



Transport
for NSW

Centre for Road Safety

Definitions and notes to support LGA Visualisations

NSW Centre for Road Safety, January 2016

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Date:	November 2015
Version:	1.0
Reference:	Statistics
Division:	Centre for Road Safety

1 Crash statistics

1.1 Guidelines

Our statistics are confined to crashes that conform to the national guidelines for reporting and classifying road vehicle crashes. The guidelines include crashes that meet all of these criteria:

- Were reported to the police
- Occurred on a road open to the public
- Involved at least one moving road vehicle
- Involved at least one person being killed or injured or at least one motor vehicle being towed away.

Reports for some crashes are not received until well into the following year and after the annual crash database has been finalised. These amount to fewer than 1 per cent of recorded crashes and are counted in the following year's statistics.

1.2 Crash reporting

Before 2000, Section 8 (3) of the Traffic Act 1909 required a road crash in NSW to be reported to the police when any person was killed or injured, or there was property damage of more than \$500.

On 1 December 1999, the Traffic Act was repealed and replaced by new traffic legislation including the adoption of the Australian Road Rules. The new traffic legislation is found in the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999 and the regulations made under those Acts.

Rule 287 (3) of the Road Rules requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away.

2 Interactive crash statistics

2.1 Date of crash

Data presented in these displays is based on the 'reporting year' of the crash to police. Data currently displayed is for reporting years 2010 to 2014 and expected to will be updated annually after the latest year is finalised.

2.2 Injury statistics recording process change

A change in injury recording practice from mid 2010 to the end of 2011 resulted in a slightly higher number of recorded injuries in this time period. Care should be taken when comparing data from previous and following years.

2.3 Self reporting of crashes

In 2014 the NSW Police Force implemented changes to the way data is captured about some crashes. Crashes in which a vehicle is towed away but no person is injured are now able to be self-reported by the involved parties. All crashes in which a vehicle is towed away are still required to be reported, however will only be investigated by Police in certain circumstances such as a failure to exchange details. The result of this is that the number of reported crashes has dropped and as such comparing data with previous years should be treated with caution.

2.4 Comparing 2014 data with previous years

Health records from hospitals have been linked to crash records from CrashLink for the period 2005 to 2013. In the matching process, some hospital admission records were found for traffic unit controllers that had not been previously identified in CrashLink (through police reports) as casualties. In these cases the degree of casualty for the person has been changed to account for the new information. Where necessary, the degree of crash has also been changed to account for the serious injury. This has resulted in a small increase in the number of casualties and casualty crashes each year between 2005 and 2013. As the 2014 data has yet to be matched, care should be taken when comparing 2014 non-fatal data to previous years (2010-2013).

2.5 Pedal cycle crashes

Many non-fatal pedal cycle crashes are not reported to police. As the NSW Police Force is our only source of crash information, statistics of pedal cycle crashes could be much higher than reported.

2.6 Local Government Areas

The Local Government Areas used in these data visualisations represent the boundaries in force in 2015.

2.7 Type of crash

The type of crash categories are not mutually exclusive and therefore only one category can be selected at a time. For example, a crash involving both a car and a motorcycle will be included in both 'car crash' and 'Motorcycle crash' categories.

2.8 School and Public holidays

Two new holiday variables have been created and included in the data visualisations: school holidays and public holidays. The number of included days may differ between years. Values for each are as follows:

School holidays	Public holidays
January school holidays	New Year period
End term 1	Australia Day period
End term 2	Easter period
End term 3	Anzac Day period
December school holidays	Queen’s Birthday period
	Labour Day period
	Christmas period

2.9 Safer Roads Program

The Safer Roads Program is a targeted infrastructure treatment program which aims to reduce the number of casualty crashes and reduce the severity of injuries when a crash does occur, by using low cost, engineering treatments and countermeasures. The Safer Roads Program is split into several sub-programs, all targeting high severity crash types, locations and/or vulnerable road users. The Program includes the following targeted sub programs:

Local Government Roads

Program to implement road and roadside infrastructure treatments in partnership with local councils that will prevent casualty crashes and/or reduce the severity of trauma from crashes on local and regional council-managed roads and roadsides.

Intersection

Program to implement road and roadside infrastructure treatments that will prevent casualty crashes at intersections and/or reduce the severity of trauma from a crash.

Motorcyclist

Holistic road safety assessment of identified motorcycle routes and higher risk motorcycle locations, supported by a tailored package of safety infrastructure works, to reduce the incidence and severity of motorcycle casualty crashes on identified popular routes and black spots.

Pedestrian

Program to rollout pedestrian safety infrastructure at locations with a high pedestrian crash history to prevent casualty crashes involving pedestrians and/or reduce the risk of severe injuries for pedestrians in the event of a crash.

Pedal Cyclist

Program to increase safety for bicycle riders within the road environment on NSW roads and roadsides. Infrastructure treatments will be implemented to reduce the likelihood of crashes and the risk of serious injury and fatality to riders.

Head-On, Run Off Road, Run Off Road into Object

Program to implement road and roadside infrastructure treatments that will prevent head-on (lane departure) and run-off road on curve casualty crashes and/or reduce the risk of severe trauma from such crashes.

A drop down menu in some dashboards enables user to select crashes that match the above sub-programs.

2.10 Crash and casualty data included in the dashboards

LGA Summary dashboard: This dashboard presents all casualties arising from all reported crashes.

Crash dashboards (x3): All reported crashes are included in these three Crash dashboards.

Casualty dashboards (x2): Persons killed and injured are displayed in the two Casualty dashboards.

Motor vehicle controller (MVC) dashboards (x3): These three dashboards show all motor vehicle controllers (motor vehicle drivers and motorcycle riders) involved in all reported crashes.

3 Definitions and notes

Age group: The age group of the person as seen in the TfNSW (CRS) annual publication “Road Traffic Crashes in New South Wales”.

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

Articulated truck: Any articulated tanker, semi-trailer, low loader, road train or B-double.

Bicycle rider: See Pedal cycle rider.

Bus: Includes State Transit Authority bus and long distance/tourist coach.

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.

Casualty: Any person killed or injured as a result of a crash.

Controller: A person occupying the controlling position of a road vehicle.

Controller fatigued: The indicator stating whether the motor vehicle controller was fatigued.

Controller speeding: The indicator stating whether the motor vehicle controller was speeding.

Crash: Any unplanned event involving a road vehicle on a road that results in death, injury or towed vehicle and is reported to the police.

Crash ID: Crash ID is a unique sequence number that is allocated to each crash within CrashLink.

Day of week: The day of week corresponding to the date of crash.

Degree of casualty: The severity classification (or degree) of the person involved in the crash.

Degree of crash: The severity classification (or degree) of the crash.

Driver: See Motor vehicle driver.

Emergency vehicle: Includes ambulance, fire brigade vehicle, police patrol car (or van) and tow truck.

Fatal crash: A crash for which there is at least one fatality.

Fatality: A person who dies within 30 days from injuries received in a road traffic crash.

Footpath: That part of the road which is ordinarily reserved for pedestrian movement as a matter of right or custom.

Gender: The gender of the person.

Heavy truck: Any heavy rigid truck or articulated truck.

Heavy rigid truck: Any rigid lorry or rigid tanker with a tare weight in excess of 4.5 tonnes.

ID feature: The name of the identifying feature used to locate the crash. This is coded as for Street Name.

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

Injury crash: A non-fatal crash where at least one person in the crash was injured.

Intersection crash: A crash where the first impact occurs at or within 10 metres of an intersection.

Killed: See Fatality.

LGA: The local government area where the crash occurred.

LGA of residence: The Local Government Area corresponding to the person's home address.

Licence status: The licence status (grouped) of the driving or riding licence.

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

Metropolitan: All local government areas in metropolitan Sydney, as well as Newcastle, Lake Macquarie, Wollongong and Shellharbour.

Midblock: A crash where the first impact does not occur at or within 10 metres of an intersection.

Motor vehicle: Any road vehicle that is mechanically or electrically powered but not operated on rails.

Motor vehicle driver: A controller of a motor vehicle other than a motorcycle.

Motorcycle: Any mechanically or electronically propelled two or three-wheeled machine with or without sidecar. Includes solo motorcycle, motorcycle with sidecar, motor scooter, mini-bike, three-wheeled special mobility vehicle and moped (motorised 'pedal cycle').

Motorcycle passenger: A person on but not controlling a motorcycle.

Motorcycle rider: A person occupying the controlling position of a motorcycle.

Motorcyclist: Includes motorcycle riders and motorcycle passengers.

MVC: Acronym for Motor Vehicle Controller.

Non-casualty crash: See Towaway crash.

Not casualty: A person who is neither killed or injured in the crash.

Passenger: Any person, other than the controller, who is in, on, boarding, entering, alighting or falling from a road vehicle at the time of the crash, provided a portion of the person is in or on the road vehicle.

Pedal cycle: Any two or three-wheeled device operated solely by pedals and propelled by human power except toy vehicles or other pedestrian conveyances. Includes bicycles with side-car, trailer or training wheels attached.

Pedal cycle passenger: A person on but not controlling a pedal cycle.

Pedal cycle rider: A person occupying the controlling position of a pedal cycle.

Pedal cyclist: Includes pedal cycle riders and pedal cycle passengers.

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

Reporting year: The year in which the crash was recorded for reporting purposes.

Restraint: See Safety device.

RMS Region: The RMS Region in which the crash occurred.

Road: The area devoted to public travel within a surveyed road reserve. Includes a footpath and cycle path inside the road reserve and a median strip or traffic island.

Road classification (legal): The legal classification of the type of road on which the crash occurred.

Road surface condition: The condition of the road surface at the crash location (e.g. wet, dry).

Road user class: The class of road user (e.g. driver, pedestrian).

Road user movement group: The individual road user movement or RUM codes describing the first impact for the crash grouped into specific categories. See Appendix A for categories and RUM codes.

Safety device: Seatbelt, helmet or child restraint usage.

Speed limit: The maximum speed limit where the crash occurred.

Street: The name of the street in which the crash occurred.

Time of day: The time of day (expressed in two hour intervals) corresponding to the date of crash.

Towaway crash: A crash in which at least one vehicle is towed away where there is no death and no person injured.

Town: The town or place in which the crash occurred.

Type of crash: Indicates whether or not certain categories of traffic unit were involved in the crash.

Year/ID: The concatenation of fields 'Reporting year' and 'Crash ID'.

4 Speeding and fatigue involvement

4.1 Speeding

It is not always clear from police reports if speeding (excessive speed for the prevailing conditions) was a contributing factor in a road crash.

We consider speeding to have been a contributing factor if at least one speeding motor vehicle was in a crash. We say a motor vehicle was speeding if it meets any of these conditions:

- The vehicle's driver or rider was charged with a speeding offence
- Police said the vehicle was travelling at excessive speed
- The speed of the vehicle was faster than that allowed for the licence class of the driver or rider, or the vehicle weight (introduced 1 January 2010)
- The speed of the vehicle was higher than the speed limit
- While on a curve the vehicle jack-knifed, skidded, slid or the controller lost control
- The vehicle ran off the road on a bend or turning a corner and the driver or rider was not distracted by something, or affected by drowsiness or sudden illness, and was not swerving to avoid another vehicle, animal or object, and the vehicle did not have equipment failure

4.2 Fatigue

It is not always clear from police reports if fatigue was a contributing factor in a road crash. We consider fatigue to have been a contributing factor if at least one fatigued vehicle driver or rider was in a road crash. We define a vehicle driver or rider to be fatigued if they meet any of these conditions:

- Police said the motor vehicle driver or rider was asleep, drowsy or tired
- The vehicle travelled onto the incorrect side of a straight road and had a head-on collision (and was not overtaking another vehicle and no other relevant factor was found)
- The vehicle ran off a straight road or off the road to the outside of a curve and the vehicle was not travelling at excessive speed and there was no other relevant factor found for the crash.

5 Appendix A - Road user movement code table

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