

The Department of the Environment,
Transport and the Regions (DETR)

Road Accident Data - GB

Variables and Values and Export Record Layouts

January 2001

Data Guide

Road Accident Data – GB

Contents

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Variables and Values

Accident Data

	Index Variables	A7 Day of Week	1.14 Road Type	1.18 2nd Road Class
		1 Sunday	1 Roundabout	1 Motorway
ACCYR	Year of Accident (YYYY)	2 Monday	2 One way street	2 A(M)
		3 Tuesday	3 Dual carriageway - 2 lanes	3 A
ACCREF	Accident Reference _____	4 Wednesday	4 Dual carriageway - 3+ lanes	4 B
		5 Thursday	5 Single carriageway - single track	5 C
1.2	Police Force Code See Value Code Lists	6 Friday	6 Single carriageway - 2 lanes	6 Unclassified
		7 Saturday	7 Single carriageway - 3 lanes	
			8 Single carriageway - 4+ lanes	1.19 2nd Road Number
			9 Unknown	
A3	Accident Severity	1.9 Time of Day	1.15 Speed Limit (mph)	1.20A Pedestrian Crossing - Human Control
1	Fatal	A8H Hour of Accident (24 hour)	0 Not at junction or within 20 metres	0 No crossing in 50 metres or physical crossing not controlled by authorised person
2	Serious	A8M Minute of Accident	1.16 Junction Detail	1 Control by school crossing patrol
3	Slight		0 Not at junction or within 20 metres	2 Control by other authorised person
1.5	Number of Vehicles	1.10 Local Authority See Value Code Lists	1 Roundabout	
			2 Mini-roundabout	1.20B Pedestrian Crossing - Physical Facilities
1.6	Number of Casualties	1.11 Location (10 metre OSGR)	3 T, Y or staggered junction	0 No crossing facility within 50 metres
		A10 Easting (5 chars)	5 Slip road	1 Zebra
ACCDAY	Accident Day	A11 Northing (5 chars)	6 Crossroads	4 Pelican, puffin, toucan or similar non-junct pedestrian light crossing
			7 Multiple junction	5 Pedestrian phase at traffic signal junction
ACCMTH	Month	1.12 1st Road Class	8 Private drive or entrance	8 Central refuge
1	January	1 Motorway	9 Other junction	9 Footbridge or subway
2	February	2 A(M)	1.17 Junction Control	1.21 Light Conditions
3	March	3 A	1 Authorised person	1 Daylight - lights present
4	April	4 B	2 Auto traffic signal	2 Daylight - no lighting
5	May	5 C	3 Stop sign	3 Daylight - lightng unknown
6	June	6 Unclassified	4 Give way sign/marks	4 Darkness - lights lit
7	July	1.13 1st Road Number	5 Uncontrolled	5 Darkness - lights unlit
8	August			6 Darkness - no lighting
9	September			7 Darkness - lightng unknown
10	October			
11	November			
12	December			

1.22 Weather Conditions

- 1 Fine no high winds
- 2 Raining no high winds
- 3 Snowing no high winds
- 4 Fine + high winds
- 5 Raining + high winds
- 6 Snowing + high winds
- 7 Fog or mist
- 8 Other
- 9 Unknown

1.23 Road Surface Conditions

- 1 Dry
- 2 Wet or damp
- 3 Snow
- 4 Frost or ice
- 5 Flood over 3cm. deep
- 6 Oil or diesel (from 1999)
- 7 Mud (from 1999)

1.24 Special Conditions at Site

- 0 None
- 1 Auto traffic signal - out
- 2 Auto signal part defective
- 3 Road signs or markings defective
or obscured
- 4 Road works present
- 5 Road surface defective

1.25 Carriageway Hazards

- 0 None
- 1 Vehicle load on road
- 2 Other object on road
- 3 Previous accident
- 4 Dog on road
- 5 Other animal on road

1.26 Place Accident Reported
(from 1999)

- 1 At scene
- 2 Elsewhere

Vehicle Data

	Index Variables				
ACCYR	Year of Accident (YYYY)	2.6	Towing and Articulation	2.8	Vehicle Movement Compass Point
		0	No tow/articulation	V7	Direction - From
		1	Articulated vehicle	V8	Direction - To
		2	Double or multiple trailer	1	N
ACCREF	Accident Reference	3	Caravan	2	NE
		4	Single trailer	3	E
2.4	Vehicle Reference Number	5	Other tow	4	SE
				5	S
2.5	Vehicle Type	2.7	Vehicle Manoeuvre	6	SW
1	Pedal cycle	1	Reversing	7	W
2	Moped	2	Parked	8	NW
3	Motor cycle 125cc and under	3	Waiting to go - held up	00	Parked - not at kerb
4	Motor cycle over 125cc	4	Stopping	*0	Parked at kerb (*= code 1 - 8)
8	Taxi	5	Starting		
9	Car	6	U-turn	2.9A	Vehicle Location - Road
10	Minibus (8 - 16 passenger seats)	7	Turning left	1	Leaving main road
11	Bus or coach (17 or more pass seats)	8	Waiting to turn left	2	Entering main road
14	Other motor vehicle	9	Turning right	3	On the main road
15	Other non-motor vehicle	10	Waiting to turn right	4	On minor road
16	Ridden horse	11	Changing lane to left		
17	Agricultural vehicle (includes diggers etc.)	12	Changing lane to right	2.9B	Vehicle Location - Restricted Lane/Away from Main Carriageway
18	Tram	13	Overtaking moving veh. - offside	0	On main c'way - not in restricted lane
19	Goods 3.5 tonnes mgw or under	14	Overtaking static veh. - offside	1	Tram/Light rail track
20	Goods over 3.5t. and under 7.5t.	15	Overtaking - nearside	2	Bus lane
21	Goods 7.5 tonnes mgw and over	16	Going ahead left-hand bend	3	Busway (including guided busway)
103	Scooter (pre 1999)	17	Going ahead right-hand bend	4	Cycle lane (on main carriageway)
104	Motor cycle (pre 1999)	18	Going ahead other	5	Cycleway (separated from main c'way)
105	Combination (pre 1999)			6	On lay-by or hard shoulder
110	Minibus/Motor caravan (pre 1999)			7	Entering lay-by or hard shoulder
113	Goods over 3.5 tonnes (pre 1999)			8	Leaving lay-by or hard shoulder
	Note: For 3, 4, 10, 16, 17, 18, 20 and 21 - data from 1999 only			9	Footway (pavement)
				10	Not on carriageway (pre 1999)
					Note: For 0, 1, 2, 3, 4, and 9 - data from 1999 only
				2.10	Junction Location at Impact
				0	Not at junction
				1	Approaching junction
				2	In middle of junction
				3	Cleared junction
				4	Did not impact
				2.11	Skidding / Overturning
				0	None
				1	Skidded
				2	Skidded and overturned
				3	Jackknifed
				4	Jackknifed and overturned
				5	Overturned
				2.12	Hit Object In Carriageway
				0	None
				1	Previous accident
				2	Road works
				3	Parked vehicle - lit
				4	Parked vehicle - unlit
				5	Bridge (roof)
				6	Bridge (side)
				7	Bollard or refuge
				8	Open door of vehicle
				9	Central island of roundabout
				10	Kerb
				11	Other object

2.13 Vehicle Leaving Carriageway

- 0 Did not leave carriageway
- 1 Nearside
- 2 Nearside and rebounded
- 3 Straight ahead at junction
- 4 Offside on to central reservation
- 5 Offside on to centrl res + rebounded
- 6 Offside - crossed central reservation
- 7 Offside
- 8 Offside and rebounded

2.14 Hit Object Off Carriageway

- 0 None
- 1 Road sign or traffic signal
- 2 Lamp post
- 3 Telegraph or electricity pole
- 4 Tree
- 5 Bus stop or bus shelter
- 6 Central crash barrier
- 7 Near/Offside crash barrier
- 8 Submerged in water
- 9 Entered ditch
- 10 Other permanent object

2.16 1st Point of Impact

- 0 Did not impact
- 1 Front
- 2 Back
- 3 Offside
- 4 Nearside

2.17 Other Vehicle Hit - Ref. No.**2.21 Sex of Driver**

- 1 Male
- 2 Female
- 3 Not traced

2.22 Age of Driver**2.23 Breath Test**

- 0 Not applicable
- 1 Positive
- 2 Negative
- 3 Not requested
- 4 Refused to provide
- 5 Driver not contacted at time
- 6 Not provided (medical reasons)
(from 1999)

2.24 Hit and Run

- 0 Other
- 1 Hit and run
- 2 Non-stop vehicle not hit

V24 Combined Damage

- 0 None
- 1 Front
- 2 Front + back
- 3 Front + left
- 4 Front + right
- 5 Front + back + left
- 6 Front + back + right
- 7 Front + left + right
- 8 Back
- 9 Back + left
- 10 Back + right
- 11 Back + left + right
- 12 Left
- 13 Left + right
- 14 Right
- 15 All 4 sides
- 16 Unknown

V25 Roof / Underside Damage

- 0 No damage
- 1 Roof
- 2 Underside
- 3 Roof + underside
- 4 Unknown

V15 Vehicle Prefix/Suffix Letter

- Special codes:
- 2 Unknown or cherished no.
 - 3 Foreign or diplomatic
 - 4 Military
 - 5 Trade plates



Value Code Lists

Accident Data

1.2 Police Force Code

1 Metropolitan Police
 3 Cumbria
 4 Lancashire
 5 Merseyside
 6 Greater Manchester
 7 Cheshire
 10 Northumbria
 11 Durham
 12 North Yorkshire
 13 West Yorkshire
 14 South Yorkshire
 16 Humberside
 17 Cleveland
 20 West Midlands
 21 Staffordshire
 22 West Mercia
 23 Warwickshire
 30 Derbyshire
 31 Nottinghamshire
 32 Lincolnshire
 33 Leicestershire
 34 Northamptonshire
 35 Cambridgeshire
 36 Norfolk
 37 Suffolk
 40 Bedfordshire
 41 Hertfordshire
 42 Essex
 43 Thames Valley
 44 Hampshire
 45 Surrey
 46 Kent
 47 Sussex
 48 City of London
 50 Devon and Cornwall
 52 Avon and Somerset
 53 Gloucestershire
 54 Wiltshire
 55 Dorset
 60 North Wales
 61 Gwent
 62 South Wales
 63 Dyfed-Powys
 91 Northern
 92 Grampian
 93 Tayside
 94 Fife
 95 Lothian and Borders
 96 Central
 97 Strathclyde
 98 Dumfries and Galloway

1.10 Local Authority Code

Metropolitan Police
 London Boroughs and
 City of London
 001 Westminster
 002 Camden
 003 Islington
 004 Hackney
 005 Tower Hamlets
 006 Greenwich
 007 Lewisham
 008 Southwark
 009 Lambeth
 010 Wandsworth
 011 Hammersmith
 012 Kensington and Chelsea
 013 Waltham Forest
 014 Redbridge
 015 Havering
 016 Barking
 017 Newham
 018 Bexley
 019 Bromley
 020 Croydon
 021 Sutton
 022 Merton
 023 Kingston-upon-Thames
 024 Richmond-upon-Thames
 025 Hounslow
 026 Hillingdon
 027 Ealing
 028 Brent
 029 Harrow
 030 Barnet
 031 Haringey
 032 Enfield
 057 London Airport
 570 City of London
 Hertfordshire (Met Police District)
 033 Hertsmere
 034 Welwyn Hatfield - MPD
 area
 035 Broxbourne - MPD area

Metropolitan Police

Essex (Met Police District)
 036 Epping Forest - MPD area
 Surrey (Met Police District)
 037 Reigate and Banstead -
 MPD area
 038 Epsom and Ewell
 039 Elmbridge - MPD area
 040 Spelthorne

Cumbria

060 Allerdale
 061 Barrow-in-Furness
 062 Carlisle
 063 Copeland
 064 Eden
 065 South Lakeland

Lancashire

072 Burnley
 073 Chorley
 074 Fylde
 075 Hyndburn
 076 Lancaster
 077 Pendle
 079 Preston
 080 Ribble Valley
 082 Rossendale
 083 South Ribble
 084 West Lancashire
 085 Wyre

Unitary authorities from Apr 1998

070 Blackburn with Darwen
 071 Blackpool

Merseyside

090 Knowsley
 091 Liverpool
 092 St Helens
 093 Sefton
 095 Wirral

Greater Manchester

100 Bolton
 101 Bury
 102 Manchester
 104 Oldham
 106 Rochdale
 107 Salford
 109 Stockport
 110 Tameside
 112 Trafford
 114 Wigan

Cheshire

120 Chester
 121 Congleton
 122 Crewe and Nantwich
 123 Ellesmere Port
 126 Macclesfield
 127 Vale Royal

Unitary authorities from Apr 1998

124 Halton
 128 Warrington

Northumbria

Northumberland

140 Alnwick
 141 Berwick-upon-Tweed
 142 Blyth Valley
 143 Castle Morpeth
 144 Tynedale
 145 Wansbeck

Tyne and Wear

146 Gateshead
 147 Newcastle-upon-Tyne
 148 North Tyneside
 149 South Tyneside
 150 Sunderland

Durham

160 Chester-le-Street
 162 Derwentside
 163 Durham
 164 Easington
 165 Sedgfield
 166 Teesdale
 168 Wear Valley

Unitary authority from Apr 1997

161 Darlington

North Yorkshire

180 Craven
 181 Hambleton
 182 Harrogate
 184 Richmondshire
 185 Ryedale
 186 Scarborough
 187 Selby

Unitary authority from Apr 1996

189 York

West Yorkshire

200 Bradford
 202 Calderdale
 203 Kirklees
 204 Leeds
 206 Wakefield

South Yorkshire

210 Barnsley
 211 Doncaster
 213 Rotherham
 215 Sheffield

Humberside

Unitary authorities from Apr 1996

228 Kingston-upon-Hull
 231 East Riding of Yorkshire
 (data from Jan 1996)
 232 North Lincolnshire
 (data from Jan 1996)
 233 North East Lincolnshire
 (data from Jan 1996)

Authorities not used from Jan 1996

220 Beverley (to 231)
 221 Boothferry (to 231/232)
 224 Cleethorpes (to 233)
 225 Glanford (to 232)
 226 Grimsby (to 233)
 227 Holderness (to 231)
 229 East Yorkshire (to 231)
 230 Scunthorpe (to 232)

Cleveland

Unitary authorities from Apr 1996

240 Hartlepool
 241 Redcar and Cleveland
 243 Middlesbrough
 245 Stockton-on-Tees

Staffordshire

250 Cannock Chase
 251 East Staffordshire
 252 Lichfield
 253 Newcastle-under-Lyme
 254 South Staffordshire
 255 Stafford
 256 Staffordshire Moorlands
 258 Tamworth

Unitary authority from Apr 1997

257 Stoke-on-Trent

West Mercia

Worcestershire

- 270 Bromsgrove
- 273 Malvern Hills
- 274 Redditch
- 276 Worcester
- 277 Wychavon
- 278 Wyre Forest

Shropshire

- 279 Bridgnorth
- 280 North Shropshire
- 281 Oswestry
- 282 Shrewsbury and Atcham
- 283 South Shropshire

Unitary authorities from Apr 1998

- 284 Telford & Wrekin
- 285 Herefordshire
(data from Apr 1998)

Authorities not used from Apr 1998

- 271 *Hereford (to 285)*
- 272 *Leominster (to 285)*
- 275 *South Herefordshire
(to 285)*

Warwickshire

- 290 North Warwickshire
- 291 Nuneaton
- 292 Rugby
- 293 Stratford-upon-Avon
- 294 Warwick

West Midlands

- 300 Birmingham
- 302 Coventry
- 303 Dudley
- 305 Sandwell
- 306 Solihull
- 307 Walsall
- 309 Wolverhampton

Derbyshire

- 320 Amber Valley
- 321 Bolsover
- 322 Chesterfield
- 324 Erewash
- 325 High Peak
- 327 North East Derbyshire
- 328 South Derbyshire
- 329 Derbyshire Dales

Unitary authority from Apr 1997

- 323 City of Derby

Nottinghamshire

- 340 Ashfield
- 341 Bassetlaw
- 342 Broxtowe
- 343 Gedling
- 344 Mansfield
- 345 Newark
- 347 Rushcliffe

Unitary authority from Apr 1998

- 346 City of Nottingham

Lincolnshire

- 350 Boston
- 351 East Lindsey
- 352 Lincoln
- 353 North Kesteven
- 354 South Holland
- 355 South Kesteven
- 356 West Lindsey

Leicestershire

- 360 Blaby
- 361 Hinkley and Bosworth
- 362 Charnwood
- 363 Harborough
- 365 Melton
- 366 North West Leicestershire
- 367 Oadby and Wigston

Unitary authorities from Apr 1997

- 364 City of Leicester
- 368 Rutland

Northamptonshire

- 380 Corby
- 381 Daventry
- 382 East Northamptonshire
- 383 Kettering
- 384 Northampton
- 385 South Northamptonshire
- 386 Wellingborough

Cambridgeshire

- 390 Cambridge
- 391 East Cambridgeshire
- 392 Fenland
- 393 Huntingdon
- 395 South Cambridgeshire

Unitary authority from Apr 1998

- 394 Peterborough

Norfolk

- 400 Breckland
- 401 Broadland
- 402 Great Yarmouth
- 404 Norwich
- 405 North Norfolk
- 406 South Norfolk
- 407 Kings Lynn and West Norfolk

Suffolk

- 410 Babergh
- 411 Forest Heath
- 412 Ipswich
- 413 Mid-Suffolk
- 414 St Edmundsbury
- 415 Suffolk Coastal
- 416 Waveney

Bedfordshire

- 420 North Bedfordshire
- 422 Mid-Bedfordshire
- 423 South Bedfordshire

Unitary authority from Apr 1997

- 421 Luton

Hertfordshire

- 430 Broxbourne - Non MPD area
 431 Dacorum
 432 East Hertfordshire
 433 North Hertfordshire
 434 St Albans
 435 Stevenage
 436 Three Rivers
 437 Watford
 438 Welwyn Hatfield - Non MPD area

Essex

- 450 Basildon
 451 Braintree
 452 Brentwood
 453 Castle Point
 454 Chelmsford
 455 Colchester
 456 Epping Forest - Non MPD area
 457 Harlow
 458 Maldon
 459 Rochford
 461 Tendring
 463 Uttlesford

Unitary authorities from Apr 1998

- 460 Southend-on-Sea
 462 Thurrock

Thames Valley Police**Berkshire**

Unitary authorities from Apr 1998

- 470 Bracknell Forest
 471 West Berkshire
 472 Reading
 473 Slough
 474 Windsor and Maidenhead
 475 Wokingham

Thames Valley Police**Buckinghamshire**

- 476 Aylesbury Vale
 477 South Buckinghamshire
 478 Chiltern
 480 Wycombe

Unitary authority from Apr 1997

- 479 Milton Keynes

Oxfordshire

- 481 Cherwell
 482 Oxford
 483 Vale of White Horse
 484 South Oxfordshire
 485 West Oxfordshire

Hampshire

- 490 Basingstoke and Deane
 491 Eastleigh
 492 Fareham
 493 Gosport
 494 Hart
 495 Havant
 496 New Forest
 497 East Hampshire
 499 Rushmoor
 501 Test Valley
 502 Winchester

Unitary authorities

- 498 Portsmouth (from Apr 1997)
 500 Southampton (from Apr 1997)
 505 Isle of Wight (from Apr 1995 - data from Jan 1996)

Authorities not used from Jan 1996

- 503 *Medina (to 505)*

- 504 *South Wight (to 505)*

Surrey

- 510 Elmbridge - Non MPD area
 511 Guildford
 512 Mole Valley
 513 Reigate and Banstead - Non MPD area
 514 Runnymede
 515 Surrey Heath
 516 Tandridge
 517 Waverley
 518 Woking

Kent

- 530 Ashford
 531 Canterbury
 532 Dartford
 533 Dover
 535 Gravesham
 536 Maidstone
 538 Sevenoaks
 539 Shepway
 540 Swale
 541 Thanet
 542 Tonbridge and Malling
 543 Tunbridge Wells

Unitary authority from Apr 1998

- 544 Medway Towns
 (data from Apr 1998)

Authorities not used from Apr 1998

- 534 *Gillingham (to 544)*

- 537 *Rochester (to 544)*

Sussex

East Sussex

- 551 Eastbourne
- 552 Hastings
- 554 Lewes
- 555 Rother
- 556 Wealden

Unitary authority from Apr 1997

- 565 Brighton and Hove
(data from Jan 1997)

Authorities not used from Jan 1997

- 550 *Brighton (to 565)*
- 553 *Hove (to 565)*

West Sussex

- 557 Adur
- 558 Arun
- 559 Chichester
- 560 Crawley
- 562 Horsham
- 563 Mid-Sussex
- 564 Worthing

Devon and Cornwall

Devon

- 580 East Devon
- 581 Exeter
- 582 North Devon
- 584 South Hams
- 585 Teignbridge
- 586 Mid-Devon
- 588 Torridge
- 589 West Devon

Unitary authorities from Apr 1998

- 583 Plymouth
- 587 Torbay

Devon and Cornwall

Cornwall

- 590 Caradon
- 591 Carrick
- 592 Kerrier
- 593 North Cornwall
- 594 Penwith
- 595 Restormel

Avon and Somerset

Avon

Unitary authorities from Apr 1996

- 601 City of Bristol
- 605 North Somerset
- 611 Bath and NE Somerset
(data from Jan 1996)
- 612 South Gloucestershire
(data from Jan 1996)

Authorities not used from Jan 1996

- 600 *Bath (to 611)*
- 602 *Kingswood (to 612)*
- 603 *Northavon (to 612)*
- 604 *Wansdyke (to 611)*

Somerset

- 606 Mendip
- 607 Sedgemoor
- 608 Taunton Deane
- 609 West Somerset
- 610 South Somerset

Gloucestershire

- 620 Cheltenham
- 621 Cotswold
- 622 Forest of Dean
- 623 Gloucester
- 624 Stroud
- 625 Tewkesbury

Wiltshire

- 630 Kennet
- 631 North Wiltshire
- 632 Salisbury
- 634 West Wiltshire

Unitary authority

- 633 Swindon

Dorset

- 641 Christchurch
- 642 North Dorset
- 644 Purbeck
- 645 West Dorset
- 646 Weymouth and Portland
- 647 East Dorset

Unitary authorities from Apr 1997

- 640 Bournemouth
- 643 Poole

WALES

Unitary authorities from Apr 1996
(data from Jan 1996)

North Wales

720 Isle of Anglesey
721 Conwy
722 Gwynedd
723 Denbighshire
724 Flintshire
725 Wrexham

Gwent

730 Blaenau Gwent
731 Caerphilly
732 Monmouthshire
733 Newport
734 Torfaen

South Wales

740 Bridgend
741 Cardiff
742 Merthyr Tydfil
743 Neath & Port Talbot
744 Rhondda Cynon Taff
745 Swansea
746 The Vale of Glamorgan

Dyfed-Powys

750 Ceredigion
751 Carmarthenshire
752 Pembrokeshire
753 Powys

SCOTLAND

Unitary authorities from Apr 1996
(some data from Jan 1996)

Northern

927 Highland
933 Orkney Islands
936 Shetland Islands
941 Western Isles

Grampian

910 Aberdeen City
911 Aberdeenshire
930 Moray

Tayside

912 Angus
918 Dundee City
934 Perth & Kinross

Fife

925 Fife

Lothian and Borders

914 Scottish Borders
921 East Lothian
923 City of Edinburgh
929 Midlothian
940 West Lothian

Central

915 Clackmannanshire
924 Falkirk
939 Stirling

Strathclyde

913 Argyll & Bute
916 West Dunbartonshire
919 East Ayrshire
920 East Dunbartonshire
922 East Renfrewshire
926 Glasgow City
928 Inverclyde
931 North Ayrshire
932 North Lanarkshire
935 Renfrewshire
937 South Ayrshire
938 South Lanarkshire

Dumfries and Galloway

917 Dumfries & Galloway

Local Authorities pre Apr 1996**WALES****North Wales***Gwynedd*

- 660 *Aberconwy*
- 661 *Arfon*
- 662 *Dwyfor*
- 663 *Meirionnydd*
- 664 *Ynys Mon - Isle of Anglesey*

Clwyd

- 665 *Alyn-Deeside*
- 666 *Colwyn*
- 667 *Delyn*
- 668 *Glyndwr*
- 669 *Rhuddlan*
- 670 *Wrexham Maelor*

Gwent

- 680 *Blaenau Gwent*
- 682 *Islwyn*
- 683 *Monmouth*
- 684 *Newport*
- 685 *Torfaen*

South Wales*Mid Glamorgan*

- 690 *Cynon Valley*
- 692 *Merthyr Tydfil*
- 694 *Ogwr*
- 695 *Rhondda*
- 696 *Rhymney Valley*
- 698 *Taff-Ely*

South Glamorgan

- 699 *Cardiff*
- 701 *Vale of Glamorgan*

West Glamorgan

- 702 *Afan*
- 703 *Lliw Valley*
- 704 *Neath*
- 705 *Swansea*

Dyfed-Powys*Dyfed*

- 710 *Carmarthen*
- 711 *Ceredigion*
- 712 *Dinefwr*
- 713 *Llanelli*
- 714 *Preseli*
- 715 *South Pembrokeshire*

Powys

- 716 *Brecknock*
- 717 *Montgomery*
- 718 *Radnor*

SCOTLAND**Highland**

- 801 *Orkney*
- 802 *Shetland*
- 803 *Western Isles*
- 804 *Caithness*
- 805 *Sutherland*
- 806 *Ross and Cromarty*
- 807 *Skye and Lochalsh*
- 808 *Lochaber*
- 809 *Inverness*
- 810 *Badenoch and Strathspey*
- 811 *Nairn*

Grampian

- 812 *Aberdeen (City of)*
- 813 *Moray*
- 814 *Banff and Buchan*
- 815 *Gordon*
- 816 *Kincardine and Deeside*

Tayside

- 817 *Dundee (City of)*
- 818 *Angus*
- 819 *Perth and Kinross*

Fife

- 821 *Kirkcaldy*
- 822 *North East Fife*
- 823 *Dunfermline*

Lothian and Borders*Lothian*

- 824 *Edinburgh (City of)*
- 825 *West Lothian*
- 826 *Midlothian*
- 827 *East Lothian*

Border

- 828 *Tweeddale*
- 829 *Ettrick and Lauderdale*
- 830 *Roxburgh*
- 831 *Berwickshire*

Central

- 833 *Clackmannan*
- 834 *Stirling*
- 835 *Falkirk*

Strathclyde

- 836 *Glasgow (City of)*
- 837 *Argyll and Bute*
- 838 *Dumbarton*
- 839 *Clydebank*
- 840 *Bearsden and Milngavie*
- 841 *Strathkelvin*
- 842 *Cumbernauld and Kilsyth*
- 843 *Monklands*
- 844 *Motherwell*
- 845 *Hamilton*
- 846 *East Kilbride*
- 847 *Eastwood*
- 848 *Lanark*
- 849 *Renfrew*
- 850 *Inverclyde*
- 851 *Cunninghame*
- 852 *Kilmarnock and Loudoun*
- 853 *Kyle and Carrick*
- 854 *Cumnock and Doon Valley*

Dumfries and Galloway

- 856 *Wigtown*
- 857 *Stewartry*
- 858 *Nithsdale*
- 859 *Annandale and Eskdale*

Record Layouts

Accident Records

Variable	Character Position	Integer /Alpha	Variable Label
ACCYR	1 - 4	(I)	Accident Year (YYYY)
ACCREF	5 - 13	(A)	Accident Ref. No.
1.2	20 - 21	(I)	Police Force Code
A3	22	(I)	Accident Severity
1.5	23 - 25	(I)	No. of Vehicles
1.6	26 - 28	(I)	No. of Casualties
ACCDAY	29 - 30	(I)	Accident Day
ACCMTH	31 - 32	(I)	Accident Month
A7	33	(I)	Day of Week
A8H	34 - 35	(I)	Hour of Accident
A8M	36 - 37	(I)	Minute of Accident
1.10	38 - 40	(I)	Local Authority
A10	41 - 45	(I)	Location - Easting
A11	46 - 50	(I)	Location - Northing
1.12	51	(I)	1st Road Class
1.13	52 - 55	(I)	1st Road Number
1.14	56	(I)	Road Type
1.15	57 - 59	(I)	Speed Limit
1.16	60 - 61	(I)	Junction Detail
1.17	62	(I)	Junction Control
1.18	63	(I)	2nd Road Class
1.19	64 - 67	(I)	2nd Road Number
1.20A	68	(I)	Pedestrian Crossing - Human Control
1.20B	69	(I)	Pedestrian Crossing- Physical Facilities
1.21	70	(I)	Light Conditions
1.22	71	(I)	Weather Conditions
1.23	72	(I)	Road Surface Conditions
1.24	73	(I)	Special Conditions at Site
1.25	74	(I)	Carriageway Hazards
1.26	75	(I)	Place Accident Reported

Vehicle Records

Variable	Character Position	Integer /Alpha	Variable Label
ACCYR	1 - 4	(I)	Accident Year (YYYY)
ACCREP	5 - 13	(A)	Accident Ref. No.
2.4	14 - 16	(I)	Vehicle Ref. No.
2.5	20 - 22	(I)	Vehicle Type
2.6	23	(I)	Towing and Articulation
2.7	24 - 25	(I)	Vehicle Manoeuvre
V7	26	(I)	Compass Point - From
V8	27	(I)	Compass Point - To
2.9A	28	(I)	Vehicle Location - Road
2.9B	29 - 30	(I)	Vehicle Location - Restricted Lane/Away from Main Carriageway
2.10	31	(I)	Junction Location At Impact
2.11	32	(I)	Skidding/Overturning
2.12	33 - 34	(I)	Hit Object In Carriageway
2.13	35	(I)	Vehicle Leaving Carriageway
2.14	36 - 37	(I)	Hit Object off Carriageway
V15	38	(A)	Vehicle Prefix/Suffix Letter
2.16	39	(I)	1st Point of Impact
2.17	40 - 42	(I)	Other Vehicle Hit-Ref No.
V24	43 - 44	(I)	Combined Damage
V25	45	(I)	Roof/Underside Damage
2.21	46	(I)	Sex of Driver
2.22	47 - 48	(I)	Age of Driver
2.23	49	(I)	Breath Test
2.24	50	(I)	Hit and Run

Casualty Records

Variable	Character Position	Integer /Alpha	Variable Label
ACCYR	1 - 4	(I)	Accident Year (YYYY)
ACCREF	5 - 13	(A)	Accident Ref. No.
3.4	14 - 16	(I)	Vehicle Ref. No.
3.5	17 - 19	(I)	Casualty Ref. No.
3.6	20	(I)	Casualty Class
3.7	21	(I)	Sex of Casualty
3.8	22 - 23	(I)	Age of Casualty
3.9	24	(I)	Severity of Casualty
3.10	25 - 26	(I)	Pedestrian Location
3.11	27	(I)	Pedestrian Movement
3.12	28	(I)	Pedestrian Direction
3.13	29	(I)	School Pupil
C13	30	(I)	Seat Belt Usage (1979 - 1993)
3.15	31	(I)	Car Passenger
3.16	32	(I)	Bus or Coach Passenger
C16	33 - 35	(I)	Casualty Type

STATS20

Instructions for the Completion of Road Accident Report Form STATS19

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STATS19 Form

1. INTRODUCTION

- 1.1 This is the 1999 edition of STATS20 and incorporates amendments arising from the 1997 Quinquennial Review of Road Accident Data, as approved by the Standing Committee on Road Accident Statistics (SCRAS). SCRAS comprises representatives from the Department of the Environment, Transport and the Regions (DETR), police forces, local authority associations and other Government departments with an interest in the collation of road accident data.
- 1.2 The STATS19 reports are analysed nationally by reference to a great variety of characteristics and attendant circumstances and the results are used extensively for research work and for guidance in the improvement of road safety in relation to roads, road users, vehicles and traffic movement. The data also form the basis for annual statistics on road accidents and casualties published by DETR, the Scottish Office (SO) and the Welsh Office (WO) and, in due course, the devolved administrations.
- 1.3 Local authorities also make extensive use of road accident data. Engineers use it extensively for establishing priority sites for remedial measures and previous experience has shown that even low cost measures can be extremely effective in reducing or eliminating accidents at particular sites.
- 1.4 Road safety officers also gain much of their evidence on which to base national and local educational programmes and training from the data which accrue from road accident statistics.
- 1.5 The police, who collect these data, also use them as a guide to the operational tactical deployment of their patrols in order to fulfil one of their primary roles, the prevention of accidents.
- 1.6 The accumulated data is also used by a range of establishments for research into road safety measures.
- 1.7 It is because of the many various uses to which this data is put that the need for accuracy and prompt return is paramount. The speedy return of accurate data will not only be of value to those bodies noted above but will also do much to enhance the early publication of Departmental accident and casualty statistics, which are of great use to those working in the field of accident prevention and road safety education.
- 1.8 A separate document, STATS21, describes:
 - (a) The validity checks and error procedures to be carried out locally on STATS19 data;
 - (b) The procedures for writing and submitting data to DETR/SO/WO;
 - (c) The specification of magnetic media formats
 - (d) The procedures for dealing with rejections or queries of data received by DETR/SO/WO.

2. ACCIDENTS TO BE REPORTED

2.1 All road accidents involving human death or personal injury occurring on the Highway ('road' in Scotland) and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road accidents than that used in Road Traffic Acts.

2.2 Examples of accidents **to be reported** include:

- (a) accidents which commence on the highway but which involve casualties off the highway (e.g. where a vehicle runs out of control while on the highway and causes casualties elsewhere);
- (b) accidents involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus/coach are injured, whether or not another vehicle or a pedestrian is involved;
- (c) accidents to pedal cyclists, including where the pedal cyclists injure themselves or a pedestrian;
- (d) accidents resulting from deliberate acts of violence, but excluding casualties who are subsequently identified as confirmed suicides.

2.3 Examples of accidents **which should not be reported** include:

- (a) accidents which do not involve personal injury;
- (b) accidents on private roads (except Royal Parks) or in car parks;
- (c) accidents reported to the police 30 or more days after they occurred;
- (d) accidents involving confirmed suicides only.

NOTES

A. The Road Traffic Act 1988 (section 170), as amended by Section 72 of the 1991 Act, stipulates that all fatal or injury accidents on public roads involving at least one mechanically propelled vehicle should be reported by the public to the police unless insurance documents, name and address, and evidence of vehicle ownership and registration are exchanged between drivers. This legislation defines the duty of the public to report a personal injury road accident.

The interpretation of "mechanically propelled vehicle" varies widely between local police forces, particularly about whether pedal cycle accidents, not involving a motor vehicle, should be reported. **The STATS19 requirement is clear that all accidents involving non-motor vehicles such as pedal cycles and ridden horses on 'public roads' (see 2.4) should be reported, regardless of motor vehicle or pedestrian involvement.**

B. Just prior to the 1997 Quinquennial review the legal meaning of 'public road' in the 1988 and 1991 Road Traffic Acts changed, following two legal cases, to include car parks and their access roads. **The location at which road accidents should be reported to DETR/SO/WO is unchanged, however, and accidents occurring in car parks and on their access roads remain outside the STATS19 system.**

2.4 The following table gives examples of locations at which accidents should or should not be reported:

Location	Included in STATS19?
Highway	
Motorway (including A(M) road)	Yes
'A', 'B' or 'C' road	Yes
Unclassified road	Yes
Toll road or bridge where Secretary of State or local authority is the highway authority	Yes
Highway - limited access road or lane	
Pedestrianised road with limited access for motor vehicles	Yes
Bus lane, busway or guided busway	Yes
Tram or light rail track	Yes (if part of Highway)
Cycle lane, cycleway or shared access footway	Yes (if part of Highway)
Footway or pavement	Yes (if part of Highway)
Public right of way with limited access	
Country track, byway open to all traffic, cycle path or cycle track with lawful access for motor vehicles	Yes
Footpath or bridleway with no lawful access for motor vehicles	No
Cycle path/track with no lawful access for motor vehicles	No
Roads in private areas	
Airports	No (unless Highway)
Harbours	No (unless Highway)
Hospital areas	No (unless Highway)
Private residential estates	No (unless Highway)
Private retail shopping parks	No (unless Highway)
Private industrial estates	No (unless Highway)
Military areas	No
Municipal or private parks	No (unless Highway)
Royal parks	Yes
Service areas	No
Other areas to which motor vehicles may have access	
Car parks (municipal and private) and access roads	No
Bus stations	No (unless Highway)
Railway stations	No
Railway level crossings - train not involved in accident	Yes
Railway level crossings - accident involving train	No
Petrol stations	No
Picnic areas	No
Pedestrian malls	No

NOTE

Highway ("road" in Scotland) is a road with unrestricted right of access for all or some classes of motor vehicles.

3. VEHICLES TO BE REPORTED

3.1 Complete vehicle details, regardless of whether the vehicle was damaged or not, are required for **each** vehicle which was involved in, or contributed to, an injury accident. This includes pedal cycles, ridden horses and horse-drawn vehicles.

Including:

- (a) vehicles in which driver/rider/passenger was injured;
- (b) vehicles which suffered damage in the accident;
- (c) vehicles which caused injury to a pedestrian (including parked vehicles on or off the carriageway into which a pedestrian walked);
- (d) vehicles which were in collision with another vehicle in the accident;
- (e) vehicles which did not suffer damage, nor caused nor contained casualties, but which in the opinion of the reporting officer contributed to the accident (includes parked, stationary, temporarily held-up or moving vehicles);

Excluding:

- (f) where a person has safely alighted from a vehicle but is subsequently injured when moving away from the vehicle, the vehicle from which the person alighted is to be excluded.

4. CASUALTIES TO BE REPORTED

4.1 Any persons killed or injured in a road accident (as defined in 2.1)

Including:

- (a) a person who moves quickly to avoid being involved in an accident, is successful in that, but in doing so incurs an injury (e.g. twists an ankle). Also includes occupant of vehicle which manoeuvres or brakes suddenly to avoid an impact, but in so doing sustains an injury;
- (b) a pedestrian who injures himself on a parked vehicle;
- (c) a person who is injured after falling from a vehicle;
- (d) a person who is injured boarding or alighting a bus or coach;
- (e) a person injured whilst aboard a bus or coach, whether or not another vehicle is involved;
- (f) a person who is injured away from the carriageway as a result of an accident which commenced on the public highway;
- (g) all casualties in accidents arising from deliberate acts of violence;

Excluding:

- (h) death/injury to babies unborn up to the time of the accident;
- (i) person injured in a road accident as a result of illness (e.g. fit) immediately prior to the accident, where injury is deemed to be a result of the illness rather than the road accident. All other casualties involved in the accident should be included
- (j) person who dies in a road accident from natural causes (e.g. heart attack) and whose death is not ascribed by the Coroner's Court (Procurator Fiscal in Scotland) to have been a result of the accident. Other casualties in these accidents should be reported
- (k) confirmed suicides. Other casualties in these accidents should be reported. Injured persons suspected of having attempted suicide should be reported;
- (l) any person who witnesses an accident and suffers shock but who is not directly involved.

NOTES

- A. Cases (j) and (k) may be reported to DETR/SO/WO in the first instance, pending the decision of the Coroner's Court or (Procurator Fiscal). It may, therefore, be necessary for the police/local processing centre to notify DETR/SO/WO if, at a later stage, such cases are to be deleted from their computer records (see STATS21).
- B. Definitions of casualty severity can be found in Section 3.9 of Annex 3, on page 74.

ANNEX 1 - ATTENDANT CIRCUMSTANCES VARIABLES

1.1 RECORD TYPE

1	
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CODES

- 11. New accident record
- 15. Amended accident record

NOTES

- A. First box always coded **1** to enable accident records to be easily identified during computer processing and analysis at local and national levels.
- B. In second box, code **5** only to be used when an accident record already sent to DETR/SO/WO is to be replaced by an amended record.

1.2 POLICE FORCE

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NOTES

- A. Enter the code number of the police force in whose area the accident occurred. The relevant codes are listed in Annex 5 on page 85.
- B. Note that leading zeros are incorporated in some of these codes and **must** be entered (e.g. the code for Cumbria is entered as **03**).

1.3 ACCIDENT REFERENCE NUMBER

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NOTES

- A. The accident reference number allocated by the police must be unique within that police force for the accident and for the calendar year in which it took place. It must also be sufficient for the police to identify the accident in the event of a query.
- B. The reference number may contain a total of 7, or fewer, numbers and/or alphabetic characters in any sequence convenient to Police Force requirements.
- C. Unused spaces to the left of accident reference numbers containing less than 7 characters are to be coded zero (e.g. ABC123 would be coded **0ABC123**).

1.5 NUMBER OF VEHICLE RECORDS

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NOTES

- A. Enter the number of vehicle records submitted for the accident.
- B. Unused boxes to the left of the number of vehicles should be coded zero (e.g. if 2 vehicles were involved, this item would be coded**002**).

1.6 NUMBER OF CASUALTY RECORDS

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NOTES

- A. Enter the number of casualty records submitted for the accident.
- B. Unused boxes to the left of the number of casualty records should be coded zero (e.g. if there were 3 casualty records, this item would be coded**003**).

1.7 DATE Day Month Year
 □□ □□ □□

NOTES

- A. The first two boxes are to be used for the day, the second two for the month and the remaining two for the last two digits of the year.
- B. Accident year will be converted to four characters by DETR/SO/WO.
- C. Unused boxes to the left of the day or month are to be entered as zeros (e.g. 9 May 1999 would be coded as **090599**, and 27 June 2001 would be coded as **270601**).

1.9 **TIME** Hours Minutes

NOTES

- A. The hours, on a **24 hour** system, are to be entered in the first two boxes.
- B. The number of minutes past any of these hours should be recorded in the two right hand boxes, to the nearest minute.
- C. Zeros should be entered where necessary, i.e. 8 minutes past 9am is entered as **0908**.
- D. The coding **0000** is **not** permitted. Midnight should be coded **0001**.

1.10 LOCAL AUTHORITY

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NOTES

- A. Enter the code number of the local authority in whose area the accident occurred.
- B. The codes are listed in Annex 6 on page 86.
- C. Note that leading zeros are incorporated in some of these codes and **must** be entered (e.g. the code for Westminster is entered as **001**).

1.11 LOCATION	Easting	Northing										
	<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> </tr> </table>						<table border="1" style="display: inline-table; border-collapse: collapse;"> <tr> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> <td style="width: 20px; height: 20px;"></td> </tr> </table>					

10 DIGIT ORDNANCE SURVEY GRID REFERENCE NUMBER

NOTES

- A. The standard numeric 10 digit grid reference should be used wherever possible.
- B. The first digit of both easting and northing define the national 100 kilometre square. The second digit of both easting and northing define the national 10 kilometre square. The third digit of both easting and northing define the national 1 kilometre square. The fourth digit of both easting and northing define the national 100 metre square. The fifth digit of both easting and northing define the national 10 metre square.

Example: **52617 36911**

Further details are available on Ordnance Survey Maps.

- C. Local authorities/police using link/node systems are expected to code their accidents on the above basis but a local authority can have an additional variable for link/node reference on its local variant of STATS19 for local use if it so chooses.
- D. Alpha map reference nodes are **not** acceptable.
- E. This variable is used by most local authorities, by DETR headquarters and by regional offices. In the past many errors have been found, such as displaced figures, faulty translation of the 100 kilometre square letters to digits and transposition of the easting and northing. Data should, therefore, be validated locally before transmission to DETR/SO/WO.

1.12 1st ROAD CLASS



CODES

1. Motorway
2. A(M)
3. A
4. B
5. C
6. Unclassified

NOTES

- A. Enter the code number for the class of the road on which the accident actually occurred.
- B. For an accident at a junction, where the accident cannot clearly be allocated to a particular road, the class of the **main** road, should be the one which is entered here. The **main** road is defined as the road which has priority. For roundabouts where neither road has priority, and for signal controlled junctions, the main road is the one with the highest class. If roads are of equal class then the road with the lowest number should be taken as the main road.
- C. It is for individual local authorities to decide whether or not to separately identify 'C' roads. Where this is not done, such roads should be coded **6** 'Unclassified'.
- D. Where a slip road connects two major roads, it should be coded with the class and number of the road with the highest class, or the nearer to the accident location if the roads are of equal status.
- E. The Road Class for an accident occurring on a Service Road running alongside a major road should be coded according to the class of the Service Road itself (usually 'Unclassified'), not the major road.
- F. Codes **1 - 4** must be accompanied by a valid road number in 1.13 (1st Road Number).

1.13 1st ROAD NUMBER

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NOTES

- A. Enter the road number of the road whose class was entered at 1.12 (1st Road Class).
- B. If the road number contains less than four digits, leading zeros should be inserted to the left of the number (e.g. A46 is coded**0046**).
- C. If 1.12 is coded **5** or **6**, the local processing centre will decide whether a road number is used.
- D. If 1.12 is coded **1 - 4**, 1.13 must contain a valid road number.

1.14 ROAD TYPE

CODES

1. Roundabout
2. One way street
3. Dual carriageway - 2 lanes
4. Dual carriageway - 3 or more lanes
5. Single carriageway - single track road
6. Single carriageway - 2 lanes (one in each direction)
7. Single carriageway - 3 lanes (two way capacity)
8. Single carriageway - 4 or more lanes (two way capacity)
9. Unknown

NOTES

- A. Enter the appropriate code for the road on which the accident occurred.
- B. On roads where there are no lane markings, the number of lanes should be estimated by the road space available (e.g. a two way road which has no lane markings but which can accommodate two lanes of moving traffic in each direction should be coded **8**).
- C. The road type for an accident which occurs off the main carriageway (e.g. footway or cycleway) should be coded as appropriate for the main carriageway. E.g. the road type for an accident occurring on a cycleway running alongside a 2 lane dual carriageway should be coded **3**.
- D. Restricted lanes for certain categories of motor vehicle should be included in total number of lanes for two way road (e.g. a road with one bus lane and one unrestricted lane in one direction and one unrestricted lane in the other direction should be coded **7**). Cycle lanes should **not** be counted as separate lanes.
- E. For junction accidents where the road markings at the scene of the incident are different from the general road type, the code appropriate to the general road type should be used. E.g. an accident which occurs on the approach to a junction, where the road has three lanes in one direction and two in the other, but where the general road type is Single Carriageway with one lane in each direction, should have Road Type coded **6**.
- F. Roundabout includes mini-roundabouts and large gyratory systems.
- G. One way street with contraflow bus or cycle lane should be coded **2**, 'One way street'.
- H. Slip roads should be given the appropriate code for the road type, which will usually be **2**, 'One Way Street', (but occasionally single or dual carriageway for part of its length). Slip roads must **not** be given the code for the major roads which they join.
- I. A dual carriageway is a road in which the opposing carriageways are physically separated (e.g. by a central reservation or barrier). Carriageways separated only by line markings (or no markings at all) are single.
- J. On dual carriageways the lane descriptions should refer to the carriageway on which the accident occurred.

- K. Dual carriageway with single lane carriageway(s) should be included in code **3** together with dual carriageways - 2 lanes in each direction.
- L. If a contraflow is on a motorway due to roadworks, code as normal 2/3 lane dual carriageway but enter code **4**, 'Road works present' in 1.24 (Special Conditions).
- M. Code **5**, 'Single Track Road' should only be used for two way roads of one vehicle width. Single carriageway roads which can accommodate one vehicle in each direction should be coded **6**.
- N. Code **9** 'Unknown' should only be used in exceptional circumstances where no information on road type is available, or where codes **1 - 8** are inappropriate.
- O. If 1.15 (Speed Limit) is coded **70**, 1.14 must **not** be coded **5 - 8**.

1.15 SPEED LIMIT

0		
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MPH

NOTES

- A. This applies to the general speed limit applicable to the road on which the accident occurred, not to that governing a specified class of vehicle (e.g. articulated vehicle or tram), even when such a vehicle is involved.
- B. The actual limit in mph is to be entered in every case (three boxes have been provided to allow for eventual metrication).
- C. Where a lower variable or temporary speed limit is in force (mandatory or otherwise) the normal speed limit applicable to the road, **not** the temporary one, should be entered. Possible locations include sections of roads outside schools at certain times of day, roadworks sites and sections of the M25.
- D. Speeds of under 20mph should only be used in very exceptional circumstances and the reporting officer should confirm that the accident is on a Highway ('road' in Scotland). See Section 2, pages 4 & 5.
- E. The reporting officer should query any speed limit coded other than 20, 30, 40, 50, 60 or 70mph.

1.16 JUNCTION DETAIL

0	
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CODES

- 00. Not at or within 20 metres of junction
- 01. Roundabout
- 02. Mini roundabout
- 03. T or staggered junction
- 05. Slip road
- 06. Crossroads
- 07. Multiple junction
- 08. Using private drive or entrance
- 09. Other junction

NOTES

- A. Junction is defined as a place where two or more roads meet (excluding where one of the roads crosses the other by a bridge or flyover) whatever the angle of the axes of the roads. The meeting point of a public highway and private drive (in use at time of accident) is a junction for this purpose.
- B. If there are two or more junctions within 20 metres of the accident, code the junction which is closest to the accident.
- C. A gap in the central reservation of a road is not a junction and should be coded **00** unless other roads join the dual carriageway at that point.
- D. Code **00** is to be used when the accident occurs more than 20 metres from a junction. Code **01 - 09** must be used for points at or within 20 metres of a junction.
- E. 'Roundabout' includes the whole of the circular highway and sections of the roads leading into it (within 20 metres of the circular highway). Roundabout also includes sections of large gyratory systems which are within 20 metres of entrance/exit points. Where an accident occurs more than 20 metres from entrance/exit point, code **00** should be used.
- F. A 'mini-roundabout' is a roundabout having a flush or slightly raised circular marking less than 4 metres in diameter.
- G. Code **03**, 'T or staggered junction' includes 3 arm junctions at which 2 roads join at an acute angle (previously known as 'Y' junction).
- H. Use code **05** 'Slip road' only for accidents occurring within 20 metres of the point where a slip road merges or diverges from the nearside of a major road, motorway or dual carriageway. A slip road is defined as a road joining grade separated roads (i.e. roads at different levels); minor similar roads (e.g. filter lanes) are not to be coded as slip roads.
- I. Crossroads: four arm junction where the alignments of both roads are uninterrupted whatever the angle of the crossing, and the arms are **not** staggered.
- J. Multiple Junction: a junction with more than 4 arms (except roundabouts).

- K. Using Private Drive or entrance: **not** to be used merely to record the presence of a private drive or entrance. Only for use where the private drive or entrance is being used by a vehicle involved in the accident.
- L. Other Junction: only to be used in exceptional circumstances where the junction is not defined above.
- M. If 1.16 is coded **01 - 03** or **05 - 09**, items 1.17 (Junction Control), 1.18 (2nd Road Class) and, if applicable, 1.19 (2nd Road Number) **must** be completed. On each vehicle record, 2.10 (Junction Location of Vehicle at First Impact) must be coded **1 - 4**.
- N. If 1.16 is coded **00**, items 1.17, 1.18 and 1.19 must **not** contain any coded entries and 2.10 must be coded **0** for each vehicle.

1.17 JUNCTION CONTROL

CODES

1. Authorised person
2. Automatic traffic signal
3. Stop sign
4. Give way sign or markings
5. Uncontrolled

NOTES

- A. To be completed for 'junction accidents' only. If item 1.16 (Junction Detail) is coded **00**, leave 1.17 blank.
- B. An 'authorised person' at a junction means a police officer or traffic warden in uniform who is controlling the traffic.
- C. If an 'authorised person' is controlling the junction, even if there are traffic signals or other junction controls, code **1** 'authorised person' should be entered.
- D. Only mandatory give way signs or markings, including the following, are to be coded **4**:
 - i. a sign, hollow triangle and double broken line
 - ii. a hollow triangle and double broken line
 - iii. a double broken line on its own
- E. On a junction where the traffic signals are out of action and where there is no authorised person in control, this variable should be coded **2**, and an appropriate code to indicate the state of the traffic signals will also normally be necessary under item 1.24 (Special Conditions at Site).

1.18 2nd ROAD CLASS



CODES

1. Motorway
2. A(M)
3. A
4. B
5. C
6. Unclassified

NOTES

- A. To be completed for 'junction accidents' only.
- B. Enter the class, as coded above, of the road at the junction which has not already been coded as 1st Road Class.
- C. Where, at a junction, there is more than one road to choose from for this variable (i.e. as the second road), then the road with the highest class should be chosen.
- D. It is for individual local processing authorities to decide whether or not to separately identify 'C' roads. Where this is not done, such a road should be coded 'Unclassified'.

1.19 2nd ROAD NUMBER

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NOTES

- A. Enter the road number of the road whose class was entered at 1.18 (2nd Road Class).
- B. If the road number contains less than four digits, leading zeros should be inserted to the left of the number (e.g. A46 is coded**0046**).
- C. If 1.18 is coded **5** or **6**, the local processing centre will decide whether a road number is used.
- D. If 1.18 is coded **1 - 4**, 1.19 must contain a valid road number.

1.20a PEDESTRIAN CROSSING - HUMAN CONTROL



CODES

0. No crossing facility within 50metres, or physical crossing facility not controlled by authorised person
1. Control by school crossing patrol
2. Control by other authorised person

NOTES

- A. This section should be coded for every personal injury accident **even if a pedestrian was not involved**. Only record the presence of a 'Pedestrian crossing with human control' if it is within 50 metres along any route travelled or intended to be travelled by a vehicle involved in the accident. Codes **1** and **2** should be used regardless of whether the human control site had a physical pedestrian crossing facility.
- B. If, at the time of the accident, there is no 'Pedestrian crossing with **human control**' within 50 metres, enter code **0**.
- C. School crossing patrol means 'lollipop' men and women who are lawfully appointed.
- D. An 'Other authorised person' means a police officer or a traffic warden in uniform.
- E. 1.20a and 1.20b should always refer to the same site. In the unlikely event of a pedestrian crossing with human control **and** a physical pedestrian crossing facility being available at **different** sites within 50 metres of an accident, the codes in 1.20a and 1.20b should refer to the site nearest the accident.

EXAMPLES

Accident Circumstance	1.20a	1.20b
Accident on road with no crossing facility, human or physical within 50m	0	0
Accident at school crossing patrol site without physical crossing facility	1	0
Accident on zebra crossing with school crossing patrol	1	1
Accident at pelican crossing - no crossing patrol or control by other auth. person	0	4
Accident within 50m of pedestrian subway, no human control	0	9
Accident at crossroads controlled by traffic lights, no 'green man' or human control	0	0
Accident at junction normally controlled by traffic lights, including 'green man' phase for pedestrians. Lights out of action - traffic controlled by police officer	2	5

1.20b PEDESTRIAN CROSSING - PHYSICAL FACILITIES



CODES

0. No physical crossing facility within 50 metres
1. Zebra crossing
4. Pelican, puffin, toucan or similar non-junction pedestrian light crossing
5. Pedestrian phase at traffic signal junction
8. Central refuge - no other controls
9. Footbridge or subway

NOTES

- A. This section should be coded for every personal injury accident **even if a pedestrian was not involved**. If there was no 'Physical pedestrian crossing facility' within 50 metres of the accident, enter code **0**. Only record the presence of a pedestrian crossing if it is within 50 metres along any route travelled or intended to be travelled by a vehicle involved in the accident.
- B. A zebra crossing should be coded as such even if the beacons or stripes are defective
- C. Code **4** includes any pedestrian crossing which is **not** at a junction, and has traffic lights controlling the traffic, **and** lights controlling pedestrians (or pedestrians and cyclists) crossing.
- D. 'Pedestrian phase at traffic signal junction' is any pedestrian crossing at a junction controlled by traffic lights which has an indicator light for pedestrians (or pedestrians and cyclists) only. This does **not** include normal traffic signals with pedestrian stud crossing points but no special indicator lights for pedestrians.
- E. Where a junction controlled by traffic lights has pedestrian crossings with indicator lights for pedestrians on one or more arms (or filter lanes), but no similar facilities on the other arms, allocate code **5** or **0** as appropriate to the junction arm at which (or nearest to which) the accident occurred.
- F. Where light controls are defective on a light controlled pedestrian crossing, code **4** or **5** should still be used.
- G. Code **8** 'Central refuge - no other controls' should only be used when the refuge is not part of any other pedestrian crossing facility (this code is not applicable to median strips on dual carriageways).
- H. When more than one physical pedestrian crossing facility is present within 50 metres, the nearest one to the accident should be coded.
- I. 1.20a and 1.20b should always refer to the same site. In the unlikely event of a pedestrian crossing with human control **and** a physical pedestrian crossing facility being available at **different** sites within 50 metres of an accident, the codes in 1.20a and 1.20b should refer to the site nearest the accident.
- J. If 1.20b is coded **1**, **4**, **5** or **8** and 1.16 (Junction Detail) is coded **00**, then 1.12 (1st Road Class) must not be coded **1** or **2**.

1.21 LIGHT CONDITIONS

CODES

1. Daylight: street lights present
2. Daylight: no street lighting
3. Daylight: street lighting unknown

4. Darkness: street lights present and lit
5. Darkness: street lights present but unlit
6. Darkness: no street lighting
7. Darkness: street lighting unknown

NOTES

- A. This section should be coded for all personal injury accidents, whether in daylight or darkness.
- B. 'Darkness' means half an hour after sunset to half an hour before sunrise. 'Daylight' means all other times.
- C. 'Street lights lit' includes instances where alternate lamps are lit. Scattered or isolated lamps which are lit should be treated as 'street lights unlit' (code 5).
- D. The distinction between 'street lights unlit' and 'no street lights' is made because it is important in assessing factors affecting accident rates.
- E. The use of codes 3 and 7 should be avoided if at all possible.

1.22 WEATHER

CODES

1. Fine without high winds
2. Raining without high winds
3. Snowing without high winds
4. Fine with high winds
5. Raining with high winds
6. Snowing with high winds
7. Fog or mist - if hazard
8. Other
9. Unknown

NOTES

- A. This refers to weather conditions at the time and location of the accident.
- B. 'Fine' means any weather condition which does not have an adverse effect on driving (i.e. cannot be coded **2 - 8**).
- C. 'Raining' includes drizzle, hail and sleet not tending to build up a deposit.
- D. 'Snowing' includes sleet building up a deposit.
- E. 'Fog' does **not** include light mists which did not constitute a driving hazard on the road where the accident occurred.
- F. The combinations of certain conditions with high winds (code **4 - 6**) should only be coded if the winds are deemed to have adversely affected driving conditions for one or more of the vehicles in the accident. The use of these codes does not imply that the high winds were a cause of the accident.
- G. If two or more codes are appropriate, enter the code of the condition which is deemed to have most adversely affected driving conditions.
- H. 'Other' should be used to indicate any other adverse weather condition which is not separately specified by the codes above. This code should be avoided if at all possible.

1.23 ROAD SURFACE CONDITION



CODES

1. Dry
2. Wet/Damp
3. Snow
4. Frost/Ice
5. Flood (surface water over 3cm deep)
6. Oil or diesel
7. Mud

NOTE

This refers to the road surface condition at the time of the accident.

1.24 SPECIAL CONDITIONS AT SITE

CODES

- 0. None
- 1. Automatic traffic signal out
- 2. Automatic traffic signal partially defective
- 3. Permanent road signing or marking defective or obscured
- 4. Road works present
- 5. Road surface defective

NOTES

- A. This section should be completed for every personal injury accident whether or not such conditions were considered to be contributory to the accident. Use code **0** only if there were no special conditions at the accident site.
- B. An automatic traffic signal (including a pelican/puffin/toucan crossing) is 'out' (code **1**) if it is totally inoperative at the time of the accident (i.e. no light(s) whatsoever in operation).
- C. An automatic traffic signal (including a pelican/puffin/toucan crossing) is 'partially defective' when any defect not covered by Code **1** exists.
- D. If road works are present and any of the other conditions are also present, code **4** is preferred if the roadworks were **hit** by at least one vehicle.
- E. A defective road surface (code **5**) includes any obvious road surface defect, such as pot holes, cracks (but not lack of skid resistance) and surface melting, but **not** the presence of ice, snow or flood.

1.25 CARRIAGEWAY HAZARDS



CODES

0. None
1. Dislodged vehicle load in carriageway
2. Other object in carriageway
3. Involvement with previous accident
4. Dog in carriageway
5. Other animal or pedestrian in carriageway

NOTES

- A. To be completed for all personal injury accidents. Use Code **0** only when none of the other codes apply.
- B. Codes **1 - 5** are to be used only to indicate an object **not expected** to be found in the carriageway. They should not be used to record impact with abollard, refuge, kerb etc., which are permanent features.
- C. Code **1** should not be used where a vehicle load has been dislodged as a result of the accident currently being coded.
- D. If a dislodged vehicle load is in the carriageway as a result of a previous accident then use code **3**.
- E. If code **3** and another code apply, enter code **3**.
- F. Only live animals should be coded under **4** and **5**. Dead animals should be coded as 'other objects' (code **2**).
- G. Code **5** should be used in the event of a pedestrian in the carriageway who was **not hit**, but who constituted a hazard.

1.26 PLACE ACCIDENT REPORTED

CODES

1. At scene
2. Elsewhere

NOTES

- A. Code **1** should be used where the reporting police officer attended the scene of the accident. It is not necessary for the reporting officer to have witnessed the actual accident for code **1** to be used.
- B. Code **2** should be used in all other cases.

1.27 DETR SPECIAL PROJECTS

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NOTES

- A. Use of this variable will be explained by DETR as and when mutually agreed.
- B. When no special project is under way, the box should be left blank, since irrelevant entries are confusing when a DETR special project is in progress in selected areas.

ANNEX 2 - VEHICLE VARIABLES

2.1 RECORD TYPE

2	
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CODES

- 21. New vehicle record
- 25. Amended vehicle record

NOTES

- A. First box always coded **2** to enable vehicle records to be easily identified during computer processing and analysis at local and national levels.
- B. In second box, code **5** only to be used when a vehicle record already sent to DETR/SO/WO is to be replaced by an amended record.

2.2 POLICE FORCE

NOTE

Repeat of Police Force code entered on the attendant circumstances record at item 1.2.

2.3 ACCIDENT REFERENCE NUMBER

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NOTE

Repeat of Accident Reference Number on the attendant circumstances record at item 1.3.

2.4 VEHICLE REFERENCE NUMBER

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NOTES

- A. The first vehicle coded should be numbered **001** and any subsequent vehicles should be numbered in sequence.
- B. No two vehicles in an accident should have the same vehicle reference number.

2.5 TYPE OF VEHICLE



CODES

01. Pedal cycle
02. Moped
03. Motor cycle 125cc and under
04. Motor cycle over 125cc
08. Taxi
09. Car
10. Minibus (8 - 16 passenger seats)
11. Bus or coach (17 or more passenger seats)
14. Other motor vehicle
15. Other non-motor vehicle
16. Ridden horse
17. Agricultural vehicle (includes diggers etc.)
18. Tram/Light rail
19. Goods vehicle 3.5 tonnes maximum gross weight (mgw) and under
20. Goods vehicle over 3.5 tonnes and under 7.5 tonnesmgw
21. Goods vehicle 7.5 tonnesmgw and over

NOTES

- A. Vehicles should be coded according to their construction and not according to their use at the time of the accident. For example, a van which is being used for the carriage of passengers should nevertheless be coded as a goods vehicle. Vehicles of the armed forces should be recorded under the heading appropriate to a civilian vehicle of the same type if there is one otherwise they should be coded as 'Other motor vehicle' or 'Other non-motor vehicle'.
- B. Pedal cycles: this code applies to pedal cycles being ridden **in the carriageway or on a cycleway or pavement** and also applies to toy cars and toy tricycles **in the carriageway**. Toy cars and toy tricycles on the footpath should be ignored and their riders classified as pedestrians. Includes electrically assisted pedal cycles defined in the Electrically Assisted Pedal Cycles Regulations 1983 No 1168.
- C. Moped: a moped registered after 1977 carries a plate identifying it as such.
- For Registration suffix letters 'A' to 'R' and registrations without a suffix letter, a moped is defined as a motor cycle of which the cylinder capacity of the engine does not exceed 50cc, being equipped with pedals by means of which it is capable of being propelled.
- For registration suffix letter 'S' or later, a moped is defined as a motor cycle of which the cylinder capacity of the engine does not exceed 50cc and which has a maximum design speed of 30 mph and a kerbside weight not exceeding 250 kg.
- D. Motor cycle: includes motor scooters and motor cycle combinations (which should be coded **3** or **4** depending on engine capacity).

- E. Taxi: any vehicle operating as a hackney carriage, regardless of construction, and bearing the appropriate district council or local authority hackney carriage plates.

Vehicles operating as private hire cars (i.e. 'minicabs') are licensed at the discretion of the district council. Such vehicles may or may not bear private hire plates, but are to be coded **09** in either case.

Different arrangements apply in Scotland, because the licensing arrangements differ from England and Wales. The definition of the coverage of code **08** in Scotland is : 'Taxis (purpose-built or saloon cars) and private hire cars'. Normally private hire cars in Scotland will carry a local authority licence plate, but where taxis or private hire cars are unlicensed they should still be coded as 'taxi' where this usage is known. Therefore, in Scotland, code **08** (not code **09**) should be used for private hire cars.

- F. Car: includes three wheeled cars, estate cars, family vans/multi-people carriers, Land Rovers and similar four-wheel drive vehicles, and private hire cars (except in Scotland: see Note E).

- G. Minibus: includes minibus, micro-bus, post buses and Dial-a-Bus. Minibuses equipped to carry less than 17 seated passengers should be coded **10**, even if used as buses.

Minibuses equipped to carry 17 or more seated passengers should be coded **11**.

- H. Bus or coach: This category is to be determined by the construction of the vehicle rather than its use. All buses or coaches equipped to carry 17 or more seated passengers should be coded **11**, regardless of whether or not being used in stage operation.

- I. Agricultural vehicles (includes diggers etc.): This category will mainly include agricultural tractors (whether or not towing), mobile excavators and frontloaders. Goods vehicles used to transport agricultural produce or livestock should be coded **19**, **20** or **21** as appropriate. Heavy plant such as large mobile cranes should be coded **14** 'Other motor vehicle'.

- J. Goods vehicles (codes **19**, **20** and **21**) include three-wheeled goods vehicles (provided they are not controlled by a pedestrian), tankers, HGV tractors travelling without their semi-trailers, trailers, and articulated vehicles as defined in item 2.6, but excluding caravans and 'other tows' which are not goods vehicles.

Code **19** applies to vans (including car based vans) or small goods vehicles (including pick-up trucks) which are licensed for Private and Light Goods use (PLG). Code **19** should be used for vehicles up to 3.5 tonnes maximum gross weight.

Codes **20** and **21** apply to larger vehicles licensed as over 3.5 tonnes maximum gross weight. This information can normally be determined from the 'taxable weight' on the heavy goods vehicle tax disk. If not on the tax disk the gross vehicle weight will normally be shown on a DETR plate. This is situated in the cab of a rigid or an articulated vehicle and on the nearside of the chassis of a drawbar trailer.

Use the 'maximum gross weight' or 'train weight' to determine this code. Do not use 'towing unit gross weight' or 'manufacturer's design weight'. Note that certain classes of large vehicles do not require plating tests and may not display weight on the tax disk.

- K. Other motor vehicles are types of motor vehicle not falling into any of the main categories. Examples are ambulances, fire engines, motor caravans, electric or petrol driven invalid vehicles and motorised wheel chairs, pedestrian controlled vehicles with a motor, refuse vehicles, road rollers, mobile cranes, tower wagons and army tanks.

- L. Other non-motor vehicles are miscellaneous types of vehicles without a motor, other than pedal cycles. Examples are vehicles drawn by an animal, invalid carriages that are self propelled without a motor, and pedestrian controlled vehicles without a motor which are normally used on the road (e.g. street barrows). Vehicles which are normally on the pavement, such as prams, should not be recorded as vehicles nor should led horses. Toy cars and toy tricycles on the pavement should be ignored, their riders being classified as pedestrians.

Unattached, stationary caravans are not vehicles and they should be coded under Section 1.25 (Carriageway Hazards).

Some further guidance is contained in the notes of item 3.6 (Casualty Class).

- M. Codes **01 - 09** should be prefixed with a zero (e.g. 'Car' should be coded**09**).
- N. The reporting officer should query any vehicle type coded**1, 2, 15, 16, 17** or **18** if 1.12 (1st Road Class) is coded **1** or **2**

2.6 TOWING AND ARTICULATION



CODES

0. No tow or articulation
1. Articulated vehicle
2. Double or multiple trailer
3. Caravan
4. Single trailer
5. Other tow

NOTES

- A. An articulated vehicle is a tractor with a semi-trailer so constructed that a significant part of the weight of the semi-trailer is borne by the tractor. It does **not** include a tractor without its semi-trailer, which should be coded **0**, nor a combination made up of a rigid vehicle and a drawbar trailer, which should be coded **4**. A drawbar trailer has at least 2 axles, the front axle of which is steered by the drawbar connecting it to the drawing vehicle.
- B. A double/multiple trailer should be taken to mean two or more trailers.
- C. A caravan means a two-wheeled or four-wheeled trailer designed for accommodation, or as a mobile office etc.
- D. Single trailer is any rigid vehicle towing a drawbar trailer or trailer with fixed axle(s), other than a caravan, via a rigid bar.
- E. Mobile compressors, other heavy plant and equipment, fairground and circus equipment are each to be regarded as single trailers - coded **2** or **4** if applicable.
- F. Other tow is any other towing arrangement not defined in code **0** - **4** and includes vehicles towing by rope, and breakdown trucks towing another vehicle by crane-mounted tow or a towing bar but it specifically excludes any drawbar trailer.
- G. If 2.6 is coded **1** or **2**, then 2.5 (Type of Vehicle) should be coded **11, 14, 18, 20** or **21**.

2.7 MANOEUVRES



CODES

01. Reversing
02. Parked
03. Waiting to go ahead but held up
04. Stopping
05. Starting
06. U turn
07. Turning left
08. Waiting to turn left
09. Turning right
10. Waiting to turn right
11. Changing lane to left
12. Changing lane to right
13. Overtaking moving vehicle on its offside
14. Overtaking stationary vehicle on its offside
15. Overtaking on nearside
16. Going ahead left hand bend
17. Going ahead right hand bend
18. Going ahead other

NOTES

- A. This refers to actions immediately before the accident.
- B. A vehicle in the process of parking should be coded **01** or **04** as appropriate, not **02**.
- C. A bus/coach stationary at a bus stop should be coded as 'Parked', code **02**.
- D. A vehicle moving across the road to park on the offside should be coded **12**, even if lanes are not marked.
- E. Code **14** should include where:
 - i. the vehicle being overtaken on the offside is temporarily held up;
 - ii. a parked vehicle is being overtaken on the offside and a vehicle record has been produced for that parked vehicle (i.e. the parked vehicle is deemed to have been contributory to the accident).
- F. Code **15** should be used where the vehicle being overtaken is parked (see Note E(ii) above), broken down, temporarily held up or moving.
- G. Codes **01 - 09** should be prefixed with a zero (e.g. 'Starting' should be coded **05**).

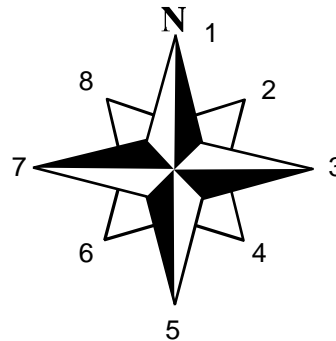
2.8 VEHICLE MOVEMENT COMPASS POINT

From To

CODES

- 1. North
- 2. North east
- 3. East
- 4. South east
- 5. South
- 6. South west
- 7. West
- 8. North west

- 00. Parked - not at kerb
- *0. Parked - at kerb
 * Code 1-8



NOTES

- A. These codes should reflect true compass directions.
- B. The 'from' box gives the direction from which the vehicle had come prior to the accident.
- C. The 'to' box gives the **intended** direction of the vehicle had there not been an accident.
- D. For a vehicle parked at the kerb, enter in the 'From' box, the direction from which **it would** have come in order to park with its **nearside** to the kerb. The same rule should be used for a vehicle parked in a one way street. The direction of the traffic flow should be ignored. Code the 'To' box **0** in all these cases.

For example, a car parked with its nearside to the kerb - facing east - should be coded **70** (i.e. the car would have come **from** the west).

A car parked with its offside to the kerb - facing east - should be coded **30** (i.e. the car should be deemed to be facing the opposite direction).

Vehicles parked, but not at the kerb, should be coded **00**.

- E. U turns: these are coded with the same code 'from' and 'to' (e.g. a vehicle travelling from **orth** and making a U turn will be coded **11**).
- F. Stationary vehicles waiting to turn, or to go ahead, should be coded as if they were moving vehicles.
- G. Roundabouts: code both directions as if no roundabout were present (i.e. as if going straight ahead or turning, or intending to turn, left or right).

2.9a VEHICLE LOCATION AT TIME OF ACCIDENT - ROAD



CODES

1. Leaving the main road
2. Entering the main road
3. On the main road
4. On the minor road

NOTES

- A. Road (main or minor) relates to **all** parts of the Highway ('road' in Scotland), and includes all restricted lanes or sections of the road away from the main carriageway, listed in 2.9b.
- B. For 'junction accidents' the main road is the road which has priority. For roundabouts where neither road has priority, and for signal controlled junctions, the main road is the one with the highest class. If roads are of equal class then the road with the lowest number should be taken as the main road.
- C. The codes should be used to indicate the location of vehicles at the time of impact, or loss of control, even if one of the vehicles being coded was only contributory to the accident and did not itself impact. Use 2.13 (and 2.14) to record a vehicle subsequently leaving the carriageway as a result of the impact or loss of control.
- D. A turning vehicle should always be coded as entering or leaving the main road (except U turns).
- E. A vehicle **waiting** to turn left or right should be coded **3** or **4**, as appropriate.
- F. The location of all vehicles involved in accidents occurring more than 20 metres from a junction should be coded **3** regardless of the road class. This includes Service roads (previously code 5).
- G. If code **1** or **2** is used (Leaving or Entering the main road) then 2.7 (Manoeuvres) for this vehicle should not be coded **8** or **10** ('Waiting to turn left or right').
- H. For Coding Examples see Page 50.

2.9b VEHICLE LOCATION AT TIME OF ACCIDENT - RESTRICTED LANE / AWAY FROM MAIN CARRIAGEWAY

CODES

0. On main carriageway - not in restricted lane
1. Tram/Light rail track
2. Bus lane
3. Busway (including guided busway)
4. Cycle lane (on main carriageway)
5. Cycleway (separated from main carriageway)
6. On lay-by or hard shoulder
7. Entering lay-by or hard shoulder
8. Leaving lay-by or hard shoulder
9. Footway (pavement)

NOTES

- A. Tram/Light rail track: Accidents occurring on tram/light rail track, where track forms part of the highway. This includes sections where the track forms part of the highway, but is segregated from the main carriageway for tram use only.

Accident does not necessarily have to involve tram or light rail vehicle.
- B. Bus lane: Lane marked off within main carriageway for use by buses (and possibly other permitted vehicles such as taxis and pedal cycles). Code **2** should be used even if lane restriction was not in force at the time of the accident.
- C. Busway: Section of highway segregated from main carriageway, for use by buses (including guided buses), and possibly other permitted vehicles such as taxis and pedal cycles.
- D. Cycle lane: Lane (advisory or mandatory) marked off within main carriageway for use by pedal cycles only.
- E. Cycleway: Cycleway which forms part of the highway but which is separated from the main carriageway. Includes shared access on footway (pavement).
- F. Footway (pavement): Footway, for use by pedestrians only, which forms part of the highway but is separated from the main carriageway. Includes grass verges.
- G. Other restricted lanes within the main carriageway, not listed above, (e.g. for high occupancy vehicles or goods vehicles) should be coded **2**.
- H. If code **7** or **8** is used (Leaving or Entering lay-by or hard shoulder) then 2.7 (Manoeuvres) for this vehicle should not be coded **08** or **10** ('Waiting to turn left or right').
- I. If 1.12 (1st Road Type) is coded **1** or **2** then 2.9b must be coded **0** or **5 - 9**.
- J. For Coding Examples see Page 50.

2.9a VEHICLE LOCATION AT TIME OF ACCIDENT - ROAD

and

2.9b VEHICLE LOCATION AT TIME OF ACCIDENT - RESTRICTED LANE / AWAY FROM MAIN CARRIAGEWAY

EXAMPLES

Location of Vehicle at Time of Accident	2.9a	2.9b
On unclassified, single track road, no junction within 20m.	3	0
Vehicle colliding immediately after successful right turn onto main road	2	0
Vehicle entering roundabout from main road	3	0
Vehicle entering roundabout from minor road	2	0
Vehicle behind 'give way lines' on minor road, waiting to enter main road	4	0
Vehicle on service road running alongside dual carriageway	3	0
Accident on tram tracks separated by kerb from main carriageway	3	1
Pedal cyclist falling after skidding on light rail track	3	1
Pedal cycle on cycleway running alongside dual carriageway	3	5
Bus colliding with taxi in bus lane	3	2
Vehicle entering bus lane on main road, from minor road at 'T' junction	2	2
Bicycle in cycle lane on minor road, waiting to enter main road	4	4
Vehicle leaving motorway hard shoulder	3	8
Vehicle loses control negotiating bend, collides with pedestrian on footway	3	9

2.10 JUNCTION LOCATION OF VEHICLE AT FIRST IMPACT



CODES

0. Not at junction (or within 20 metres)
1. Vehicle approaching junction or parked at junction approach
2. Vehicle in middle of junction
3. Vehicle cleared junction or parked at junction exit
4. Did not impact

NOTES

- A. The middle of a junction is the area contained by extending kerb lines across the mouth of the entry or exit road, or side road.
- B. If code **0** 'Not at junction' and code **4** 'Did not impact' both apply, enter code **0**.
- C. If 1.16 (Junction Detail) is coded **01 - 09**, then 2.10 **must** be coded **1 - 4**. If 1.16 is coded **00**, 2.10 must be coded **0**.

2.11 SKIDDING AND OVERTURNING



CODES

0. No skidding, jack-knifing or overturning
1. Skidded
2. Skidded and overturned
3. Jack-knifed
4. Jack-knifed and overturned
5. Overturned

NOTES

- A. 'Jack-knifed' should be entered in preference to 'skidded' when both apply.
- B. 'Skidded' or 'Jack-knifed' should be entered, where appropriate, irrespective of whether it is considered to have been a cause or a result of the accident.
- C. A vehicle which, as a result of the accident, was at any time on its roof, side, front or rear should be recorded as having overturned, even though it may have come to rest on its wheels. Two-wheeled motor vehicles and pedal cycles should only be coded **0** or **1**. Such a vehicle is not regarded as 'overturned' when lying on its side.
- D. If 2.11 is coded **3** or **4**, variable 2.6 (Towing and Articulation) **must** be coded **1 - 5** for that vehicle.

2.12 HIT OBJECT IN CARRIAGEWAY

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CODES

- 00. None
- 01. Previous accident
- 02. Roadworks
- 03. Parked vehicle - lit
- 04. Parked vehicle - unlit
- 05. Bridge - roof
- 06. Bridge - side
- 07. Bollard/Refuge
- 08. Open door of vehicle
- 09. Central island of roundabout
- 10. Kerb
- 11. Other object

NOTES

- A. If more than one of the items above are hit the code selected should be the one which the vehicle hit first.
- B. Code **11** **excludes pedestrians** or anything recorded elsewhere as either a vehicle or a casualty.
- C. If 2.12 is coded **11**, item 1.25 (Carriageway Hazards) must **not** be coded **0**.
- D. If any vehicle runs into vehicle(s) which were involved in a previous accident, use code **01**.

If a vehicle runs into debris associated with a previous accident or takes avoiding action and hits another object in the carriageway, code **02** - **11** as appropriate, and use code **3** for variable 1.25.

If 2.12 is coded **01**, 1.25 must be coded **3**.
- E. If any vehicle is involved with roadworks (Code **02**) then 1.24 (Special Conditions at Site) should be coded **4**.
- F. Codes **1** - **9** should be prefixed with a zero (e.g. Roadworks' Code **02**).

2.13 VEHICLE LEAVING CARRIAGEWAY



CODES

0. Did not leave carriageway
1. Left carriageway nearside
2. Left carriageway nearside and rebounded
3. Left carriageway straight ahead at junction
4. Left carriageway offside onto central reservation
5. Left carriageway offside onto central reservation and rebounded
6. Left carriageway offside and crossed central reservation
7. Left carriageway offside
8. Left carriageway offside and rebounded

NOTES

- A. Enter Code **0** if any vehicle hit the kerb and rebounded.
- B. Code **3** applies to 'T' or staggered junctions where a vehicle on the minor road crossed the main road and left the carriageway opposite its approach road.
- C. Codes **7** and **8** should not be used for dual carriageways.
- D. A vehicle is 'Leaving the carriageway' when the vehicle reaches (temporarily or permanently) a position such that one or more of its wheels are on (or beyond) the limit of the carriageway in which it was originally travelling.
- E. The hard shoulder should be treated as part of the carriageway.
- F. Footways are **not** part of the carriageway (e.g. a vehicle leaving the carriageway nearside on to the footway should be coded **1**).
- G. Hitting the centre of a roundabout constitutes having left carriageway offside and should be coded **7** or **8** as appropriate.
- H. If a vehicle hits a central reservation (code **4**, **5** or **6**), then 1.14 (Road Type) must be coded **3** or **4** 'Dual carriageway'.
- I. Rebounded (Codes **2**, **5** and **8**) means returned after hitting something (e.g. the central reservation, road furniture, parked vehicles etc). If this item is coded **2**, **5** or **8** then 2.14 must refer to what the vehicle hit initially and cannot, therefore, be coded **00**, **08** or **09**.

2.14 HIT OBJECT OFF CARRIAGEWAY



CODES

- 00. None
- 01. Road sign/Traffic signal
- 02. Lamp post
- 03. Telegraph pole/Electricity pole
- 04. Tree
- 05. Bus stop/Bus shelter
- 06. Central crash barrier
- 07. Nearside or offside crash barrier
- 08. Submerged in water (completely)
- 09. Entered ditch
- 10. Other permanent object

NOTES

- A. If more than one of the items above are hit the code selected should be the one the vehicle hit first.
- B. If pedestrian railings or grass or other bank are hit, then Code**10** should be used.
- C. If any vehicle is involved with a bus stop (Code**05**), item 1.12 (1st Road Class) cannot be 'Motorway' (code **1** or **2**).
- D. If any vehicle is involved with a central crash barrier (Code**06**) then 1.14 (Road Type) should be coded **3** or **4** 'Dual carriageway'.
- E. Codes **0 - 9** should be prefixed with a zero (e.g. 'Lamp post' Code**02**).

2.16 FIRST POINT OF IMPACT



CODES

- 0. Did not impact
- 1. Front
- 2. Back
- 3. Offside
- 4. Nearside

NOTES

- A. This should be the first point to come into contact with another vehicle, pedestrian or other object. Damage to the vehicle need not have occurred.
- B. If a vehicle stops suddenly to avoid another vehicle/pedestrian/object in road, but there is no impact, then enter code **0**.
- C. If 2.16 is coded **0** 'Did not impact', then item 2.10 (Junction Location of Vehicle at First Impact) must be coded **0** or **4**.

2.17 OTHER VEHICLE HIT

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NOTES

- A. Enter the Vehicle Reference Number (Item 2.4) of the first vehicle with which the vehicle being coded collided, even if some other object had been hit first. For example, where vehicle **001** hits lamp post and rebounds on to vehicle **002**, then vehicle **001** should have **002** coded in 2.17, and vehicle **002** should have vehicle **001** coded in 2.17 (assuming no other vehicle was involved).
- B. If no other vehicle is hit, code **000**.
- C. If pedestrian is hit, code **000**.
- D. 'Hit' should be interpreted as 'hit or hit by'.
- E. Do not include vehicles hit by moving unattached trailers.

2.18 PART(S) DAMAGED

CODES

- 0. None
- 1. Front
- 2. Back
- 3. Offside
- 4. Nearside
- 5. Roof
- 6. Underside
- 7. All four sides

NOTES

- A. This refers to damage to a vehicle resulting from impact with another vehicle, pedestrian or solid obstruction. Provision is made for up to three codes to be entered.
- B. If damage is at the corner of a vehicle, it should be given the codes of the two sides (e.g. front (1) and offside (3)) adjacent to the corner.
- C. If a vehicle suffers no damage at all, code the first box 0.
- D. Any unused boxes should be left blank.
- E. Include under code 6, such cases as the sump or exhaust being torn off by an object in the roadway.

2.21 SEX OF DRIVER

CODES

1. Male
2. Female
3. Not traced

NOTES

- A. Code **3** 'Not traced' should be used in the case of a 'hit and run' driver, or where the police are unable to trace the driver of the vehicle. However, where this information becomes available later (e.g. where a 'hit and run' driver is pursued and caught), it should be entered.
- B. If a driver is injured, then the sex entered here must be repeated in item 3.7 (Sex of Casualty) for the driver casualty record for this vehicle.

2.22 AGE OF DRIVER

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NOTES

- A. Where an exact age at last birthday is not known, **enter an estimate**.
- B. Enter age in **years**, ignoring additional months. Unused spaces to the left of the age should be coded **0** (e.g. for child cyclist aged 9 years 11 months, enter **09**).
- C. Leave blank if it is not possible to make a reasonable estimate. **Do not enter 00 or 99 to indicate 'not known'**.
- D. A driver aged 100+ should be coded **99**.
- E. This data should be entered even if the driver is not injured.
- F. A blank is acceptable if the driver was 'hit and run', or if the vehicle was parked and unattended. However, where this information becomes available later (e.g. where a 'hit and run' driver is pursued and caught), it should be entered.
- G. If a driver is injured, then the age entered here must be repeated in item 3.8 (Age of Casualty) for the driver casualty record for this vehicle.
- H. If 2.5 (Vehicle Type) is coded **02 - 04, 08 - 11, 14, 17 - 21**, then the reporting officer should query the driver age if this is under **16**.

2.23 BREATH TEST



CODES

0. Not applicable
1. Positive
2. Negative
3. Not requested
4. Refused to provide
5. Driver not contacted at time of accident
6. Not provided (medical reasons)

NOTES

- A. This item refers to breath tests required under sections 6(1) or 6(2) of the Road Traffic Act 1988, but not to those required under section 7 of the Act, from persons arrested under sections 6(5) or section 4(6) of the Act. If the breath test required under sections 6(1) or 6(2) is positive, it should be so reported irrespective of whether a possible second breath test under section 7 or a blood or urine test confirms or contradicts the results of the first breath test.
- B. 'Not applicable' should **only** be used to cover pedal cyclists and other non-motor vehicle drivers to whom the legislation does not apply (i.e. any conditions not referred to in Sections 6(1) or 6(2) of the Road Traffic Act 1988).
- C. 'Not requested' should be used where it was decided not to require a breath test.
- D. 'Refused to provide' should be used where a driver refuses a breath test, irrespective of whether prosecution follows or not.
- E. 'Not contacted' should be used when a driver, from whom a test may be required, absents himself from the scene of the accident, or where the police do not attend the accident scene.
- F. 'Not provided (medical reasons)' includes cases in which a hospital doctor or paramedic objected to the breath test and cases in which injury or circumstances rendered a breath test impracticable.
- G. If 2.5 (Vehicle Type) is coded **02 - 04, 08 - 11, 14, 17** or **19 - 21**, then 2.23 must not be coded **0**.

2.24 HIT AND RUN

CODES

0. Other
1. Hit and run
2. Non-stop vehicle, not hit

NOTES

- A. 'Other' is to be coded when a vehicle, whether in, or contributing to the accident, stops at the scene of the accident and vehicle/driver data is obtainable.
- B. Where 'Hit and run' is used, it is likely that most information about the vehicle and its driver will be unknown. However, where this information becomes available later (e.g. where a 'hit and run driver' is pursued and caught), it should be entered in the appropriate boxes elsewhere on STATS19.
- C. 'Non-stop vehicle, nohit' includes those cases where a vehicle was involved in, or contributory to, an accident, but did not or was not hit, and then left the scene of the accident so that little information is known for either the vehicle or its driver. Such a vehicle **cannot** be described as a 'hit and run' and the driver may be unaware of the accident. The use of this code is voluntary and it may be introduced as and when locally convenient.

2.25 DETR SPECIAL PROJECTS

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NOTES

- A. Use of this variable will be explained by DETR as and when mutually agreed.
- B. When no special project is under way, the box should be left blank, since irrelevant entries are confusing when a DETR special project is in progress in selected areas.

2.26 VEHICLE REGISTRATION MARK

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VEHICLE REGISTRATION MARK or one of the following CODES

- 2. Foreign/Diplomatic
- 3. Military
- 4. Trade plates
- 9. Unknown

NOTES

A. The Vehicle Registration Mark (VRM) of all motor vehicles involved in a personal injury accident should be reported with the following exceptions:

- i. foreign or diplomatic vehicles;
- ii. military vehicles;
- iii. vehicles displaying trade plates.

B. The code for the vehicles listed in Note A above should be entered in the leftmost box, with the remainder of the boxes left blank.

C. Blank spaces in the middle of a VRM containing less than seven characters, should be removed.

D. Where the VRM is less than seven characters long, it should be **left justified**, and the remaining boxes left **blank**.

EXAMPLE:

A	1	2	B	C	D	
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E. If the VRM for a vehicle is unknown or not applicable code **9** should be entered in the leftmost box, with the remainder of the boxes left blank.

2.27 DRIVER POSTCODE

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DRIVER POSTCODE or one of the following CODES

1. Unknown
2. Non-UK resident
3. Parked and unattended

NOTES

- A. Complete as far as possible if full postcode not known.

EXAMPLE:

A	B	1			
---	---	---	--	--	--

--	--	--

- B. Left justify first four boxes.

EXAMPLE:

A	1		
---	---	--	--

2	C	D
---	---	---

- C. Special codes to be inserted in left hand box.

EXAMPLE:

3				
---	--	--	--	--

--	--	--

- D. If the postcode is not immediately available, leave blank.

- E. Students living away from home should give the postcode for their temporary address during term time and for their permanent address at all other times.

ANNEX 3 - CASUALTY VARIABLES

3.1 RECORD TYPE

3	
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CODES

- 31. New casualty record
- 35. Amended casualty record

NOTES

- A. First box always coded **3** to enable casualty records to be easily identified during computer processing and analysis at local and national levels.
- B. In second box, code **5** only to be used when a casualty record already sent to DETR/SO/WO is to be replaced by an amended record.

3.2 POLICE FORCE

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NOTE

Repeat of Police Force code entered on the attendant circumstances record at item 1.2.

3.3 ACCIDENT REFERENCE NUMBER

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NOTE

Repeat of Accident Reference Number on the attendant circumstances record at item 1.3.

3.4 VEHICLE REFERENCE NUMBER

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NOTES

- A. Repeat of vehicle reference number on the associated vehicle record at item 2.4.
- B. A casualty record for a vehicle occupant should quote the vehicle reference number of the vehicle which the casualty occupied.
- C. A pedestrian casualty record should quote the vehicle reference number of the vehicle by which the pedestrian was first hit.

3.5 CASUALTY REFERENCE NUMBER

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NOTES

- A. The first casualty coded should be numbered**001** and the subsequent casualties should be numbered in sequence.
- B. No two casualties in an accident should have the same vehicle**and** casualty reference numbers.

3.6 CASUALTY CLASS

CODES

1. Driver or rider
2. Vehicle or pillion passenger
3. Pedestrian

NOTES

- A. Code **1** includes a person riding a toy cycle, tricycle or pedal car **on the carriageway**, and the rider of a tandem bicycle who is controlling the machine.

A person who, having been in control of a vehicle, falls from it (or is injured in the course of dismounting from it), should be recorded as 'Driver or rider' of that vehicle.

- B. Code **2** includes any occupant of a tandem bicycle who is not controlling the machine, and passengers on combination machines whether occupying sidecar or pillion. Persons riding on the roof or bonnet of a vehicle should also be coded **2**. Any person, not having been in control of a vehicle, who falls from it (or was injured in the course of alighting or dismounting from it), should be coded **2**.

- C. Code **3** includes:

- i. person on a toy scooter, roller skates or skateboard;
- ii. person riding a toy cycle, tricycle or pedal car **on the footpath**;
- iii. person wheeling or holding a bicycle;
- iv. person pushing or pulling a vehicle or operating a pedestrian controlled vehicle;
- v. person leading or herding animals;
- vi. occupant of a pram or pushchair;
- vii. a driver or passenger who has alighted safely from a vehicle and then sustains injury in an accident, whether injured by his own or some other vehicle;
- viii. person other than a cyclist holding on to the back of a vehicle;
- ix. a person involved in an accident **after safely alighting from** a bus/coach and who is injured by some other vehicle (which would then be recorded as the vehicle involved).
- x. a person injured away from the highway (e.g. in house or garden) by a vehicle which has lost control on the highway.

- D. A pedal cyclist riding across a pedestrian crossing should be coded **1**.

- E. If 3.6 is coded **3**, then 3.10 (Pedestrian Location) must be coded **01 - 10**, 3.11 (Pedestrian Movement) must be coded **1 - 9**, and 3.12 (Pedestrian Direction) must be coded **0 - 9**.

3.7 SEX OF CASUALTY

CODES

1. Male
2. Female

NOTE

If the casualty is a driver, then the sex entered here must be the same as that in item 2.21 (Sex of Driver) for the driver.

3.8 AGE OF CASUALTY

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NOTES

- A. Where an exact age at last birthday is not known, **enter a reasonable estimate**.

If no estimate is made it will not be possible to classify the casualty as even child or adult. Thus every effort should be made to estimate an age.
- B. Enter age in **years**, ignoring additional months (e.g. an 11 month old baby is **00** years).
- C. Unused spaces to the left of the age should be coded **0** (e.g. for a child casualty aged 9 years, enter **09**).
- D. Leave blank if it is not possible to make a reasonable estimate. **Do not enter 00 or 99 to indicate 'not known'**.
- E. A casualty aged 100+ should be coded **99**.
- F. If the casualty is a driver, then the age entered here must be the same as that in item 2.22 (Age of Driver) for the driver.

3.9 SEVERITY OF CASUALTY



CODES

1. Fatal
2. Serious
3. Slight

NOTES

- A. 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from **natural causes or suicide** (see Section 4.1 on Page 7).
- B. Examples of 'Serious' injury are:
- Fracture
 - Internal injury
 - Severe cuts
 - Crushing
 - Burns (excluding frictionburns)
 - Concussion
 - Severe general shock requiring hospital treatment
 - Detention in hospital as an in-patient, either immediately or later
 - Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.
- C. Examples of 'Slight' injury are:
- Sprains, including neck whiplash injury, not necessarily requiring medical treatment
 - Bruises
 - Slight cuts
 - Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).
- D. The procedure for notifying changes in the severity of a casualty is described in STATS21.

3.10 PEDESTRIAN LOCATION



CODES

- 00. Not a pedestrian
- 01. In carriageway, crossing on pedestrian crossing facility
- 02. In carriageway, crossing within zig-zag lines at crossing approach
- 03. In carriageway, crossing within zig-zag lines at crossing exit
- 04. In carriageway, crossing elsewhere within 50 metres of pedestrian crossing
- 05. In carriageway, crossing elsewhere
- 06. On footway or verge
- 07. On refuge, central island or central reservation
- 08. In centre of carriageway, not on refuge, central island or central reservation
- 09. In carriageway, not crossing
- 10. Unknown or other

NOTES

- A. Codes **02** and **03** are only applicable to zebra and pelican/puffin/toucan crossings.
- B. A 'pedestrian crossing the road' is defined as one wholly or partly on the carriageway who has the intention to cross from one footway to another, or to a central reservation or refuge.
- C. If there is conflict between codes **05** and **08**, enter code **05**.
- D. If 3.10 is coded **01** or **04**, then either 1.20a (Pedestrian Crossing - Human Control) must be coded **1** or **2**, or 1.20b (Pedestrian Crossing - Physical Facilities) must be coded **1, 4, 5, 8** or **9**.
If 3.10 is coded **02** or **03** then 1.20b must be coded **1** or **4**.
- E. If 3.10 is coded **00**, then 3.6 (Casualty Class) must be coded **1** or **2**.
- F. Codes **0 - 9** should be prefixed with zero (e.g. 'In carriageway, crossing elsewhere' code **05**).

3.11 PEDESTRIAN MOVEMENT



CODES

0. Not a pedestrian
1. Crossing from driver's nearside
2. Crossing from driver's nearside - masked by parked or stationary vehicle
3. Crossing from driver's offside
4. Crossing from driver's offside - masked by parked or stationary vehicle
5. In carriageway, stationary - not crossing (standing or playing)
6. In carriageway, stationary - not crossing (standing or playing), masked by parked or stationary vehicle
7. Walking along in carriageway - facing traffic
8. Walking along in carriageway - back to traffic
9. Unknown or other

NOTES

- A. In codes **1 - 4** 'driver' means driver of vehicle which injured the pedestrian.
- B. In codes **5** and **6**, include person **lying** in the carriageway, (e.g. drunk) and people who were not moving in any clearly defined manner immediately prior to the accident.
- C. Where 3.10 (Pedestrian Location) is coded **06** 'On footway or verge', or where the pedestrian is not in the carriageway, 3.11 should be coded **9** 'Unknown or other'.
- D. If 3.11 is coded **0**, then 3.6 (Casualty Class) must be coded **1** or **2**.
- E. If 3.11 is coded **1 - 4**, then 3.10 (Pedestrian Location) should not be coded **06** or **09**.
- F. If 3.11 is coded **5 - 8**, then 3.10 should not be coded **01 - 05**.

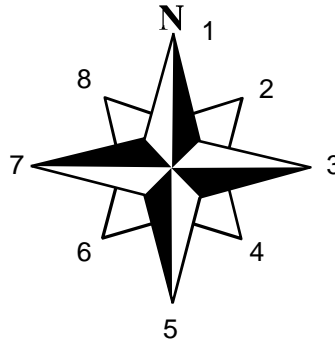
3.12 PEDESTRIAN DIRECTION



COMPASS POINT BOUND

CODES

- 0. Standing still
- 1. North
- 2. North east
- 3. East
- 4. South east
- 5. South
- 6. South west
- 7. West
- 8. North west
- 9. Unknown



NOTES

- A. If the casualty was not a pedestrian, leave this box blank.
- B. The actual, or intended, direction of travel of the pedestrian should be coded using one of the above codes, or the nearest approximation, where the direction of travel did not fall exactly on one of the given directions.
- C. A rough sketch plan of the accident scene is recommended, followed by checking on a suitable map to verify directions. Using the general direction of a road will not be appropriate in most cases.
- D. Code 9 should be avoided if at all possible.
- E. If 3.12 is left blank, then 3.6 (Casualty Class) must be coded **1** or **2**.

3.13 SCHOOL PUPIL CASUALTY



CODES

- 1. School pupil on a journey to or from school
- 0. Other

NOTES

- A. Include under Code **1** only school pupils up to and including 16 years of age. Enter code **0** in all other cases.
- B. Pre-school playgroups should be classified as schools for this purpose.
- C. Children up to 16 years of age, not on a journey to or from school should be coded **0**.

3.15 CAR PASSENGER

CODES

- 0. Not a car passenger
- 1. Front seat passenger
- 2. Rear seat passenger

NOTES

- A. This is intended to be used only in respect of car and taxipassenger casualties to show whether they were in a front or rear seat. The code to be entered is to be related to the seat which the casualty occupied immediately prior to the accident.
- B. Car, includes all vehicles within codes **08** and **09** of 2.5 (Type of Vehicle).
- C. Casualties who were riding on the outside of the vehicle should be coded as front seat passengers.
- D. Casualties in the middle row of family vans/multi-people carriers should be coded **2**.
- E. If variable 2.5 (Type of Vehicle) is coded **08** or **09** and 3.6 (Casualty Class) is coded **2**, then 3.15 must be coded **1** or **2**.

3.16 BUS OR COACH PASSENGER



CODES

0. Not a bus or coach passenger
1. Boarding
2. Alighting
3. Standing passenger
4. Seated passenger

NOTES

- A. Bus or Coach includes all vehicles within 2.5 (Type of Vehicle) codes **11** or **18** (i.e. buses, coaches, minibuses equipped to carry 17 or more seated passengers, **and trams or light rail vehicles**).
- B. A person involved in an accident after safely alighting from a bus, coach or tram should be classed as a **pedestrian** (i.e. code **0**), and the bus, coach or tram should only be recorded if it was subsequently involved in the accident.
- C. A person who falls from a bus, coach or tram, or is alighting and is struck by another vehicle should be recorded as a passenger (code **2**), and the bus/coach/tram should then be recorded as a vehicle involved. Similarly, a person boarding a bus/coach/tram (code **1**) would apply in these circumstances. Codes **1** and **2** should **only** be used to indicate that the casualty was actually engaged in boarding or alighting from a bus/coach/tram. They should **not** be used if the injured person was inside the vehicle passenger compartment either moving to alight or moving to a seat after boarding. Code **3** should be used in these circumstances (the injury will normally occur when the casualty is in the vicinity of the platform or doors).
- D. Codes **3** and **4** are to be used for passengers of a bus/coach/tram, injured other than when they were boarding or alighting.

3.17 DETR SPECIAL PROJECTS

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NOTES

- A. Use of this variable will be explained by DETR as and when mutually agreed.
- B. When no special project is under way, the box should be left blank since irrelevant entries are confusing when a DETR special project is in progress in selected areas.

3.18 CASUALTY POSTCODE

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CASUALTY POSTCODE or one of the following CODES

1. Unknown
2. Non-UK resident

NOTES

- A. Complete as far as possible if full postcode not known.

EXAMPLE :

A	B	1			
---	---	---	--	--	--

--	--	--

- B. Left justify first four boxes.

EXAMPLE :

A	1		
---	---	--	--

2	C	D
---	---	---

- C. Special codes to be inserted in left hand box.

EXAMPLE :

1			
---	--	--	--

--	--	--

- D. If postcode not immediately available, leave blank.

- E. Students living away from home should give the postcode for their temporary address during term time and for their permanent address at all other times.

ANNEX 4 - DISCONTINUED STATS19 VARIABLES

The following variables are no longer required:

STATS19 CODE	VARIABLE NAME	DATE REMOVED	NOTES
1.4	Severity of Accident	1 Jan 1994	
1.8	Day of Week	1 Jan 1994	
1.26	Overtaking Manoeuvre Patterns	Early 1980s	Code 1.26 now 'Place Accident Reported'
2.15	Vehicle Prefix/Suffix Letter	1 Jan 1994	Special codes now included in 2.26
2.19	Number of Axles	1 Jan 1989	
2.20	Max. Permissible Gross Weight	1 Jan 1994	
3.14	Seat Belt Usage	1 Jan 1994	

ANNEX 5 - POLICE FORCE CODE NUMBERS

ENGLAND

01	Metropolitan Police
03	Cumbria
04	Lancashire
05	Merseyside
06	Greater Manchester
07	Cheshire
10	Northumbria
11	Durham
12	North Yorkshire
13	West Yorkshire
14	South Yorkshire
16	Humberside
17	Cleveland
20	West Midlands
21	Staffordshire
22	West Mercia
23	Warwickshire
30	Derbyshire
31	Nottinghamshire
32	Lincolnshire
33	Leicestershire
34	Northamptonshire
35	Cambridgeshire
36	Norfolk
37	Suffolk
40	Bedfordshire
41	Hertfordshire
42	Essex
43	Thames Valley
44	Hampshire
45	Surrey
46	Kent
47	Sussex
50	Devon and Cornwall
52	Avon and Somerset
53	Gloucestershire
54	Wiltshire
55	Dorset

WALES

60	North Wales
61	Gwent
62	South Wales
63	Dyfed-Powys

SCOTLAND

91	Northern
92	Grampian
93	Tayside
94	Fife
95	Lothian and Borders
96	Central
97	Strathclyde
98	Dumfries and Galloway

ANNEX 6 - LOCAL AUTHORITY CODE NUMBERS

ENGLAND

Metropolitan Police

London Boroughs and
City of London

001	Westminster
002	Camden
003	Islington
004	Hackney
005	Tower Hamlets
006	Greenwich
007	Lewisham
008	Southwark
009	Lambeth
010	Wandsworth
011	Hammersmith
012	Kensington and Chelsea
013	Waltham Forest
014	Redbridge
015	Havering
016	Barking
017	Newham
018	Bexley
019	Bromley
020	Croydon
021	Sutton
022	Merton
023	Kingston-upon-Thames
024	Richmond-upon-Thames
025	Hounslow
026	Hillingdon
027	Ealing
028	Brent
029	Harrow
030	Barnet
031	Haringey
032	Enfield
057	London Airport
570	City of London

Metropolitan Police

Hertfordshire (Met Police District)

033	Hertsmere
034	Welwyn Hatfield - MPD Area
035	Broxbourne - MPD Area

Essex (Met Police District)

036	Epping Forest - MPD Area
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Surrey (Met Police District)

037	Reigate and Banstead - MPD Area
038	Epsom and Ewell
039	Elmbridge - MPD Area
040	Spelthorne

Cumbria

060	Allerdale
061	Barrow-in-Furness
062	Carlisle
063	Copeland
064	Eden
065	South Lakeland

Lancashire

072	Burnley
073	Chorley
074	Fylde
075	Hyndburn
076	Lancaster
077	Pendle
079	Preston
080	Ribble Valley
082	Rossendale
083	South Ribble
084	West Lancashire
085	Wyre

Unitary authorities

070	Blackburn with Darwen
071	Blackpool

Merseyside

090	Knowsley
091	Liverpool
092	St Helens
093	Sefton
095	Wirral

Greater Manchester

100	Bolton
101	Bury
102	Manchester
104	Oldham
106	Rochdale
107	Salford
109	Stockport
110	Tameside
112	Trafford
114	Wigan

Cheshire

120	Chester
121	Congleton
122	Crewe and Nantwich
123	Ellesmere Port
126	Macclesfield
127	Vale Royal

Unitary authorities

124	Halton
128	Warrington

Northumbria

Northumberland

140	Alnwick
141	Berwick-upon-Tweed
142	Blyth Valley
143	Castle Morpeth
144	Tynedale
145	Wansbeck

Tyne and Wear

146	Gateshead
147	Newcastle-upon-Tyne
148	North Tyneside
149	South Tyneside
150	Sunderland

Durham

160	Chester-le-Street
162	Derwentside
163	Durham
164	Easington
165	Sedgefield
166	Teesdale
168	Wear Valley

Unitary authority

161	Darlington
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North Yorkshire

- 180 Craven
- 181 Hambleton
- 182 Harrogate
- 184 Richmondshire
- 185 Ryedale
- 186 Scarborough
- 187 Selby

Unitary authority

- 189 York

West Yorkshire

- 200 Bradford
- 202 Calderdale
- 203 Kirklees
- 204 Leeds
- 206 Wakefield

South Yorkshire

- 210 Barnsley
- 211 Doncaster
- 213 Rotherham
- 215 Sheffield

Humberside

Unitary authorities

- 228 Kingston-upon-Hull
- 231 East Riding of Yorkshire
- 232 North Lincolnshire
- 233 North East Lincolnshire

Cleveland

Unitary authorities

- 240 Hartlepool
- 241 Redcar and Cleveland
- 243 Middlesbrough
- 245 Stockton-on-Tees

Staffordshire

- 250 Cannock Chase
- 251 East Staffordshire
- 252 Lichfield
- 253 Newcastle-under-Lyme
- 254 South Staffordshire
- 255 Stafford
- 256 Staffordshire Moorlands
- 258 Tamworth

Unitary authority

- 257 Stoke-on-Trent

West Mercia

Worcestershire

- 270 Bromsgrove
- 273 Malvern Hills
- 274 Redditch
- 276 Worcester
- 277 Wychavon
- 278 Wyre Forest

Shropshire

- 279 Bridgnorth
- 280 North Shropshire
- 281 Oswestry
- 282 Shrewsbury and Atcham
- 283 South Shropshire

Unitary authorities

- 284 Wrekin
- 285 Herefordshire

Warwickshire

- 290 North Warwickshire
- 291 Nuneaton
- 292 Rugby
- 293 Stratford-upon-Avon
- 294 Warwick

West Midlands

- 300 Birmingham
- 302 Coventry
- 303 Dudley
- 305 Sandwell
- 306 Solihull
- 307 Walsall
- 309 Wolverhampton

Derbyshire

- 320 Amber Valley
- 321 Bolsover
- 322 Chesterfield
- 324 Erewash
- 325 High Peak
- 327 North East Derbyshire
- 328 South Derbyshire
- 329 Derbyshire Dales

Unitary authority

- 323 City of Derby

Nottinghamshire

- 340 Ashfield
- 341 Bassetlaw
- 342 Broxtowe
- 343 Gedling
- 344 Mansfield
- 345 Newark
- 347 Rushcliffe

Unitary authority

- 346 City of Nottingham

Lincolnshire

- 350 Boston
- 351 East Lindsey
- 352 Lincoln
- 353 North Kesteven
- 354 South Holland
- 355 South Kesteven
- 356 West Lindsey

Leicestershire

- 360 Blaby
- 361 Hinkley and Bosworth
- 362 Charnwood
- 363 Harborough
- 365 Melton
- 366 North West Leicestershire
- 367 Oadby and Wigston

Unitary authorities

- 364 City of Leicester
- 368 Rutland

Northamptonshire

- 380 Corby
- 381 Daventry
- 382 East Northamptonshire
- 383 Kettering
- 384 Northampton
- 385 South Northamptonshire
- 386 Wellingborough

Cambridgeshire

- 390 Cambridge
- 391 East Cambridgeshire
- 392 Fenland
- 393 Huntingdon
- 395 South Cambridgeshire

Unitary authority

- 394 Peterborough

Norfolk

- 400 Breckland
- 401 Broadland
- 402 Great Yarmouth
- 404 Norwich
- 405 North Norfolk
- 406 South Norfolk
- 407 Kings Lynn and West Norfolk

Suffolk

- 410 Babergh
- 411 Forest Heath
- 412 Ipswich
- 413 Mid-Suffolk
- 414 St Edmundsbury
- 415 Suffolk Coastal
- 416 Waveney

Bedfordshire

- 420 North Bedfordshire
- 422 Mid-Bedfordshire
- 423 South Bedfordshire

Unitary authority

- 421 Luton

Hertfordshire

- 430 Broxbourne - Non MPD Area
- 431 Dacorum
- 432 East Hertfordshire
- 433 North Hertfordshire
- 434 St Albans
- 435 Stevenage
- 436 Three Rivers
- 437 Watford
- 438 Welwyn Hatfield - Non MPD Area

Essex

- 450 Basildon
- 451 Braintree
- 452 Brentwood
- 453 Castle Point
- 454 Chelmsford
- 455 Colchester
- 456 Epping Forest - Non MPD Area
- 457 Harlow
- 458 Maldon
- 459 Rochford
- 461 Tendring
- 463 Uttlesford

Essex

Unitary authorities

- 460 Southend-on-Sea
- 462 Thurrock

Thames Valley Police

Unitary authorities (ex Berkshire)

- 470 Bracknell Forest
- 471 West Berkshire
- 472 Reading
- 473 Slough
- 474 Windsor and Maidenhead
- 475 Wokingham

Buckinghamshire

- 476 Aylesbury Vale
- 477 South Buckinghamshire
- 478 Chiltern
- 480 Wycombe

Unitary authority

- 479 Milton Keynes

Oxfordshire

- 481 Cherwell
- 482 Oxford
- 483 Vale of White Horse
- 484 South Oxfordshire
- 485 West Oxfordshire

Hampshire

490 Basingstoke and Deane
491 Eastleigh
492 Fareham
493 Gosport
494 Hart
495 Havant
496 New Forest
497 East Hampshire
499 Rushmoor
501 Test Valley
502 Winchester

Unitary authorities

498 Portsmouth
500 Southampton
505 Isle of Wight

Surrey

510 Elmbridge - Non MPD Area
511 Guildford
512 Mole Valley
513 Reigate and Banstead - Non MPD Area
514 Runnymede
515 Surrey Heath
516 Tandridge
517 Waverley
518 Woking

Kent

530 Ashford
531 Canterbury
532 Dartford
533 Dover
535 Gravesham
536 Maidstone
538 Sevenoaks
539 Shepway
540 Swale
541 Thanet
542 Tonbridge and Malling
543 Tunbridge Wells

Kent

Unitary authority

544 Medway Towns

Sussex

East Sussex

551 Eastbourne
552 Hastings
554 Lewes
555 Rother
556 Wealden

Unitary authority

565 Brighton and Hove

West Sussex

557 Adur
558 Arun
559 Chichester
560 Crawley
562 Horsham
563 Mid-Sussex
564 Worthing

Devon and Cornwall

Devon

580 East Devon
581 Exeter
582 North Devon
584 South Hams
585 Teignbridge
586 Mid-Devon
588 Torridge
589 West Devon

Unitary authorities

583 Plymouth
587 Torbay

Devon and Cornwall

Cornwall

- 590 Caradon
- 591 Carrick
- 592 Kerrier
- 593 North Cornwall
- 594 Penwith
- 595 Restormel

Avon and Somerset

Unitary authorities (ex Avon)

- 601 City of Bristol
- 605 North Somerset
- 611 Bath and North East Somerset
- 612 South Gloucestershire

Somerset

- 606 Mendip
- 607 Sedgemoor
- 608 Taunton Deane
- 609 West Somerset
- 610 South Somerset

Gloucestershire

- 620 Cheltenham
- 621 Cotswold
- 622 Forest of Dean
- 623 Gloucester
- 624 Stroud
- 625 Tewkesbury

Wiltshire

- 630 Kennet
- 631 North Wiltshire
- 632 Salisbury
- 634 West Wiltshire

Unitary authority

- 633 Swindon

Dorset

- 641 Christchurch
- 642 North Dorset
- 644 Purbeck
- 645 West Dorset
- 646 Weymouth and Portland
- 647 East Dorset

Unitary authorities

- 640 Bournemouth
- 643 Poole

WALES

Unitary authorities

North Wales

- 720 Isle of Anglesey
- 721 Conwy
- 722 Gwynedd
- 723 Denbighshire
- 724 Flintshire
- 725 Wrexham

Gwent

- 730 Blaenau Gwent
- 731 Caerphilly
- 732 Monmouthshire
- 733 Newport
- 734 Torfaen

South Wales

- 740 Bridgend
- 741 Cardiff
- 742 Merthyr Tydfil
- 743 Neath & Port Talbot
- 744 Rhondda Cynon Taff
- 745 Swansea
- 746 The Vale of Glamorgan

Dyfed-Powys

- 750 Ceredigion
- 751 Carmarthenshire
- 752 Pembrokeshire
- 753 Powys

SCOTLAND

Unitary authorities

Northern

270 Highland
330 Orkney Islands
360 Shetland Islands
235 [Comhairle nan] Eilean Siar
(formerly Western Isles)

Grampian

100 Aberdeen City
110 Aberdeenshire
300 Moray

Tayside

120 Angus
180 Dundee City
340 Perth & Kinross

Fife

250 Fife

Lothian and Borders

355 Scottish Borders
210 East Lothian
230 City of Edinburgh
290 Midlothian
400 West Lothian

Central

150 Clackmannanshire
240 Falkirk
390 Stirling

Strathclyde

130 Argyll & Bute
395 West Dunbartonshire
190 East Ayrshire
200 East Dunbartonshire
220 East Renfrewshire
260 Glasgow City
280 Inverclyde
310 North Ayrshire
320 North Lanarkshire
350 Renfrewshire
370 South Ayrshire
380 South Lanarkshire

Dumfries and Galloway

170 Dumfries & Galloway

ANNEX 7 - CENTRAL GOVERNMENT ENQUIRY POINTS

ENGLAND

Department of Environment, Transport and the Regions
TSR5
Zone 1/28
Great Minster House
76, Marsham Street
London SW1P 4DR

Tel: 020 7944 6381
FAX: 020 7944 2166
E-Mail: David_Wilson@detr.gsi.gov.uk

WALES

SD1
Room 2-004
Statistics Directorate
The National Assembly for Wales
New Crown Buildings
Cathays Park
Cardiff CF1 3NQ

Tel: 01222 825058
FAX: 01222 825350
E-Mail: Brett.Davis@wales.gsi.gov.uk

SCOTLAND

Transport Statistics
Scottish Executive
Room 3-F82
Victoria Quay
Edinburgh
EH6 6QQ

Tel: 0131 244 7255 or 7256
FAX: 0131 244 0888
E-Mail: TranStat@scotland.gov.uk

2.1 Record Type 2

21 New vehicle record
25 Amended vehicle record

2.2 Police Force

2.3 Accident Ref No

2.4 Vehicle Ref No

2.5 Type of Vehicle

01 Pedal cycle	15 Other non-motor vehicle
02 Moped	16 Ridden horse
03 Motor cycle 125 cc and under	17 Agricultural vehicle (includes diggers etc.)
04 Motor cycle over 125cc	18 Tram / Light rail
08 Taxi	19 Goods vehicle 3.5 tonnes mgw and under
09 Car	20 Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw
10 Minibus (8 - 16 passenger seats)	21 Goods vehicle 7.5 tonnes mgw and over
11 Bus or coach (17 or more passenger seats)	
14 Other motor vehicle	

2.6 Towing and Articulation

0 No tow or articulation	3 Caravan
1 Articulated vehicle	4 Single trailer
2 Double or multiple trailer	5 Other tow

2.7 Manoeuvres

01 Reversing	12 Changing lane to right
02 Parked	13 Overtaking moving vehicle on its offside
03 Waiting to go ahead but held up	14 Overtaking stationary vehicle on its offside
04 Stopping	15 Overtaking on nearside
05 Starting	16 Going ahead left hand bend
06 U turn	17 Going ahead right hand bend
07 Turning left	18 Going ahead other
08 Waiting to turn left	
09 Turning right	
10 Waiting to turn right	
11 Changing lane to left	

2.8 Vehicle Movement Compass Point From To

1 N	5 S	Parked:	
2 NE	6 SW	not at kerb	<input type="checkbox"/> <input type="checkbox"/>
3 E	7 W	at kerb	<input type="checkbox"/> <input type="checkbox"/>
4 SE	8 NW		* code 1 - 8

2.9a Vehicle Location at Time of Accident - Road

1 Leaving the main road
2 Entering the main road
3 On the main road
4 On the minor road

2.9b Vehicle Location at Time of Accident - Restricted Lane/ Away from Main Carriageway

0 On main carriageway - not in restricted lane
1 Tram / Light rail track
2 Bus lane
3 Busway (including guided busway)
4 Cycle lane (on main carriageway)
5 Cycleway (separated from main carriageway)
6 On lay-by or hard shoulder
7 Entering lay-by or hard shoulder
8 Leaving lay-by or hard shoulder
9 Footway (pavement)

2.10 Junction Location of Vehicle at First Impact

0 Not at junction (or within 20 metres)
1 Vehicle approaching junction or parked at junction approach
2 Vehicle in middle of junction
3 Vehicle cleared junction or parked at junction exit
4 Did not impact

2.11 Skidding and Overturning

0 No skidding, jack-knifing or overturning
1 Skidded
2 Skidded and overturned
3 Jack-knifed
4 Jack-knifed and overturned
5 Overturned

2.12 Hit Object in Carriageway

00 None	06 Bridge - side
01 Previous accident	07 Bollard / refuge
02 Roadworks	08 Open door of vehicle
03 Parked vehicle - hit	09 Central island of roundabout
04 Parked vehicle - unlit	10 Kerb
05 Bridge - roof	11 Other object

2.13 Vehicle Leaving Carriageway

0 Did not leave carriageway
1 Left carriageway nearside
2 Left carriageway nearside and rebounded
3 Left carriageway straight ahead at junction
4 Left carriageway offside onto central reservation
5 Left carriageway offside onto central reservation and rebounded
6 Left carriageway offside and crossed central reservation
7 Left carriageway offside
8 Left carriageway offside and rebounded

2.14 Hit Object Off Carriageway

00 None
01 Road sign / Traffic signal
02 Lamp post
03 Telegraph pole / Electricity pole
04 Tree
05 Bus stop / Bus shelter
06 Central crash barrier
07 Nearside or offside crash barrier
08 Submerged in water (completely)
09 Entered ditch
10 Other permanent object

2.16 First Point of Impact

0 Did not impact	3 Offside
1 Front	4 Nearside
2 Back	

2.17 Other Vehicle Hit

Ref no of other vehicle

2.18 Part(s) Damaged

0 None	3 Offside	6 Underside
1 Front	4 Nearside	7 All four sides
2 Back	5 Roof	

2.21 Sex of Driver

1 Male	2 Female	3 Not traced
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2.22 Age of Driver

Estimated if necessary Years

2.23 Breath Test

0 Not applicable	5 Driver not contacted at time of accident
1 Positive	6 Not provided (medical reasons)
2 Negative	
3 Not requested	
4 Refused to provide	

2.24 Hit and Run

0 Other	2 Non-stop vehicle, not hit
1 Hit and Run	

2.25 DETR Special Projects

2.26 Vehicle Registration Mark (VRM)

Special codes:

2 Foreign / Diplomatic	4 Trade plates
3 Military	9 Unknown

2.27 Driver

Postcode

Special codes:

1 Unknown	2 Non-UK resident	3 Parked and unattended
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3.1 Record Type 3

- 31 New casualty record
- 35 Amended casualty record

3.2 Police Force

3.3 Accident Ref No

3.4 Vehicle Ref No

3.5 Casualty Ref No

3.6 Casualty Class

- 1 Driver or rider
- 2 Vehicle or pillion passenger
- 3 Pedestrian

3.7 Sex of Casualty

- 1 Male
- 2 Female

3.8 Age of Casualty
Estimated if necessary Years

3.9 Severity of Casualty

- 1 Fatal
- 2 Serious
- 3 Slight

3.10 Pedestrian Location

- 00 Not a pedestrian
- 01 In carriageway, crossing on pedestrian crossing facility
- 02 In carriageway, crossing within zig-zag lines at crossing approach
- 03 In carriageway, crossing within zig-zag lines at crossing exit
- 04 In carriageway, crossing elsewhere within 50 metres of pedestrian crossing
- 05 In carriageway, crossing elsewhere
- 06 On footway or verge
- 07 On refuge, central island or central reservation
- 08 In centre of carriageway, not on refuge, central island or central reservation
- 09 In carriageway, not crossing
- 10 Unknown or other

3.11 Pedestrian Movement

- 0 Not a pedestrian
- 1 Crossing from driver's nearside
- 2 Crossing from driver's nearside - masked by parked or stationary vehicle
- 3 Crossing from driver's offside
- 4 Crossing from driver's offside - masked by parked or stationary vehicle
- 5 In carriageway, stationary - not crossing (standing or playing)
- 6 In carriageway, stationary - not crossing (standing or playing), masked by parked or stationary vehicle
- 7 Walking along in carriageway - facing traffic
- 8 Walking along in carriageway - back to traffic
- 9 Unknown or other

3.12 Pedestrian Direction

Compass point bound

- 1 N
- 2 NE
- 3 E
- 4 SE
- 5 S
- 6 SW
- 7 W
- 8 NW
- 9 Unknown
- 0 Standing still

3.13 School Pupil Casualty

- 1 School pupil on journey to or from school
- 0 Other

3.15 Car Passenger

- 0 Not a car passenger
- 1 Front seat passenger
- 2 Rear seat passenger

3.16 Bus or Coach Passenger

- 0 Not a bus or coach passenger
- 1 Boarding
- 2 Alighting
- 3 Standing passenger
- 4 Seated passenger

3.17 DETR Special Projects

3.18 Casualty Postcode

- Special codes:
- 1 Unknown
 - 2 Non-UK resident