



Area Profiles

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1 Introduction

1.1 Overview

1.1.1 Background

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

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

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 12, 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 42, 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 66, 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 2014 and 2018 inclusive. For a more complete explanation, please refer to section 66 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 2014 and 2018 inclusive. For a more complete explanation, please refer to section 67 on methodology for calculating network collision risk.

1.3 Underreporting in 2018 and gap analysis

1.3.1 Summary

As with the 2017 data, a considerably number of STATS19 records for Berkshire were not correctly recorded in 2018 and so are missing from the 2018 data set. This has had an impact on the quality of the data and analysis included in this Area Profile, in particular the analyses of various trends. An analysis has been undertaken to quantify the extent of this under reporting across various statistics used in this report. Annual averages of data taken from 2014-2016 were compared to both the 2017 and 2018 data for each authority in Safer Roads Berkshire, and these changes were compared to the trends observed regionally and nationally. These comparisons are explored in detail in the following sections to ascertain which statistics and authorities are most affected and to what extent.

It is evident from the following analysis that Bracknell Forest and Windsor & Maiden head were the most affected by underreporting in 2017, and that this continued into 2018. Slough appeared to be the least affected by issues with reporting in 2017, but has shown unusually high reductions in the 2018 data.

1.3.2 Resident Casualties

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

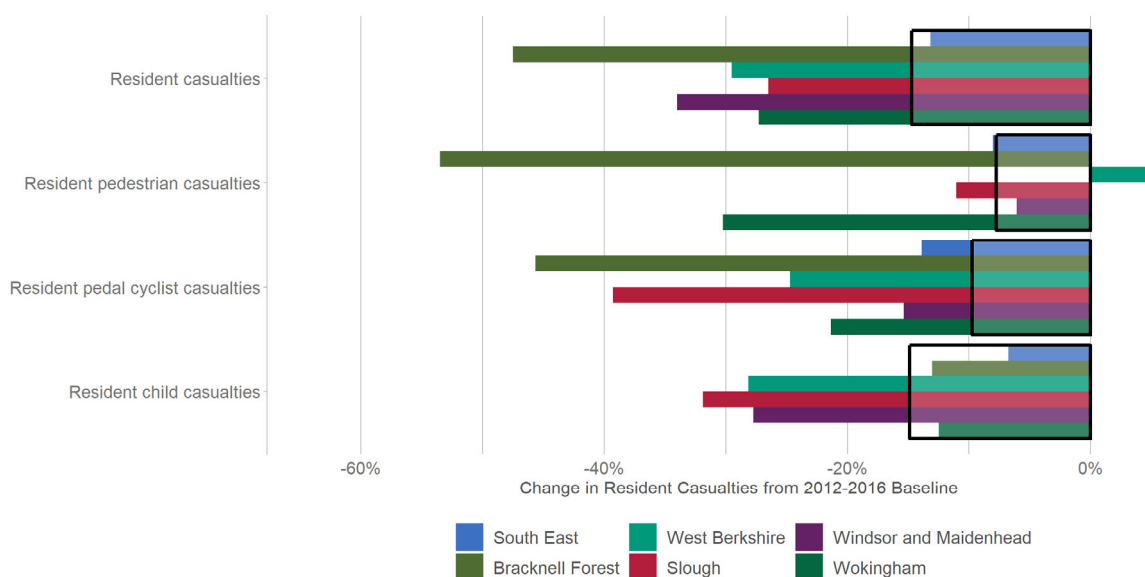


Figure 1 shows the percentage change between the reported resident casualty numbers from a 2014-2016 baseline to 2018 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. There is a high level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

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

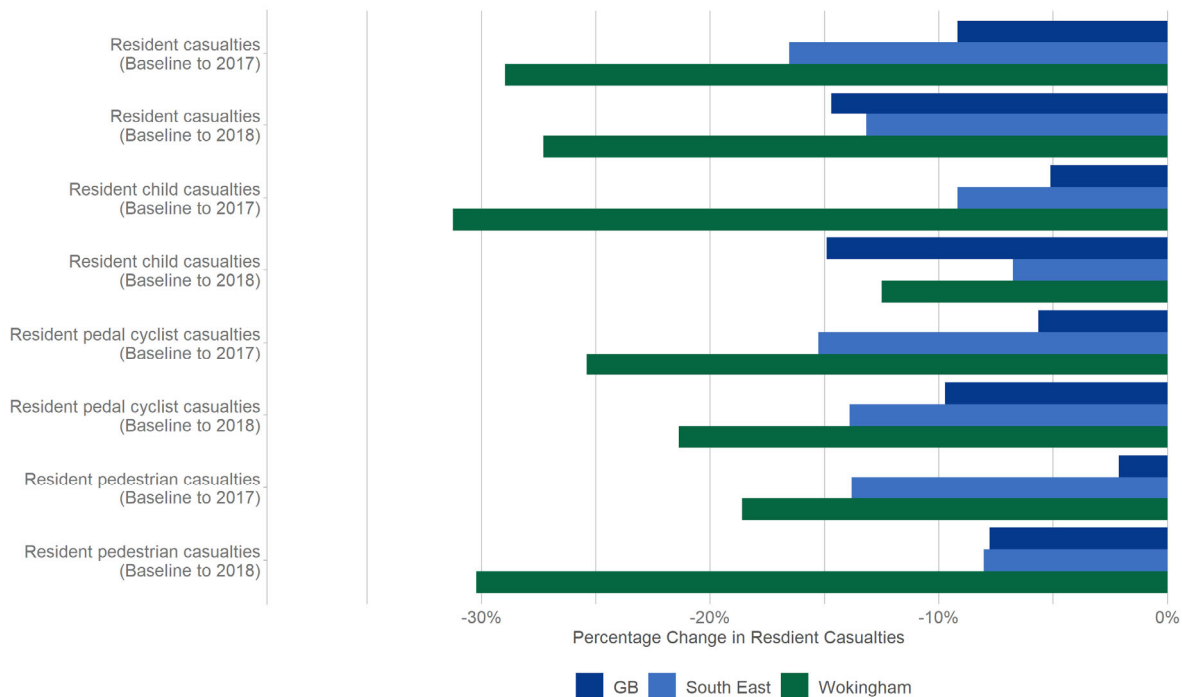


Figure 2 shows the percentage change between the reported casualty numbers from a 2014-2016 baseline to both 2017 and 2018 for Wokingham, the South East region, and Great Britain as a whole. There is a noticeable difference between the reductions in Wokingham’s resident casualty numbers from the baseline to 2018 compared to the national regional reductions, as with 2017. This is also true of resident pedal cyclist casualty numbers. Resident child casualty numbers saw a large disparity in the 2017 reductions compared to the regional and national reductions, but the 2018 reductions appeared to be in line with those seen nationally. Resident pedestrian casualty reductions from the baseline to 2018 were noticeably higher for Wokingham than they were regionally and nationally.

1.3.3 Resident Involved Drivers

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

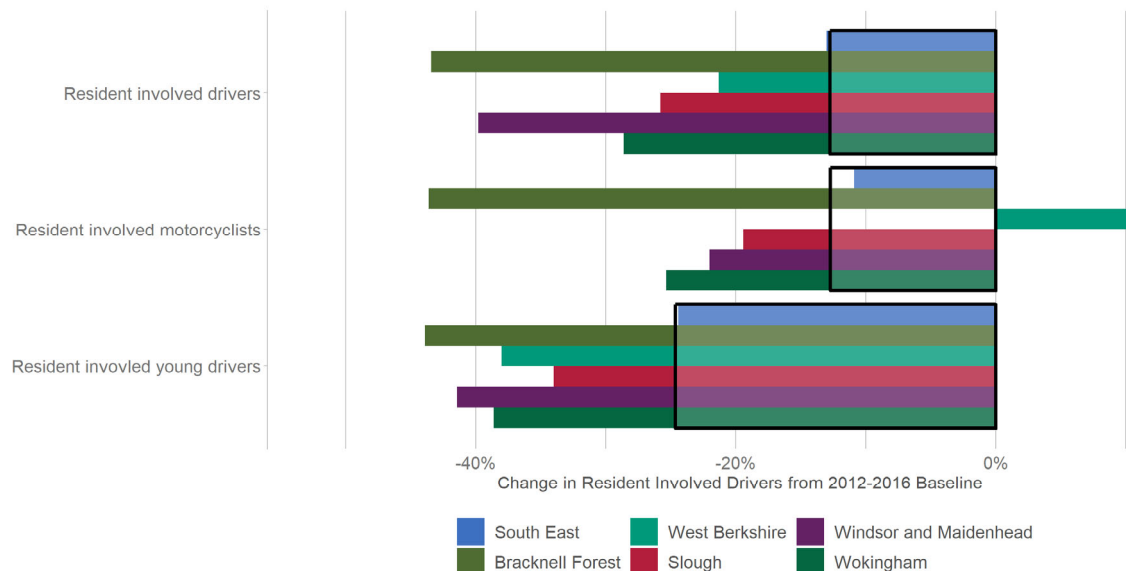


Figure 3 shows the percentage change between the reported collision-involved resident driver numbers from a 2014-2016 baseline to 2018 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. As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

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

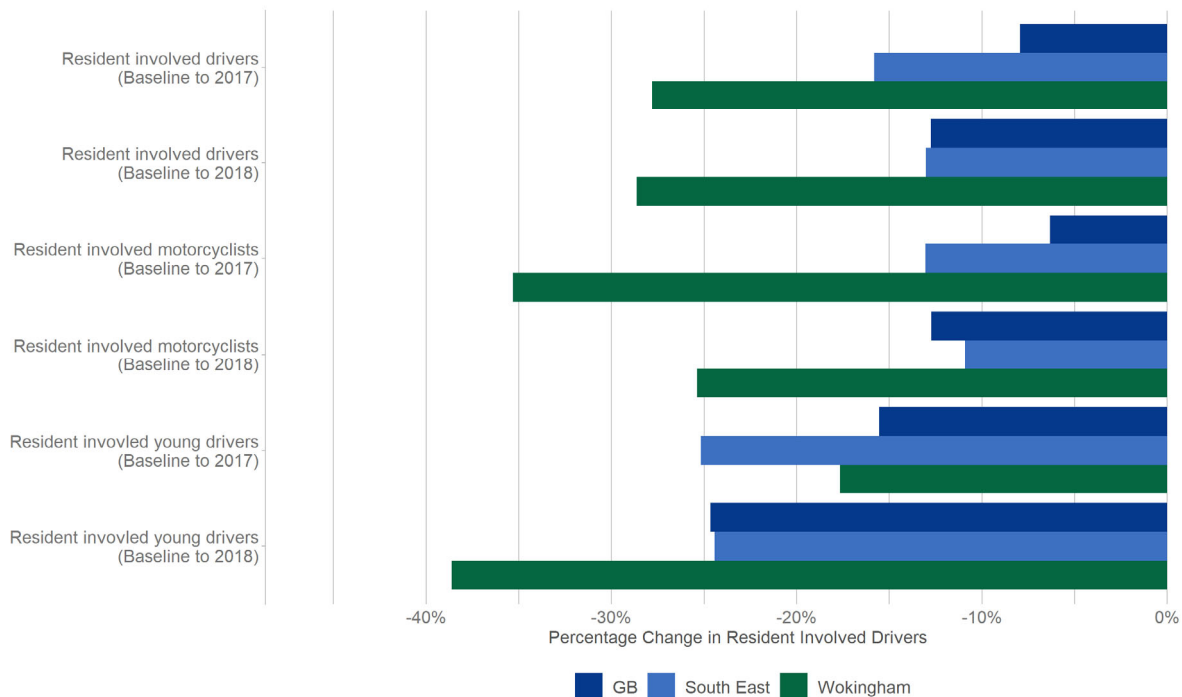


Figure 4 shows the percentage change between the reported involved driver numbers from a 2014-2016 baseline to both 2017 and 2018 for residents of Wokingham, the South East region, and Great Britain as a whole. As with resident casualty numbers, there is a noticeable difference between the reductions in Wokingham’s resident casualty numbers from the baseline to both 2017 and 2018 compared to the national and regional reductions. This disparity is also apparent in the resident motorcyclist involvement numbers. Young driver involvement seemed to reduce in line with the national rate between the baseline to 2017, but there was an abnormally large reduction in 2018 from the baseline when compared against the national and regional numbers.

1.3.4 Collisions

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

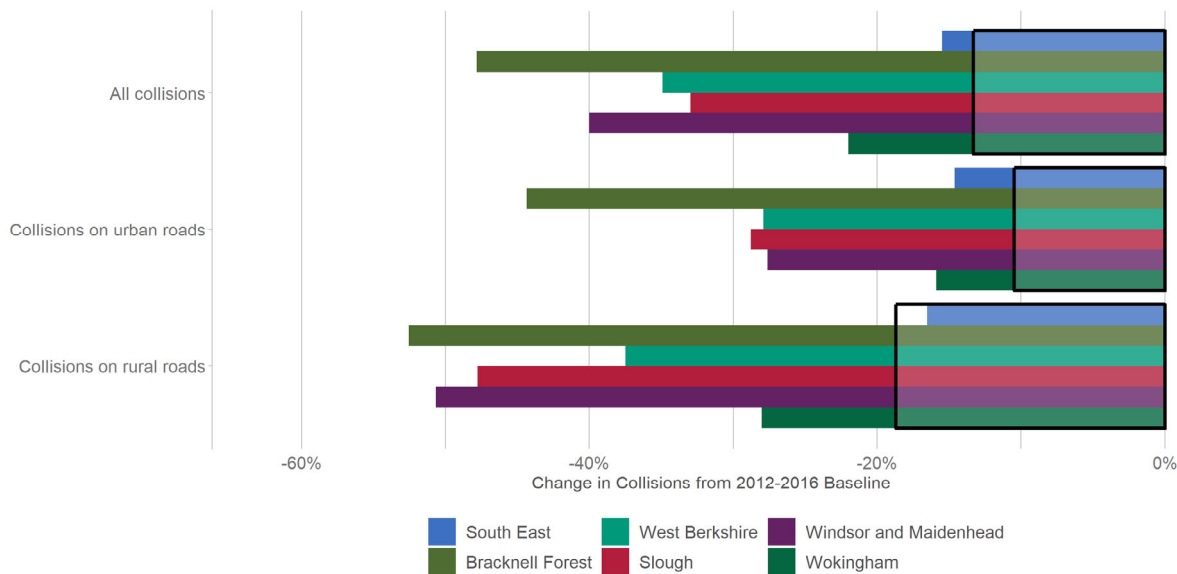


Figure 5 shows the percentage change between the reported collision numbers from a 2014-2016 baseline to 2018 for the five authorities in Safer Roads Berkshire, as well as the South East region. The black outline shows the overall reductions seen nationally, for comparison. There is a high level of disparity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

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

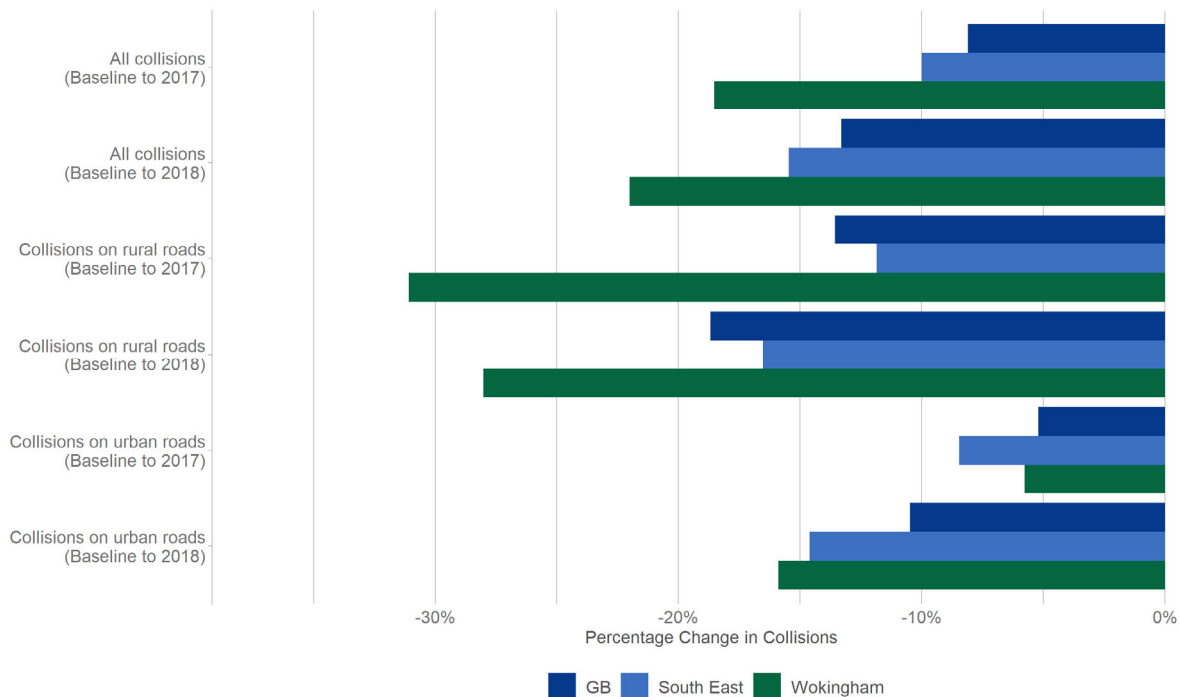


Figure 6 shows the percentage change between the reported numbers of collisions from a 2014-2016 baseline to both 2017 and 2018 in Wokingham, the South East region, and Great Britain as a whole. As with both the resident casualty numbers and the resident collision-involved driver numbers, there is a noticeable difference between the national and regional collision reductions from the baseline to both 2017 and 2018, and the collision reductions recorded in Wokingham. This is also the case when looking exclusively at collisions on rural roads. Urban road collision reductions have been in line with the national and regional reductions in both 2017 and 2018 from the baseline.



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 66.

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 0 on page 27.

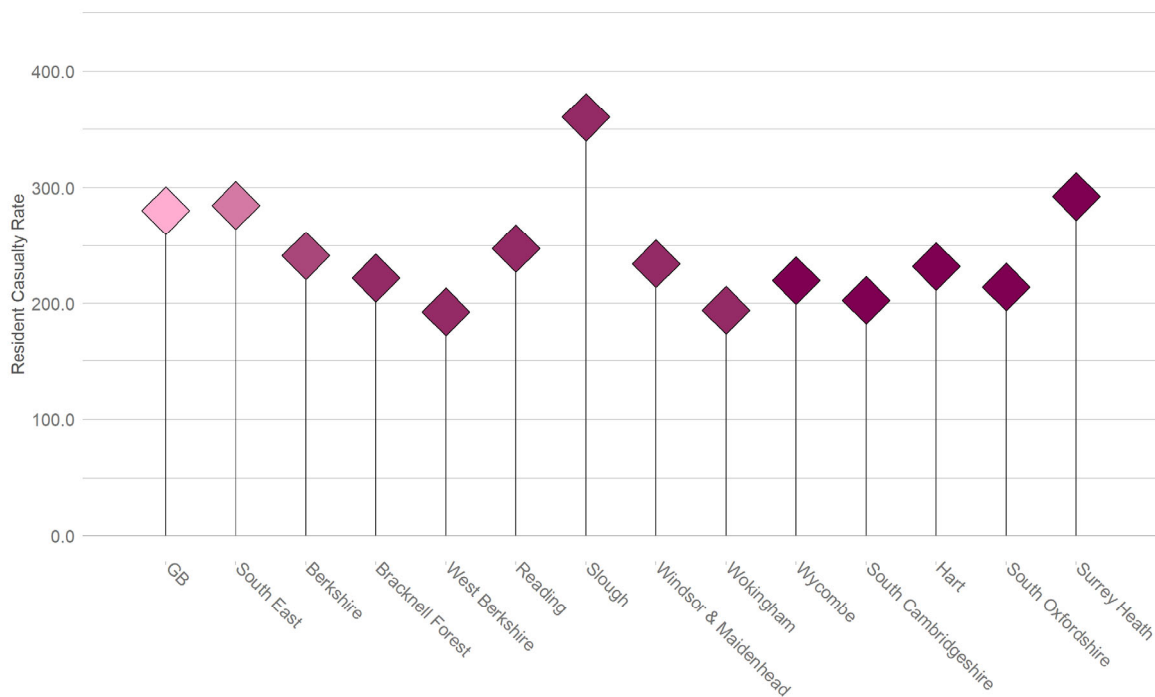
2.1.1 All Resident Casualties

2.1.1.1 Rates

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

Between 2014 and 2018, Wokingham had a resident casualty rate of 194.2 casualties per year, per 100,000 population.

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



2.1.1.2 Comparisons

Wokingham's resident casualty rate was 31% lower than the national rate, 32% below the regional rate, and 19% below the overall rate for Berkshire as a whole. Within Berkshire, Wokingham's resident casualty rate was in line with that of West Berkshire, lower than the rates of Bracknell Forest, Reading, Slough, and Windsor &

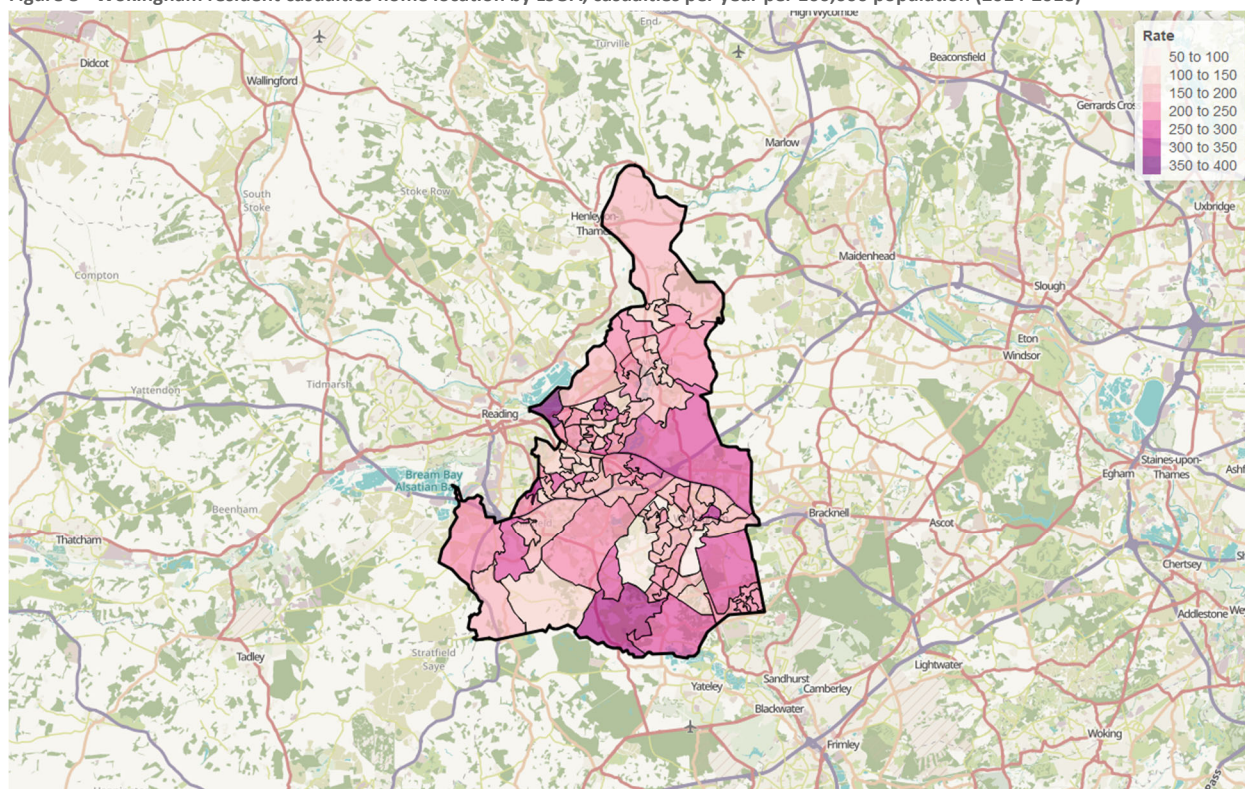
Maidenhead. Wokingham's resident casualty rate is lower than those of all the most similar comparator authorities.

Residency by Small Area

Figure 8 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 Earley. There are also high resident casualty rates around Finchampstead, Shinfield, the centre of Wokingham, and Woodley.

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

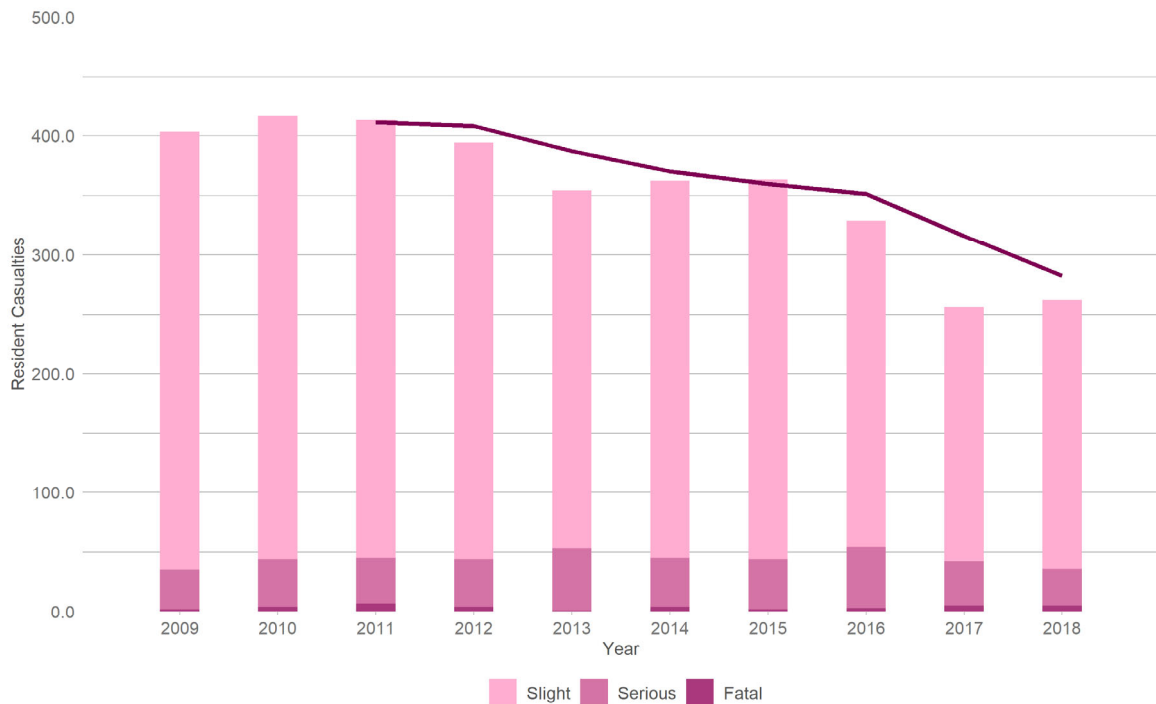


2.1.1.3 Trends

Figure 9 shows Wokingham's annual resident casualty numbers since 2009, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

There has been a steady downward trend in casualty numbers over the decade, although numbers in 2018 are slightly higher than they were in 2017. In 2018 there were 262 resident casualties, of which 31 were seriously injured and a further five were killed. This is a reduction of 35% from 403 in 2009.

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



Resident Casualties occurring in other areas

Half of all Wokingham resident casualties between 2014 and 2018 were injured on the roads of Wokingham. Of the other half, the majority were injured in Reading (13%), Bracknell Forest (7%), Hampshire (5%), Windsor & Maidenhead (4%), Surrey (4%), Oxfordshire (3%), or West Berkshire (3%).

2.1.1.4 Socio Demographic Analysis

Age

Figure 10 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 45-54 age group and the 35-44 age group. There are fewer casualties in the age groups under 17 and over 54 years of age.

It is more informative to consider Figure 11 which shows resident casualty numbers by age group indexed by the population of those age groups in 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 10 - Wokingham resident casualties, by age group (2014-2018)

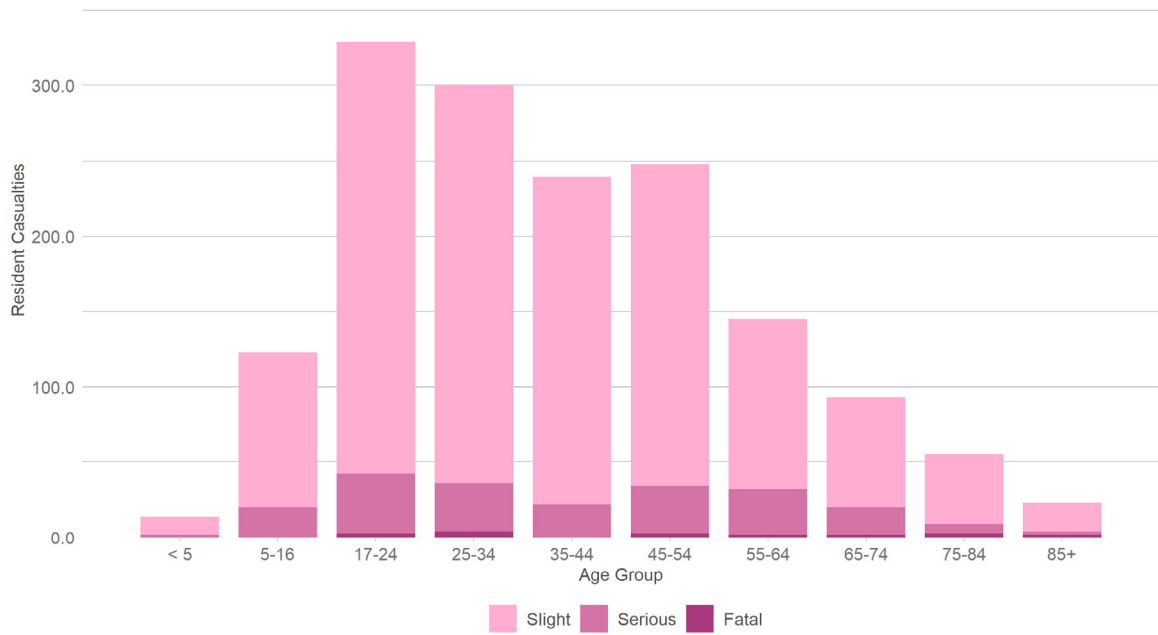
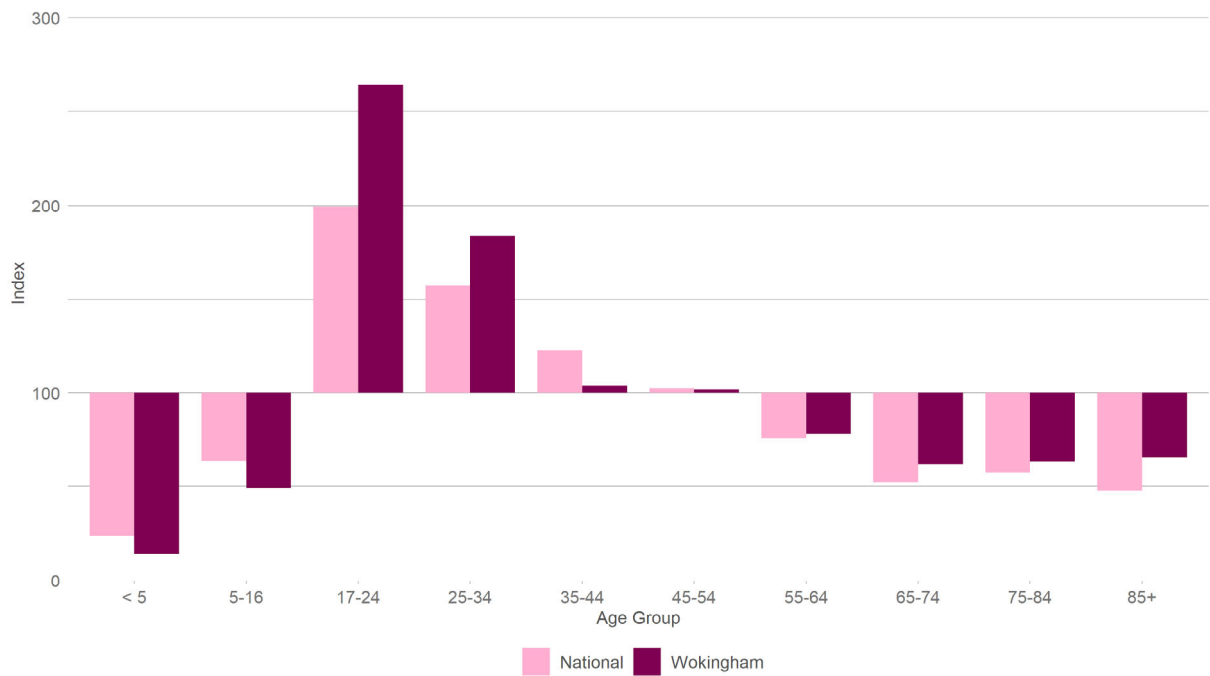


Figure 11 - Wokingham resident casualties, by age group and indexed by population (2014-2018)



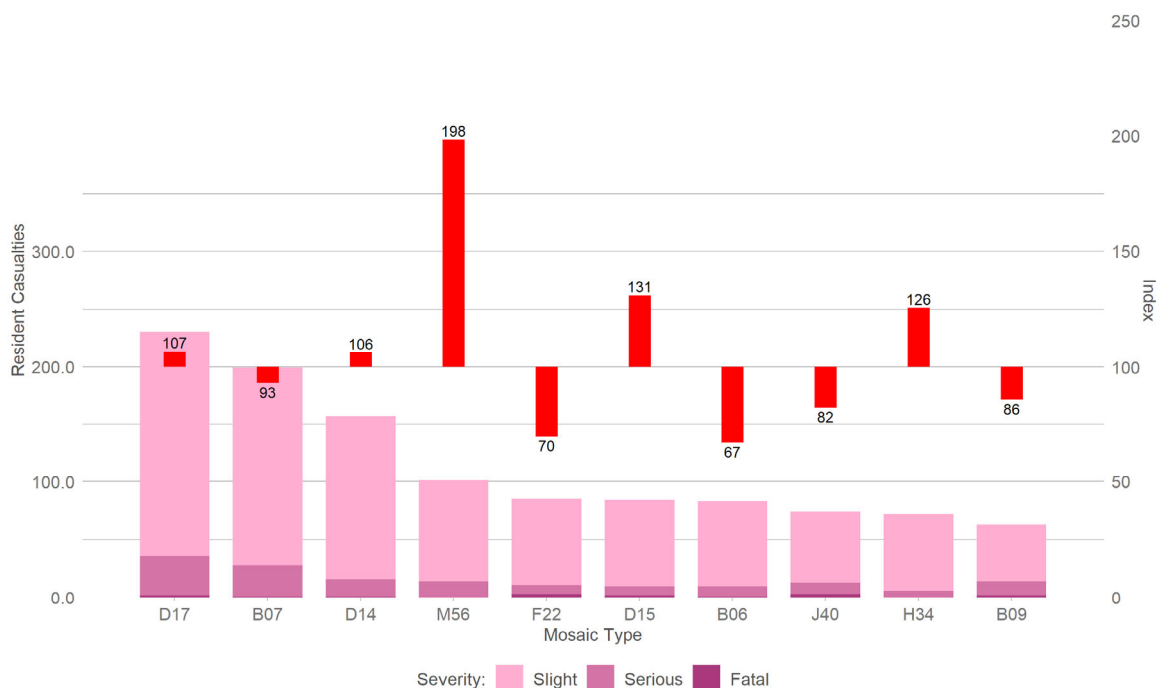
Segmentation

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 66.

The largest number of resident casualties are from communities of *well-qualified older singles with incomes from successful professional careers in good quality housing* (Type D17), although this Type is only slightly overrepresented when accounting for population share. There is also a large number of resident casualties from communities of *high-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development* (Type B07), although these communities are slightly underrepresented in collisions. Communities of *affluent families with growing children living in upmarket housing in city environs* (Type D14) also have high casualty numbers, but are only slightly overrepresented.

Residents from communities of *stable families with children, renting higher value homes from social landlords* (Type M56) have slightly lower casualty numbers, but are significantly overrepresented when considering their relative population. Communities of *busy couples in modern detached homes juggling the demands of school-age children and careers* (Type D15) and communities of *young families and singles setting up home in modern developments that are popular with their peers* (Type H34) are also noticeable overrepresented in casualty numbers, despite representing a lower number of casualties.

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



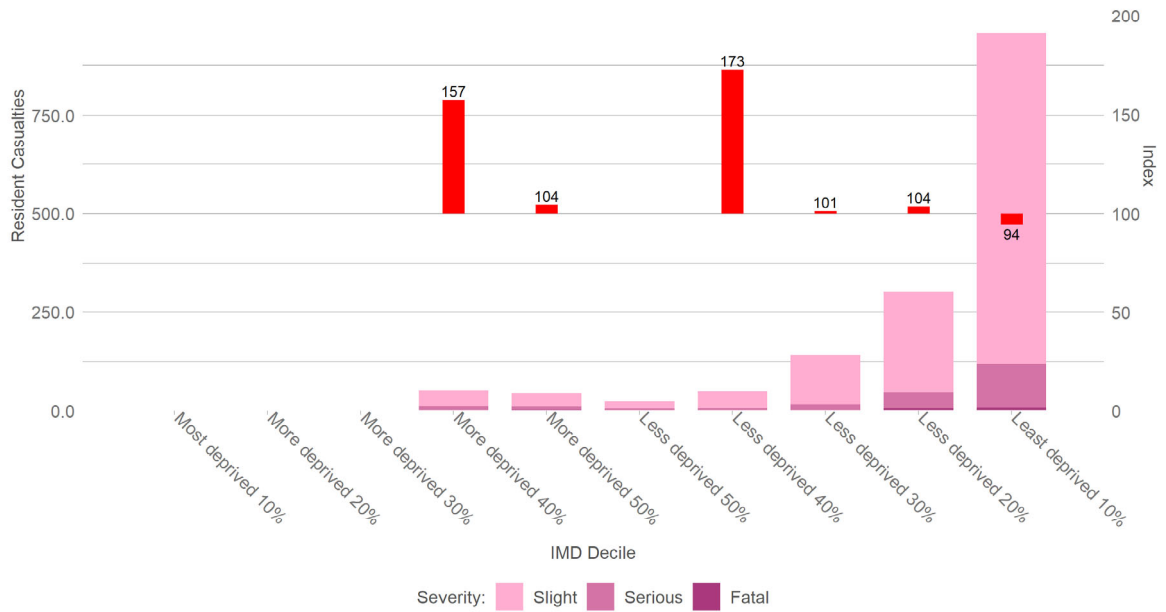
Deprivation

Figure 13 shows resident casualties by the IMD of the LSOA (Lower Super Output Area) in which they reside.

The 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 13 - Wokingham resident casualties, by Index of Multiple Deprivation (2014-2018)



2.1.2 Resident Child Casualties

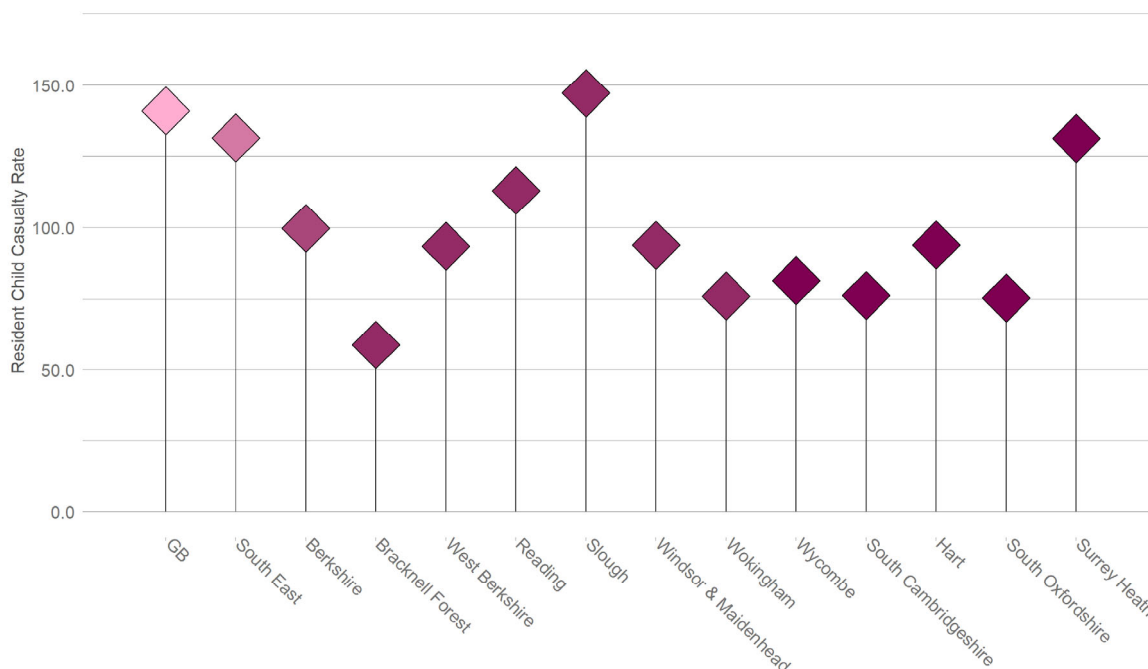
This section examines child casualties who are residents of Wokingham. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 66.

2.1.2.1 Rates

Figure 14 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 2014 and 2018 of 76.1 casualties per year, per 100,000 child population.

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



2.1.2.2 Comparisons

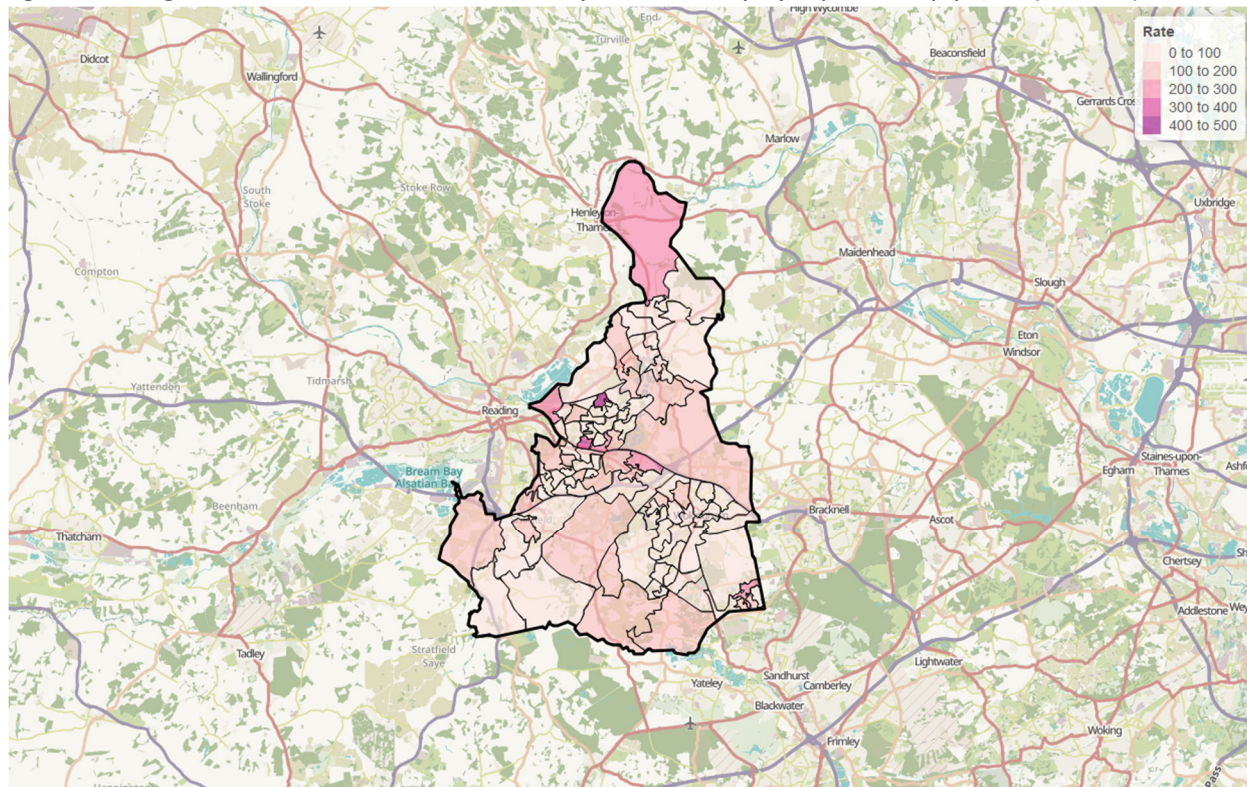
Wokingham's resident child casualty rate was 46% below the national rate, 42% below the South East regional rate, and 24% below the overall Berkshire rate. Within Berkshire, Bracknell Forest had the lowest child casualty rate, followed by Wokingham. Of the most similar comparators, Wokingham's resident child casualty rate is in line with those of South Cambridgeshire and South Oxfordshire, lower than the rates of Wycombe, Hart, and Surrey Heath.

Residency by Small Area

Figure 15 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 Woodley, in the residential areas near Butts Hill Road. There are also high resident child casualty rates in the residential areas around South Lake Park, in Earley, near Winnersh, and around Oakham Park.

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

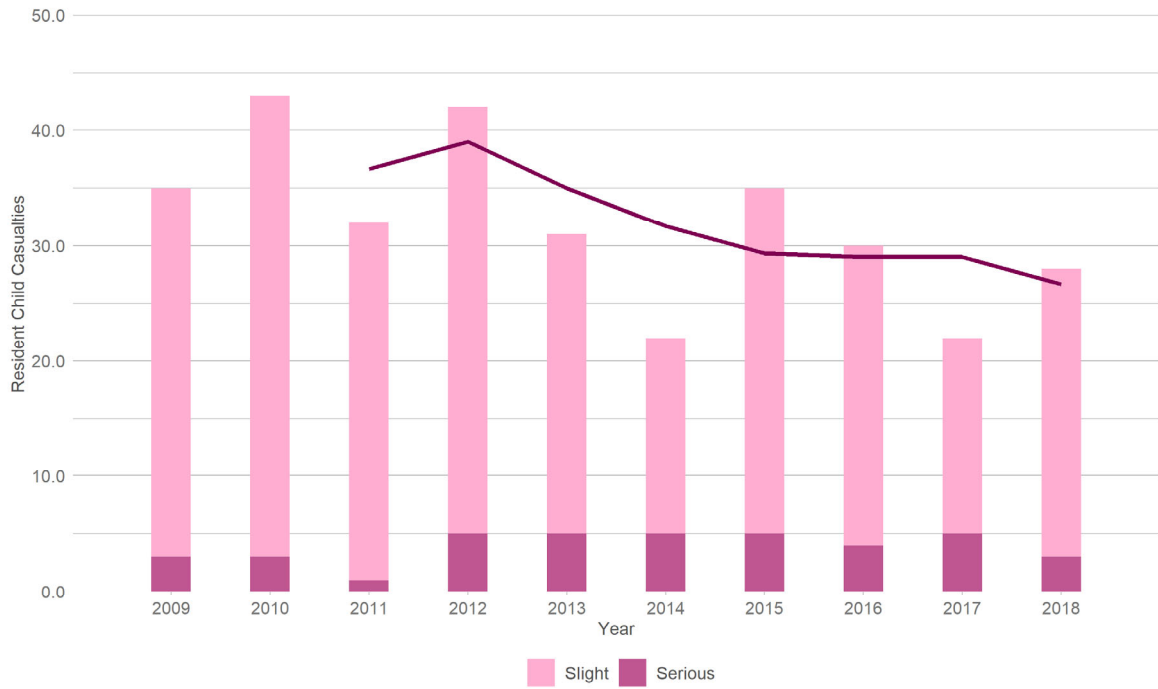


2.1.2.3 Trends

Figure 16 shows Wokingham’s annual resident child casualty numbers since 2009, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Resident child casualties have fluctuated a little over the decade, but have shown an overall downward trend. In 2018 there were 28 resident child casualties from Wokingham, of which three were seriously injured. This is down by 20% from 35 in 2009. There have been no child fatalities from Wokingham over the past ten years.

Figure 16 - Wokingham resident child casualties, by year and severity (2009-2018)



Resident Child Casualties occurring in other areas

Of Wokingham's resident child casualties between 2014 and 2018, 68% were injured in Wokingham. Of the remaining 32%, the majority were injured in Reading (12%), Bracknell Forest (7%), Hampshire (4%), or Windsor & Maidenhead (2%).

2.1.3 All Wokingham Resident Pedestrian Casualties

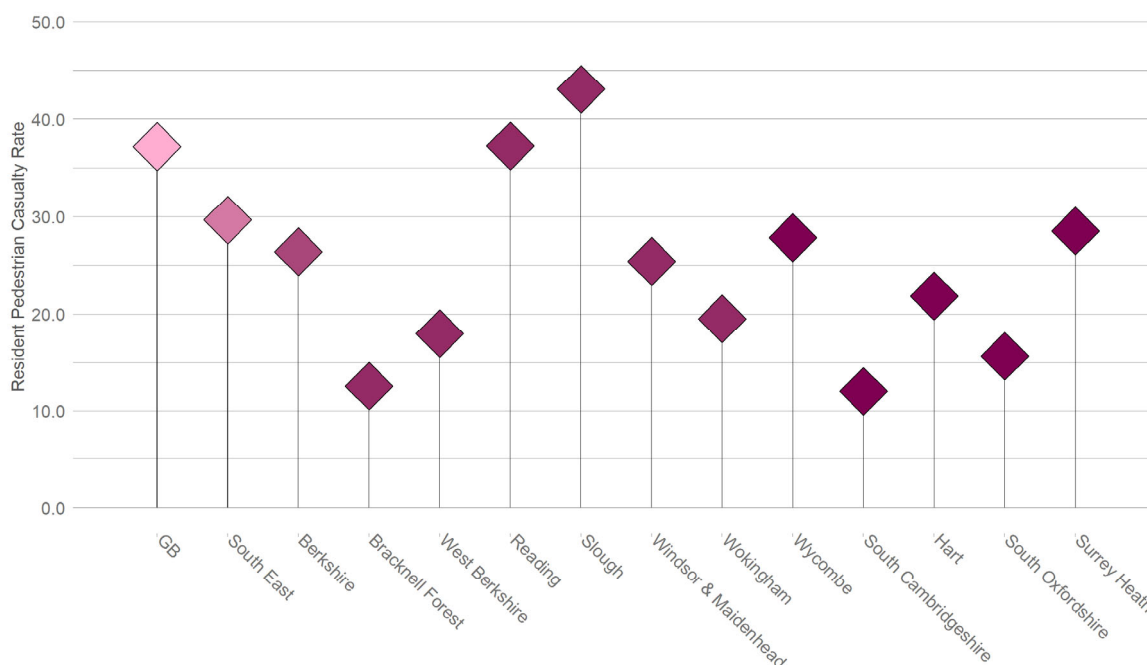
This section examines pedestrian casualties who are residents of Wokingham. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 66.

2.1.3.1 Rates

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

Between 2014 and 2018, Wokingham had a resident pedestrian casualty rate of 19.5 casualties per year, per 100,000 population.

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



2.1.3.2 Comparisons

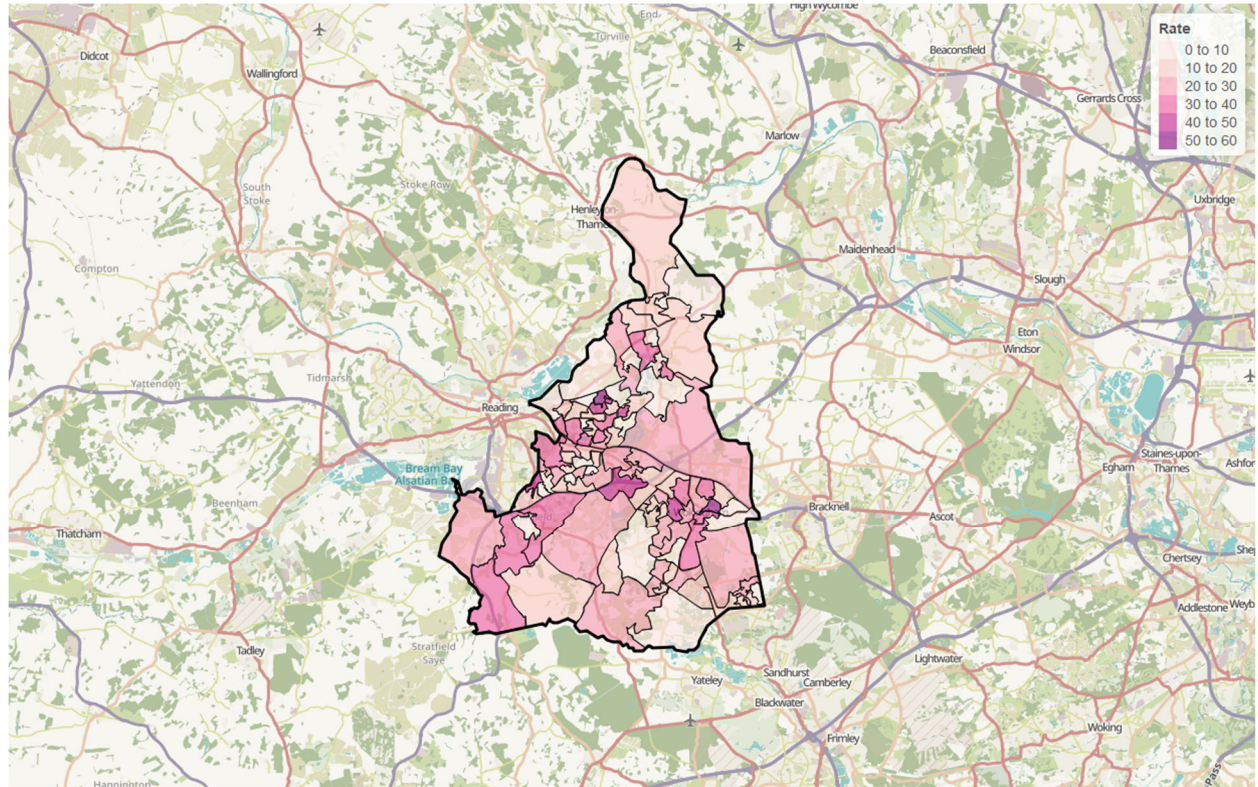
The resident pedestrian casualty rate for Wokingham is 48% below the national rate, 34% below the regional rate, and 26% below the overall Berkshire rate. Withing Berkshire, Wokingham's pedestrian casualty rate is higher than those of Bracknell Forest and West Berkshire, but lower than those of Reading, 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 18 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 the residential areas of Woodley, particularly near Butts Hill Road, and around the centre of Wokingham. There are also high rates in Sidlesham, Shinfield, Twyford, and Emmbrook.

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

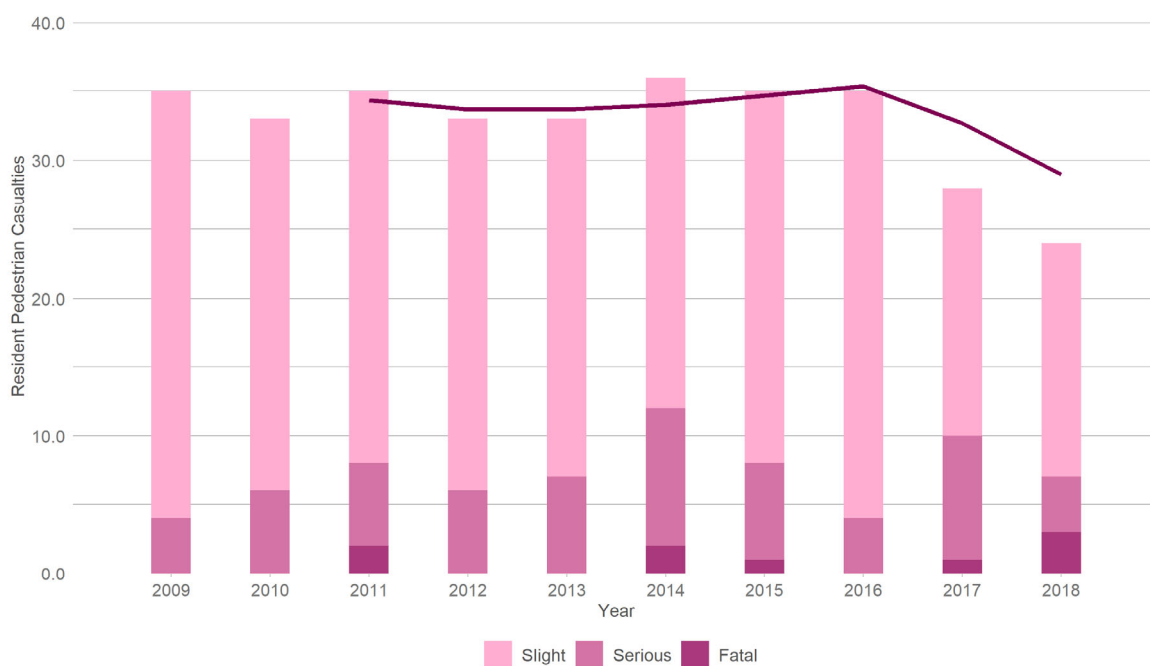


2.1.3.3 Trends

Figure 19 shows Wokingham's annual resident pedestrian casualty numbers since 2009, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Pedestrian casualty numbers have changed little over the decade, but have shown reductions in 2017 and 2018. In 2018 there were 24 pedestrian casualties from Wokingham, of which three were killed and a further four were seriously injured. This is down by 31% from 35 in 2009. 2018 had the highest number of pedestrian fatalities of the decade.

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



Resident Pedestrian Casualties occurring in other areas

Just under three quarters (74.7%) 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 25%, the majority were injured in Reading (13%). Others were injured in Hampshire (2%), Slough (1%), Bracknell Forest (1%), and Buckinghamshire (1%).

2.1.4 All Wokingham Resident Pedal Cyclist Casualties

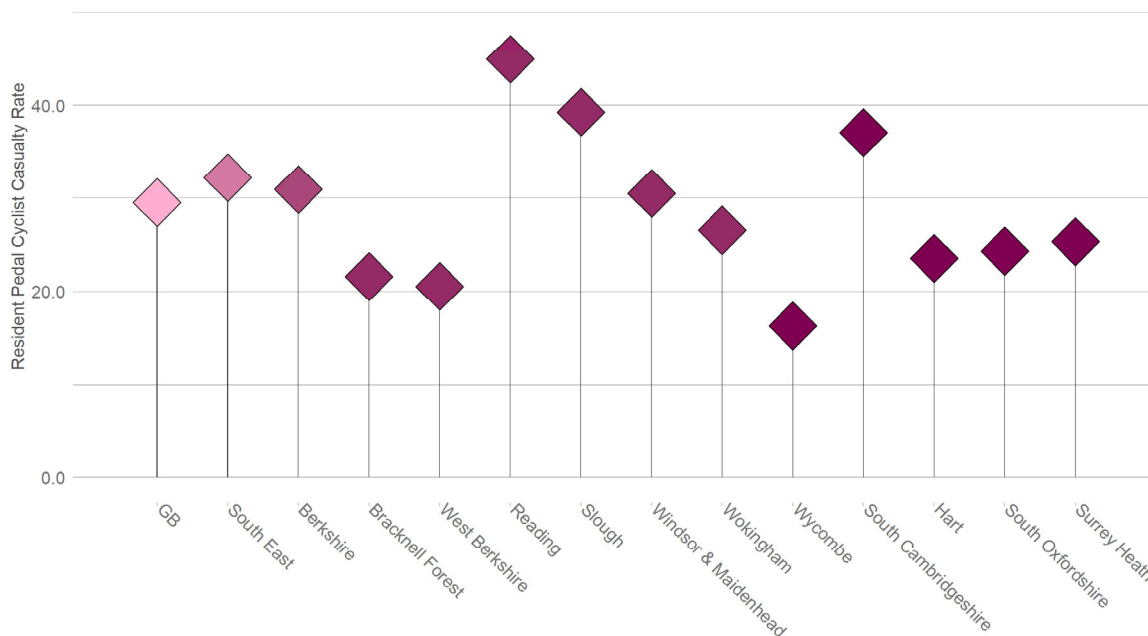
This section examines pedal cyclist casualties who are residents of Wokingham. For an explanation of the methodologies employed throughout this section, please refer to 4.1.1 on page 66.

2.1.4.1 Rates

Figure 20 shows the resident pedal cyclist casualty rates for Wokingham compared to the national and regional rates, as well as the most similar comparators.

Wokingham had a resident pedal cyclist casualty rate of 26.6 casualties per year, per 100,000 population.

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



2.1.4.2 Comparisons

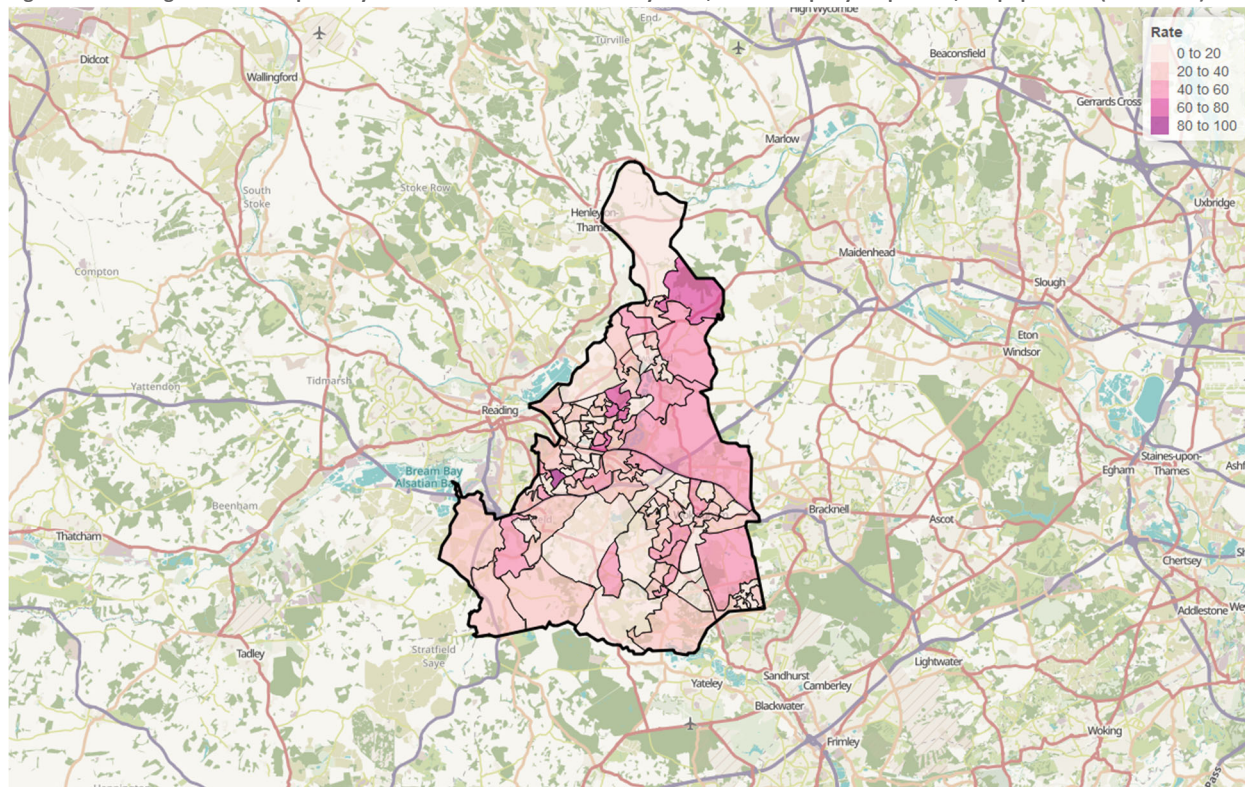
Wokingham's resident pedal cyclist casualty rate is 10% below the national rate, 17% below the regional rate for the South East, and 14% below the overall rate for Berkshire. Within Berkshire, Wokingham's rate is above the rates of Bracknell Forest and West Berkshire, but below the rates of Reading, Slough, and Windsor & Maidenhead. Of the most similar comparator authorities, Wokingham's rate is below that of South Cambridge, but above those of Hart, South Oxfordshire, and Surrey Heath.

Residency by Small Area

Figure 21 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, parts of Woodley, and Wargrave.

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

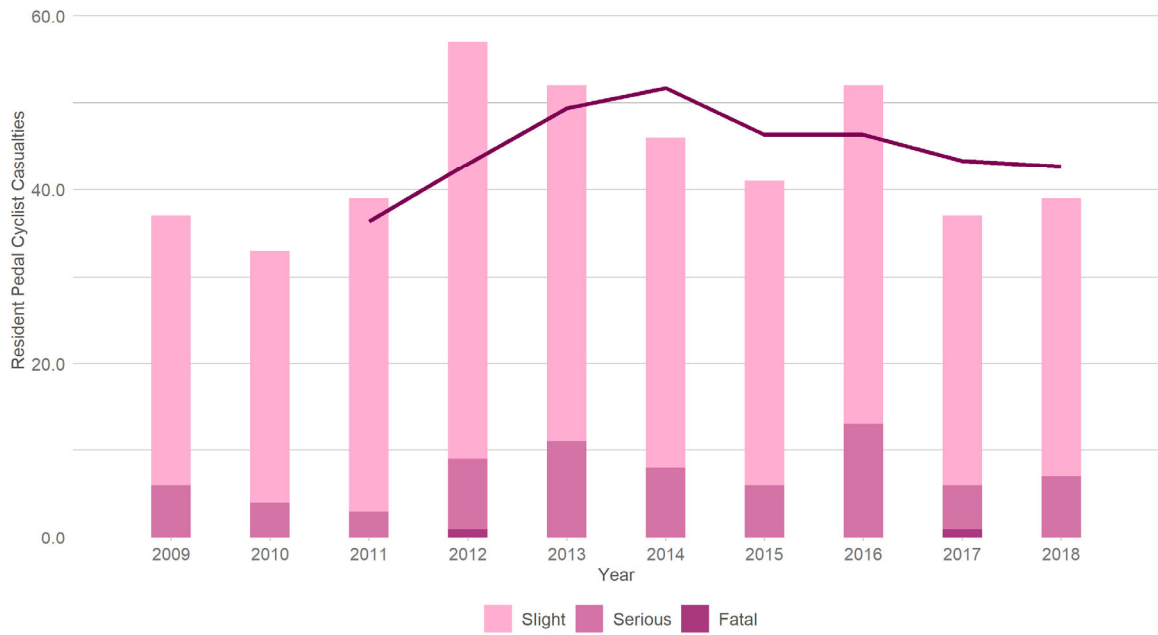


2.1.4.3 Trends

Figure 22 shows Wokingham’s annual resident pedal cyclist casualty numbers since 2009, by severity. This includes residents injured anywhere in the country. Also shown is a 3-year moving average trend line.

Wokingham’s resident pedal cyclist casualties have fluctuated over the decade, rising to a peak in 2012 before showing a rough downward trend. In 2018 there were 39 resident pedal cyclist casualties, up from 37 in 2017 but down by 32% from the peak of 57 in 2012.

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



Resident Pedal Cyclist Casualties occurring in other areas

Just over 60% of Wokingham’s resident pedal cyclist casualties were injured on the roads of Wokingham. Of the remaining 40%, the majority were injured in Reading (15%), Bracknell Forest (8%), Oxfordshire (3%), or Windsor & Maidenhead (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)

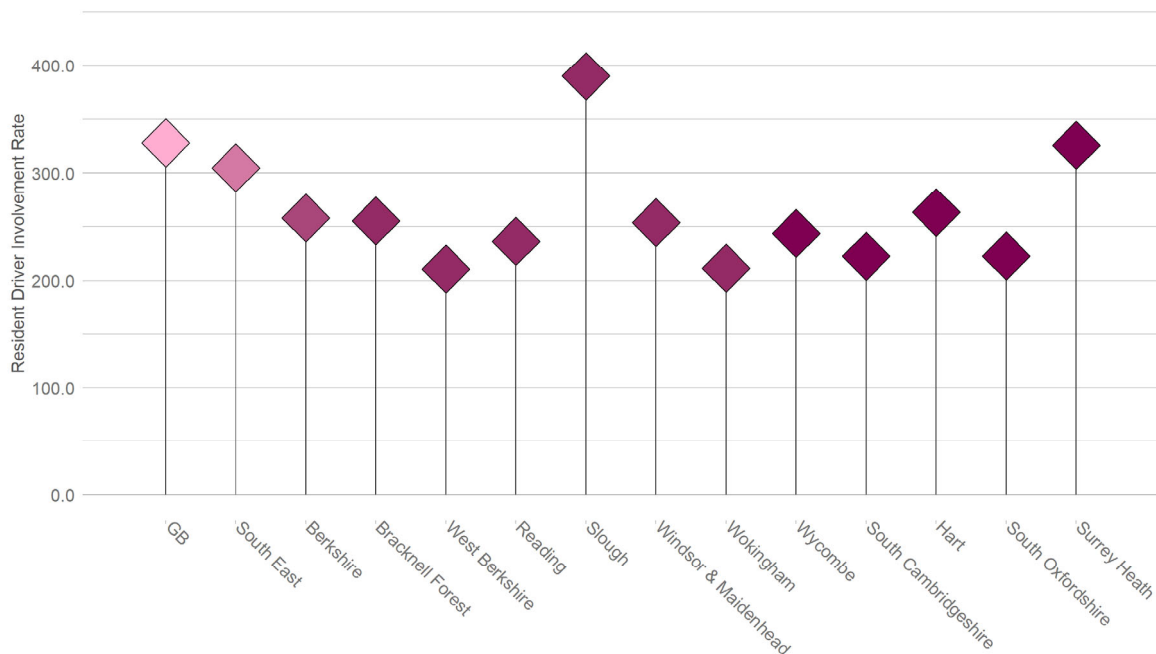
This section analyses all persons recorded as being a Wokingham resident in charge of a motor vehicle (other than a motorcycle or moped) involved in a collision, regardless of age. Therefore, it includes a small number of drivers recorded as being under the age of seventeen.

2.2.1.1 Rates

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

Wokingham had a resident driver involvement rate of 211.6 drivers per year, per 100,000 population.

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



2.2.1.2 Comparisons

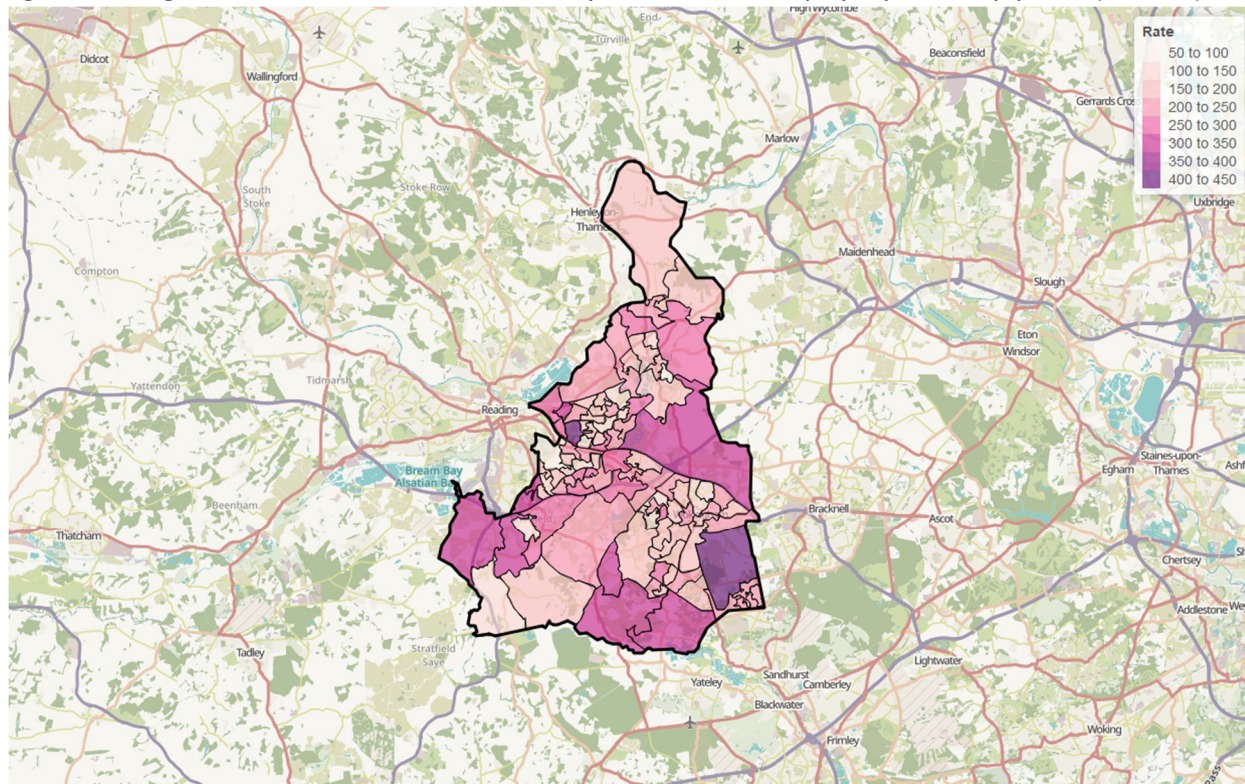
The resident driver collision involvement rate for Wokingham was 35% below the national rate, 31% below the regional rate, and 18% below the rate for Berkshire as a whole. Within Berkshire, Wokingham's rate is in line with that of West Berkshire, below Bracknell Forest, Reading, Slough, and Windsor & Maidenhead. Wokingham's rate was below that of all the most similar comparator authorities.

Residency by Small Area

Figure 24 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 and around Wokingham Without. There are also high involved driver rates around St. Nicholas Hurst, Shinfield, Spencers Wood, Three Mile Cross, and Finchampstead.

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

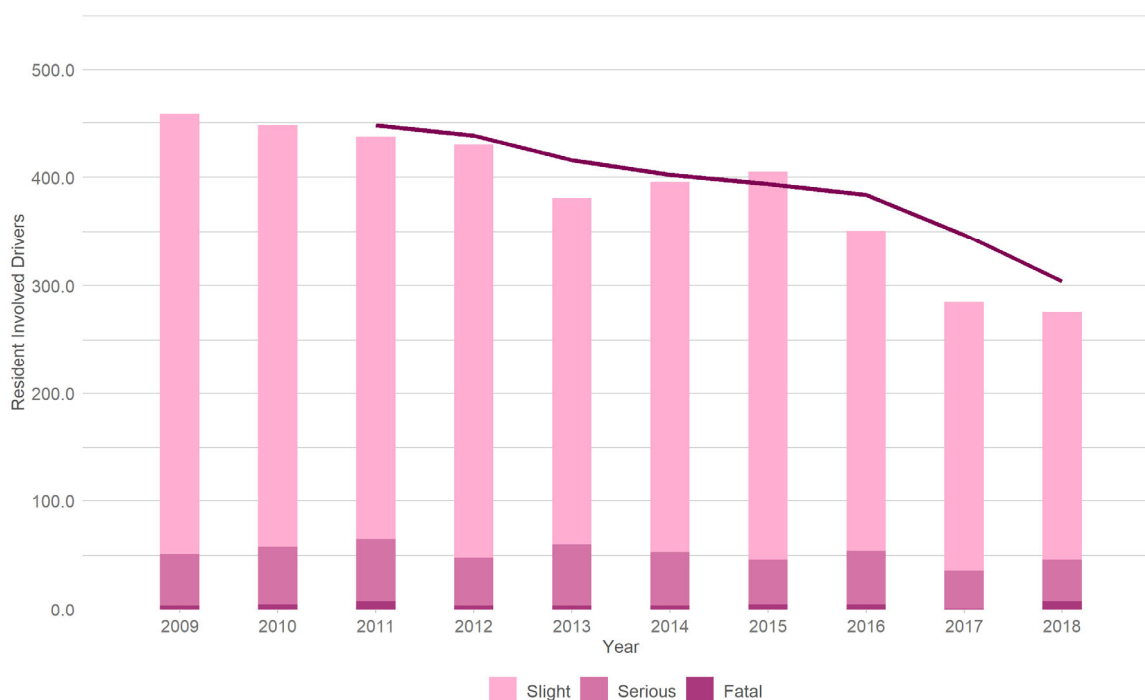


2.2.1.3 Trends

Figure 25 shows Wokingham's annual collision involved resident driver numbers since 2009, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

There has been a distinct downward trend in the number of resident collision-involved drivers over the past decade. In 2018 there were 276 resident drivers involved in collisions, of which 8 were involved in fatal collisions and a further 38 were involved in collision in which a casualty was seriously injured. This is a reduction of 40% over the decade, from 459 in 2009.

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



Resident driver collision involvement in other areas

Of Wokingham’s resident drivers that were involved in collisions between 2014 and 2018, 43% were involved in collisions in Wokingham. Of the remaining 57%, the majority were involved in collisions in Reading (14%), Hampshire (6%), Bracknell Forest (6%), Surrey (5%), or Windsor & Maidenhead (5%).

2.2.1.4 Socio Demographic Analysis

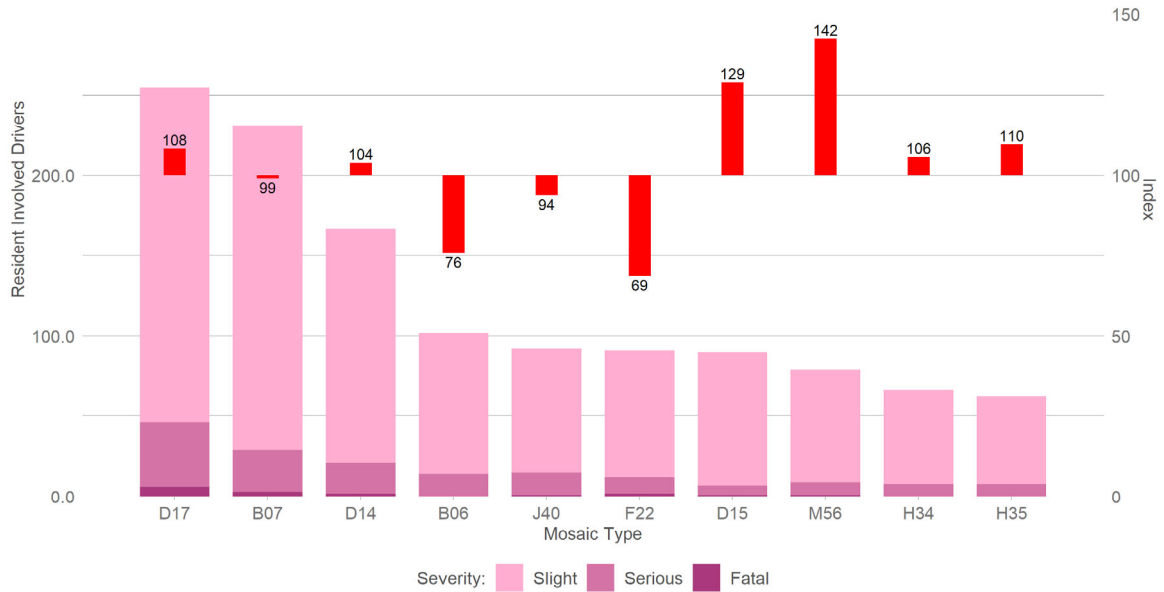
Segmentation

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 66.

The largest number of residents involved drivers come from communities of *well-qualified older singles with incomes from successful professional careers in good quality housing* (Type D17). When taking into account the relative population of this Type, these communities are only slightly overrepresented in collision involvement. The next largest number of involved drivers are residents of communities of *high-achieving families living fast-track lives, advancing careers, finances and their school-age kids' development* (Type B07), however this Type is involved in collisions at a rate that is in line with their share of the population of Wokingham. This is also the case for communities of *affluent families with growing children living in upmarket housing in city environs* (Type D14).

Communities of *busy couples in modern detached homes juggling the demands of school-age children and careers* (Type D15) and those consisting of *stable families with children, renting higher value homes from social landlords* (Type M56) represent lower levels of collision involved drivers, but are noticeably overrepresented in collisions relative to their population share.

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

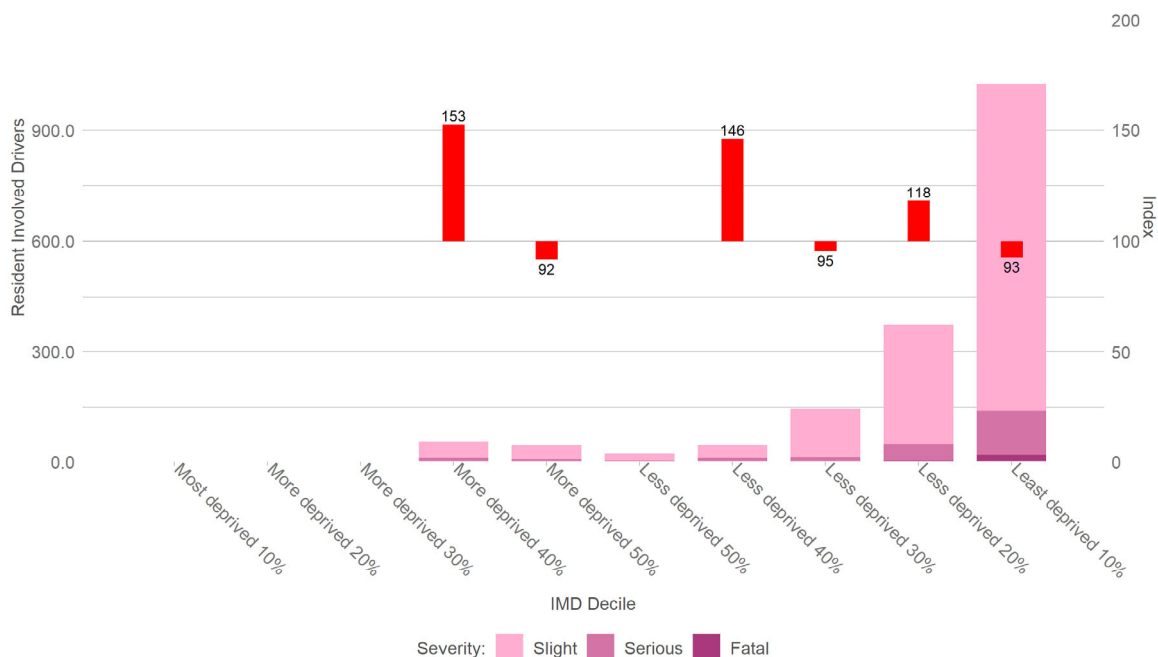


Deprivation

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

The 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 and the more deprived 40% decile represent a much lower number of involved drivers, but are substantially overrepresented when accounting for their relative population.

Figure 27 - Wokingham resident involved drivers, by Index of Multiple Deprivation (2014-2018)



2.2.2 Resident Young Driver Involvement (aged 17 to 24)

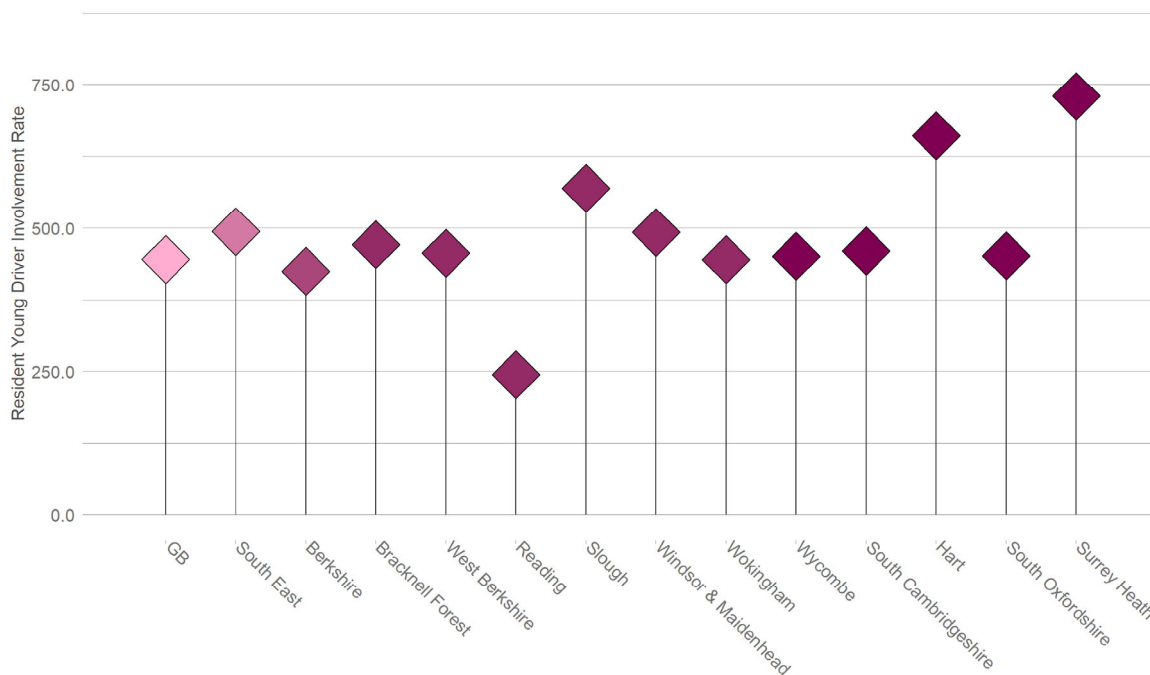
This section analyses all young Wokingham resident drivers involved in a collision.

2.2.2.1 Rates

Figure 28 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 445.4 drivers per year, per 100,000 young population.

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



2.2.2.2 Comparisons

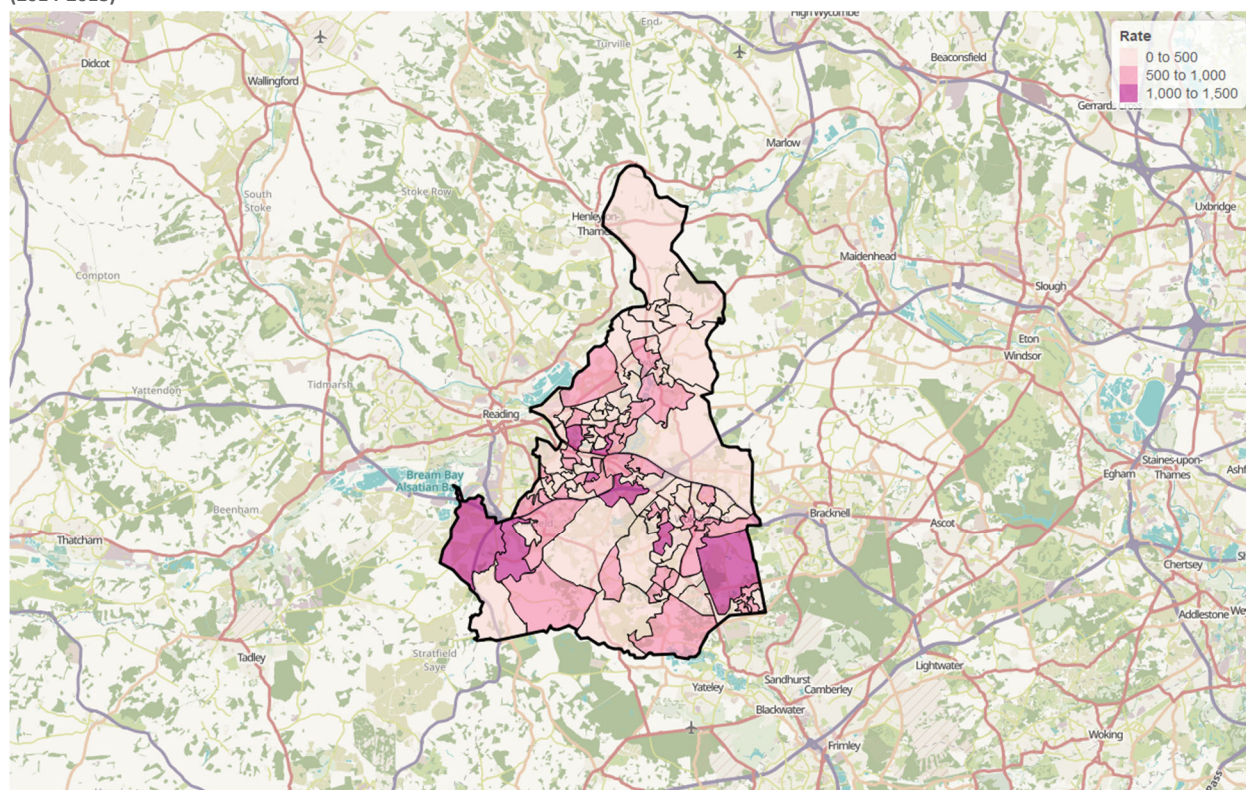
Wokingham’s young driver collision involvement rate between 2014 and 2018 was in line with the national rate. This is 10% below the regional rate for the South East but 5% above the overall Berkshire rate. Within Berkshire, Reading has the lowest young driver collision involvement rate, followed by Wokingham. Wokingham’s young driver involvement rate is below that of all the most similar comparator authorities.

Residency by Small Area

Figure 29 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 of Shinfield, particularly towards Thee Mile Cross and Grazeley. There are also high collision involvement rates amongst young drivers from Sindlesham, the south of Woodley, and Wokingham Without.

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

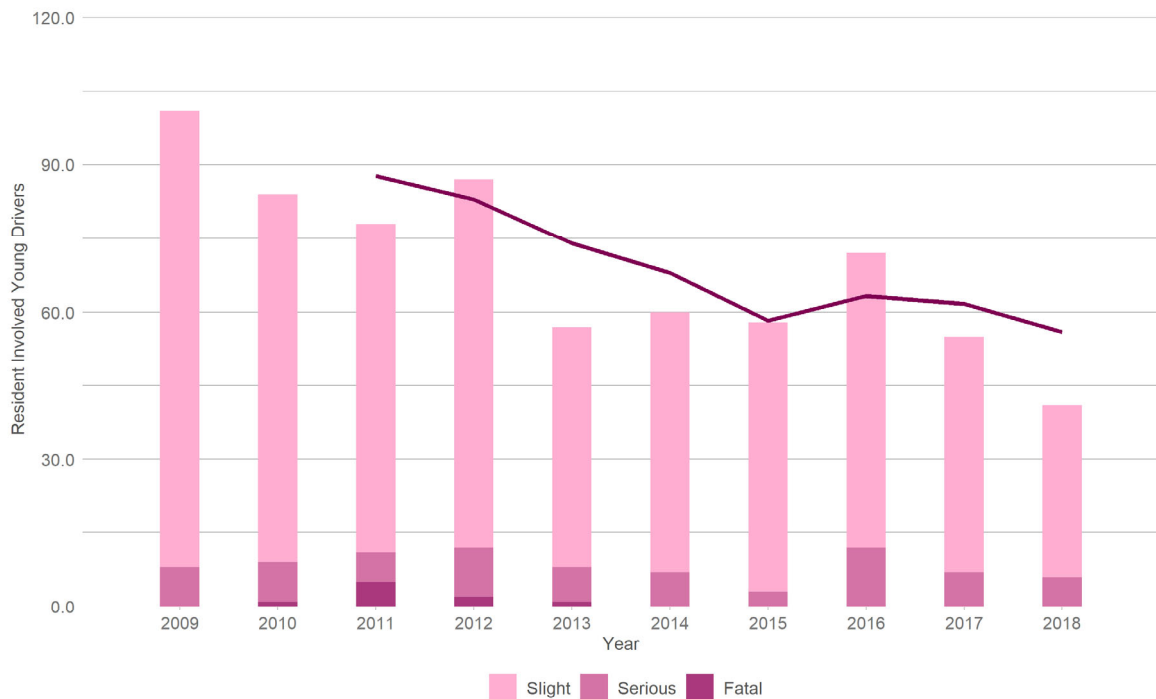


2.2.2.3 Trends

Figure 30 shows Wokingham’s annual collision involved resident young driver numbers since 2009, by severity. This includes resident drivers involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Over the decade there has been an overall downward trend in young driver collision involvement. In 2018 there were 41 Wokingham resident young drivers that were involved in collisions. Of these, six were involved in collisions in which a casualty was seriously injured. There has not been a young driver from Wokingham involved in a fatal collision since 2013. There has been an overall reduction of 59% from 101 involved young drivers in 2009.

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



Resident young driver collision involvement in other areas

Amongst those Wokingham resident young drivers that were involved in collisions between 2014 and 2018, 45% were involved in collisions in Wokingham. The remaining 55% were mainly involved in collisions in Reading (15%), Hampshire (7%), Surrey (5%), Bracknell Forest (5%), Windsor & Maidenhead (3%), or Oxfordshire (2%).

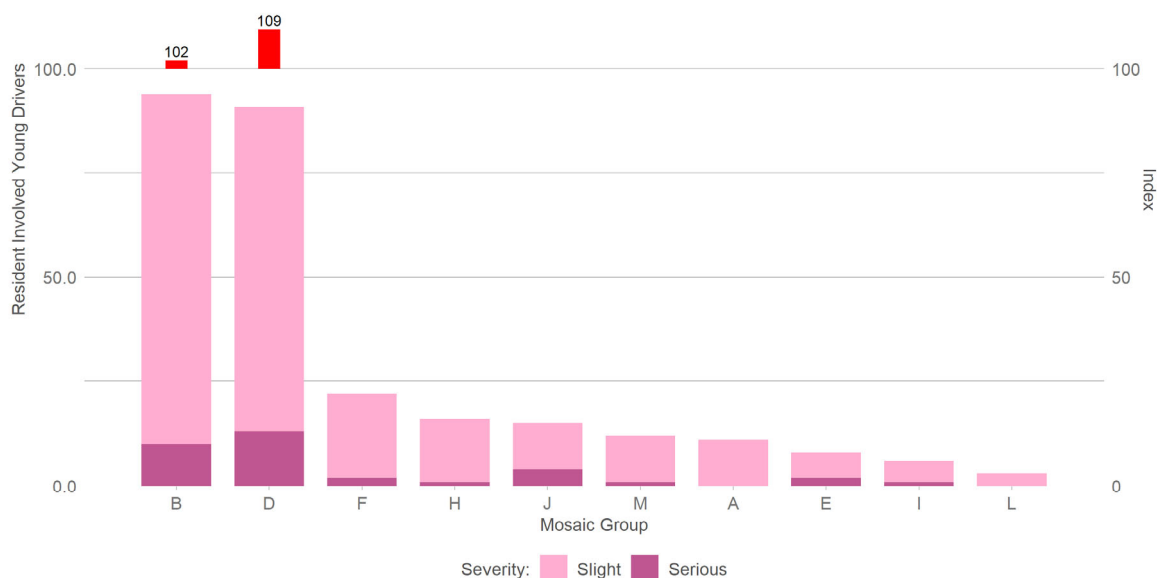
2.2.2.4 Socio Demographic Analysis

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 66.

Figure 31 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 *established families in large detached homes living upmarket lifestyles* (Group B) or of *thriving families who are busy bringing up children and following careers* (Group D). However, when taking into account the relative population of the Groups within Wokingham, these communities are only slightly overrepresented in young driver collision involvement.

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

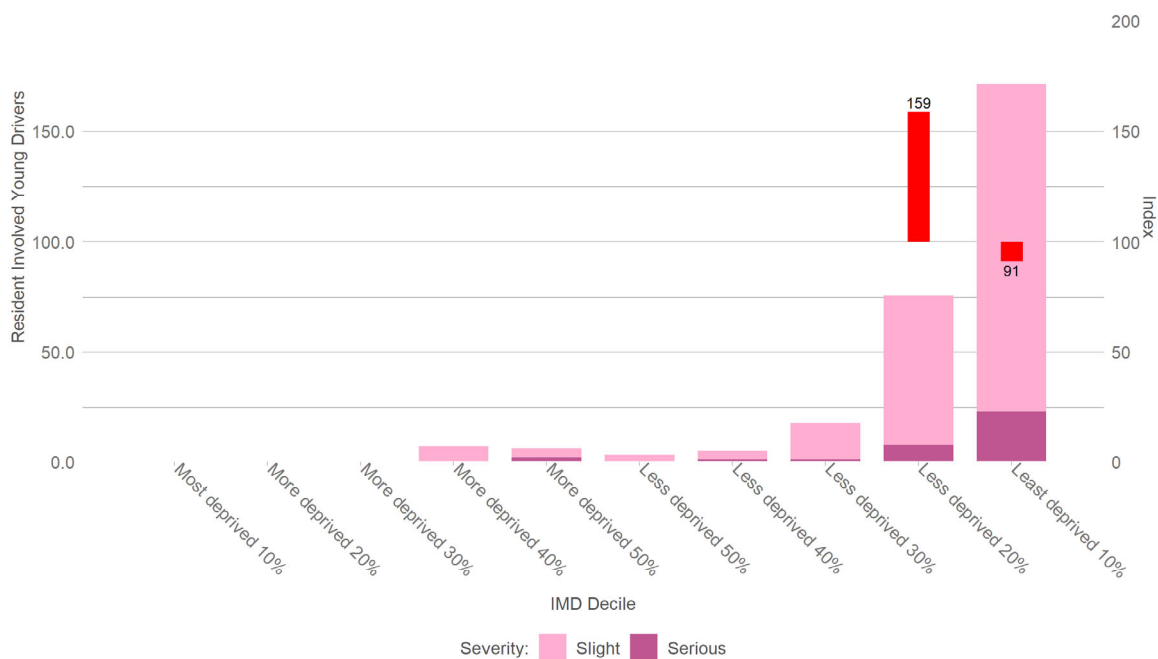


Deprivation

Figure 32 shows resident involved young drivers by the IMD of the LSOA (Lower Super Output Area) in which they reside.

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 32 - Wokingham resident young involved drivers, by Index of Multiple Deprivation (2014-2018)



2.2.3 Related Casualties

2.2.3.1 Passenger and pedestrian casualties

The related casualties of 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, 67% of the casualties were the drivers themselves. A further 25% were their passengers and 9% were pedestrians who were injured after the young driver’s vehicle hit them. It should be noted that the related casualties of Wokingham’s young resident drivers could live anywhere in the country and have been injured anywhere.

Figure 33 - Injured passengers in Wokingham's resident involved young drivers' vehicles, compared to all young drivers (2014-2018)

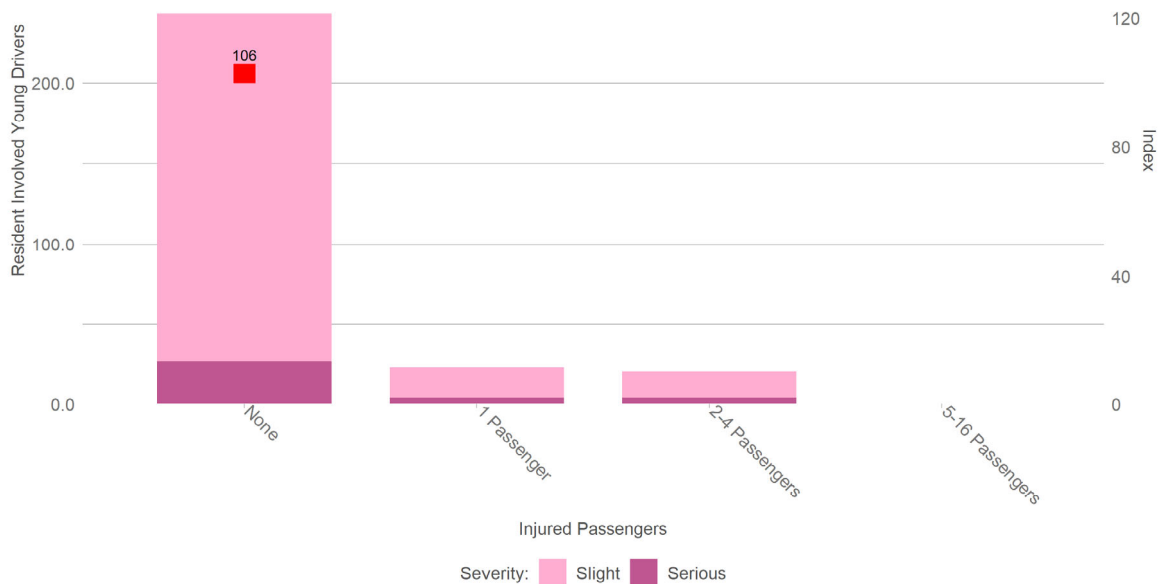


Figure 33 shows the number of young drivers by the presence and quantity of injured passengers in their vehicle. The red bars are indices comparing young drivers to the figures for injured passengers for all young drivers. It shows that most young drivers (80%) do not have injured passengers in their 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

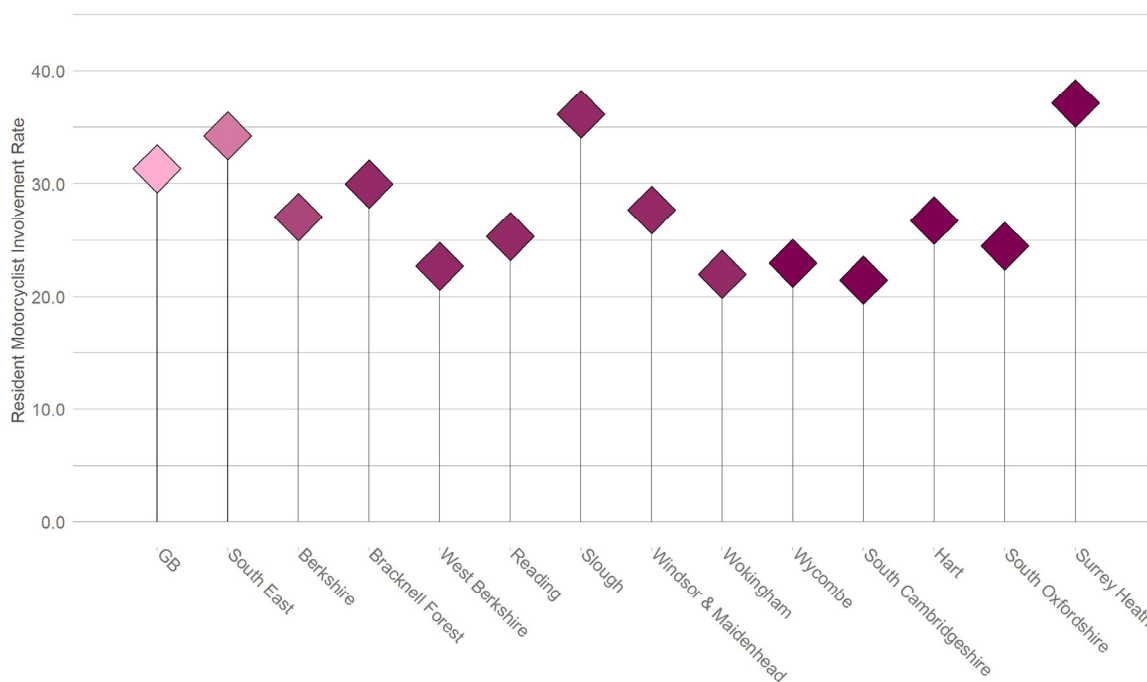
This section refers to motorcyclists involved in collisions and who are residents of Wokingham.

2.3.1.1 Rates

Figure 34 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 22.0 motorcyclists per year, per 100,00 population between 2014 and 2018.

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



2.3.1.2 Comparisons

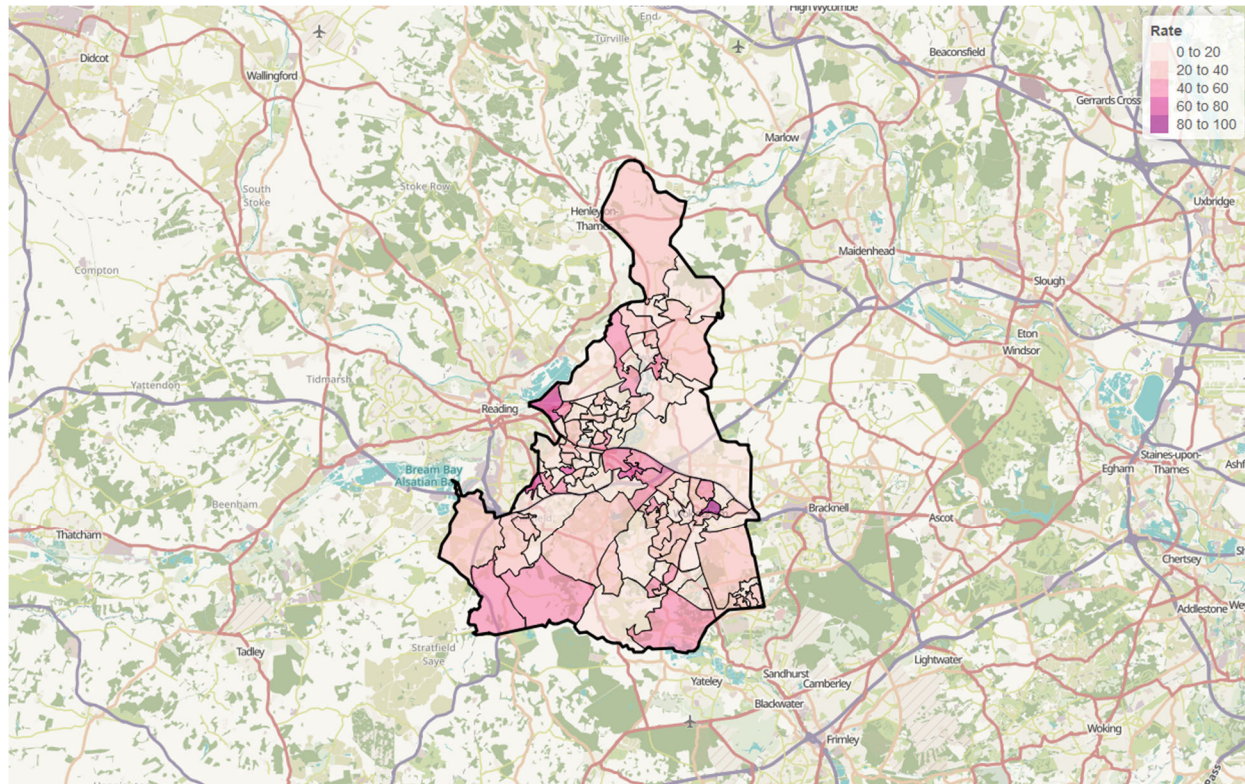
Wokingham’s resident motorcyclist collision involvement rate was 30% lower than the national rate. This is 36% below the regional rate for the South East, and 19% below the overall Berkshire rate. Within Berkshire, Wokingham had the lowest resident motorcyclist involvement rate. Wokingham’s resident motorcyclist involvement rate was slightly higher than that of South Cambridgeshire, but lower than all the other most similar comparator authorities.

Residency by Small Area

Figure 35 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 of Earley, and Winnersh.

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

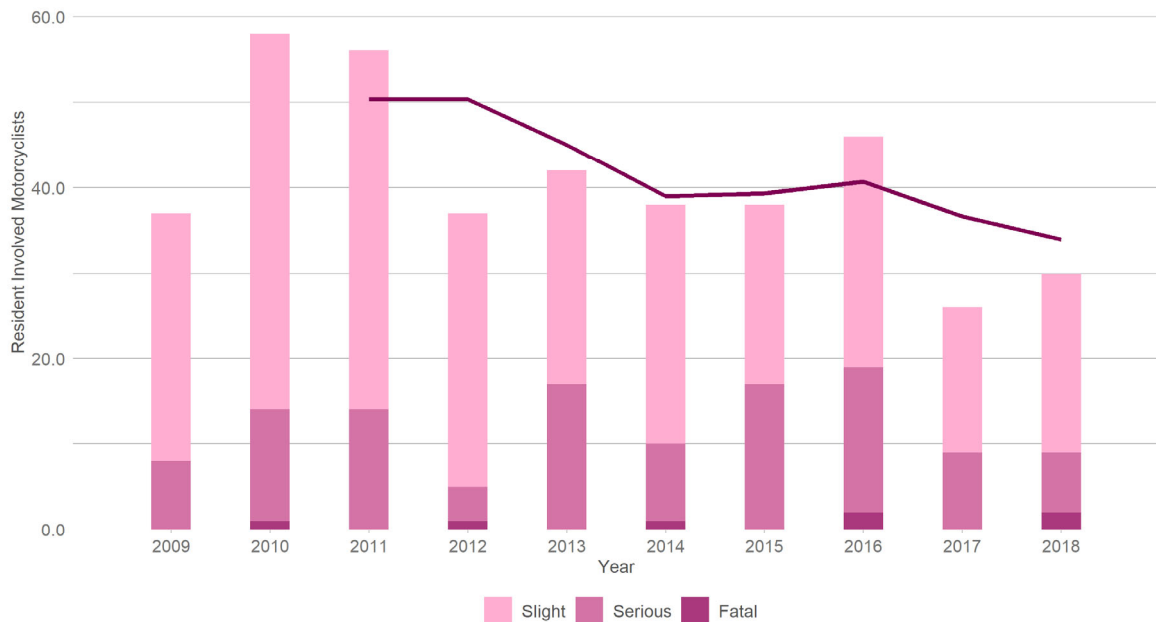


2.3.1.3 Trends

Figure 36 shows Wokingham's annual collision involved resident motorcyclist numbers since 2009, by severity. This includes resident motorcyclist involved in collisions anywhere in the country. Also shown is a 3-year moving average trend line.

Trends have fluctuated over the decade for resident motorcyclist collision involvement levels. Overall there has been a reduction of 19% from 37 collision involved resident motorcyclists in 2009 to 30 in 2018, however this is up from 26 in 2017. Of these 30, two were involved in fatalities and a further seven were involved in collisions that resulted in a seriously injured casualty.

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



Resident motorcyclist collision involvement in other areas

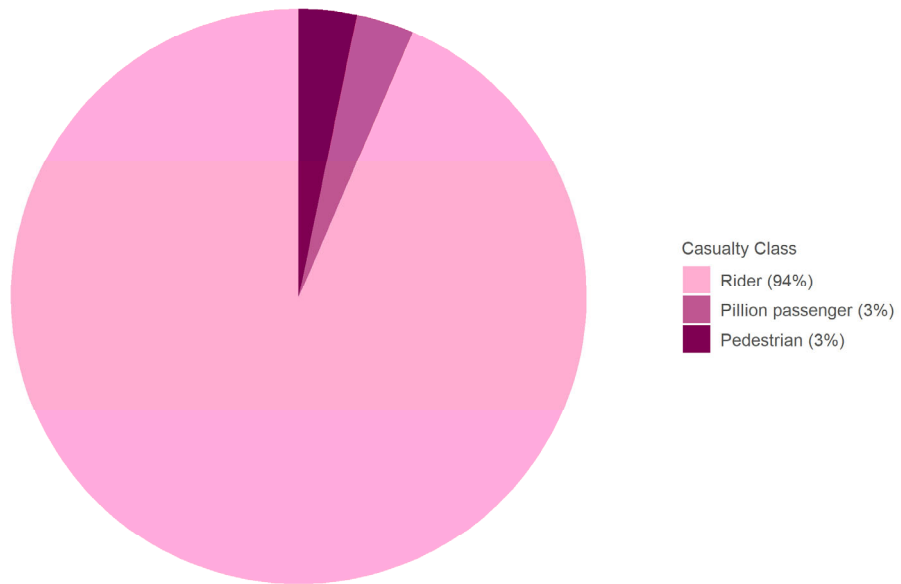
Forty-seven percent of resident motorcyclists involved in collisions were involved in collisions in Wokingham. Of the remaining 53%, the majority of the collisions that they were involved in were in Reading (16%), Bracknell Forest (7%), Surrey (5%), Hampshire (5%), Buckinghamshire (3%), or Windsor & Maidenhead (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 37. Related casualties can be the rider themselves; an injured pillion passenger; or a pedestrian struck by the rider’s motorcycle. Consequently, injured drivers and passengers of other vehicles are not included in the analysis. For Slough’s resident motorcycle riders, 94% 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 Slough’s resident motorcycle riders could live anywhere in the country and have been injured anywhere.

Figure 37 - Related casualties of Wokingham's resident involved motorcyclists (2014-2018)





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 67.

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 on page 67.

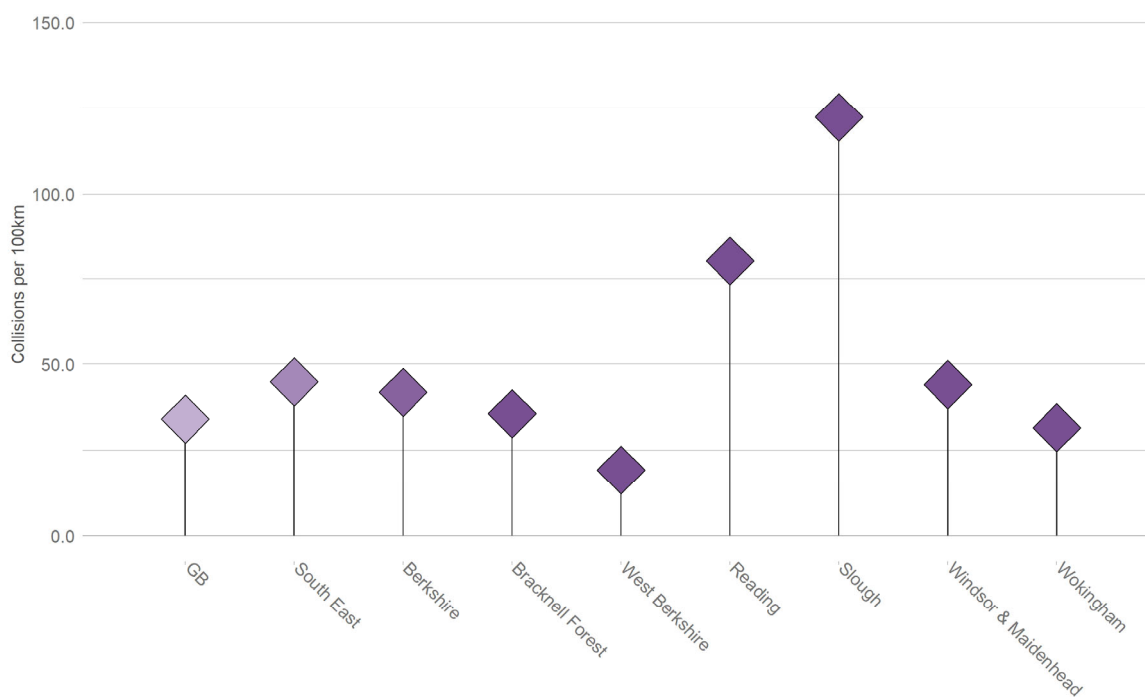
3.1.1 Rates

3.1.1.1 Collisions per 100km of road

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

Between 2014 and 2018, Wokingham had a collision rate of 31.5 collisions per year, per 100km of road on its road network.

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



3.1.1.2 Comparisons

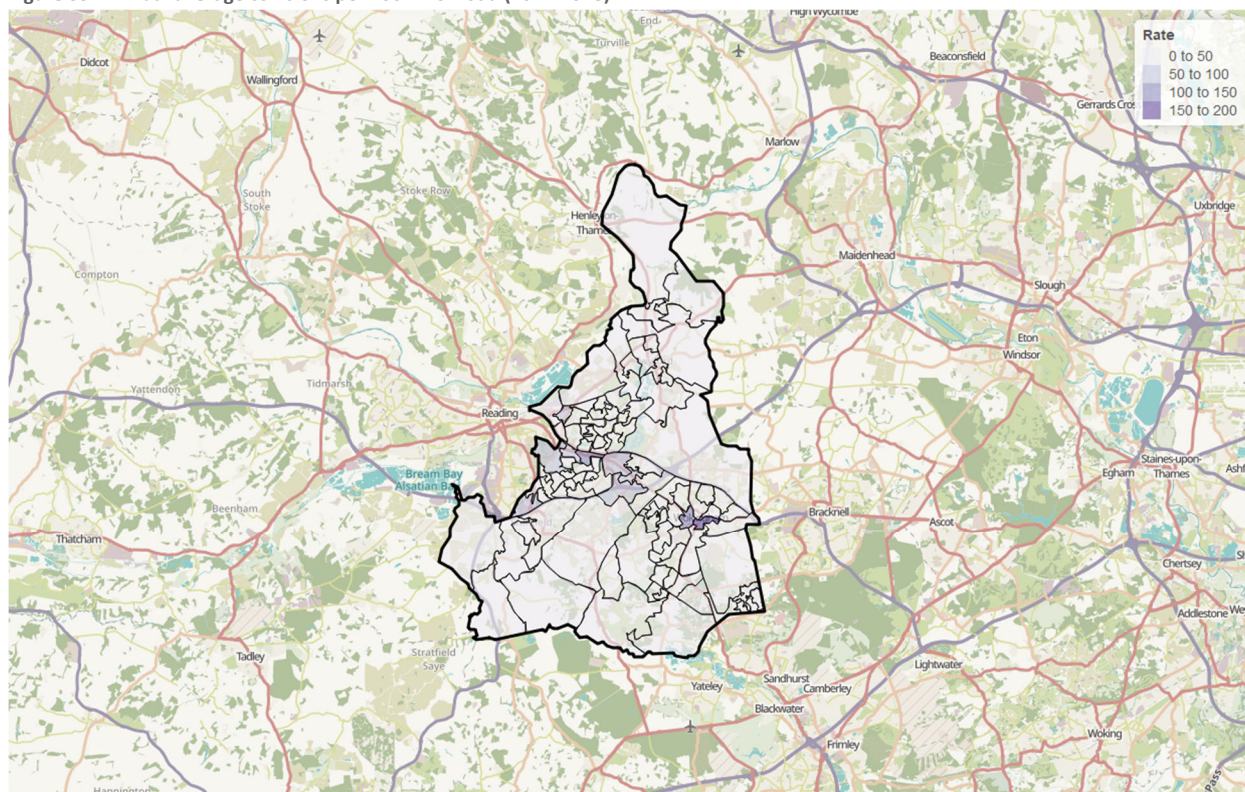
The collision rate in Wokingham was 7% below the national collision rate. This is 30% below the regional rate for the South East, and 25% below the overall Berkshire collision rate. Within Berkshire, West Berkshire had the lowest collision rate, followed by Wokingham.

Collisions by Small Area

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

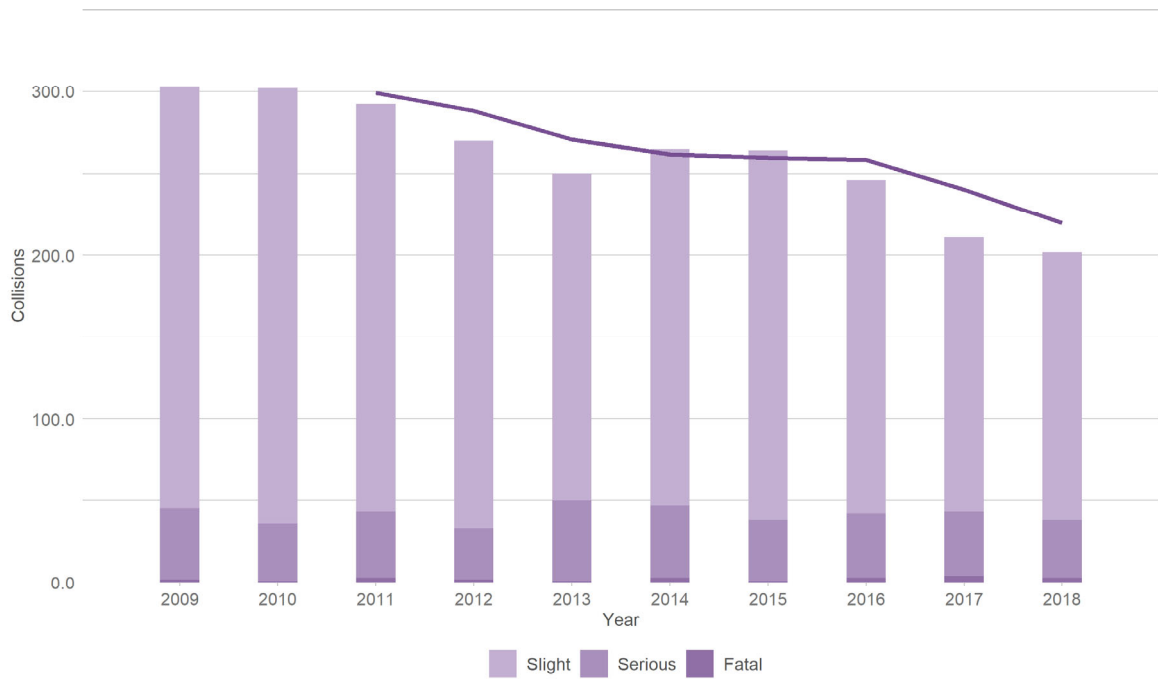


3.1.1.3 Trends

Figure 40 shows annual collisions on Wokingham's roads, since 2009 by severity.

In 2018 there were 202 collisions on Wokingham's roads, down from 303 in 2009, a reduction of 33%. This is the result of a clear downward trend over the decade. Of the 202 collisions in Wokingham in 2018, three involved a fatality and a further 35 involved a casualty that was seriously injured.

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

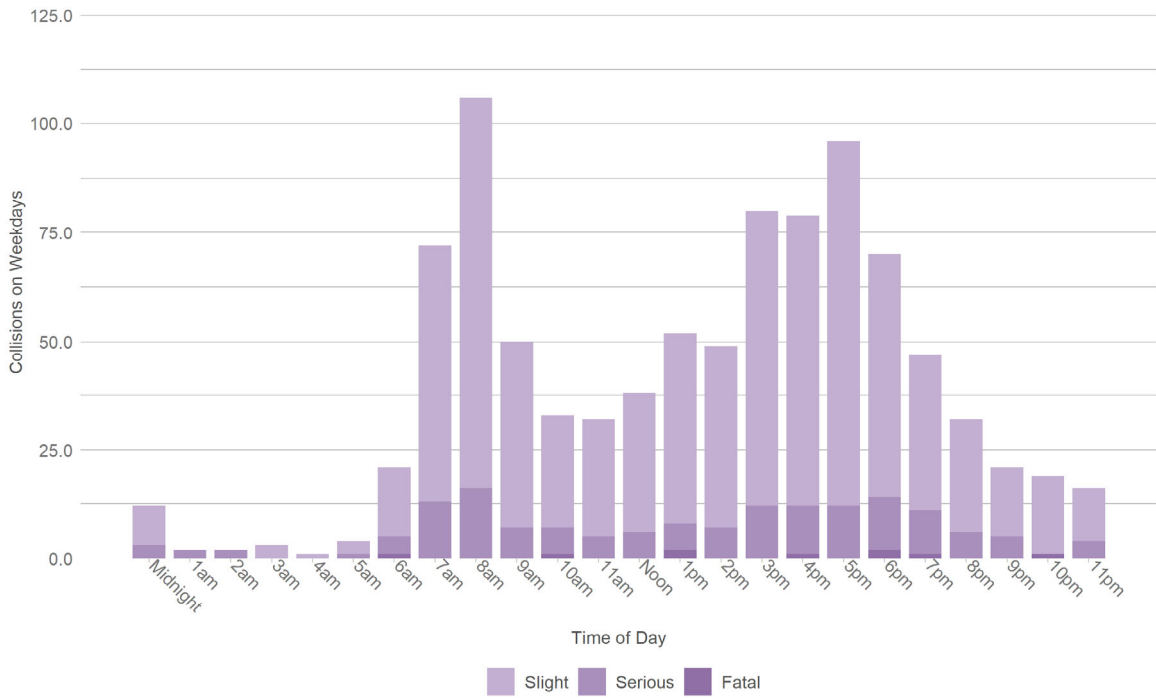


3.1.1.4 Collisions by hour of the day

Collisions by hour of the day on weekdays

Figure 41 shows collisions on weekdays by the hour of the day in which they occurred. There are 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.

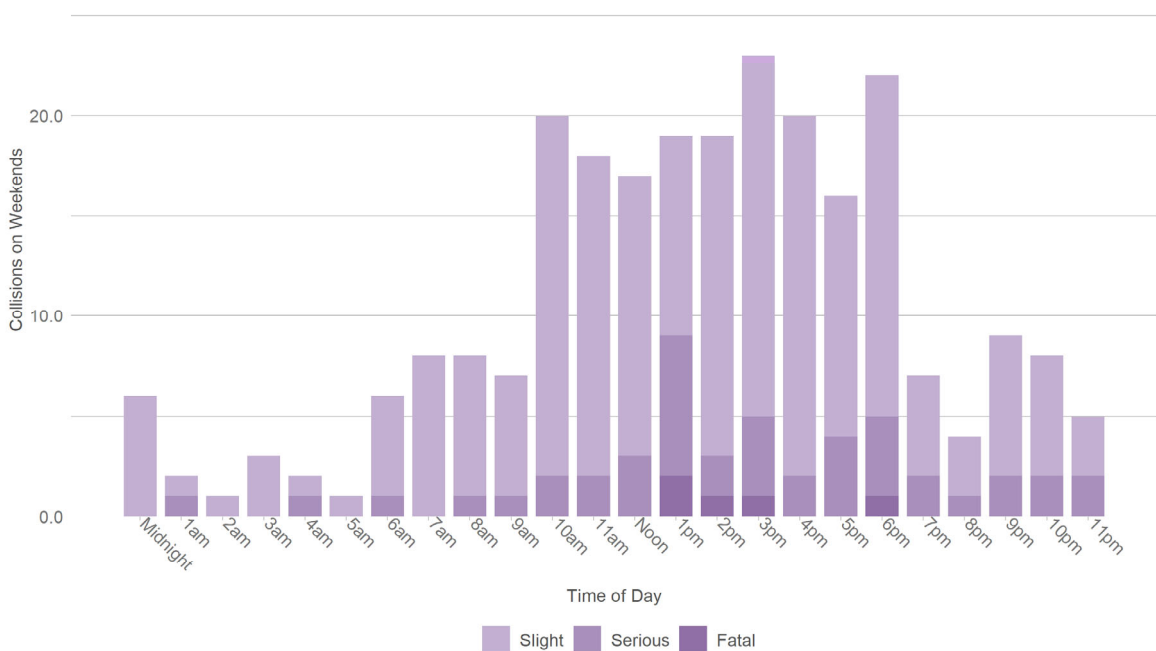
Figure 41 - Wokingham collisions, by hour of the day during weekdays (2014-2018)



Collisions by hour of the day on weekends

Figure 42 shows collisions on a weekend by the hour of the day in which they occurred. Compared to weekdays, collision numbers are more evenly spread throughout the day, with the majority occurring after 10am and before 7pm.

Figure 42 - Wokingham collisions, by hour of the day during weekends (2014-2018)



Collision involved drivers who reside in other areas

Of the drivers involved in collisions in Wokingham for whom home location was recorded, just over half (51%) were Wokingham residents. Of the remaining 49%, the majority were residents of Reading (12%), Bracknell Forest (8%), Hampshire (5%), Windsor & Maidenhead (4%), or West Berkshire (3%).

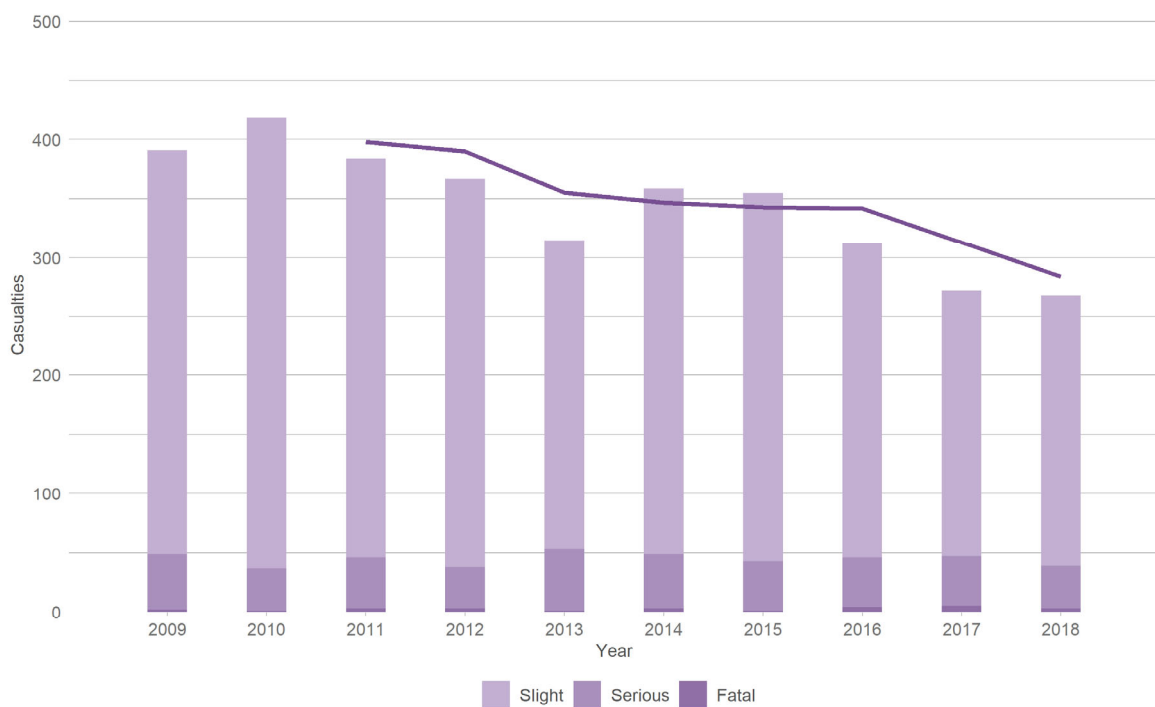
3.1.2 Casualty trends on all roads

3.1.2.1 All casualties

Figure 43 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 391 in 2009 down to 268 in 2018, an overall reduction of 31%.

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

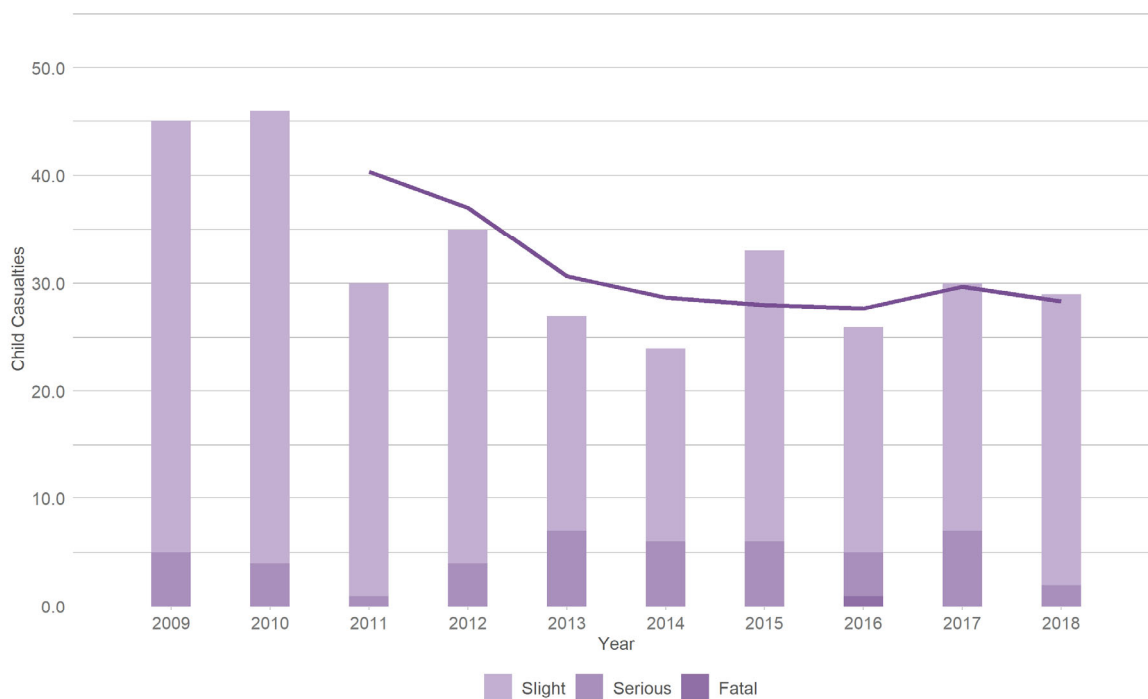


3.1.2.2 Child casualties

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

Child casualty numbers fell between 2010 and 2011, but have changed little since then. In 2018 there were 29 child casualties injured on the roads of Wokingham, down by 36% from 45 in 2009. Of these 29 child casualties, two were seriously injured but none were killed. There has been one child fatality on Wokingham's roads this decade, in 2016.

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

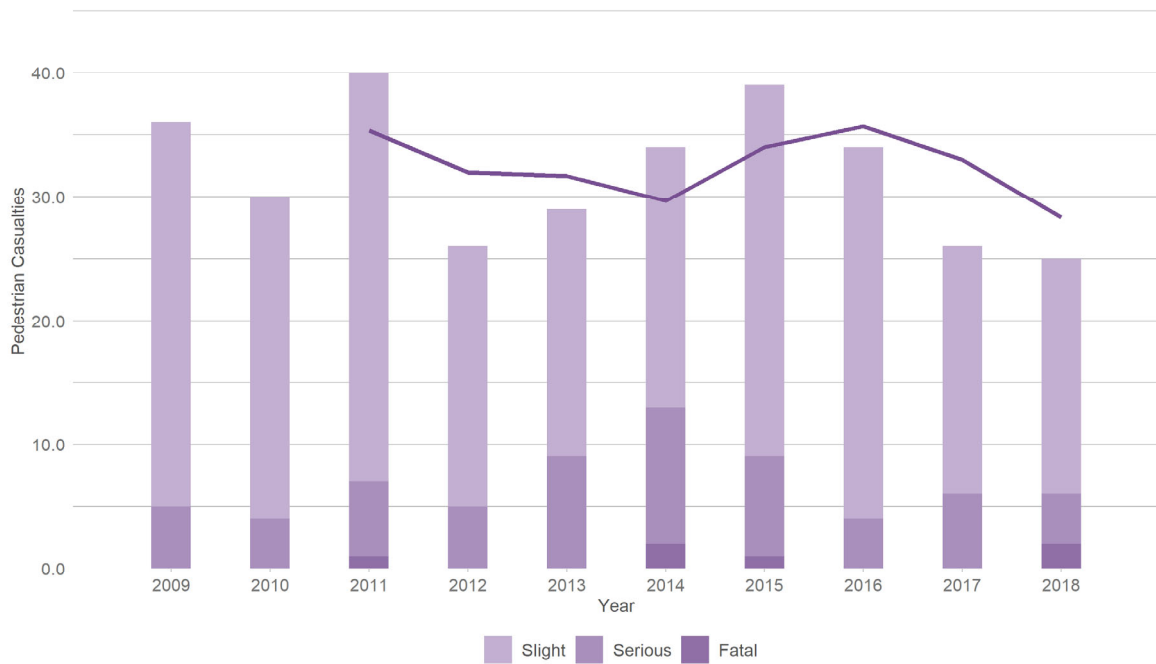


3.1.2.3 Pedestrian casualties

Figure 45 shows annual pedestrian casualty numbers on collisions on Wokingham's roads.

Pedestrian casualty numbers in Wokingham have fluctuated over the decade, but have been decreasing since 2015. In 2018 there were 25 pedestrians injured on Wokingham's roads, down by 36% from 39 in 2015. Of these 25 pedestrians, two were killed and a further four were seriously injured.

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

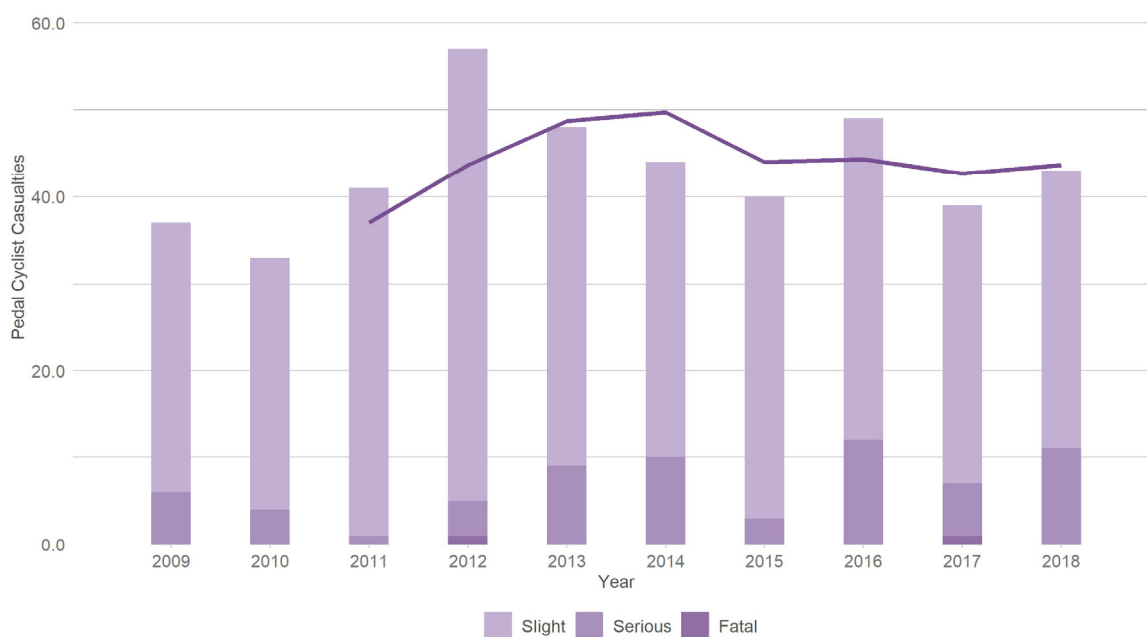


3.1.2.4 Pedal cyclist casualties

Figure 46 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 over the latter part of the decade. However, numbers in 2018 are 10% higher than they were in 2017. In 2018 there were 43 pedal cyclist casualties in Wokingham, down by 25% from the peak of 57 in 2012 but up by 16% since 2009.

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



3.2 Collisions on Urban Roads in Wokingham

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

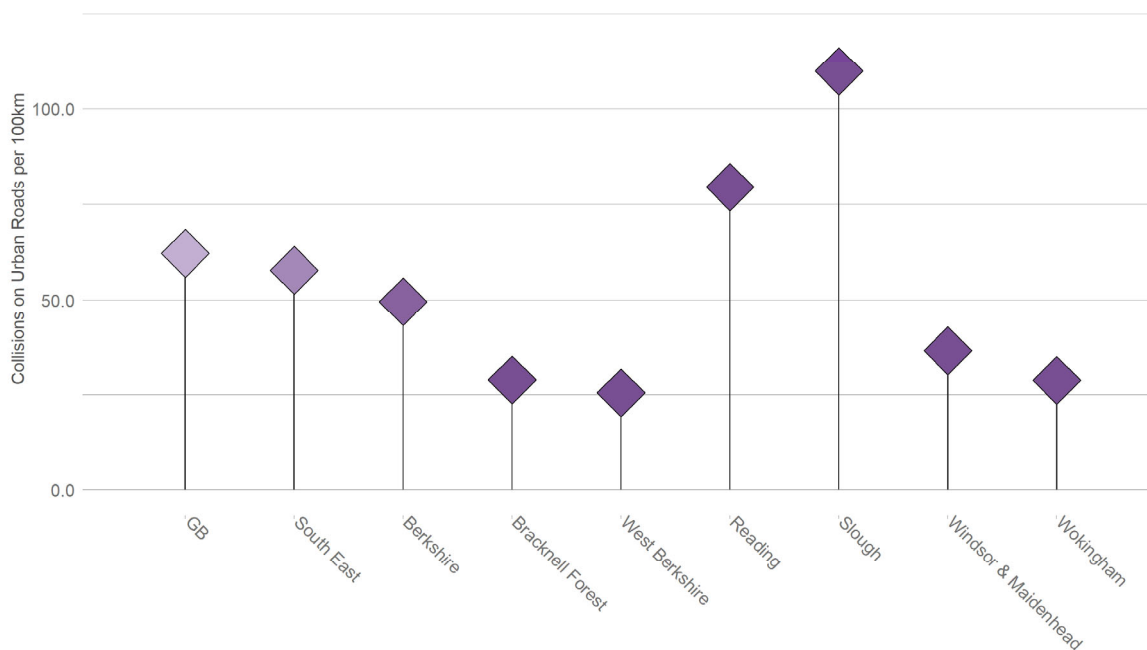
3.2.1 Rates

3.2.1.1 Collisions on urban road per 100km of urban road

Figure 47 below shows the rate of average annual collisions on urban roads between 2014 and 2018 per 100km of urban road in Wokingham compared to the national and regional rates, and those of the most similar comparators.

On Wokingham's road between 2014 and 2018 there was a collision rate of 28.8 collisions per year, per 100km of urban road.

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



3.2.1.2 Comparisons

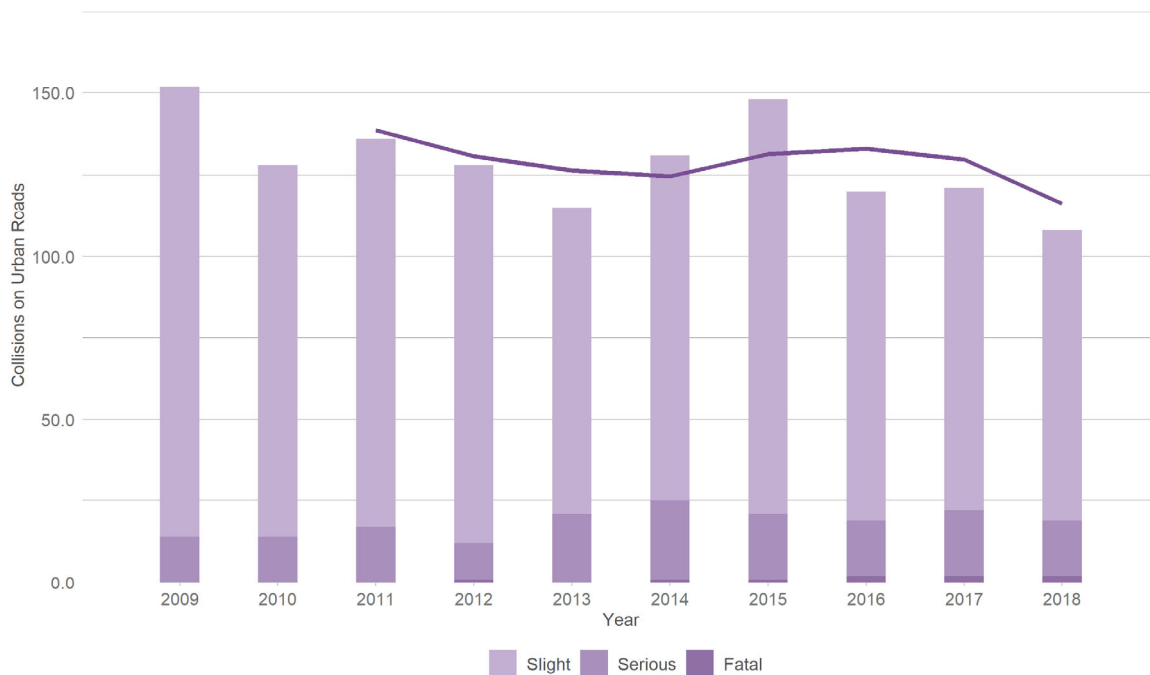
Wokingham’s urban road collision rate was less than half the national urban road collision rate. This is 50% less than the regional rate and 42% below the overall Berkshire rate. Within Berkshire, West Berkshire has the lowest urban roads collision rate, followed by Wokingham, which is in line with Bracknell Forest. The highest urban roads collision rates are in Slough (109.9) and Reading (79.6).

3.2.1.3 Trends

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

On Wokingham’s urban roads, collision numbers have fluctuated over the decade, with an overall reduction of 29% from 152 in 2009 to 108 in 2018. Of these 108, two involved fatalities and a further 17 involved seriously injured casualties.

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



3.3 Collisions on Rural Roads in Wokingham

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

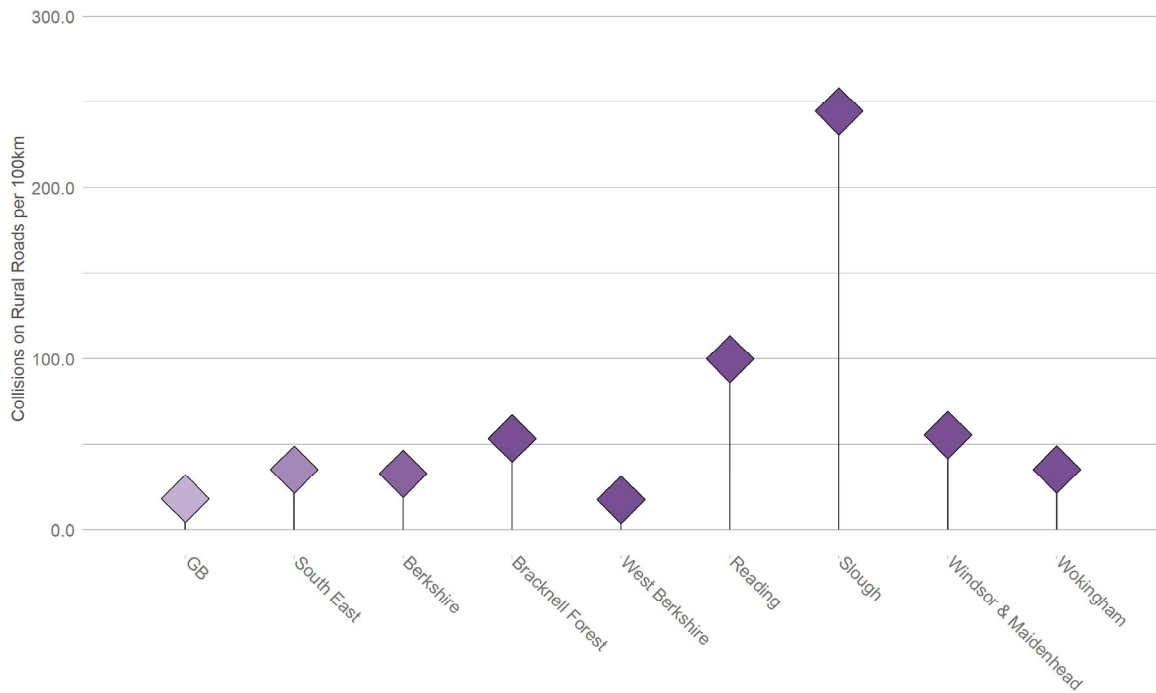
3.3.1 Rates

3.3.1.1 Collisions on rural road per 100km of rural road

Figure 49 below shows the rate of average annual collisions on rural roads between 2014 and 2018 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 2014 and 2018 was 35.3 collisions per year, per 100km of rural road.

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



3.3.1.2 Comparisons

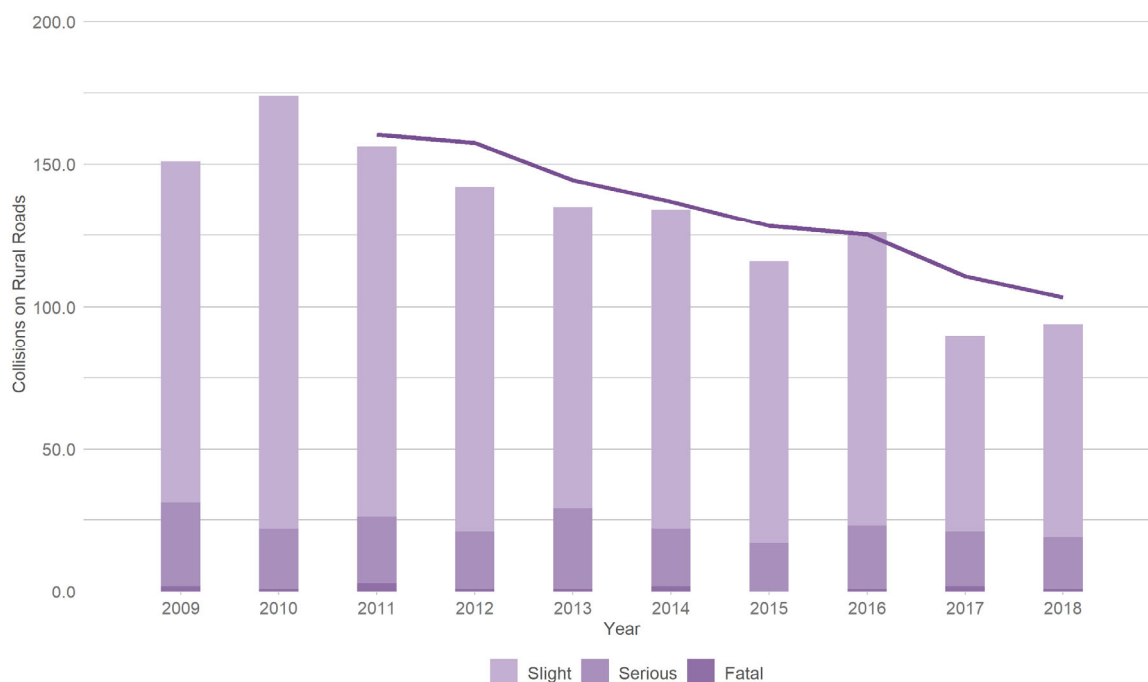
Wokingham’s rural road collision rate is nearly double the national rate, but is in line with the South East regional rate. Wokingham’s rate is the second lowest within Berkshire, above West Berkshire, at 8% above the overall Berkshire rate.

3.3.1.3 Trends

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

There has been a clear downward trend in collision numbers on rural roads in Wokingham over the decade, from 151 in 2009 to 94 in 2018, an overall reduction of 38%. Of the 94 collisions in 2018, one was fatal and a further 18 involved at least one seriously injured casualty.

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



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 68. For a complete list of all CFs and CF groupings used by Agilysis, see Contributory Factor Groupings on page 79.

3.4.1 Speed Related

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

3.4.1.1 Trends

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

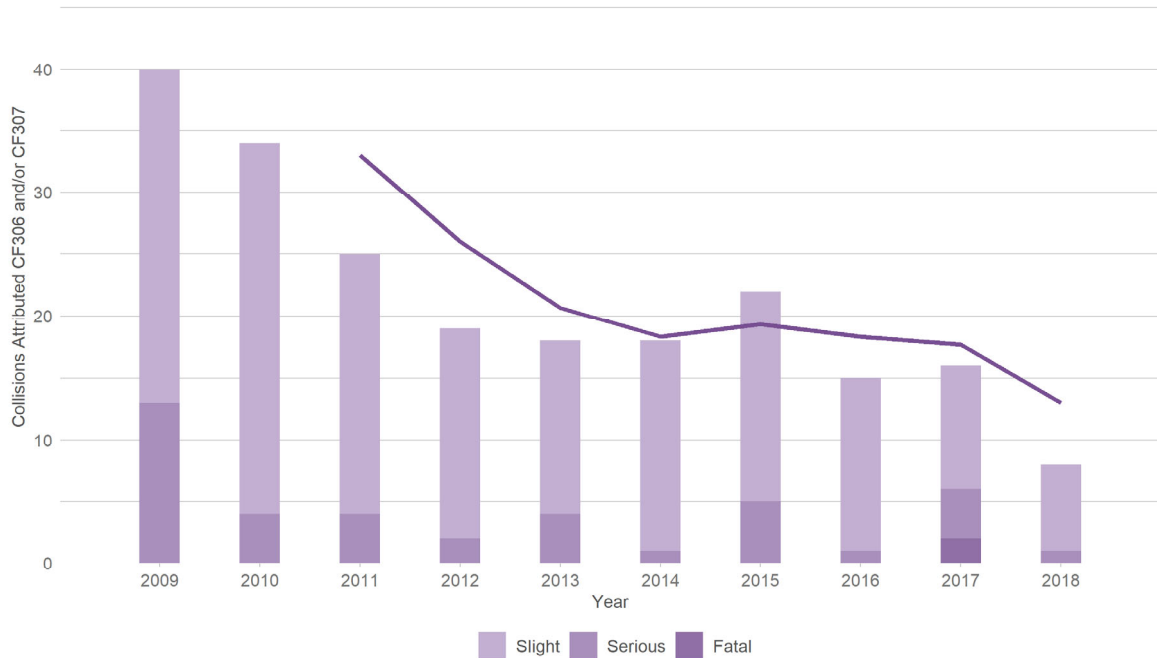
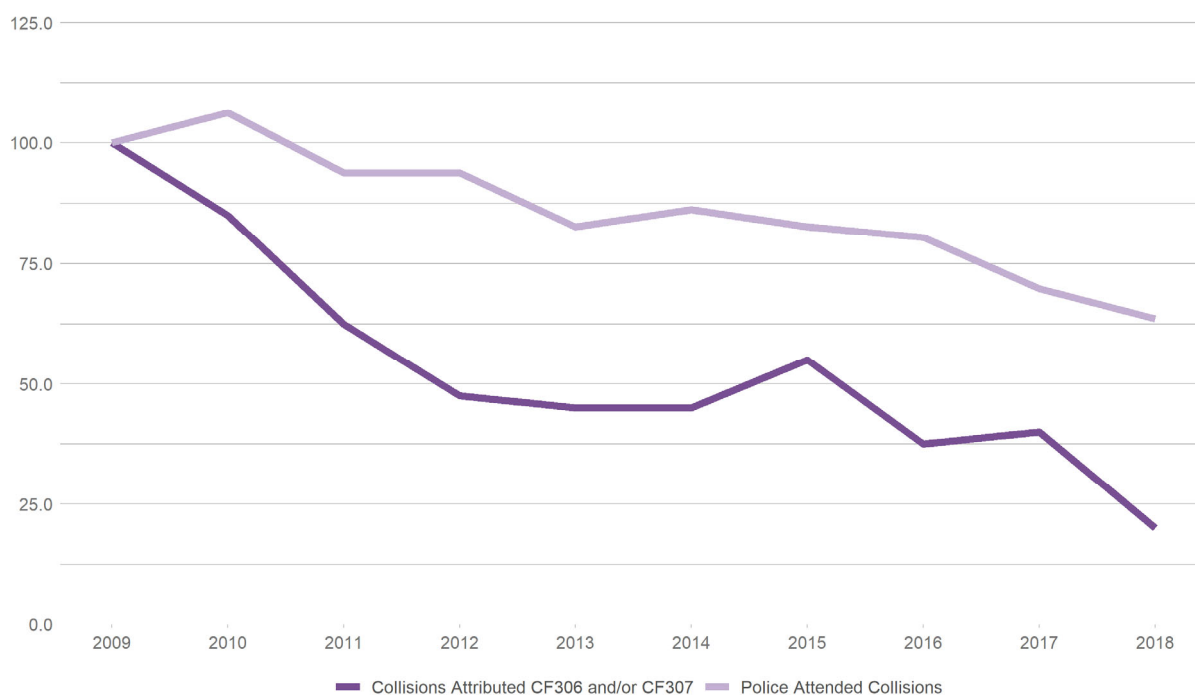


Figure 51 shows annual collisions on Wokingham’s roads where at least one of the speed choice CFs were recorded, with a three-year moving average trend line for speed choice collisions. Figure 52 shows the trends for collisions where speed choice CFs were recorded and for collisions where a police officer attended, indexed over a 2009 baseline for comparison. There was a distinct downward trend in speed related collisions over the past decade, although this has slowed in recent years. Using 2009 as a baseline, these reductions are at a faster rate than that of all police officer attended collisions.

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

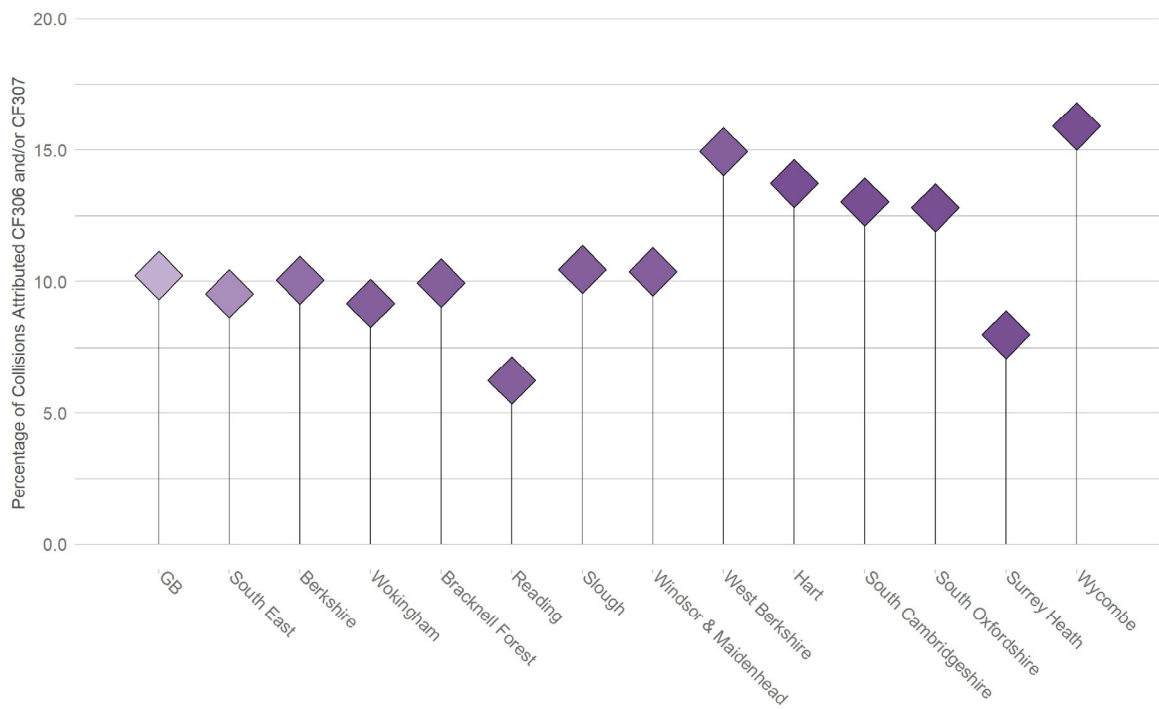


3.4.1.2 Comparisons

Figure 53 shows collisions on 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 over 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, followed by Wokingham. Of the most similar comparator authorities, Wokingham’s percentage of speed related collisions is higher than that of Surrey Heath, but lower than those of Hart, South Cambridgeshire, South Oxfordshire, and Wycombe.

Figure 53 - Percentage of collisions in Wokingham and comparators where CF306 and/or CF307 were recorded (2014-2018), excluding strategic roads



3.4.2 Impairment

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

3.4.2.1 Trends

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

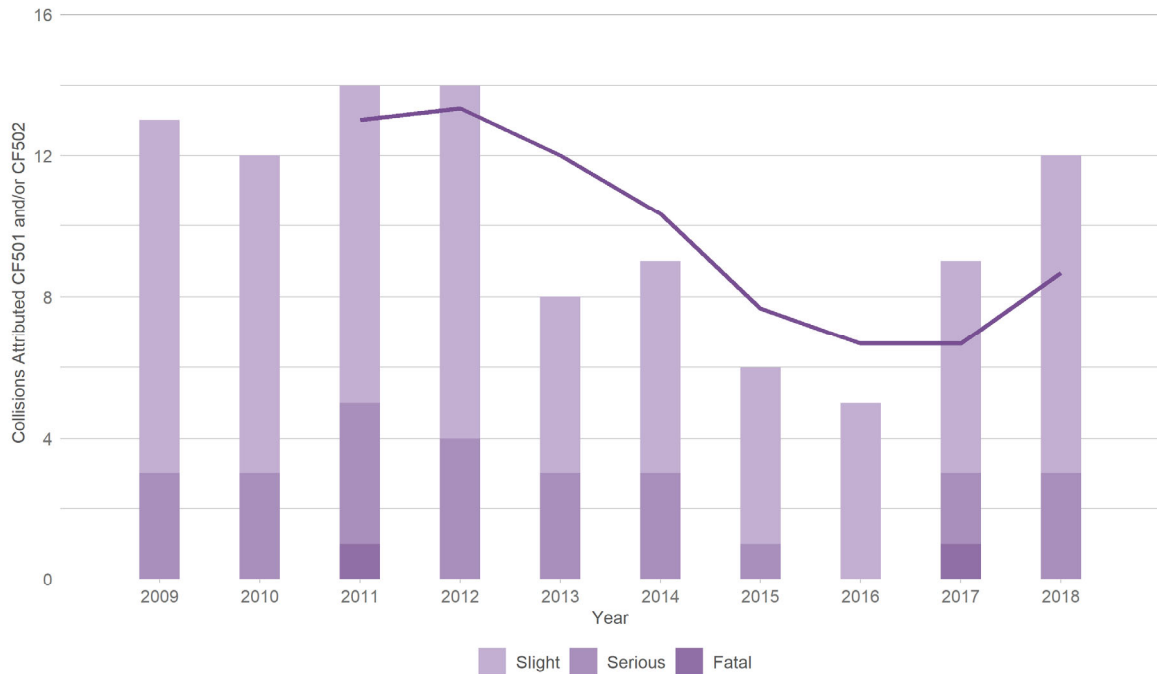
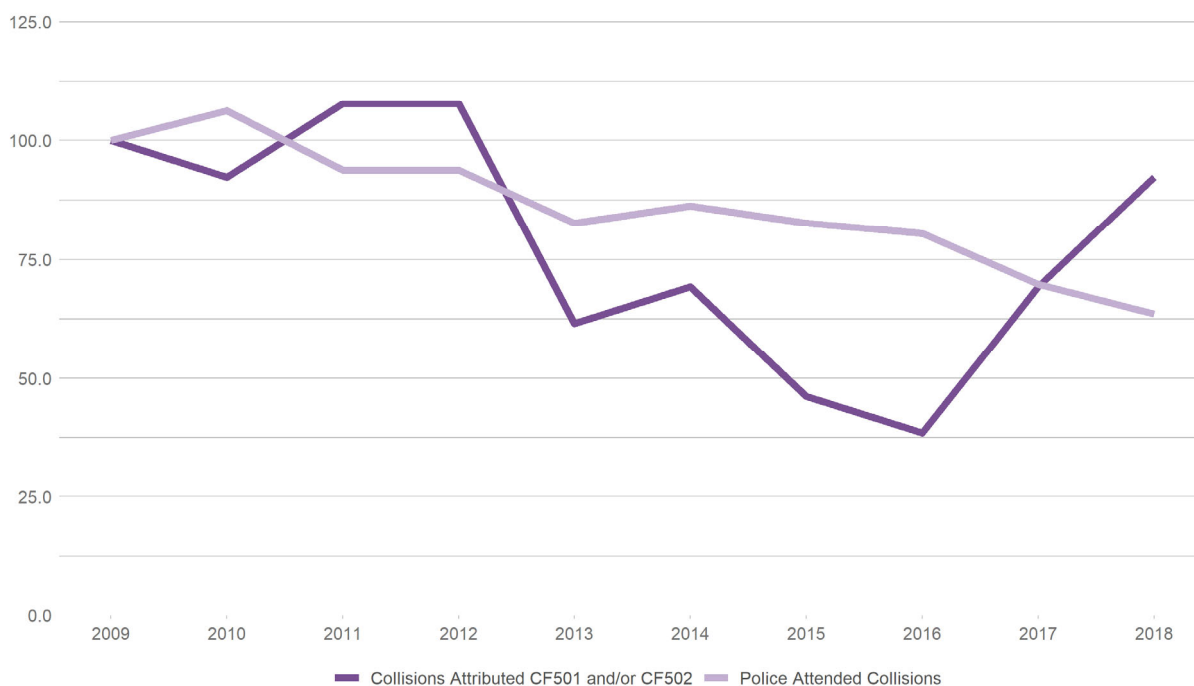


Figure 54 shows annual collisions on Wokingham’s roads where at least one of the impairment CFs were recorded, with a three-year moving average trend line for impairment collisions. Figure 55 shows the trends for collisions where impairment CFs were recorded and for collisions where a police officer attended, indexed over a 2009 baseline for comparison. Impairment related collisions appeared to show a downward trend up until 2016, but have been increasing since. Despite this, numbers have remained low over the decade. Using 2009 as a baseline, up until 2016 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 55 - Collision trends in Wokingham where CF501 and/or CF502 were recorded compared to officer attended collision trends (2009-2018), excluding strategic roads

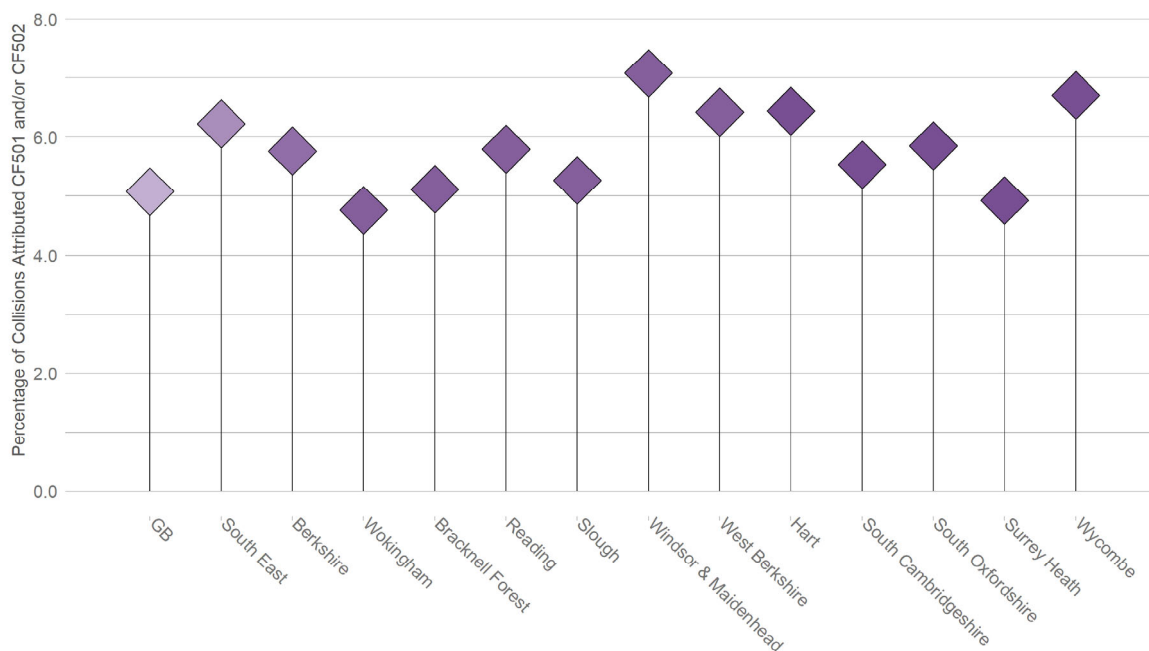


3.4.2.2 Comparisons

Figure 56 shows collisions on 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, 4.8% were attributed an impairment CF. This is lower than the national and regional proportions. Within Berkshire, Wokingham has the lowest percentage of impairment related collisions. Wokingham also has a lower proportion of collisions attributed an impairment CF than all the most similar comparator authorities.

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



3.4.3 Road Surface Conditions

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

3.4.3.1 Trends

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

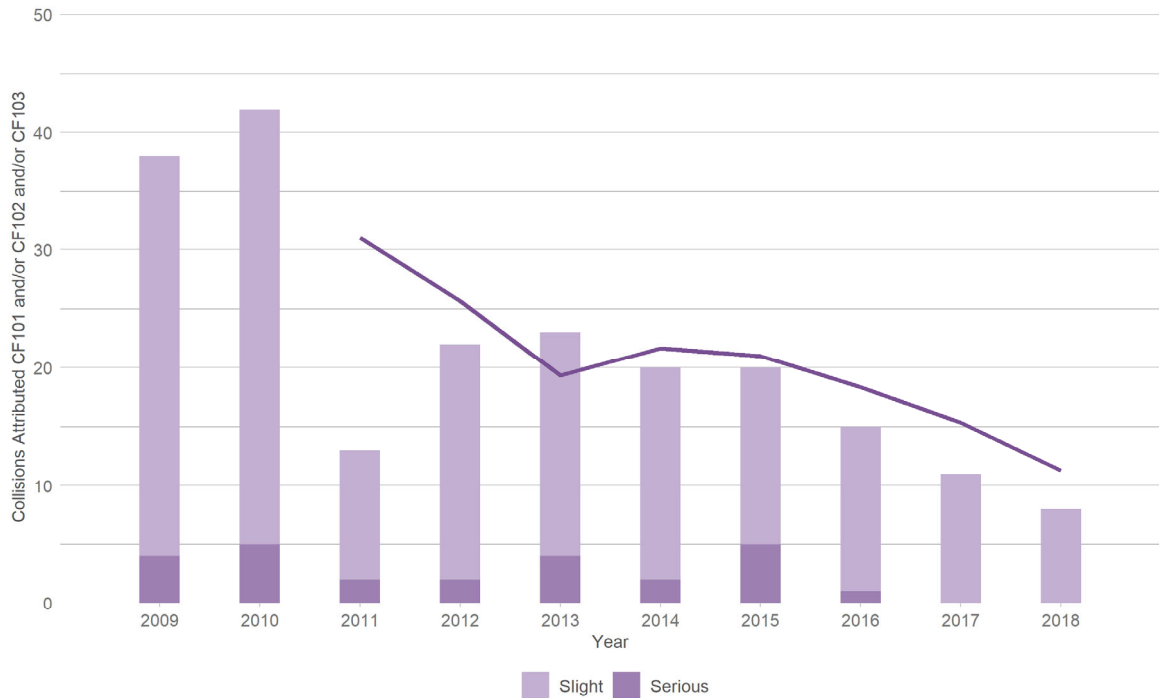
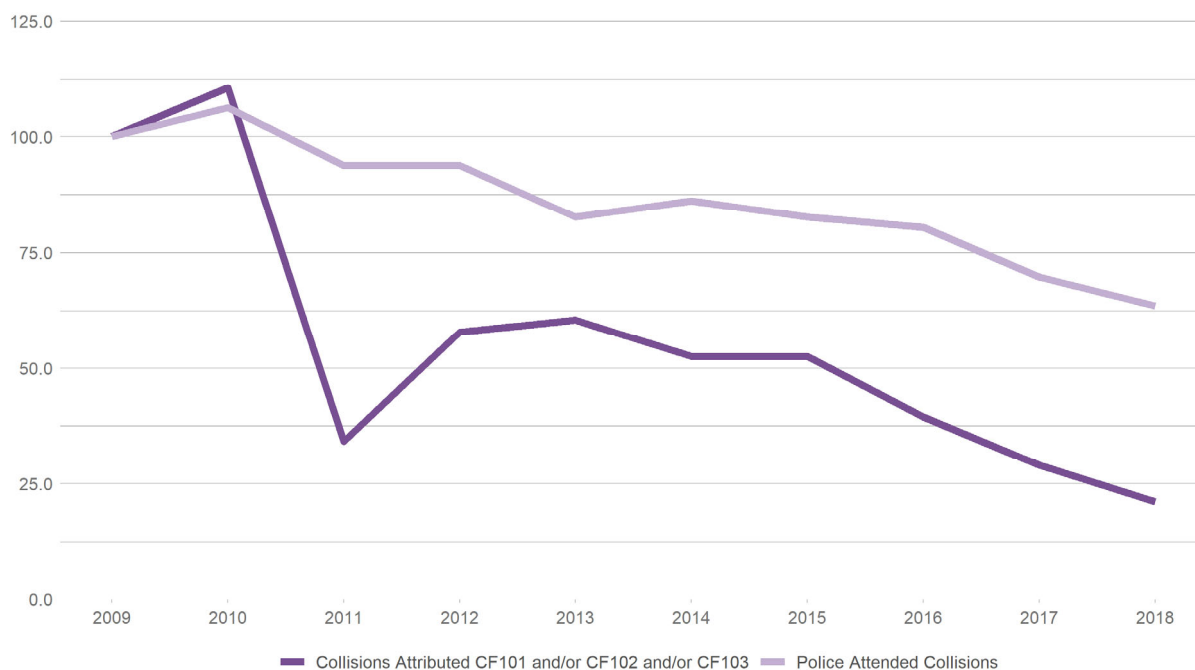


Figure 57 shows annual collisions on Wokingham’s roads where at least one of the road surface CFs were recorded, with a three-year moving average trend line for road surface collisions. Figure 58 shows the trends for collisions where road surface CFs were recorded and for collisions where a police officer attended, indexed over a 2009 baseline for comparison. There has been some fluctuation in road surface related collisions over the decade, with a noticeable drop from 2010 to 2011, before rising to a peak in 2013. There has been a distinct downward trend since 2013. When using 2009 as a baseline, these overall reductions have been at a faster rate than the downward trend in all police officer attended collisions.

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

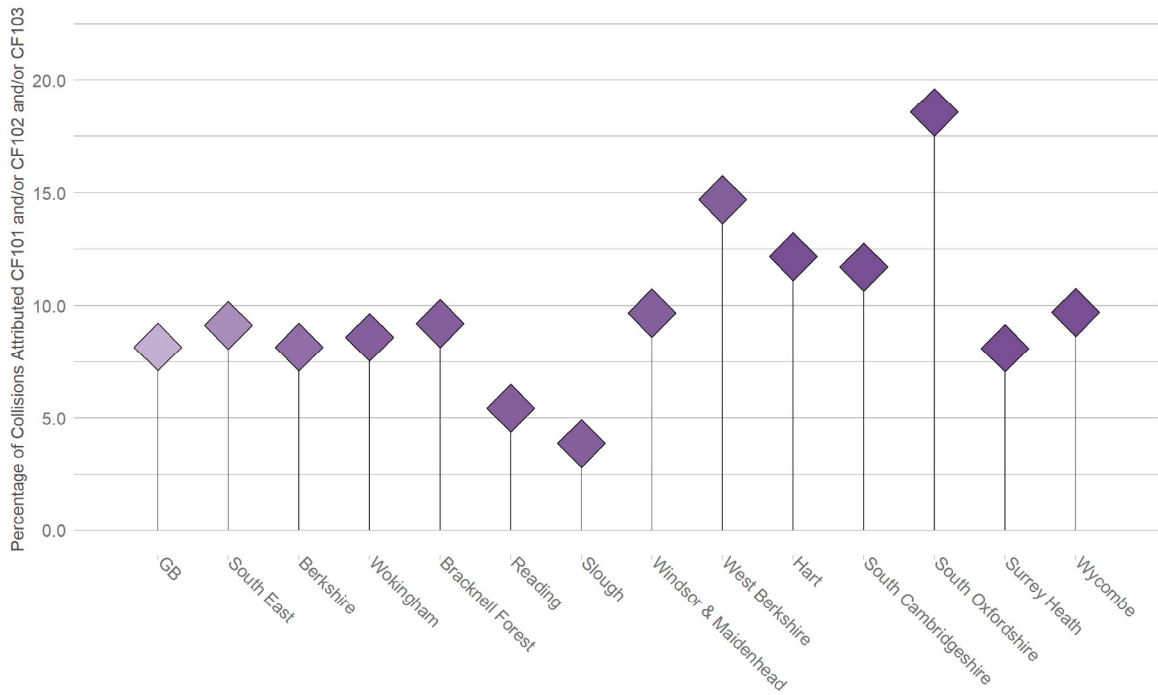


3.4.3.2 Comparisons

Figure 59 shows collisions on 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 2014 and 2019, 8.6% of Wokingham’s officer attended collisions were attributed a road surface CF. This is above the national rate, but below the proportion recorded in the South East. 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 of all the most similar comparator authorities, followed by Wokingham.

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



3.4.4 Unsafe Behaviour

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

3.4.4.1 Trends

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

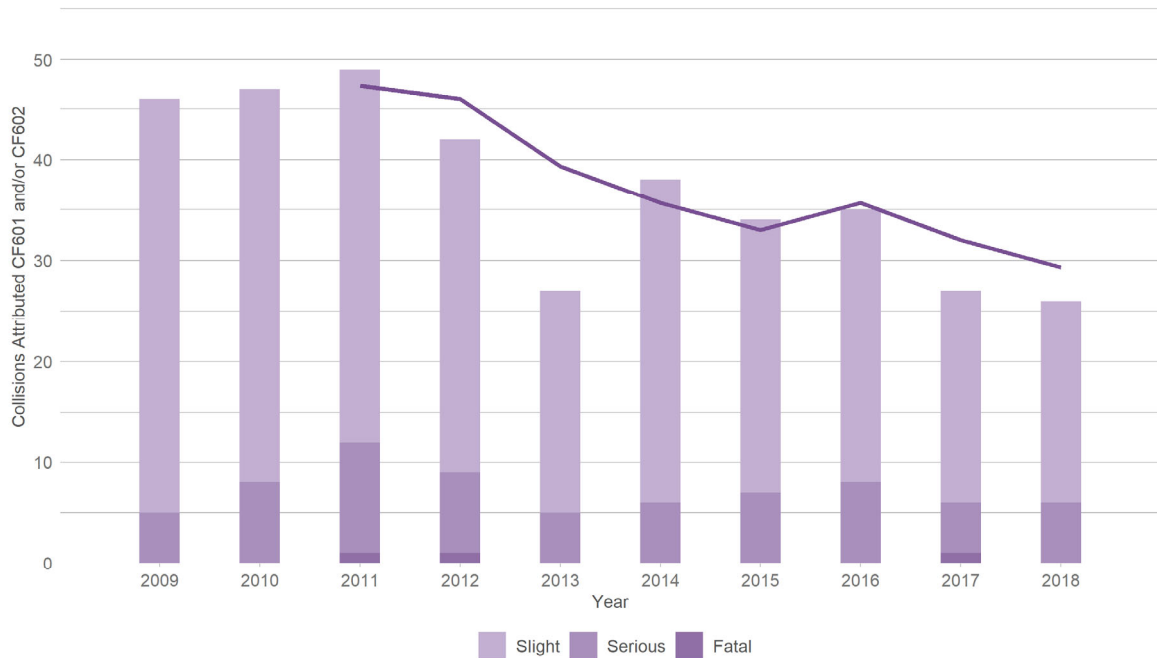
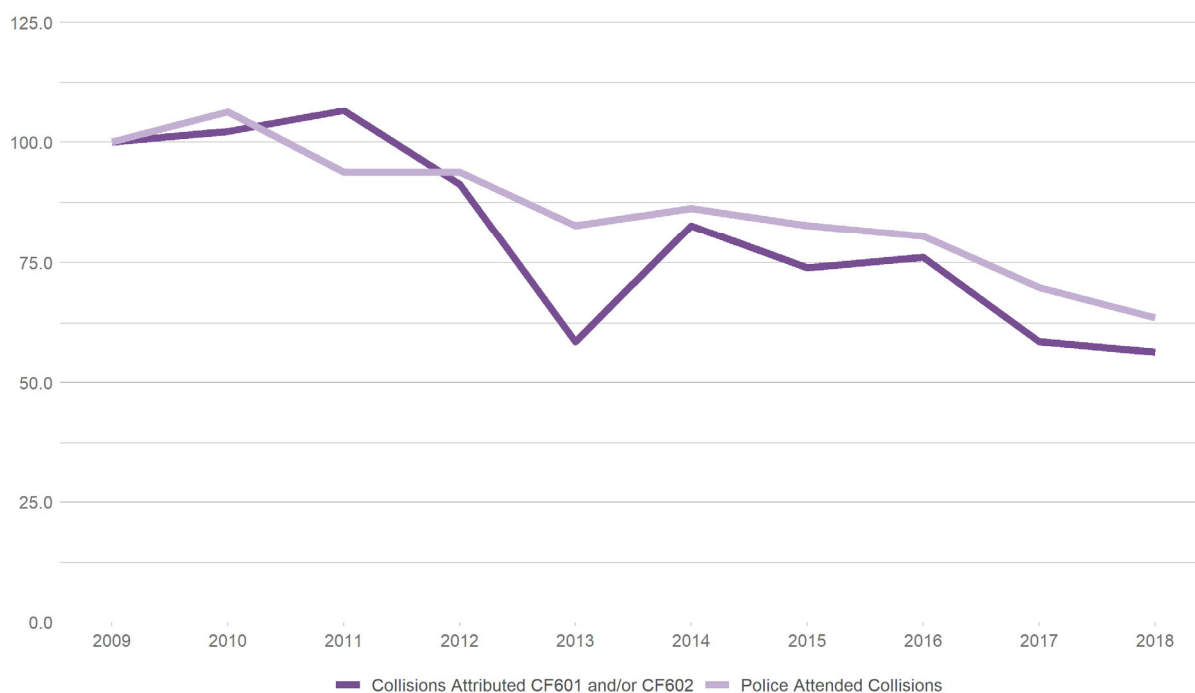


Figure 60 shows annual collisions on Wokingham’s roads where at least one of the unsafe behaviour CFs were recorded, with a three-year moving average trend line for unsafe behaviour collisions. Figure 61 shows the trends for collisions where unsafe behaviour CFs were recorded and for collisions where a police officer attended, indexed over a 2009 baseline for comparison. There has been an overall downward trend in unsafe behaviour related collisions, despite some fluctuations over the past ten years. When using 2009 as a baseline, this trend is in line with the trend observed for all officer attended collisions.

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

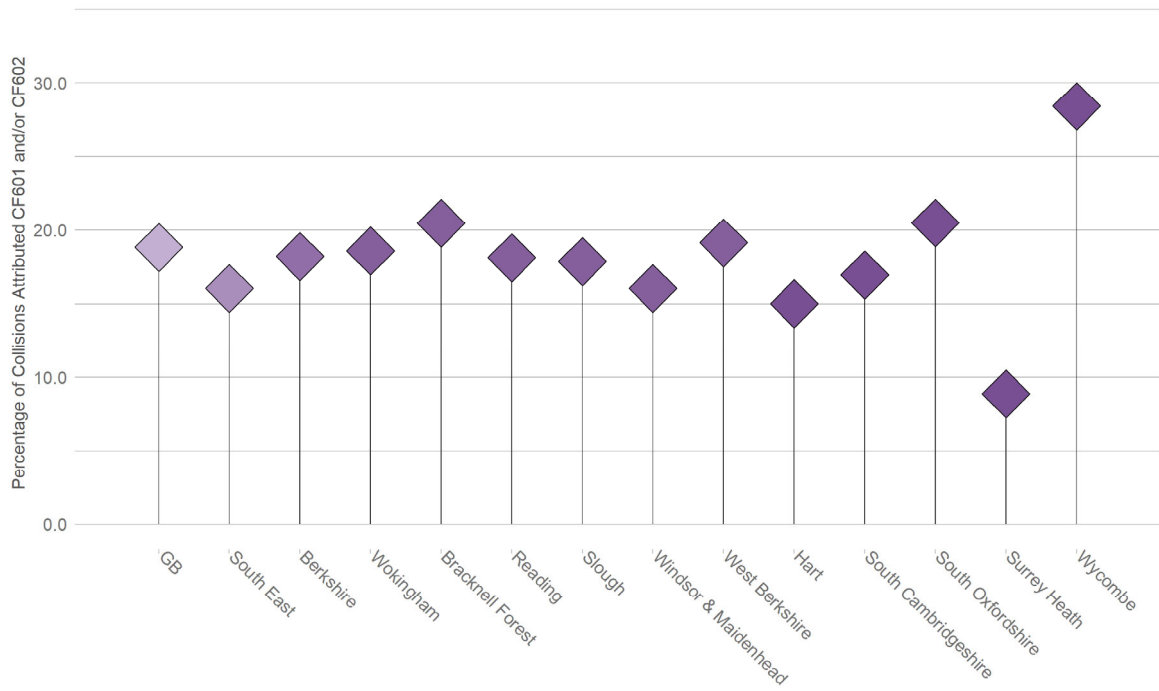


3.4.4.2 Comparisons

Figure 62 shows collisions on 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 2014 and 2018 that were attended by a police officer, 18.6% were attributed an unsafe behaviour CF. This is broadly in line with the rates recorded both nationally and across Berkshire as a whole. However, this is higher than the proportion recorded in the South East region. Within Berkshire, Wokingham’s percentage is in line with that of West Berkshire, higher than those of Reading, Slough, and Windsor & Maidenhead, but lower than that of Bracknell Forest. Of the most similar comparator authorities, Wokingham has a proportion of unsafe behaviour CF attributed collisions that is higher than those of Hart, South Cambridgeshire, and Surrey Heath, but lower than those of South Oxfordshire and Wycombe.

Figure 62 - Percentage of collisions in Wokingham and comparators where CF601 and/or CF602 were recorded (2014-2018), excluding strategic roads





4 Appendices

4.1 Analytical Techniques

4.1.1 Resident road users

Casualty and driver postcodes in STATS 19 make it possible to identify where casualties from 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 4.2.1 on page 69 whilst profiles and distribution for the Mosaic Types identified in this Area Profile as providing insight on Wokingham's residents are detailed page 69.

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

Regional

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

Socio Demographic

It is not always appropriate to compare an authority solely against its neighbours, especially when the authority has unique characteristics in terms of socio-demographic composition and/or road network. In this Area Profile 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 4.4.

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 66.

4.2.1 Complete list of Mosaic Types

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

Group	Description	Type	Description
A	Country Living	A01	Rural Vogue
		A02	Scattered Homesteads
		A03	Wealthy Landowners
		A04	Village Retirement
B	Prestige Positions	B05	Empty-Nest Adventure
		B06	Bank of Mum and Dad
		B07	Alpha Families
		B08	Premium Fortunes
		B09	Diamond Days
C	City Prosperity	C10	World-Class Wealth
		C11	Penthouse Chic
		C12	Metro High-Flyers
		C13	Uptown Elite
D	Domestic Success	D14	Cafes and Catchments
		D15	Modern Parents
		D16	Mid-Career Convention
		D17	Thriving Independence
E	Suburban Stability	E18	Dependable Me
		E19	Fledgling Free
		E20	Boomerang Boarders
		E21	Family Ties
F	Senior Security	F22	Legacy Elders
		F23	Solo Retirees
		F24	Bungalow Heaven
		F25	Classic Grandparents
G	Rural Reality	G26	Far-Flung Outposts
		G27	Outlying Seniors
		G28	Local Focus
		G29	Satellite Settlers
H	Aspiring Homemakers	H30	Affordable Fringe
		H31	First-Rung Futures
		H32	Flying Solo
		H33	New Foundations
		H34	Contemporary Starts
		H35	Primary Ambitions

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

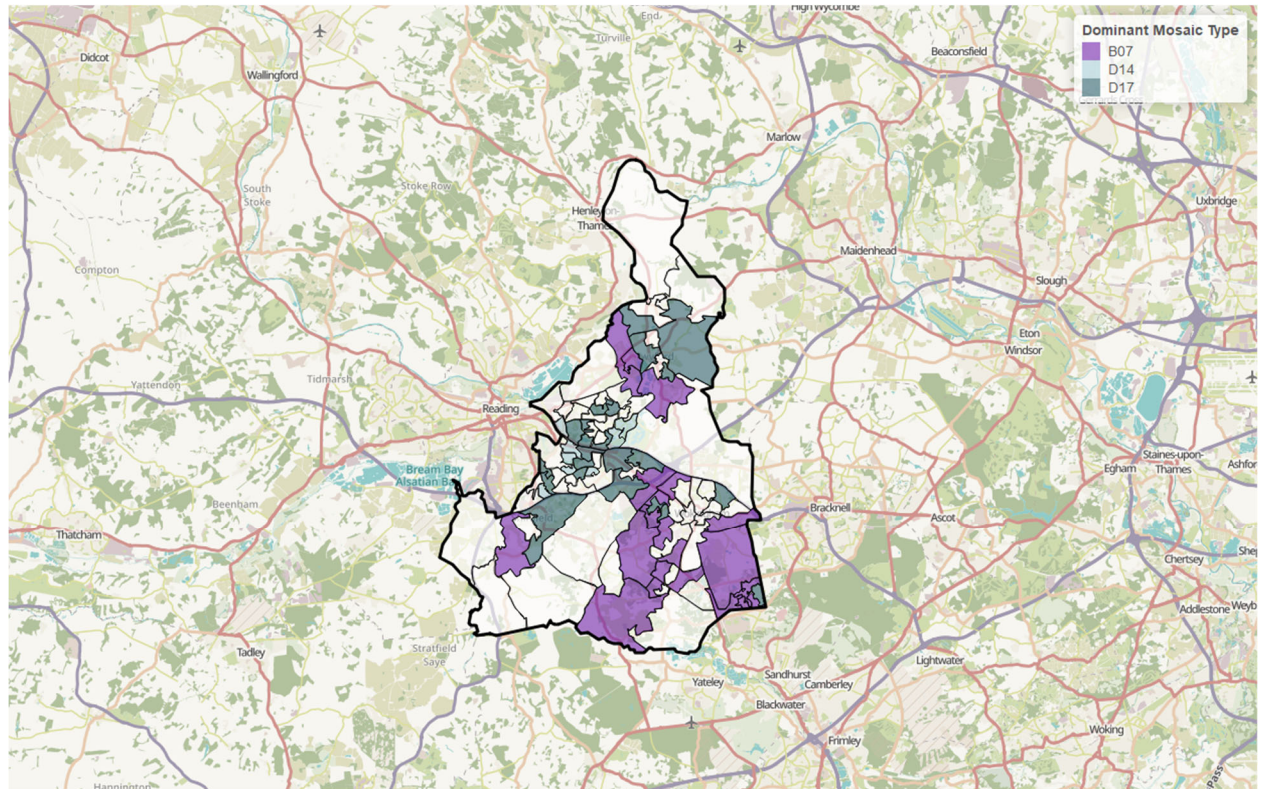
4.2.2 Profile and distribution for selected Mosaic Types

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

B07 <i>Alpha Families</i>	D14 <i>Cafés and Catchments</i>	D17 <i>Thriving Independence</i>
<p>These high-achieving married couples living fast-track lives advancing their careers, their financial security and the progress of their school-age children. Levels of car ownership are high and there are higher levels of bicycle ownership. Average annual mileage driven is high amongst these communities. They prefer to be contacted via landline, SMS or email.</p>	<p>These communities often consist of professional couples with kids (most likely to be aged between 12 and 17 years old). They have good incomes and live in pleasant family homes. This Type live in attractive city suburbs, close to jobs and entertainment.</p>	<p>These family neighbourhoods consist of singles and cohabittees who tend to be over 36 years old. They often work as middle managers and earn a comfortable income. Inhabitants of these communities often have a large outstanding mortgage. They have a moderate use of the internet.</p>

Figure 63 shows Wokingham's LSOAs colour coded by dominant Mosaic Type. *High-achieving families living fast-track lives, advancing careers, finances and their school-age children's development* (Type B07) are dominant across large areas of the borough including Charvil, Whistley Green, Apencers Wood, Emmbrook, Barkham, Gardeners Green, Finchamstead and parts of Eastheath. *Affluent families with growing children living in upmarket housing in city environs* (Type D14) are dominant across parts of Woodley and Earley. *Well-qualified older singles with incomes from successful professional careers living in good quality housing* (Type D17) dominate in parts of Twyford, Woodley, Winnersh, Sidlesham and Shinfield, as well as on the outskirts of Wokingham Town.

Figure 63 - Wokingham's dominant Mosaic Types by LSOA



4.3 Data Tables

All Casualties - Wokingham Residents (2.1.1)

Year	Fatal	Serious	Slight	Total
2009	2	33	368	403
2010	4	40	373	417
2011	7	38	368	413
2012	4	40	350	394
2013	1	52	301	354
2014	4	41	317	362
2015	2	42	319	363
2016	3	51	275	329
2017	5	37	214	256
2018	5	31	226	262
Total	37	405	3111	3553

Child Casualties - Wokingham Residents (2.1.2)

Year	Fatal	Serious	Slight	Total
2009	3	32	35	3
2010	3	40	43	3
2011	1	31	32	1
2012	5	37	42	5
2013	5	26	31	5
2014	5	17	22	5
2015	5	30	35	5
2016	4	26	30	4
2017	5	17	22	5
2018	3	25	28	3
Total	39	281	320	39

Pedestrian Casualties - Wokingham Residents (2.1.3)

Year	Fatal	Serious	Slight	Total
2009	0	4	31	35
2010	0	6	27	33
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
Total	9	63	255	327

Pedal Cycle User Casualties - Wokingham Residents (2.1.4)

Year	Fatal	Serious	Slight	Total
2009	0	6	31	37
2010	0	4	29	33
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
Total	2	71	360	433

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

Year	Fatal	Serious	Slight	Total
2009	4	47	408	459
2010	5	53	390	448
2011	8	57	372	437
2012	4	44	382	430
2013	4	56	321	381
2014	4	49	343	396
2015	5	41	359	405
2016	5	49	297	351
2017	1	35	249	285
2018	8	38	230	276
Total	48	469	3351	3868

Motorcyclists involved in injury collisions - Wokingham Residents (2.3.1)

Year	Fatal	Serious	Slight	Total
2009	0	8	29	37
2010	1	13	44	58
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
Total	7	115	286	408

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

Year	Fatal	Serious	Slight	Total
2009	0	8	93	101
2010	1	8	75	84
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
Total	9	74	610	693

All Collisions - Wokingham Roads (3.1)

Year	Fatal	Serious	Slight	Total
2009	2	43	258	303
2010	1	35	266	302
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
Total	23	392	2190	2605

Urban Collisions - Wokingham Roads (3.2)

Year	Fatal	Serious	Slight	Total
2009	0	14	138	152
2010	0	14	114	128
2011	0	17	119	136
2012	1	11	116	128
2013	0	21	94	115
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
Total	9	175	1103	1287

Rural Collisions - Wokingham Roads (3.3)

Year	Fatal	Serious	Slight	Total
2009	2	29	120	151
2010	1	21	152	174
2011	3	23	130	156
2012	1	20	121	142
2013	1	28	106	135
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
Total	14	217	1087	1318

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

Time of Day	Fatal	Serious	Slight	Total
Midnight	0	3	9	12
1am	0	2	0	2
2am	0	2	0	2
3am	0	0	3	3
4am	0	0	1	1
5am	0	1	3	4
6am	1	4	16	21
7am	0	13	59	72
8am	0	16	90	106
9am	0	7	43	50
10am	1	6	26	33
11am	0	5	27	32
Noon	0	6	32	38
1pm	2	6	44	52
2pm	0	7	42	49
3pm	0	12	68	80
4pm	1	11	67	79
5pm	0	12	84	96
6pm	2	12	56	70
7pm	1	10	36	47
8pm	0	6	26	32
9pm	0	5	16	21
10pm	1	0	18	19
11pm	0	4	12	16
Total	9	150	778	937

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
1am	0	1	1	2
2am	0	0	1	1
3am	0	0	3	3
4am	0	1	1	2
5am	0	0	1	1
6am	0	1	5	6
7am	0	0	8	8
8am	0	1	7	8
9am	0	1	6	7
10am	0	2	18	20
11am	0	2	16	18
Noon	0	3	14	17
1pm	2	7	10	19
2pm	1	2	16	19
3pm	1	4	18	23
4pm	0	2	18	20
5pm	0	4	12	16
6pm	1	4	17	22
7pm	0	2	5	7
8pm	0	1	3	4
9pm	0	2	7	9
10pm	0	2	6	8
11pm	0	2	3	5
Total	5	44	202	251

Collisions involving factors 306 and/or 307 (speed related) - Wokingham Roads (3.4.1)

Year	Fatal	Serious	Slight	Total
2009	0	13	27	40
2010	0	4	30	34
2011	0	4	21	25
2012	0	3	17	20
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
Total	2	40	174	216

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

Year	Fatal	Serious	Slight	Total
2009	0	3	10	13
2010	0	3	9	12
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
Total	2	26	74	102

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

Year	Fatal	Serious	Slight	Total
2009	0	4	34	38
2010	0	5	37	42
2011	0	2	11	13
2012	0	2	20	22
2013	0	4	19	23
2014	0	2	18	20
2015	0	5	15	20
2016	0	1	14	15
2017	0	0	11	11
2018	0	0	8	8
Total	0	25	187	212

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

Year	Fatal	Serious	Slight	Total
2009	0	5	41	46
2010	0	8	39	47
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
Total	3	69	299	371

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 a 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>
				<i>Dazzling headlights</i>
	Junction Errors	Fatigue Impairment	Pedestrian Behaviour	<i>Dazzling sun</i>
	<i>Junction overshoot</i>	<i>Fatigue</i>	<i>Crossing road masked by stationary or parked vehicle</i>	<i>Rain, sleet, snow or fog</i>
	<i>Junction restart (moving off at junction)</i>		<i>Failed to look properly</i>	<i>Spray from other vehicles</i>
			<i>Failed to judge vehicle's path or speed</i>	<i>Visor or windscreen dirty or scratched</i>
			<i>Wrong use of pedestrian crossing facility</i>	<i>Vehicle blind spot</i>
			<i>Dangerous action in carriageway (e.g. playing)</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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