

CRASHSTATS USER GUIDE



Road Crash Statistics: Victoria, 2013 Edition

Part I

*How to Use
CrashStats*

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1. PRODUCT INFORMATION

CRASHSTATS

Road Crash Statistics Victoria, 2013 Edition

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1.1 Copyright

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You may use, copy, reproduce, translate, vary, modify or make available to other persons information contained in CrashStats (except confidential information) provided that:

you only do so for a purpose that is reasonably related to the purpose for which CrashStats has been provided to you; and unless it is impracticable to do so, you acknowledge that the source of the information is CrashStats which is owned by VicRoads.

1.2 Trademarks

Windows, Microsoft Windows and Microsoft are trademarks of Microsoft Corporation.
VicRoads is Victoria's road traffic authority.

1.3 Disclaimer

Care has been taken to ensure the accuracy of the maps and data but these are provided on the terms and understanding VicRoads is not responsible for any actions and results of any actions taken on the basis of the information supplied, nor for any error in or omission of data.

1.4 Ownership and Maintenance

The ownership of application belongs solely to VicRoads. Data and application maintenance work performed by VicRoads in conjunction with HCL Technologies

2. INTRODUCTION

CrashStats provides access to a database containing Victorian Road Crash Statistics from 1987 onwards for crashes where at least 1 person was injured.

CrashStats may be accessed by using a web browser that can run a Java applet, with a connection to the Internet. The recommended browser is Internet Explorer version 6.0 or later, Mozilla Firefox version 19 or later. All queries to the CrashStats database are performed remotely and the results are sent to your computer.

Users can specify criteria by which to search for accidents ranging from locations to the type of vehicles involved and the characteristics of the people involved. The results of the queries can be displayed in a map or in table form and are generated in PDF format for saving or printing.

2.1 Explanatory Notes

The CrashStats database contains statistics of road traffic accidents which were reported to the police and which met the following conditions:

- That the accident occurred from the calendar year 1987 onwards.
- That the accident resulted in:
- The death of any person within thirty days of the accident.
- Personal injury as identified by the police officers completing the accident report.
- That the accident occurred on any road, street, thoroughfare, footpath, railway level crossing, or any place open to the public.
- That the accident involved one or more road vehicles which, at the time of the accident were in motion, including motor cars, station wagons, utilities, panel vans, motor cycles, trucks, buses, trams and railway vehicles, pedal cyclists and ridden animals.

2.2 Source

The statistics in the CrashStats database are compiled from data from the VicRoads Accident Database.

2.3 About this Guide

The conventions followed in this Guide are as follows:

Bold Italics Bold Italics font is usually a reference to a Button, Menu or Tab. Look on your screen for a Button, Menu or Tab with the same name.



The light globe symbol is used to indicate a very important note.

3. TECHNICAL REQUIREMENTS

3.1 Required Hardware

CrashStats requires a computer that is capable of running Internet Explorer 6.0 or higher, Mozilla Firefox version 19 or higher. Adobe Acrobat 6.0 or higher and must have a connection to the internet.

3.2 Software Requirements

- You must be running in a screen resolution of 800x600 pixels or higher.
- In-Browser Applet:
 - A Java 1.7 or JRE 7 compliant web browser. (Recommended browser is Microsoft Internet Explorer version 6.0 or higher, Mozilla Firefox version 19 or higher).
- Download of Reports:
 - Adobe Acrobat Reader 6.0 or newer is required for the viewing and printing of all reports, and for the printing of maps and summaries. Acrobat Reader may be downloaded from the Adobe web site at: <http://www.adobe.com/products/acrobat/readstep.html> .

3.3 Firewall Security

CrashStats communicates with a remote server listening port number 443(standard https). If you are behind a firewall then you must configure the firewall to allow connections to these port numbers.

4. ACCESSING CRASHSTATS

Go to the VicRoads web site home page at:

<http://www.vicroads.vic.gov.au/>

Under **Safety & Rules** tab, click on **About Road Safety** and follow the link to **Statistics and Research**. Click the **CrashStats** link given in Statistics and Research screen.

4.1 CrashStats Access

1. The “Terms of Access for CrashStats” information will appear. To proceed, click ‘I accept the terms for use of PUBLIC CrashStats’ to use the public version, or click ‘I accept the terms for use of Restricted CrashStats’ to use the restricted version.



NOTE: Restricted CrashStats contain cropped Police Images of crashes in addition to the same data available from Public CrashStats. Restricted CrashStats can only be accessed by approved registered users, whose access was granted by the Road Safety Department of VicRoads (ex.: Municipal Council workers, etc.).

2. If the public version of CrashStats was chosen, the application will load.
3. A login dialog will appear if the restricted version of CrashStats was chosen. If you have been supplied with a user id and password, enter these here to proceed.



NOTE: You may be prompted to accept a certificate before the login dialog appears. Click yes to accept the certificate when prompted.

You can now begin using CrashStats.

5. A GUIDED TOUR OF CRASHSTATS

5.1 Getting Started

Once CrashStats starts you will be presented with an initial menu. Select one of these options, which are described in the next section.

5.2 Getting Around CrashStats

5.2.1 Icon Buttons

CrashStats is driven by icon buttons. Click ONCE on an icon button to select it.



Note: Wait for a response from the computer. Some commands take longer to run than others (e.g. saving files, etc.).

5.2.2 Main Menu

Click on this button to return to the Main Menu and clear all query selections.

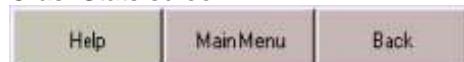
5.2.3 Back

Click on this button to move back to the previous screen.

5.2.4 Help

Click on this button to view context sensitive help.

The Main Menu, Back, and Help buttons are always grouped together at the bottom of a CrashStats screen



5.2.5 Status Bar

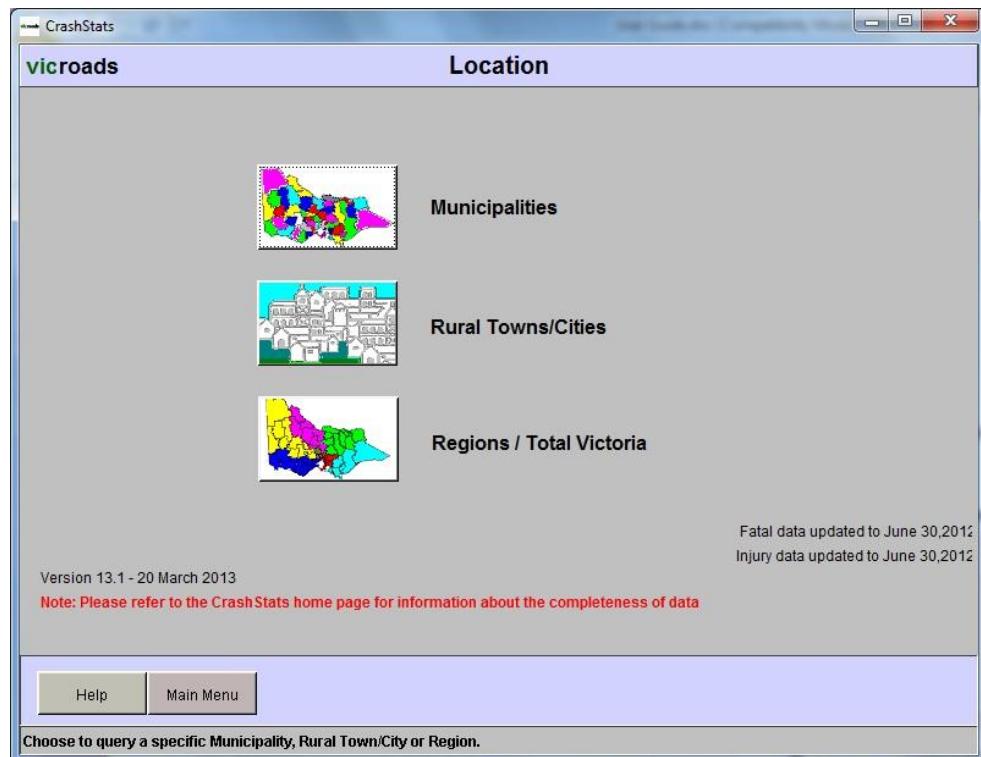
The status bar (at the bottom of a CrashStats window) displays a message outlining the available options that may be selected.

5.3 How to Run a New Query

5.3.1 Limiting the search

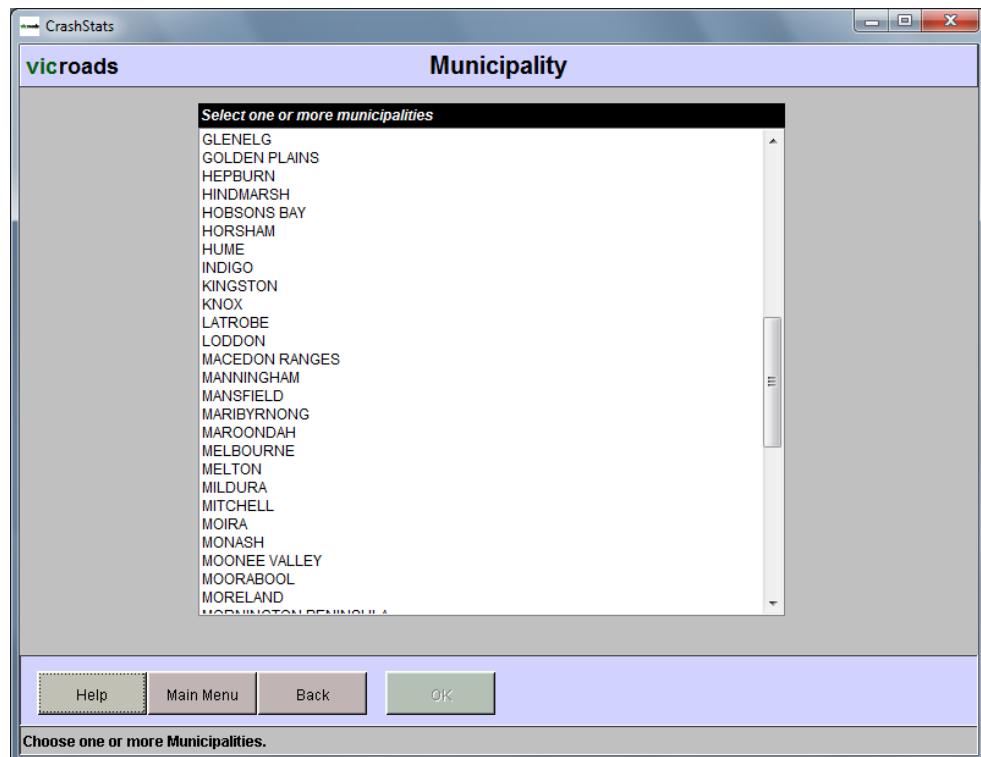
The first screen of CrashStats will present you with a location option. The scope of the search must be limited to particular geographic areas. Select single or multiple Municipalities, Rural Towns or Regions/Total Victoria, as the area to be searched. See the Location window below.

Municipalities, Rural Towns, or Regions/Total Victoria may be selected by clicking with the mouse.



Screen Capture 1: Location Menu

Once a geographic area is selected, a corresponding list will appear on the screen to select from. Multiple selections are possible by clicking on each item one at a time. Items can be deselected by clicking on them again.



Screen Capture 2: Municipality Selection

Once the desired selections have been made, click the **OK** button to continue with the query.

5.4 Selecting a Specific Site

5.4.1 Site Selection

Three options are available from the Site Selection menu. Select either:



All Sites

All sites in the given area are included in the query.



Select Sites

This screen is used to select multiple road lengths and intersections, **MIDBLOCKS**, and major routes (called **DECLARED ROADS** ie. freeways, highways, tourist roads etc). Entry of this query information is done via a map of the selected location. The map is initially displayed from a high viewpoint. That is, to obtain a more meaningful representation of the map, it may be zoomed in upon. The map can be moved about on the screen if it is too large to fit in the area (panning the map). This is done by clicking and dragging the mouse on the map area. Roads can be identified at the click of the mouse, and can easily be added to form part of a query.

For specific details on how to use the **Site Selection Map** feature of CrashStats, go to Section 6, titled '**Using the Mapping Features**'.



Groupings of Crash Sites

This screen allows selection either by "State Declared/Classified Roads" or "Council/ Local" Roads".

State Government Declared Roads

State Government Roads are those "Declared" as either a "Freeway" or "Arterial" as per the Road Management Act 2004. They include freeways, highways, specified forest and tourist roads and main roads. They are given an official description which may not be the commonly used name and a reference code. Eg.: Stud Road is officially called the Dandenong Valley Highway, the Hume highway has 2550 as its route number (these are clearly written on the VicRoads State Directory maps). In this category the city link toll road has been included though its not a state Declared road but it functions as a freeway.

Council 'Local' Roads

Council 'Local' roads ALSO INCLUDE major road that are not "Arterial" and collector roads as well as suburban residential and similar small roads.

5.5 Selecting a Type of Query

5.5.1 Query Type

5.5.1.1 Ready made queries



This option will display a list of common queries. Select the date range you want. Click on the query that you wish to perform and then choose one of the available options for displaying the results of the query. (See “Results” section below for a description of the different outputs available).

This screen also includes an option to select target group only. If this check box is selected, the report will display results only for the road users and vehicle types specified in the query. Any other vehicles or road users involved will not be reflected in the query output.

CrashStats
vicroads Ready-made Query

1 Choose Date: Please either choose a date range from the list, or enter a date range manually.
last 5 financial years July 2007-June 2012
last 5 calendar years 2007-2011
last 3 calendar years 2009-2011
all casualty data 1/1/1987 onwards
last full year 2011
From: _____
To: _____
Format: eg. 26/10/2000

2 Choose Query: Please choose a ready-made Query
Casualty accidents
Worst acc. sites - at least 3 casualty accidents in last 5 years
Fatal accidents
High severity accidents
Age 4 to 16 pedestrian and bicyclist casualty accidents (VicRoads 'Safe Routes to School' program)
Age 4 to 12 pedestrian and bicyclist casualty accidents
Pedestrian casualty accidents - all ages
Age 60+ pedestrian casualty accidents (VicRoads 'Walk with Care' program)
Bicyclist casualty accidents - all ages
Motorbike casualty accidents
Truck casualty accidents
Lost control casualty accidents
Fixed object hit casualty accidents
Wet road (including mud, snow, ice) casualty accidents
Night time casualty accidents
Road and casualty accidents

3 Choose Option: Target Group Only (Optional)

4 Choose Function: Use buttons below right (Analysis, Map etc)

Help Main Menu Back Save Data... Listings... Rank... Analysis... Map

Choose/enter a date range, then choose a ready-made query.

Java Applet Window

Screen Capture 3: Ready-made Query Screen

5.5.1.2 Build your own query



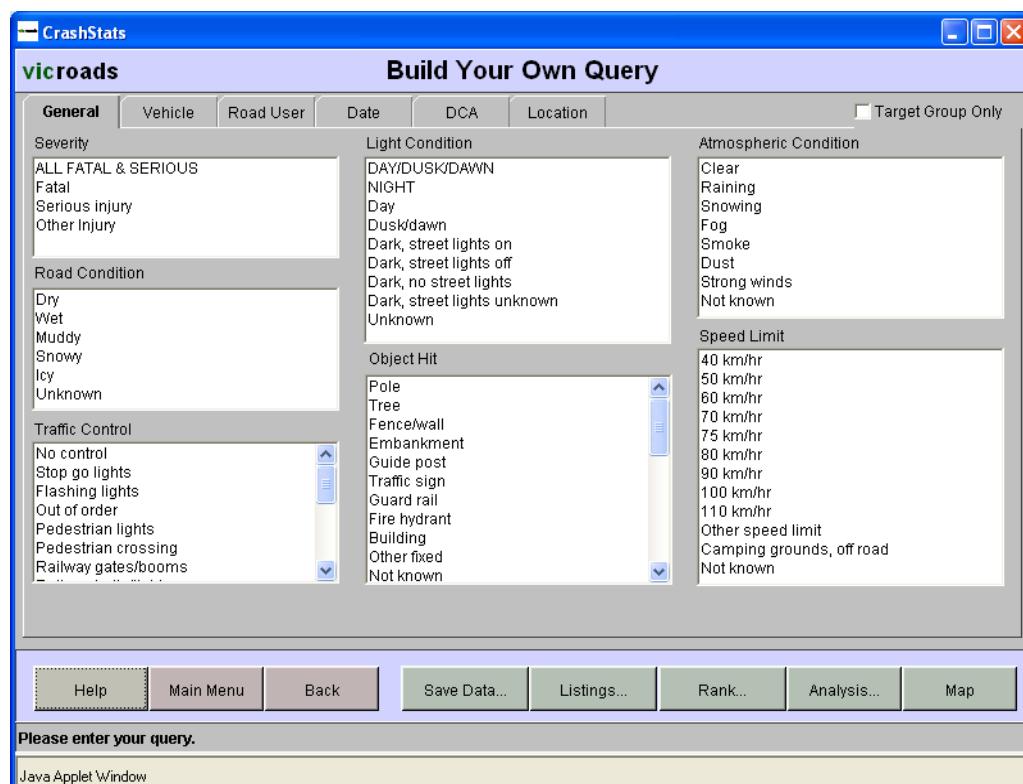
This option allows you to create your own query. The Build Query screen displays 21 variables spread over six tabs.

1. Severity
2. Road Condition
3. Traffic Control
4. Light Condition
5. Object Hit

6. Atmospheric Condition
7. Speed Limit
8. Vehicle Type
9. Road User Type
10. Age
11. Sex
12. Distance From Home (km) **Not Available**
13. Injury Level
14. Position in Vehicle
15. Restraint Use
16. Date
17. Time
18. Day of Week
19. Definitions for Classifying Accidents - in groups
20. Definitions for Classifying Accidents - individually
21. Urbanisation

Click on a tab to select groups of similar categories. You do not have to set criteria for all categories. You may also select or deselect multiple restrictions and/or categories from some lists by clicking on them with the mouse. If no selections are made, the query will be taken from accident data within the default date range for the specified sites.

This screen also includes an option to select target group only. If this check box is selected, the report will display results only for the road users and vehicle types specified in the query. Any other vehicles or road users involved will not be reflected in the query output.



Screen Capture 4: Build Your Own Query Screen

Go to the section **Viewing the Query Results** for detailed information on how to view the results of a query.

5.5.1.3 Multiple Queries

To perform multiple queries of the data you must return to the main menu before entering each new query.

5.6 Viewing the Query Result

5.6.1 Results

When querying with either a Ready-Made Query or a Build Your Own Query, several options are available once the query has been finalised:

5.6.2 Saving Results to File

Save Data...

Clicking on the **Save To File** button allows the user to save the results of the query locally, in comma delimited text files that can be opened with almost any word processing, spreadsheet, or database application.

5.6.3 Printing Query Results

Listings...

Clicking on the Listings button and selecting the Individual Accident Details radio button will produce detailed information on individual accidents. A query report will be downloaded in PDF format, which will be displayed in a new browser window. The report can be printed or saved using the browser.



NOTE: Restricted Crashstats users will have the option to include Police Images. Select the checkbox to include these images.

Rank...

Clicking on the **Rank** button and on selecting the Summary by Site radio button will download a query report in PDF format showing the results, grouped or summarized by site. The report can be printed or saved using the browser.

5.6.4 Sorting of Results

The results of both of these reports may be sorted by Location (Map Reference, Road Name etc), Site Ranking (number of accidents at each site) or Route No & Distance (Distance along route(s)).

5.6.5 Statistics

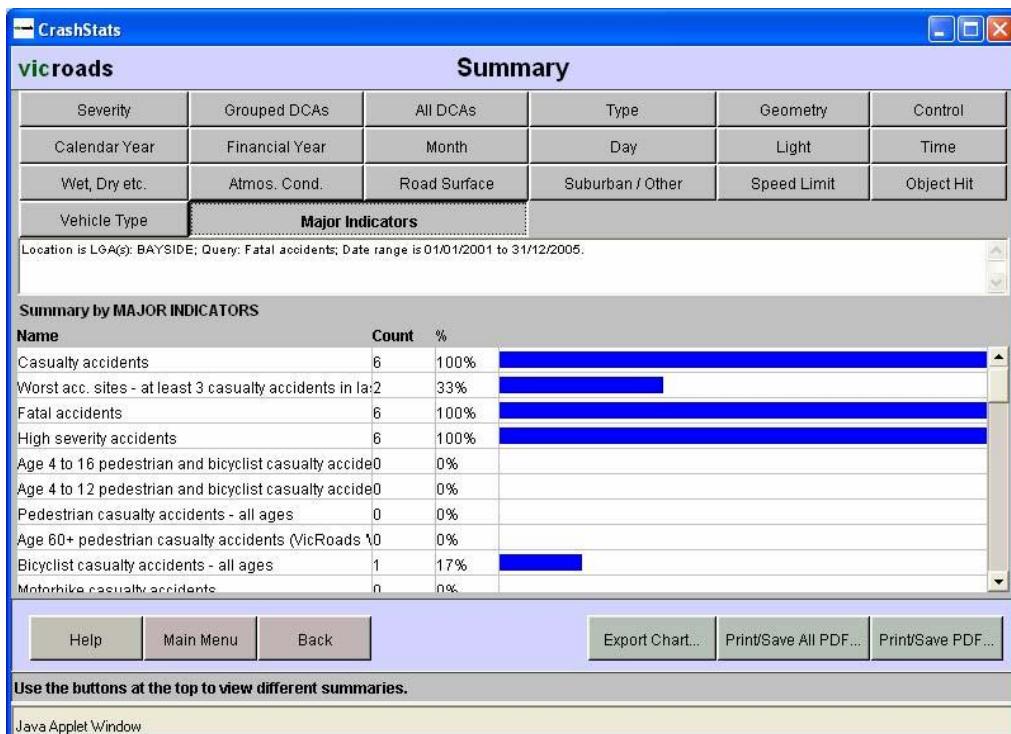
5.6.5.1 Analysis

Analysis...

There are three analysis types provided by CrashStats:

5.6.5.2 Summary by Accident Attribute

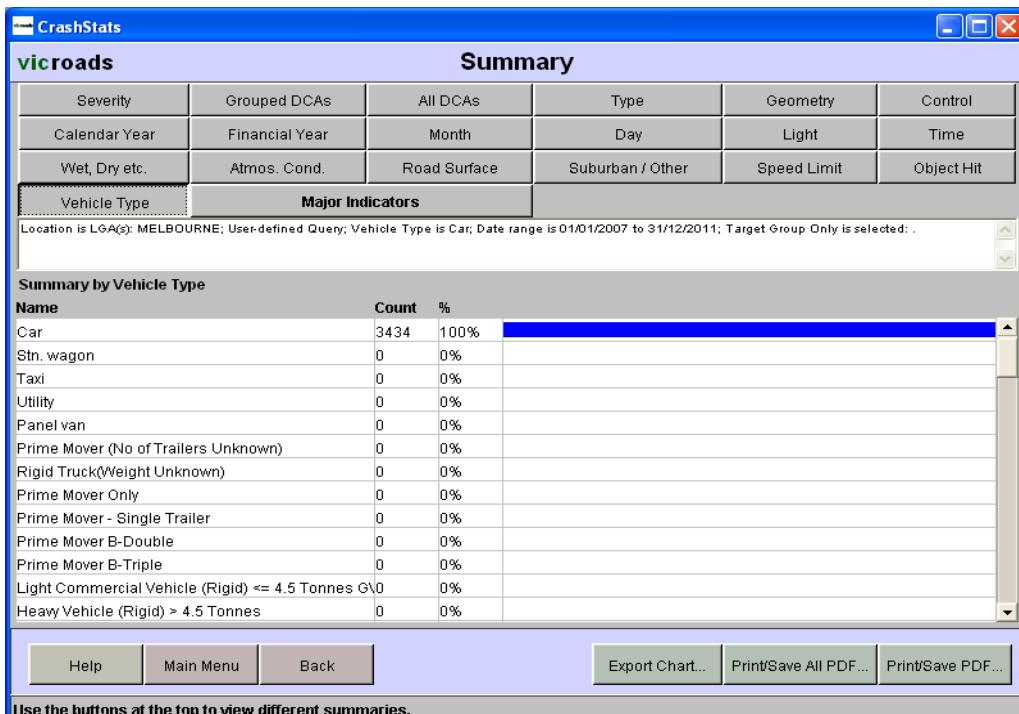
This displays accident-based summaries of a query. Each query attribute can be accessed by clicking on the appropriate corresponding button at the top of the screen.



Screen Capture 5: Summary of Results Screen

Target Group: If a specific vehicle type and/or road user type has been selected as a query parameter, the target group result will display values only for the specified vehicle type and/or road user.

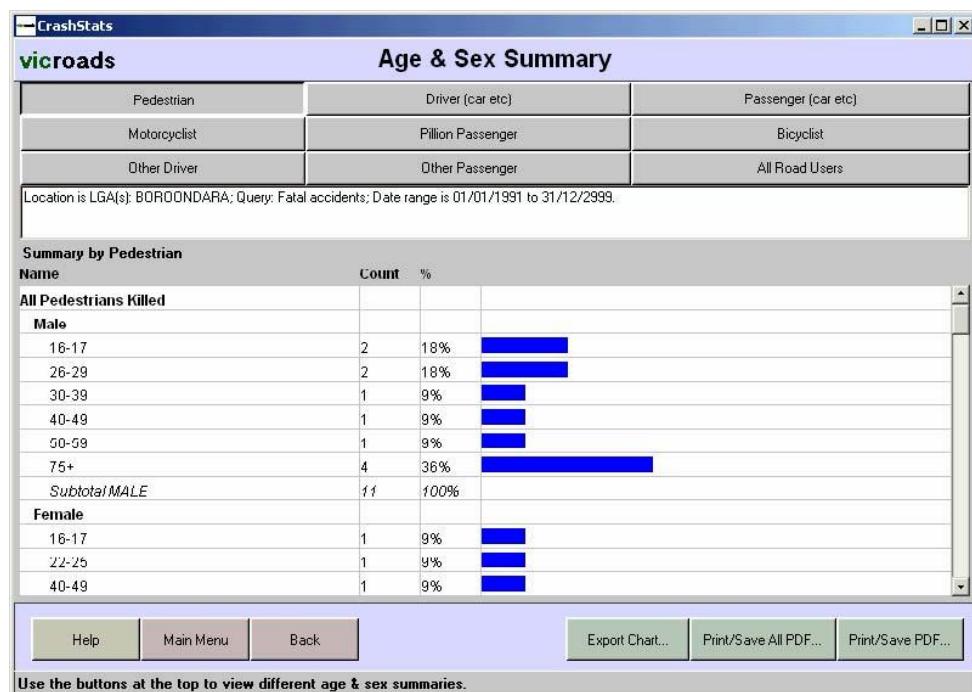
Ex: Query for 'Melbourne', Vehicle Type 'Car' will only display results for car accidents in Melbourne. Any other vehicle types involved in car accidents will not be displayed.



Screen Capture 6: Summary of Results Screen (for target group)

5.6.5.3 Summary by Person Attribute

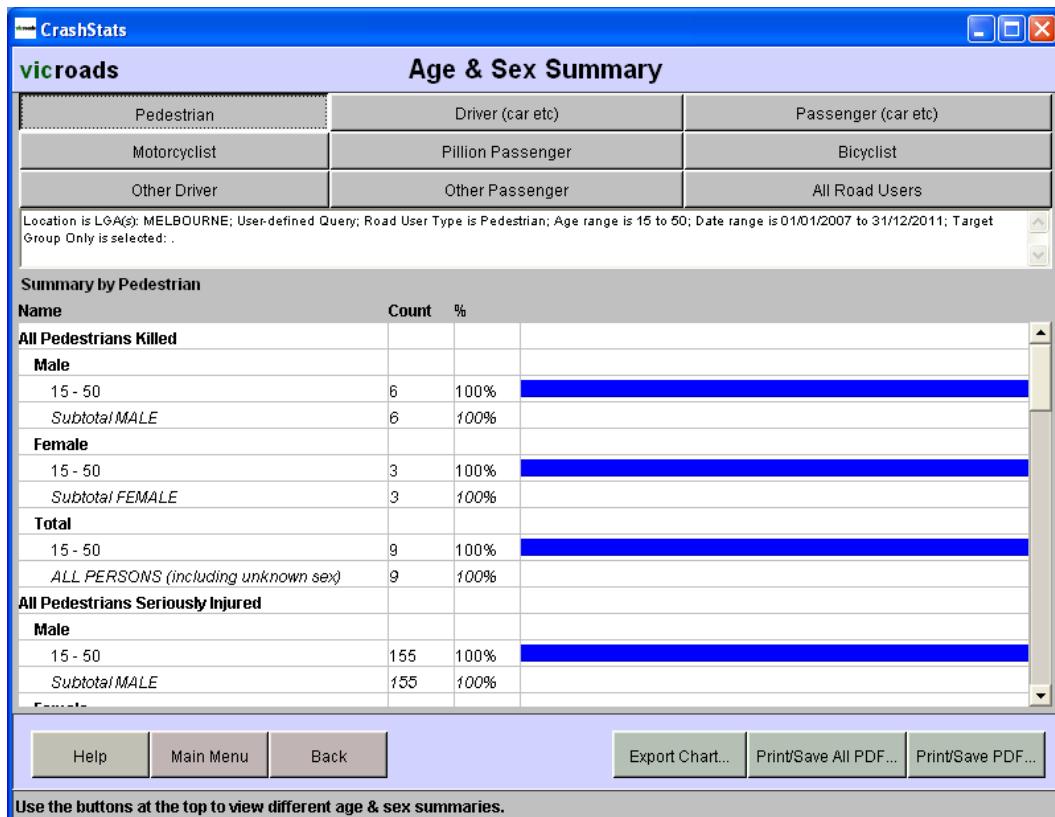
This displays the results of the query for each of the road user types based on age and sex. Each road user summary can be accessed by clicking on the appropriate button at the top of the Summary screen.



Screen Capture 7: Age & Sex Summary

Target Group: If a specific vehicle type and/or road user type has been selected as a query parameter, the target group result will display values only for the specified vehicle type and/or road user.

Ex: Query for 'Melbourne', Road User Type 'Pedestrian', Aged '15-50'; will only display results for pedestrians aged 15-50 involved in accidents in Melbourne. Any other road user types involved in these accidents will not be displayed.



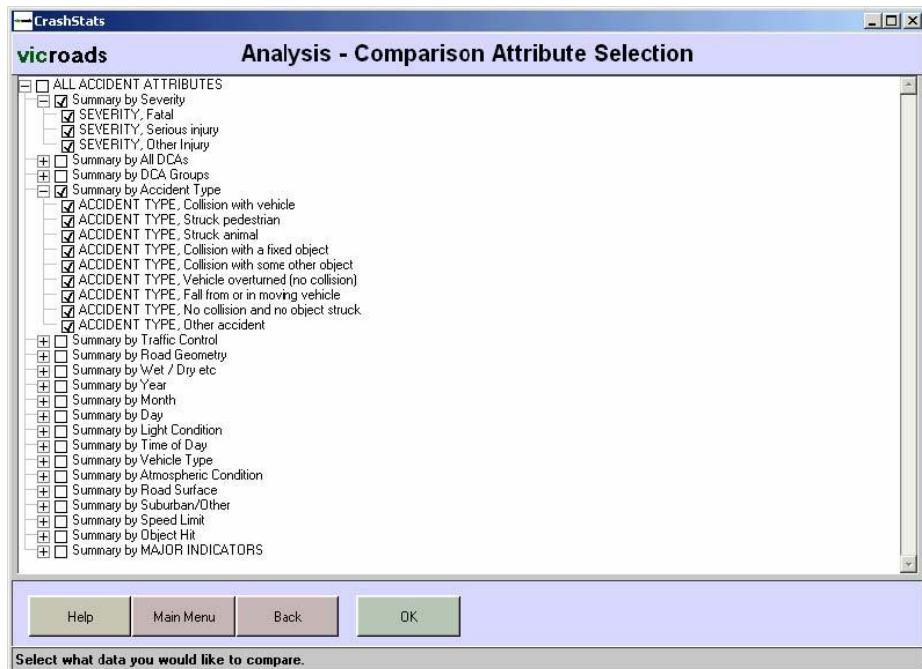
Screen Capture 8: Age & Sex Summary (for target group)

5.6.5.4 Comparison to Another Area

This allows statistical comparisons of selected attributes between two different locations, using the same search criteria. For example, you can compare Bendigo performance versus Ballarat; you can compare your local municipality with the average performance of the Melbourne Metropolitan area.

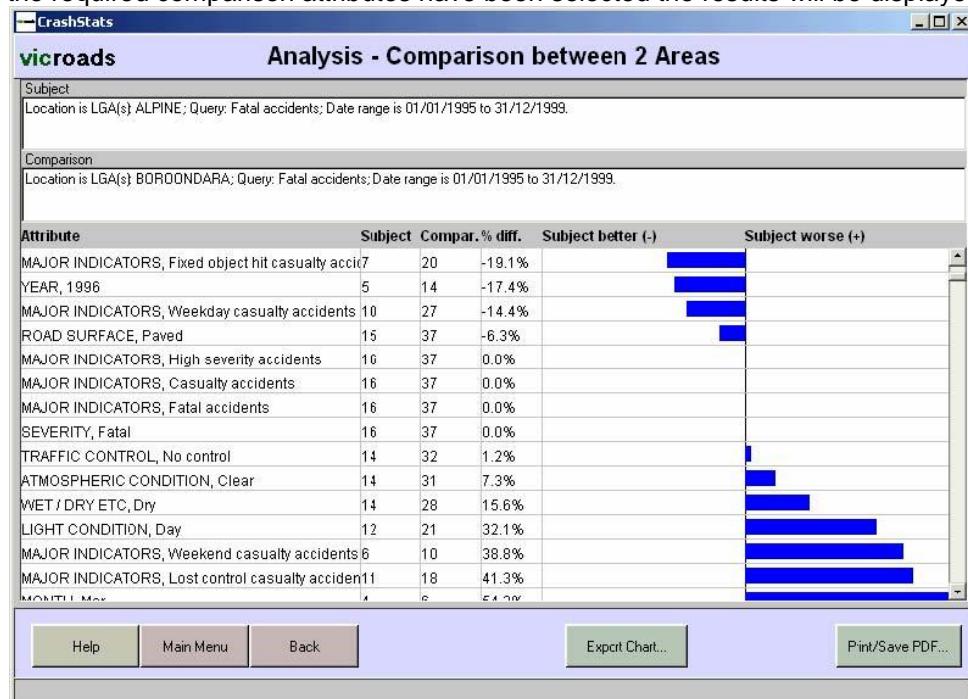
When the comparison tool is clicked the user is presented with the standard location selection screens. Select a location to compare the data with.

Once a comparison location is selected a list of all available comparison attributes is displayed. Tick /Un-tick those attributes that are to be included in the comparison and click the OK button.



Screen Capture 9: Comparison Attribute Selection

Once the required comparison attributes have been selected the results will be displayed:



Screen Capture 10: Comparison Between 2 Areas

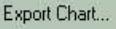
5.6.6 Printing Summaries

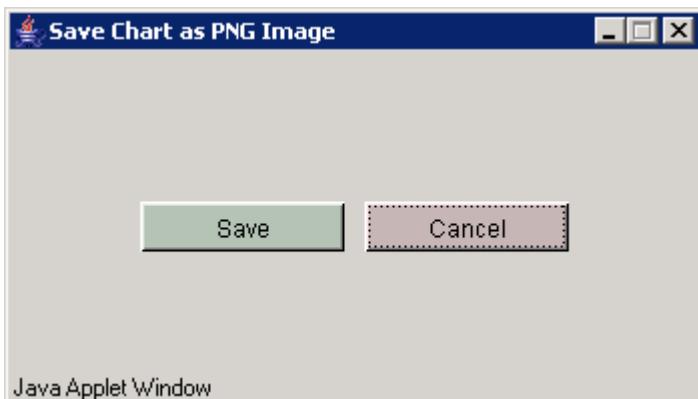
Print/Save PDF...

The user can print out the details displayed in a summary screen by clicking

on the **Print/Save PDF** button. The report will be downloaded in PDF format and loaded in a new browser window, which can be printed or saved.

5.6.7 Saving Query Summaries

 The user can save the details displayed in a summary screen by clicking on the **Export Chart** button. This will display the following dialog :-

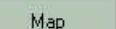


Screen Capture 11: Export Chart Dialog

Enter **Save** and the Chart will be downloaded in *Portable Network Graphics (PNG)* Image format from the server and displayed in a new browser window. Select save or print from your browser window.

Click **Cancel** to abort saving the summary.

5.6.8 Map

 This displays the results of the query in a graphical format. The number of individual accidents on a certain area of road is displayed using yellow circles, while aggregate accident locations will be displayed using squares. This is similar to the symbols used in the site selection screen. If there has been more than 5 accidents in a given location, the number will be displayed using a larger symbol.



NOTE: See Section 6, '[Using the Map Features](#)', for information on changing the appearance of items in the map or adding text etc.

6. USING THE MAP FEATURES

The map interface can be displayed from two locations in CrashStats, which determines the context a map will be shown. It can be displayed to Select Sites for a specific query and to display the results of a query. Depending on the context a map is displayed, the allowed features on the map tool will vary. For information on map features for a particular context, go to one of the sections below:

[Forming Queries with the Mapping Tool \(Site Selection\)](#)

Viewing Query Results in a Map (Accident Summary)



NOTE: You should read first to learn the basics of the map tool.

6.1 Basic Procedures: Zooming

6.1.1 Zoom In



Clicking on the **Zoom In** button increases the size of the central part of the map on the screen (that is, the map becomes bigger). To zoom in on a particular area, make sure that the displayed area is roughly in the middle of the **Map Window** before clicking the **Zoom In** button. This should be done each time prior to zooming in.

6.1.2 Zoom Out



Clicking on the **Zoom Out** button results in more of the map being shown in the **Map Window** (that is, the map appears smaller). If you have panned the map area since last zooming in, the map will not go back to the same state when the **Zoom In** was last performed.

6.1.3 Zoom Scale



The zoom scale determines how far in and out the **Zoom In** and **Zoom Out** buttons will zoom.

6.1.4 Full Map Display



Clicking on the **Full Map Display** button will zoom and pan the map back to its original viewing area.

6.1.5 Zoom into Area



This tool can be used to zoom in on a specific area of a map. Select this tool, then click & drag a rectangle around that part of the map to be zoomed into. Note that the rectangle maintains the same aspect ratio as the current viewing area to show exactly what will be visible when the operation is complete.

6.1.6 Panning

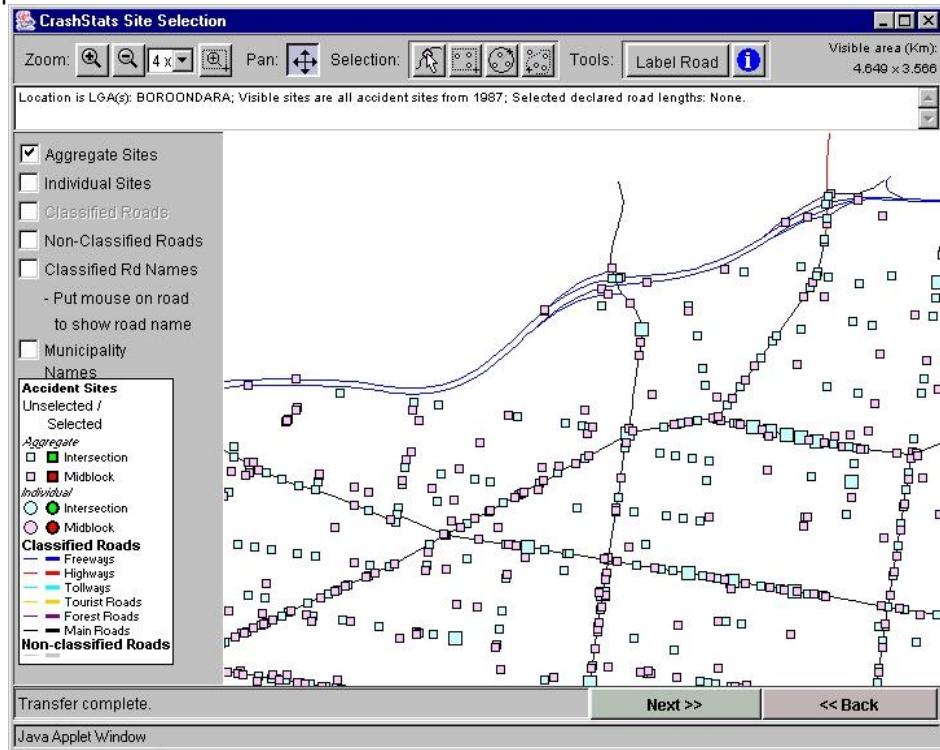


Panning refers to the action of moving a map around in the **Map Window**. When viewing a map for Site Selection or Accident Summaries, the **Pan** button must be selected before the map can be dragged about on the **Map Window** with the mouse. The **Pan** button is selected by clicking on it.

Hint: To move an area into the centre of the **Map Window**, click on the area of interest and drag the mouse to the centre of the **Map Window**.

6.2 Forming Queries with The Mapping Tool (Site Selection)

To form queries using the Mapping Tool, the Site Selection map must be accessed from the Site Selection menu. This is done by clicking on the **Select Sites** button. The following screen will be presented:-



Screen Capture 12: Select Sites Map

This **Map Window** displays the map with data that is only relevant to the locations that were selected via the **Locations Menu**. Use the legend provided to the left of the **Map Window** to determine the meaning of the information provided on the map.

Use the Basic Features of the Mapping tool to navigate around the map.

6.2.1 Label Road Button



This adds a road name on the map to help you work out where things are on the map. Select this tool and then click the mouse on the road you want named and the name is then displayed. Note that if you want "Classified Roads" and "local" arterial road names ("Non-Classified" Roads) you must first tick the appropriate checkbox on the left hand side of the screen to display these roads, and it is best to zoom in first.

6.2.2 Information Button



This tool provides extra information on accident sites (aggregate or individual sites). Again this helps to orient where you are on the map. The information contains road names, map references etc.

6.2.3 Displaying Major Roads

Classified Roads

The **Classified Roads** checkbox displays all state government classified roads on a specific area of the map that are not yet visible. If only one Local Government Area (Municipality) is selected, this button will be disabled. This is because all major roads are displayed by default when only one Local Government Area is selected.



Note: To display classified roads, the user must be zoomed in to an area of less than 30km from the top of the map to the bottom. This limitation is in place to ensure quick response times.

6.2.4 Displaying Local Roads

Non-Classified Roads

The **Non-Classified Roads** checkbox displays all roads in a Local Government Area (Municipality) that are not state government classified. These are mainly local residential roads, but also include collectors and minor arterials (mainly occurs in Melbourne and Geelong). If more than one Local Government Area is selected, this option is disabled, as there is too much data to retrieve from the CrashStats database within a reasonable time period.

6.3 Site and Road Length Selection

6.3.1 Individual Sites and Road Lengths



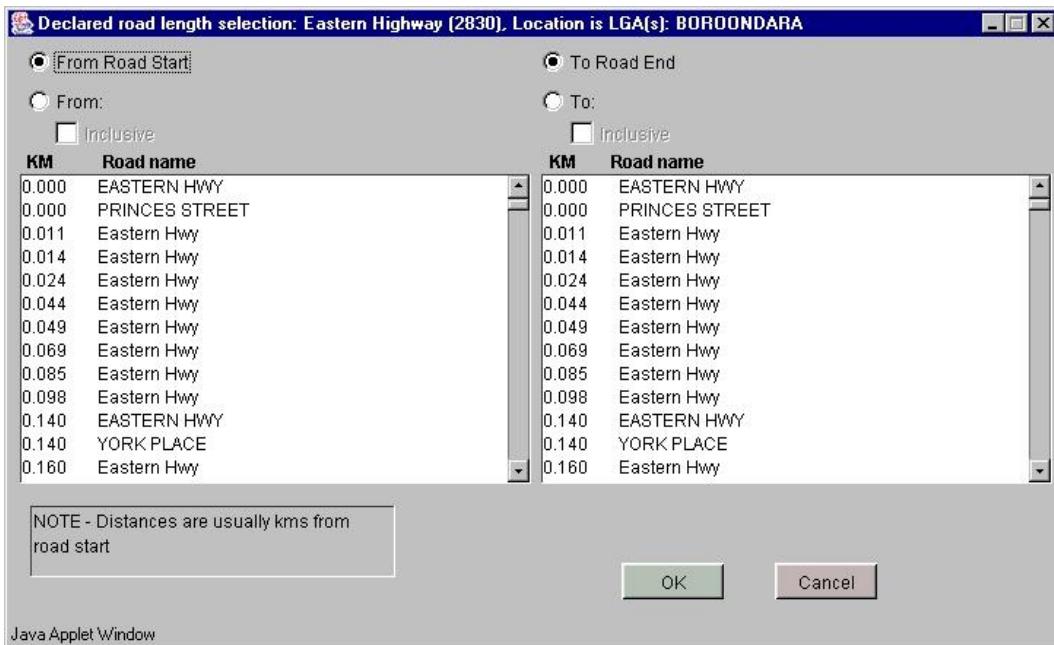
To select individual accident sites or a length of road to apply to a query, firstly select the **Select Sites & Road Lengths** button.



Note: More than one selection can be made for a query.

6.3.2 Selecting Road Lengths

To select a length of road to query, ensure the **Select Sites & Road Lengths** tool is selected and then click on the road to use in the query. The following dialog will appear:



Screen Capture 13: Example of Road Selection Dialog

The **Road Selection Dialog** contains a list of the accident sites along the selected road. Note that most sites will be along the road and not at intersections. Intersection names are in CAPITALS. There are several options available for selecting the length of the road that the query will be applied to:

- **From Start To End:** adds all sites along the entire stretch of road to the query.
- **From Start To a Specific Site:** adds all sites between the beginning of the road up to the selected site to the query.
- **From a Specific Intersection To End:** adds all sites from a selected site to the end of the road to the query.
- **From a Specific Site To a Specific Site:** adds all sites from a selected site up to the selected site to the query.
- **Inclusive:** selecting the ‘Inclusive’ check box at the bottom the From and To lists specifies that the selected site will also be added to the query. Otherwise, the specified site will not be included in the query

Each **SITE** has an associated distance along the road in kilometers. After the desired sites have been selected, click the **OK** button. The WHOLE section of the selected road being applied to the query will be highlighted.

6.3.3 Selecting Sites

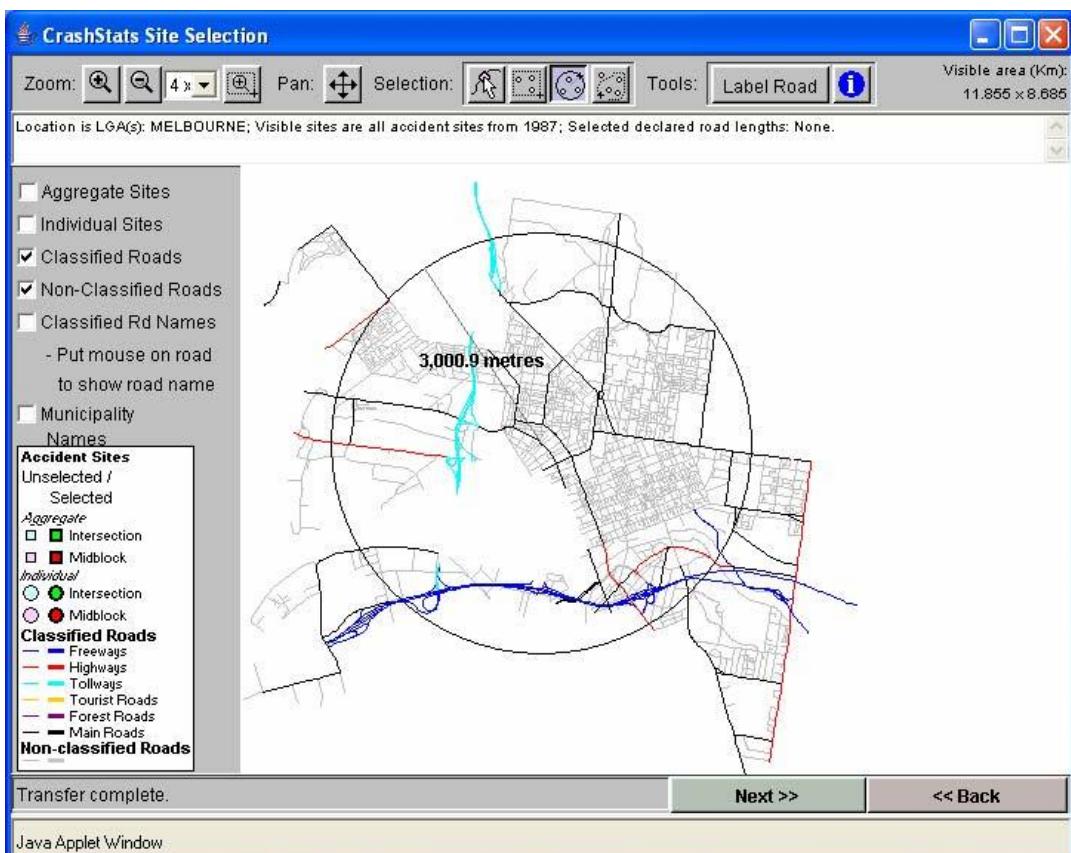
A collection of accident sites are displayed on the Site Selection map. Aggregate accident sites are displayed as (**Intersections**) and (**Midblocks**), using square symbols. Individual accident sites are displayed as (**Intersections**) and (**Midblocks**), using circle symbols.

The difference between aggregate and individual sites can be shown by the following example. 4 accidents have occurred on Abbott Street between the 2 adjoining intersections of Smith Street and Jones Road. These accidents are located respectively at 20m North of Jones, 30m, 40m and 50m. Choosing aggregate sites shows only 1 symbol and on the map

output window this has a “4” drawn inside it. Displaying / ticking the individual sites shows 4 symbols. On the map output window each has a 1 drawn inside it.

To select any accident site for a query, simply click the mouse on the site of interest.

When a site has been selected, its appearance changes. An **INTERSECTION**, when selected, appears as , and a selected **MIDBLOCK** appears as .



Screen Capture 14: Multiple Selections of Accident Sites and Road Lengths

Hint: To remove an individual site or road length selection from the map, simply click on the item again.



NOTE: Very occasionally mid-block sites close together can appear as one crash until zoomed in to an area of about 0.5 x 0.5 km

6.3.4 Area Site Selection Tools



Click and drag a rectangle around an area of sites to select. Hold down **Ctrl** key to deselect sites within the rectangle.



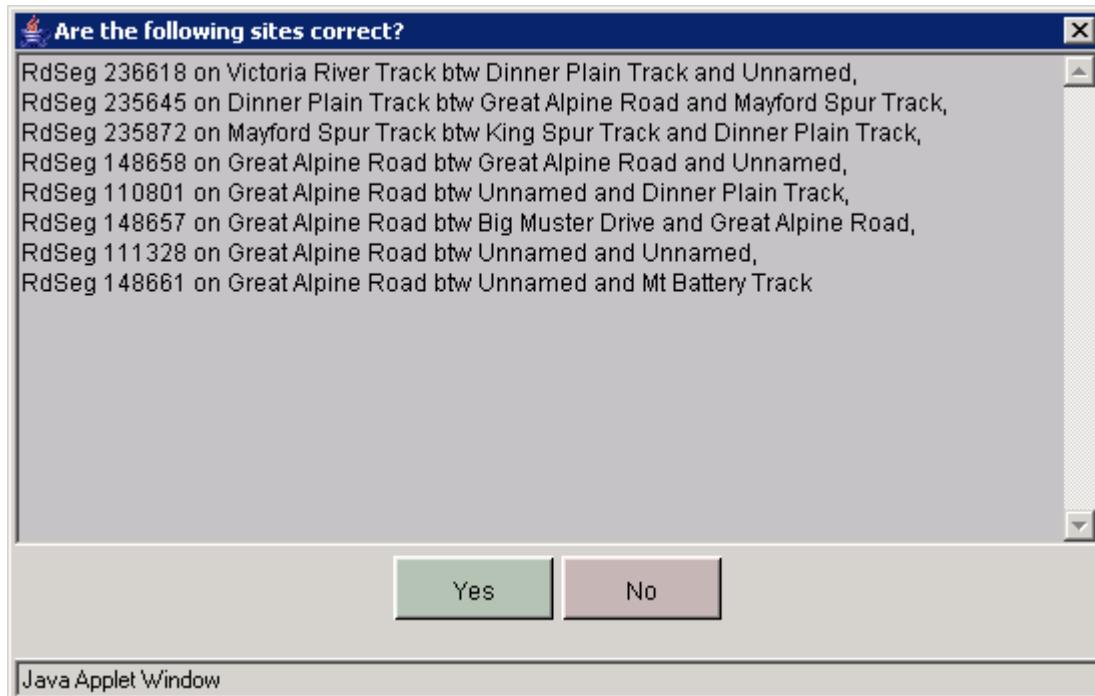
Click and drag a circle around an area of sites to select. Hold down **Ctrl** key to deselect sites within the circle. See diagram above.



Click and drag a freeform area surrounding a group of sites you wish to select. Hold down **Ctrl** key to deselect sites within the drawn area.

6.3.5 Exiting the Site Selection Map

Click the OK button after all selections have been made to go to the Query Menu. Before this occurs, a dialog will appear to confirm the selections.

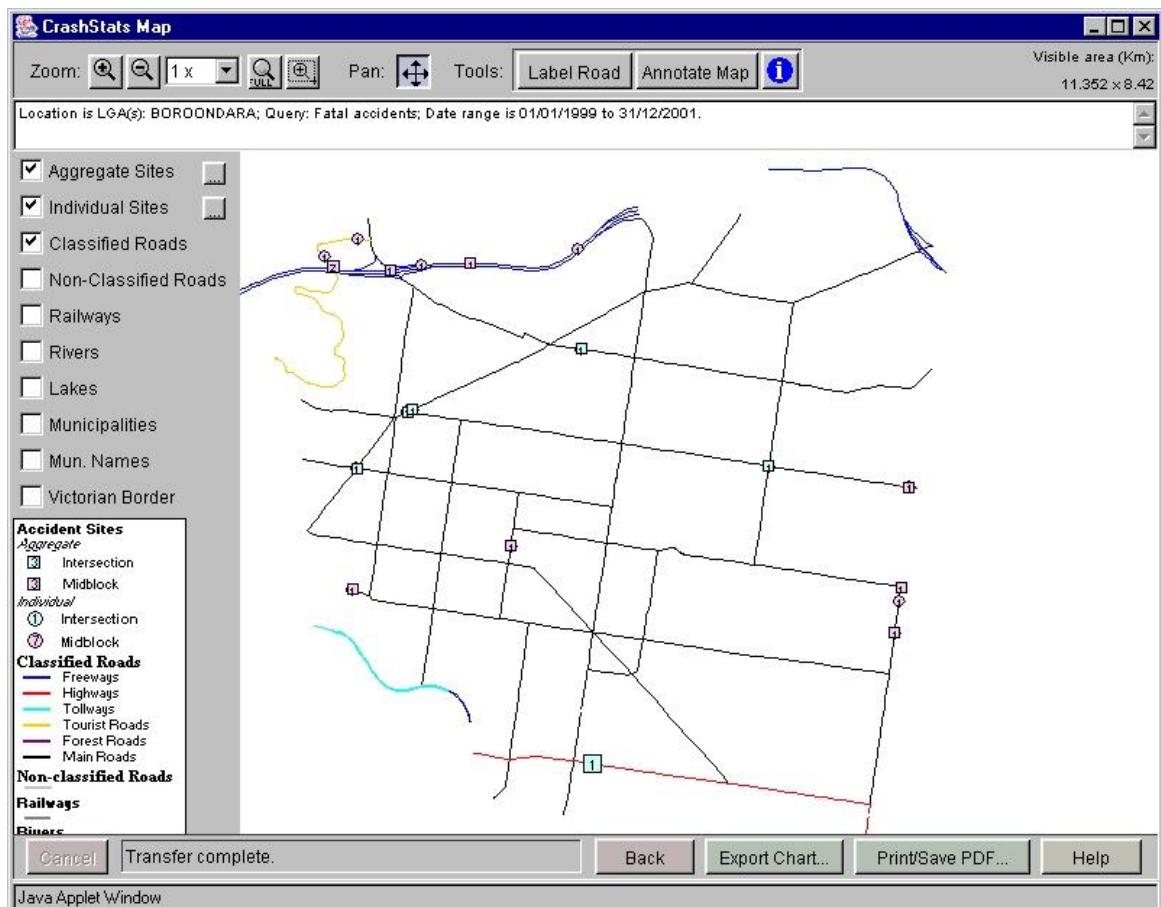


Screen Capture 15: Confirmation of Selections

Choose **Yes** to continue, or **No** if the selections are inadequate.

6.4 Viewing Query Results in a Map

After the **Map** Button has been pressed in the Query Result screen, a map will be displayed of the area in Victoria the query was performed on. The map may be navigated using the Basic Features (described earlier) to help identify specific data.



Screen Capture 16: Map of Query Results

6.4.1 Individual Accident Sites

Individual accident sites are represented on the map by a bubble containing a figure. The number of accidents is the figure that is displayed within the bubble.



NOTE: that by selecting the option in the individual sites checkbox you can alter the circle sizes to suit your presentation needs.

6.4.2 Aggregate Accident Sites

Accident sites are represented on the map by a square containing a figure. The accident site square is blue if it is an intersection or pink if it is a mid-block site. The size of the square is proportional to the number of accidents.

Again note by selecting the option in the aggregate sites checkbox, you can alter the circle sizes to suit your presentation needs.

6.4.3 Label Road

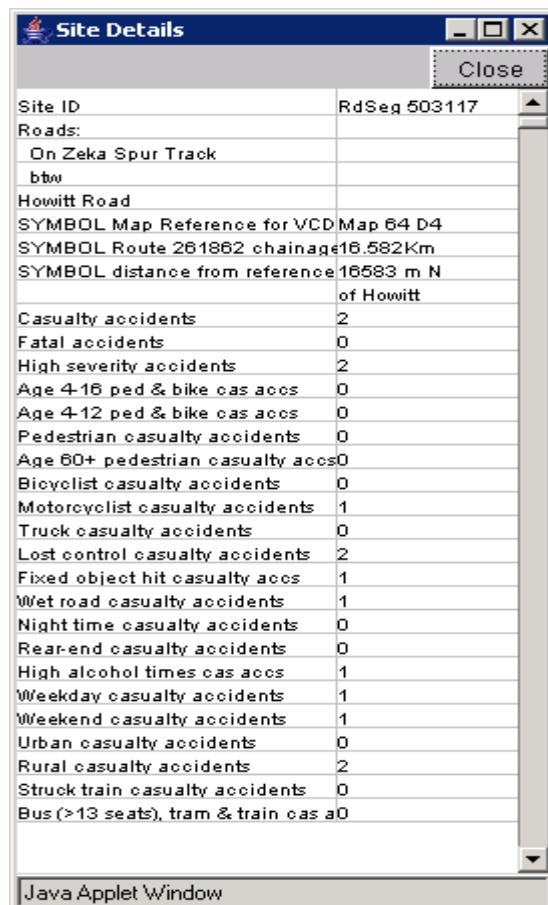
Label Road

The **Label Road** mode allows the user to click on roads to label them. Click again on the dot of existing road name labels to remove them.

6.4.4 Information on Accident Site



To get detailed location and accident type details for an accident site on the map, the **i** button must first be selected. The user can then click on the accident site of interest and a dialog will be displayed containing a summary of the accidents that have occurred at the site. The accident site is represented by a bubble containing a value (number of accidents for the site).



Screen Capture 17: Site Details

Once finished with the Site Details, click the **Close** button.

6.4.5 Annotating a Map

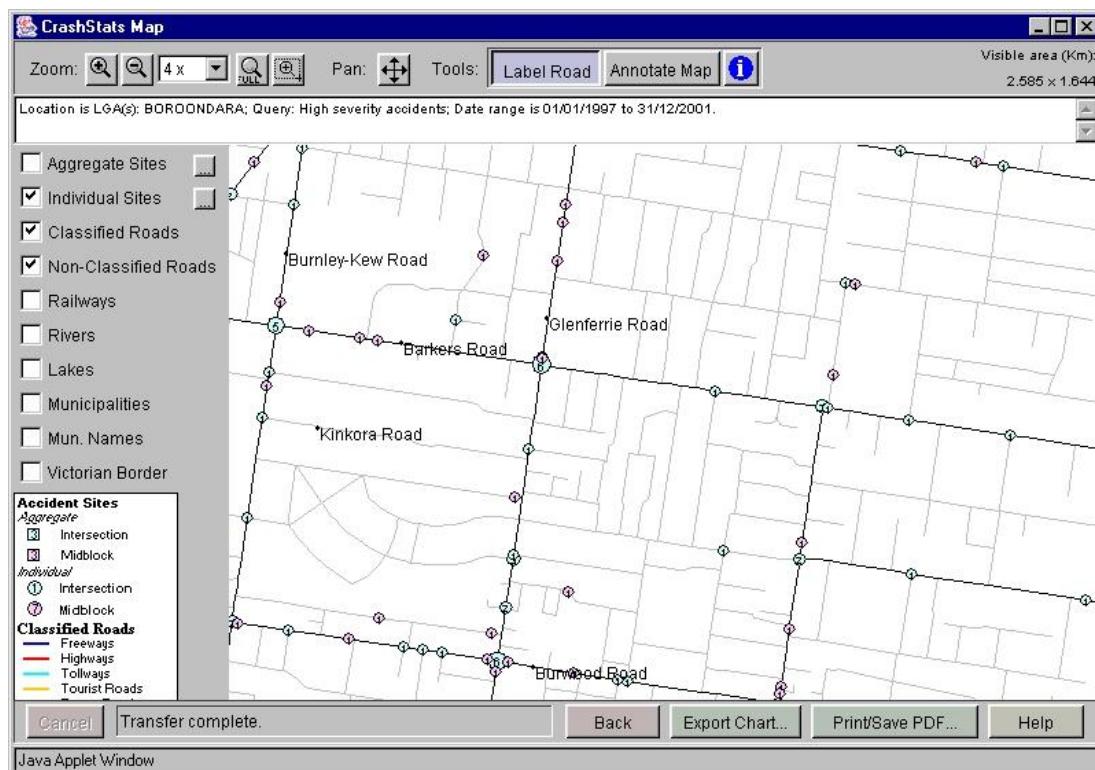
Annotate Map

The Map of Query Results allows the user to provide his or her own comments, extra titles etc., to the data displayed on a map. To do this, first click on the **Annotate Map** button, and then click on the position of the map to display the annotation.

After clicking on the desired position of the map for the annotation, a small dialog will appear with space for entering your text. Type in some text and then press the **OK** button, or press **Cancel** to quit the operation.



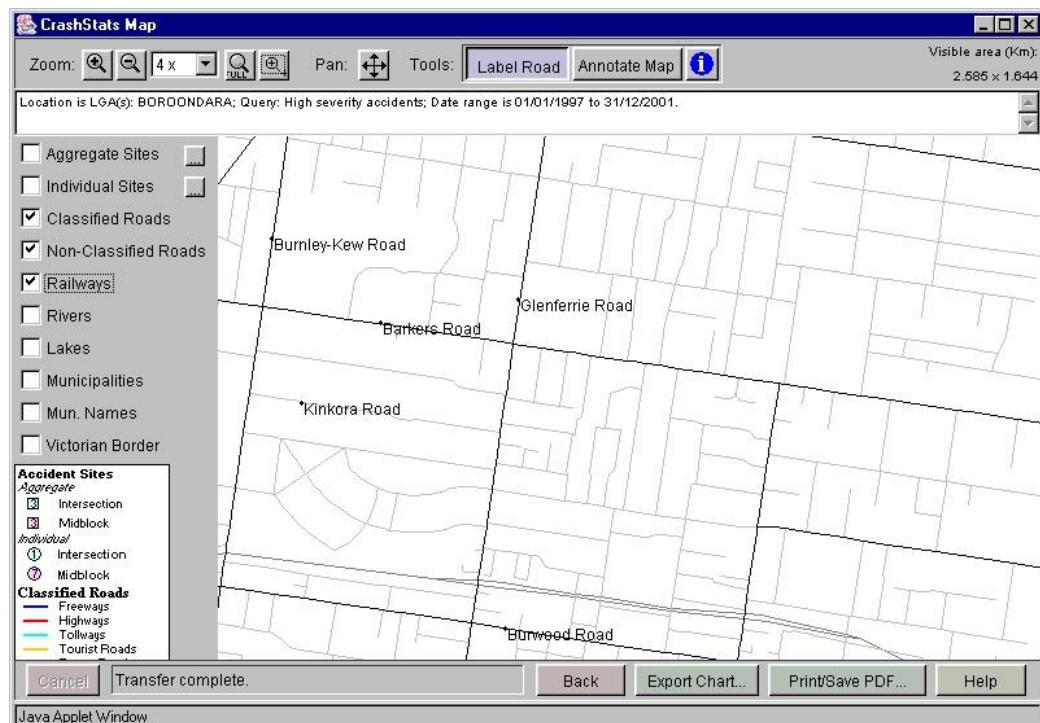
NOTE: 3 font options are available here. If the **OK** button was clicked, the new annotation will appear on the map in the selected location.



Screen Capture 18: Query Results with Annotation (centre of map) and labeled Roads

6.4.6 Manipulating the Query Results Map

To the left of the results map is a list of checkboxes that can be used to show or hide map-related data. The user can choose to display Railways, Rivers, Lakes, Municipalities and the Victorian Border on the map, as well as the default Accident Sites and Classified Roads. This provides a useful way of managing the data and the sort of presentation that is displayed on a printed copy of a map, as well as providing the user with extra information about the area that they are viewing.



Screen Capture 19: Map of Query Results with only roads and railways showing

6.4.7 Printing a Map of Query Results

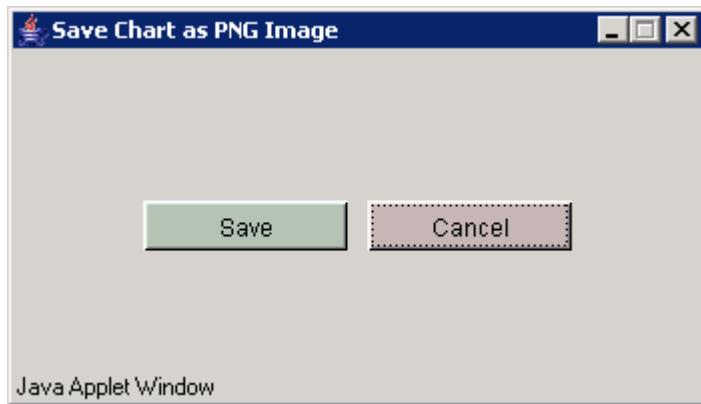
Print/Save PDF...

To print the current information displayed in the **Map Window**, simply click on the **Print/Save PDF** button. A PDF format of the map will be generated at the server and sent to the client in a new browser window. Select print from the browser window's file menu to print the results.

6.4.8 Saving a Map of Query Results

Export Chart...

CrashStats allows the saving of maps as Portable Network Graphics (PNG) images. Most popular paint packages and Microsoft products can load PNG images. To save the current map, click on the **Export Chart** button. This will display the following dialog:



Screen Capture 20: Save As Dialog

Click **Save** to open the map will appear in a new browser window and then right click on the image from inside the browser and select “Save Picture as..”. Click **Cancel** to abort saving the map.

CRASHSTATS USER GUIDE



Road Crash Statistics: Victoria, 2008 Edition

vic roads

Part II

Troubleshooting **& Appendices**

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1. TROUBLESHOOTING

1.1. Problems & Solutions

This section outlines some of the possible problems associated with CrashStats. In most cases these problems have a very simple remedy. Note that the **Hints** throughout this user guide should also help.

Problem:

The results look incorrect. I have run several queries one after the other and the answers don't seem right (e.g. number of accidents is too low).

Solution:

What is happening is that the settings from previous queries have not been cleared between queries. To ensure you are starting from scratch with a new, empty query, always return to the main menu between queries.

Problem:

I can't get the CrashStats applet to load.

Solution:

You must be running a Java 1.5 or above capable web browser, such as one of those listed below:

Microsoft Internet Explorer 6 or higher
Netscape Communicator 4.7 or higher

Problem:

I can't see the bottom of the map, or my legend appears to be incomplete or cut off. What do I do?

Solution:

CrashStats is designed to run in a screen resolution of 800x600 pixels or greater. If you are running in 640x480 you will be unable to fit the entire of the CrashStats display onto the screen. Under Microsoft Windows 95, 98, Me, NT4, 2000 and XP you can change your screen resolution as follows:

- Right click the desktop area.
- Select properties from the pop up menu.
- Click on the Settings tab.
- Move the slider bar in the Desktop Area to 800x600 pixels or higher. If your computer supports it, we also recommend that you change to a colour palette of 65536 colours or higher.
- Click the OK button.
- Right click the desktop area.
- Select properties from the pop up menu.
- Click on the Settings tab.

- Move the slider bar in the Desktop Area to 800x600 pixels or higher. If your computer supports it, we also recommend that you change to a colour palette of 65536 colours or higher.
- Click the OK button.
- A test pattern will be displayed for 10 seconds, after which will be asked if the screen resolution is OK – choose Yes if the test pattern was visible to accept the changes.
- Reload CrashStats if running the installed application version, or quit your web browser and reload the page if using the in-browser applet version.

Problem:

I can't save the PNG file from CrashStats and import it into a Microsoft product.

Solution:

CrashStats will display the PNG file in a new browser window. To save this image to disk right click the image and choose 'Save Picture As...'. All Microsoft products can use PNG files. To use the image in PowerPoint for example, the user simply chooses to insert a picture and selects the PNG file. Image resizing tools are dependent on the exact Microsoft product used.

Problem:

I have selected a query and I do not seem to get any response from the server.

Solution:

WAIT! When performing queries on a large geographical area the server must perform lengthy database calculations and there will be an initial delay before any response is sent to the client. This will occur on any queries that involve the Melbourne Metropolitan Area or the whole of Victoria.

Problem:

I get an icon in a new browser window when performing Summary/Rank queries or saving maps instead of the Adobe Acrobat document.

Solution:

There are a number of problems with Adobe documents appearing in Internet Explorer (IE) browser windows. When you query CrashStats a new browser window should open with the Adobe plug in loaded and the document visible. Sometimes a small icon (a 'placeholder' icon) is all the user gets. One way to fix this is to change the security settings in IE.

To do this in IE select Tools; Internet Options; Security Tab; Select 'Internet Zone'; Custom level; in the Settings area you must have 'Run Active X Controls and Plugins' set to enabled, otherwise the Adobe plug-in will not be able to load; next, in the lower window (the 'Reset Custom settings' window), the selection should be set to medium or lower.

Another cause of the problem is using the Internet Explorer network installation software (IEAK) to set up your browser. If this is the case and you can't change the security settings, try Netscape or another browser.

2. APPENDIX A – CRASHSTATS TERMS & DEFINITIONS

2.1. CrashStats Terms & Definitions

The following information should be taken into account when using CrashStats.

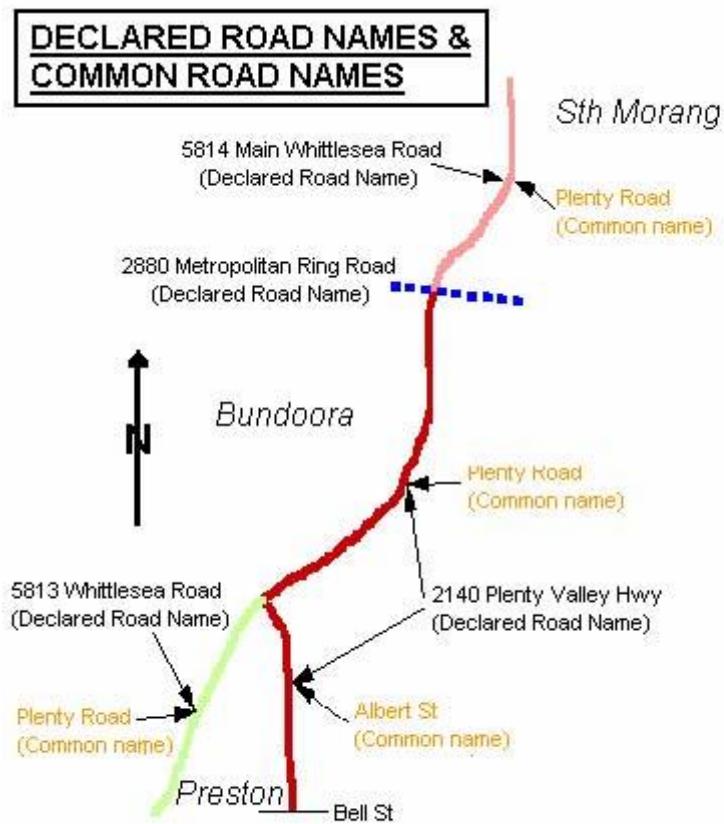
2.1.1. Roads and Road Names

CLASSIFIED OR DECLARED ROADS are Freeways, Highways, Main Roads, Tourist Roads and Forest Roads which are the management responsibility of VicRoads under the Transport Act 1983 (871 roads at Aug'99). Each Declared Road has a unique four digit ROAD NUMBER and a CLASSIFIED or DECLARED ROAD NAME (eg 2140 Plenty Valley Hwy).



Note: Edition 6 of the VicRoads Country Street Directory of Victoria has changed the numbering conventions of highways and freeways. Highways are now in the 6000's range and freeways in the 1000's range. Most road numbers correspond to the earlier Editions' 2000's range eg 2750 (old) is now 6750; 2830(old Eastern freeway) is now 1830 (for freeway sections).

NON-CLASSIFIED OR NON-DECLARED ROADS are all other roads in Victoria excluding the Declared Roads. These roads include local residential streets (brown or grey in the Melways), collector roads (purple in Melways Edition 33, orange in earlier Editions) and some minor arterial roads (mostly red and orange in Melways Edition 33 and red in earlier Editions). Each Non-Declared Road has a COMMON ROAD NAME by which the road is locally known and sign posted. Local Municipalities are responsible for Common Road Names.



Screen Capture 1: Example of Declared Roads and Non-Declared Road Names

2.1.2. Source of Declared Road Names & Common Road Names

1. VicRoads State Directory (VRSD) shows the declared road names (i.e. VicRoads administrative names) for all declared roads. Declared road names are charted on the VRSD along with their road numbers within the practical limitations of map scales. The declared road number is generally labeled alongside each start and the end of the road. In conjunction with line styles, colours and Township maps, it is possible to identify where the declared road starts and ends. Within the Melbourne metropolitan area the enlargement maps show the declared road names, numbers and start and end of the road. Most Common Road names are also shown along side the declared road names.

The production and release of CrashStats and the VicRoads State Directory are not synchronised and will therefore represent different snap shots of the declared road network. Depending on version of CrashStats being used, the user should attempt to reference the release of VRSD, which most closely matches the release date of CrashStats.

2. VicRoads Land Information & Survey Department have also produced a ROAD MANAGEMENT SERIES of maps (June 1998) which cover the State (scale 1:250,000, A1 size). Orders can be placed through the VicRoads Book Shop, phone (03) 9854 2782.

3. The Melway Street Directory predominantly shows Common road names by which the roads are locally known and sign posted. However, more recent editions are beginning to include some VicRoads declared road names on some Highways. For example, Dandenong Valley Hwy/Stud Rd.



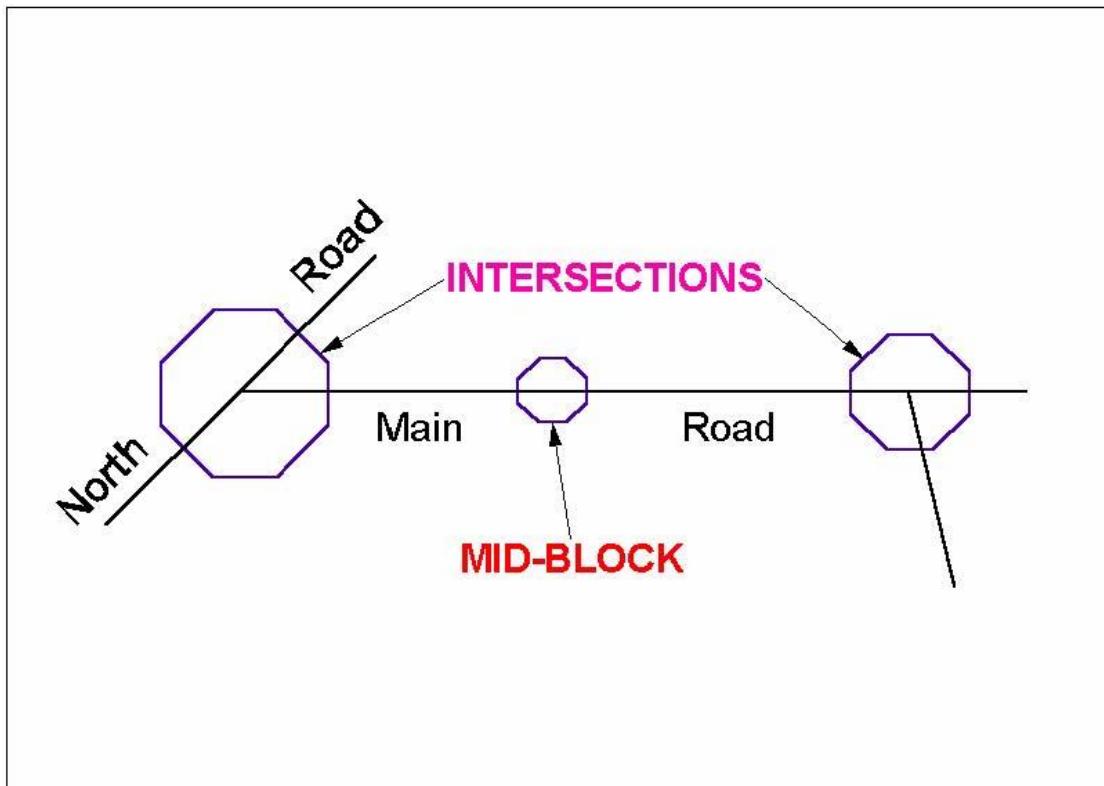
As a general rule: The VicRoads State Directory should be used for determining the CLASSIFIED/DECLARED ROAD NAMES and DECLARED ROAD NUMBERS (Statewide) and for determining COMMON ROAD NAMES outside the metropolitan area. The Melway Directory should be used for determining the COMMON ROAD NAMES within the metropolitan area.

2.2. Aggregated Accident Sites

2.2.1. Intersection & Mid-block Locations

As well as providing exact individual locations for accident sites (within the nearest meter) CrashStats aggregates the location of all accident sites to either:

- Road INTERSECTIONS, where the accidents did occur at intersections; or
- Road Segment MIDBLOCKS, where the accidents did not occur at intersections.
- Any accident that occurred within 10 meters of an intersection is defined as an intersection accident when reporting on all accidents at that intersection. Simple intersections are shown on the map typically as where 2 road lines cross – so within 10 meters of their crossing point accidents are added to the intersection.
- Complex intersections are basically those where one or more simple intersections are very close to each other (usually within 10 meters, sometimes slightly larger as Springvale Junction). For CrashStats these are treated as one intersection.
- Mid-block accidents (between 2 side by side intersections) are aggregated to one point and displayed at one point between the nearest intersections either side of the accident. See the diagram below.



Screen Capture 2: Graphic representation of intersection & mid-block points



Note that the aggregated Mid-block location of an accident site may be quite a long way away from where the accident actually occurred on the road (as shown in the individual sites accident location). Also if the road is shown as having 2 carriageways (such as a freeway) then EACH carriageway has an aggregated mid-block location site.

2.3. Distances Along Roads

CrashStats contains distances from the start of a road for each accident site on the road. For example, when creating a query from the [Site Selection Map](#), the user may select a road length, which will bring up a dialog to select the length of that selected road to add to the query. In the dialog, a list of possible sites along the road is displayed for the user to select from, and next to these site names is a distance from road start value (in kilometers).

This distance from road start in CrashStats is derived by calculation on the computer map used in CrashStats. Note that for each new release of CrashStats, the distance values are recalculated based on the most current information in the database. The distance value of a specific accident from one release of CrashStats, may not be the same distance value in an earlier or later version (but they are usually fairly close).



As a general rule: Distance from road start should only be used as a general guide to accident site location. Do not use distance alone to locate accident sites. Distance should not be used as a sole search criterion in CrashStats. Sites should be located by reference to an intersection if possible.

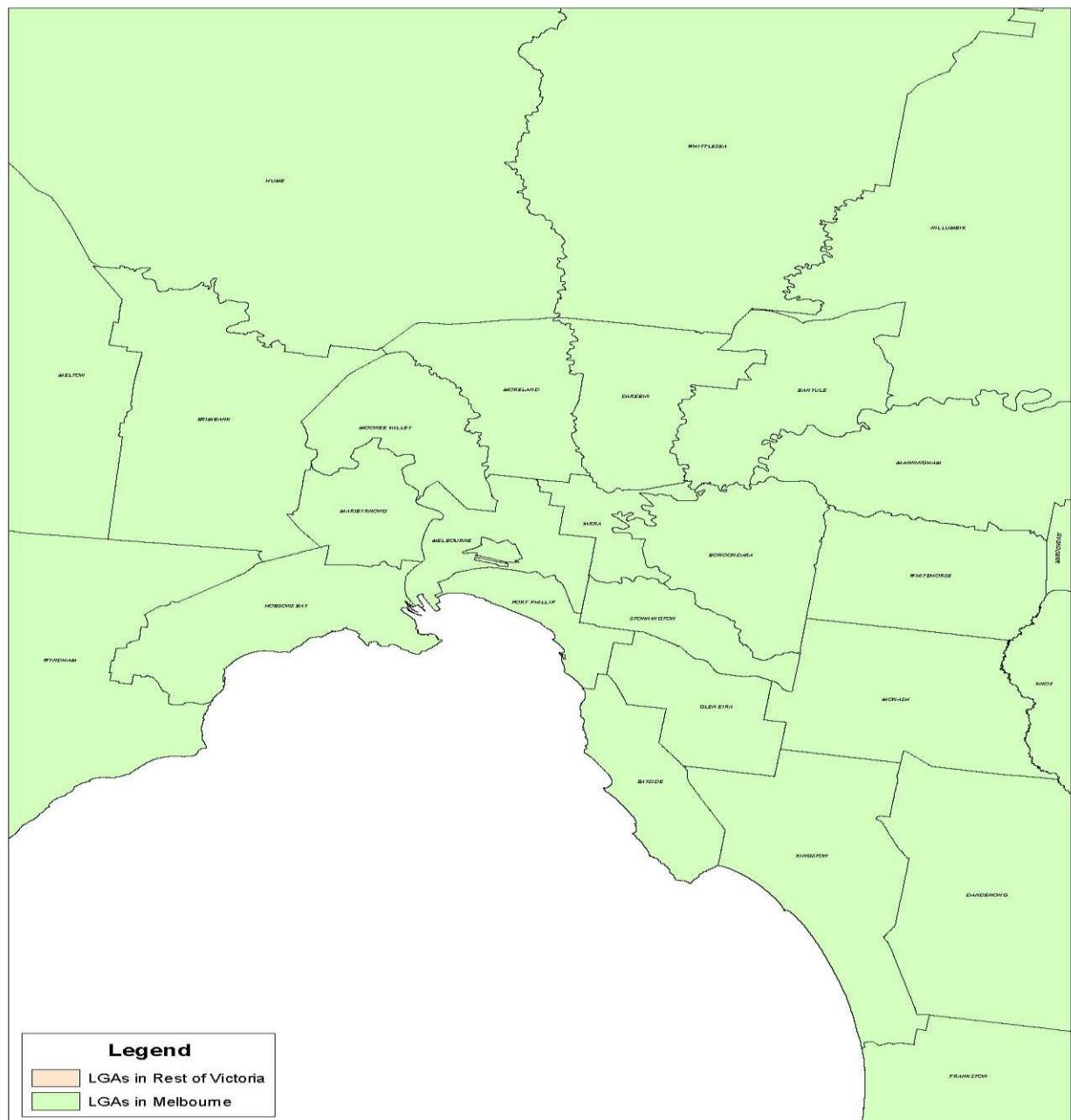
3. APPENDIX B – MAP OF MUNICIPALITIES

3.1. Maps of Municipalities

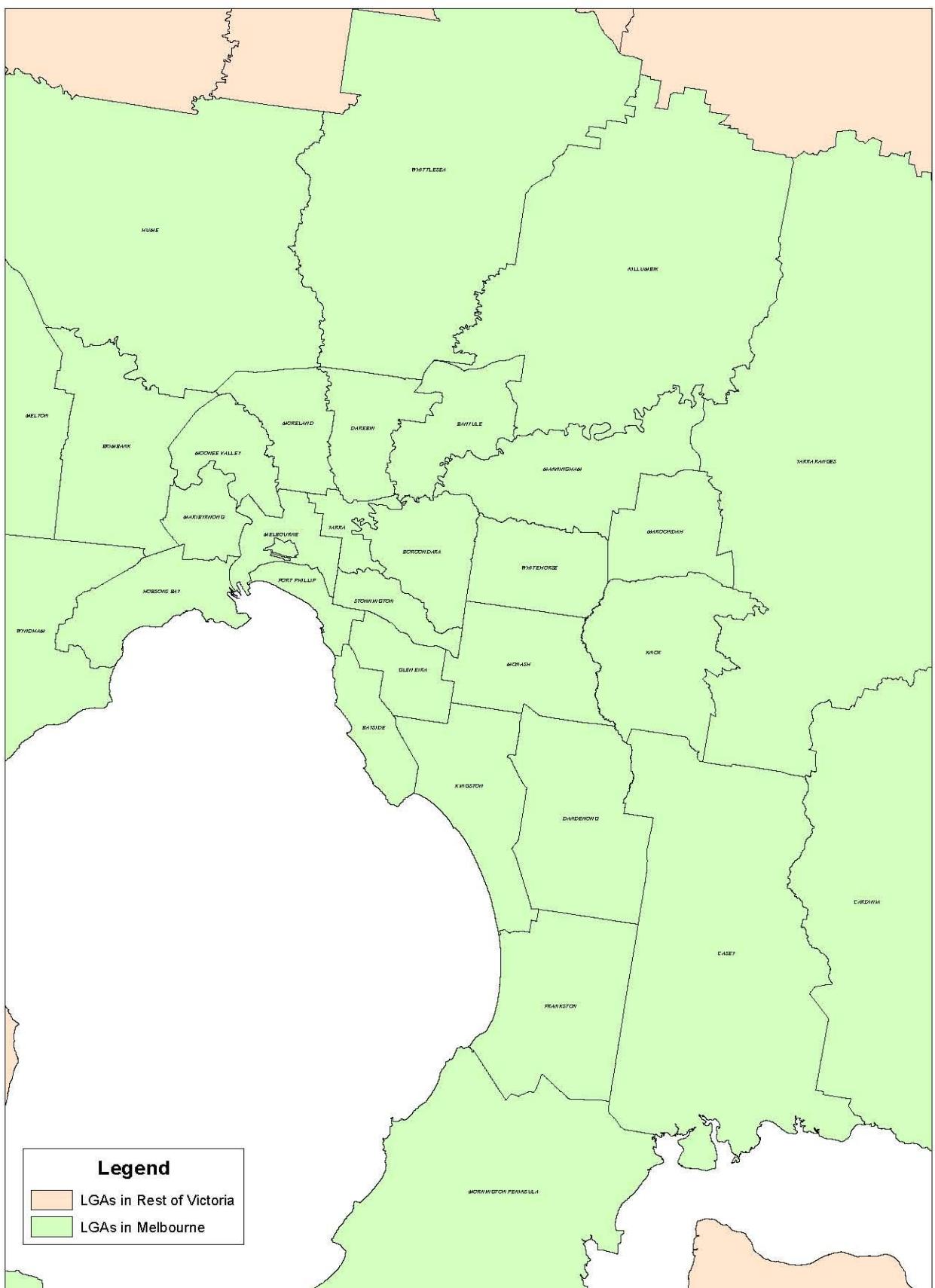
The following pages show the 2006 local government area boundaries.



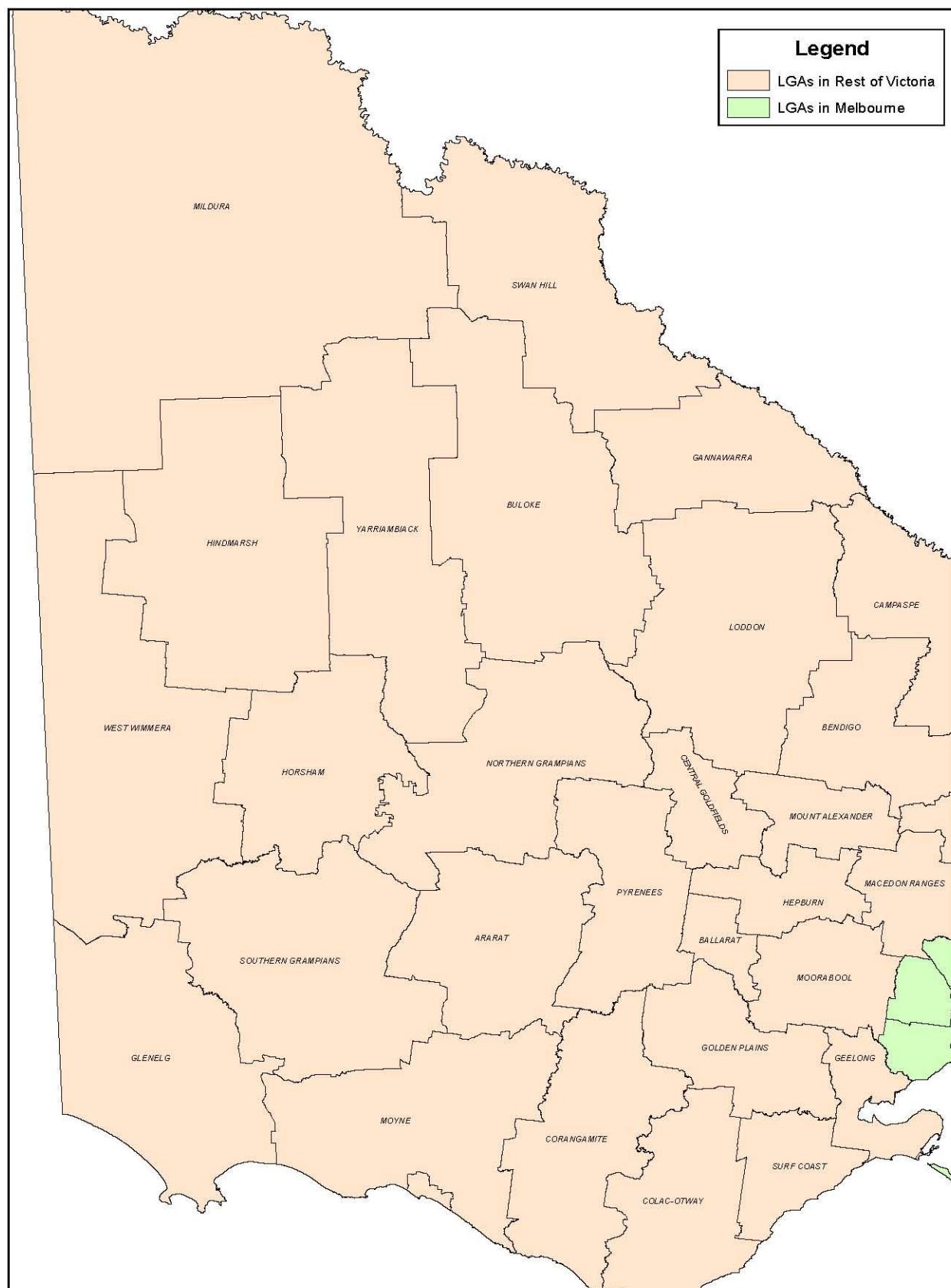
 Note: Docklands is not shown separately. It is within the Melbourne city municipality.



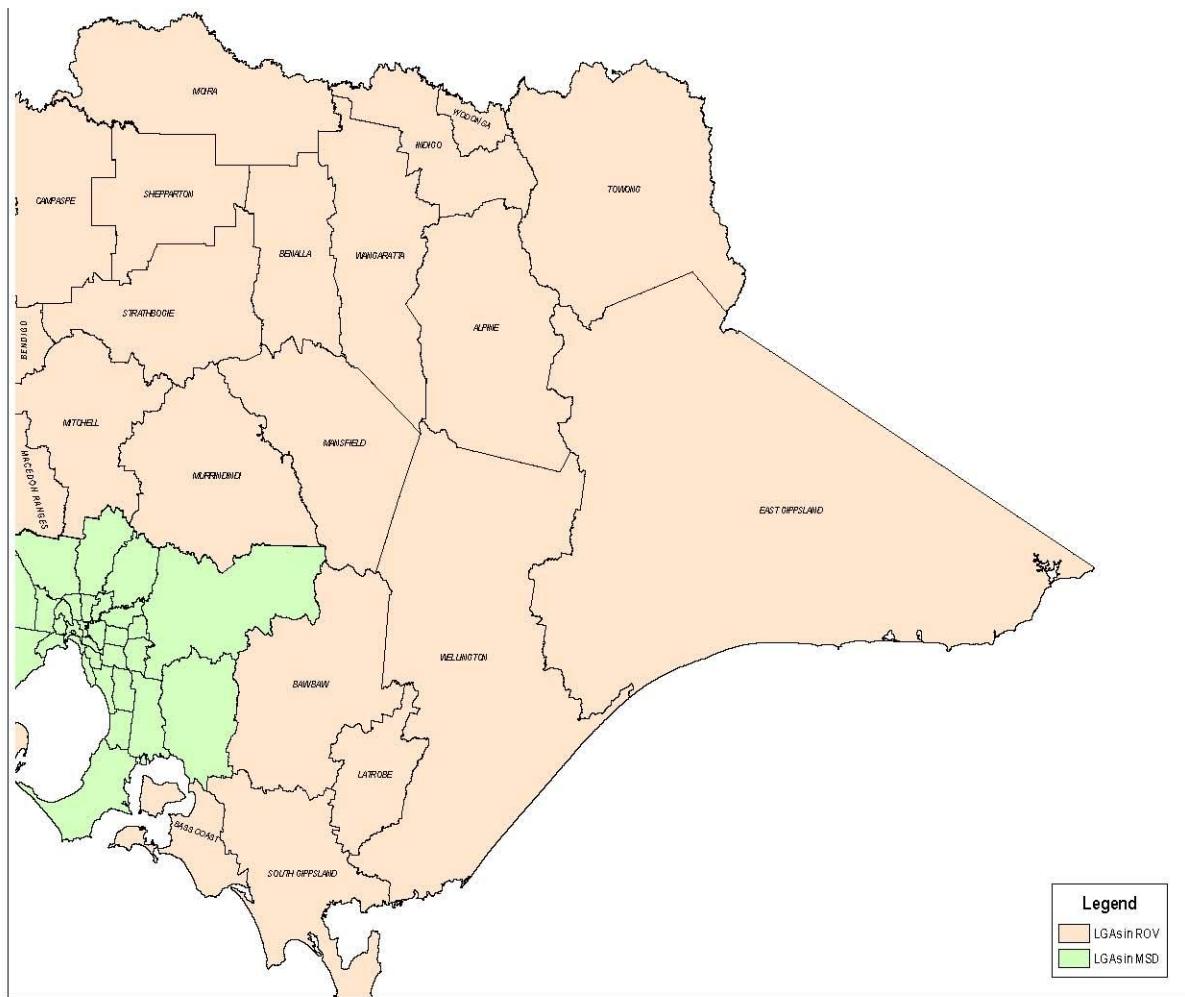
Screen Capture 3: Map of Municipalities in Victoria: Inner Melbourne



Screen Capture 4: Map of Municipalities in Victoria: Melbourne



Screen Capture 5: Map of Municipalities in Victoria: Western Part



Screen Capture 6: Map of Municipalities in Victoria: Eastern Part

4. APPENDIX C – DEFINITIONS FOR CLASSIFYING ACCIDENTS (DCA) CHART

4.1. DCA Chart

PEDESTRIAN ON FOOT IN TOY / PRAM	VEHICLES FROM ADJACENT DIRECTIONS (INTERSECTIONS ONLY)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING
NEAR SIDE 100	CROSS TRAFFIC 110	1 - WRONG SIDE 2 - OTHER HEAD ON (not overtaking) 120	VEHICLES IN SAME LANE 1 → 2 → 130	2 → 1 → 140
EMERGING 101	RIGHT FAR 111	1 → 1 → 121	VEHICLES IN SAME LANE 1 → 2 → 131	1 → 1 → 141 'U TURN INTO FIXED OBJECT PARKED VEHICLE 141
FAR SIDE 102	LEFT FAR 112	1 → 1 → 122	VEHICLES IN SAME LANE 1 → 2 → 132	1 → 2 → 142 LEAVING PARKING 142
PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 103	RIGHT NEAR 113	1 → 1 → 123	VEHICLES IN PARALLEL LANES 1 → 2 → 133	1 → 2 → 143 ENTERING PARKING 143
WALKING WITH TRAFFIC 104	TWO TURNING RIGHT 114	1 → 1 → 124	VEHICLES IN PARALLEL LANES 1 → 2 → 134	2 → 1 → 2 → 144 LANE CHANGE RIGHT (not overtaking) 134
FACING TRAFFIC 105	RIGHT/LEFT FAR 115	1 → 1 → 125	VEHICLES IN PARALLEL LANES 1 → 2 → 135	2 → 1 → 2 → 145 REVERSING 145
ON MEDIAN/FOOTPATH 106	LEFT NEAR 116		VEHICLES IN PARALLEL LANES 1 → 2 → 136	1 → 2 → 146 RIGHT TURN SIDE SWIPE 136
DRIVEWAY 107	LEFT/RIGHT FAR 117		VEHICLES IN PARALLEL LANES 1 → 2 → 137	1 → 2 → 147 LEFT TURN SIDE SWIPE 137
STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 108	TWO LEFT TURN 118			1 → 2 → 148 EMERGING FROM DRIVEWAY - LANE 147
OTHER PEDESTRIAN 109	OTHER ADJACENT 119	OTHER OPPOSING 129	OTHER SAME DIRECTION 139	OTHER MANOEUVRING 149

1. Definition for classifying accidents (DCA) should be determined by first selecting a column using the text above & then by diagrammatic sub-division.
2. The sub-division chosen should describe the general movement of vehicles involved in the initial event. It does not assign a cause to the accident.
3. Supplementary codes have been defined for most sub-divisions. These codes give further detail of the initial event.

Screen Capture 3-B: DCA Chart

DEFINITIONS FOR CLASSIFYING ACCIDENTS

OVERTAKING	ON PATH	OFF PATH ON STRAIGHT	OFF PATH ON CURVE	PASSENGER AND MISCELLANEOUS
 HEAD ON (not sideswipe) 150	 PARKED 160	 OFF CARRIAGEWAY TO LEFT 170	 OFF CARRIAGEWAY RIGHT BEND 180	 FELL IN/FROM VEHICLE 190
 OUT OF CONTROL 151	 DOUBLE PARKED 161	 LEFT OFF CARRIAGEWAY INTO OBJECT - PARKED VEHICLE 171	 OFF RIGHT BEND INTO OBJECT/PARKED VEHICLE 181	 LOAD OR MISSILE STRUCK VEHICLE 191
 PULLING OUT 152	 ACCIDENT OR BROKEN DOWN 162	 OFF CARRIAGEWAY TO RIGHT 172	 OFF CARRIAGEWAY LEFT BEND 182	 STRUCK TRAIN 192
 CUTTING IN 153	 VEHICLE DOOR 163	 RIGHT OFF CARRIAGEWAY INTO OBJECT - PARKED VEHICLE 173	 OFF LEFT BEND INTO OBJECT/PARKED VEHICLE 183	 STUCK RAILWAY CROSSING FURNITURE 193
 PULLING OUT - REAR END 154	 PERMANENT OBSTRUCTION ON CARRIAGEWAY 164	 OUT OF CONTROL ON CARRIAGEWAY 174	 OUT OF CONTROL ON CARRIAGEWAY 184	 PARKED CAR RUN AWAY 194
	 TEMPORARY ROADWORKS 165	 OFF END OF ROAD 'T' INTERSECTION 175		
	 STRUCK OBJECT ON CARRIAGEWAY 166			
	 ANIMAL (not ridden) 167			
				OTHER 198
OTHER OVERTAKING 159	OTHER ON PATH 169	OTHER STRAIGHT 179	OTHER CURVE 189	UNKNOWN 199

4. The number 1,2 identify individual vehicles involved when the DCA is linked with other vehicle/driver information.

5. These codes were used for 1987 accidents and replace the Road User Movement (RUM) code.

5. APPENDIX D – “SAVE DATA”

5.1. “Save Data” function extract format

The following pages list the fields in the database. They are listed in alphabetical order of Common Name. These are the fields that CrashStats data is stored in when ‘Save Data’ function button is chosen.

5.1.1. Data (Table) Structure

9 Files are created when the ‘Save Data’ function is used. These are:

FILE/TABLE	COMMENT
accident	basic accident details, time, severity, location...
person	person based details, age, sex etc
vehicle	vehicle based data, vehicle type, make etc
accident_event	sequence of events e.g.: left road, rollover, caught fire
road_surface_cond	whether road was wet, dry, icy etc
atmospheric_cond	rain, winds etc
sub_dca	detailed codes describing accident
accident_node	master location table (NB subset of accident table)
accident_chainage	has detailed route and chainage data



MOST USERS should find that their data needs are met by just using the accident table only or, occasionally, by simple individual querying of the person, vehicle etc tables. Details of the most used fields in these files are contained in the Appendices.

5.1.2. Joining Files/Tables

For complicated data interrogations the tables must be joined. Only a brief discussion is provided here. If there are any difficulties please contact VicRoads directly.

The “accident_no” field is the main joining key between the 7 non-locational tables (the first 7 tables listed above). The “person_id” and the “vehicle_id” fields are also joining keys between the vehicle and person tables (eg for finding which person was in which vehicle in the accident).

For locational data the accident_no field is the critical joining key and then the “node_id” field enables joining to the “accident_chainage” table.



NOTE: The accident table from the ‘Save Data’ output is really the raw accident table already joined to the “accident_node” table. That is the accident table already includes most of the basic locational information in it.

5.1.3. Complex Locational Data Processing (Including - Accident Blackspot Sites)

This is NOT readily available from the fields provided. An overview of the requirements is below.

Basically to derive an accident blackspot intersection count requires counting the number of accidents exactly located at the target intersection. A simple intersection is defined as where 'node_type = 1' and 'complex_int_no = 0' PLUS those accidents within 10 metres of that intersection. IF the site is a complex intersection (e.g. Springvale Junction), then the count is done of all accidents with the same complex_int_no PLUS those accidents within 10 metres of any of the individual, simple intersections that make up the complex intersection.

For accident blackspot mid-block (non-intersection) sites you can only calculate accident blackspot counts at the total mid-block level (identified by a unique segment_id in the accident_chainage table). That is a mid-block or road segment is defined as the stretch of road between adjacent intersections. Also note that accidents within 10 meters of terminating intersections must be excluded.

Calculation of accident blackspot/blacklengths that are smaller or larger than the mid-block/road segment is not covered here.

5.1.4. List of major database fields and data dictionary

COMMON NAME: Accident number

TYPE: Character

DATABASE NAME: accident_no

SIZE: 12

SOURCE: ADDS - Police data entry system

COMMENTS: Until November 2005, 11 character field with the first character for police district, characters 2 to 5 are the year in which the form was registered by ADDS, characters 6 through 11 are a numeric sequencing number.

VALUES: Example: 12001012345, T20060006259

From November 2005 onwards 11 character field reads as follows:
1st character is T, character 2-5 – are the year in which record/form was generated, character 6-12 are a numeric sequences numbers.

Where the last 6 digits (012345) is the form number of the accident (starts at 1 for any given year)



NOTE: From November 2005 the accident number field was changed to be 12 character field, starting with **T** (for example, **T20060123456**)

Where characters 2 to 5 are the year in which accident was registered;

Where characters 6 to 12 are a numeric sequencing numbers

COMMON NAME: Accident type

TYPE: Numeric

DATABASE NAME: accident_type

SIZE:

SOURCE: 1989 - ADDS - 510 Accident report form

COMMENTS: See also the more detailed DCA (Definitions for Classifying accidents) field

VALUES: Code Description

- 1 Collision with vehicle
- 2 Struck pedestrian
- 3 Struck animal
- 4 Collision with a fixed object
- 5 Collision with some other object
- 6 Vehicle overturned (no collision)
- 7 Fall from or in moving vehicle
- 8 No collision and no object struck
- 9 Other accident

COMMON NAME: Age

TYPE: Numeric

DATABASE NAME: age

SIZE: 4

SOURCE: 1989- Calculated from date of birth

COMMENTS: Age of person involved in the accident.

Not possible to identify age 0 persons in 1987, 1988.

VALUES: 000 - 998 Real age of person

999 Age not known

COMMON NAME: AMG (Australian Map Grid coordinate System)

TYPE: Numeric

DATABASE NAME: AMG_X, AMG_Y

SIZE:

SOURCE: Calculated coordinates ("Pseudo AMG")

COMMENTS: With the emergence of digital mapping (mid 1980's), the (then) Lands Department of Victoria defined a projection which would allow Victoria to be viewed as a single, continuous map coverage, rather than as multiple zones. This projection, known in VicRoads as Pseudo AMG, is based on AGD 66, but uses a UTM modified to have scale distortion of 1.0 at its centre, a centre based on 145 degrees longitude (Melbourne) and a single zone covering the whole state.

Conversions of pseudo AMG coordinates to/from AMG involves direct mathematical calculation firstly into geographical (latitude, longitude) and then into grid (ie AMG or pseudo AMG) coordinates.

Conversion of AMG or pseudo AMG coordinates to/from Old Grid coordinates is generally via geographical coordinates. However, because the ellipsoids for AGD 66 and Old Grid do not correspond, empirical-determined corrections are necessary to overcome this

misalignment.

Coordinate transformation software is available from the following website:

<http://www.geom.unimelb.edu.au/gda94>

Description: Pseudo AMG

	Geodetic Datum	Projection Scheme
Pseudo AMG	AGD66	Transverse Mercator Origin: 0° Central Meridian: 145°E Central Scale Fact: 1. Unit: Metre False Easting: 500,000 m False Northing: 10,000,000 m

COMMON NAME: Atmospheric conditions

TYPE: Numeric

DATABASE NAME: atmosph_cond

SIZE: 4

SOURCE: ADDS - 510 Accident report form

COMMENTS: Atmospheric conditions as recorded by the reporting officer. If required, two conditions are reported.

All codes entered must be compatible with other atmospheric conditions entered for the accident. E.g. If first condition is clear (code 1) then the other can not be raining (2), snowing (3) or 4, 5 and 6.

VALUES: Code Description

- 1 Clear
- 2 Raining
- 3 Snowing
- 4 Fog
- 5 Smoke
- 6 Dust
- 7 Strong winds
- 9 Not known

COMMON NAME: Complex intersection number/identifier

TYPE: Numeric, integer

DATABASE NAME: complex_int_no

SIZE:**SOURCE:** VicRoads**COMMENTS:** Unique integer identifier for the complex intersection.**DEFINITION:** Complex intersections are basically simple intersections grouped together because they are extremely close to each other (typically within 20 metres). One of the largest sites is Springvale Junction (intersection of Springvale and Dandenong Road Melway Map 80A4). For a proper count of accidents VicRoads normally adds up all accidents at any part of the complex intersection (i.e. with the same complex_int_no) together PLUS accidents within 10 metres of any individual intersection that is part of the complex intersection. This is used for example in accident blackspot figures or site ranking counts.**NOTE – SEE SITE IDENTIFIER FIELD ALSO****COMMON NAME:** Database record identifier**TYPE:** Numeric**DATABASE NAME:** ID**SIZE:** 6**SOURCE:** Swinburne University - programmatically derived.**COMMENTS:** Used for matching records in CrashStats system. ID is the primary key for matched records.**VALUES:** 000001-999999 Valid ID**COMMON NAME:** Date of accident**TYPE:** Date**DATABASE NAME:** accident_date**SOURCE:** Police Report form.**COMMENTS:****VALUES:** Australian format DD/MM/YYYY

(e.g.: 10 July 1995 = 10/07/1995).

COMMON NAME: Day of week**TYPE:** Numeric**DATABASE NAME:** day_of_week**SIZE:****SOURCE:** ADDS - Police data entry system

1989-on: 510 Accident report form or derived directly from the Accident Date.

VALUES: Code Description

- 1 Sunday
- 2 Monday
- 3 Tuesday
- 4 Wednesday
- 5 Thursday
- 6 Friday
- 7 Saturday

COMMON NAME: DCA (Definitions for Classifying Accidents)

TYPE: Char

DATABASE NAME: dca_code

SIZE: 3

SOURCE: 1989 on - VicRoads staff (see comments below)

COMMENTS: Where a choice of DCAs existed other accident variables were used to resolve this conflict.

DCA Code is consistent with other data such as Accident Type, Road Geometry, Road Character, Traffic Control and number of vehicles.

VALUES: Refer to Appendix C – DCA Chart

COMMON NAME: DCA arrow

TYPE: Char

DATABASE NAME: vehicle_dca_code

SIZE:

SOURCE: VicRoads Data Entry System - added by Vic Roads staff.

COMMENTS: This field links the vehicle with the movement depicted in the DCA chart. For example if the DCA for this accident is "111" and vehicle_dca_code has a value of "2" then inspection of the DCA chart will show that this vehicle is turning right.

REFER to Appendix C - DCA CHART.

See also initial_direction and final_direction fields

VALUES: Code Description

- 1 Vehicle 1
- 2 Vehicle 2
- 3 Not known which vehicle was number 1
- 8 Not involved in initial event

COMMON NAME: DCA Group of the Accident

TYPE: Numeric

DATABASE NAME: dcacat (in cs_accident_info)

SIZE:

SOURCE: Swinburne

COMMENTS: DCA Group of the dca_rta.

This value is calculated from pre-existing table data and stored in cs_accident_info during the database import procedure.

VALUES: Value Category (DCAs)

- 1 Pedestrian (100-109)
- 2 Cross traffic (110)
- 3 Right turn near (113)
- 4 Head on - not overtaking (120)
- 5 Right turn against (121)
- 6 Rear end (130-132)
- 7 Head on - overtaking (150-159)
- 8 Off path on straight (170-179)
- 9 Off path on curve (180-184)
- 10 Other

COMMON NAME: Direction of vehicle (initial direction)

TYPE: Character

DATABASE NAME: initial_direction

SIZE: 2

SOURCE: Initial direction of travel of the vehicle.

COMMENTS: For vehicles that are turning, initial and final directions will be different. For non turning vehicles, initial and final directions will be the same.

VALUES: Code Description

- AT At intersection
- E East
- N North
- NE North-east
- NW North-west
- S South
- SE South-east
- SW South-west
- NK Not known
- X Not known

COMMON NAME: Distance from start of road

TYPE: Integer

DATABASE NAME: chainage

SIZE:

SOURCE: Computed from VicRoads Road Network Database.

COMMENTS: The field contains distance in meters from the START for all roads.

Take care with freeways and some of the larger dual carriageway roads (ones that actually have 2 carriageways drawn on the computer map). There is a slightly different distance for each carriageway (even though the start of these roads is the same, every time there is a curve the carriageway on the inside of the curve gives a shorter distance than the one on the outside of the curve).

COMMON NAME: Horizontal Grid reference

See Map reference

COMMON NAME: Injury to person

TYPE: Numeric

DATABASE NAME: inj_level

SIZE:

SOURCE: Derived from Police data entry system.

COMMENTS: Injury level to person as recorded on the 510 accident report form and derived by Vic Roads.

As a result of the revised wording on the 1989 Police 510 form for 'injuries received', the proportion of accidents classified as casualty and property damage have changed for 1989 when compared with previous years. In order to maintain continuity of accident severity and injuries received over a number of years new variables for accident severity and injury have been defined.

Severity

- 1 Fatal accident
- 2 Serious injury accident (at least one in accident sent to hospital, possibly admitted)
- 3 Other injury accident
- 4 Non injury accident

Injury (inj_level)

- 1 Fatal injury (i.e. killed or died within 30 days)
- 2 Serious injury (sent to hospital, possibly admitted)
- 3 Other injury (typically requires medical treatment (bruising, contusions, unconscious, pain etc. OR complained of pain soreness, etc.)
- 4 Non injury

Conversion rules for 1989 onwards data.

These rules take advantage of the field 'admitted to hospital' that only occurs after the 1988 form.

Refer to the Police 510 form Part1 and the Police coding instruction sheet.

Police Police severity Inj_level
Injury Admitted to (derived) (derived)
Code Hospital code

1 any 1 1
2 any 2 2
3 Y 2 2
3 N 3 3
4 Y 2 2
4 N 3 3
5 any 4 4

COMMON NAME: Licence – State, International etc

TYPE: Character

DATABASE NAME: licence_state

SIZE: 1

SOURCE: VicRoads Licence Database

COMMENTS: The state etc that the licence was issued.

Compare reg_state field (vehicles' state of registration)

VALUES: A – ACT

B – Commonwealth

D – Northern Territory

N – New South Wales

O – Overseas

Q – Queensland

S – South Australia

T – Tasmania

V – Victoria

W – West Australia

Z – Not known

(BLANK) – not available

COMMON NAME: Light conditions

TYPE: Numeric

DATABASE NAME: light_condition

SOURCE: ADDS - 510 Accident report form

COMMENTS: Light conditions as recorded by the reporting police officer.

Must match the time of accident (for the month of the year).

VALUES: Code Description

- 1 Day
- 2 Dusk/dawn
- 3 Dark street lights on
- 4 Dark street lights off
- 5 Dark no street lights
- 6 Dark street lights unknown
- 9 Unknown

COMMON NAME: Local Government Area Name

TYPE: Character

DATABASE NAME: lga_name

SIZE: 25

SOURCE: VicRoads Road Network Database.

COMMENTS: Take care with sites on the borders of LGAs. These generally have 2 (or more) LGA names describing them. The borders are shown on the computerised road map used in CrashStats. These generally agree very closely with the Melways borders etc.

COMMON NAME: Map reference

TYPE: Character

DATABASE NAMES: (5 Fields): Directory, Edition, Page, grid_reference_x, grid_reference_y

SIZE: Respectively 3, 6, 4, 2, 2

SOURCE: VicRoads Land Information and Survey.

COMMENTS: Directory Edition - either using a Melways Edition number or VicRoads State Directory Edition number, or blank meaning accident not located.

Page – map page number of the corresponding Melways or VicRoads State Directory.

Take care with outer Melbourne and Geelong locations as new editions of the Melways often renumber their maps or change the coverages of existing maps or add entirely new maps.

REFER to SORT ORDER help notes.

VALUES: Directory

Code Description

VRSD VicRoads State Directory Edition
MEL Melways Edition
(blank) Not locatable on map

Edition

28,29,... Melways Editions 28,29,...
3,4,... VicRoads State Directory Edition 3, 4, ...

Page

Value Description

2A-2T Melways inner city enlargements
3-999 Normal maps (either Melways or VRSD)
216A, 209A, 144A, 175A, 243A etc
Melways maps with alphabetic character (usually
enlargements)

Horizontal Grid

Value Description

A to Z Alphabetic capitals

Vertical Grid

Value Description

1... Numeric

COMMON NAME: Node Identifier

TYPE: Numeric, integer

DATABASE NAME: node_id

SIZE:

SOURCE: VicRoads

COMMENTS: Unique integer identifier for the exact accident location on
VicRoads digital map of Victoria (the RNDB).

Value of 0 means that site cannot be located with reference to the map (i.e.
that usually the Police description was too vague to
enable exact locating).

NOTE – SEE ‘SITE IDENTIFIER’ FIELD ALSO

COMMON NAME: Node Type

TYPE: Character

DATABASE NAME: node_type

SIZE: 1

SOURCE: VicRoads

COMMENTS: The current spatial (“on map”) location type.

VALUE: I – Intersection
N – Non-intersection
O – Off-road
U - Unknown

COMMON NAME: Number of people involved.

TYPE: Numeric

DATABASE NAME: no_persons

SIZE: 4

SOURCE: Derived from the 510 accident report form.

VALUES: Range 1 to 9999

COMMON NAME: Number of people with a given injury level

TYPE: Numeric

DATABASE NAME: No_persons_killed, No_persons_inj, No_persons_inj_2,
No_persons_inj_3, no_persons_not_inj

SIZE: 4

SOURCE: Derived from the 510 accident report form using the rules outlined
in the field (Injury to person).

COMMENTS: These values were created in 1990 as a result of the change in
the wording on the Police accident report form.

See 'Injury to person' field for more details.

VALUES: Range 0 to 9999

COMMON NAME: Number of vehicles

TYPE: Numeric

DATABASE NAME: no_of_vehicles

SIZE: 4

SOURCE: 510 Accident report form - derived from accident record.

COMMENTS: Includes bicycles but not objects, property, toys (skate boards),
etc.

COMMON NAME: Object hit

TYPE: Numeric

DATABASE NAME: object_type

SIZE:

SOURCE: VicRoads Data Entry System (ACCENT) - completed by VicRoads
staff from the object hit code and the diagram and

narrative on the 510 accident report form.

COMMENTS: Type of object hit in this event.

Correlates with Sub DCA types.

VALUES: Code Description

- 01 Pole (telephone/electricity)
- 02 Tree (shrub/scrub)
- 03 Fence/wall (including gates)
- 04 Embankment
- 05 Guide post (including km post)
- 06 Traffic sign (no parking/no standing)
- 07 Guard rail
- 08 Fire hydrant
- 09 Building
- 10 Other fixed (railway, furniture, culvert, telephone box, etc)
- 11 Not known
- 12 Traffic signal (traffic lights)
- 13 Bridge (off path - see 21)
- 14 Barrier (road closure)
- 17 Traffic island
- 21 Bridge (on path - see 13)
- 23 Roadworks (dirt, sign, barrier, excavation)
- 24 Safety zone (e.g. tram safety zone)
- 30 Kerb (if it is protruding)
- 31 Tame animal (cats and dogs etc.)
- 32 Cattle (includes steers, bulls, cows)
- 33 Sheep
- 34 Horse (not ridden)
- 35 Other tame animals
- 36 Kangaroo (includes wallabies)
- 37 Wombat
- 38 Wild animal (includes birds)
- 39 Unknown animal

COMMON NAME: Pedestrian movement

TYPE: Character

DATABASE NAME: pedest_movement

SIZE: 1

SOURCE: ADDS - Police data entry system

COMMENTS: Pedestrian movement as recorded on the 510 accident report form.

VALUES: Code Description

- 0 Not applicable
- 1 Crossing carriageway
- 2 Working, playing, lying or standing on carriageway

- 3 Walking on carriageway with traffic
- 4 Walking on carriageway against traffic
- 5 Pushing or working on vehicle
- 6 Walking to, from or boarding tram
- 7 Walking to, from or boarding other vehicle
- 8 Not on carriageway (e.g. footpath)
- 9 Not known

COMMON NAME: Police attendance

TYPE: Numeric

DATABASE NAME: police_attend

SIZE:

SOURCE: ADDS - 510 Accident report form

COMMENTS: Whether or not the police attended the scene of the accident.

VALUES: Code Description

- 1 Yes
- 2 No
- 9 Not known

COMMON NAME: Police district

TYPE: Character

DATABASE NAME: First character in accident number field.

SIZE:

SOURCE: VicPol (Victoria Police)

COMMENTS: The police district that the accident occurred in.

VALUES: Current districts 1 to 5. Old police districts (for older accidents A – Q).

COMMON NAME: Police Location Description

TYPE: Character

DATABASE NAME:

SOURCE: Police form / data entry system

COMMENTS: Exact copy of the raw / original police entry for the map reference and street location before any 'recoding' by VicRoads.

COMMON NAME: Region (VicRoads Administrative Region)

TYPE: Character

DATABASE NAME: region_name

SIZE: 35

SOURCE: VicRoads

COMMENTS:

VALUES: Code Description

- 1 Eastern
- 2 Metropolitan North West
- 3 Metropolitan South East
- 4 North East
- 5 Northern
- 6 South Western
- 7 Western

COMMON NAME: Road geometry

TYPE: Numeric

DATABASE NAME: road_geometry

SIZE:

SOURCE: ADDS - 510 Accident report form

COMMENTS: Road geometry as recorded by the reporting police officer.

VALUES: Code Description

- 1 Cross intersection
- 2 'T' Intersection
- 3 'Y' Intersection
- 4 Multiple intersections
- 5 Not at intersection
- 6 Dead end
- 7 Road closure
- 8 Private property
- 9 Unknown

COMMON NAME: Road names

TYPE: Character except for complex_int_no, supernode_no,
distance_location

DATABASE NAMES: road_name_1 to 3, road_type_1 to 3, road_desc_1 to
3, complex_int_no, supernode_no, distance_location,
direction_location

SIZE: name 45, type 15, desc 20

TABLE: accident_node

SOURCE: ADDS - Police data entry system with VicRoads verification.

COMMENTS: Accidents at Intersections

Simple intersections use **road_name_1**, **road_type_1**, **road_desc_1** and
road_name_2, **road_type_2**, **road_desc_1**.

Complex intersections (where 2 intersections are typically within 20 metres of each other – measured centre to centre) also use **complex_int_no** as an additional description.

Freeway interchange intersections (such as ramp with through freeway carriageway or overpass road) also have an interchange descriptor. This uses a look up table of descriptors using the **supernode_no** field.

Accidents at mid-block

Simple mid-blocks use as the through road descriptor **road_name_1**, **road_type_1**, **road_desc_1**. The intersections at either end of a mid-block use as descriptors respectively **road_name_2** etc and **road_name_3** etc.

Freeway mid-block sites additionally often describe which carriageway the accident was on (using **road_desc_1**) and the ‘intersections’ at either end of the mid-block have interchange descriptors if appropriate (see above ‘Freeway interchange intersections supernode_no’).

Exact locations in metres from a reference site are also added to the road names description using the **distance_location** and **direction_location** fields. These are respectively the distance in metres from the reference point and direction (e.g. E, N, W etc). The reference point is usually the intersection described by **road_name_2** but can also be a landmark or an on-road kilometrage post etc.

NOTE:

THESE FIELDS FROM THE ACCIDENT_NODE DATABASE TABLE ARE THE MASTER SITE LOCATION FIELDS. DO NOT USE THE LOCATION FIELDS IN THE “ACCIDENT” DATABASE TABLE.

COMMON NAME: Road Number (Route number)

TYPE: Integer

DATABASE NAME: **road_route_1** in table ACCIDENT_NODE
route_no in accident_chainage

SIZE:

SOURCE: VicRoads official Road Number as used in its locational database (the Road Network Database - RNDB). Refer also VicRoads "State Directory" Editions (though very occasionally numbers vary between editions or new routes are added).

COMMENTS: This is the primary road/route number for road_name_1.

NOTE though for intersections multiple values are possible and the extra values are found using the route_no field in the ACCIDENT_CHAINAGE table eg the intersection of Springvale road (number 2400) and Dandenong Road (number 2510).

VALUES: Group Classifications are:

- 2000-2999 Freeways or Highways
- 3000-3999 Forest Rds
- 4000-4999 Tourist Rds
- 5000-5999 Main Rds
- 7000-7999 Ramps (mainly Freeway ramps)
- >=100,000 Unclassified Roads e.g. Council / 'Local' roads

COMMON NAME: Road surface conditions

TYPE: Character

DATABASE NAME: surface_cond

SIZE: 1

SOURCE: ADDS - 510 Accident report form

COMMENTS: Road surface conditions as recorded by the reporting officer.

VALUES: Code Description

- 1 Dry
- 2 Wet
- 3 Muddy
- 4 Snowy
- 5 Icy
- 9 Unknown

COMMON NAME: Road surface type

TYPE: Character

DATABASE NAME: road_surface_type

SIZE:

SOURCE: Police accident report form - ADDS

COMMENTS: Prior to 1990 only one road surface was stored. This value is stored with the first vehicle.

Road surface for 1990 is available for each vehicle in the collision.

VALUES: Code Description

- 1 Paved
- 2 Unpaved

3 Gravel
9 Not known

COMMON NAME: Road user type

TYPE: Character

DATABASE NAME: road_user_type

SIZE: 2

SOURCE: VicRoads Data Entry - automatically assigned by system.
Reference is made to type of vehicle and seating position.

COMMENTS: Road user type.

VALUES:

Code	Description	Vehicle Type
1	Pedestrian	
2	Driver (of cars, trucks etc.)	1-9, 17
3	Passenger (car, truck, bicycle etc.)	1-9, 13, 17
4	Motor cyclist	10-12
5	Pillion passenger	10-12
6	Bicyclist	13
7	Other driver (horse, tram, train)	14-16
8	Other pass	14-16
9	Not known	99

COMMON NAME: Seat belt / restraint wearing

TYPE: Character

DATABASE NAME: helmet_belt_worn

SIZE:

SOURCE: ADDS - Police data entry system.

COMMENTS: Seat belt, helmet or child restraint wearing.

VALUES: Code Description

- 1 Seatbelt worn
- 2 Seatbelt not worn
- 3 Child restraint worn
- 4 Child restraint not worn
- 5 Seatbelt/restraint not fitted
- 6 Crash helmet worn
- 7 Crash helmet not worn
- 8 Not appropriate

9 Not known

COMMON NAME: Seating position

TYPE: Character

DATABASE NAME: seating_position

SIZE: 2 Characters

SOURCE: ADDS - Police data entry system.

COMMENTS: Obtained from the 510 accident report form.

VALUES: Code Description

- CF Centre-front
- CR Centre-rear
- D Driver or rider
- LF Left-front
- LR Left-rear
- NA Not applicable
- NK Not known
- OR Other-rear
- PL Pillion passenger
- PS Motor-cycle side car passenger
- RR Right-rear

COMMON NAME: Severity

TYPE: Character

DATABASE NAME: severity

SIZE:

SOURCE: Derived from values in inj_level for each person involved in the accident. See the 'Injury to Person' field.

COMMENTS: The value recorded on the 510 accident report form may be modified by VicRoads staff so that it is consistent with individual injury codes. See the 'Injury to Person' field.

VALUES: Code Description

- 1 Fatal accident
- 2 Serious injury accident
- 3 Other injury accident
- 4 Non injury accident

COMMON NAME: Sex

TYPE: Character

DATABASE NAME: sex

SIZE:**SOURCE:** ADDS - Police data entry system**COMMENTS:** Sex of person as recorded on the 510 accident report form.**VALUES: Code Description**

F Female
M Male
U Not known

COMMON NAME: Site Identifier (Intersection and Mid block)**TYPE:** Numeric**DATABASE NAME:** site_type, site_id (in cs_accident_info)**SIZE:** 1**SOURCE:** CrashStats database import process.**COMMENTS:** Node types in CrashStats are distinguished by a site_type value in cs_accident_info. This value is calculated during the database import procedure from data in existing RNDB tables. The site_id value, also obtained during the import procedure, depends on the site_id value as seen in the table below.**VALUES:**

site_type	Description	site_id value
1	Complex Intersection	complex_int_no
2	Simple Intersection	node_id
3	Road segment	segment_id (from road_segment)
4	Road segment with no chainage value	node_id
5	Nodeless accidents (accidents with no accident_node)	0

COMMON NAME: Sort Key**TYPE:** Character**DATABASE NAME:** sortkey**SIZE:** 70 Characters**SOURCE:** Swinburne University - programmatically derived.**COMMENTS:** The sortkey is used to group accidents together by their directory (Melways or VicRoads State Directory) location.

It is used in ‘sort by location’ in listing reports.

VALUES: The sortkey is derived from a number of database fields that are concatenated together.

Directory Specifies the directory (Melways or VicRoads State Directory)

Edition The directory edition.

Page The page number of the directory.

Grid_reference_x The x grid reference on the page specified above..

Grid_reference_y The y grid reference on the page specified above.

Actual_route_no The route number of the accident.

Actual_chainage The chainage value of the accident.

Node_Id The node id of the accident.

COMMON NAME: Speed zone (limit)

TYPE: Character

DATABASE NAME: speed_zone

SIZE: 3

SOURCE: ADDS - 510 Accident report form

COMMENTS: Speed zone as recorded by the reporting police officer.

VALUES: Code Description

040 40 km/hr

050 50 km/hr

060 60 km/hr

075 75 km/hr

080 80 km/hr

090 90 km/hr

100 100 km/hr

110 110 km/hr

777 Other speed limit

888 Camping grounds, off road

999 Not known

COMMON NAME: Sub DCA codes

TYPE: Character

DATABASE NAME: sub_dca_code

SIZE: 3

SOURCE: VicRoads Data Entry System - added by VicRoads staff from information obtained from the diagram and narrative.

COMMENTS: Supplementary information for the DCA (accident classification) used for a particular accident.

VALUES:

ID	Name
A01	Vehicle entering intersection
A02	Vehicle leaving intersection
A03	Vehicle within intersection
A04	Vehicle in left turn slip lane
B01	Vehicle going straight through
B02	Vehicle turning right
B03	Vehicle turning left
B04	Vehicle reversing
C01	Pedestrian stepped off media strip
C02	Pedestrian stepped off safety zone, tram shelter
D01	Pedestrian emerged from behind car
D02	Pedestrian emerged from behind truck
D03	Pedestrian emerged from behind bus
D04	Pedestrian emerged from behind tram
D05	Pedestrian emerged from behind motorcycle
D06	Pedestrian emerged from behind other vehicles
D07	Pedestrian emerged from behind vehicle not known
E01	Pedestrian playing
E02	Pedestrian walking
E03	Pedestrian lying
E04	Pedestrian standing
E05	Pedestrian working/pushing or working on vehicle
E06	Pedestrian activity not known
F01	No paved footpath
F02	Paved footpath
F03	Footpath unknown
F04	Not on footpath
G01	Vehicle moving forward under control
G02	Vehicle moving forward out of control
G03	Vehicle moving back under control
G04	Vehicle moving back out of control
H02	Vehicle reverse entering

H03	Vehicle forward departing
H04	Vehicle reverse departing
I01	Private driveway/laneway
I02	Hotel, motel, hostel driveway/laneway
I03	Factory(including loading bays) driveway/laneway
I04	Commercial(includes shops, school, station) driveway
I05	Driveway/laneway not known
I06	Laneway
J01	Boarding
J02	Alighting
K01	Median
K02	Other separator
L01	Road straight at intersection
L02	Road curved at intersection
L03	Road straight at midblock
L04	Road curved at midblock
M01	Vehicle turning through median opening
N01	Intersection
N02	Midblock
O01	Parked vehicle causes vehicle to change lanes
P01	Hit by vehicle from same dir as initial dir of U turning device
P02	Hit by vehicle from dir opposite to initial dir of U turning vehicle
Q01	Hit Poles (telephone/electricity)
Q10	Hit other objects (Telephone/Culvert/RX) Fixed/Not Fixed
Q11	Object hit not known
Q12	Hit Traffic signals (i.e. Traffic Lights)
Q13	Hit Bridge (When it is NOT on path)
Q14	Hit Barriers (Road Closure)
Q17	Hit Traffic island
Q02	Hit Tree (Shrub/scrub)
Q21	Hit Bridge (When it is ON path)
Q23	Hit Roadworks (Dirt sign, barrier, excavation)
Q24	Hit Safety Zone (i.e. Tram safety zone)
Q03	Hit Fences (including gates)
Q30	Hit Protruding kerb
Q31	Hit Animals Domestic (Cats and Dogs)
Q32	Hit Animals Cattle

Q33	Hit Animals Sheep
Q34	Hit Animals Horse (not ridden)
Q35	Hit Animals Other tame animals
Q36	Hit Animals Kangaroo or wallaby
Q37	Hit Animals Wombat
Q38	Hit Animals Other wild animals or bird
Q39	Hit Unknown animals
Q04	Hit Embankments
Q05	Hit Guide posts (including km/posts)
Q06	Hit Traffic signs (No parking, No standing etc)
Q07	Hit Guard rail
Q08	Hit Fire hydrant
Q09	Hit Buildings
R01	Kerb parking angle
R02	Kerb parking parallel
R03	Centre of road parking angle
R04	Centre of road parking parallel
R05	Parking off-road/footpath
S02	Collision on second half of carriageway
S03	On footpath
U01	Opposing direction vehicle present
V01	No vehicle mounted/struck
V02	Kerb (roadside)
V03	Traffic island mounted/struck
V04	Safety zone mounted/struck
V05	Mounted/struck median
V06	Separation mounted/struck
V07	Roundabout mounted/struck
W01	Leaves carriageway to left
W02	Leaves carriageway to right
X01	Fell in vehicle
X02	Fell from vehicle
Y01	Any vehicle (include trailer, parked car)
Z01	On freeway (between interchanges)
Z02	At entrance ramp/local road intersection
Z03	On entrance ramp
Z04	At entrance ramp/freeway
Z06	On exit ramp

Z07	At exit ramp/local road intersection
Z08	Freeway/freeway interchange
Z09	At local Rd I/S or M/B with RRP/RS spanning part of freeway
S01	Collision on first half of carriageway
NRQ	Not Required

COMMON NAME: Time of accident

TYPE: Time

DATABASE NAME: accident_time

SIZE:

SOURCE: ADDS - 510 Accident report form

COMMENTS: Original date stored in 24 hour format (ie 1pm = 1300 hours)

Note the common practice used by the Police, when originally coding up the accident details, of 'rounding off the time' to the nearest 5 minutes or even nearest hour. This naturally occurs because in the vast majority of accidents police arrive at the scene well after the accident occurred and so the 'REAL' time of the accident is never precisely known.

VALUES: Examples of various PC time formats:

24 Hour format 2:35:00 PM = 14:35
 or 12 Hour format 2:35:00 PM = 02:35PM
 9999 Unknown time midnight = 00:00

COMMON NAME: Traffic control

TYPE: Character

DATABASE NAME: traffic_control

SIZE: 2

SOURCE: Police accident report form - ADDS

COMMENTS: Prior to 1990 only one traffic control was stored. This value is stored with the first vehicle.

Traffic control for 1990 onwards is available for each vehicle in the collision.

VALUES: Code Description

- 00 No control
- 01 Stop-go lights
- 02 Flashing lights
- 03 Out of order
- 04 Ped. lights
- 05 Ped. crossing
- 06 RX gates/booms

07 RX bells/lights
08 RX no control
09 Roundabout
10 Stop sign
11 Giveaway sign
12 School - flags
13 School - no flags
14 Police
15 Other
99 Unknown

COMMON NAME: Type of vehicle

TYPE: Character

DATABASE NAME: vehicle_type

SIZE: 2

SOURCE: Police accident report form via ADDS system

COMMENTS: Vehicle type

NOTE: In CrashStats various common groups of the individual types below are used for analysis e.g. "cars/car derivatives" uses codes 1 to 5;

"trucks" uses codes 6 and 7; "motor bikes" use types 10, 11, 12.

VALUES: Code Description

01 Car
02 Station wagon
03 Taxi
04 Utility
05 Panel van
06 Semi-trailer
07 Truck (excluding semi)
08 Bus/coach
09 Mini bus (9-13) seats
10 Motor cycle
11 Moped
12 Motor scooter
13 Bicycle
14 Horse (ridden or drawn)
15 Tram
16 Train
17 Other vehicle
18 Not applicable
99 Not known

COMMON NAME: Urbanisation class

TYPE:

DATABASE NAME:

SIZE:

SOURCE: VicRoads, mainly uses 1996 census boundaries

VALUES: Code Description

- 1 Melbourne (Central Activity District (CAD))
- 2 Urban Melbourne excluding CAD e.g. suburbs
- 3 Other urban areas in Melbourne Statistical Division (MSD)
 - eg outlying small towns like Nar Nar Goon
- 4 Large provincial cities
- 5 Small provincial cities
- 6 Other non-Melbourne (MSD) cities / towns
- 7 Small towns
- 8 Hamlets
- 9 Rural('open road')

COMMON NAME: Vehicle's Year of Manufacture

TYPE: Integer

DATABASE NAME: vehicle_year_manuf

SIZE:

SOURCE: VicRoads

COMMENTS: The year that the vehicle was built / released. Some data is not available / missing from the records.

VALUES: four digit year, 0 is for unknown.

COMMON NAME: Vertical Grid reference

SEE MAP REFERENCE FIELD

6. APPENDIX E – SAMPLE POLICE COLLISION REPORT FORMS

6.1. Sample Police Collision Report Forms

COLLISION COVER SHEET

Officer in Charge

DATE:

COLLISION DATE:

LOCATION:

Collision Category Fatal Injury
 Police Collision Non Injury

Date reported to Police / / Date Submitted / /

Reason if not submitted same day

NOTE: Collision Report (**V.P. FORM 510**) must be submitted prior to end of shift, if all details are not available, a supplementary report must follow.

Police Action Taken

1. Fatality—Inquest brief to be compiled at station level
 Hit Run (NFPA)—report attached
 Arrest—Brief to be compiled at station level Bail date / /
 Penalty Notice Number Issued own authority
 authority of
- Penalty Notice not issued because

Police Action Recommended

2. Preparation of ordinary brief— By TACO Station Level
 Follow up/Further enquiries re

No Action Recommended

3. No Offence disclosed
 Insufficient evidence because
- Other

Correspondence

4. Statements attached from

(.....)
Rank and Number

Officer in Charge TACO

DATE:

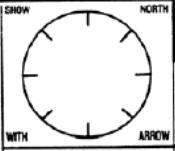
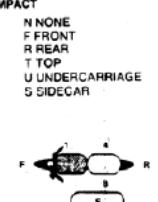
1. I recommend: No further action, matter finalised
 Preparation of Ordinary Brief By TACO Station Level
 Further enquiries or statements to be obtained from

VICTORIA POLICE COLLISION REPORT				STATION ACCIDENT No.		T.A.I.S. No.		D.C.A. CODE	
REV 1990 I.P. FORM 510				FATAL <input type="checkbox"/>		INJURY <input type="checkbox"/>		NON-INJURY <input type="checkbox"/>	
TOTAL VEHICLES INVOLVED <input type="checkbox"/>		PERSONS INVOLVED <input type="checkbox"/>							
LOC ATION				SUBURB		MUNICIPALITY		DID POLICE ATTEND SCENE YES <input type="checkbox"/> NO <input type="checkbox"/> HIT/RUN YES <input type="checkbox"/> NO <input type="checkbox"/>	
OCCURRED ON — (Name of Street, Road or Highway)				FROM		TIME 24 HRS TIME 24 HRS		MELWAY/UBO MAP GRID	
DISTANCE (METRES-KMS) N-S/E/W OR				(NAME OF NEAREST INTERSECTING STREET, ROAD OR HIGHWAY)		CODE TYPE OF COLLISION		POLICE SUB-DISTRICT OCCURRED IN	
DISTANCE (METRES-KMS) N-S/E/W NEAREST No.				FROM KM POST Landmark		1. COLLISION WITH VEHICLE 2. STRUCK PEDESTRIAN 3. STRUCK ANIMAL 4. COLLISION WITH FIXED OBJECT† 5. COLLISION WITH SOME OTHER OBJECT† 6. VEHICLE OVERTURNED (NO COLLISION) 7. FALL FROM/MOVING VEHICLE 8. NO COLLISION AND NO OBJECT STRUCK		SPEED ZONE KP-	
Between the towns of _____ and _____						SPECIFY			
OFF ROAD USE ONLY (ACCURATELY DESCRIBE LOCATION)									
UNIT 1 OFFENDING DRIVER (if applicable)				Total Occupants including Driver <input type="checkbox"/>		VEHICLE <input type="checkbox"/> Specify by code		BICYCLIST <input type="checkbox"/> Helmet Y/N <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/>	
FAMILY NAME (DRV/PED)				FIRST NAME		SECOND NAME		D. C. B. S. E. T.	
PROP. TITLE OR FLAT/STREET NO.				STREET		SUBURB		POSTCODE	
INJURY S/B/H EJECTED * NAME OF HOSPITAL TAKEN TO (LEAVE BLANK IF NOT APPLICABLE)				ADMITTED YES <input type="checkbox"/> NO <input type="checkbox"/>		VEHICLE MAKE		OWNER (VEHICLE PROPERTY)	
LICENCE <input type="checkbox"/>				P.B.T. YES <input type="checkbox"/> NO <input type="checkbox"/>		YEAR COLOUR		STMN	
PERMIT <input type="checkbox"/> No.				BREATH TEST YES <input type="checkbox"/> NO <input type="checkbox"/>		VEHICLE REGISTRATION		ADDRESS	
RECEIPT <input type="checkbox"/>				EXPIRY DATE		No. EXPIRY DATE STATE		INJU	
EXPIRY DATE				TYPE CATEGORY STATUS *		TEST		POSTCODE	
STREET OF TRAVEL				DIRECTION PRESC. LAMPS UNIT TOWED TO YES <input type="checkbox"/> AWAY <input type="checkbox"/>		UNIT TOWED TO		TOW TRUCK REG. No.	
FAMILY NAME				FIRST NAME		SECOND NAME		POS. INJURY S/B/H EJECTED STM	
ADDRESS				POSTCODE		HOSPITAL NAME IF APPLICABLE		ADMITTED YES <input type="checkbox"/> NO <input type="checkbox"/>	
FAMILY NAME				FIRST NAME		SECOND NAME		SEX D.O.B. POS. INJURY S/B/H EJECTED STM	
ADDRESS				POSTCODE		HOSPITAL NAME IF APPLICABLE		ADMITTED YES <input type="checkbox"/> NO <input type="checkbox"/>	
FAMILY NAME				FIRST NAME		SECOND NAME		SEX D.O.B. POS. INJURY S/B/H EJECTED STM	
ADDRESS				POSTCODE		HOSPITAL NAME IF APPLICABLE		ADMITTED YES <input type="checkbox"/> NO <input type="checkbox"/>	
UNIT 2 Total Occupants including Driver <input type="checkbox"/>				VEHICLE <input type="checkbox"/> Specify by code		BICYCLIST <input type="checkbox"/> Helmet Y/N <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> OBJECT/PROPERTY <input type="checkbox"/> * Specify by code			
FAMILY NAME (DRV/PED)				FIRST NAME		SECOND NAME		D. C. B. S. E. T.	
PROP. TITLE OR FLAT/STREET NO.				STREET		SUBURB		POSTCODE	
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PERMIT <input type="checkbox"/> No.				BREATH TEST YES <input type="checkbox"/> NO <input type="checkbox"/>		VEHICLE REGISTRATION		ADDRESS	
RECEIPT <input type="checkbox"/>				EXPIRY DATE		No. EXPIRY DATE STATE		INJU	
EXPIRY DATE				TYPE CATEGORY STATUS *		TEST		POSTCODE	
STREET OF TRAVEL				DIRECTION PRESC. LAMPS UNIT TOWED TO YES <input type="checkbox"/> AWAY <input type="checkbox"/>		UNIT TOWED TO		TOW TRUCK REG. No.	
FAMILY NAME				FIRST NAME		SECOND NAME		POS. INJURY S/B/H EJECTED STM	
ADDRESS				POSTCODE		HOSPITAL NAME IF APPLICABLE		ADMITTED YES <input type="checkbox"/> NO <input type="checkbox"/>	
FAMILY NAME				FIRST NAME		SECOND NAME		SEX D.O.B. POS. INJURY S/B/H EJECTED STM	
ADDRESS				POSTCODE		HOSPITAL NAME IF APPLICABLE		ADMITTED YES <input type="checkbox"/> NO <input type="checkbox"/>	
FAMILY NAME				FIRST NAME		SECOND NAME		SEX D.O.B. POS. INJURY S/B/H EJECTED STM	
ADDRESS				POSTCODE		HOSPITAL NAME IF APPLICABLE		ADMITTED YES <input type="checkbox"/> NO <input type="checkbox"/>	
INVESTIGATING OFFICER'S DETAILS									
Signature _____ Rank _____ Reg. No. _____				REPORT CHECKED & FOUND CORRECT BY _____				PENALTY NOTICE NO. _____	
Signature _____				UNIT 1				OFFENCE CODES _____	
NAME (Block letters) _____ Station Code _____ Date Compiled _____				UNIT 2				BRIEF ACT _____	
								YES <input type="checkbox"/> NO <input type="checkbox"/> NC <input type="checkbox"/>	
								YES <input type="checkbox"/> NO <input type="checkbox"/> NC <input type="checkbox"/>	
								YES <input type="checkbox"/> NO <input type="checkbox"/> NC <input type="checkbox"/>	

PART 1

PRINTED 12/90

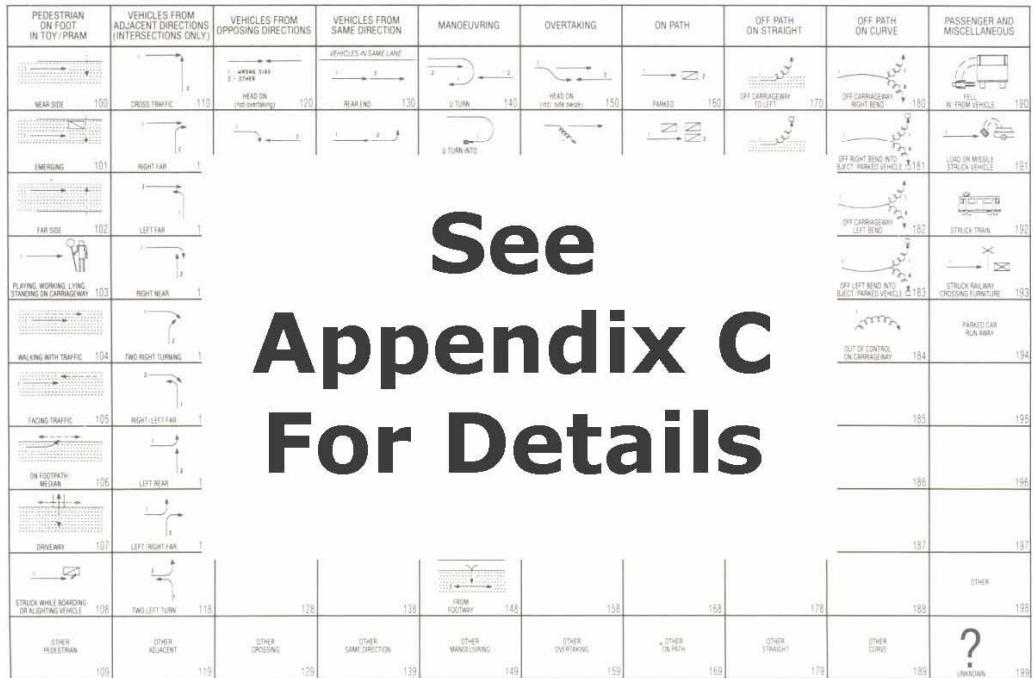
REVISED 11/90

COLLISION REPORT FORM 510		TIME OF COLLISION 24 HRS	DATE OF COLLISION / /	INVESTIGATING OFFICER RANK No.	T.A.I.S. No.																																																																																																																		
THIS PAGE MUST BE USED FOR FATAL OR INJURY COLLISIONS																																																																																																																							
<p>DETAILED SKETCH OF COLLISION SCENE</p>  <p>WITH NORTH ARROW</p> <p>ROAD SURFACE TYPE</p> <p>1 PAVED 1 UNIT 2 UNPAVED 2 3 GRAVEL 9 NOT KNOWN</p>																																																																																																																							
<p>INSTRUCTIONS</p> <p>1 VEHICLE 2 PEDESTRIAN (IN EACH UNIT) DIRECTION OF TRAVEL — PRIOR TO IMPACT — AFTER IMPACT —> AFTER IMPACT INCLUDE ALL MEASUREMENTS: — ROAD WIDTH — LANES — SKIDMARKS — TO LANDMARKS, ETC. SHOW ALL TRAFFIC CONTROL DEVICES</p> <p>ROAD SURFACE CONDITIONS (SELECT ONE/MORE)</p> <p>1 DRY 2 WET 3 MUD 4 SNOW 5 ICY 9 NOT KNOWN</p> <p>LIGHT CONDITIONS</p> <p>1 DAYLIGHT 2 DUSK/DAWN 3 DARK—STREET LIGHTS ON 4 DARK—STREET LIGHTS OFF 5 DARK—NO STREET LIGHTS 6 DARK—STREET LIGHT DETAILS UNKNOWN 9 UNKNOWN</p> <p>ATMOSPHERIC CONDITIONS (SELECT ONE/MORE)</p> <p>1 CLEAR 2 RAINING 3 SNOWING 4 FOG 5 SMOKE 6 DUST IN THE AIR 7 STRONG WINDS 9 NOT KNOWN</p>																																																																																																																							
<p>REFER TO VEHICLES AND PEDESTRIANS BY THE SAME NUMBER AS IN THE DETAILED SKETCH. DESCRIBE COLLISION BRIEFLY DO NOT REFER TO SOBRIETY, VERBAL STATEMENT/ADMISSIONS.</p> <p>SECTION 61 RSA COMPLETED WITH 1 UNIT 0 N/A 1 1 YES 2 2 NO 3 3 NOT KNOWN</p>																																																																																																																							
<p>SPECIALIZED VEHICLE INVOLVED</p> <table border="0"> <tr> <td>UNIT 1</td> <td>UNIT 2</td> <td>1 POLICE (ON EMERG. CALL)</td> <td>5 TOW TRUCK</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>2 AMBULANCE (ON EMERG. CALL)</td> <td>7 SCHOOL BUS</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>3 FIRE TRUCK (ON EMERG. CALL)</td> <td>8 4-WHEEL DRIVE</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>4 STATE EMERG. SERVICE</td> <td>9 RECREATIONAL VEHICLE *</td> </tr> <tr> <td colspan="4">5 OTHER EMERG. VEH. 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TO BE USED FOR ALL ENTRIES WHERE * IS MARKED

OBJECT	EJECTION	VEHICLE BODY TYPE
01 POLES (TELEPHONE/ELECTRICITY)	0 NOT APPLICABLE	01 CAR 11 MOPED
02 TREE (SHRUBS AND SCRUB)	1 TOTALLY EJECTED	02 STATION WAGON 12 MOTOR SCOOTER
03 FENCE AND WALLS (INCLUDE GATES)	2 PARTIALLY EJECTED	03 TAXI 13 BICYCLE
04 EMBANKMENTS	3 PARTIAL EJECTION— INVOLVING EXTRICATION	04 UTILITY 14 HORSE DRAWN RIDEN
05 GUIDE POSTS (INCLUDING KM/POSTS)		05 PANEL VAN 15 TRAM
06 TRAFFIC SIGNS (INCLUDES NO STANDING, NO PARKING)		06 ARTIC VEH (SEMI) 16 RAILWAY TRAIN TROLLEY
07 GUARD RAIL		07 TRUCK (EXCLUDE SEMI) 17 OTHER VEHICLE*
08 FIRE HYDRANTS		08 BUS COACH 18 NOT APPLICABLE
09 BUILDINGS		09 MINI BUS (9-13 SEATS) 19 NOT KNOWN
10 OTHER (RAILWAY FURNITURE, CULVERT, TELEPHONE BOX, ETC)		10 MOTOR CYCLE *
11 NOT KNOWN		SPECIFY
12 TRAFFIC SIGNALS (IE. TRAFFIC LIGHTS)		
13 BRIDGE (WHEN IT IS NOT ON PATH)		
14 ROAD CLOSURE BARRIERS		
17 TRAFFIC ISLAND		
21 BRIDGE (WHEN IT IS ON PATH—SEE 13)		
23 ROADWORKS (PILE OF DIRT, EXCAVATION, SIGN, BARRIER)		
24 SAFETY ZONE (IE. TRAM SAFETY ZONE)		
30 PROTRUDING KERB		
31 ANIMALS—DOMESTIC (CATS AND DOGS)		
32 ANIMALS—CATTLE		
33 ANIMALS—SHEEP		
34 ANIMALS—HORSE (NOT RIDDEN)		
35 ANIMALS—OTHER TAME ANIMALS		
36 ANIMALS—KANGAROO/WALLABY		
37 ANIMALS—WOMBAT		
38 ANIMALS—OTHER WILD ANIMAL/BIRD		
39 ANIMALS—UNKNOWN		
INJURY	PBT/BREATH TESTS	LICENCE TYPE
1 KILLED OR DIED WITHIN 30 DAYS	0 DECEASED	1 LEARNER
2 MAJOR INJURIES—INJURIES REQUIRING HOSPITAL ADMITTANCE	1 REFUSED TEST	2 PROBATIONARY
3 SERIOUS INJURIES—REQUIRE MEDICAL TREATMENT (BRUISING, CONTUSIONS, UNCONSCIOUS, PAIN, ETC)	2 OUTSIDE 3 HOUR TIME LIMIT	3 PROBATIONARY AND CONDITIONAL
4 MINOR INJURIES—COMPLAINED OF PAIN, SORENESS, ETC	3 INJURIES NEGATE TEST	4 STANDARD (FULL)
5 NIL INJURIES—NO COMPLAINT OR PAIN, ETC	4 REFUSED TO ACCOMPANY TO STATION	5 STANDARD AND CONDITIONAL
9 NOT APPLICABLE	5 REFUSED TO REMAIN AT STATION	6 NOT APPLICABLE
SEATBELT/HELMET (S/B/H)	6 NIL READING	7 UNLICENCED
1 SEATBELT/WORN	7 INJURED—TAKEN TO HOSPITAL	8 INAPPROPRIATE CATEGORY
2 SEATBELT NOT WORN	8 NOT DRIVING/IN CHARGE	9 NOT KNOWN
3 CHILD RESTRAINT/WORN		
4 CHILD RESTRAINT NOT WORN		
5 SEATBELT/RESTRAINT NOT FITTED		
6 CRASH HELMET/WORN		
7 CRASH HELMET NOT WORN		
8 NOT APPLICABLE TO VEHICLE TYPE		
9 NOT KNOWN		
WERE PRESCRIBED LAMPS ALIGHT?	STATEMENT (STMNT)	LICENCE CATEGORY
(HEAD, PARK, CLEARANCE (TRUCK ONLY))	1 WRITTEN STATEMENT MADE	CA—MOTOR CAR MC—MOTORCYCLE
	2 WRITTEN STATEMENT NOT MADE	LT—LIGHT TRUCK SB—SMALL BUS
	9 NOT APPLICABLE	HT—HEAVY TRUCK LB—LIGHT BUS
	1 YES	LA—LIGHT ARTICULATED HB—HEAVY BUS
	2 NO	HA—HEAVY ARTICULATED AB—ARTICULATED BUS
	9 NOT KNOWN	RT—ROAD TRAIN
STATEMENT (STMNT)	LICENCE STATUS	
1 WRITTEN STATEMENT MADE	V VALID	
2 WRITTEN STATEMENT NOT MADE	C CANCELLED	
9 NOT APPLICABLE	D DISQUALIFIED	
	L SUSPENDED	
	E EXPIRED	
	S SURRENDERED	
SEATING POSITION (POS)	BLANK—PEDESTRIAN (DO NOT CODE)	
LF	CF	PL—MOTORCYCLE PILLION PASSENGER
LR	CR RR	PS—MOTORCYCLE SIDECAR PASSENGER
OR		OR—OTHER REAR PASSENGER— INCLUDES LUGGAGE AREA OF STATION WAGON, REAR OF GOODS CARRYING VEHICLE, BUS, TRAM, ETC.
		NK—NOT KNOWN

DEFINITIONS FOR CLASSIFYING ACCIDENTS



1 DEFINITIONS FOR CODING ACCIDENTS (DCA) SHOULD BE DETERMINED BY FIRST SELECTING A COLUMN USING THE TEXT ABOVE EACH COLUMN AND THEN BY DIAGRAMATIC SUB-DIVISION.
2 THE SUB-DIVISION CHOSEN SHOULD DESCRIBE THE GENERAL MOVEMENT OF VEHICLES INVOLVED IN THE INITIAL EVENT IT DOES NOT ASSIGN A CAUSE TO THE ACCIDENT
3 THESE CODES WERE FIRST USED FOR 1987 ACCIDENTS AND REPLACE THE ROAD USER MOVEMENT (RUM) CODE

DRG NO: 864026





NOTE: From November 2005, the Police stopped using 510 Forms (as per the sample below) to document details of crash incidents. The Police now record crash details in their pocketbooks and then enter this data into their Traffic Incident System (TIS). VicRoads receives the data from TIS in electronic form only and paper forms are no longer provided. Crash incident records, as well as collision diagrams, are now supplied in XML format.