

Appendix D.2: Accident Cluster Analysis

Transport and Access

Reading Borough – Accident Clusters

London Road – St Bartholomews Road Pedestrian Crossing

- 1.1.1 Of the 17 collisions recorded on London Road, four accidents were recorded at the pedestrian crossing at the junction between London Road and St Bartholomews Road. Two of these incidents were serious collisions and all of the incidents involved a pedestrian or cyclist.
- 1.1.2 The personal injury collision data at the crossing appear to be primarily to have been caused by failure to look properly on either the part of the driver, cyclist or pedestrian. None of the accidents appear to have occurred due to highway layout.

London Road – Liverpool Road Junction

- 1.1.3 Of the 17 collisions recorded on London Road, four accidents were recorded at the junction between London Road and Liverpool Road. All four incidents were slight collisions and two of the incidents involved cyclists.
- 1.1.4 The personal injury collision data at the junction appear to be primarily to have been caused by failure to look properly or hurried driving. None of the accidents appear to have occurred due to highway layout.

Kings Road – Pedestrian crossing adjacent to Reading College

- 1.1.5 Of the 65 collisions recorded on Kings Road, 11 accidents were recorded at the pedestrian crossing on Kings Road adjacent to Reading College. Two incidents were serious collisions the remainder were slight. Pedestrians were involved six collisions (including the two serious collisions) and cyclists were involved in two of the incidents.
- 1.1.6 The personal injury collision data at the crossing appear to be primarily to have been caused by failure to look properly on the part of the pedestrian or driver on the crossing. None of the accidents appear to have occurred due to highway layout.

Kings Road – Rupert Street junction

- 1.1.7 Of the 65 collisions recorded on Kings Road, five accidents were recorded at the junction between Kings Road and Rupert Street. All of the incidents were slight and two incidents involved cyclists.
- 1.1.8 The personal injury collision data at the junction appear to be primarily to have been caused by failure to look properly or judge speed. None of the accidents appear to have occurred due to highway layout.

Kings Road – Pedestrian crossing adjacent to Abbots Cook Public House

- 1.1.9 Of the 65 collisions recorded on Kings Road, eight accidents were recorded at the pedestrian crossing on Kings Road adjacent to Abbots Cook Public House. Two incidents were serious

collisions and the remainder were slight. Pedestrians were involved five collisions (including the two serious collisions) and cyclists were involved in one of the incidents.

- 1.1.10 The personal injury collision data at the crossing appear to be primarily to have been caused by failure to look properly on the part of the pedestrian or driver and disobeying the automatic traffic signal. None of the accidents appear to have occurred due to highway layout.

Kings Road – Right turn onto London Road

- 1.1.11 Of the 65 collisions recorded on Kings Road, four accidents were recorded at the right turn from Kings Road onto London Road. Of the four incidents at the junction one was serious and the remainder were slight and one collision involved a cyclist.
- 1.1.12 All four recorded incidents were caused by the vehicle turning right from Kings Road (NW) to London Road (SW) failing to notice or give way to the vehicle travelling west in the Kings Road Bus Lane. None of the accidents appear to have occurred due to highway layout.

Wokingham Borough – Accident Clusters

Roundabout between A3290 and London Road

- 1.1.13 All 12 accidents recorded in the personal injury collision data collected for the A3290 and provided by Wokingham Borough Council occurred at this roundabout. Two of these incidents were serious collisions each of which involved a cyclist. The primary reason for these collisions was that the cyclist was not seen or their speed was miss judged.
- 1.1.14 The personal injury collision data at the roundabout appear to be primarily to have been caused by junctions restarts, failure to look properly or judge speed and speeding or hurried driving. None of the accidents appear to have occurred due to highway layout.