



# Sharing & using injury collision data within Lancashire

Tony Crook  
Road Safety Manager

# This was me..... RSGB National Conference 2019

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## Tony Crook, Lancashire Road Safety Partnership



Tony Crook is an executive group member of the Lancashire Road Safety Partnership (LRSP), an area manager with Lancashire Fire and Rescue Service (LFRS) and has served for 27 years as a fire-fighter. Tony is also a proactive member of the National Fire Chiefs Council (NFCC) National Road Safety Group and is the NFCC representative at the National Roads Police Operations and Intel (NROIF) group meeting.

### Road Safety Partnerships - a journey towards excellence

Following a local authority scrutiny panel, Lancashire Road Safety Partnership (LRSP) progressed an improvement action plan and is now in place to demonstrate best practice. This presentation will talk through this improvement journey to inform road safety professionals of the journey towards excellence.



# And then the pandemic hit.....

**Lancashire responding**

Together, supporting the most vulnerable

Lancashire COVID-19 Community Support Fund

**COMMUNITY FOUNDATION**  
For Lancashire

**Lancashire Resilience Forum**

**NET**  
NATIONAL EMERGENCIES TRUST



# Root and branch review completed

## Lancashire Road Safety Partnership (LRSP)

The LRSP is made up of individual organisations who work together to support effective coordination, and delivery of safer roads activity across Lancashire to reduce road casualties.

We do this through the promotion of: Safer People, Safer Speeds, Safer Vehicles, Safer Roads, and Post Collision Response.

We align our campaign activities to the National Roads Partnership Calendar, which can be found [here](#).

The LRSP has two groups: [The Delivery Group](#), whose terms of reference can be found [here](#) and [The Challenge Board](#), whose terms of reference can be found [here](#).

**The LRSP is committed to working together to reduce casualties on Lancashire's roads and make people feel safer; to contact individual partners, please click on the relevant logo.**



# Partnership review changes

## Lancashire Road Safety Partnership – Making Lancashire's Roads Safer

- **Delivery Group:** To work collaboratively to deliver a safe systems approach in Lancashire to reduce deaths and injuries and make our roads safer.
- **Challenge Board:** To provide challenge to the work of the Delivery Group to ensure the group is being effective in its coordination and delivery of safer roads activity across Lancashire.
- **Data, Self Service Approach.**
- **A 'new look' speed concern portal.**



# Self service access to collision data

**Summary tables for Lancashire Road Safety Partnership report**

Location of Collision (County/Unitary Authority, district): All

Data covers the period 01/01/2019 to 08/04/2025. Latest three months are incomplete.

Number of people that have been killed or serious injured (KSI) By selected area

Year	Fatal Casualties	Serious casualties	KSI casualties	KSI car occupants	KSI motorcycle users	KSI pedal cyclists	KSI pedestrian	KSI other	KSI car occupants %	KSI motorcycle users %	KSI pedal cyclists %	KSI pedestrian %	KSI other %
2019	45	988	1,033	701	87	115	242	130	68%	8%	11%	23%	13%
2020	25	760	785	486	85	124	129	90	62%	11%	16%	16%	11%
2021	36	910	946	605	92	124	211	125	64%	10%	13%	22%	13%
2022	40	1,038	1,078	723	99	118	228	138	67%	9%	11%	21%	13%
2023	36	975	1,011	647	99	129	237	136	64%	10%	13%	23%	13%
2024	46	969	1,015	690	144	111	186	70	68%	14%	11%	18%	7%
2025	11	80	91	58	10	12	21	11	64%	11%	13%	23%	12%

Number of people who have died on Lancashire Roads After Lancashire Constabulary Review (L-14)

Year	Adjusted
2019	36
2020	25
2021	36
2022	35
2023	39
2024	41

Casualties by vehicle type By selected area

Veh Group	Count	Percentage
Car	17,307	76%
Cyclist	1,957	9%
Commercial	1,680	7%
Powered 2 wheeler	1,196	5%
Other	273	1%
Bus	256	1%

Percentage of traffic (traffic counts at traffic flow monitors)

Vehicle Group	Blackburn with Darwen	Blackpool	Lancashire	Lancashire -14
Car/Taxi	77.5%	80.5%	73.7%	<b>74.5%</b>
Minibus, bus or coach	0.4%	1.8%	0.5%	<b>0.5%</b>
Pedal cycle	0.2%	1.2%	0.5%	<b>0.5%</b>
Powered 2-wheeler	0.3%	0.6%	0.4%	<b>0.4%</b>
Van/Goods vehicle	21.6%	15.8%	25.0%	<b>24.1%</b>

Fatalities Most recent quarter is incomplete

Month	2023	2024
January	1	
February	4	3
March	2	6
April	2	2
May	4	3
June	5	2
July	2	6
August	5	2
September	7	6
October	1	5
November	1	2
December	2	9
Total	36	46

Seriously injured casualties Most recent quarter is incomplete

Month	2023	2024
January	62	81
February	66	59
March	66	95
April	76	79
May	78	86
June	118	100
July	73	69
August	81	68
September	76	86
October	102	86
November	95	77
Total	975	969





## Overview

The purpose of this dashboard is to answer the key questions about road safety in Lancashire. This data comes from LCC's accidents database, which takes in data from CRASH. Numbers do not exactly match those from the Department of Transport which have been audited.

CRASH form - [stats19.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/368819/stats19.pdf)

The majority of the dashboard analyses casualties in collisions reported to the police between January 2017 and April 2023. Where other data is used, that is stated. Please note, many minor incidents are not reported to the police.

KSI means killed or seriously injured.

Filters allow the user to customise the widgets. For example, the area filter allows the user to select the area in which the collision occurred.

## Navigation

Power BI dashboards sometimes work better in Google Chrome than Internet Explorer.

The links on the right will take you to the individual pages. Alternatively, clicking on the 'of' between the page numbers at the bottom of this dashboard will bring up a quick menu where you can navigate to the page you are interested in, or you can move between the pages by using the arrows adjacent to the page numbers.

We also have a tips and hints guide to using our dashboards which can be found on the neighbourhood intelligence page [here](#).

Use the filters on each page to look at the geography or other factors that you are interested in. Clicking on the focus mode in the top right corner of each chart/visualisation will open it on a separate page for easier viewing.

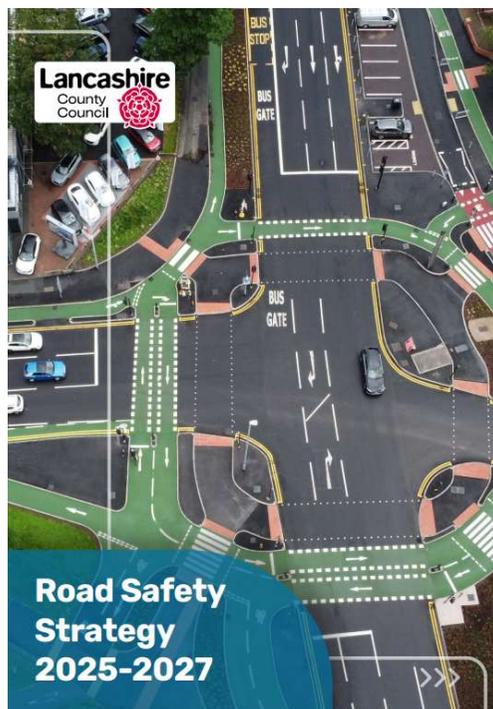
For further details, hovering over the visual will give you the value and additional information for that point.

# Power-bi search tabs

- Introduction
- Summary fatalities
- Summary tables
- Partnership (LRSP) report
- Cost
- Change
- Time: hour/day
- Road safety factors
- Casualties
- Casualties' demographics
- Casualty LTA
- Casualty indicators
- Driver demographic
- Pedestrians
- Cyclists
- Vehicle characteristics
- Environmental characteristics
- Seasonality
- Maps
- Road safety factors
- E-bikes and E-Scooters
- Decomposition trees
- Key influencers
- Billion miles travelled
- Traffic flows
- Road strategy
- Deprivation
- Nature of collision
- Ambulance
- Fire
- Q&A



# Road Safety Strategy 2025-27



[road-safety-strategy-2025-2027.pdf](#)



## Data

The number of people killed or seriously injured in road traffic collisions in Lancashire.

The data table below shows the number of people that have been killed or seriously injured (KSI), over the last five years in the 12 districts of Lancashire County Council.

Year	2019	2020	2021	2022	2023
Fatal collisions	41	23	32	34	37
Serious collisions	769	624	717	831	761
<b>Total number of KSI</b>	<b>810</b>	<b>647</b>	<b>749</b>	<b>865</b>	<b>798</b>
KSI Car occupants	545	398	475	564	515
KSI Motorcycle	112	104	110	134	113
KSI Pedal Cyclists	92	107	98	98	96
KSI Other	61	38	66	69	74

Source: Department for Transport Road Casualty Statistics

Data labelled as 'Lancashire-12' refers to data covering Lancashire County Council's 12 district areas.

Nb: The above figures are reviewed and amended by Lancashire Constabulary, then approved via The Department for Transport, therefore they may change.

## More Information

For more information a visualisation of Lancashire's road safety data, please access the Power BI dashboard / report via the below link.  
Road collisions - Lancashire County Council  
[lancashire.gov.uk/lancashire-insight/community-safety/road-collisions](https://lancashire.gov.uk/lancashire-insight/community-safety/road-collisions)



Feedback on this dashboard would be welcomed to: [BusinessIntelligence.MADE@lancashire.gov.uk](mailto:BusinessIntelligence.MADE@lancashire.gov.uk).

We also have further educational resources and information on-line at the following address:  
[lancashire.gov.uk/road-safety-education](https://lancashire.gov.uk/road-safety-education)



# Fatal and serious injury subgroup

Why, group purpose and the data considered....

- Year
- Recordable
- Non-recordable
- Reason for no-recordable
- Fatal / Serious
- Number
- Collision reference
- Date/time
- Weather
- Speed limit
- Vehicle types
- Road name
- Town
- Details of collision
- Victims
- Age of victim
- Age of driver if at fault
- Party at fault
- Road safety factors
- Road safety factors



# Camera and speed concern subgroups

Data considered to inform a collective response:  
**Enforcement, Engineering and Education**



# 1<sup>st</sup> response road safety signage deployment



# Younger driver data (15–24 year old)

In 2024 more than double the 2022 fatalities in L12, in L14 more than triple.

Year	Fatal Lancs 12	SI Lancs 12	Fatal Lancs 14	SI Lancs 14
2022	4	172	4	218
2023	5	173	5	225
2024	9	162	10	219



# 2024 – 10 younger driver fatalities

- During 2024, **15 – 25-year-olds** accounted for **25% of fatalities** yet are only approximately 11% of Lancashire's population.
- Contributing Factors:  
**Inappropriate Speed and Loss of Control/ Inexperience.**
- Situation:  
**Driving a car with other young passengers and not wearing seat belts.**



# Examples of younger driver targeted activity



# Road traffic collisions - pedal cyclists

1,590  
Cyclists

547  
KSI

UTLA

Lancashire

Accident date

01/01/2017

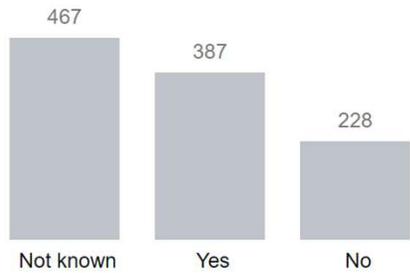
30/06/2023

Casualty age

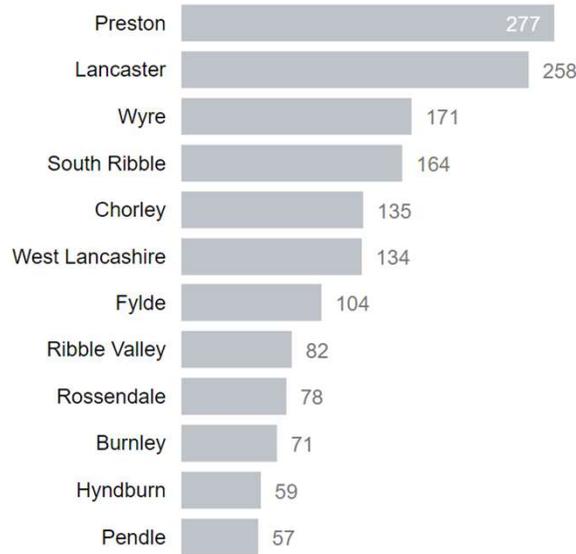
0

90

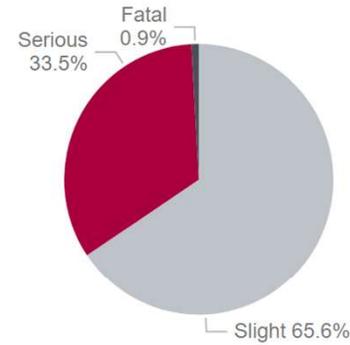
## Cycle helmet worn?



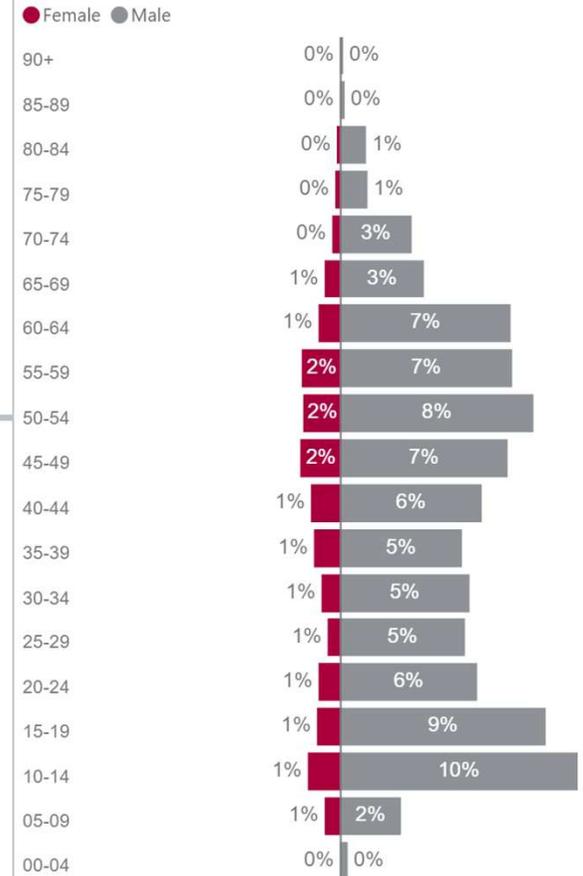
## All casualties



## Casualties by severity

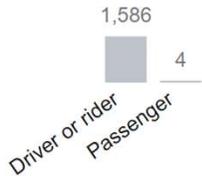


## Casualties by 5-year age group and sex



## Casualties by Casualty class

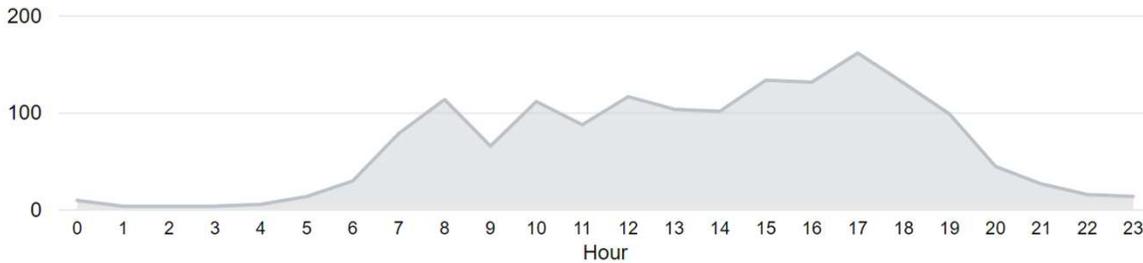
Year	Casualties
2017	162
2018	334
2019	251
2020	269
2021	263
2022	248



## Casualties by day of week



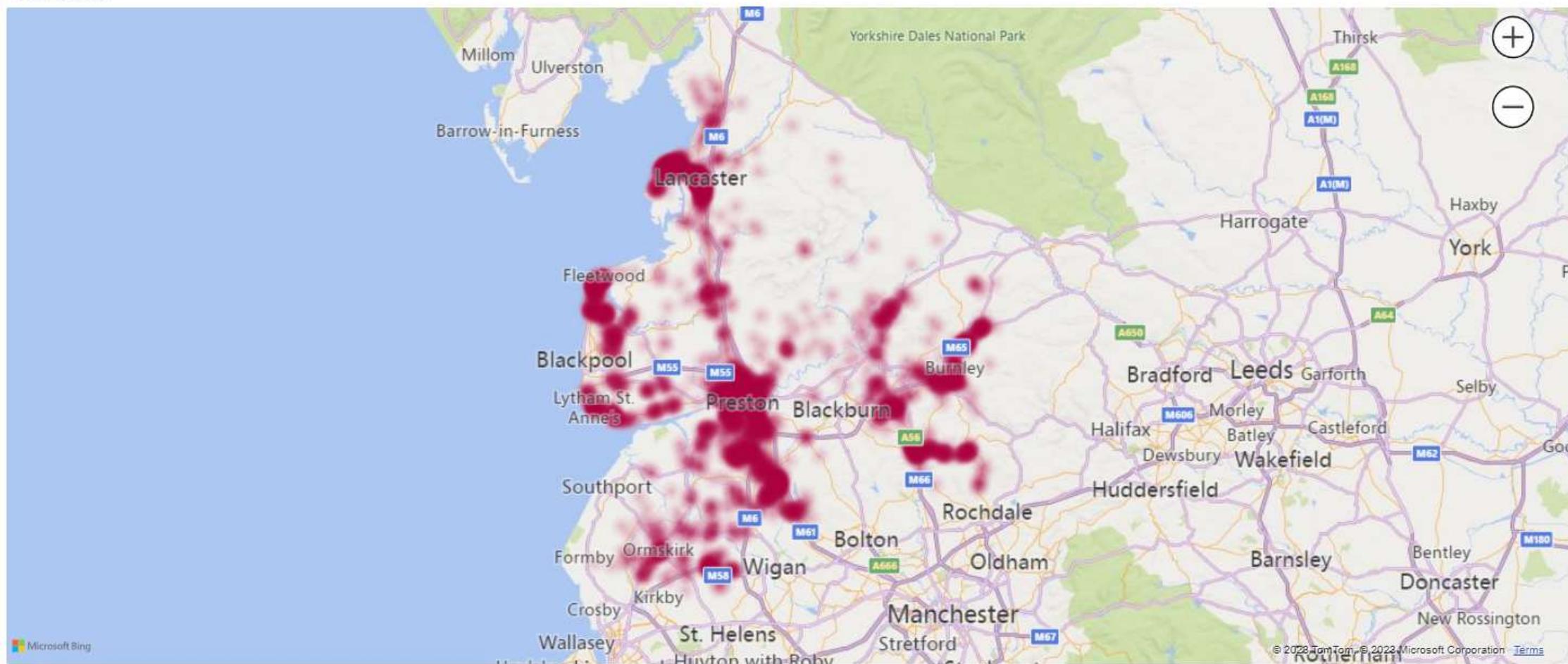
## Casualties by hour of the day



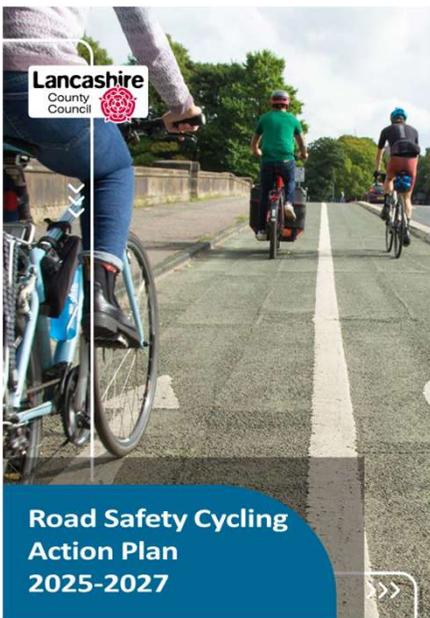
# Road traffic collisions - collisions heat map

UTLA Lancashire	LTLA All	Accident severity All	Vehicle Pedal cycle	Accident date 01/01/2017 - 30/06/2023
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Accidents



# Cycling Action Plan



1. Car driver and cyclist education / behavioural change.
2. Increase cycle training delivery.
3. Promoting sustainable and active travel.
4. District engagement.
5. Engagement on the use of cycling infrastructure.
6. Promote the highway code and enforcement awareness.
7. Variable Message Sign Safety Circle.



# Older driver targeted activity



## It might be time to stop driving if you have:

- worsening eyesight
- a medical condition affecting your driving
- felt anxious about driving
- experienced slower reactions while driving

Inform the DVLA if you need to stop driving.

For support visit: [olderdriversforum.com](http://olderdriversforum.com) or email: [roadsafetyeducation@lancashire.gov.uk](mailto:roadsafetyeducation@lancashire.gov.uk)



Supported by



**When to STOP DRIVING**

You could also take a driving assessment, which can be organised by [drivingmobility.org.uk](http://drivingmobility.org.uk) or [www.lamroadsmart.com/guidance-for-older-drivers](http://www.lamroadsmart.com/guidance-for-older-drivers) or other organisations, to help you decide.

Retiring from driving does not mean that you will lose your freedom and mobility, as there are many alternatives to driving.

It may even make good financial sense to use your money for other ways of getting about, rather than owning and running a car, especially if you drive less than 2,000 miles a year.

For more information visit:  
Advice | Older Drivers Forum  
[roadsafetyeducation@lancashire.gov.uk](mailto:roadsafetyeducation@lancashire.gov.uk)

Keeping yourself and others safe on the road is your responsibility

[lancashire.gov.uk](http://lancashire.gov.uk) Lancashire County Council

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**GIVING UP YOUR DRIVING LICENCE CAN BE VERY DIFFICULT...**

But remember that if you are involved in an accident that was caused or partly caused by your health and fitness to drive, you could face prosecution, and your insurance might be cancelled. Even worse, you might injure, or even kill, yourself or another person.

**HOW DO YOU KNOW WHEN IT'S TIME?**

As a general guide it may be time to give up if:

- You feel less confident, and worry more, about driving than you used to.
- You get lost on roads that you know well.
- Your reactions are noticeably slower than they used to be.
- You find it difficult to judge speed and distance.
- You have had a number of near misses lately.
- Your passengers are concerned about your driving.
- You have a medical condition that might affect your driving.
- Your eyesight is getting worse.



# Importance of collaboration

## The highway fatal collision investigation

Undertaken by Local Authority Highway Engineers and Lancashire Constabulary. CRASH data taken into consideration, the on-site investigation then considers:

- General site layout.
- Road surface.
- Speed limits.
- Drainage or other structures.
- Road markings:
- Signs.
- Street furniture.
- Vegetation.
- Lighting.



Issues requiring comments from Highway Officers/ Street Lighting Officers and proposed actions.



# Data led tasking by Lancashire Constabulary

- CRASH data.
- Speed Compliance Tool.
- 7-day speed surveys.
- Ops tasking.....



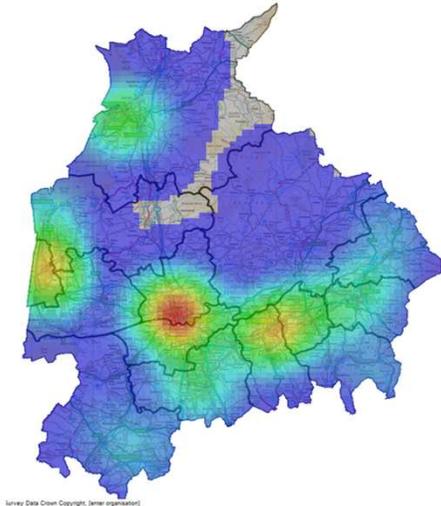
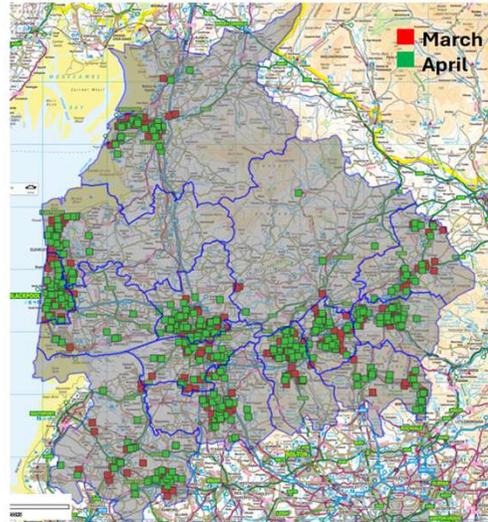
# E-bikes, data led tasking by Lancashire Constabulary

KSI data is overlaid with activity reports and 'Lancashire Talking' data and Police Officers are then tasked into the highest risk areas.

Operations use Neighbourhood Policing Teams to act as plain clothed spotters leading in uniformed marked and unmarked Police motorcycles and cars to safely intercept. (Supported by the National Police Air Service).

Lancashire overview:

- The map below shows all of the moto-nuisance incidents across Lancashire in March and April 2025.



- The "hot spots" illustrate the areas with the greatest geographical concentration of moto-nuisance related incidents across the county.

Recent Ops have recovered over 1000 illegal bikes, arrests for dangerous driving, disqualified driving, possession of weapons and intent to supply made.



# Police fleet bikes and seizures



# Problem Solving Award

Lancashire Constabulary won the Op Centurion Category Award and won the overall award at the Lancashire Constabulary Problem Solving Awards ceremony held on the 26<sup>th</sup> November 2025.

The E-bike project will now be entered into the Tilly Awards, which are the national award for recognising the best problem-solving initiatives in the country.



# An example of engineering improvements

**Accident history:**

Five injury collisions at a junction, with 3 of these resulting in serious injuries, involving pedestrians.

**Problem:**

No pedestrian facilities and speeding vehicles.

**Solution:**

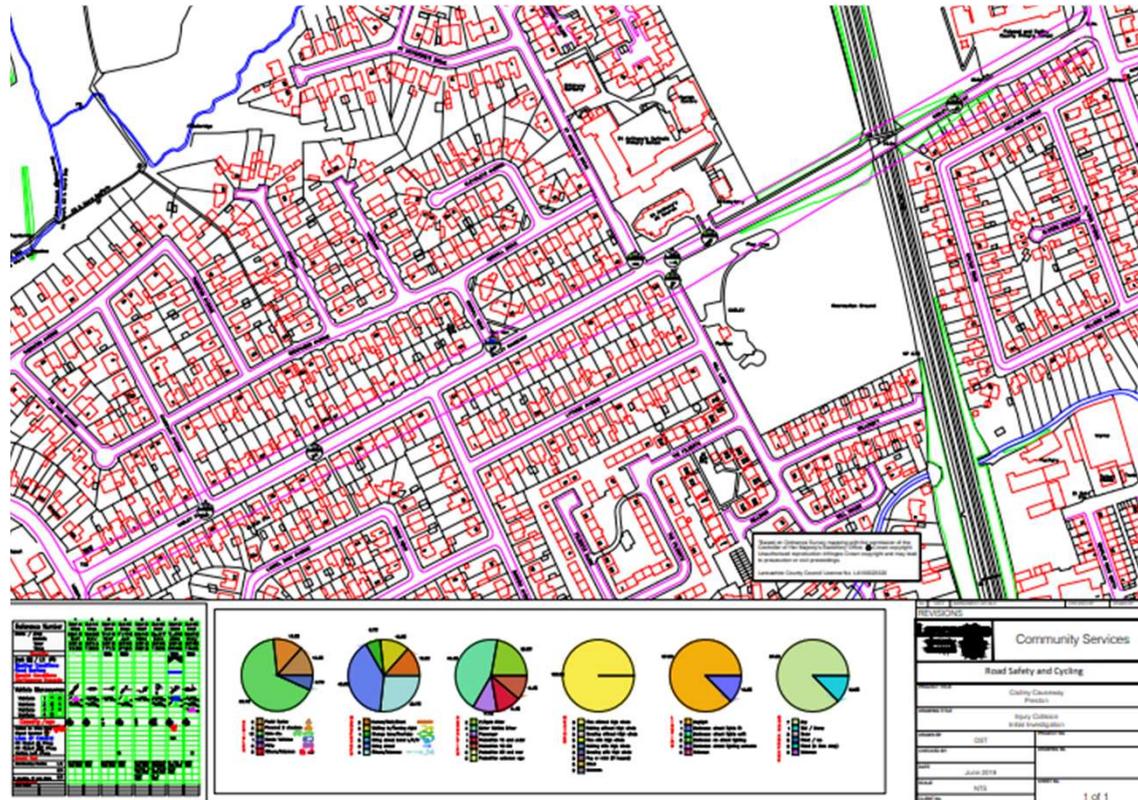
Traffic calming to slow approaching vehicles, to install a Zebra Crossing.

**Outcome:**

A raised Zebra Crossing, relocation of the bus stop the existing speed camera.  
(With the addition of speed cushions on the railway bridge).



# Road Safety Scheme Data



# Road safety scheme outcome



# Use of additional data sets

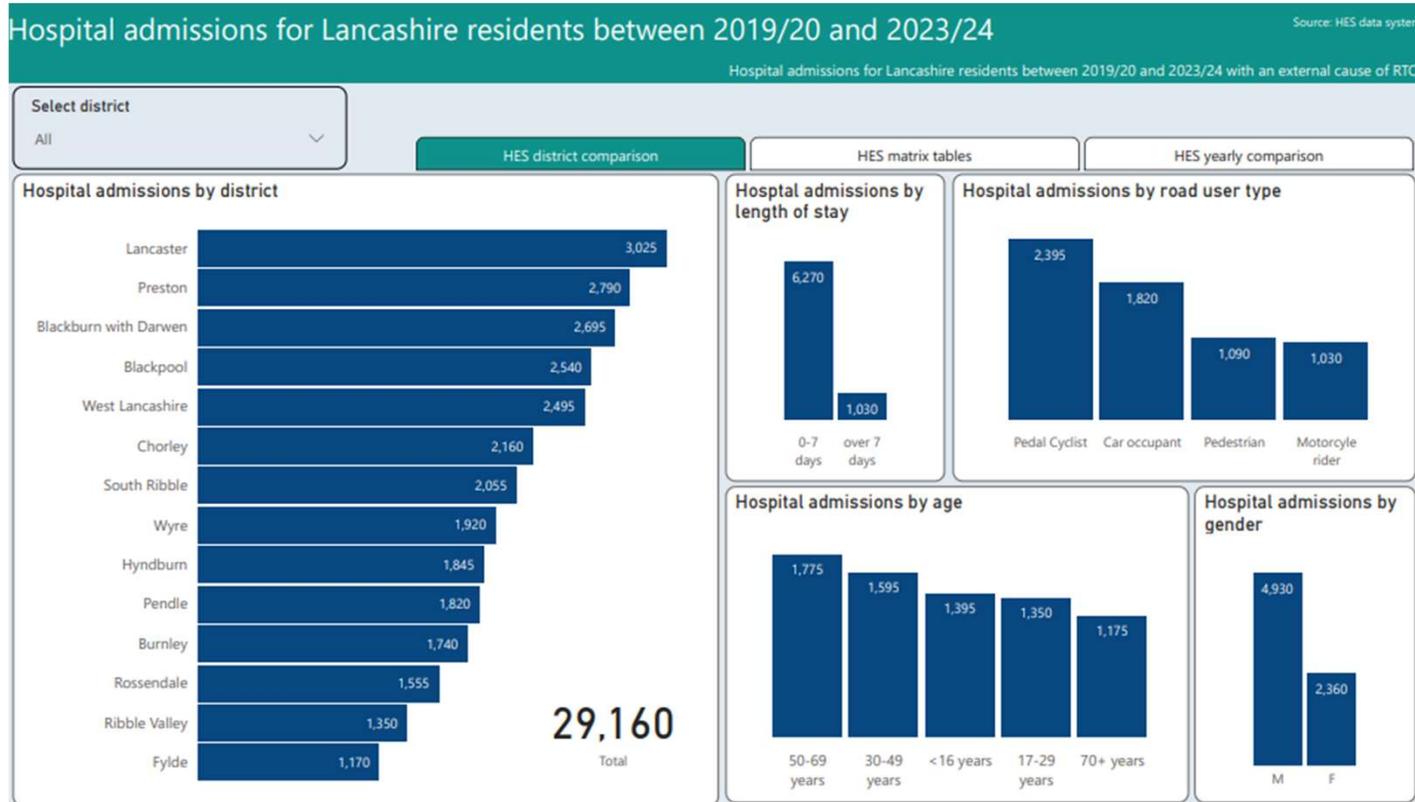
- Hospital Admissions.
- A&E.
- Ambulance.
- Benchmarking of collisions against Lancashire's family group.



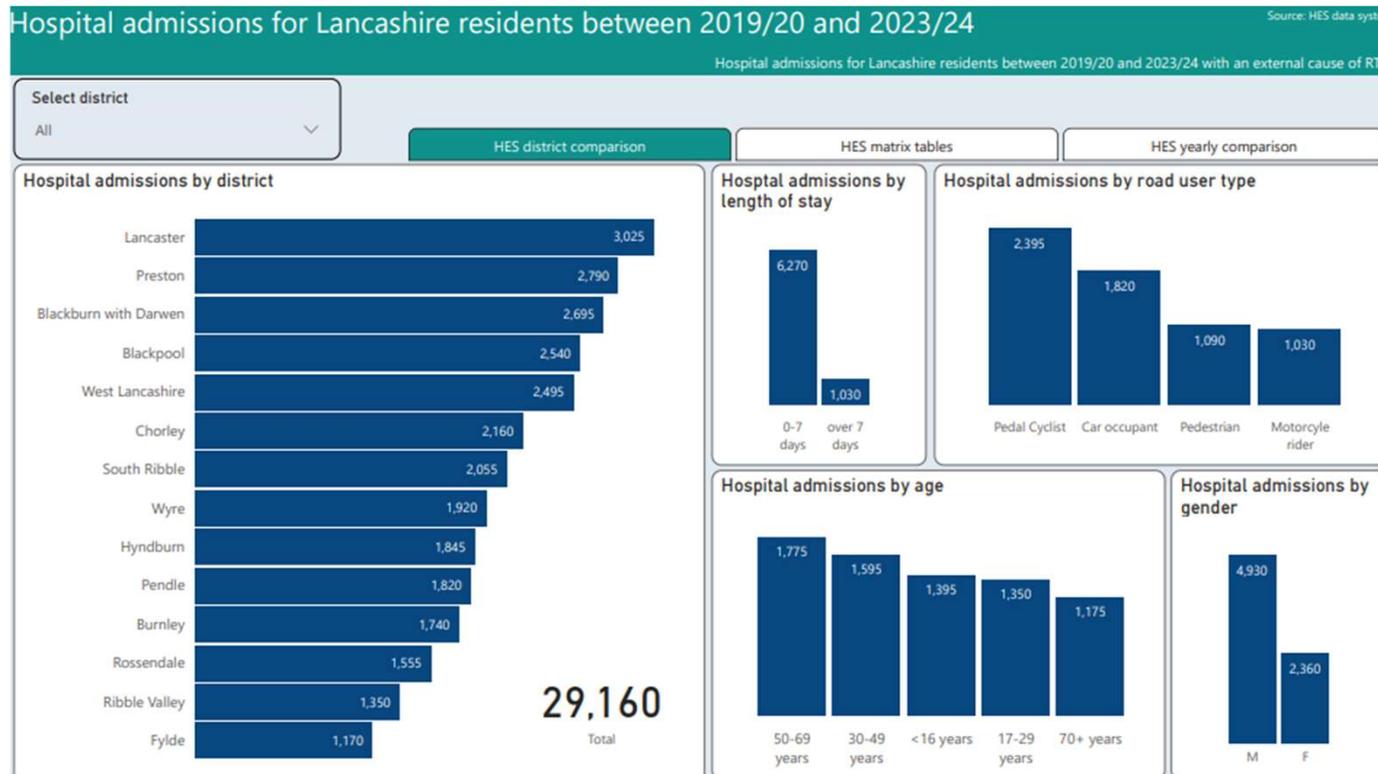
Supported by: Lancashire County Councils Business Intel. Team and the Trauma Injury Intelligence Group (TIIG) at Liverpool John Moore's University.



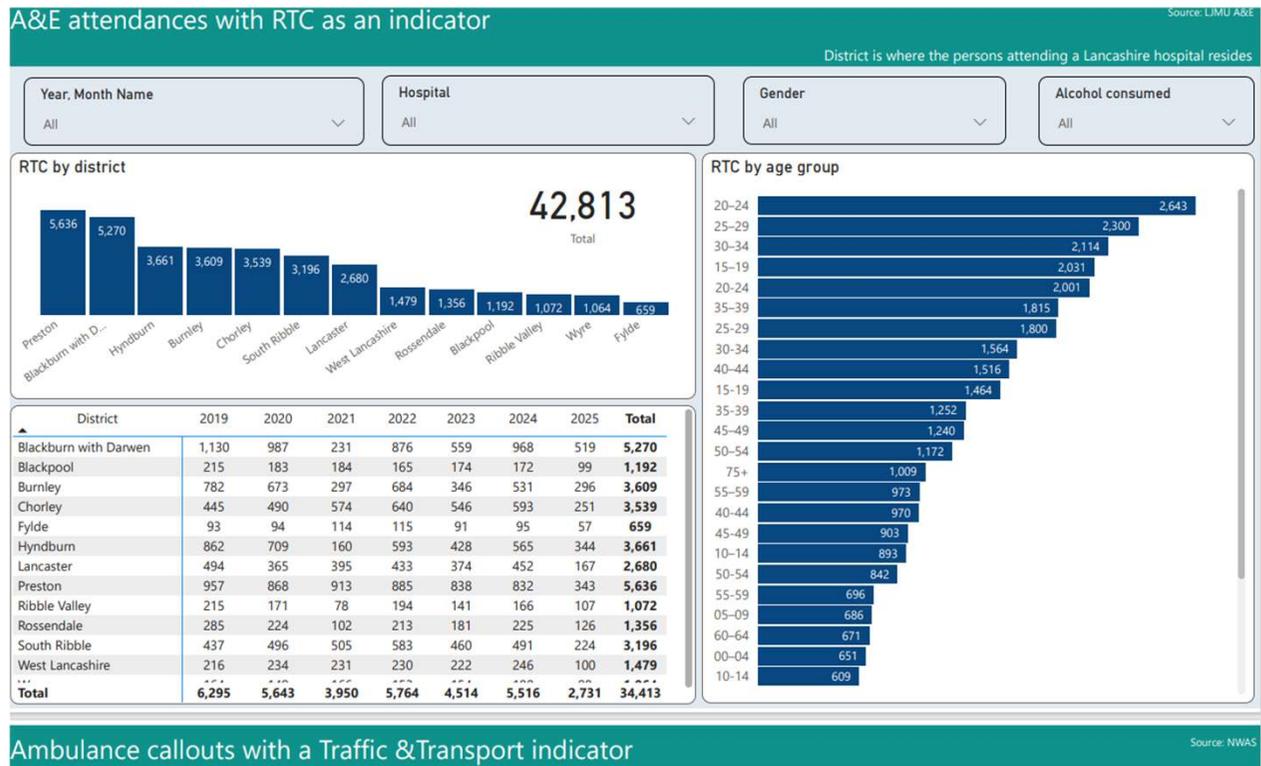
# Hospital Admissions



# Hospital admissions with an external cause of RTC



# A&E attendances with RTC as an indicator



# Working together in Lancashire

Partners who work very closely together include:

- Lancashire County Council.
- Lancashire Constabulary.
- Blackburn with Darwen Borough Council.
- Blackpool Council.
- Lancashire Fire and Rescue Service.
- Northwest Ambulance Service.
- National Highways
- DVSA.

Collectively we deliver a programme of road safety initiatives for Lancashire across the five pillars of the Safe System.

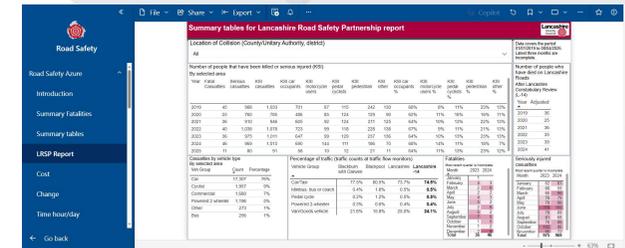


[Lancashire Road Safety Partnership – Making Lancashire's Roads Safer](#)



# Some take aways....

- Data should be readily accessible to all partners.
- Ideally, have a 'self-service' platform for data access.
- Ensure data is consistent.
- Consider both recordable and non-recordable data.
- Look at other data sets outside of CRASH data.
- Be data led when targeting risk.



# Future Impacts

## 1. Local Government Reorganisation:

- ~~November 2025 – proposals submitted into Government.~~
- Early 2026 – Government runs a public consultation.
- Summer 2026 – Government selects its preferred option.
- May 2027 – Elections for the new (shadow) councils.
- April 2028 – New councils go live, and current councils close.

2. **CCA (Combined County Authority)**, a single strategic body focused on enhancing regional collaboration and governance.

**How will these changes impact partnerships and future data sharing agreements?**



# Future impacts...the Road Safety Strategy

The consultation on road safety strategy concludes at the end of March 2026.

1. How we use and share data.
2. Measurement and reporting of the proposed 17 SPIs (Safety Performance Indicators).

**How will these and other changes impact partnerships and future use of data?**



# Thank you for listening...

My contact details:

- Email: [Tony.Crook2@lancashire.gov.uk](mailto:Tony.Crook2@lancashire.gov.uk)
- Mobile: 07871 107752
- Role: Road Safety Manager Lancashire County Council

