# Definitions and notes to support road crash data

NSW Centre for Road Safety

# Introduction

This manual provides detailed information about each data field published in the Crash and Traffic Unit tables.

The data are confined to crashes that conform to the national guidelines for reporting and classifying road vehicle crashes. The main criteria are:

• The crash was reported to police
• The crash occurred on a road open to the public
• The crash involved at least one moving road vehicle
• The crash involved at least one person being killed or injured or at least one motor vehicle being towed away.

# Contents

# CRASH

This section is concerned with the general information of the crash such as location, time and date of crash as well as environment attributes such as weather, natural lighting etc. One record of crash information is coded for each crash.

## Crash ID <span style="float:right">NUMBER</span>

### Description

A unique sequence number allocated to each crash.

## Degree of crash <span style="float:right">TEXT</span>

### Values

- Fatal
- Injury
- Non-casualty (towaway)

### Description

The severity classification (or degree) of the crash.

### Notes

**Fatal** – a crash in which there was at least one fatality. A fatality is a person who dies within 30 days of a crash, as a result of injuries received in that crash.

**Injury** - a crash in which at least one person was injured and no one was killed.

Injured means a person who is injured as a result of a crash, and who does not die as a result of those injuries within 30 days of the crash.

**Non-casualty** – a crash in which at least one motor vehicle was towed away but there were neither fatalities nor people injured in the crash.

## Degree of crash - detailed <span style="float:right">TEXT</span>

### Values

- Fatal
- Serious Injury
- Moderate Injury
- Minor/Other Injury
- Uncategorised Injury
- Non-casualty (towaway)

## Description

The severity classification (or degree) of the crash, incorporating injury severity.

## Notes

**Fatal** - a crash in which at least one person was killed

**Serious injury** - a crash in which at least one person, identified in the Police crash report data (casualty or traffic unit controller), is matched to a hospital admission record on the same day or the day after a crash AND no one was killed

**Moderate injury** - a crash in which at least one person, identified as an injury in the Police crash report data, is matched to an emergency department attendance record on the same day or the day after a crash but was not killed or subsequently admitted to hospital AND no one was killed or seriously injured

**Minor/Other injury** - a crash in which at least one person, identified as an injury in the Police crash report data, is not matched to a hospital admission record or an emergency department attendance record AND no one was killed, seriously injured or moderately injured.

**Uncategorised injury** - a crash in which at least one person, identified as an injury in the Police crash report data in a period for which data linkage with health records is not available.

**Non-casualty (towaway)** - a crash in which no one was killed or injured but at least one motor vehicle was towed away

# Reporting year <span style="float:right">NUMBER</span>

## Description

The year when the crash was recorded.

## Notes

Use the Year of crash for the calendar year in which the crash occurred unless you are specifically interested in selecting crashes that match a periodical report that uses reporting year periods.

For fatal crashes, this field is the same as the Year of crash.

For non-fatal crashes, this may differ from the Year of crash. A very small percentage of non-fatal crashes are received and reported too late for inclusion in the appropriate yearly publication, so they end up in the following reporting year.

# Year of crash

NUMBER

### Description
The calendar year in which the crash occurred.

### Notes
For fatal crashes, this field is the same as the Reporting year.

For non-fatal crashes, this may differ from the Reporting year. A very small percentage of non-fatal crashes are received and reported too late for inclusion in the appropriate yearly report, so they end up in the following reporting year.

# Month of crash

TEXT

### Values

- January
- February
- March
- April
- May
- June
- July
- August
- September
- October
- November
- December

### Description
The month the crash occurred.

# Day of week of crash

TEXT

### Values

- Sunday
- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday

### Description
The day of the week the crash occurred.

# Time of crash - two hour intervals

TEXT

### Values

- 00:01 - 01:59
- 02:00 - 03:59
- 04:00 - 05:59
- 06:00 - 07:59
- 08:00 - 09:59
- 10:00 - 11:59
- 12:00 - 13:59
- 14:00 - 15:59
- 16:00 - 17:59
- 18:00 - 19:59
- 21:00 - 21:59
- 22:00 - Midnight
- Unknown

### Description
The two-hour time slot within which the crash occurred.

## Street of crash

TEXT

### Description

The name of the street where the crash occurred.

## Street type

TEXT

### Description

The street type for the street of crash where the crash occurred.

## Distance (from identifying feature)

NUMBER

### Special Values

0 On the spot
99000 99 km and over
999999 Unknown/not stated

### Description

The distance in metres from the identifying feature used to locate the crash.

### Notes

Distance can only be 0 if Direction is Right on the spot. If a crash occurs 'outside house number 23', the distance is 0 and direction is Right on the spot.

## Direction (from identifying feature)

TEXT

### Values

- Right on the spot
- North
- South
- East
- West
- Unknown/not stated

### Description

The direction from the identifying feature to the crash location.

### Notes

Direction can only be Right on the spot if Distance is 0. If a crash occurs 'outside house number 23', the distance is 0 and direction is Right on the spot.
All directions are rounded to the nearest cardinal direction.

# Identifying feature

### Description

The name of the identifying feature used to locate the crash. If this feature is a road, Identifying feature uses the same format as 'Street of crash'

# Identifying feature type

### Description

The type of the identifying feature used to locate the crash. If this feature is a road, Identifying feature type uses the same format as 'Street type'

# Town

### Description

The town or suburb where the crash occurred.

### Notes

# Route no.

### Values

| | | | | | |
|---|---|---|---|---|---|
| 1 | Princes Hwy | 14 | Sturt Hwy | 30 | Central Coast Hwy |
| 2 | Hume Hwy | 15 | Barton Hwy | 31 | Gold Coast Hwy |
| 3 | Federal Hwy | 16 | Bruxner Hwy | 78 | Olympic Hwy |
| 4 | Snowy Mountain Hwy | 17 | Newell Hwy | 6002 | M2 Hills Exp |
| 5 | Great Western Hwy | 18 | Castlereagh Hwy | 6003 | Newcastle Exp |
| 6 | Mid Western Hwy | 19 | Monaro Hwy | 6004 | Western Exp |
| 7 | Mitchell Hwy | 20 | Riverina Hwy | 6005 | South Western Exp |
| 8 | Barrier Hwy | 21 | Cobb Hwy | 6006 | Southern Exp |
| 9 | New England Hwy | 22 | Silver City Hwy | 6007 | Eastern Distributor Exp |
| 10 | Pacific Hwy | 25 | Illawarra Hwy | 6009 | M7 Westlink Exp |
| 11 | Oxley Hwy | 27 | Golden Hwy | 6010 | Cross City Tunnel |
| 12 | Gwydir Hwy | 28 | Carnarvon Hwy | 6011 | Hunter Exp |
| 13 | Cumberland Hwy | 29 | Kamilaroi Hwy | | |

### Description

The route number of the lowest numbered road that passes through the intersection where the crash occurred, or the number of the road on which the crash occurred, if the crash was not at the intersection

### Notes

The 'Route no.' is the 'road number' according to the NSW Roads Act and/or the schedule of classified roads maintained by Transport for NSW.

# School zone location

## Values
- Yes
- No
- Unknown

## Description
Whether the crash was within a school zone, regardless of the school zone being active at the time of the crash.

# School zone active

## Values
- Yes
- No
- Not a school zone
- Unknown

## Description
Whether a school zone was present AND active at the time of the crash.

## Notes
Explanation of values for this field:-
Yes - school zone present and active
No - school zone present but not active and
Not a school zone - This is not a school zone location.

# Type of location

## Values
- Cross-intersection
- Y-junction
- T-junction
- Multiple intersection
- Roundabout
- L-junction
- One-way street
- 2-way undivided
- Divided road
- Single limited access
- Dual freeway
- Other
- Unknown/not stated

## Description
The type of location where the crash occurred.

## Notes
An intersection crash occurs 10m or closer to an intersection.

# Latitude

## Description
The latitude of the crash location.

# Longitude

## Description

The longitude of the crash location.

# LGA

## Values

- Albury
- Armidale Regional
- Ballina
- Balranald
- Bathurst Regional
- Bayside
- Bega Valley
- Bellingen
- Berrigan
- Blacktown
- Bland
- Blayney
- Blue Mountains
- Bogan
- Bourke
- Brewarrina
- Broken Hill
- Burwood
- Byron
- Cabonne
- Camden
- Campbelltown
- Canada Bay
- Canterbury-Bankstown
- Carrathool
- Central Coast
- Central Darling
- Cessnock
- Clarence Valley
- Cobar
- Coffs Harbour
- Coolamon
- Coonamble
- Cootamundra-Gundagai Regional
- Cowra
- Cumberland
- Dubbo Regional
- Dungog
- Lane Cove
- Leeton
- Lismore
- Lithgow
- Liverpool
- Liverpool Plains
- Lockhart
- Lord Howe Island
- Maitland
- Mid-Coast
- Mid-Western Regional
- Moree Plains
- Mosman
- Murray River
- Murrumbidgee
- Muswellbrook
- Nambucca
- Narrabri
- Narrandera
- Narromine
- Newcastle
- North Sydney
- Northern Beaches
- Oberon
- Orange
- Parkes
- Parramatta
- Penrith
- Port Macquarie-Hastings
- Port Stephens
- Queanbeyan-Palerang Regional
- Randwick
- Richmond Valley
- Ryde
- Shellharbour
- Shoalhaven
- Singleton
- Snowy Monaro Regional

- Edward River
- Eurobodalla
- Fairfield
- Federation
- Forbes
- Georges River
- Gilgandra
- Glen Innes Severn
- Goulburn Mulwaree
- Greater Hume
- Griffith
- Gunnedah
- Gwydir
- Hawkesbury
- Hay
- Hilltops
- Hornsby
- Hunters Hill
- Inner West
- Inverell
- Junee
- Kempsey
- Kiama
- Ku-ring-gai
- Kyogle
- Lachlan
- Lake Macquarie

- Snowy Valleys
- Strathfield
- Sutherland
- Sydney
- Tamworth Regional
- Temora
- Tenterfield
- The Hills
- Tweed
- Unincorporated
- Upper Hunter
- Upper Lachlan
- Uralla
- Wagga Wagga
- Walcha
- Walgett
- Warren
- Warrumbungle
- Waverley
- Weddin
- Wentworth
- Willoughby
- Wingecarribee
- Wollondilly
- Wollongong
- Woollahra
- Yass Valley

### Description

The Local Government Area where the crash occurred.

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### Notes

LGA records are kept updated with current boundaries. At the time of a crash occurring, the LGA at that location may have been different to that currently recorded.

# Urbanisation                                                                TEXT

### Values

- Sydney metropolitan area
- Newcastle metropolitan area
- Wollongong metropolitan area
- Country urban areas
- Country non-urban areas
- Country unknown

**Description**

The urbanisation where the crash occurred.

**Notes**

Urbanisation is derived from the LGA and speed limit in effect, as follows:

Sydney metropolitan - all Sydney metropolitan LGAs

Newcastle metropolitan - Newcastle City and Lake Macquarie City

Wollongong metropolitan - Wollongong City and Shellharbour City

Country urban - Other LGAs, where speed limit is up to and including 80 km/h (less than or equal to 80 km/h)

Country non-urban - Other LGAs, where speed limit is more than 80 km/h (greater than 80 km/h)

Country unknown - Other LGAs, where speed limit is unknown

## Conurbation 1 — TEXT

**Values**

- Syd-Newc-Woll Gtr conurbation
- Rest of NSW - Urban
- Rest of NSW – Rural
- Rest of NSW - Unknown

**Description**

Distinguishes the Sydney-Newcastle-Wollongong greater conurbation from other urban and rural areas.

## Alignment — TEXT

**Values**

- Straight
- Curved
- Unknown / not stated

**Description**

The road alignment of the road at the location of the crash.

## Primary permanent feature — TEXT

**Values**

- Narrow roadway
- Narrow or one-lane bridge
- Low clearance overhead bridge
- Other bridge
- Causeway
- Footpath, cycle path or nature strip
- Driveway or entrance
- Loading bay
- Cattle grid, gate or stock crossing
- Pedestrian refuge on road (from 2014)

- Floodway or dip
- Ditch, drain or culvert
- Embankment or cutting
- Underpass or tunnel
- Railway level crossing
- Steep grade
- Crest
- Speed hump, slow point or chicane
- Breakdown lane or road shoulder
- Climbing or merging lanes
- Bus or transit lane
- Bus stop
- Painted double centre lines
- Mid-block median opening
- Freeway ramp or access road
- Other permanent feature

### Description

A permanent feature of the location that was a reported as factor in the crash.

### Notes

Only records permanent features applying to this crash. There may be zero or more such features. The feature most relevant to the crash is set as the primary feature.

## Primary temporary feature                              TEXT

### Values

- Road works / Detour / Diversion
- Previous crash
- Roadblock / Random breath testing (RBT) / Radar
- Thick raised dust
- Police pursuit
- Drag racing
- Other temporary feature

### Description

A temporary feature of the location that was a factor in the crash.

### Notes

Only records temporary features applying to this crash. There may be zero or more such features. The feature most relevant to the crash is set as the primary feature.

## Primary hazardous feature                              TEXT

### Values

- Loose gravel on sealed surface
- Loose gravel on shoulder
- Pot holes, corrugations or other rough surface
- Slippery surface (oily or greasy)
- Flooded or submerged / water lying on road
- Other hazardous feature

### Description

A hazardous road surface feature that was a factor in the crash.

### Notes

Only records hazardous features applying to this crash. There may be zero or more such features associated with the crash. The feature most relevant to the crash is set as the primary feature.

# Street lighting

TEXT

**Values**
- On
- Off (lights present but off)
- Nil
- Unknown / not stated

**Description**

The status of street lighting at the time of the crash.

**Notes**

Street lighting includes lighting provided in tunnels.

# Road surface

TEXT

**Values**
- Sealed
- Unsealed
- Unknown / not stated

**Description**

The type of road surface at the crash location.

# Surface condition

TEXT

**Values**
- Wet
- Dry
- Snow or ice
- Unknown / not stated

**Description**

The condition of the road surface at the crash location.

# Weather

TEXT

**Values**
- Fine
- Raining
- Overcast
- Fog or mist
- Snowing or sleeting
- Other (e.g. hail)
- Unknown / not stated

**Description**

The weather conditions at the time of the crash.

# Natural lighting

TEXT

## Values

- Dawn
- Daylight
- Dusk
- Darkness
- Unknown/ not stated

## Description

The natural lighting at the time of the crash.

# Signals operation

TEXT

## Values

- On (signal installed and operating)
- Off (signal installed but not operating)
- Nil (no signals installed)
- Unknown / not stated

## Description

The operating status of the traffic control signals at the crash location.

# Other traffic control

TEXT

## Values

- Pedestrian crossing
- Stop sign
- Give way sign
- Police
- No right turn
- No left turn
- Left turn only (from 2014)
- Left turn on red after stop (from 2014)
- No U turn
- No entry / wrong way
- Rail crossing with flashing signals
- Rail crossing with stop sign
- Rail crossing with no signals or stop sign
- Road / railway worker
- Other traffic control
- No traffic controls
- Unknown / not stated

## Description

A traffic control other than traffic signals, that is in control at the crash location.

## Notes

This field only records the traffic control most relevant to the crash.

# Speed limit

## Values

- 10 km/h
- 20 km/h
- 30 km/h
- 40 km/h
- 50 km/h
- 60 km/h
- 70 km/h
- 80 km/h
- 90 km/h
- 100 km/h
- 110 km/h
- Unknown

## Description

The maximum speed limit applicable at the crash location.


# Road classification (admin)

## Values

- Local
- Regional
- State

## Description

The administrative classification of the type of road on which the crash occurred.


# Road User Movement (RUM)

## Values

| | | | | | |
|---|---|---|---|---|---|
| 0 | Ped nearside | 33 | Lane sideswipe | 66 | Object on road |
| 1 | Ped emerging | 34 | Lane change right | 67 | Struck animal |
| 2 | Ped far side | 35 | Lane change left | 69 | Other on path |
| 3 | Ped on carriageway | 36 | Right turn sideswipe | 70 | Off road to left |
| 4 | Ped walk with | 37 | Left turn sideswipe | 71 | Off rd left => obj |
| 5 | Ped walk against | 39 | Other same direction | 72 | Off road to right |
| 6 | Ped on footpath | 40 | U turn | 73 | Off rd rght => obj |
| 7 | Driveway | 41 | U turn into object | 74 | On road-out of cont. |
| 9 | Ped other | 42 | Leaving parking | 75 | Off end of road |
| 10 | Cross traffic | 43 | Entering parking | 79 | Other straight |
| 11 | Right far | 44 | Parking vehicles | 80 | Off left/right bend |
| 12 | Left far | 45 | Reversing | 81 | Off left/rt bnd=>obj |
| 13 | Right near | 46 | Reversing into obj | 82 | Off right/right bend |
| 14 | 2 right turning | 47 | Emerging from drive | 83 | Off rt/rt bnd=>obj |
| 15 | Right/left far | 48 | From footpath | 84 | Off right/left bend |
| 16 | Left near | 49 | Other manoeuvring | 85 | Off rt/lft bnd=>obj |
| 17 | Left/right far | 50 | Head on (overtake) | 86 | Off left/left bend |
| 18 | 2 left turning | 51 | Out of control otake | 87 | Off lft/lft bnd=>obj |
| 19 | Other adjacent | 52 | Pulling out | 88 | Out of cont on bend |

| | | | | | |
|---|---|---|---|---|---|
| 20 | Head on | 53 | Overtake turning | 89 | Other curve |
| 21 | Right through | 54 | Cutting in | 90 | Fell in/from vehicle |
| 22 | Left through | 55 | Pulling out rear end | 91 | Object struck veh |
| 23 | Right/left | 59 | Other overtaking | 92 | Struck train |
| 24 | Right/right | 60 | Parked | 93 | Pkd veh runaway=>obj |
| 25 | Left/left | 61 | Double parked | 94 | Pkd veh runaway=>veh |
| 29 | Other opposing | 62 | Accident | 95 | Alighting/boarding |
| 30 | Rear end | 63 | Vehicle door | 98 | Other |
| 31 | Left rear | 64 | Perm obstruction | 99 | Unknown |
| 32 | Right rear | 65 | Temp roadworks | | |

## Description

Represents the first impact in the crash.

## Notes

The 'key' vehicle, represented by the dark arrow in the RUM code diagrams, is generally the vehicle considered to have performed the major manoeuvre in the crash. This does not indicate fault.

See the following page for an explanatory diagram.

# Rum Code table



| Group | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|---|
| **00–09 PEDESTRIAN** (on foot or in toy/pram) | 00 NEAR SIDE | 01 EMERGING | 02 FAR SIDE | 03 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY | 04 WALKING WITH TRAFFIC | 05 FACING TRAFFIC | 06 ON FOOTPATH/ MEDIAN | 07 DRIVEWAY | | 09 OTHER PEDESTRIAN |
| **10–19 VEHICLES FROM ADJACENT DIRECTIONS / OPPOSING DIRECTIONS (INTERSECTIONS ONLY)** | 10 CROSS TRAFFIC | 11 RIGHT FAR | 12 LEFT FAR | 13 RIGHT NEAR | 14 TWO R TURNING | 15 RIGHT/LEFT FAR | 16 LEFT NEAR | 17 LEFT/RIGHT FAR | 18 TWO LEFT TURNING | 19 OTHER ADJACENT |
| **20–29 VEHICLES FROM OPPOSING DIRECTIONS** | 20 HEAD ON (not overtaking) | 21 LEFT THRU | 22 RIGHT THRU | 23 RIGHT/LEFT | 24 RIGHT/RIGHT | 25 LEFT/LEFT | | | | 29 OTHER OPPOSING |
| **30–39 VEHICLES FROM SAME DIRECTION** (Vehicles in same lane) | 30 REAR END | 31 LEFT REAR | 32 RIGHT REAR | 33 LANE SIDE SWIPE | 34 LANE CHANGE RIGHT (not overtaking) | 35 LANE CHANGE LEFT | 36 RIGHT TURN SIDE SWIPE | 37 LEFT TURN SIDE SWIPE | | 39 OTHER SAME DIRECTION |
| **40–49** (Vehicles in parallel lanes) | 40 U TURN | 41 U TURN INTO FIXED OBJECT/ PKD VEHICLE | 42 LEAVING PARKING | 43 ENTERING PARKING | 44 PARKING VEHICLES ONLY | 45 REVERSING | 46 REVERSING INTO FIXED OBJECT/ PKD VEHICLE | 47 EMERGING FROM DRIVEWAY | 48 FROM FOOTPATH | 49 OTHER |
| **50–59 OVERTAKING** | 50 HEAD ON (incl. side swipe) | 51 OUT OF CONTROL | 52 PULLING OUT | 53 OVERTAKE TURNING | 54 CUTTING IN | 55 PULLING OUT REAR END | | | | 59 OTHER OVERTAKING |
| **60–69 ON PATH** | 60 PARKED | 61 DOUBLE PARKED | 62 ACCIDENT OR BROKEN DOWN | 63 VEHICLE DOOR | 64 PERMANENT OBSTRUCTION ON CARRIAGEWAY | 65 TEMPORARY ROADWORKS | 66 STRUCK OBJECT ON CARRIAGEWAY | 67 ANIMAL (not ridden) | | 69 OTHER ON PATH |
| **70–79 OFF PATH, ON STRAIGHT** | 70 OFF CARRIAGEWAY TO LEFT | 71 LEFT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH. | 72 OFF CARRIAGEWAY TO RIGHT | 73 RIGHT OFF CARRIAGEWAY INTO OBJECT/ PARKED VEH | 74 OUT OF CONTROL ON CARRIAGEWAY | 75 OFF END OF ROAD/ 'T' INTERSECTION | | | | 79 OTHER STRAIGHT |
| **80–89 OFF PATH, ON CURVE OR TURNING** | 80 OFF CARRIAGEWAY TO LEFT ON RIGHT BEND | 81 OFF CARRIAGEWAY, LEFT ON R.H. BEND INTO OBJECT/ PKD VEH | 82 OFF CARRIAGEWAY TO RIGHT ON RIGHT BEND | 83 OFF CARRIAGEWAY, RIGHT ON R.H. BEND INTO OBJECT/ PKD VEH | 84 OFF CARRIAGEWAY TO RIGHT ON LEFT BEND | 85 OFF CARRIAGEWAY TO RIGHT ON L.H. BEND INTO OBJ/PKD VEH | 86 OFF CARRIAGEWAY TO LEFT ON LEFT BEND | 87 OFF CARRIAGEWAY TO LEFT ON L.H. BEND INTO OBJ/PKD VEH | 88 OUT OF CONTROL ON CARRIAGEWAY | 89 OTHER CURVE |
| **90–99** | 90 FELL IN/FROM VEHICLE | 91 LOAD OR MISSILE STRUCK VEHICLE | 92 STRUCK TRAIN / AEROPLANE | 93 PARKED VEH RUN AWAY INTO OBJECT/ PKD VEH | 94 PARKED VEH RUN AWAY INTO VEHICLE | 95 STRUCK WHILE BOARDING OR ALIGHTING VEHICLE | | | 98 OTHER | 99 UNKNOWN |

## Values

| | |
|---|---|
| 0 | Other |
| 1 | Near side |
| 2 | Emerging |
| 3 | Far side |
| 4 | Playing, working, lying, standing on carriageway |
| 5 | Walking with traffic |
| 6 | Facing traffic |
| 7 | Driveway |
| 8 | On footway/median |
| 100 | Other |
| 101 | Cross traffic |
| 102 | Right-through from left |
| 103 | Left-through from left |
| 104 | Right-through from right |
| 105 | Two right turning |
| 106 | Right-left from right |
| 107 | Left-through from left |
| 108 | Right-left from left |
| 109 | Two left turning |
| 200 | Other |
| 201 | Head on (not overtaking) |
| 202 | Right-through |
| 203 | Right-left |
| 204 | Right-right |
| 205 | Left-through |
| 206 | Left- left |
| 207 | U-turn |
| 300 | Other |
| 301 | Rear end |
| 302 | Rear left |
| 303 | Rear right |
| 304 | U-turn |
| 305 | Lane side swipe |
| 306 | Lane change right |
| 307 | Lane change left |
| 308 | Right turn side swipe |
| 309 | Left turn side swipe |
| 400 | Other |
| 401 | Leaving parking |
| 402 | Entering parking |
| 403 | Parking-parked vehicles only |
| 404 | Reverse in traffic |
| 405 | Reversing into fixed objects |

| | |
|---|---|
| 406 | Emerging from driveway |
| 408 | From footway |
| 409 | U-turn into fixed object |
| 500 | Other |
| 501 | Head on (includes side swipe) |
| 502 | Out of control |
| 503 | Pulling out |
| 504 | Cutting in |
| 505 | Pulling out rear end |
| 506 | Overtaking right turn |
| 600 | Other |
| 601 | Parked |
| 602 | Double parked |
| 603 | Accident or broken down |
| 604 | Vehicle door |
| 605 | Struck permanent obstruction on carriageway |
| 606 | Struck temporary roadworks on carriageway |
| 607 | Struck object on carriageway |
| 609 | Struck animal (not ridden) |
| 610 | Load or missile struck vehicle |
| 700 | Other |
| 701 | Off carriageway to left |
| 702 | Off carriageway to right |
| 703 | Left off carriageway into object |
| 704 | Right off carriageway into object |
| 705 | Out of control on carriageway |
| 706 | Left turn |
| 707 | Right turn |
| 708 | Mounts traffic island |
| 709 | Off end of road or T intersection |
| 800 | Other |
| 801 | Off carriageway right bend |
| 802 | Off carriageway left bend |
| 803 | Off carriageway on right bend in to object |
| 804 | Off carriageway on left bend in to object |
| 805 | Out of control on carriageway |
| 808 | Mounts traffic island |
| 900 | Other |
| 901 | Fell in/from vehicle |
| 902 | Struck while boarding or alighting |
| 903 | Struck train/aeroplane |
| 906 | Parked vehicle ran away |
| 907 | Vehicle movements not known |

## Description

"Definition for Coding Accidents". A code describing the movements of the vehicles involved in the first impact of the crash. Some codes have a supplement of a one-character code that adds further detail.

## Notes

The DCA code is an alternative to and is derived from the RUM code. See the following page for an explanatory diagram.
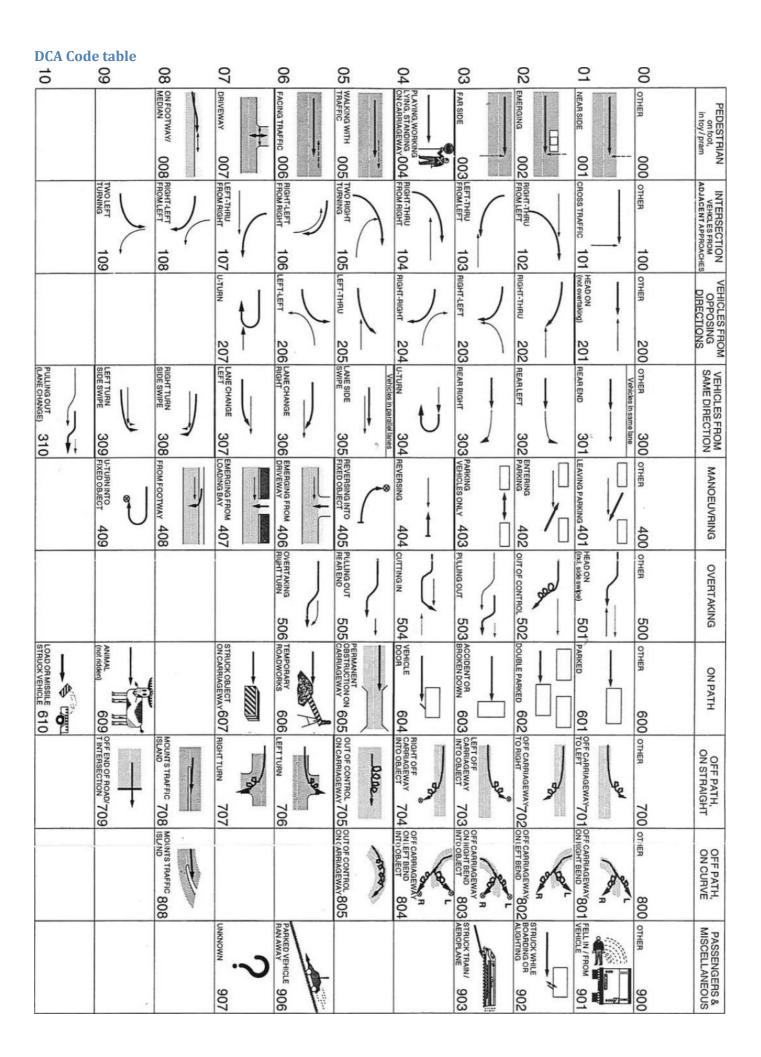
# DCA supplement <span style="float:right">TEXT</span>

## Special Values

- Left
- Right

## Description

Provides extended information for some DCA codes.

| | PEDESTRIAN on foot, in toy/pram | INTERSECTION VEHICLES FROM ADJACENT APPROACHES | VEHICLES FROM OPPOSING DIRECTIONS | VEHICLES FROM SAME DIRECTION | MANOEUVRING | OVERTAKING | ON PATH | OFF PATH, ON STRAIGHT | OFF PATH, ON CURVE | PASSENGERS & MISCELLANEOUS |
|---|---|---|---|---|---|---|---|---|---|---|
| 00 | 000 OTHER | 100 OTHER | 200 OTHER | 300 OTHER | 400 OTHER | 500 OTHER | 600 OTHER | 700 OTHER | 800 OTHER | 900 OTHER |
| 01 | 001 NEAR SIDE | 101 CROSS TRAFFIC | 201 HEAD ON (not overtaking) | 301 LEAVING PARKING (incl. side swipe) | 401 HEAD ON | 501 PARKED | 601 PARKED | 701 OFF CARRIAGEWAY TO LEFT | 801 OFF CARRIAGEWAY ON RIGHT BEND | 901 FELL IN / FROM VEHICLE |
| 02 | 002 EMERGING | 102 RIGHT-THRU FROM LEFT | 202 RIGHT-THRU | 302 REAR LEFT | 402 ENTERING PARKING | 502 OUT OF CONTROL | 602 DOUBLE PARKED | 702 OFF CARRIAGEWAY TO RIGHT | 802 OFF CARRIAGEWAY ON LEFT BEND | 902 STRUCK WHILE BOARDING OR ALIGHTING |
| 03 | 003 FAR SIDE | 103 LEFT-THRU FROM LEFT | 203 RIGHT-LEFT | 303 REAR RIGHT | 403 PARKING VEHICLES ONLY | 503 PULLING OUT | 603 ACCIDENT OR BROKEN DOWN | 703 OFF CARRIAGEWAY ONTO RIGHT INTO OBJECT | 803 OFF CARRIAGEWAY ON RIGHT BEND INTO OBJECT | 903 STRUCK TRAIN / AEROPLANE |
| 04 | 004 PLAYING, WORKING, LYING, STANDING ON CARRIAGEWAY | 104 RIGHT-THRU FROM RIGHT | 204 U-TURN (Vehicles in parallel lanes) | 304 U-TURN | 404 REVERSING | 504 VEHICLE DOOR | 604 VEHICLE DOOR | 704 OFF CARRIAGEWAY ON LEFT INTO OBJECT | 804 OFF CARRIAGEWAY ON LEFT BEND INTO OBJECT | |
| 05 | 005 WALKING WITH TRAFFIC | 105 TWO RIGHT TURNING | 205 LEFT-THRU | 305 LANE SIDE SWIPE | 405 REVERSING INTO FIXED OBJECT | 505 PULLING OUT REAR END | 605 PERMANENT OBSTRUCTION ON CARRIAGEWAY | 705 OUT OF CONTROL ON CARRIAGEWAY | 805 OUT OF CONTROL ON CARRIAGEWAY | |
| 06 | 006 FACING TRAFFIC | 106 RIGHT-LEFT FROM RIGHT | 206 LEFT-LEFT | 306 LANE CHANGE RIGHT | 406 EMERGING FROM DRIVEWAY | 506 OVERTAKING RIGHT TURN | 606 TEMPORARY ROADWORKS | 706 LEFT TURN | | |
| 07 | 007 DRIVEWAY | 107 LEFT-THRU FROM RIGHT | 207 U-TURN | 307 LANE CHANGE LEFT | 407 EMERGING FROM LOADING BAY | | 607 STRUCK OBJECT ON CARRIAGEWAY | 707 RIGHT TURN | | 907 UNKNOWN |
| 08 | 008 ON FOOTWAY / MEDIAN | 108 RIGHT-LEFT FROM LEFT | 208 LEFT-LEFT | 308 RIGHT TURN SIDE SWIPE | 408 FROM FOOTWAY | | 608 MOUNTS TRAFFIC ISLAND | 708 MOUNTS TRAFFIC ISLAND | 808 MOUNTS TRAFFIC ISLAND | |
| 09 | | 109 TWO LEFT TURNING | | 309 LEFT TURN SIDE SWIPE | 409 U-TURN INTO FIXED OBJECT | | 609 ANIMAL (not ridden) | 709 OFF END OF ROAD / T INTERSECTION | | 906 PARKED VEHICLE RAN AWAY |
| 10 | | | | 310 PULLING OUT (LANE CHANGE) | | | 610 LOAD OR MISSILE STRUCK VEHICLE | | | |

# First impact type

## Values

- Vehicle - Vehicle (Head-on)
- Vehicle - Vehicle (Right angle)
- Vehicle - Vehicle (Nose tail)
- Vehicle - Vehicle (Other angle)
- Vehicle - Object

- Vehicle - Pedestrian
- Vehicle - Animal
- Vehicle - Train / aeroplane (trams not included)
- Vehicle - Rollover
- Person - object
- Other / unknown

## Description

The type of the first impact.

# Key TU type / Other TU type

## Values

- Car (sedan) or hatchback / liftback
- Station wagon
- Utility based on car design
- Panel van based on car design
- Forward control passenger van
- 4WD vehicle not based on car design
- Road train
- B-double (may include road train prior to 1998)
- Light truck / panel van / utility not based on car Design
- Light truck utility not based on car design (from 2018)
- Large rigid lorry
- Rigid tanker
- Articulated tanker
- Semi-trailer / low loader
- B-triple (from 2014)
- State Transit Authority bus
- Long distance / tourist coach
- Other bus
- Self-propelled plant
- Motorized wheelchair
- Tractor
- Quad bike (from 2014)
- Motorised scooter (mobility aid) (from 2014)
- Unknown motor vehicle

- Motorcycle with sidecar
- Motor scooter
- Mini-bike
- Moped (+ Power assisted pedal cycle prior to 2017)
- Special Mobility Vehicle
- Motorised push scooter (from 2014)
- Pedal cycle (+ Power assisted pedal cycle from 2017)
- Small box trailer
- Small boat trailer
- Horse float
- Other small trailer
- Large trailer
- Caravan
- Detached trailer section of semi-trailer
- Agricultural implement
- Pedestrian
- Pedestrian in/operating toy vehicle, pram, barrow, billycart or non-motorized wheelchair
- Ridden animal
- Animal Drawn Vehicle
- Train
- Aeroplane
- Tram
- Other or Unknown traffic unit

## Description

**Key TU type** - The traffic unit type of the Key traffic unit in the crash (based on involvement in the first impact).

**Other TU type** - The traffic unit type of the Other traffic unit involved in the first impact (if it exists).

## No. of traffic units involved

### Description

The actual number of traffic units involved (road vehicles and pedestrians).

## No. Killed

### Description

A count of people who died within 30 days from injuries received in a road traffic crash

## No. seriously injured

### Description

A count of the people identified in the Police crash report data (casualty or traffic unit controller) who are matched to a hospital admission record on the same day or the day after a crash and did not die within 30 days of the crash.

## No. moderately injured

### Description

A count of the people identified in the Police crash report data (casualty or traffic unit controller) who are matched to an emergency department attendance record on the same day or the day after a crash but were not killed or subsequently admitted to hospital

## No. minor/other injured

### Description

A count of people identified as an injury in the Police crash report data who are not matched to a hospital admission record or an emergency department attendance record

## TRAFFIC UNIT

This table contains details about traffic units involved in the crash. One set of traffic unit information is available for each traffic unit, which was directly involved in the crash. This table is joined to the CRASH table using Crash ID. Note: a pedestrian is a traffic unit.

## Traffic unit ID
NUMBER

### Description
An ID number assigned to each traffic unit within the crash.

## TU controlled flag
TEXT

### Special Values
Y - Yes
N - No

### Description
Whether this traffic unit had a controller.

### Notes
A pedestrian traffic unit always has a controller.

## TU role in first impact
TEXT

### Values
- Key traffic unit
- Other traffic unit
- Traffic unit not in 1st impact

### Description
The participation of this Traffic Unit in the first impact.

### Notes
All TUs are categorised by their involvement in the first impact:
- the 'key' traffic unit in the first impact
- an 'other' traffic unit in the first impact
- or 'not involved' in the first impact

# Traffic unit type group

## Values

- Car/car derivative
- Light truck
- Heavy rigid truck
- Articulated truck
- Bus
- Other motor vehicle
- Motorcycle
- Pedal cycle
- Non-motorised vehicle
- Pedestrian
- Other or unknown

## Description

A group of traffic unit type.

## Notes

'Car/car derivative' includes sedan, station wagon, utility (based on car design), panel van (based on car design), coupe, hatchback, sports car, passenger van and four wheel drive passenger vehicle.

'Light truck' includes panel van (not based on car design), utility (not based on car design) and mobile vending vehicle.

'Heavy rigid truck' is comprised of rigid lorry and rigid tanker with a tare weight in excess of 4.5 tonnes.

'Articulated truck' is comprised of articulated tanker, semi-trailer, low loader, road train and B-double.

'Bus' includes State Transit Authority bus and long distance/tourist coach.

'Motorcycle' is any mechanically or electrically propelled two or three-wheeled machine with or without side-car. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (fuel motorised 'pedal cycle').

'Pedal cycles' are only traffic units when they are being ridden, otherwise they are objects.

'Pedestrian' is any person who is not in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash.

A 'heavy rigid truck' and 'articulated truck' are both Heavy trucks.

# Street of travel

## Values

- Street of crash - This traffic unit was travelling in the street in which the crash is described as occurring
- In ID feature - This traffic unit was travelling in the street described as the identifying feature
- Unknown / not stated

## Description

Street of travel for this traffic unit

## Notes

The streets of travel can be either:

- 'Street of crash'

- 'Identifying feature' when it contains a road name.

# Direction of travel

## Values

- North
- South
- East
- West
- Unknown/not stated

### Description

The direction of travel of this traffic unit.

### Notes

The 'Direction of travel' is for this traffic unit immediately before the manoeuvre involved in the first
impact. For example if a car was turning from Street A into Street B when it collided with another vehicle, the direction is that of the car in Street A before making the turn.
For stationary vehicles, it is the direction the vehicle was facing.

# Manoeuvre

## Values

- Stationary in traffic
- Parked at kerbside / roadside
- Parked at kerbside / roadside loading or depositing goods / passengers
- Double parked
- Broken down in traffic / previous accident
- Parked or stationary on footpath
- Parked elsewhere (off road)
- Proceeding along lane (on either straight or curved carriageway) Pedestrian stepping off / onto traffic island or
- Parking (forward) or pulling out from kerb
- Veering to right to change to a lane moving in the
- same direction
- Veering to left to change to a lane moving in the
- same direction
- Merging with traffic in same direction
- Pulling out into opposite stream of traffic
- Travelling on incorrect side of carriageway
- (including wrong way on one-way street)
- Cutting back after overtaking
- Train or aeroplane manoeuvre (tram excluded)
- Turning right out of own lane
- Turning left out of own lane
- Waiting to turn right
- Waiting to turn left

- Moving along footpath
- Performing other / unspecified forward
- manoeuvre
- Reversing in lane (other than parking)
- Parking (reversing)
- Performing other / unspecified reversing
- manoeuvre
- Pedestrian walking across carriageway
- Pedestrian running across carriageway
- Pedestrian standing still on carriageway
- Pedestrian lying / sitting on carriageway
- Pedestrian working on carriageway
- Pedestrian working on vehicle on carriageway
- Pedestrian playing on carriageway
- Pedestrian in / on toy vehicle on carriageway
- Pedestrian moving along edge of c'way with traffic
- Pedestrian moving along edge of c'way against traffic
- Pedestrian stepping off / onto kerb / median strip
- Pedestrian on footpath or elsewhere completely off carriageway
- Pedestrian on skateboard / roller skates or blades
- Pedestrian jogging
- Pedestrian moving with traffic but not along edge of carriageway

- Performing U-turn
- Entering carriageway from driveway (forward or unspecified)
- Entering carriageway from driveway (reversing)

- Pedestrian moving against traffic but not along edge of c'way
- Pedestrian performing other / unspecified manoeuvre
- Train or aeroplane manoeuvre (tram excluded)

## Description

The manoeuvre of this traffic unit immediately before its involvement in the crash.

## Notes

'Broken down in traffic' includes vehicles involved in a previous crash.
'Pulling out from kerb or parking (forward)' and 'Parking (reversing)' both include vehicles either entering or leaving parking.

# Object hit 1 / Object hit 2                                        TEXT

## Values

- Body of Water
- Bridge (railing or superstructure)
- Underpass or Tunnel (wall or pier)
- Guide Post
- Fence
- Guardrail or Fence (prior to 2014)
- Safety barrier - Guardrail
- Safety barrier - Concrete barrier/Jersey Median (from 2014)
- Safety barrier - Wire rope/ brifen (from 2014)
- Safety barrier - Other (from 2014)
- Safety barrier - Unknown (from 2014)
- Utility pole
- Traffic signal pole
- Signpost or parking meter
- Street furniture - Bus shelter (from 2014)
- Street furniture - Telephone box (from 2014)
- Street furniture - Post box/traffic signal box (from 2014)
- Street furniture - Other (from 2014)
- Roadwork material /temporary signs

- Traffic island/roundabout/dome/gutter/median strip (not jersey, see safety barrier)/speed hump
- Level crossing gates
- Drain/culvert
- Trees/bushes
- Embankment/cuttings/rocky outcrops/boulders
- Building
- Vehicle interior
- Vehicle exterior
- Any other fixed object
- Object falling from moving vehicle
- Other non-fixed objects
- Straying stock
- Stock driven or led
- Horse (riderless)
- Kangaroo or wallaby
- Other large animal
- Wombat
- Small animal
- Unknown/not stated

## Description

Anything significant that a traffic unit impacts, other than another traffic unit. Note that bicycles and animals are only considered a traffic unit when ridden. If not ridden, they are considered objects.