Involvement (aged 17 to 24)

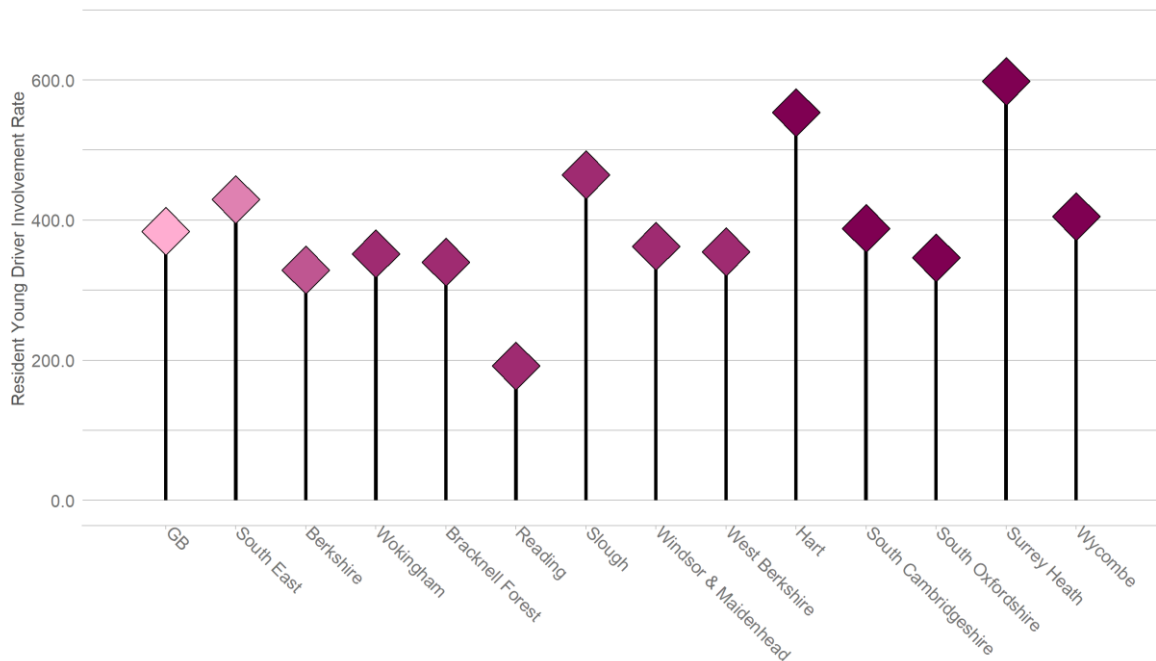
This section analyses all young Wokingham resident drivers involved in a collision.

2.2.2.1 Rates

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

Wokingham had a resident collision involvement rate for young drivers of 351.9 drivers per year, per 100,000 young population.

Figure 23 - Annual average Wokingham resident young involved drivers per 100,000 population (2016-2020)



2.2.2.2 Comparisons

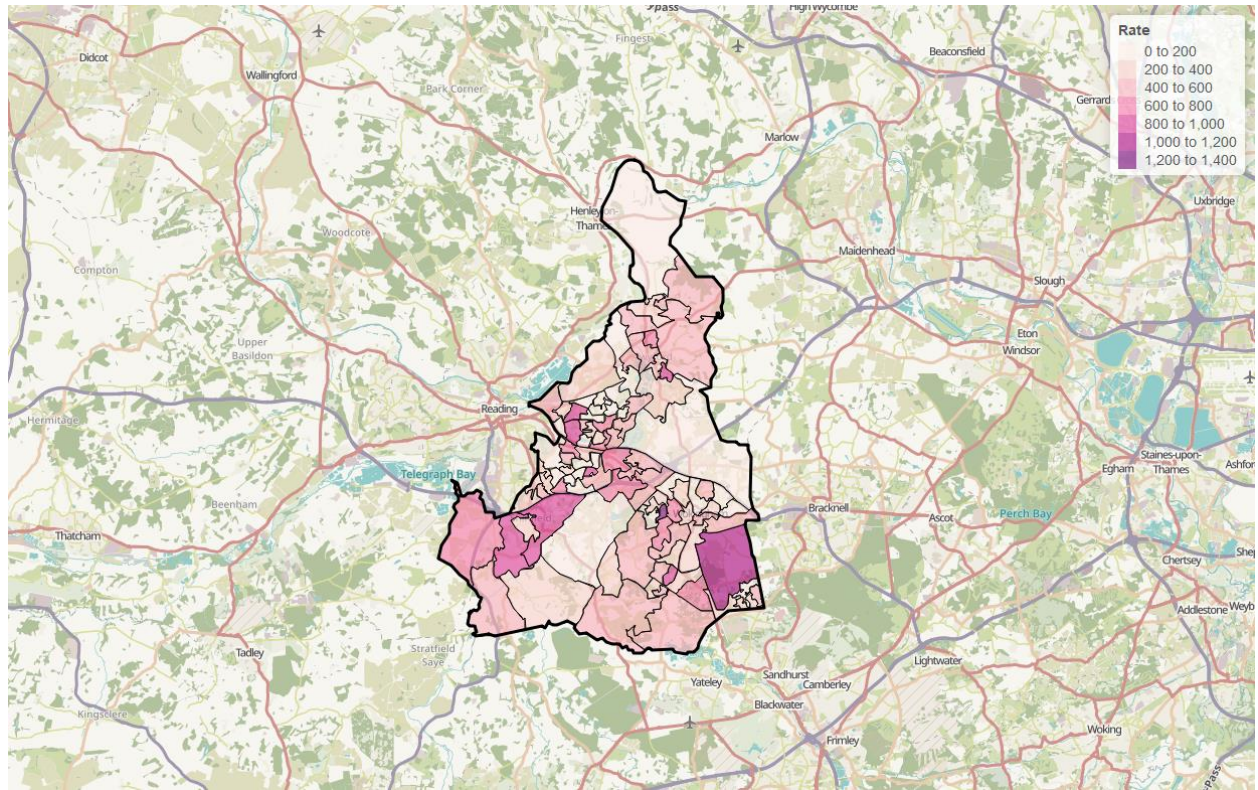
Wokingham’s young driver collision involvement rate between 2016 and 2020 was eight percent less the national rate. This is 18% below the regional rate for the South East but 7% above the overall Berkshire rate. Within Berkshire, Reading has the lowest young driver collision involvement rate, followed by Wokingham. Wokingham’s young driver involvement rate is below that of all the most similar comparator authorities.

Residency by Small Area

Figure 24 shows the home location of the Wokingham’s collision involved resident young drivers by lower layer super output area (LSOA). The thematic map is coloured by resident involved young drivers per year per young adult population of LSOA.

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

Figure 24 - Wokingham resident young involved drivers home location by LSOA, young involved drivers per year per 100,000 population (2016-2020)

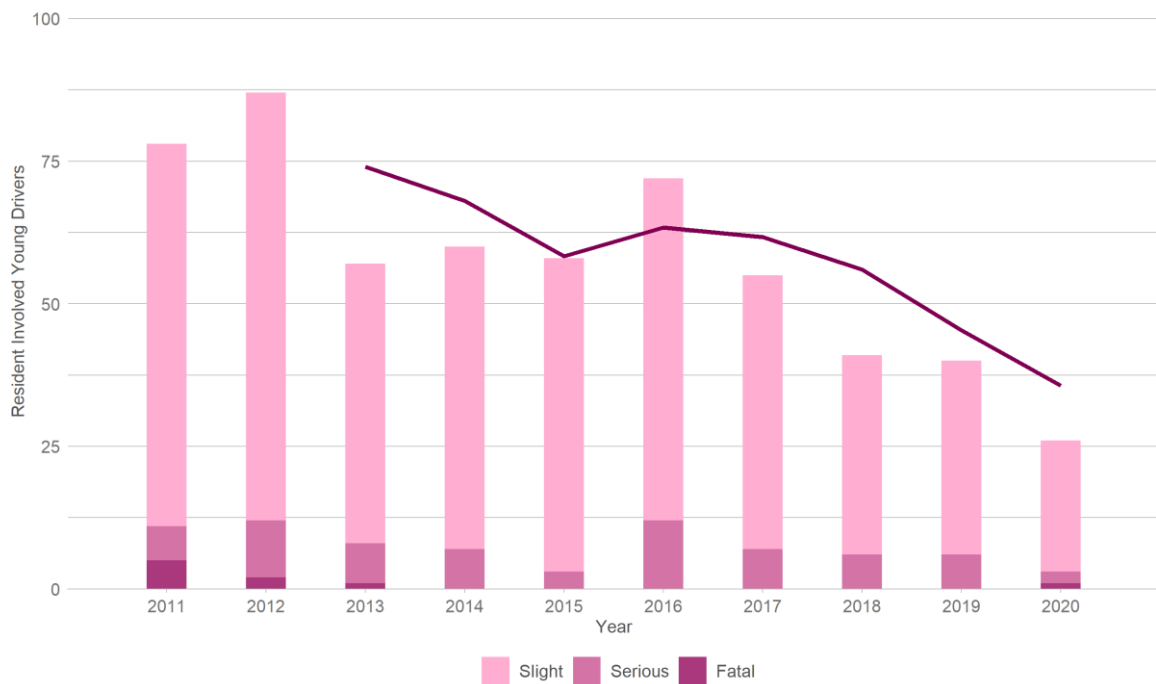


2.2.2.3 Trends

Figure 25 shows Wokingham's annual collision involved resident young driver numbers since 2011, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Over the decade there has been an overall downward trend in young driver collision involvement, despite some fluctuation between years and a peak in 2016. In 2020, there were 26 Wokingham resident young drivers that were involved in collisions. Of these, one was fatal and a further two involved in collisions in which a casualty was seriously injured. 2020 was the first young driver collision from Wokingham that resulted in a fatality since 2013. There has been an overall reduction of 67% from 78 involved young drivers in 2011.

Figure 25 - Wokingham resident young involved drivers, by year and severity (2011-2020)



Resident young driver collision involvement in other areas

Amongst those Wokingham resident young drivers that were involved in collisions between 2016 and 2020, 44% were involved in collisions in Wokingham. The remaining 56% were mainly involved in collisions in Reading (12%), Surrey (8%), Hampshire (7%), Bracknell Forest (4%), Windsor & Maidenhead (4%), Oxfordshire (3%) or West Berkshire (2%).

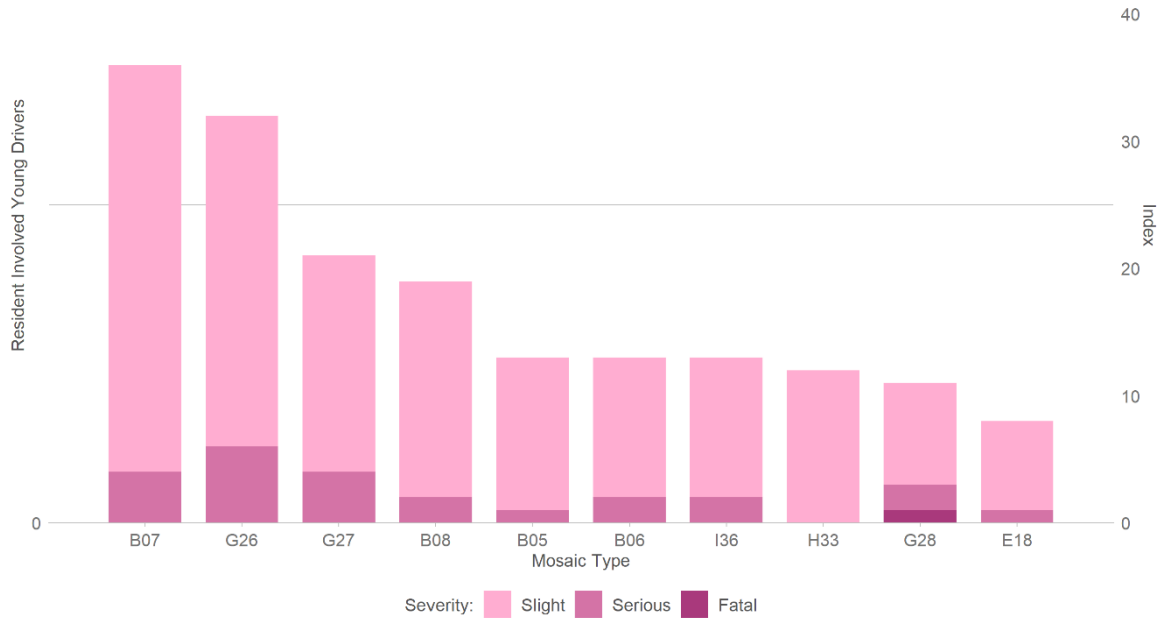
2.2.2.4 Socio Demographic Analysis

Segmentation

Analysis of the Mosaic communities in which Wokingham’s resident young drivers live provides an insight into those injured in collisions. For an explanation of Mosaic Public Sector and how to understand the following chart, please refer to section 4.1.1.1 on page 62.

Figure 26 shows resident collision-involved young drivers by the Mosaic Group of the community in which they reside. The majority of collision involved young drivers are from communities of *High-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development* (Type B07) or of *Affluent families with growing children living in upmarket housing in city environs* (Type G26).

Figure 26 - Wokingham resident young involved drivers, by Mosaic Type (2016-2020)

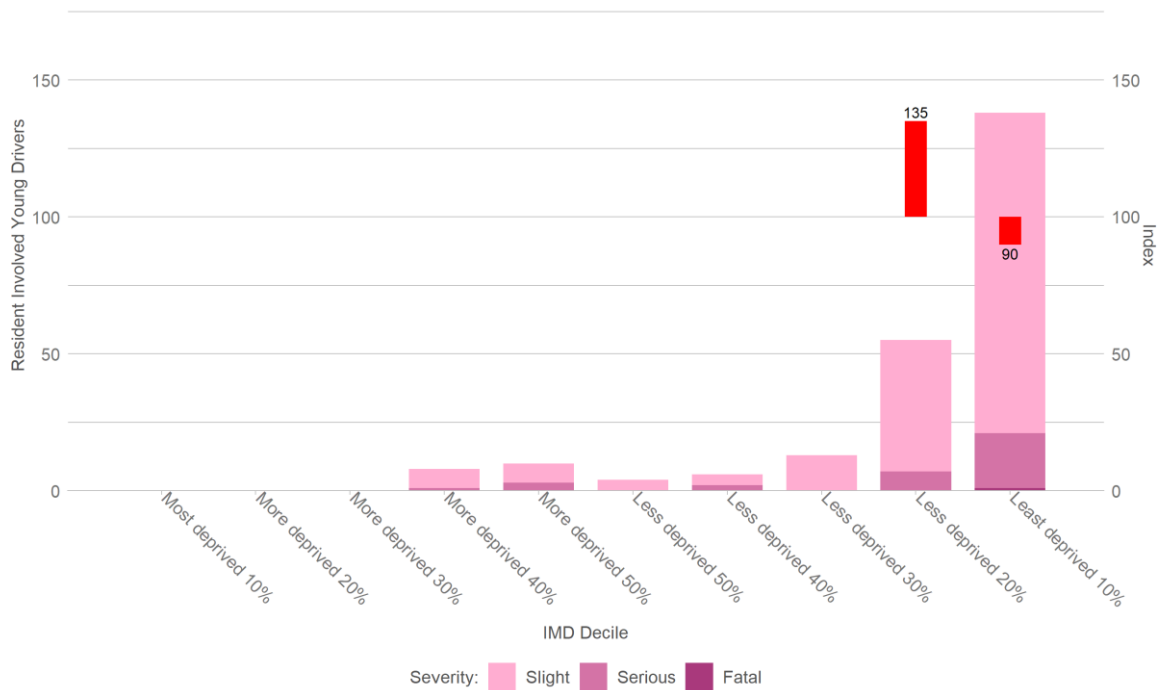


Deprivation

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

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

Figure 27 - Wokingham resident young involved drivers, by Index of Multiple Deprivation (2016-2020)



2.2.3 Related Casualties

2.2.3.1 Passenger and pedestrian casualties

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

For Wokingham’s young resident drivers, 69% of the casualties were the drivers themselves. A further 25% were their passengers and 6% were pedestrians who were injured after the young driver’s vehicle hit them. It should be noted that the related casualties of Wokingham’s young resident drivers could live anywhere in the country and have been injured anywhere.

Figure 28 - Injured passengers in Wokingham's resident involved young drivers' vehicles, compared to all young drivers (2016-2020)

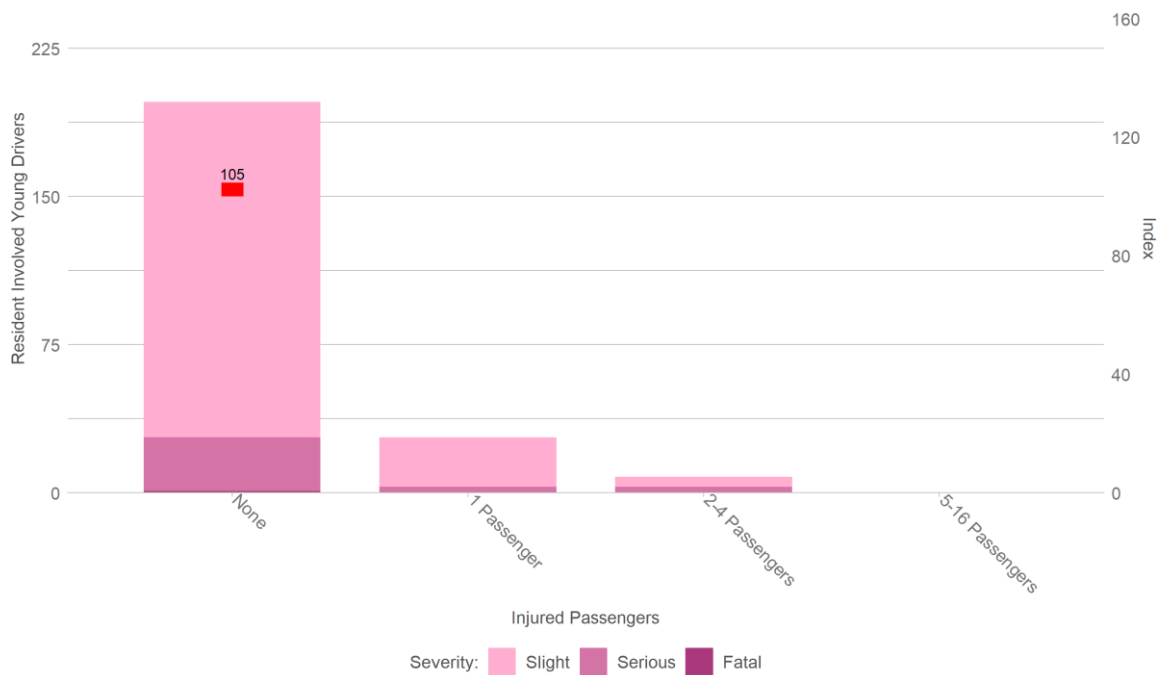


Figure 28 shows the number of young drivers by the presence and quantity of injured passengers in their vehicle. The red bars are indices comparing young drivers to the figures for injured passengers for all young drivers. It shows that most young drivers do not have injured passengers in their vehicle. However, the red bars indicate that this is only slightly higher than the national proportion of involved young drivers with no injured passengers.

2.3 Wokingham resident motorcycle riders involved in collisions

2.3.1 Resident Motorcyclist Involvement

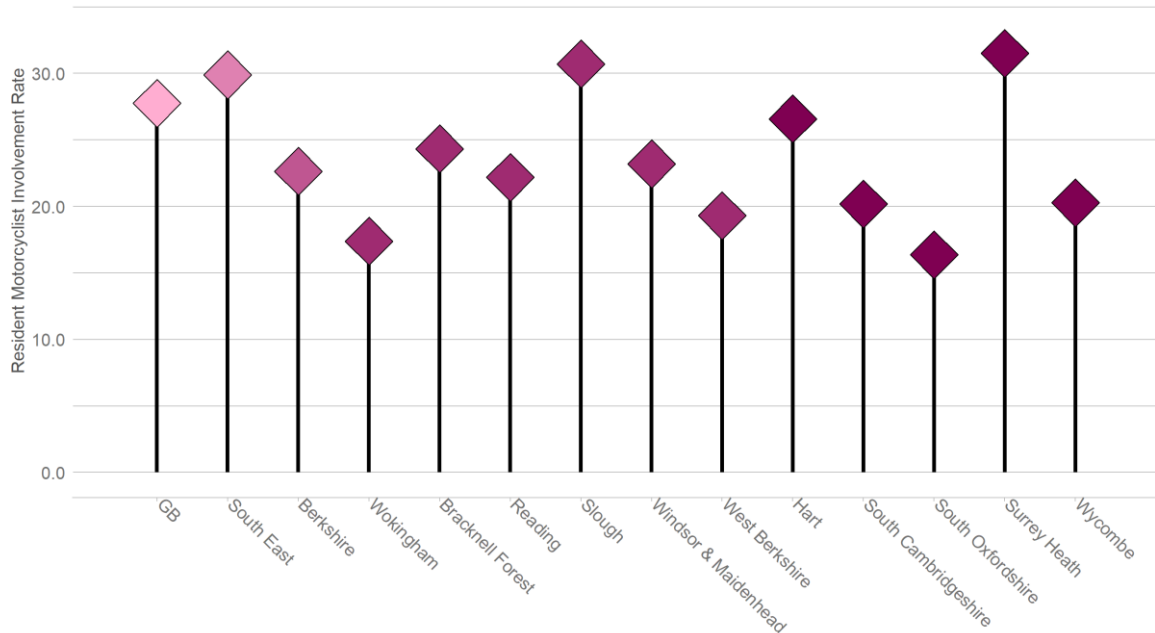
This section refers to motorcyclists involved in collisions and who are residents of Wokingham.

2.3.1.1 Rates

Figure 29 shows the resident motorcyclist involvement rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham had a resident motorcyclist collision involvement rate of 17.4 motorcyclists per year, per 100,000 population between 2016 and 2020.

Figure 29 - Annual average Wokingham resident involved motorcyclist per 100,000 population (2016-2020)



2.3.1.2 Comparisons

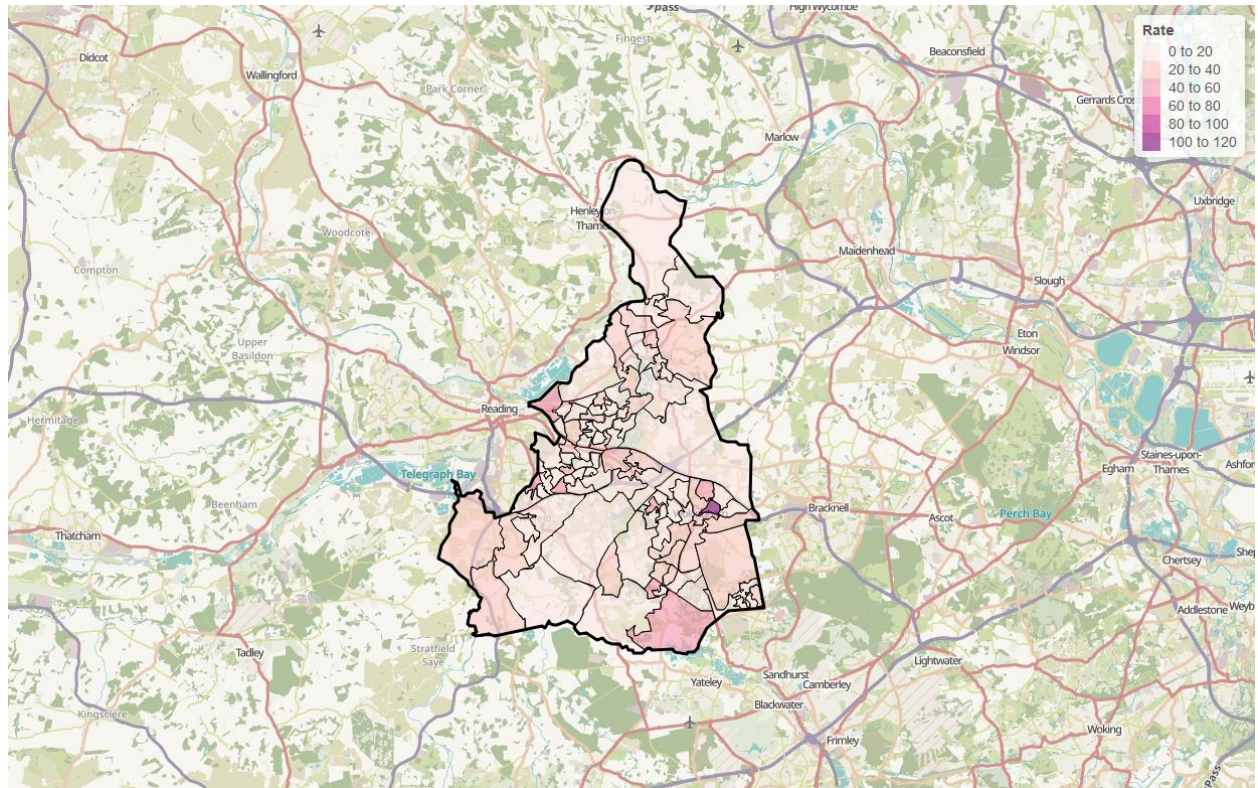
Wokingham’s resident motorcyclist collision involvement rate was 37% lower than the national rate. This is 42% below the regional rate for the South East, and 23% below the overall Berkshire rate. Within Berkshire, Wokingham had the lowest resident motorcyclist involvement rate, in line with West Berkshire. Wokingham’s resident motorcyclist involvement rate was in line with that of South Oxfordshire, but lower than all the other most similar comparator authorities.

Residency by Small Area

Figure 30 shows the home location of the Wokingham’s collision involved resident motorcyclist by lower layer super output area (LSOA). The thematic map is coloured by resident involved motorcyclist per year per population of LSOA.

The highest motorcyclist involvement rates are amongst residents of Wokingham town. There are also high resident motorcyclist involvement rates amongst residents living to the West of Woodley, and around Whitley Wood.

Figure 30 - Wokingham resident involved motorcyclist home location by LSOA, involved motorcyclist per year per 100,000 population (2016-2020)

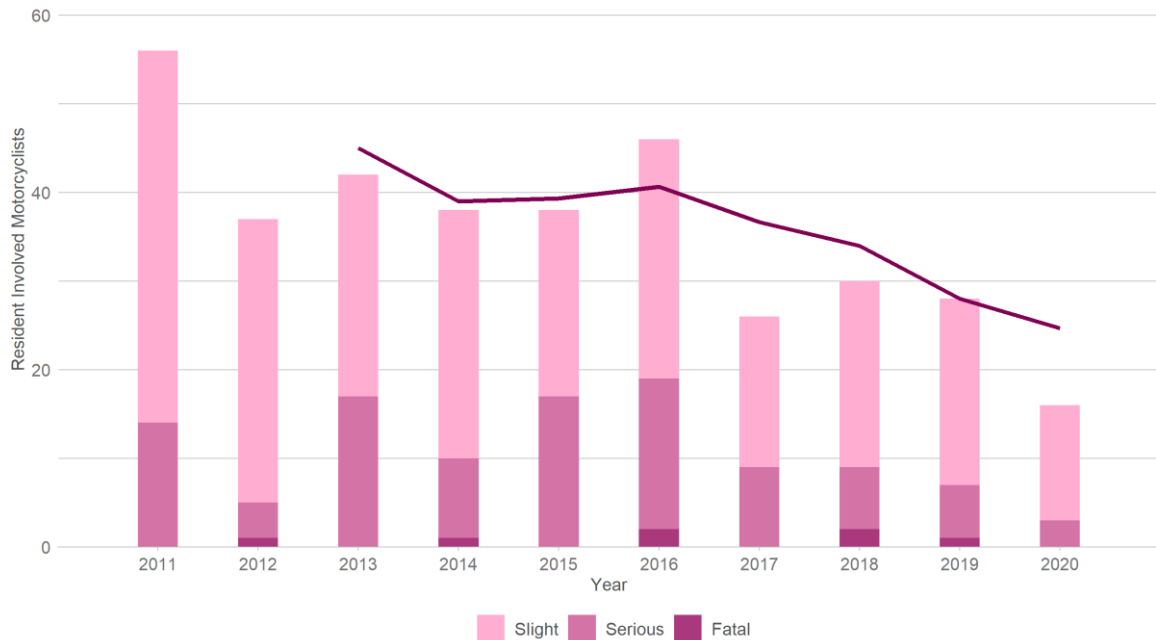


2.3.1.3 Trends

Figure 31 shows Wokingham’s annual collision involved resident motorcyclist numbers since 2011, by severity. This includes resident motorcyclist involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Trends have fluctuated over the decade for resident motorcyclist collision involvement levels. Overall, there has been a significant reduction of 71% from 56 collision involved resident motorcyclists in 2011 to 16 in 2020. Of these involved motorcyclists, none were involved in a fatal collision and a further three were involved in collisions that resulted in a seriously injured casualty in 2020.

Figure 31 - Wokingham resident involved motorcyclist, by year and severity (2011-2020)



Resident motorcyclist collision involvement in other areas

Forty-seven percent of resident motorcyclists involved in collisions were involved in collisions in Wokingham. Of the remaining 53%, the majority of the collisions that they were involved in were in Reading (18%), Hampshire (5%), Bracknell Forest (5%), Windsor & Maidenhead (5%), Surrey (4%), or Buckinghamshire (3%).

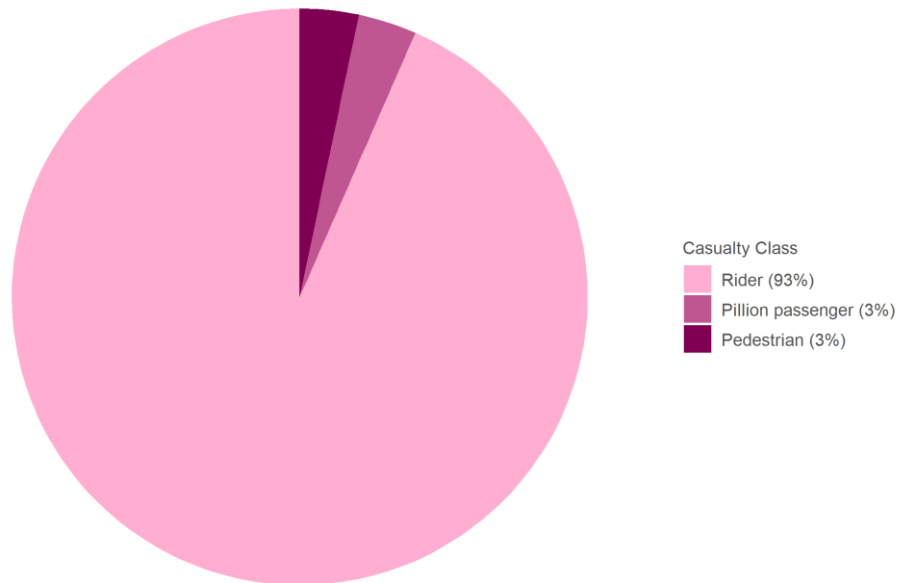
2.3.2 Related Casualties

2.3.2.1 Passenger and pedestrian casualties

The related casualties of Wokingham’s resident motorcycle riders have been analysed in Figure 32. Related casualties can be the rider themselves; an injured pillion passenger; or a pedestrian struck by the rider’s motorcycle. Consequently, injured drivers and passengers of other vehicles are not included in the analysis.

For Wokingham’s resident motorcycle riders, 93% of the casualties were the riders themselves. A further 3% were their pillion passengers and 3% were pedestrians who were injured after the motorcyclist hit them. It should be noted that the passenger and pedestrian casualties related to Wokingham’s resident motorcycle riders could live anywhere in the country and have been injured anywhere.

Figure 32 - Related casualties of Wokingham's resident involved motorcyclists (2016-2020)



3 Wokingham Road Network Risk

For information about the provenance and scope of data included in this section, please refer to section 1.2.2 on page 5. For an explanation of the methodologies employed throughout this section, please refer to 4.1.2 on page 63.

3.1 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 4.1.2.1 on page 64.

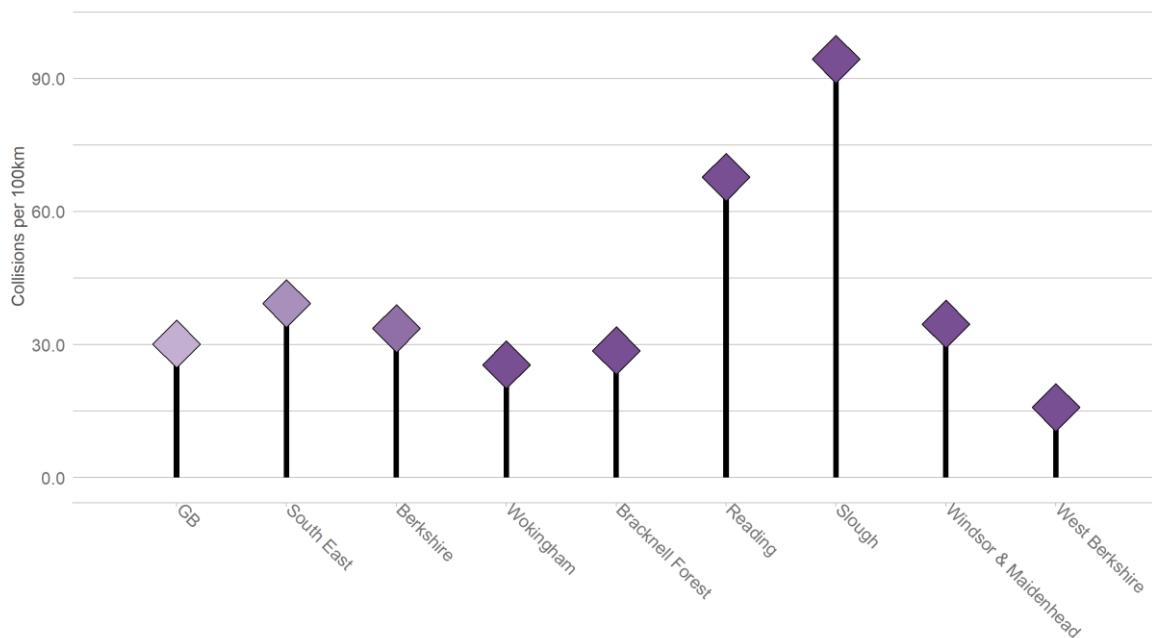
3.1.1 Rates

3.1.1.1 Collisions per 100km of road

Figure 33 below shows the rate of average annual collisions between 2016 and 2020 per 100km of road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

Between 2016 and 2020, Wokingham had a collision rate of 25.5 collisions per year, per 100km of road on its road network.

Figure 33 - Annual average collisions per 100km of road (2016-2020)



3.1.1.2 Comparisons

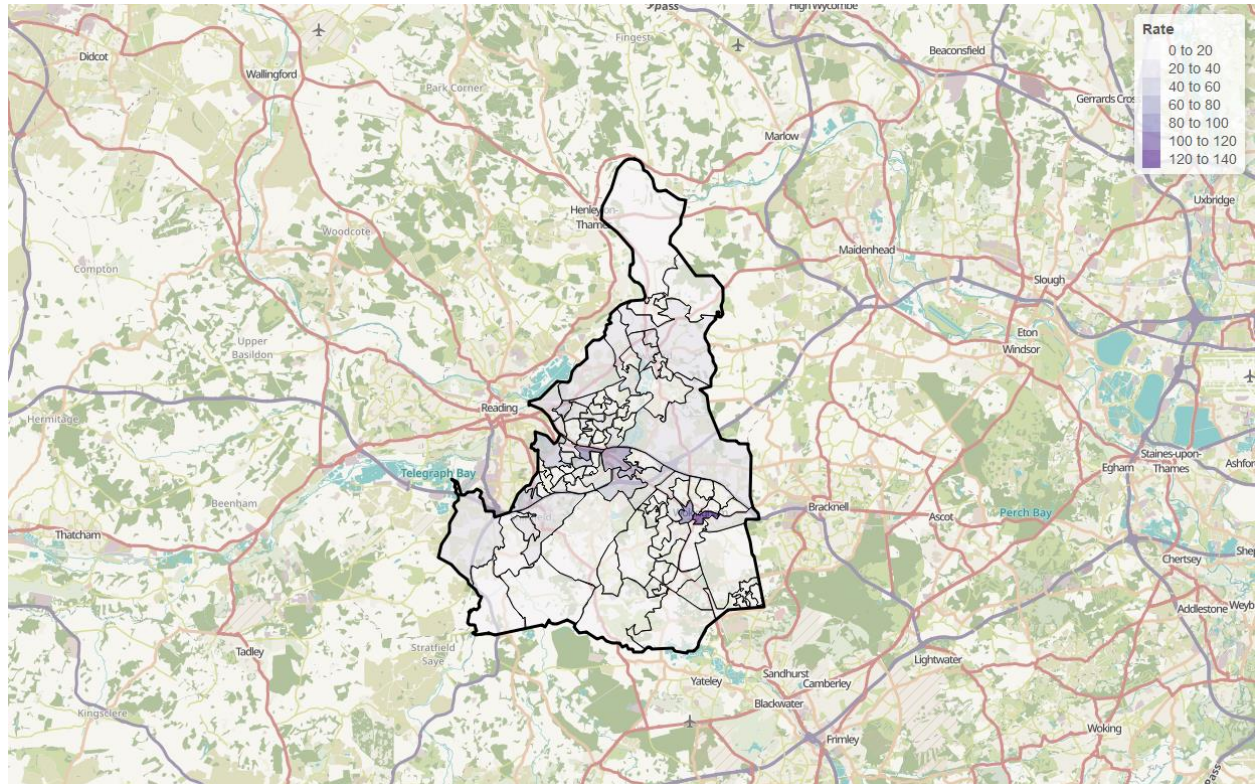
The collision rate in Wokingham was 15% below the national collision rate. This is 35% below the regional rate for the South East, and 24% below the overall Berkshire collision rate. Within Berkshire, West Berkshire had the lowest collision rate, followed by Wokingham.

Collisions by Small Area

Figure 34 shows collisions on all roads in Wokingham by LSOA. The thematic map is colour coded by the rate of annual average collisions per 100km of road.

The highest collision rates in Wokingham can be found in Wokingham town centre, and around the Wokingham Road.

Figure 34 - Annual average collisions per 100km of road (2016-2020)

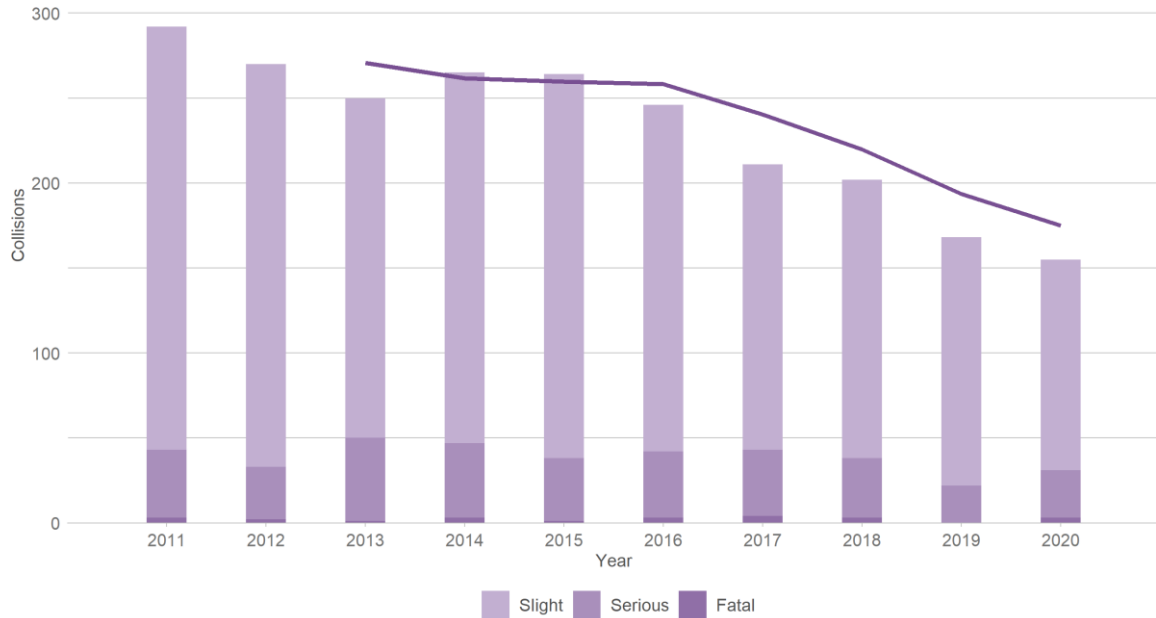


3.1.1.3 Trends

Figure 35 shows annual collisions on Wokingham's roads, since 2011 by severity.

In 2020, there were 155 collisions on Wokingham's roads, down from 292 in 2011, a reduction of 47%. This is the result of a clear downward trend over the decade. Of the 155 collisions in Wokingham in 2020, three were fatal and a further 22 involved a casualty that was seriously injured.

Figure 35 - Wokingham collisions, by year and severity (2011-2020)

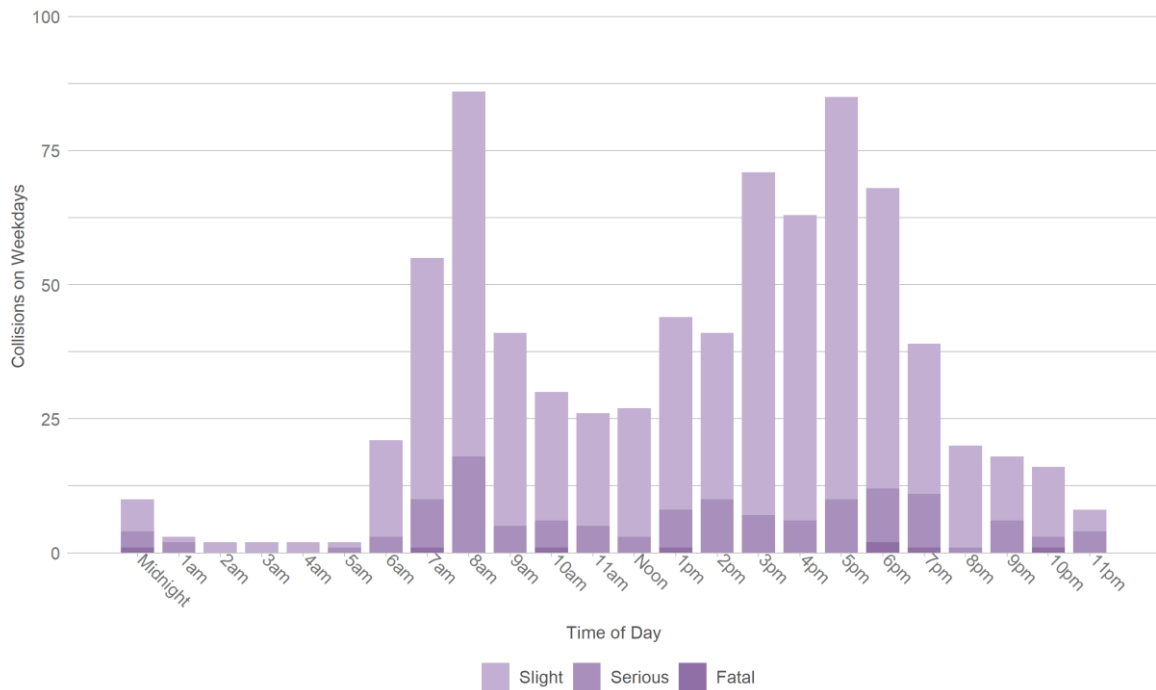


3.1.1.4 Collisions by hour of the day

Collisions by hour of the day on weekdays

Figure 36 shows collisions on weekdays by the hour of the day in which they occurred. There are clear peaks around both the morning commute (7am to 9am) and the evening commute (3pm to 7pm), with very few collisions before 7am or after 9pm.

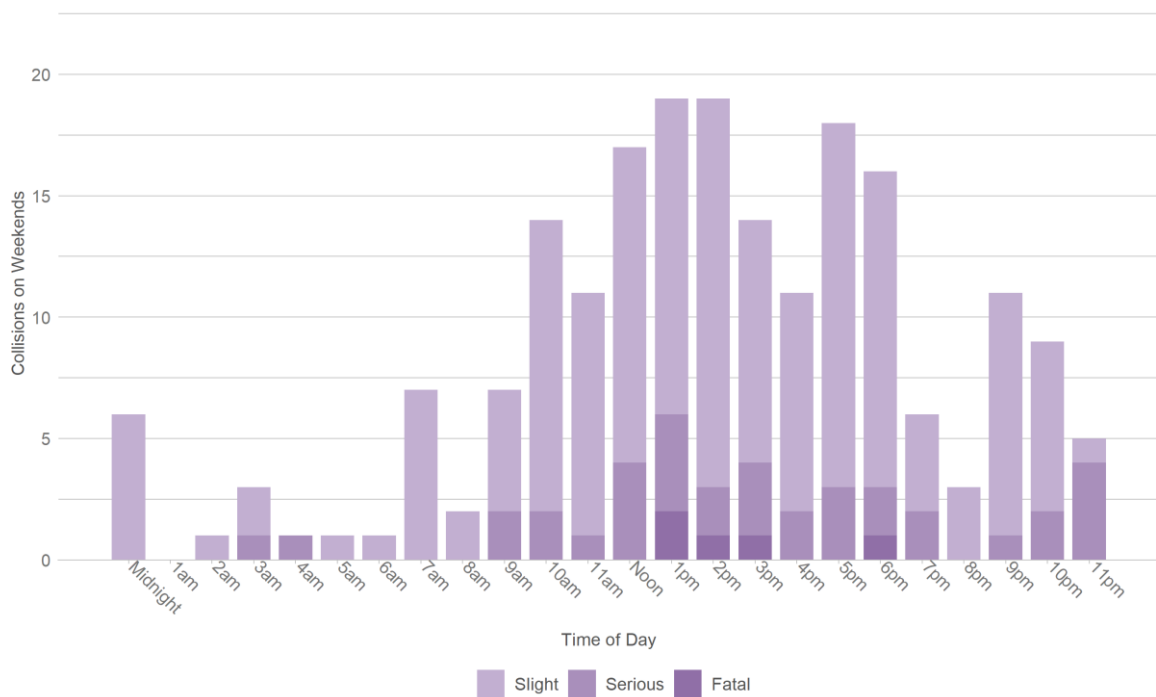
Figure 36 - Wokingham collisions, by hour of the day during weekdays (2016-2020)



Collisions by hour of the day on weekends

Figure 37 shows collisions on a weekend by the hour of the day in which they occurred. Compared to weekdays, collision numbers are more evenly spread throughout the day, with the majority occurring after 10am and before 7pm.

Figure 37 - Wokingham collisions, by hour of the day during weekends (2016-2020)



Collision involved drivers who reside in other areas

Of the drivers involved in collisions in Wokingham for whom home location was recorded, half were Wokingham residents. Of the remaining 50%, the majority were residents of Reading (14%), Bracknell Forest (7%), Hampshire (5%), Windsor & Maidenhead (4%), or West Berkshire (3%).

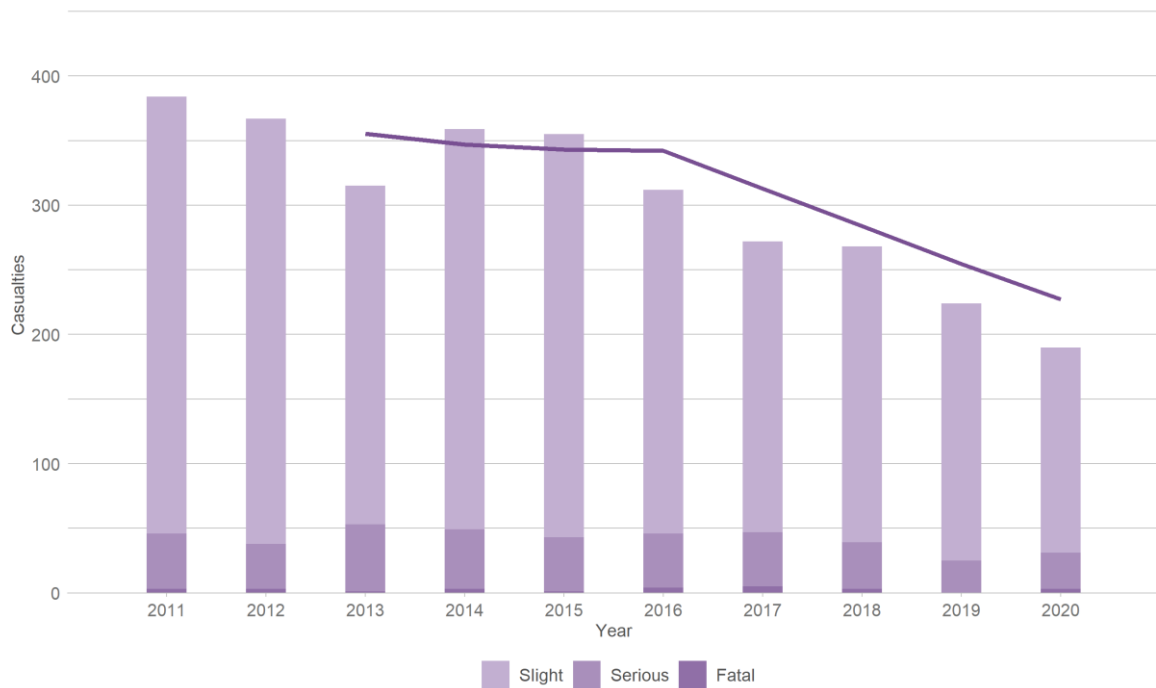
3.1.2 Casualty trends on all roads

3.1.2.1 All casualties

Figure 38 shows annual casualty numbers on collisions on Wokingham’s roads.

Casualty numbers on Wokingham’s roads have shown a clear downward trend over the decade, from 384 in 2011 down to 190 in 2020, an overall reduction of more than half (51%).

Figure 38 - Casualties on Wokingham's roads by year (2011-2020)

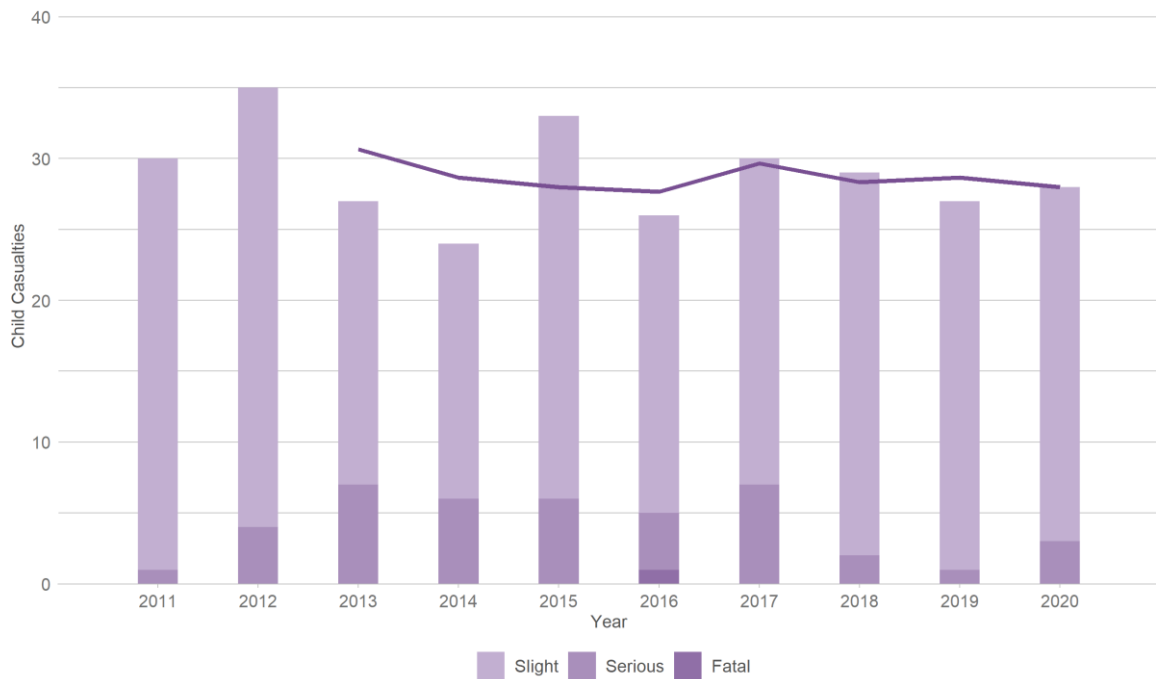


3.1.2.2 Child casualties

Figure 39 shows annual child casualty numbers on collisions on Wokingham's roads.

Child casualty numbers have followed a fluctuating trend since the start of the decade, but have changed little since then in the last couple of years. In 2020, there were 28 child casualties injured on the roads of Wokingham, down by 7% from 30 in 2011. Of these 28 child casualties, three were seriously injured but none were killed. There has been one child fatality on Wokingham's roads this decade, in 2016 only.

Figure 39 - Child casualties on Wokingham's roads by year (2011-2020)

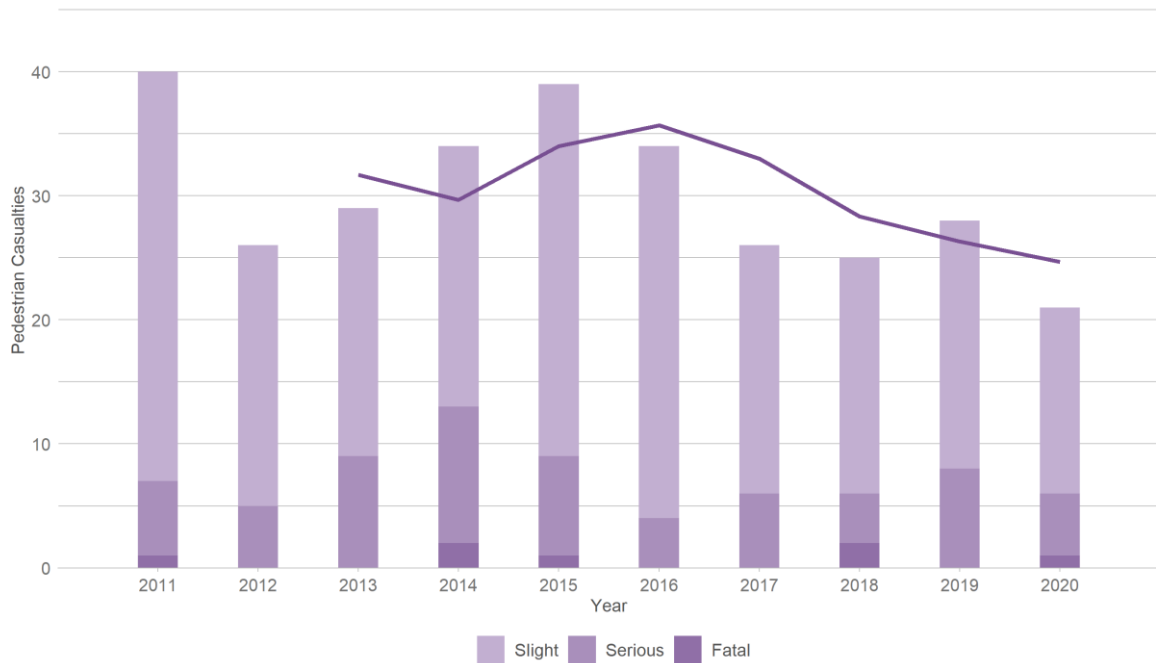


3.1.2.3 Pedestrian casualties

Figure 40 shows annual pedestrian casualty numbers on collisions on Wokingham's roads.

Pedestrian casualty numbers in Wokingham have fluctuated over the decade, and have been decreasing since 2015, although were slightly higher in 2019. In 2020, there were 21 pedestrians injured on Wokingham's roads, down by 46% from 39 in 2015. Of these 21 pedestrians, one was a fatality and a further five were seriously injured.

Figure 40 - Pedestrian casualties on Wokingham's roads by year (2011-2020)

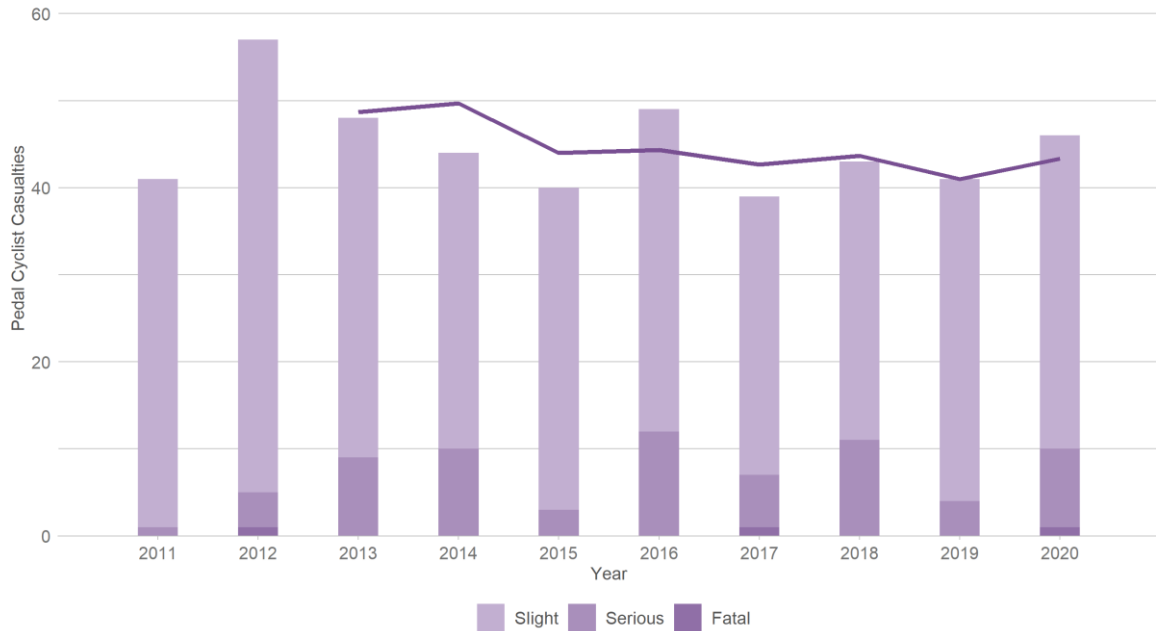


3.1.2.4 Pedal cyclist casualties

Figure 41 shows annual pedal cyclist casualty numbers on collisions on Wokingham's roads.

Pedal cyclist casualty numbers have fluctuated over the decade, increasing to a peak in 2012 before reducing again until 2015 and rising again in 2016. Since then, numbers have remained low but have changed little, although there was a slight increase in 2020. In 2020, there were 46 pedal cyclist casualties in Wokingham, up by 11% since 2011.

Figure 41 - Pedal cyclist casualties on Wokingham's roads by year (2011-2020)



3.2 Collisions on Urban Roads in Wokingham

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

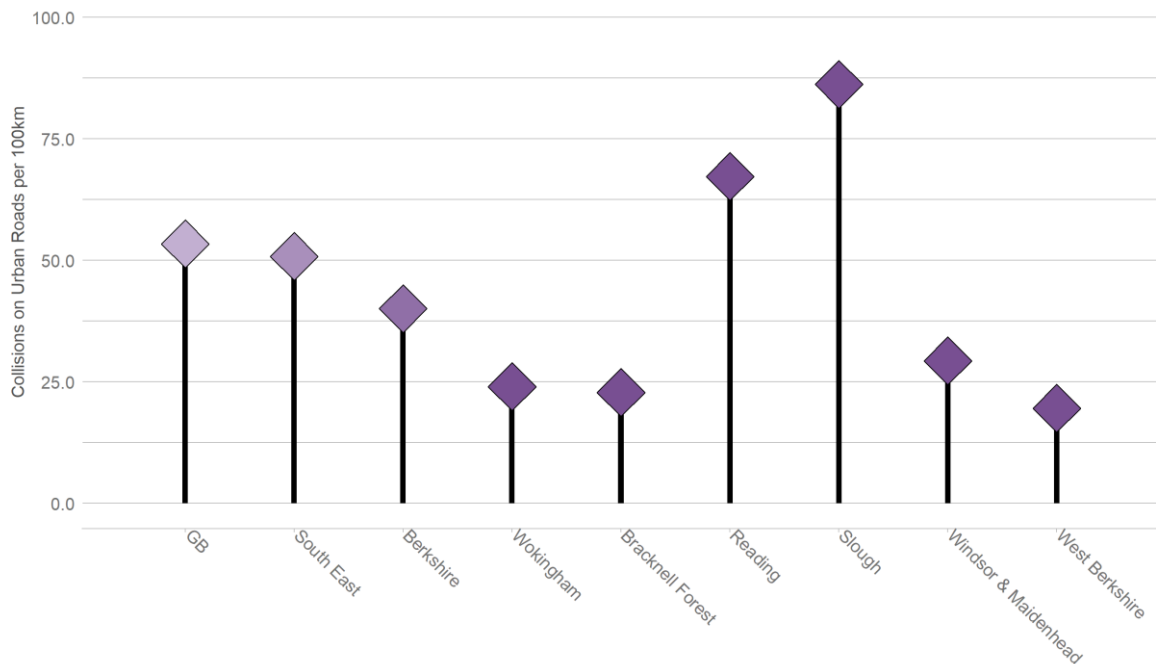
3.2.1 Rates

3.2.1.1 Collisions on urban road per 100km of urban road

Figure 42 below shows the rate of average annual collisions on urban roads between 2016 and 2020 per 100km of urban road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

On Wokingham's urban roads between 2016 and 2020 there was a collision rate of 24 collisions per year, per 100km of urban road.

Figure 42 - Annual average collisions on urban roads per 100km of urban road (2016-2020)



3.2.1.2 Comparisons

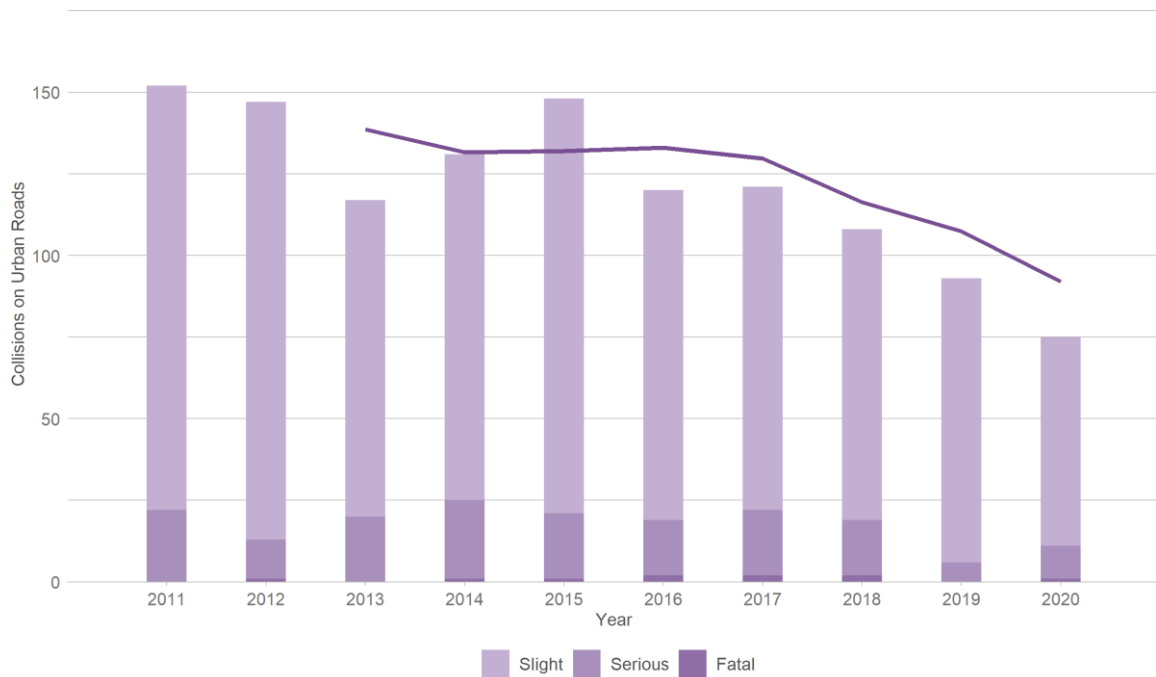
Wokingham’s urban road collision rate was more than half the national urban road collision rate and the regional rate. This is 40% below the overall Berkshire rate. Within Berkshire, West Berkshire has the lowest urban roads collision rate, followed by Bracknell Forest which is in line with Wokingham. The highest urban roads collision rates are in Slough (62.2) and Reading (43.3).

3.2.1.3 Trends

Figure 43 shows annual collisions on Wokingham’s urban roads, since 2011 by severity.

On Wokingham’s urban roads, collision numbers have fluctuated over the decade, with a downward trend in recent years since 2015, having an overall reduction of more than half (51%) from 152 in 2011 to 75 in 2020. Of these 75, one of these resulted in a fatality, and a further ten involved seriously injured casualties.

Figure 43 - Wokingham collisions on urban roads, by year and severity (2011-2020)



3.3 Collisions on Rural Roads in Wokingham

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

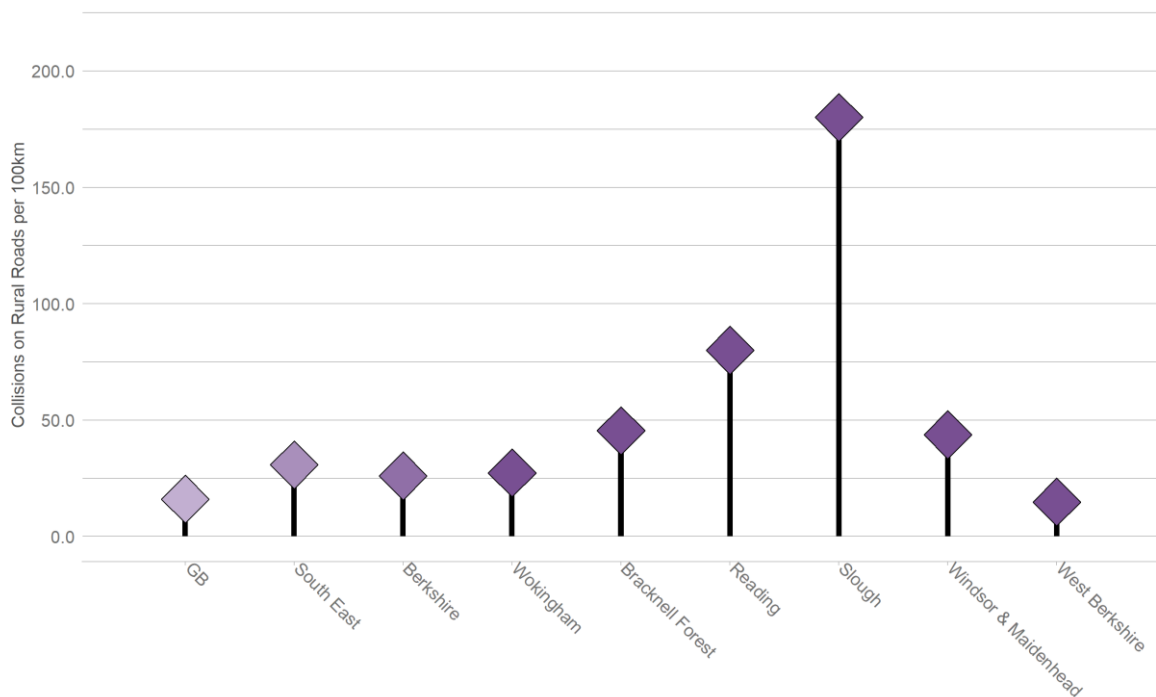
3.3.1 Rates

3.3.1.1 Collisions on rural road per 100km of rural road

Figure 44 below shows the rate of average annual collisions on rural roads between 2016 and 2020 per 100km of rural road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

Wokingham’s rural road collision rate between 2016 and 2020 was 27.3 collisions per year, per 100km of rural road.

Figure 44 - Annual average collisions on rural roads per 100km of rural road (2016-2020)



3.3.1.2 Comparisons

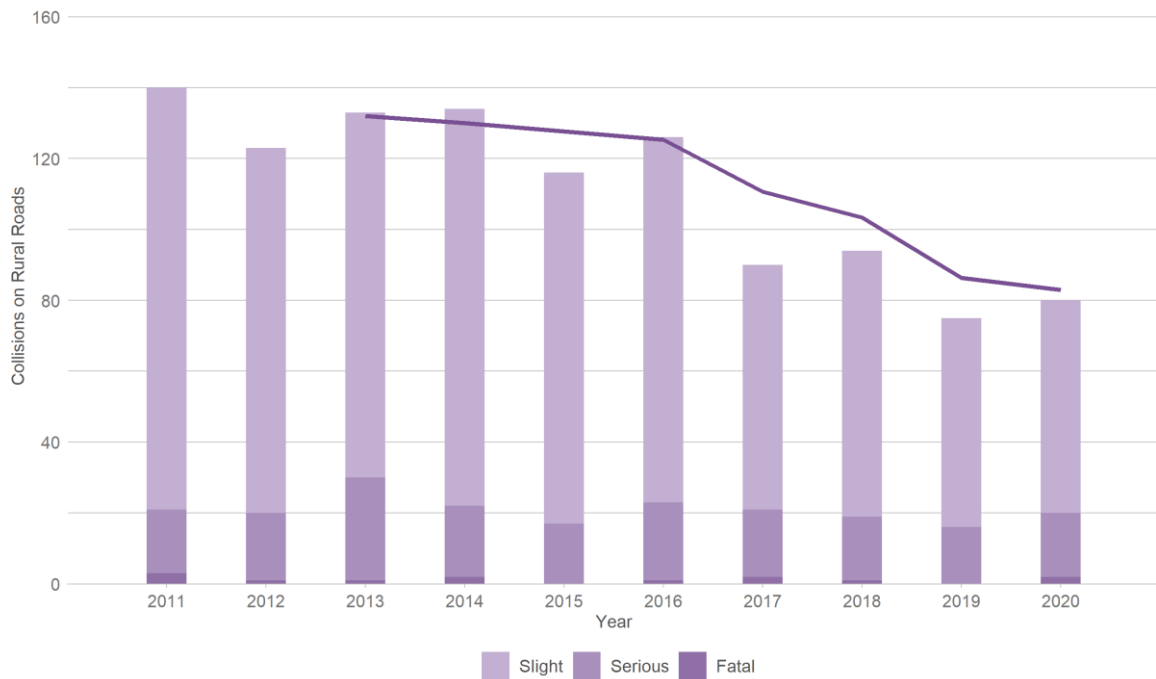
Wokingham’s rural road collision rate is 70% higher than the national rate, but is in line with the overall rate for Berkshire. This is 11% lower than the South East’s regional rate. Wokingham’s rate is the second lowest within Berkshire, above West Berkshire.

3.3.1.3 Trends

Figure 45 shows annual collisions on Wokingham’s rural roads, since 2011 by severity.

There has been a steady downward trend in collision numbers on rural roads in Wokingham over the decade, from 140 in 2011 to 80 in 2020, an overall reduction of 43%. Of the 80 collisions in 2020, two were fatal and a further 18 involved with at least one seriously injured casualty.

Figure 45 - Wokingham collisions on rural roads, by year and severity (2011-2020)



3.4 Contributory Factors

Each section below examines trends in reported collisions on Wokingham’s roads involving groups of related contributory factors (CFs). For each group, the total number of collisions in which any CF in the group was recorded has been determined. To provide comparative context, each chart also shows the three-year average of all police attended collisions with recorded CFs.

For more information about CFs and the techniques used to analyse them see Contributory Factors on page 64. For a complete list of all CFs and CF groupings used by Agilysis, see Contributory Factor Groupings on page 81.

3.4.1 Speed Related

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

3.4.1.1 Trends

Figure 46 - Collisions in Wokingham where CF306 and/or CF307 were recorded (2011-2020)

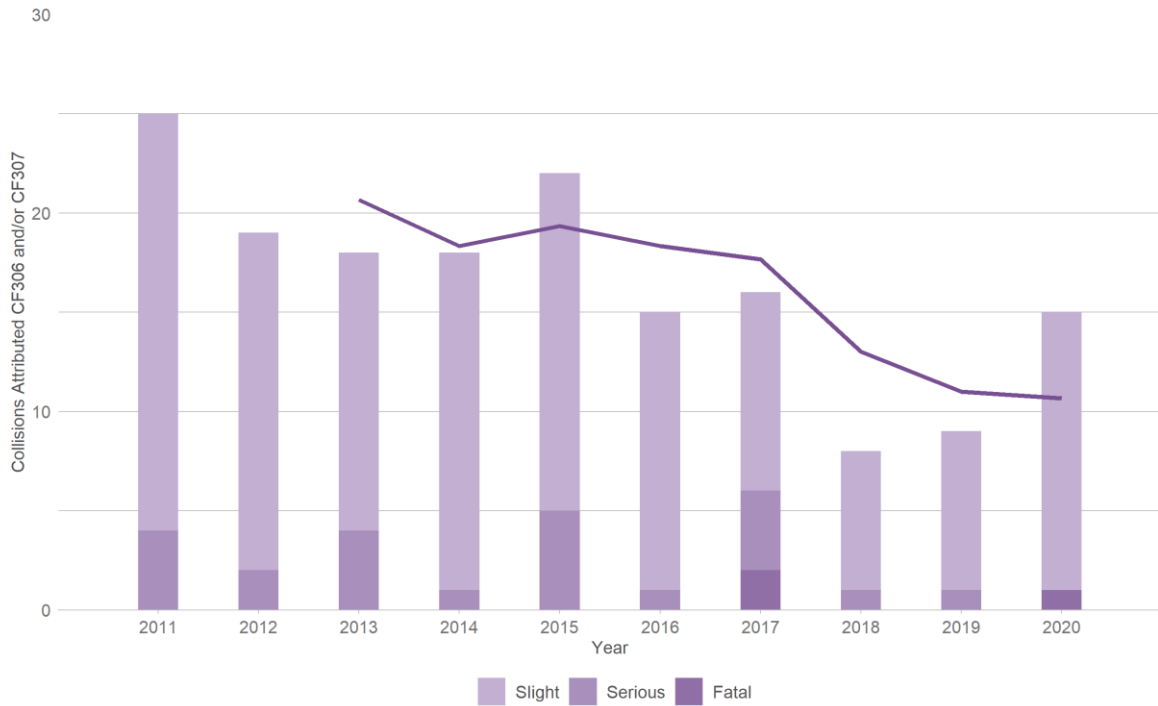


Figure 46 shows annual collisions on Wokingham’s roads where at least one of the speed choice CFs were recorded, with a three-year moving average trend line for speed choice collisions. Figure 47 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2011 baseline for comparison.

There was a downward trend in speed related collisions over the past decade after a rise in 2015 to 2019, however there has been a noticeable increase in collisions in 2020 from 9 in 2019 to 15 in 2020. There was one fatality in 2020 and no casualties seriously injured in collisions. Using 2011 as a baseline, these reductions are at a faster rate than that of all police officer attended collisions until 2020 where they come in line.

Figure 47 - Collision trends in Wokingham where CF306 and/or CF307 were recorded compared to officer attended collision trends (2011-2020)

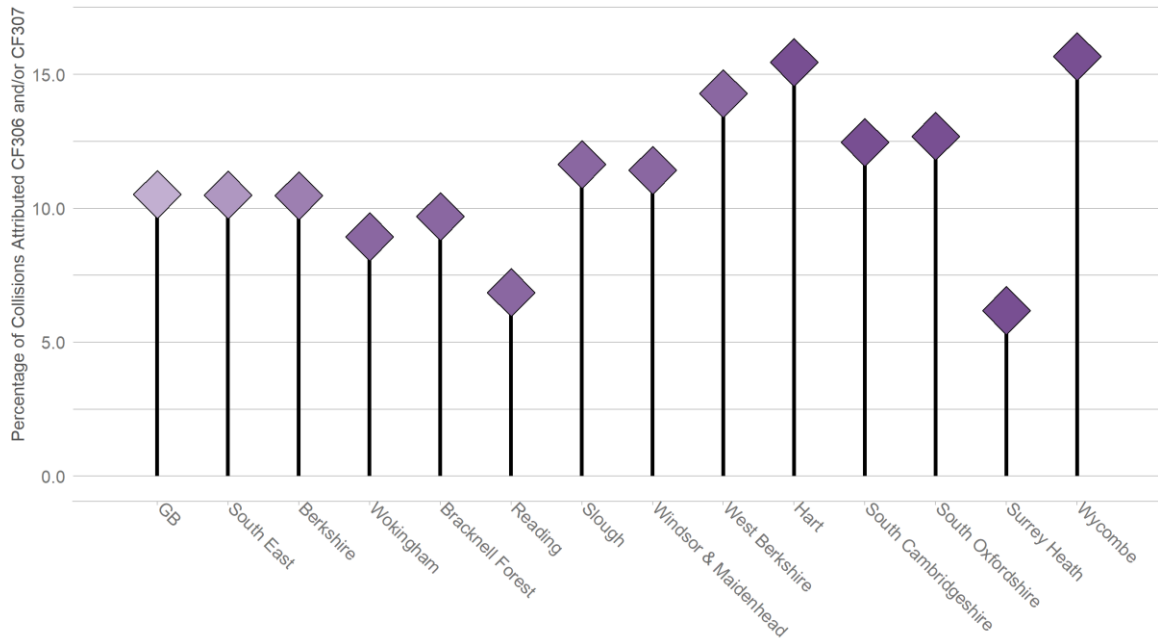


3.4.1.2 Comparisons

Figure 48 shows collisions on Wokingham’s roads where at least one of the speed choice CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

Just under 9% of officer attended collisions in Wokingham were attributed a speed choice CF. This is lower than the proportions seen nationally, regionally, and across Berkshire as a whole. Within Berkshire, Reading has the lowest proportion of speed related collisions (6.8%), followed by Wokingham. Of the most similar comparator authorities, Wokingham’s percentage of speed related collisions is higher than that of Surrey Heath (6.2%), but lower than those of Hart, South Cambridgeshire, South Oxfordshire, and Wycombe.

Figure 48 - Percentage of collisions in Wokingham and comparators where CF306 and/or CF307 were recorded (2016-2020)



3.4.2 Impairment

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

3.4.2.1 3.4.2.1 Trends

Figure 49 - Collisions in Wokingham where CF501 and/or CF502 were recorded (2011-2020)

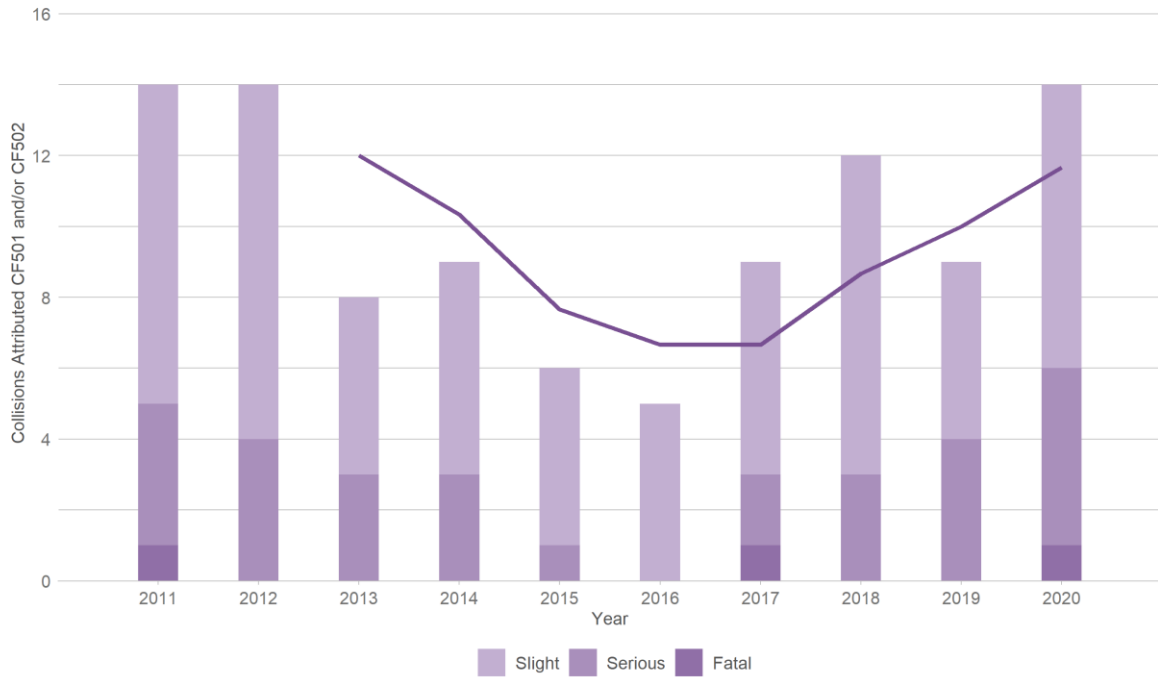
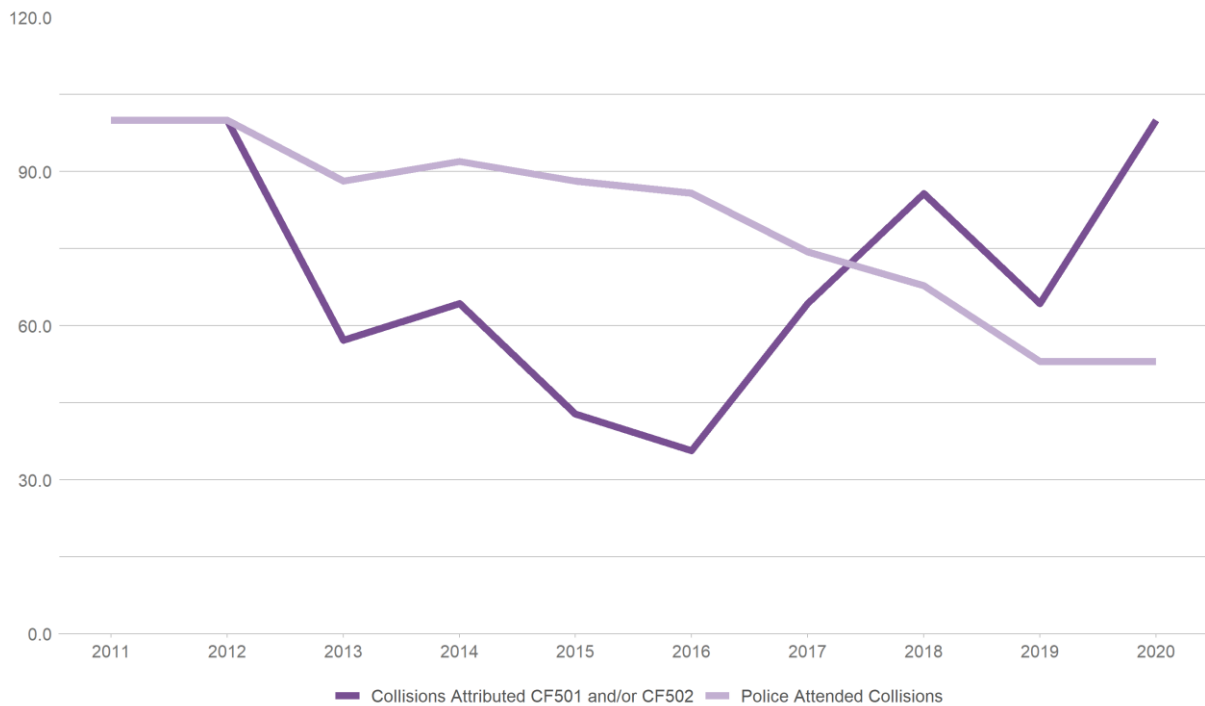


Figure 49 shows annual collisions on Wokingham’s roads where at least one of the impairment CFs were recorded, with a three-year moving average trend line for impairment collisions. Figure 50 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2011 baseline for comparison.

Impairment related collisions appeared to show a downward trend up until 2016, but have been higher in recent years and have continued to increase in 2020 as well. Despite this, numbers have remained low over the decade. Using 2011 as a baseline, up until 2017 the reductions were greater than those seen for all officer attended collisions. However, the recent increases indicate that impairment collisions have increased relative to all officer attended collisions over the past ten years.

Figure 50: Collision trends in Wokingham where CF501 and/or CF502 were recorded compared to officer attended collision trends (2011-2020)

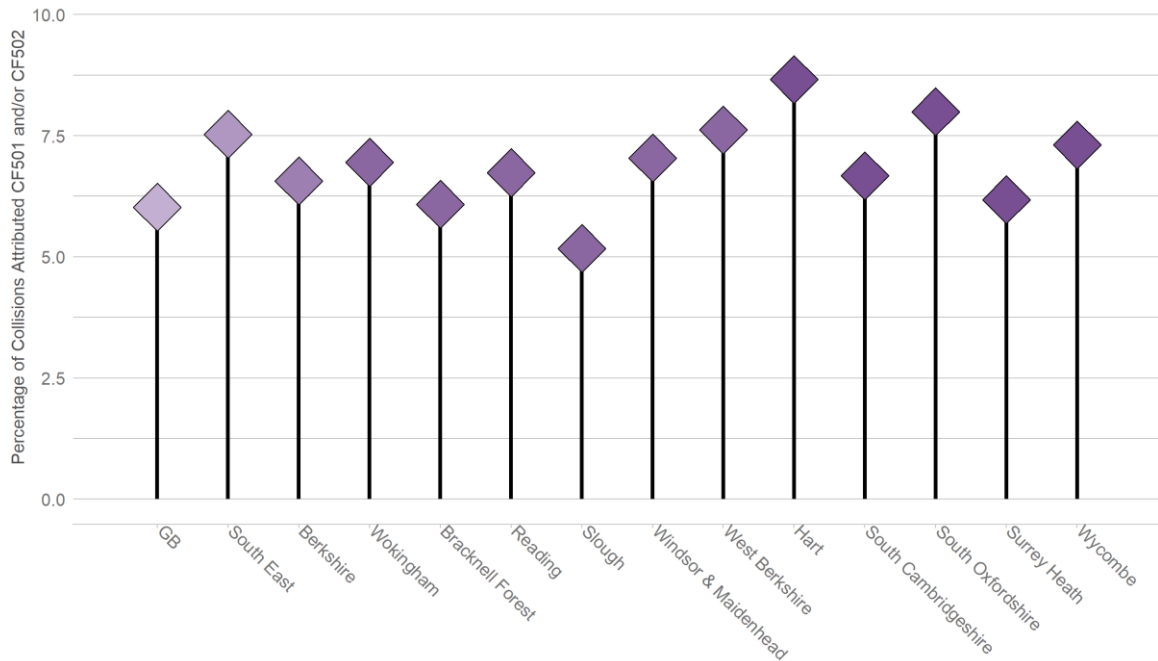


3.4.2.2 Comparisons

Figure 51 shows collisions on Wokingham’s roads where at least one of the impairment CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

Of Wokingham’s officer attended collisions, 7% were attributed an impairment CF. This is higher than the national proportions but in lower than regional proportions in the South East. Within Berkshire, Slough has the lowest percentage of impairment related collisions. Wokingham’s percentage was in line with that of Reading, higher than Bracknell Forest and Slough and less than Windsor & Maidenhead. Wokingham also has a lower proportion of collisions attributed an impairment CF than all the most similar comparator authorities apart from South Cambridgeshire and Surrey Heath.

Figure 51 - Percentage of collisions in Wokingham and comparators where CF501 and/or CF502 were recorded (2016-2020)



3.4.3 Road Surface Conditions

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

3.4.3.1 Trends

Figure 52 - Collisions in Wokingham where CF101 and/or CF102 and/or CF103 were recorded (2011-2020)

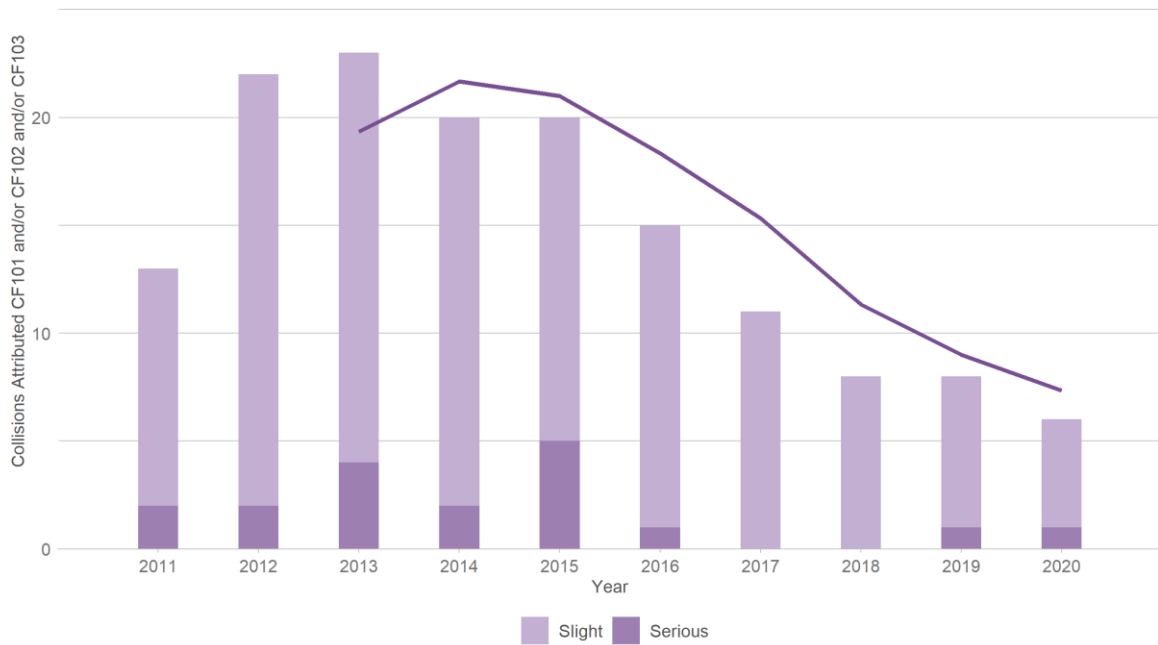
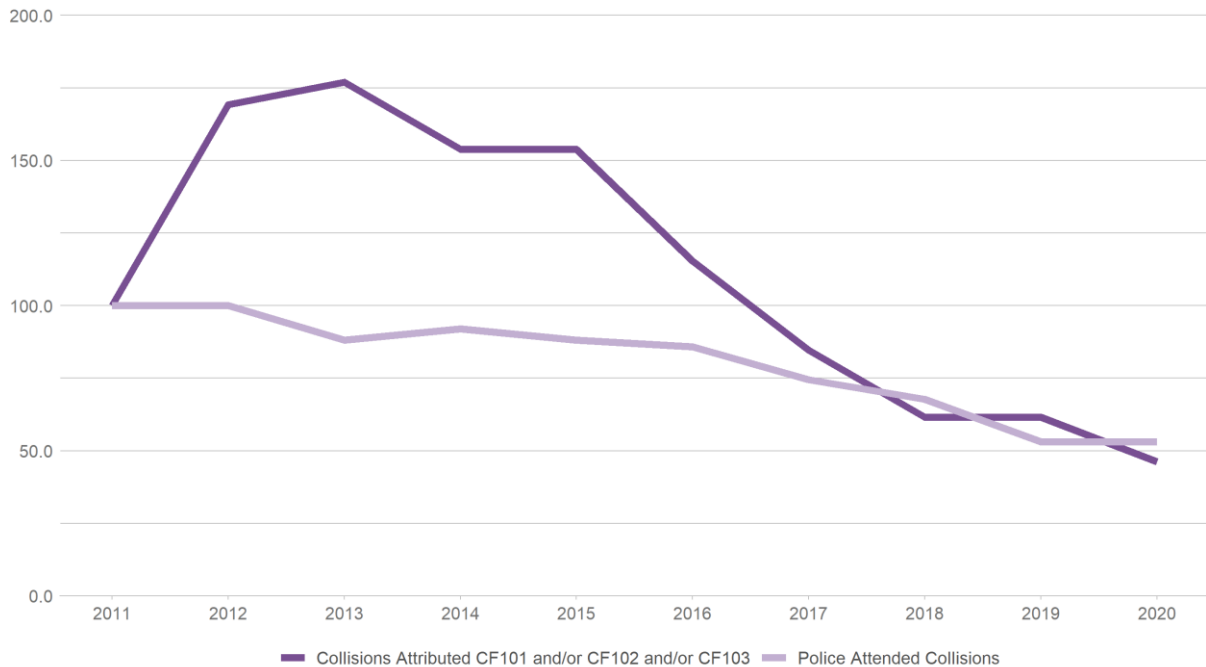


Figure 52 shows annual collisions on Wokingham’s roads where at least one of the road surface CFs were recorded, with a three-year moving average trend line for road surface collisions. Figure 53 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2011 baseline for comparison.

There has been some fluctuation in road surface related collisions at the start of the decade, with collisions rising in 2012 and 2013. However, since then there has been a steady reduction in road surface related collisions which has continued into 2020. When using 2011 as a baseline, these overall reductions have been at a slower rate than the downward trend in all police officer attended collisions which have since come in line in the last few years.

Figure 53 - Collision trends in Wokingham where CF101 and/or CF102 and/or CF103 were recorded compared to officer attended collision trends (2011-2020)

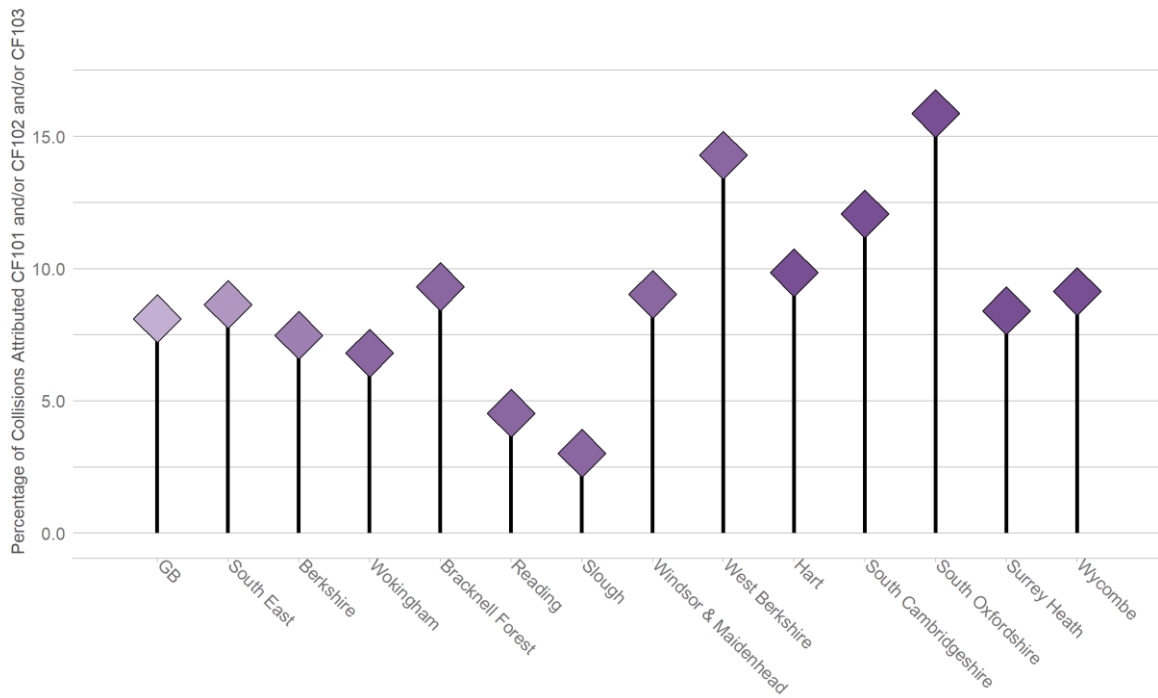


3.4.3.2 Comparisons

Figure 54 shows collisions on Wokingham’s roads where at least one of the road surface CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

Between 2016 and 2020, 6.8% of Wokingham’s officer attended collisions were attributed a road surface CF. This is below the national and the South East regional rate. Within Berkshire, Slough and Reading have the lowest percentages of collisions attributed a road surface CF, followed by Wokingham. Surrey Heath has the lowest proportion of road surface related collisions (8.4%) of all the most similar comparator authorities, still higher than the percentage for Wokingham.

Figure 54 - Percentage of collisions in Wokingham and comparators where CF101 and/or CF102 and/or CF103 were recorded (2016-2020)



3.4.4 Unsafe Behaviour

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

3.4.4.1 3.4.5.1 Trends

Figure 55 - Collisions in Wokingham where CF601 and/or CF602 were recorded (2011-2020)

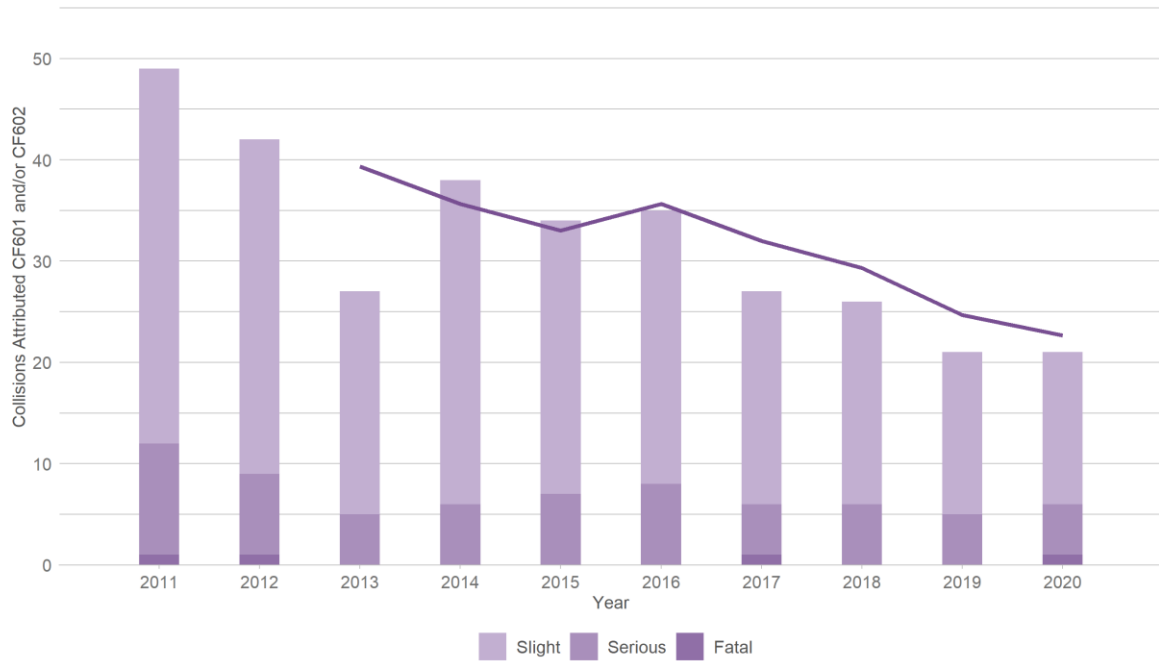
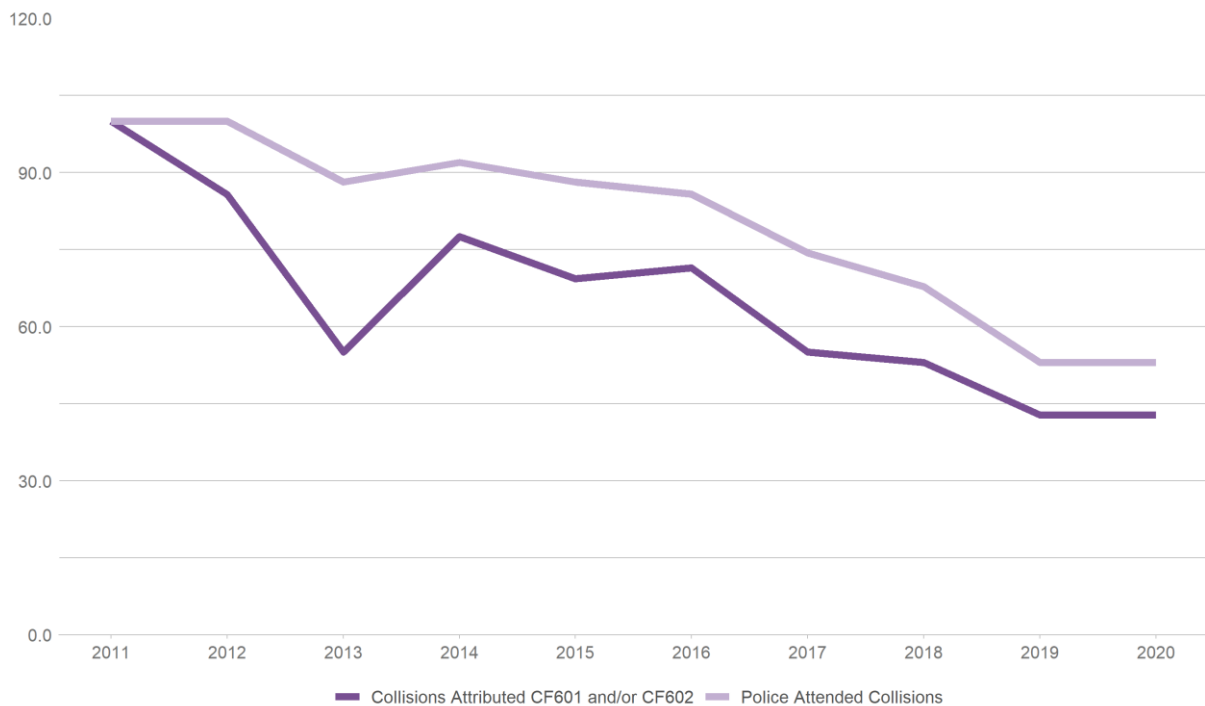


Figure 55 shows annual collisions on Wokingham’s roads where at least one of the unsafe behaviour CFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions. Figure 56 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2011 baseline for comparison.

There has been an overall downward trend in unsafe behaviour related collisions, despite some fluctuations over the past ten years. When using 2011 as a baseline, this trend is in lower than the trend observed for all officer attended collisions.

Figure 56 - Collision trends in Wokingham where CF601 and/or CF602 were recorded compared to officer attended collision trends (2011-2020)

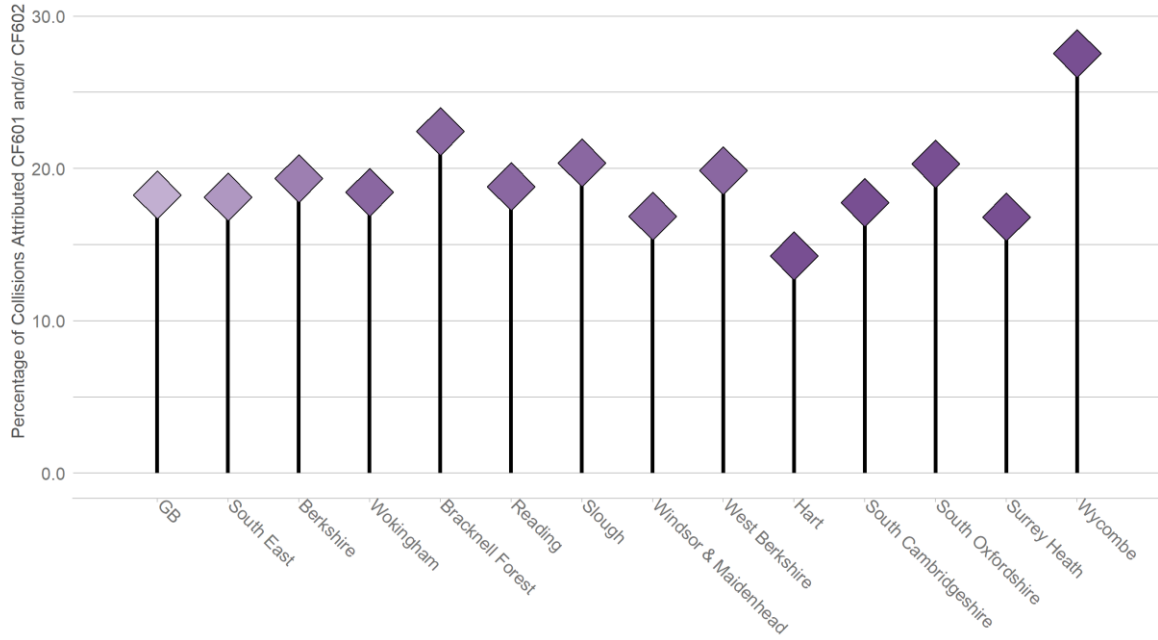


3.4.4.2 Comparisons

Figure 57 shows collisions on Wokingham’s roads where at least one of the unsafe behaviour CFs was recorded, as a percentage of all officer attended collisions where any CF was recorded. Also shown are the national, regional and comparator authorities’ percentages.

Of Wokingham’s collisions between 2016 and 2020 that were attended by a police officer, 18.4% were attributed an unsafe behaviour CF. This is broadly in line with the rates recorded both nationally and across the South East region as a whole. However, this is slightly lower than the proportion recorded in Berkshire. Within Berkshire, Wokingham’s percentage is in line with that of Reading, slightly higher than those of Windsor & Maidenhead, but lower than those of Bracknell Forest and Slough. Of the most similar comparator authorities, Wokingham has a proportion of unsafe behaviour CF attributed collisions that is in line with that of South Cambridgeshire, higher than those of Hart and Surrey Heath, but lower than those of South Oxfordshire and Wycombe.

Figure 57 - Percentage of collisions in Wokingham and comparators where CF601 and/or CF602 were recorded (2016-2020)



4 Appendices

4.1 Analytical Techniques

4.1.1 Resident road users

Casualty and driver postcodes in STATS 19 make it possible to identify where casualties from Wokingham reside. Thematic maps are used to illustrate the number of casualties per head of population from each small area in Wokingham. Areas on maps are progressively coloured, indicating annual average rates relative to the population of that area.

The geographical units used for this analysis are based on similar populations, which enables meaningful comparative analysis within and between authorities. In England and Wales the areas typically used are super output areas as defined by the Office for National Statistics (ONS). Where appropriate, lower level small areas are employed: for England and Wales these are lower layer super output areas (LSOAs) of around 1,600 residents on average. In some cases, larger groupings are used, as is the case in MAST Online: for England and Wales these are middle layer super output areas (MSOAs) with an average of nearly 8,000 residents each.

MAST Online has been used to determine the casualty figures for Wokingham's residents injured in road collisions anywhere in Britain. Using national population figures (by age where appropriate), casualty and driver/rider involvement rates per head of population have been calculated. Charts have been devised which compare the local rates with the equivalent figures for Great Britain and for selected comparators. Trend analysis examines resident road user collision involvement over time and by severity, and additional trends are explored depending on road user type.

Where appropriate, socio-demographic analysis is conducted to provide insight into the backgrounds of people from Wokingham who are involved in collisions, either as casualties or motor vehicle users. Socio-demographic profiling examines age breakdowns, and for some road user groups includes analysis using Mosaic Public Sector segmentation, deprivation and/or rurality. More information on Mosaic is provided later in this section.

4.1.1.1 Mosaic Public Sector

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

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

² See Appendix B below, or go to <http://www.experian.co.uk/marketing-services/products/mosaic-uk.html>

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

This profile displays Mosaic analysis as dual series column charts, to facilitate quick and easy insight into residents and relative risk. In these charts, the wider background columns denote the absolute number of Wokingham resident casualties or drivers in each Mosaic Type or Group, corresponding to the value axis to the left of the chart. The columns in the foreground provide an index for each Mosaic Type or Group. These indices are 100 based, where a value of 100 indicates the number of casualties or drivers shown by the corresponding background column is exactly in proportion to the population of communities in Wokingham where that Type or Group predominates. Indices over 100 indicate over representation of that Type among casualties or motor vehicle users relative to the population: for example, a value of 200 would signify that people resident in communities of that Type were involved in collisions at twice the expected rate. Conversely, indices below 100 suggest under representation, so an index of 50 would imply half the expected rate. Inevitably, index values become less significant as numbers of involved residents decrease, because increased random fluctuations tend to decrease levels of confidence.

Where appropriate, additional Mosaic profiles for drivers may be provided with indices based on Experian's estimate of the average annual mileage typically driven by each Group or Type. These profiles help to identify situations where exposure to road risk for some communities is out of proportion to their population due to unusually high or low levels of vehicle use.

4.1.1.2 Deprivation

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

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

4.1.2 Collisions

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

4.1.2.1 Contrasting kinds of road network

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

4.1.3 Comparators

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

Regional

All of the other Berkshire authorities have been analysed to show how resident road user and collision rates differ between authority areas within the county.

Socio Demographic

It is not always appropriate to compare an authority solely against its neighbours, especially when the authority has unique characteristics in terms of socio-demographic composition and/or road network. In this Area Profile Wokingham's most similar authorities have been selected using Mosaic classification. Because of the size of Wokingham only district authorities have been selected for comparison. The chosen five districts are:

Table 1 - Comparator Authorities for Wokingham

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

4.1.4 Contributory factors

Police officers who attended the scene of an injury collision may choose to record certain contributory factors (CFs) which in the officer's view were likely to be related to the incident. Up to six CFs can be recorded for each collision.

CFs reflect the officer’s opinion at the time of reporting, but may not be the result of extensive investigation. Consequently, CFs should be regarded only as a general guide for identifying factors as possible concerns.

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

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

4.2 Mosaic Public Sector

This section provides information on all of the Mosaic Types and more detailed analysis of the specific Types identified as being of interest to Wokingham More information on what Mosaic is can be found in 4.1.1.1 on page 62.

4.2.1 Complete list of Mosaic Types

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

Group	Description	Type	Description
A	City Prosperity	A01	World-Class Wealth
		A02	Uptown Elite
		A03	Penthouse Chic
		A04	Metro High-Flyers
B	Prestige Positions	B05	Premium Fortunes
		B06	Diamond Days
		B07	Alpha Families
		B08	Bank of Mum and Dad
		B09	Empty-Nest Adventure
C	Country Living	C10	Wealthy Landowners
		C11	Rural Vogue
		C12	Scattered Homesteads
		C13	Village Retirement
D	Rural Reality	D14	Satellite Settlers
		D15	Local Focus
		D16	Outlying Seniors
		D17	Far-Flung Outposts
E	Senior Security	E18	Legacy Elders
		E19	Bungalow Heaven
		E20	Classic Grandparents
		E21	Solo Retirees
F	Suburban Stability	F22	Boomerang Boarders
		F23	Family Ties
		F24	Fledgling Free
		F25	Dependable Me
G	Domestic Success	G26	Cafes and Catchments
		G27	Thriving Independence
		G28	Modern Parents
		G29	Mid-Career Convention
H	Aspiring Homemakers	H30	Primary Ambitions
		H31	Affordable Fringe

		H32	First-Rung Futures
		H33	Contemporary Starts
		H34	New Foundations
		H35	Flying Solo
I	Family Basics	I36	Solid Economy
		I37	Budget Generations
		I38	Economical Families
		I39	Families on a Budget
J	Transient Renters	J40	Value Rentals
		J41	Youthful Endeavours
		J42	Midlife Renters
		J43	Renting Rooms
K	Municipal Tenants	K44	Inner City Stalwarts
		K45	City Diversity
		K46	High Rise Residents
		K47	Single Essentials
		K48	Mature Workers
L	Vintage Value	L49	Flatlet Seniors
		L50	Pocket Pensions
		L51	Retirement Communities
		L52	Estate Veterans
		L53	Seasoned Survivors
M	Modest Traditions	M54	Down-to-Earth Owners
		M55	Back with the Folks
		M56	Self Supporters
N	Urban Cohesion	N57	Community Elders
		N58	Culture & Comfort
		N59	Large Family Living
		N60	Ageing Access
O	Rental Hubs	O61	Career Builders
		O62	Central Pulse
		O63	Flexible Workforce
		O64	Bus-Route Renters
		O65	Learners & Earners
		O66	Student Scene

4.2.2 Profile and distribution for selected Mosaic Types

The table below shows Mosaic Types identified by socio-demographic profiling of the resident casualties and resident drivers' sections of the report, with some of the main characteristics of these Types. These can be used to create a picture of the target audience in terms of economic and educational position; family life; and transport preferences including mileage and car ownership. This information is invaluable for understanding target audiences and knowing how to communicate with them.

<p>B05 <i>Premium Fortunes</i></p>	<p>B07 <i>Alpha Families</i></p>	<p>G26 <i>Cafés and Catchments</i></p>
<p>Premium Fortunes are wealthy families who live in top-of-the-range detached homes in prestigious suburbs. They are married couples aged in their late forties, fifties or older, some with school-age or adult children. Most families have been settled in their homes for a number of years</p> <p>These prosperous residents own large, attractive houses priced at a premium level – many are worth over a million pounds. Families enjoy a pleasant and quiet home environment located within a commutable distance to the business opportunities offered by major cities.</p> <p>The parents work in high-status managerial and professional jobs. They earn very high salaries or dividends and have amassed considerable investments.</p>	<p>Alpha Families are parents achieving career success while bringing up children. They are typically aged in their late thirties and forties, with children at primary or secondary school.</p> <p>Their upmarket detached houses provide a comfortable environment for family life. They are typically worth twice the national average at the outer edges of cities, and in towns and villages that are within commuting distance of business centres.</p> <p>Both parents are likely to work in high-status jobs that offer substantial salaries. The internet is often the first place these tech-savvy families look for information and news.</p>	<p>Cafés and Catchments are parents in their thirties and forties who balance the demands of their successful careers and growing families. They live in popular suburbs in the commuter belt of London or close to other cities, where there are excellent amenities, well-regarded schools and good transport links. These university-educated couples have children at pre-school, primary or secondary school.</p> <p>Housing in these areas is priced at a premium with homes costing twice the national average.</p> <p>Adults work in professional and higher-level occupations in service industries and the public sector. These roles offer very good salaries and benefits.</p> <p>The internet is their central point of information, and residents are frequently online.</p>
<p>G28 <i>Modern Parents</i></p>	<p>H33 <i>Contemporary Starts</i></p>	<p>I36 <i>Solid Economy</i></p>
<p>Modern Parents are homeowners in their late thirties and forties who live in contemporary houses found in developments on the outskirts of cities and towns. These families usually have school-age children. Sometimes the oldest child has recently reached adulthood.</p> <p>In many households both parents work, earning good salaries. Their location away from city centres mean cars are a necessity, both for travelling to work and domestic purposes, and many households own two vehicles.</p>	<p>Contemporary Starts are residents in their late twenties and thirties who have moved into homes built in recent years. These modern developments of housing are attractive to young people and many neighbours are at a similar stage of life. Households are often headed by a couple. Around half have started a family and have a young child of pre-school or primary age.</p> <p>These are often located at the edge of cities or in towns and villages within easy reach of large centres.</p>	<p>Solid Economy are families who rent higher-value homes from local authorities or housing associations. Householders are usually aged in their thirties, forties or early fifties and children range from primary age up to young adulthood. Many families are headed by a couple, but others include singles or adults sharing.</p> <p>They are found in areas of social housing within the suburbs of cities and towns. Employment is found in routine or semi-routine jobs that offer below-average wages, and</p>

<p>These homeowners are frequently online using tablets, smartphones and computers.</p>	<p>Adults earn above-average wages working full-time in good jobs, and households with two salaries have a healthy income.</p> <p>The internet is their main source of information and they use social media to keep up with friends.</p>	<p>households with more than one income have better financial positions.</p> <p>They regularly use the internet, using smartphones much of the time and checking social media every day.</p>
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O61
Career Builders

Career Builders are young professionals in the early stages of their working lives. They live in small properties in popular city suburbs which provide easy access to jobs, entertainment and retail opportunities. Most residents are aged in their late twenties or thirties and have been living at their current address for a relatively short time. Some live alone and others share with a partner, friends or housemates. Most have not yet started a family.

They work full-time in occupations that pay good wages, and are progressing well in their careers, helped by their university education.

They are dependent on their smartphones and use them heavily for messaging and following social media. They use the internet for practical purposes such as accessing banking and paying bills and they frequently make online purchases. They also read news, listen to music and watch TV series or films online.

Figure 58 – Wokingham map of dominant mosaic types

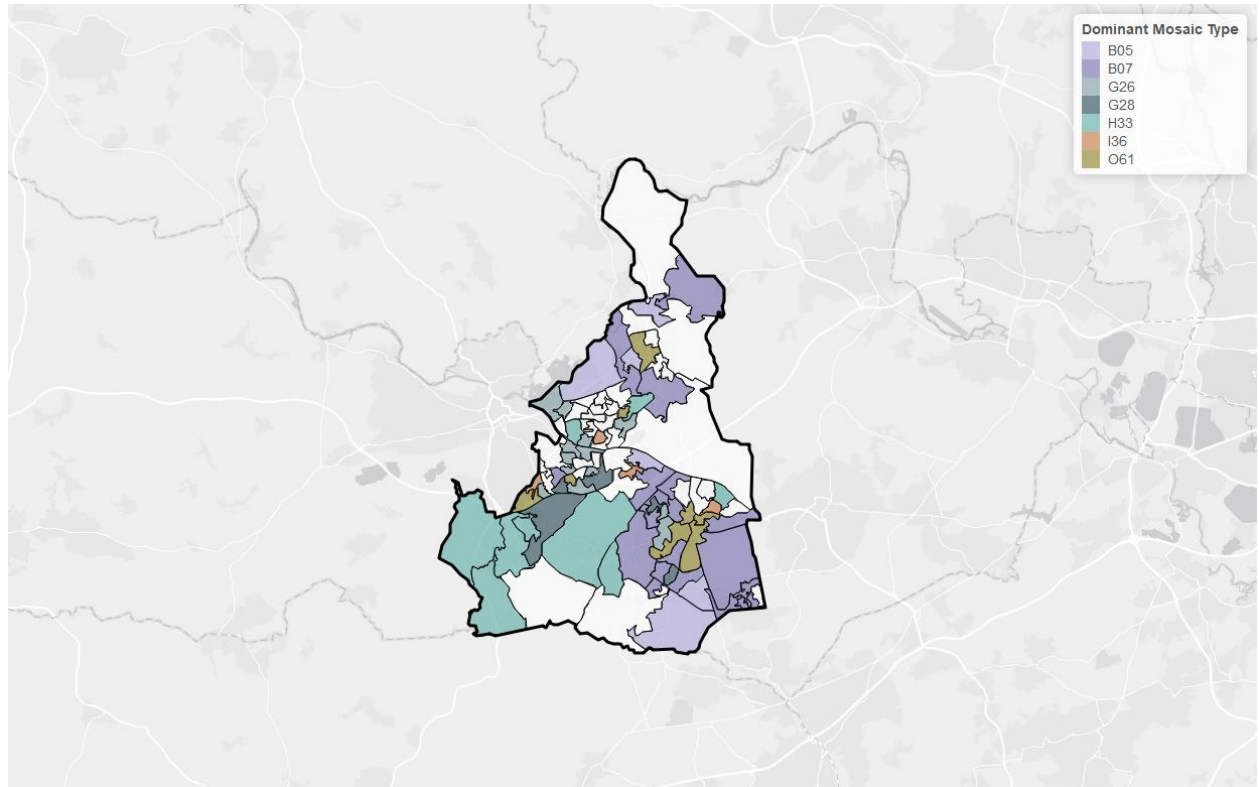


Figure 58 shows Wokingham’s LSOAs colour coded by dominant Mosaic Type.

4.3 Data Tables

All Casualties - Wokingham Residents (2.1.1)

Year	Fatal	Serious	Slight	Total
2011	7	38	368	413
2012	4	40	351	395
2013	1	52	302	355
2014	4	41	317	362
2015	2	42	319	363
2016	3	51	275	329

2017	5	37	215	257
2018	5	31	226	262
2019	1	30	204	235
2020	2	25	166	193

Child Casualties - Wokingham Residents (2.1.2)

Year	Fatal	Serious	Slight	Total
2011	0	1	31	32
2012	0	5	37	42
2013	0	5	26	31
2014	0	5	17	22
2015	0	5	30	35
2016	0	4	26	30
2017	0	5	17	22
2018	0	3	25	28
2019	0	1	24	25
2020	1	2	22	25

Pedestrian Casualties - Wokingham Residents (2.1.3)

Year	Fatal	Serious	Slight	Total
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2011	2	6	27	35
2012	0	6	27	33
2013	0	7	26	33
2014	2	10	24	36
2015	1	7	27	35
2016	0	4	31	35
2017	1	9	18	28
2018	3	4	17	24
2019	0	7	20	27
2020	0	6	16	22

Pedal Cycle User Casualties - Wokingham Residents (2.1.4)

Year	Fatal	Serious	Slight	Total
2011	0	3	36	39
2012	1	8	48	57
2013	0	11	41	52
2014	0	8	38	46
2015	0	6	35	41
2016	0	13	39	52

2017	1	5	31	37
2018	0	7	32	39
2019	0	5	33	38
2020	2	5	32	39

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

Year	Fatal	Serious	Slight	Total
2011	8	57	372	437
2012	4	44	383	431
2013	4	56	322	382
2014	4	49	343	396
2015	5	41	359	405
2016	5	49	297	351
2017	1	35	250	286
2018	8	37	231	276
2019	2	31	212	245
2020	5	24	175	204

Motorcyclists involved in injury collisions - Wokingham Residents (2.3)

Year	Fatal	Serious	Slight	Total
2011	0	14	42	56
2012	1	4	32	37
2013	0	17	25	42
2014	1	9	28	38
2015	0	17	21	38
2016	2	17	27	46
2017	0	9	17	26
2018	2	7	21	30
2019	1	6	21	28
2020	0	3	13	16

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

Year	Fatal	Serious	Slight	Total
2011	5	6	67	78
2012	2	10	75	87
2013	1	7	49	57
2014	0	7	53	60
2015	0	3	55	58

2016	0	12	60	72
2017	0	7	48	55
2018	0	6	35	41
2019	0	6	34	40
2020	1	2	23	26

All Collisions - Wokingham Roads (3.1)

Year	Fatal	Serious	Slight	Total
2011	3	40	249	292
2012	2	31	237	270
2013	1	49	200	250
2014	3	44	218	265
2015	1	37	226	264
2016	3	39	204	246
2017	4	39	168	211
2018	3	35	164	202
2019	0	22	146	168
2020	3	28	124	155

Urban Collisions - Wokingham Roads (3.2)

Year	Fatal	Serious	Slight	Total
2011	0	22	130	152
2012	1	12	134	147
2013	0	20	97	117
2014	1	24	106	131
2015	1	20	127	148
2016	2	17	101	120
2017	2	20	99	121
2018	2	17	89	108
2019	0	6	87	93
2020	1	10	64	75

Rural Collisions - Wokingham Roads (3.3)

Year	Fatal	Serious	Slight	Total
2011	3	18	119	140
2012	1	19	103	123
2013	1	29	103	133
2014	2	20	112	134
2015	0	17	99	116

2016	1	22	103	126
2017	2	19	69	90
2018	1	18	75	94
2019	0	16	59	75
2020	2	18	60	80

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

Time of Day	Fatal	Serious	Slight	Total
Midnight	1	3	6	10
1am	0	2	1	3
2am	0	0	2	2
3am	0	0	2	2
4am	0	0	2	2
5am	0	1	1	2
6am	0	3	18	21
7am	1	9	45	55
8am	0	18	68	86
9am	0	5	36	41
10am	1	5	24	30

11am	0	5	21	26
Noon	0	3	24	27
1pm	1	7	36	44
2pm	0	10	31	41
3pm	0	7	64	71
4pm	0	6	57	63
5pm	0	10	75	85
6pm	2	10	56	68
7pm	1	10	28	39
8pm	0	1	19	20
9pm	0	6	12	18
10pm	1	2	13	16
11pm	0	4	4	8

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

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



Area Profiles

4am	0	1	0	1
5am	0	0	1	1
6am	0	0	1	1
7am	0	0	7	7
8am	0	0	2	2
9am	0	2	5	7
10am	0	2	12	14
11am	0	1	10	11
Noon	0	4	13	17
1pm	2	4	13	19
2pm	1	2	16	19
3pm	1	3	10	14
4pm	0	2	9	11
5pm	0	3	15	18
6pm	1	2	13	16
7pm	0	2	4	6
8pm	0	0	3	3
9pm	0	1	10	11
10pm	0	2	7	9

11pm	0	4	1	5
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Collisions involving factors 306 and/or 307 (speed related) - Wokingham Roads (3.4.1)

Year	Fatal	Serious	Slight	Total
2011	0	4	21	25
2012	0	2	17	19
2013	0	4	14	18
2014	0	1	17	18
2015	0	5	17	22
2016	0	1	14	15
2017	2	4	10	16
2018	0	1	7	8
2019	0	1	8	9
2020	1	0	14	15

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

Year	Fatal	Serious	Slight	Total
2011	1	4	9	14
2012	0	4	10	14
2013	0	3	5	8

2014	0	3	6	9
2015	0	1	5	6
2016	0	0	5	5
2017	1	2	6	9
2018	0	3	9	12
2019	0	4	5	9
2020	1	5	8	14

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

Year	Serious	Slight	Total
2011	2	11	13
2012	2	20	22
2013	4	19	23
2014	2	18	20
2015	5	15	20
2016	1	14	15
2017	0	11	11
2018	0	8	8
2019	1	7	8

2020	1	5	6
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Collisions involving factors 601 and/or 602 (unsafe behaviour related) - Wokingham Roads (3.4.4)

Year	Fatal	Serious	Slight	Total
2011	1	11	37	49
2012	1	8	33	42
2013	0	5	22	27
2014	0	6	32	38
2015	0	7	27	34
2016	0	8	27	35
2017	1	5	21	27
2018	0	6	20	26
2019	0	5	16	21
2020	1	5	15	21

4.4 Contributory Factor Groupings

Injudicious Action	Driver Errors or Reactions	Driver Impairment or Distraction	Behaviour or Inexperience	Other
Traffic Contraventions	Manoeuvre Errors	Substance Impairments	Nervous Behaviour	Vehicle Defects
<i>Disobeyed automatic traffic signal</i>	<i>Poor turn or manoeuvre</i>	<i>Impaired by alcohol</i>	<i>Nervous, uncertain or panic</i>	<i>Tyres illegal, defective or under-inflated</i>
<i>Disobeyed double white lines</i>	<i>Failed to signal or misleading signal</i>	<i>Impaired by drugs (illicit or medicinal)</i>	<i>Learner or inexperienced driver/rider</i>	<i>Defective lights or indicators</i>
<i>Disobeyed 'Give way' or 'Stop' signs or markings</i>	<i>Passing too close to cyclist, horse rider or pedestrian</i>		<i>Inexperience of driving on the left</i>	<i>Defective brakes</i>
<i>Disobeyed pedestrian crossing facility</i>			<i>Unfamiliar with model of vehicle</i>	<i>Defective steering or suspension</i>
<i>Illegal turn or direction of travel</i>				<i>Defective or missing mirrors</i>
				<i>Overloaded or poorly loaded vehicle or trailer</i>
Speed Choices	Control Errors	Distraction	Unsafe Behaviour	Road Surface

<i>Exceeding speed limit</i>	<i>Sudden braking</i>	<i>Driver using mobile phone</i>	<i>Aggressive driving</i>	<i>Poor or defective road surface</i>
<i>Travelling too fast for conditions</i>	<i>Swerved</i>	<i>Distraction in vehicle</i>	<i>Careless, reckless or in hurry</i>	<i>Deposit on road (e.g. oil, mud, chippings)</i>
	<i>Loss of control</i>	<i>Distraction outside vehicle</i>		<i>Slippery road (due to weather)</i>
Close Following	Observation Error	Health Impairments	Pedal Cycle Behaviour	Affected Vision
<i>Following too close</i>	<i>Failed to look properly</i>	<i>Uncorrected, defective eyesight</i>	<i>Vehicle travelling along pavement</i>	<i>Stationary or parked vehicle(s)</i>
	<i>Failed to judge other person's path or speed</i>	<i>Illness or disability, mental or physical</i>	<i>Cyclist entering road from pavement</i>	<i>Vegetation</i>
			<i>Not displaying lights at night or in poor visibility</i>	<i>Road layout (e.g. bend, winding road, hill crest)</i>
			<i>Cyclist wearing dark clothing at night</i>	<i>Buildings, road signs, street furniture</i>
	Junction Errors	Fatigue Impairment	Pedestrian Behaviour	<i>Dazzling headlights</i>
	<i>Junction overshoot</i>	<i>Fatigue</i>	<i>Crossing road masked by stationary or parked vehicle</i>	<i>Dazzling sun</i>
	<i>Junction restart (moving off at junction)</i>		<i>Failed to look properly</i>	<i>Rain, sleet, snow or fog</i>
			<i>Failed to judge vehicle's path or speed</i>	<i>Spray from other vehicles</i>
			<i>Wrong use of pedestrian crossing facility</i>	<i>Visor or windscreen dirty or scratched</i>
			<i>Dangerous action in carriageway (e.g. playing)</i>	<i>Vehicle blind spot</i>
			<i>Careless, reckless or in a hurry</i>	
			<i>Impaired by alcohol</i>	
			<i>Impaired by drugs (illicit or medicinal)</i>	
			<i>Pedestrian wearing dark clothing at night</i>	
			<i>Disability or illness, mental or physical</i>	

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