

Guide for the interpretation of coded crash reports from the crash analysis system (CAS)



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More information

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This document is available on the NZ Transport Agency's website at www.nzta.govt.nz.

Record of amendment

Amendment number	Description of change	Effective date	Updated by
1.0	New factor coding sheet and changed contact details	Jan 2016	Chris Hewitt
1.1	Minor amendments to coding sheet, wording of introduction and contact details	May 2016	Chris Hewitt

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Introduction

The national traffic crash database is owned and managed by the NZ Transport Agency.

The crash analysis system, (CAS), database provides safety information both for day to day operational needs, and for long term strategic planning.


The coded crash listing is one of the basic tools for transport safety work. This document is to assist both the casual and the experienced user to confidently interpret coded crash listing reports from the CAS package.

Traffic crash data is entered directly into CAS as it arrives from the New Zealand Police so the database is a live database and is continually changing as data is entered and edited.

Key to crash listing

CAS listing

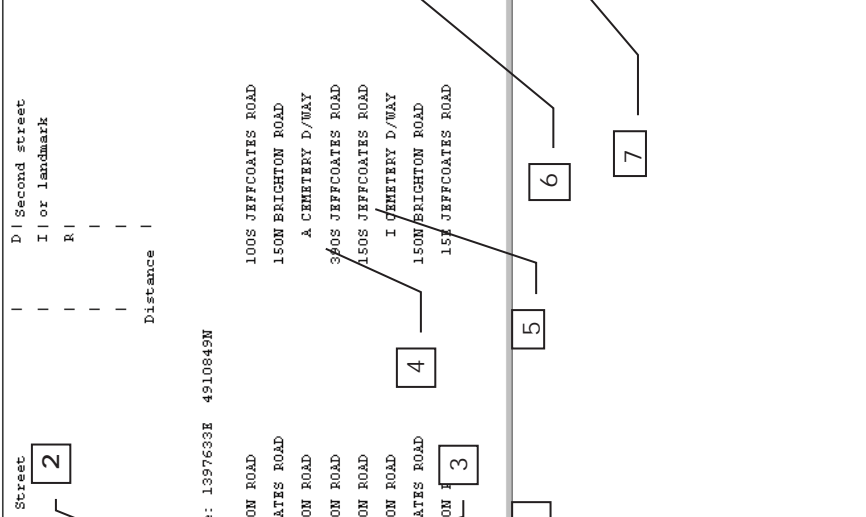
A standard coded listing example:



Example of coded crash listing sorted by site
Coded Crash report of all sites: Local Body Dunedin City, run on 01-09-2010, Page 2

Key	First Street	Distance	Second street or landmark	Date	Day Time	Factors and Roles	O	C	W	L	W	J	C	H	S	Total	P	C	Map Coordinates
1	BRIGHTON ROAD		100S JEFFCOATES ROAD	21/05/2005	Sat 0830	DBCS1 102A										3			1397598 4910815
2	JEFFCOATES ROAD		150M BRIGHTON ROAD	03/03/2006	Fri 2250	DA CS1 131A 135A 801 901													1397751 4911007
3	BRIGHTON ROAD		A CEMETERY D/WAY	19/08/2006	Sat 0945	FD CWIT 181A 191B 920													1397633 4910849
4	BRIGHTON ROAD		300S JEFFCOATES ROAD	03/05/2007	Thu 1755	CC CN1 102A 137A 402A										2			1397389 4910615
5	BRIGHTON ROAD		150S JEFFCOATES ROAD	04/08/2007	Sat 1728	CA CS1V 181A 331A 832 929													1397662 4910780
6	BRIGHTON ROAD		I CEMETERY D/WAY	20/02/2008	Wed 1100	FA WS1C 181A 331A 191B										2			1397633 4910849
7	JEFFCOATES ROAD		150M BRIGHTON ROAD	18/04/2008	Fri 1920	DA YS1 111A 131A 801 901										1			1397751 4911007
8	BRIGHTON ROAD		15S JEFFCOATES ROAD	16/09/2006	Tue 2100	AC FE1 129A										1			1397685 4910887

Site Centre: 1397633E 4910849N



Listing interpretation

1. **Key (optional)**

The key provides a sequential number for each crash in the listing, or within each site if the data is grouped into sites. The key is not unique to the crash and may relate to a different crash if the listing is sorted another way.

2. **Site centre (optional)**

Where the crashes have been grouped into sites, this variable provides the location of the centroid of the site, (the centre of the site of user selected radius). This is in terms of the New Zealand Transverse Mercator, (NZTM) projection. The values are given as an easting and northing to the nearest metre.

3. **First street**

This is the name of the street, road or state highway on which the crash occurred. It is written in full, except for 'street' which is shortened to 'ST'. For long road names, (especially for hyphenated road names), there may be some further shortening by truncation, down to 25 characters, eg Masterton-Castlepoint Road will become:

**MASTERTON-CASTLEPOINT ROA or
MASTERTON-CASTLEPOINT RD**

If the first street is a state highway, it may be presented as a number made up of three sections. These three sections represent the 'route position', (RP), a linear method of describing a location on a route, eg 2/451/2.342. This can be broken down as:

- State Highway (SH) - SH 2
- Reference Station (RS) - 451
- Displacement (Displ) - 2.342km from RS451, (in the increasing direction of the highway).

In sections of highway that run through a town or city the state highway may, (but not always), also have the urban street name included, eg 2/661/9.983 Karamu.

Some short highways that perform a particular network function, eg a spur highway to a tourist destination, or a link between two other highways. Such a highway may be named with an alphabetic character following the number, which may already be allocated to a longer highway, eg SH 20A, SH 8B.

Note:

Reports can be produced with 'simple route positions' which only list the state highway number, (eg SH 2). This is an option available when preparing the report. This is also the case if the route position is not known, i.e. if the crash has not been assigned map coordinates within the database, (called geocoding).

Where crashes are not on a road, abbreviations are often used to identify common locations eg FCT = service station forecourt, CPK = car park, BCH = beach. DWY or DWAY = driveway.

In general, off road crashes are identified by the prefix 'Z' eg Z FCT Shell, Z Waimakariri River south bank.

4. **Distance and direction (DIR)**

The distance given is in metres from the second street or landmark, (see 5 below), along the road to the crash site, eg 50 represents 50 metres, 1500 represents 1.5km.

Note:

The distance should be considered approximate as it may reflect where the crash vehicle(s) stopped moving rather than where the crash started, and in rural areas there can be large distances between the crash location and a second street or landmark, with consequent potential for inaccurate measurement. The CAS Processing Team staff put significant effort into resolving such issues. If you find a crash location, or other aspect of the crash data that you know to be incorrect, contact the Transport Agency

help desk: info@nzta.govt.nz or 0800 805 263. The matter will be investigated and you will be advised of the outcome.

Direction from the second street or landmark is indicated by a one letter code as follows:

N = north

S = south

E = east

W = west.

If the crash is at an intersection eg Colombo St, Western Valley Road, or at a landmark, eg Oaro Saddle, Hope Riv Br, this is indicated as follows:

I = at intersection with

A = at landmark.

5. **Second street or landmark**

A crash is located from a second street or landmark. The second street must be a side street that intersects the first street, preferably the side street closest to the crash location. A landmark is used where there is no nearby second street, and is usually a prominent and reasonably permanent feature that is likely to be on a map, eg bridge (BR), summit (SUM), overbridge (OBR), railway level crossing (rail xing).

Note: When the side road is a state highway only the state highway number is given, eg SH 2. Alternatively, the underlying road name for the highway may be used.

6. **Crash number**

The crash number is a unique seven or nine digit reference number assigned to each crash by the Transport Agency. This number includes the crash year, (the year in which the crash occurred), and a five digit sequence.

The crash year precedes the crash number, (YYXXXXX), eg for 1998 crashes the number is shown as 98XXXXX, and for 2010 as 2010XXXXX.

Note:

The following conventions have been adopted for 21st century crashes:

2000 identified by prefix 20

2001 identified by prefix 21

2002 identified by prefix 22, etc.

From 2010 the characters representing the year were increased to four digits:

2010 identified by 2010

2011 identified by 2011, etc

7. **Date and day**

Crash date format is DD/MM/YYYY (day/month/year). Day format is DDD (eg Mon = Monday)

8. **Time**

The 24 hour clock format is used to describe the time of day.

9. **Movement code (MVMT)**

The vehicle movement code is a two letter code that identifies the principal movements of the vehicle or vehicles involved in the crash. The available codes are detailed in the Vehicle Movement Coding Sheet,

(see Appendix 1). The first letter identifies the row and the second letter identifies the column, eg BC identifies row B, (a head-on crash), column C, (swinging wide), type of movement.

10. **Key vehicle (V1)**

The key vehicle, (V1), which is assigned the crash role number of 1, is the vehicle travelling in the direction indicated by the darker, (bold), arrow in the diagram on the Vehicle Movement Coding Sheet. The role number of a vehicle identifies the role that vehicle played in the crash event, or, in crashes involving more than two vehicles, the order in which the vehicle became involved.

Note:

The vehicle role **does not in any way** indicate driver fault.

The following codes are used to represent different vehicle types:

C = car	T = truck
V = van, ute	M = motorcycle
X = taxi or taxi van	P = moped
B = bus	S = bicycle
L = school bus	O = other or unknown
SUV or 4X4 vehicle	

11. **Movement direction key (DRN)**

In order to identify the direction in which the key vehicle was travelling, and on which road it was travelling, a direction and number is given. The letter indicates the direction of travel and the number indicates the road on which the key vehicle was travelling.

For the following cases, the key vehicle was travelling:

N1 = north on first street	N2 = north on second street
S1 = south on first street	S2 = south on second street
E1 = east on first street	E2 = east on second street
W1 = west on first street	W2 = west on second street.

12. **V2, V3, V4 etc (Other vehicle(s) or road users)**

The codes are same as those for V1 above plus the following additional code letters for non-motorised vehicles.

E =	pedestrian
K =	skateboard, in-line skater etc
Q =	equestrian
H =	wheeled pedestrian (wheelchairs etc)
O =	other or unknown.

13. **Factors and roles**

The factor codes are a set of three digit numerical codes that identify reasons why the crash occurred. They are grouped into related categories, (see Appendix 2). These factors are coded after consideration

of the written explanation of what happened in the drivers', the witnesses', and any other involved parties' statements, and in the Police descriptions and comments.

A letter after the factor code indicates the vehicle or driver to which that factor applies. 'A' applies to V1; 'B' applies to V2, etc, eg 301B indicates that the driver of vehicle 2 failed to give way at a stop sign.

As well as describing driver and vehicle-related factors, there are also codes for other aspects of a crash such as the road conditions and the environmental conditions. These environmental factor codes are numbered from 800 onwards.

Note:

Driver and vehicle factor codes were not added to non-injury crashes in the areas north of a line approximately from East Cape, south of Taupo, to the mouth of the Mokau River prior to 2007.

Note:

All contributing factors may not be shown in the listing due to space limitations on the report.

14. **Objects struck**

During a crash the vehicle(s) involved may strike objects either in the roadway or on the roadside. Since the same vehicle might not have struck all the objects involved, each object is linked to the vehicle that hit it, but this is not shown on the listing.

The coded crash listings show only the first three objects struck. The same object type may appear twice but only if it has been struck by different vehicles.

Note:

If one vehicle strikes the same object type more than once (ie 2 parked cars) then only the first is coded.

The following is a guide to the different object type codes:

A = driven or accompanied animals, i.e. under control

B = bridge abutment, handrail or approach, includes tunnels

C = upright cliff or bank, retaining walls

D = debris, boulder or object dropped from vehicle

E = over edge of bank

F = fence, letterbox, hoarding etc.

G = guard or guide rail (including median barriers)

H = house or building

I = traffic island or median strip

J = public furniture, eg phone boxes, bus shelters, signal controllers, etc

K = kerb, when directly contributing to incident

L = landslide, washout or floodwater

M = parked motor vehicle

N = train

P = utility pole, includes lighting columns

Q = broken down vehicle, workmen's vehicle, taxis picking up, etc

R = roadwork signs or drums, holes and excavations, etc

S = traffic signs or signal bollards

T = trees, shrubbery of a substantial nature

V = ditch

W = wild animal, strays, or out of control animals

X = other

Y = objects thrown at or dropped onto vehicles

Z = into water, river or sea.

15. **Curve**

This is the degree of horizontal curvature of the road at the crash location, as described by the reporting police officer. The following codes are used:

R = Straight road

E = Easy curve

M = Moderate curve

S = Severe curve.

16. **Wetness (WETNES)**

Shows the wetness of the road surface at the time of the crash, if recorded, as follows:

W = Wet

D = Dry

I = Ice or snow.

17. **Light**

The light conditions at the time of the crash are described by a one or two letter code where the first letter refers to natural light, and the second to artificial light. The second letter is only used if the crash occurred in dark or twilight conditions.

Natural light conditions (first letter):

B = Bright sun

O = Overcast

T = Twilight

D = Dark.

If the natural light conditions are T or D, the artificial lighting (second letter) is:

O = street lights on

F = street lights off

N = No street lights present.

18. **Weather (WETHER)**

The weather conditions are described as follows:

F = Fine

M = Mist/fog

L = Light rain

H = Heavy rain

S = Snow.

There are also optional second letters available for particular weather conditions:

F = Frost

S = Strong wind.

eg FF = fine and frosty, HS = heavy rain and strong wind.

19. **Junction (JUNCT)**

A junction code may be used when the crash is within 30 metres of an intersection, but is required only if the crash is 10 metres or less from an intersection.

D = driveway (entrance to a public or private property that is not a road)

R = roundabout (any number of legs)

X = crossroads

T = T junction

Y = Y junction

M = multi-leg (more than 4 legs entering or leaving the intersection).

Note:

When one of the vehicles involved is attempting to enter or leave a driveway at an intersection location, the driveway code takes precedence.

20. **Control (CONTRL)**

If controls are present at the location of the crash and they are recorded they are listed as follows:

T = traffic signals

S = stop sign

G = give way sign

P = school patrol or warden

N = nil.

Note:

The control is related to the junction and need not apply to the vehicle(s) involved in the crash. Priority control, (S or G), may also be shown at junctions that are known to be signalised, eg free, or give way controlled, left turns.

21. **Markings (MARKS)**

The following codes are used to indicate what road markings were present at the crash location, if recorded by the attending officer. Only one marking is recorded. The list below is ordered in significance ranking, ie a pedestrian crossing is considered to be more important than a centre line, although both may be present at the crash location.

X = pedestrian crossing

R = raised island

P = painted island

L = no passing line

C = centre line

N = nil.

22. **Speed limit (SPDLMT)**

This shows the posted speed limit at the crash location, at the time of the crash, in kilometres per hour. The following codes may also be found:

U = unknown

LSZ = limited speed zone.

23. **Total injuries (TOTAL INJ)**

There are three columns in this section. They list the number of casualties, (people injured), resulting from the crash, separated into the following categories:

FAT = fatal injuries (where death is within 30 days and was as a result of the crash)

SER = serious injuries, includes broken bones, concussion etc

MIN = minor injuries, includes cuts, sprains, bruises etc.

Note:

This section is left blank for non-injury crashes.

24. **Pedestrian age (PEDAge)**

Age of any pedestrian injured. If more than one pedestrian is injured, the age of the youngest pedestrian below 20 years old is shown; otherwise this shows the age of the oldest pedestrian.

25. **Cyclist age (CYCage)**

Age of any injured cyclist. If more than one cyclist is injured, the age of the youngest cyclist below 20 years old is shown; otherwise this shows the age of the oldest cyclist.

26. **Map coordinates (optional)**

This shows the location of the crash in terms of the New Zealand Transverse Mercator, (NZTM) system. The values are given as an easting and northing to the nearest metre.

If the easting and northing are unknown it will be blank.

Contact details

If you have any questions or general inquiries in regard to this document or CAS please contact the the CAS team at cas.administrator@nzta.govt.nz

Appendix 1: Vehicle movement coding sheet



NZ TRANSPORT AGENCY
WAKA KOTAHI

VEHICLE MOVEMENT CODING SHEET

For use with crash data from CAS (Version 2.8 May 2010)

	TYPE	A	B	C	D	E	F	G	O
A	OVERTAKING AND LANE CHANGE	PULLING OUT OR CHANGING LANE TO RIGHT	HEAD ON	CUTTING IN OR CHANGING LANE TO LEFT	LOST CONTROL (OVERTAKING VEHICLE)	SIDE ROAD	LOST CONTROL (OVERTAKEN VEHICLE)	WEAVING IN HEAVY TRAFFIC	OTHER
B	HEAD ON	ON STRAIGHT	CUTTING CORNER	SWINGING WIDE	BOTH OR UNKNOWN	LOST CONTROL ON STRAIGHT	LOST CONTROL ON CURVE		OTHER
C	LOST CONTROL OR OFF ROAD (STRAIGHT ROADS)	OUT OF CONTROL ON ROADWAY	OFF ROADWAY TO LEFT	OFF ROADWAY TO RIGHT					OTHER
D	CORNERING	LOST CONTROL TURNING RIGHT	LOST CONTROL TURNING LEFT	MISSED INTERSECTION OR END OF ROAD					OTHER
E	COLLISION WITH OBSTRUCTION	PARKED VEHICLE	CRASH OR BROKEN DOWN	NON VEHICULAR OBSTRUCTIONS (INCLUDING ANIMALS)	WORKMANS VEHICLE	OPENING DOOR			OTHER
F	REAR END	SLOWER VEHICLE	CROSS TRAFFIC	PEDESTRIAN	QUEUE	SIGNALS	OTHER		OTHER
G	TURNING VERSUS SAME DIRECTION	REAR OF LEFT TURNING VEHICLE	LEFT TURN SIDE SIDE SWIPE	STOPPED OR TURNING FROM LEFT SIDE	NEAR CENTRE LINE	OVERTAKING VEHICLE	TWO TURNING		OTHER
H	CROSSING (NO TURNS)	RIGHT ANGLE (70° TO 110°)							OTHER
J	CROSSING (VEHICLE TURNING)	RIGHT TURN RIGHT SIDE	OPPOSING RIGHT TURNS	TWO TURNING					OTHER
K	MERGING	LEFT TURN IN	RIGHT TURN IN	TWO TURNING					OTHER
L	RIGHT TURN AGAINST	STOPPED WAITING TO TURN	MAKING TURN						OTHER
M	MANOEUVRING	PARKING OR LEAVING	"U" TURN	"U" TURN	DRIVEWAY MANOEUVRE	ENTERING OR LEAVING FROM OPPOSITE SIDE	ENTERING OR LEAVING FROM SAME SIDE	REVERSING ALONG ROAD	OTHER
N	PEDESTRIANS CROSSING ROAD	LEFT SIDE	RIGHT SIDE	LEFT TURN LEFT SIDE	RIGHT TURN RIGHT SIDE	LEFT TURN RIGHT SIDE	RIGHT TURN LEFT SIDE	MANOEUVRING VEHICLE	OTHER
P	PEDESTRIANS OTHER	WALKING WITH TRAFFIC	WALKING FACING TRAFFIC	WALKING ON FOOTPATH	CHILD PLAYING (INCLUDING TRICYCLE)	ATTENDING TO VEHICLE	ENTERING OR LEAVING VEHICLE		OTHER
Q	MISCELLANEOUS	FELL WHILE BOARDING OR ALIGHTING	FELL FROM MOVING VEHICLE	TRAIN	PARKED VEHICLE RAN AWAY	EQUESTRIAN	FELL INSIDE VEHICLE	TRAILER OR LOAD	OTHER

* = Movement applies for left and right hand bends, curves or turns

New Zealand Government

Appendix 2 Factor codes

All road user factors

Alcohol

- 101 Alcohol suspected
- 102 Alcohol test below limit
- 103 Alcohol test above limit or test refused
- 105 Impaired non-driver (pedestrian /cyclist/passenger, etc).
- 100 Other - alcohol

Drugs

- 108 Drugs suspected
- 109 Drugs present
- 221 Impaired non-driver (pedestrian /cyclist/passenger, etc).
- 220 Other drugs

Misjudged speed, distance, size or position of

- 381 Another vehicle
- 383 Pedestrian
- 385 Size or position of fixed object or obstacle.
- 386 Own vehicle
- 387 Misjudged intentions of another party
- 380 Other - misjudged speed, distance, size or position

Illness

- 501 Sudden illness
- 504 Medical illness
- 505 Mental illness
- 506 Attempted suicide
- 500 Other illness

Disability

- 502 Physical impairment
- 503 Defective vision
- 507 Impaired ability due to old age.
- 508 Other disability

Driver or passenger boarding, leaving or in vehicle

- 521 Intentionally leaving/boarding moving vehicle
- 523 Riding in insecure position.
- 524 Interfered with driver.
- 525 Opened door inadvertently
- 527 Child playing in parked vehicle
- 520 Other - driver or passenger boarding, leaving or in vehicle

Reason for death/injury

- 531 Casualty drowned
- 532 Casualty thrown from vehicle
- 535 Electrocutation
- 536 Unsecured child seat
- 537 Child restrained failure/inappropriate
- 672 Seatbelt failed/defective
- 673 Air bag failed/defective
- 530 Other - reasons for death/injury

Driver only factors

Inappropriate speed

- 111 Entering /on curve
- 112 On straight
- 113 Approaching a traffic control
- 115 When passing school bus.
- 116 At temporary speed limit
- 117 At crash or emergency
- 118 For road conditions
- 119 For weather conditions
- 182 Travelling unreasonably slowly
- 110 Other inappropriate speed conditions

Position on road

- 121 Swung wide on bend
- 122 Swung wide at intersection
- 123 Cutting corner on bend
- 124 Cutting corner at intersection
- 125 Too far right
- 126 Vehicle crossed flush median
- 129 Too far left
- 120 Other position on road

Lost control

- 131 Lost control when turning
- 132 Lost control under braking
- 133 Lost control under acceleration
- 134 Lost control while returning to seal from unsealed shoulder
- 135 Lost control - road conditions
- 136 Lost control - vehicle fault
- 137 Lost control avoiding another party
- 130 Other lost control

Appropriate signalling

- 141 Failed to signal in time
- 145 Incorrect signal
- 140 Other failed to signal

Overtaking

- 151 Overtaking line of traffic or queue
- 152 Overtaking in the face of oncoming traffic
- 156 With insufficient visibility
- 157 Overtaking at an intersection
- 158 On left without due care
- 159 Cut in after overtaking
- 160 Vehicle signalling turn
- 150 Other overtaking

Wrong lane or turned from wrong position

- 171 Turned from incorrect lane
- 173 Travelled straight from turning lane or flush median
- 174 Turned from incorrect position on road
- 176 Turned into incorrect lane
- 177 Weaving or cut in on multi-lane roads
- 179 Long vehicle tracked outside lane
- 184 Incorrect merging / diverging
- 170 Other wrong lane or position

Following too close

- 183 Motorist crowded cyclist
- 181 Following too closely
- 180 Other - too close

Sudden action

- 191 Suddenly braked
- 192 Suddenly turned left/right
- 194 Swerved to avoid pedestrian
- 195 Swerved to avoid animal
- 196 Swerved to avoid crash or broken down vehicle
- 197 Swerved to avoid vehicle
- 199 Swerved avoiding emergency vehicle
- 190 Other sudden action

Forbidden movements

- 201 Wrong way on road/ motorway
- 202 Non-compliance with regulatory device with sign or marking
- 204 Driving / riding in pedestrian space
- 208 Motor vehicle in special purpose lane
- 200 Other - forbidden movements

Did not stop

- 321 At Stop sign
- 322 At full red traffic signal
- 324 At amber traffic signal
- 326 At flashing red signals (railway crossing, fire stations, etc.).
- 327 For traffic controller
- 328 For school patrol/kea crossing
- 320 Other - did not stop

Failed to give way

- 301 At a priority traffic control
- 303 When turning to non-turning traffic.
- 304 When priority defined by road markings
- 306 To a pedestrian
- 308 When entering roadway from driveway
- 309 To traffic approaching or crossing from the right
- 312 Entering roadway not from driveway or intersection.
- 313 Failed to give way to emergency vehicle
- 314 Driver waved through
- 315 When turning right to opposing left turning traffic
- 316 To traffic approaching or crossing from the left
- 300 Other - failed to give way

Attention diverted by

Inside vehicle

- 351 Passengers
- 354 Animal or insect in vehicle
- 357 Emotionally upset / road rage
- 359 Cell phone
- 361 Navigation device
- 364 Vehicle console inbuilt features: radio/heater/etc.
- 365 Objects under driver's pedals
- 366 Food, cigarettes, beverages
- 362 Non cell communication device

Outside vehicle

- 352 Scenery or persons outside vehicle
- 353 Other traffic
- 355 Trying to find intersection, house number, destination, YHW
- 356 Advertising or signs.
- 363 Driver dazzled

- 350 Other - attention diverted by

Failed to notice

- 331 Vehicle slowing, stopping or stationary in front
- 332 Bend in road
- 333 Indication of vehicle in front
- 334 Failed to notice control
- 336 Failed to notice signs
- 339 Failed to notice road works
- 340 Failed to notice markings
- 341 Obstructions on roadway
- 534 Another party wearing dark clothing
- 330 Other - inattentive

Did not see or look for other parties until too late

- 371 Did not check/notice another party behind
- 375 Did not check/notice another party
- 377 When visibility obstructed by other traffic.
- 370 Other - did not see or look

Lack of experience

- 401 In driving in fast complex or heavy traffic
- 402 New driver/ under instruction
- 403 Driving unfamiliar with vehicle/towing
- 404 Overseas / migrant driver fails to adjust to NZ road rules and road conditions
- 407 Driver over-reacted
- 400 Other lack of experience

Fatigue (drowsy, tired or fell asleep)

- 411 Long trip
- 412 Lack of sleep
- 414 Long day (working/recreation)
- 415 Exceeded driving hours
- 410 Other fatigue

Vehicle control mistakes

- 421 Started in gear / stalled
- 423 Wrong pedal / foot slipped
- 426 Lights not switched on
- 428 Parking brake not fully applied.
- 429 Trailer coupling or safety chain not secured.
- 420 Other vehicle controls

Parking

- 441 Parked vehicle is not visible
- 443 Incorrectly parked vehicle
- 447 Not clear of rail Xing
- 440 Other parking

Intentional action

Showing off

- 431 Racing
- 432 Playing 'chicken'
- 433 Wheel spins / wheelies / doughnuts / drifting etc
- 434 Intimidating driving
- (' \$ 'Ch\Yf]bhYbh]cbU`UV]cbg

Intentional or criminal

- 511 Homicide/suicide (successful)
- 512 Intentional collision
- 514 Evading enforcement
- 515 Object thrown (at/by/from)
- 518 Over the speed limit
-) %\$ Other intentional cf`V]ja]bU`

Pedestrian factors

Walking along road

- 701 Not keeping to footpath.
- 702 Not keeping to side of road
- 703 Not facing oncoming traffic
- 704 Not on outside of blind curve
- 705 Wheeled pedestrian behaviour
- 700 Other - pedestrian walking along the road

Crossing road

- 711 Walking heedless of traffic
- 712 Stepping out from behind vehicles.
- 713 Running heedless of traffic.
- 714 Failed to use pedestrian crossing when one within 20 metres.
- 715 Waiting on carriageway/confused by traffic
- 717 Stepping suddenly onto crossing
- 718 Not complying with traffic signals or school patrols.
- 719 Misjudged speed and/or distance of vehicle.
- 740 Looking the wrong way
- 710 Other - pedestrian crossing the road

Miscellaneous Pedestrian

- 721 Pushing, working on or unloading vehicle.
- 722 Playing / unnecessarily on road.
- 723 Working on road
- 725 Vision obscured by umbrella or hood
- 726 Child escaped from supervision
- 727 Unsupervised child
- 729 Pedestrian from or to school bus
- 730 Pedestrian behind reversing /manoeuvring vehicle
- 731 Overseas pedestrian
- 732 Pedestrian attention diverted by cigarette, cell phone, music player
- 733 Pedestrian from or to scheduled service
- 533 Equestrian not keeping to verge
- 720 Other - pedestrian

Vehicle factors

Lights

- 601 Dazzling headlights
- 602 Headlights inadequate/ no headlights or failed suddenly
- 604 Brake lights or indicators faulty or not fitted
- 605 Tail lights inadequate or no tail lights
- 606 Reflectors inadequate or no reflectors
- 607 Lights or reflectors obscured
- 608 Confusing/dazzling lights
- 609 Lights or reflectors at fault or dirty
- 600 Other - lights or reflectors

Brakes

- 611 Parking brake failed/defective
- 613 Service brake failed
- 614 Service brake defective
- 615 Jack-knifed - uneven braking
- 610 Other - brakes

Steering

- 621 Defective
- 622 Failed suddenly
- 620 Other - steering

Tyres

- 631 Puncture or blowout
- 632 Worn tread on tyre
- 633 Incorrect tyre type
- 634 Mixed types (tread)/space savers
- 630 Other - tyres

Windscreens, mirrors, visors

- 641 Shattered windscreen
- 642 Vehicle windows/helmet visors/ goggles/glasses/misted/dirty/ windscreen wipers
- 643 Rear vision mirror
- 640 Other - windscreen/mirror

Mechanical

- 651 Engine failure
- 652 Transmission failure /broken axle
- 653 Accelerator or throttle jammed
- 650 Other mechanical

Chassis/running gear

- 661 Body, chassis or frame (cycle/motorcycle) failure
- 662 Suspension failure
- 665 Inadequate tow coupling
- 666 Inadequate or no safety chain
- 668 Wheel off
- 660 Other –chassis/gear

Body/doors

- 667 Door/bonnet catch failed, defective or not shut
- 670 Inconspicuous colour
- 671 Blind spot
- 664 Other body/doors

Load

- 681 Load interferes with driver
- 682 Not well secured
- 683 Over-hanging
- 684 Load obscured vision
- 686 Over-dimensional vehicle or load
- 687 Load too heavy
- 688 Towed vehicle or trailer too heavy or incompatible
- 680 Other - load

Miscellaneous vehicle

- 691 Emergency vehicle
- 692 Vehicle caught fire
- 693 Being towed
- * - + 'GcZk UfY'ZJ'i fY
- 690 Other - vehicle

Road factors

Road condition

- 804 Loose material on seal
- 807 Painted markings
- 808 Recently graded
- 809 Surface bleeding/defective
- 813 Deep loose metal
- 828 Steel/iron covers and joints

Wet surfaces

- 801 Rain
- 802 Frost or ice
- 803 Snow or hail
- 805 Mud/effluent
- 806 Oil/fuel
- 800 Other – slippery

Surface condition

- 811 Potholed
- 812 Uneven
- 814 High crown
- 815 Curve not well banked
- 816 Edge badly defined or gave way
- 817 Under construction or maintenance
- 818 Unusually narrow
- 810 Other – surface condition

Obstructions and objects

- 821 Fallen tree or branch
- 822 Slip or subsidence
- 823 Flood waters, large puddles and fords.
- 824 Road works not adequately lit/sign posted
- 826 Roadside object fell on vehicle
- 827 Object flicked by other vehicle
- 820 Other – road obstructed

Visibility limited by road feature

- 831 Curve
- 832 Crest
- 837 Bank
- 849 Traffic signs

Visibility limited by other feature

- 833 Building
- 834 Trees
- 835 Hedge or fence
- 836 Scrub, long grass or foliage
- 838 Temporary obstruction, dust or smoke
- 839 Parked vehicle
- 829 Signs/billboards/hoardings
- 830 Other – road feature limit visibility

Signs and signals

- 841 Damaged removed or malfunction
- 842 Badly located
- 843 Ineffective / inadequate/obscured
- 844 Necessary
- 845 Signals off
- 840 Other – signs or signals

Markings/islands/barriers

- 851 Faded
- 852 Difficult to see due to weather or geometry
- 853 Markings necessary
- 872 Traffic island(s) ineffective, badly located or designed.
- 884 Barriers necessary
- 885 Island necessary
- 850 Other – markings/islands/barriers

Street lighting

- 861 Failed
- 862 Inadequate for road and pedestrian crossing
- 860 Other - street lighting factors

Environment factors

Weather

- 901 Heavy rain
- 902 Dazzling sun
- 903 Strong wind
- 904 Fog or mist
- 905 Snow, sleet or hail
- 900 Other - weather

Animals

- 91\$ Other – animal factors
- 91% Household pets rushed out or playing.
- 91% Farm animals straying
- 91' Farm animals attended, but inadequate warning or unexpected.
- 91(Farm animals attended, but out of control.
- 91) Wild animal

No identifiable factors

- 999 Unknown

Old codes from 1989 – 2015 coding scheme - not for future coding use - reference only - searchable

- 920 other entering or leaving land use
- 921 roadside stall
- 922 service station
- 923 specialised liquor outlet
- 924 take-away food outlet
- 925 shopping complex
- 926 car parking building/area
- 927 other commercial activity
- 928 industrial site
- 929 private house or farm
- 930 non-commercial activities
- 931 mobile shop or vendor
- 305 when turning left, to opposing right turning traffic (old road rule)
- 517 Gtolen vehicle
- '), '7][UfYHYz'fUX]cZ['c] Y'Vcl z\YUHYfz'57z
-cV^i bXYf'XfJ] Yfg'ZYH#dYXUg'YHwFZUVWcf'gd'h]b'' 'l' bYk 'gWYa Yk'