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

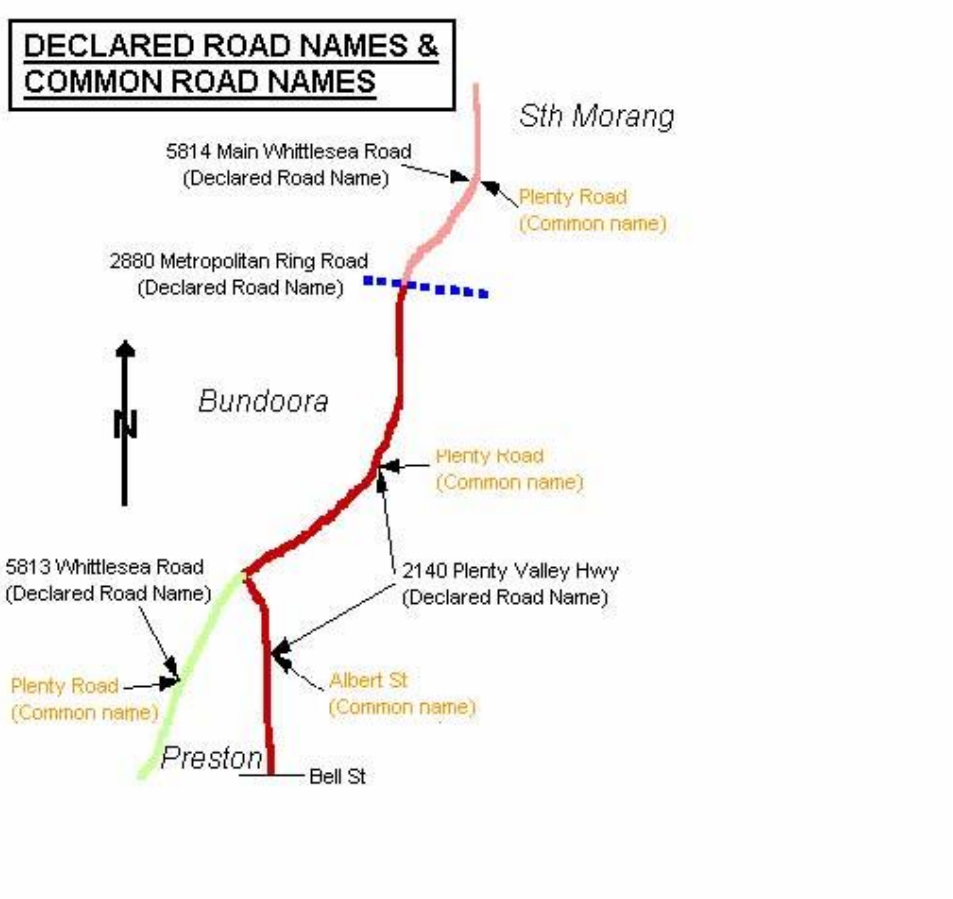
The following information should be taken into account when using CrashStats.

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 2**750** (old) is now 6**750;** 2**830**(old Eastern freeway) is now 1**830** (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.

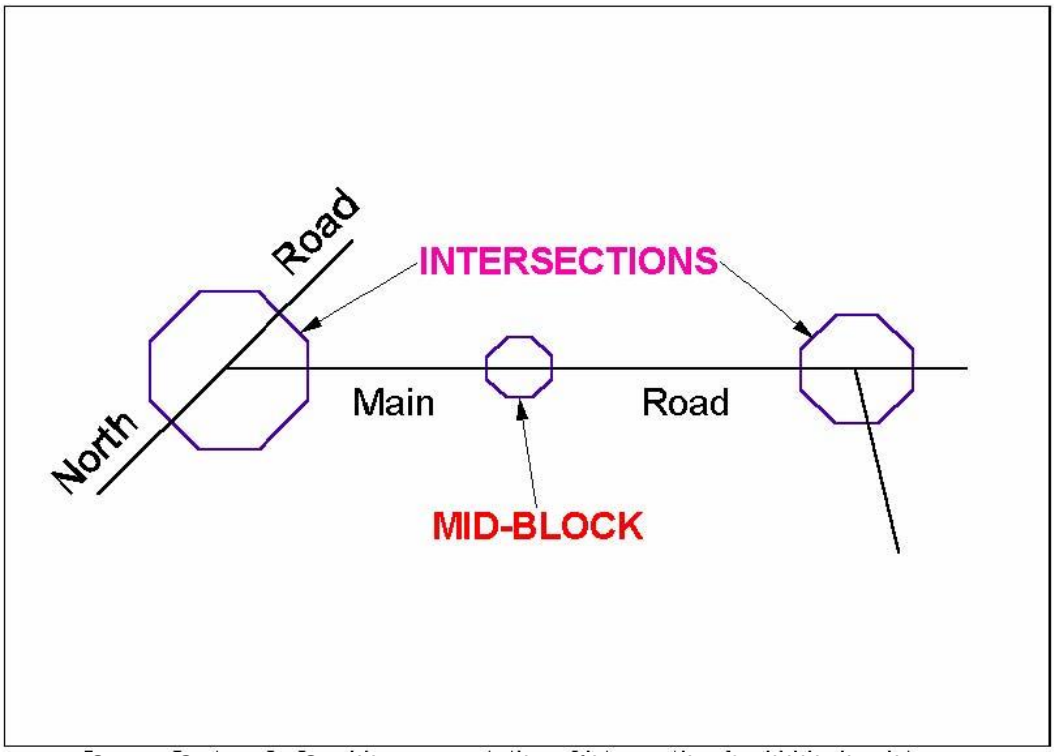
As a general rule: The VicRoads State Directory should be used for determining the CLASSIFIED/DECLARED ROAD NAMES and DECLARED ROAD NUMBERS (Statewide) and for determining COMMON ROAD NAMES outside the metropolitan area. The Melway Directory should be used for determining the COMMON ROAD NAMES within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

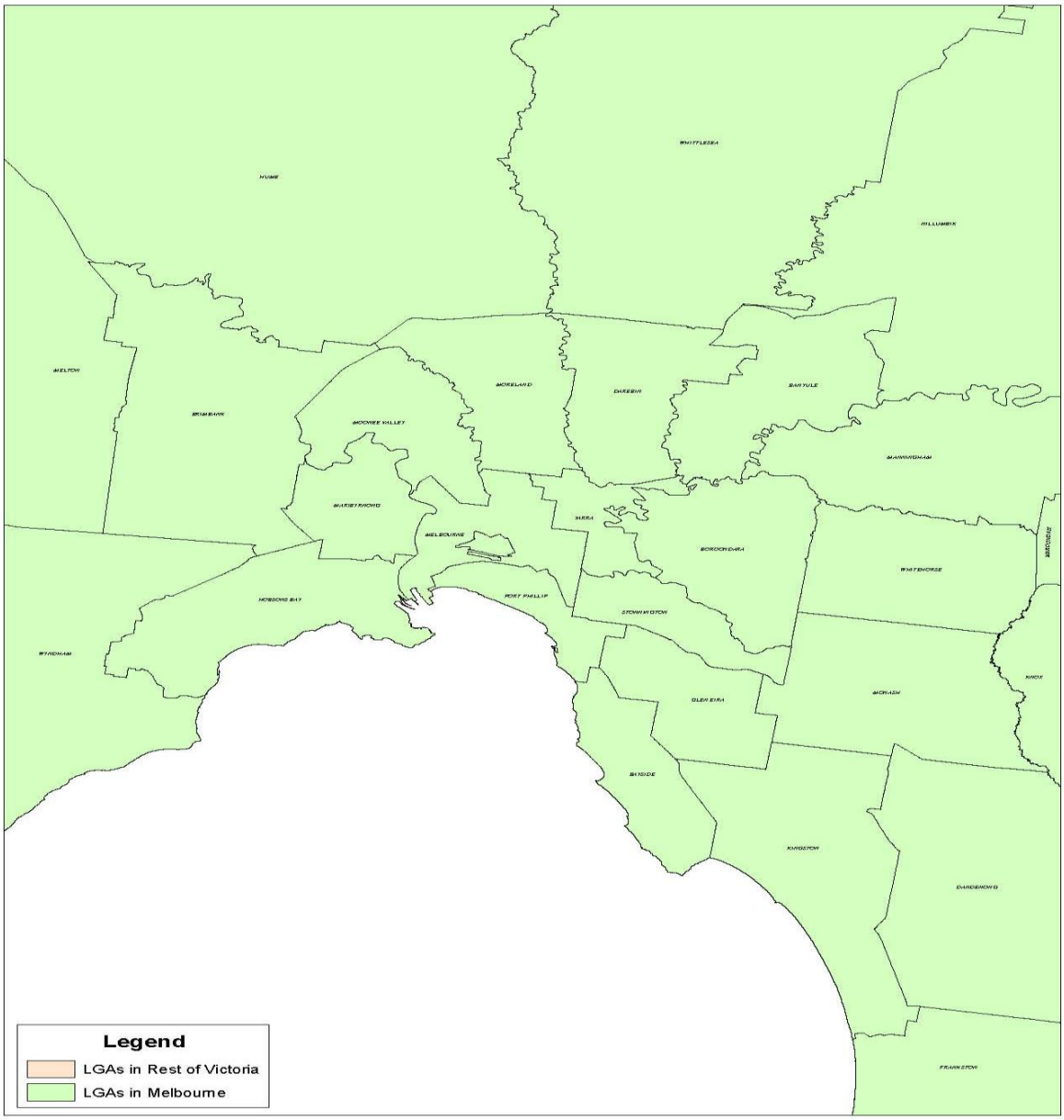
As a general rule: Distance from road start should only be used as a general guide to accident site location. Do not use distance alone to locate accident sites.
Distance should not be used as a sole search criterion in CrashStats. Sites should be located by reference to an intersection if possible.

3. APPENDIX B – MAP OF MUNICIPALITIES

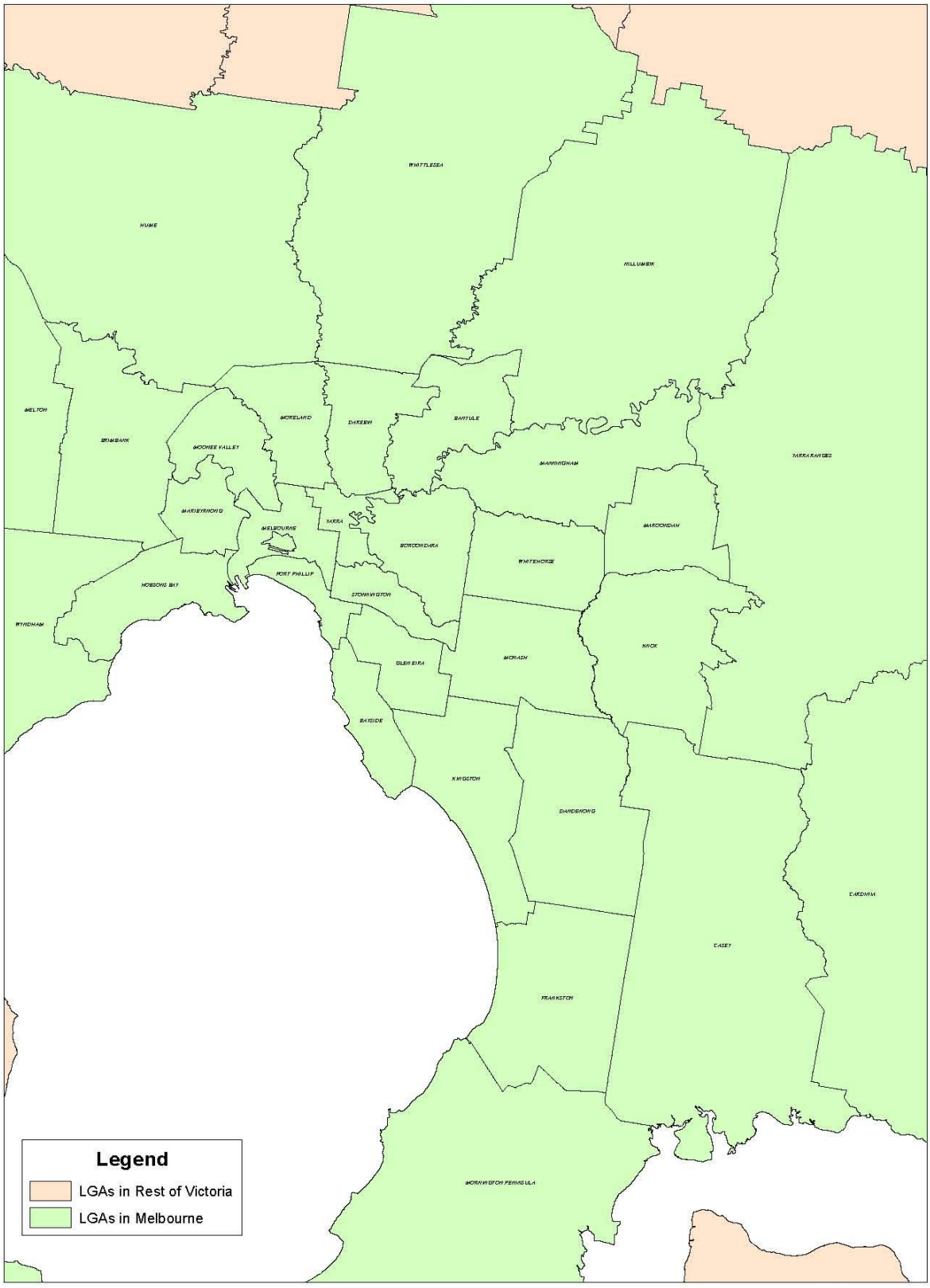
3.1. Maps of Municipalities

The following pages show the 2006 local government area boundaries.

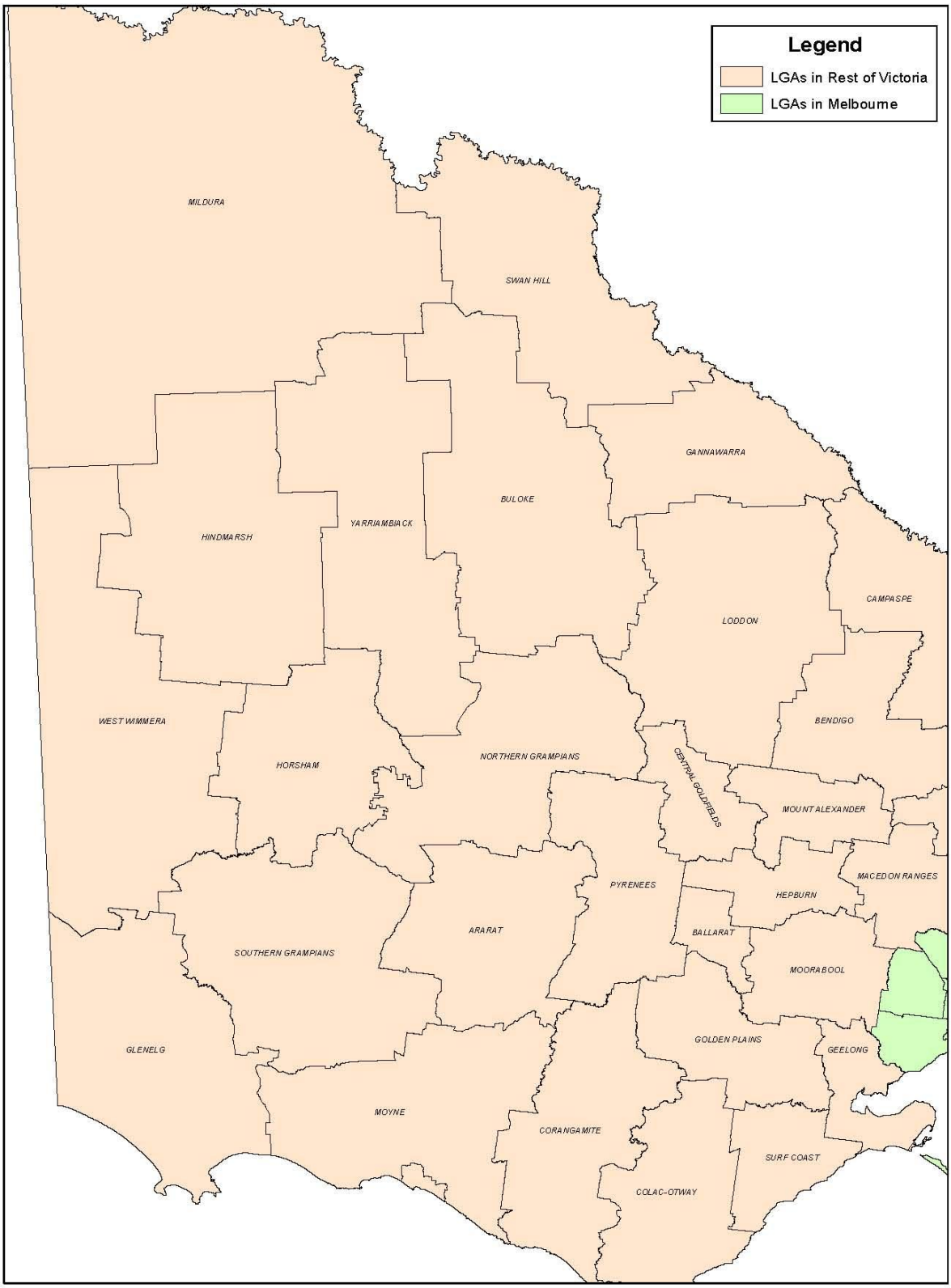
Note: Docklands is not shown separately. It is within the Melbourne city municipality.



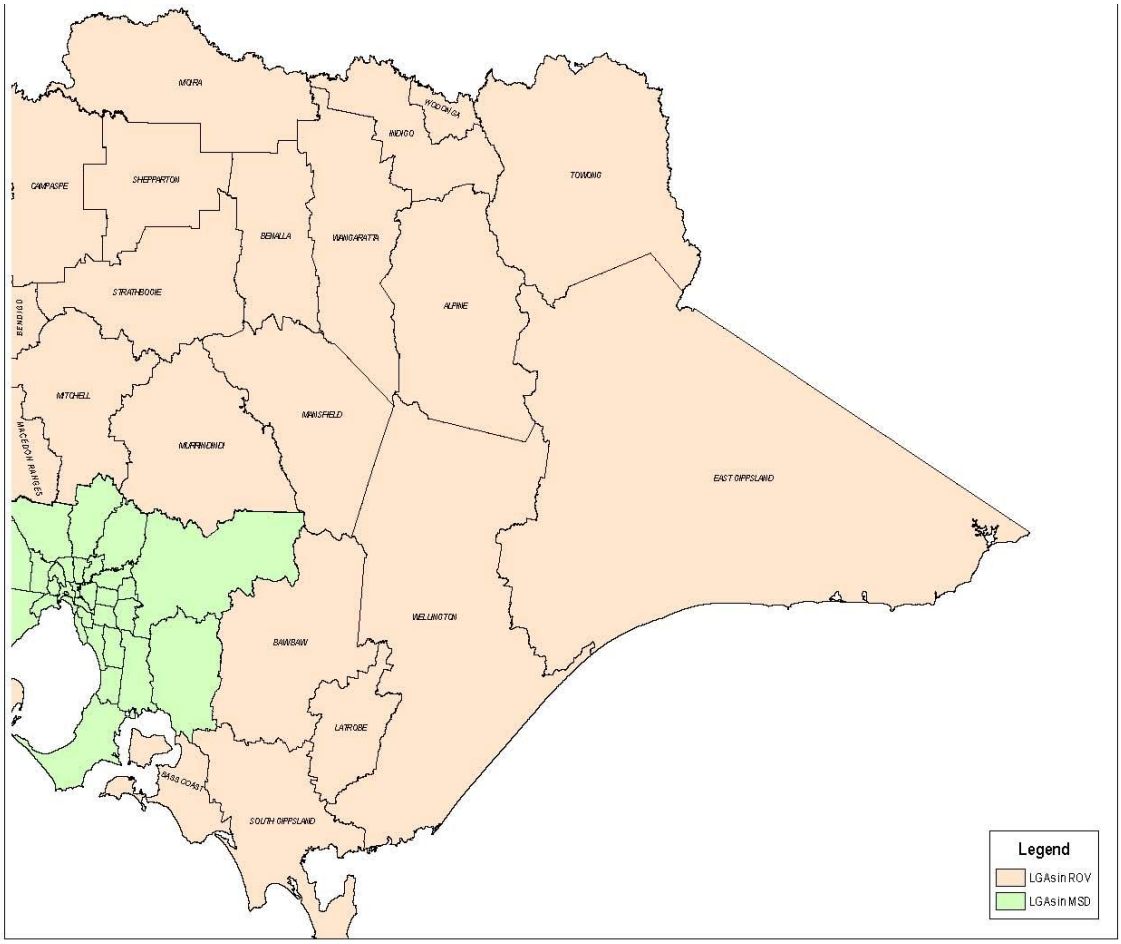
Screen Capture 3: Map of Municipalities in Victoria: Inner Melbourne



Screen Capture 4: Map of Municipalities in Victoria: Melbourne



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

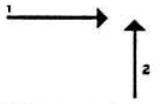
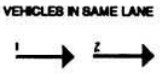
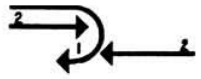
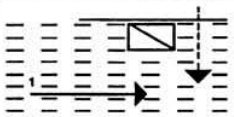
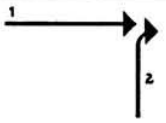
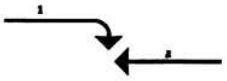
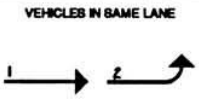
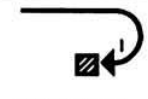
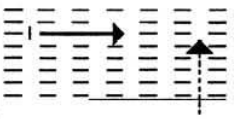
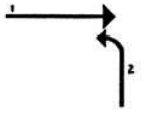
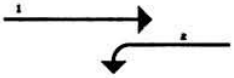
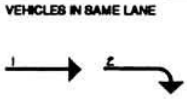
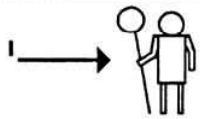
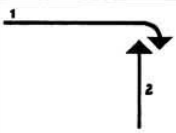
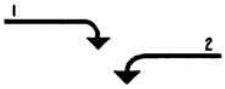
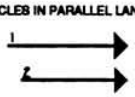
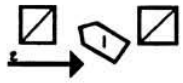
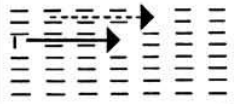
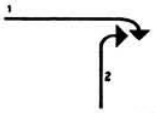
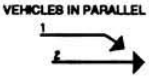
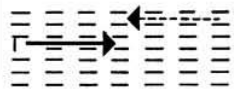
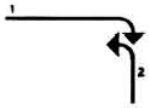
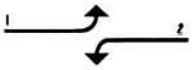
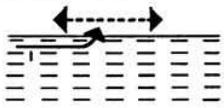
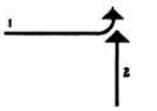
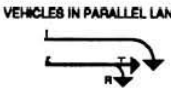
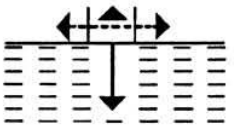
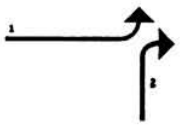
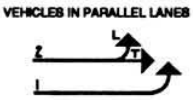
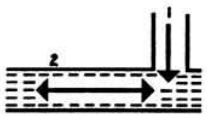
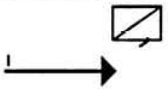
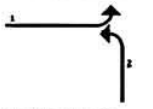


Screen Capture 6: Map of Municipalities in Victoria: Eastern Part

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

4.1. DCA Chart

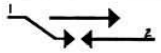
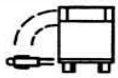
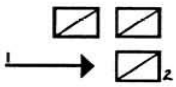
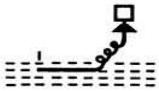
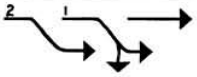
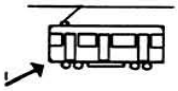
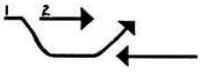
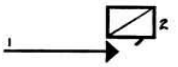
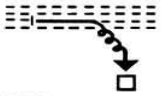
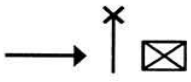
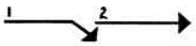
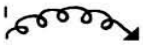
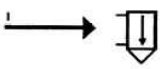
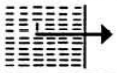
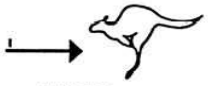
vicroads

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	 REAR END 130	 'U' TURN 140
 EMERGING 101	 RIGHT FAR 111	 RIGHT THROUGH 121	 LEFT REAR 131	 'U' TURN INTO FIXED OBJECT PARKED VEHICLE 141
 FAR SIDE 102	 LEFT FAR 112	 LEFT THROUGH 122	 RIGHT REAR 132	 LEAVING PARKING 142
 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY 103	 RIGHT NEAR 113	 RIGHT/LEFT 123	 LANE SIDE SWIPE 133	 ENTERING PARKING 143
 WALKING WITH TRAFFIC 104	 TWO TURNING RIGHT 114	 RIGHT/RIGHT 124	 LANE CHANGE RIGHT (not overtaking) 134	 PARKING VEHICLES ONLY 144
 FACING TRAFFIC 105	 RIGHT/LEFT FAR 115	 LEFT/LEFT 125	 LANE CHANGE LEFT 135	 REVERSING 145
 ON MEDIAN/FOOTPATH 106	 LEFT NEAR 116		 RIGHT TURN SIDE SWIPE 136	 REVERSING INTO FIXED OBJECT - PARKED VEHICLE 146
 DRIVEWAY 107	 LEFT/RIGHT FAR 117		 LEFT TURN SIDE SWIPE 137	 EMERGING FROM DRIVEWAY - LANE 147
 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE 108	 TWO LEFT TURN 118			FROM FOOTWAY 148
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 MISSLE 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.

Produced by the Road User Behaviour Branch, Road Safety Division, VIC ROADS - DCA.pm4 & DCA2.pm4

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 = I' 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 then 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 Injury Code	Police Admitted Hospital code	severity (derived)	lnj_level (derived)
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_persones_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 of media strip
C02	Pedestrian stepped of 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 Giveway 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

(REV 1990) VP FORM 510

STATION ACCIDENT No.	T.A.I.S. No.	D.C.A. CODE

TOTAL No. OF VEHICLES INVOLVED ▶ PERSONS INVOLVED ▶ | FATAL ☐ | INJURY ☐ | NON-INJURY ☐

LOCATION

OCCURRED ON — (Name of Street, Road or Highway)

SUBURB | MUNICIPALITY

OF

URBAN: DISTANCE (METRES/KMS) | N/S/E/W | FROM (NAME OF NEAREST INTERSECTING STREET, ROAD OR HIGHWAY)

OR

RURAL: DISTANCE (METRES/KMS) | N/S/E/W | FROM NEAREST | KM POST No. | Landmark

Between the towns of ... and ...

OFF ROAD USE ONLY (ACCURATELY DESCRIBE LOCATION)

DAY | DATE | TIME (24 HRS)

DID POLICE ATTEND SCENE: YES ☐ NO ☐ TIME (24 HRS)

HIT/RUN: YES ☐ NO ☐

MELWAY/UBD MAP GRID

POLICE SUB-DISTRICT OCCURRED IN

SPEED ZONE ... KPH

TYPE OF COLLISION — INSERT CODE

CODE
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/IN MOVING VEHICLE
8 NO COLLISION AND NO OBJECT STRUCK

†SPECIFY ...

VIC ROADS

PRINTED 12/90

REVISED 11/90

UNIT 1

OFFENDING DRIVER (IF APPLICABLE) — Total Occupants including Driver ☐ — VEHICLE ☐ * Specify by code — BICYCLIST ☐ Helmet Y/N ☐ — PEDESTRIAN ☐

FAMILY NAME (DRIV/PED) | FIRST NAME | SECOND NAME | D.O.B | SEX

PROP. TITLE OR FLAT/STREET No. | STREET | SUBURB | POSTCODE | STMN

INJURY * | S/B/H * | EJECTED * | NAME OF HOSPITAL TAKEN TO (LEAVE BLANK IF NOT APPLICABLE) | ADMITTED YES ☐ NO ☐

VEHICLE MAKE | YEAR | COLOUR | OWNER (VEHICLE/PROPERTY) | STMNT

LICENCE ☐ | PERMIT ☐ No. | RECEIPT ☐ | STATE * | P.B.T. YES ☐ NO ☐ * | BREATH TEST YES ☐ NO ☐ * | REASON NO TEST ▶ *

VEHICLE REGISTRATION No. | STATE * | ADDRESS | INJURY

EXPIRY DATE | TYPE * | CATEGORY * | STATUS * | EXPIRY DATE | STATE * | POSTCODE

STREET OF TRAVEL | DIRECTION | PRESC. LAMPS * | UNIT TOWED AWAY YES ☐ NO ☐ | UNIT TOWED TO | TOW TRUCK REG. No.

OTHER OCCUPANTS

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 ☐ NO ☐

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 ☐ NO ☐

UNIT 2

Total Occupants including Driver ☐ — VEHICLE ☐ * Specify by code — BICYCLIST ☐ Helmet Y/N ☐ — PEDESTRIAN ☐ — OBJECT/PROPERTY ☐ * Specify by code

FAMILY NAME (DRIV/PED) | FIRST NAME | SECOND NAME | D.O.B | SEX

PROP. TITLE OR FLAT/STREET No. | STREET | SUBURB | POSTCODE | STMN

INJURY * | S/B/H * | EJECTED * | NAME OF HOSPITAL TAKEN TO (LEAVE BLANK IF NOT APPLICABLE) | ADMITTED YES ☐ NO ☐

VEHICLE MAKE | YEAR | COLOUR | OWNER (VEHICLE/PROPERTY) | STMN

LICENCE ☐ | PERMIT ☐ No. | RECEIPT ☐ | STATE * | P.B.T. YES ☐ NO ☐ * | BREATH TEST YES ☐ NO ☐ * | REASON NO TEST ▶ *

VEHICLE REGISTRATION No. | STATE * | ADDRESS | INJUR

EXPIRY DATE | TYPE * | CATEGORY * | STATUS * | EXPIRY DATE | STATE * | POSTCOD

STREET OF TRAVEL | DIRECTION | PRESC. LAMPS * | UNIT TOWED AWAY YES ☐ NO ☐ | UNIT TOWED TO | TOW TRUCK REG. No.

OTHER OCCUPANTS

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 ☐ NO

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 ☐ NO

WITNESSES

NAME | ADDRESS | DATE OF BIRTH | STMT

PART 1

INVESTIGATING OFFICER'S DETAILS			REPORT CHECKED & FOUND CORRECT BY				PENALTY NOTICE No.	OFFENCE CODES	BRIEF	IN ACTI
Signature	Rank	Reg. No.	Signature			UNIT 1			YES NO	YES NO
NAME (Block letters)	Station Code	Date Completed	Rank	Reg. No.	Date	UNIT 2			YES NO	YES NO

COLLISION REPORT

FORM 510

TIME OF COLLISION (24 HRS)	DATE OF COLLISION	INVESTIGATING OFFICER	T.A.I.S. No.
	/ /	RANK No.	

THIS PAGE MUST BE USED FOR FATAL OR INJURY COLLISIONS

STATION ACC. No.

VIC ROADS

DETAILED SKETCH OF COLLISION SCENE

SHOW NORTH WITH ARROW

INSTRUCTIONS
1 VEHICLE
2 PEDESTRIAN (No. EACH UNIT)
DIRECTION OF TRAVEL
——→ PRIOR TO IMPACT
- - - → AFTER IMPACT
INCLUDE ALL MEASUREMENTS:
—ROAD WIDTH
—LANES
—SKIDMARKS
—TO LANDMARKS, ETC.
SHOW ALL TRAFFIC CONTROL DEVICES

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.

ROAD SURFACE TYPE (UNIT 1 / UNIT 2)
1 PAVED
2 UNPAVED
3 GRAVEL
9 NOT KNOWN

ROAD SURFACE CONDITIONS (SELECT ONE/MORE)
1 DRY
2 WET
3 MUDDY
4 SNOW
5 ICY
9 NOT KNOWN

LIGHT CONDITIONS
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

ATMOSPHERIC CONDITIONS (SELECT ONE/MORE)
1 CLEAR
2 RAINING
3 SNOWING
4 FOG
5 SMOKE
6 DUST IN THE AIR
7 STRONG WINDS
9 NOT KNOWN

SECTION 61 RSA COMPLIED WITH (UNIT 1 / UNIT 2)
0 N/A
1 YES
2 NO
9 NOT KNOWN

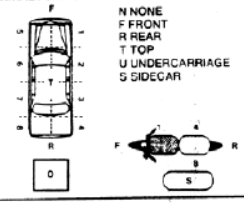
SPECIALIZED VEHICLE INVOLVED (UNIT 1 / UNIT 2)
1 POLICE (ON EMERG. CALL)
2 AMBULANCE (ON EMERG. CALL)
3 FIRE TRUCK (ON EMERG. CALL)
4 STATE EMERG. SERVICE
5 OTHER EMERG. VEH. (ON CALL) *
6 TOW TRUCK
7 SCHOOL BUS
8 4-WHEEL DRIVE
9 RECREATIONAL VEHICLE *
* SPECIFY

TRAFFIC CONTROL (UNIT 1 / UNIT 2)
00 NOT APPLICABLE
01 INTERSECTION SIGNALS OPERATING (STOP/GO)
02 INTERSECTION SIGNALS FLASHING
03 CONTROL OUT OF ORDER/MALFUNCTIONING
04 PED. OPERATED SIGNALS—NOT AT INTERSECTION
05 PEDESTRIAN CROSSING
06 RAILWAY XING—GATES/BOOMS
07 RAILWAY XING—FLASHING LIGHTS/BELL ONLY
08 RAILWAY XING—NO AUTOMATIC SIGNALS
09 ROUNDABOUT SIGN
10 STOP SIGN
11 GIVE WAY SIGN
12 SCHOOL CROSSING WITH FLAGS
13 SCHOOL CROSSING WITHOUT FLAGS
14 POLICE
15 OTHER (SPECIFY)
99 NOT KNOWN

DRIVER/UNIT MOVEMENT PRIOR TO IMPACT (UNIT 1 / UNIT 2)
01 GOING STRAIGHT AHEAD
02 TURN RIGHT
03 TURN LEFT
04 LEAVING A DRIVEWAY
05 U TURNING
06 CHANGING LANES
07 OVERTAKING
08 MERGING
09 REVERSING
10 PARKING—INTO/OUT
11 PARKED—LEGALLY
12 PARKED—ILLEGALLY
13 STATIONARY—COLLISION
14 STATIONARY—BROKEN DOWN
15 OTHER STATIONARY
16 AVOIDING ANIMALS
17 SLOW/STOPPING
18 OUT OF CONTROL
19 WRONG WAY
99 NOT KNOWN

DRIVER INTENTIONS PRIOR TO COLLISION (USE PREVIOUS CODES) (UNIT 1 / UNIT 2)

INITIAL POINT OF IMPACT (UNIT 1 / UNIT 2)
1 RIGHT FRONT PANEL
2 RIGHT FRONT DOOR
3 RIGHT REAR DOOR
4 RIGHT REAR PANEL
5 LEFT FRONT PANEL
6 LEFT FRONT DOOR
7 LEFT REAR DOOR
8 LEFT REAR PANEL
9 UNKNOWN
0 TOWED UNIT
N NONE
F FRONT
R REAR
T TOP
U UNDERCARRIAGE
S SIDECAR



LEVEL OF DAMAGE (UNIT 1 / UNIT 2)
1 MINOR
2 MODERATE—DRIVEABLE VEHICLE
3 MODERATE—VEHICLE TOWED AWAY
4 MAJOR—UNIT TOWED AWAY
5 EXTENSIVE—UNREPAIRABLE
6 NIL DAMAGE

DID UNIT CATCH FIRE? (UNIT 1 / UNIT 2)
0 NOT APPLICABLE
1 YES
2 NO
3 NOT KNOWN

TYPE OF TRAILER TOWED BY UNIT (UNIT 1 / UNIT 2)
1 CARAVAN
2 TRAILER (GENERAL)
3 TRAILER (BOAT)
4 HORSE FLOAT
5 MACHINERY
6 FARM/AGRICULT. EQUIP.
7 NOT KNOWN
8 NOT APPLICABLE

TRAILER REG. IF APPLICABLE — UNIT 1 — UNIT 2

HAZCHEM U.N. CODE No — UNIT 1 — UNIT 2

PART 2

PEDESTRIAN MOVEMENTS
0 NOT APPLICABLE
1 CROSSING CARRIAGEWAY
2 WORK, PLAY, LIE, STAND ON CARRIAGEWAY
3 WALK ON CARRIAGEWAY WITH TRAFFIC
4 WALK ON CARRIAGEWAY AGAINST TRAFFIC
5 PUSHING OR WORKING ON VEHICLE
6 WALKING TO, FROM OR BOARDING TRAM
7 WALKING TO, FROM OR BOARDING OTHER VEH.
8 NOT ON CARRIAGEWAY (e.g. FOOTPATH)
9 NOT KNOWN

REPORT CHECKED AND FOUND CORRECT BY

Signature

Rank	Reg. No.	Date

TO BE USED FOR ALL ENTRIES WHERE * IS MARKED

OBJECT
01 POLES (TELEPHONE/ELECTRICITY)
02 TREE (SHRUBS AND SCRUB)
03 FENCE AND WALLS (INCLUDE GATES)
04 EMBANKMENTS
05 GUIDE POSTS (INCLUDING KM/POSTS)
06 TRAFFIC SIGNS (INCLUDES NO STANDING, NO PARKING)
07 GUARD RAIL
08 FIRE HYDRANTS
09 BUILDINGS
10 OTHER (RAILWAY FURNITURE, CULVERT, TELEPHONE BOX, ETC)
11 NOT KNOWN
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—UNKOWN

INJURY
1 KILLED OR DIED WITHIN 30 DAYS
2 MAJOR INJURIES—INJURIES REQUIRING HOSPITAL ADMITTANCE
3 SERIOUS INJURIES—REQUIRE MEDICAL TREATMENT (BRUISING, CONTUSIONS, UNCONSCIOUS, PAIN, ETC)
4 MINOR INJURIES—COMPLAINED OF PAIN, SORENESS, ETC
5 NIL INJURIES—NO COMPLAINT RE PAIN, ETC

SEATBELT/HELMET (S/B/H)
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 APPLICABLE TO VEHICLE TYPE
9 NOT KNOWN

EJECTION
0 NOT APPLICABLE
1 TOTALLY EJECTED
2 PARTIALLY EJECTED
3 PARTIAL EJECTION—INVOLVING EXTRICATION

STATE CODES
A AUSTRALIAN CAPITAL TERRITORY
B COMMONWEALTH
D NORTHERN TERRITORY
N NEW SOUTH WALES
O OVERSEAS
Q QUEENSLAND
S SOUTH AUSTRALIA
T TASMANIA
V VICTORIA
W WESTERN AUSTRALIA
Z NOT KNOWN

PBT/BREATH TESTS
0 DECEASED
1 REFUSED TEST
2 OUTSIDE 3 HOUR TIME LIMIT
3 INJURIES NEGATE TEST
4 REFUSED TO ACCOMPANY TO STATION
5 REFUSED TO REMAIN AT STATION
6 NIL READING
7 INJURED—TAKEN TO HOSPITAL
8 NOT DRIVING/IN CHARGE
9 NOT APPLICABLE

WERE PRESCRIBED LAMPS ALIGHT? (HEAD, PARK, CLEARANCE (TRUCK ONLY))
0 NOT APPLICABLE
1 YES
2 NO
9 NOT KNOWN

STATEMENT (STMNT)
1 WRITTEN STATEMENT MADE
2 WRITTEN STATEMENT NOT MADE
9 NOT APPLICABLE

VEHICLE BODY TYPE
01 CAR
02 STATION WAGON
03 TAXI
04 UTILITY
05 PANEL VAN
06 ARTIC VEH (SEMI)
07 TRUCK (EXCLUDE SEMI)
08 BUS COACH
09 MINI BUS (9-13 SEATS)
10 MOTOR CYCLE
11 MOPED
12 MOTOR SCOOTER
13 BICYCLE
14 HORSE DRAWN RIDDEN
15 TRAM
16 RAILWAY TRAIN TROLLEY
17 OTHER VEHICLE*
18 NOT APPLICABLE
19 NOT KNOWN
* SPECIFY

LICENCE TYPE
1 LEARNER
2 PROBATIONARY
3 PROBATIONARY AND CONDITIONAL
4 STANDARD (FULL)
5 STANDARD AND CONDITIONAL
6 NOT APPLICABLE
7 UNLICENCED
8 INAPPROPRIATE CATEGORY
9 NOT KNOWN

LICENCE CATEGORY
CA —MOTOR CAR
LT —LIGHT TRUCK
HT —HEAVY TRUCK
LA —LIGHT ARTICULATED
HA —HEAVY ARTICULATED
RT —ROAD TRAIN
MC—MOTORCYCLE
SB —SMALL BUS
LB —LIGHT BUS
HB —HEAVY BUS
AB —ARTICULATED BUS

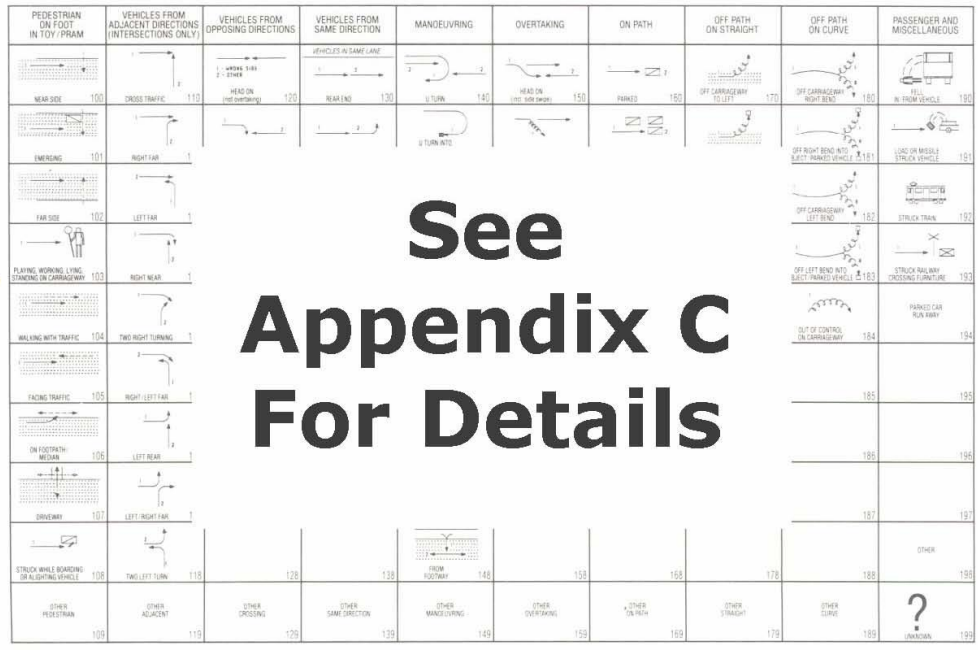
LICENCE STATUS
V VALID
C CANCELLED
D DISQUALIFIED
L SUSPENDED
E EXPIRED
S SURRENDERED

SEATING POSITION (POS)

LF	CF	
LR	CR	RR
OR		

BLANK—PEDESTRIAN (DO NOT CODE)
PL —MOTORCYCLE PILLION PASSENGER
PS —MOTORCYCLE SIDECAR PASSENGER
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



See Appendix C For Details

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.