Sri Lanka

Department of Police

# Sri Lanka Police Road Accident Statistics - 1977

## Study Documentation

November 10, 2009

# Metadata Production

| | |
|---|---|
| Metadata Producer(s) | Department of Census and Statistics (DCS) , Ministry of Finance and Planning , Data Processing |
| Production Date | November 11, 2009 |
| Version | Version 1.0 [March 2009] |
| Identification | DDI-LKA-DCS-PRAS-1977-v1.0 |

# Table of Contents

Sri Lanka (1977)

# Sri Lanka Police Road Accident Statistics - 1977 (PRAS 1977)

| Overview | |
|---|---|
| Type | Administrative Records, Other (ad/oth] |
| Identification | LKA-DCS-PRAS-1977-v1.0 |
| Version | Production Date: 2009-03-12<br>- v1.0 : Full edited dataset, for internal DPD use. |
| Series | The Police stations which are dealing with traffic activities are bound to record day to day road accidents they investigate on a common entry form. Based on the information in the entry form, each police station manually prepares an end of the month report and submits it to the Research and Planning Division of the Police Headquarters in Colombo for statistical purposes. This is called the Police Department Road Accident Report. The Department of Police is using the above report as the source document to extract road accident statistics.<br><br>The Department of Census and Statistics (DCS) later undertook the computerization of Road Accident Statistics and used the above document as the major data source. The function of generating statistical outputs on a monthly basis and storing master data as backups by DCS existed from late 1970's to late 1990's. With the proliferation of microcomputer resources in the country, having realized the benefits of processing statistics in-house, the Police Department discontinued the operation with DCS and initiated their own statistical data processing system to produce all statistical outputs they need. The data set pertaining to year 1977 is archived in this project. |

Abstract

Traffic Police Headquarters was established in 1953 and it assists the Inspector General of Police in taking decisions on traffic policies and thereafter it helps to implement them and closely monitor implementation. Policing of road traffic in Sri Lanka has become a major task for the Police. Implementation and Enforcement of regulations and Laws comes through powers vested on the Police by the Motor Traffic Act of 1951.The necessity to form a separate unit to control traffic within the city was recognized in 1950 by the Colombo Metropolitan Police. Due to the increase in volume of road traffic in the island the Traffic Headquarters was inaugurated in 1953 to cover the entire island.

Every station presently maintains a traffic branch. These officers have undergone extensive training in vehicle examining, traffic accident investigations and court procedures

The Traffic Administration and Road Safety Range has been formed under the supervision of a DIG at the Police Headquarters for the purpose of bringing under its control the growing number of motor vehicles that converge on to the main thoroughfares everyday. This Range is also responsible for the prevention of motor accidents from occurring, together with protecting property from such motor accidents, and also issuing circular instructions to all the Territorial Police in order to implement a better traffic management in the county. In order to carry out these tasks in an organized manner throughout the country, Traffic Branches have been formed in each of the Police Stations in the County. Range Traffic Divisions also have been set-up to supervise and guide these traffic branches who should liaise with the respective Range DIG's and the Police Headquarters Traffic Range.

Functions of the Traffic Headquarters

A senior Superintendent is attached to Traffic Police headquarters supervised by Senior DIG Traffic

Administration and Road safety/DIG Traffic administration and Road safety designated as Director Traffic Administration and Road safety Traffic, Headquarters" His functions will include among other things, the following:-
To keep the Island's accident statistics.
To coordinate with RDA and other stake holders in order to identify Black Spot areas and to attend to Road infrastructure defects and to make preventive action.
To direct accident preventive action;
To examine the working of Divisional/District Traffic/Traffic Branches, with a view to bringing about co-ordination and uniformity in the methods of handling traffic problems throughout the Island
To co-ordinate with Ministry of Highways, Ministry of Transport, Commissioner General of Motor Traffic, National Road Safety Secretariat and other stake holders with regard to Traffic Administration & Road Safety.

The Police stations which are dealing with traffic activities are bound to record day to day road accidents they investigate on a common entry form. Based on the information in the entry form, each police station manually prepares an end of the month report and submits it to the Research and Planning Division of the Police Headquarters in Colombo for statistical purposes. This is called the Police Department Road Accident Report. The Department of Police is using the above report as the source document to extract road accident statistics.

| | |
|---|---|
| Kind of Data | Administrative records data [adm] |
| Unit of Analysis | In this record keeping activity the unit of analysis is the accident investigated by a police officer. |

## Scope & Coverage

Scope
The scope of this record keeping activity includes:

Geographical information
Date and Time
Light condition
Class of accident
Casualties
Road condition
Condition of the place of occurrence
Junctions or crossings
Movement before accident
Vehicle details
Driver's condition
Feature
Manoeuvre
Action
Type of vehicle, defects and damages

| | |
|---|---|
| Topics | law enforcement [5.2] |

Geographic Coverage
National Coverage

Universe
All road accidents investigated by a Police Officer in a Police Station in Sri Lanka

| Producers & Sponsors | |
|---|---|
| Primary Investigator(s) | Department of Police, Ministry of Defence |
| Other Producer(s) | Department of Census and Statistics (DCS) , Ministry of Finance and Planning , Data Processing |
| Funding Agency/ies | Department of Census and Statistics (DCS) , Source of funds |

| Data Collection | |
|---|---|
| Data Collection Dates | start 1977-01-01<br>end 1977-12-31 |
| Data Collection Mode | Face-to-face [f2f] |

Data Collection Notes

Accidents to be reported

All road accidents involving a vehicle and involving a personal injury or damage occurring on a public highway should be reported, inclusive of accidents such as tree falling on a vehicle or if person(s) sustains injury when a vehicle(s) is attacked or damaged by an animal. The conditions are that it must be accidental , a vehicle must be involved and it must occur on a public highway.

A highway includes every place over which the public have a right of way, or to which the public or any part of the public are granted access, and every place where the motor traffic thereon is regulated by a police officer.

Accident report forms should not be used to record criminal acts directed against the owner or occupant of a vehicle.
All accident Reports are prepared in duplicate. The original report - "Statistics Copy" - will be forwarded to the Director, Police Research and Development at Police Headquarters Colombo under registered cover. At Police Headquarters, this information will be checked for consistency and also to ascertain whether all data had been included. Thereafter it will be forwarded to DCS for processing. The duplicate which will be the "Station Copy" will be filed for record at station.

Officers in Charge of stations will, before the 7th of the month following the month to which the accident reports refer, forward all accident reports for the month concerned , in one lot, to Colombo. Instructions for the reporting of amendments once a form has been dispatched is available as another standard form.

If an accident is reported at a station in which it had not occurred, this information will be conveyed in the usual manner to the station concerned, and the accident report form will be sent by the latter station.

Questionnaires

The Accident Report Form

This form contains 31/32 items. It makes provision of the recording of location, date and time of occurrence, class of accident, conditions prevailing at the time of accident, circumstances under which it occurred and details of class of road user injured, vehicle(s) involved, drivers/riders and damage caused.

Items:

1. Division
2. Station
3. Urban/Rural - If urban state the name of MC/UC/TC (ie Municipal Council, Urban Council, Town Council). All other
areas are rural.
4. Serial Number - Station serial number to be entered as four digits (i.e 0001..0010 etc)
5. Month - Name of the month such as January
6. Day - Two digit day of the month - 08, 21 etc
7 Day of the week - Sunday, Monday etc
8. Time - by 24 hour clock such as 1230 or 2115.
9. Lighting condition - 1, 2, 3, 4.
10. Class of accident - 1, 2, 3, 4
11. Casualties - to be entered by Police Headquarters
12. Name of road - Where the name does not appear in the list provided, the locally used name is entered
13. Road condition - 1, 2, 3, 4, 5, 6
14. Condition at scene - Where more than one condition is applicable, the most appropriate to be highlighted 01, 02, ...12
15. Junctions or crossings 10, 02, 03,...12
16. Movement before accident - 1,2,3...6,7.
17. Vehicles involved - Up to four vehicles could be entered
18. Type of vehicle - 1,2,3,4.
19. Age of vehicle - If less than one year enter 00
20. Sex of Driver or rider - 1,2
21. Age of Driver rider - Completed years should be recorded
22. Condition of driver / rider - 1,2,3,4,5,6. Most appropriate must be highlighted if more than one is applicable.
23. Feature - 1,2,3,...9.
24. Manoevure - 1,2,3....13
25. Action - 1,2.....9.
26. Vehicle defects - 1,2,3.....11,12.
27. Part damaged - 1,2...7,8.
28. Casualty details
29. Nature of accident - not applicable for statistical purposes
30. Rough sketch - not applicable for statistical purposes
31. Place of accident - not applicable for statistical purposes

Amendments

The reporting of amendments to accident reports dispatched should be done as follows:
Items 1 - 16 and 28 - 31 should be reported on the amendment form. Amendments to items 17 - 27 should be reported on a Road Accident report form.
The amendment form contains six items. Division, station, Serial no, Urban/rural, month and amendments. When entering amendments the entries under items 1 - 5 should be the same as the entries made under these items in the accident report's 'Statistics Copy' which had been dispatched to Police Headquarters and which need amendment.
If any amendment have to be reported in respect of item 17 to 27 an Accident Report Form should be used as mentioned above.
The amendments made should be authenticated by the reporting Officer and the OIC of the station.

Supervision

Authentication - The reporting officer should sign the report giving his rank and where appropriate the regimental number. The OIC of the station should countersign the report when satisfied about the accuracy of its contents.

| Accessibility | |
|---|---|
| Access Authority | Director Traffic Admin & Road Safety (Traffic Police) , http://www.police.lk/divisions/traffic_services.asp , traffichq@police.lk |
| Contact(s) | Information Unit (Department of Census and Statistics) , http://www.statistics.gov.lk , information@statistics.gov.lk<br>Director Traffic Admin & Road Safety (Traffic Police) , http://www.police.lk/divisions/traffic_services.asp , traffichq@police.lk<br>Director General (Department of Census and Statistics) , http://www.statistics.gov.lk , dgcensus@sltnet.lk |
| Confidentiality<br>The degree of confidentiality of this microdata set is determined by the Access Authority. Please refer to the Access Authority for further details. | |
| Access Conditions<br>Please contact the Access Authority for Access Terms and Conditions. | |
| Citation Requirements<br>"Department of Poilce, Police Road Accident Statistics 1977 [PRAS 1977], Version 1.0 of the public use dataset (March 2009), produced by the Data Processing Division, Department of Census and Statistics : www.statistics.gov.lk" | |

| Rights & Disclaimer | |
|---|---|
| Disclaimer<br>The Department of Police bears no responsibility for any results or interpretations arising from the secondary use of the data. | |
| Copyright | (c) 2009, Department of Police |

# Files Description

Dataset contains 3 file(s)

| type1 | |
|---|---|
| # Cases | 15297 |
| # Variable(s) | 20 |
| File Content<br>This file contains the general details of the accident | |

| type2 | |
|---|---|
| # Cases | 22644 |
| # Variable(s) | 19 |
| File Content<br>This file contains the details about the vehicles and the drivers involved with the accident. For a record in file Type 1 there can be multiple records in this file depending on the number of vehicles involved. | |

| type3 | |
|---|---|
| # Cases | 10308 |
| # Variable(s) | 15 |
| File Content<br>This file contains the details about the casualties caused by the accident. For a record in file Type 1 there can be multiple records in this file depending on the number of casualties caused. | |

# Variables List

Dataset contains 54 variable(s)

| File type1 | | | | | | | |
|---|---|---|---|---|---|---|---|
| # | Name | Label | Type | Format | Valid | Invalid | Question |
| 1 | TYPE1 | Record ID '1' | continuous | numeric-1.0 | 15297 | 0 | - |
| 2 | YEAR2 | Year | continuous | numeric-2.0 | 15297 | 0 | - |
| 3 | DIV2 | Police Division Code | continuous | numeric-2.0 | 15297 | 0 | - |
| 4 | STN2 | Police Station Code | continuous | numeric-2.0 | 15297 | 0 | - |
| 5 | SRLN4 | Accident Report Serial No | continuous | numeric-4.0 | 15297 | 0 | - |
| 6 | SEC1 | Sector Code | continuous | numeric-1.0 | 15297 | 0 | - |
| 7 | TWN2 | Town Code | continuous | numeric-2.0 | 9745 | 5552 | - |
| 8 | MTH2 | Month Code | continuous | numeric-2.0 | 15297 | 0 | - |
| 9 | DAY2 | Day of Month | continuous | numeric-2.0 | 15297 | 0 | - |
| 10 | DAYW1 | Day of Week Code | continuous | numeric-1.0 | 15297 | 0 | - |
| 11 | TIME4 | Time | continuous | numeric-4.0 | 15297 | 0 | - |
| 12 | LGHT1 | Condition of Light | continuous | numeric-1.0 | 15297 | 0 | - |
| 13 | CLACC1 | Class of Accident | continuous | numeric-1.0 | 15297 | 0 | - |
| 14 | CASUAL2 | No of Casualties | continuous | numeric-2.0 | 15297 | 0 | - |
| 15 | ROAD4 | Road Code | continuous | numeric-4.0 | 9831 | 5466 | - |
| 16 | COND1 | Road Condition | continuous | numeric-1.0 | 15297 | 0 | - |
| 17 | SCEN2 | Condition at Scene | continuous | numeric-2.0 | 15297 | 0 | - |
| 18 | JNCT2 | Junction or Crossings | continuous | numeric-2.0 | 15297 | 0 | - |
| 19 | MOVE1 | Movement Before Accident | continuous | numeric-1.0 | 15297 | 0 | - |
| 20 | VEH1 | No of Vehicles Involved | continuous | numeric-1.0 | 15297 | 0 | - |

| File type2 | | | | | | | |
|---|---|---|---|---|---|---|---|
| # | Name | Label | Type | Format | Valid | Invalid | Question |
| 1 | TYPE1 | Record ID '2' | continuous | numeric-1.0 | 22644 | 0 | - |
| 2 | YEAR2 | Year | continuous | numeric-2.0 | 22644 | 0 | - |
| 3 | DIV2 | Police Division Code | continuous | numeric-2.0 | 22644 | 0 | - |
| 4 | STN2 | Police Station Code | continuous | numeric-2.0 | 22644 | 0 | - |
| 5 | SRLN4 | Accident Report Serial No | continuous | numeric-4.0 | 22644 | 0 | - |
| 6 | SEC1 | Sector Code | continuous | numeric-1.0 | 22644 | 0 | - |
| 7 | TWN2 | Town Code | continuous | numeric-2.0 | 14841 | 7803 | - |
| 8 | MNTH2 | Month Code | continuous | numeric-2.0 | 22644 | 0 | - |
| 9 | SERVEH1 | Serial No of Vehicle | continuous | numeric-1.0 | 22644 | 0 | - |

File type2 (cont.)

| # | Name | Label | Type | Format | Valid | Invalid | Question |
|---|---|---|---|---|---|---|---|
| 10 | TYPVEH2 | Type of Vehicle | continuous | numeric-2.0 | 22644 | 0 | - |
| 11 | AGEVEH2 | Age of Vehicle | continuous | numeric-2.0 | 1662 | 20982 | - |
| 12 | SXDR1 | Sex of Driver/Rider | continuous | numeric-1.0 | 22644 | 0 | - |
| 13 | AGEDR2 | Age of Driver/Rider | continuous | numeric-2.0 | 21840 | 804 | - |
| 14 | CONDR1 | Condition of Driver/Rider | continuous | numeric-1.0 | 22644 | 0 | - |
| 15 | FEATUR1 | Feature | continuous | numeric-1.0 | 22644 | 0 | - |
| 16 | MANOU2 | Manoeuvr | continuous | numeric-2.0 | 22644 | 0 | - |
| 17 | ACTN1 | Action | continuous | numeric-1.0 | 22644 | 0 | - |
| 18 | DEFCT2 | Vehicle Defects | continuous | numeric-2.0 | 22644 | 0 | - |
| 19 | PTDAM1 | Part Damaged | continuous | numeric-1.0 | 22644 | 0 | - |

File type3

| # | Name | Label | Type | Format | Valid | Invalid | Question |
|---|---|---|---|---|---|---|---|
| 1 | TYPE1 | Record ID '3' | continuous | numeric-1.0 | 10308 | 0 | - |
| 2 | YEAR2 | Year | continuous | numeric-2.0 | 10308 | 0 | - |
| 3 | DIV2 | Police Division Code | continuous | numeric-2.0 | 10308 | 0 | - |
| 4 | STN2 | Police Station Code | continuous | numeric-2.0 | 10308 | 0 | - |
| 5 | SRLN4 | Accident Report Serial No | continuous | numeric-4.0 | 10308 | 0 | - |
| 6 | SEC1 | Sector Code | continuous | numeric-1.0 | 10308 | 0 | - |
| 7 | TWN2 | Town Code | continuous | numeric-2.0 | 5832 | 4476 | - |
| 8 | MNTH2 | Month Code | continuous | numeric-2.0 | 10308 | 0 | - |
| 9 | CASU2 | Serial No of Casualty | continuous | numeric-2.0 | 10308 | 0 | - |
| 10 | USER2 | Class of Road User(casualty) | continuous | numeric-2.0 | 10308 | 0 | - |
| 11 | SEX1 | Sex of Road User(casualty) | continuous | numeric-1.0 | 10308 | 0 | - |
| 12 | AGE2 | Age of Road User(casualty) | continuous | numeric-2.0 | 10039 | 269 | - |
| 13 | INJ1 | Degree of Injury | continuous | numeric-1.0 | 10308 | 0 | - |
| 14 | TYP2 | Type of Vehicle | continuous | numeric-2.0 | 5345 | 4963 | - |
| 15 | ACT2 | Passenger / Pedestrian Action | continuous | numeric-2.0 | 8179 | 2129 | - |

# Variables Description

Dataset contains54 variable(s)

## File type1

| #1 TYPE1: Record ID '1' | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-1] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=1 /-] [StdDev=0 /-] |

| #2 YEAR2: Year | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 77-77] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=77 /-] [StdDev=0 /-] |

| #3 DIV2: Police Division Code | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 6-25] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=12.109 /-] [StdDev=5.677 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 6 | Colombo | 3514 | 23.0% |
| 7 | Gampaha | 570 | 3.7% |
| 8 | Kelaniya | 1431 | 9.4% |
| 9 | Kalutara | 936 | 6.1% |
| 10 | Nugegoda | 1059 | 6.9% |
| 11 | Mount Lavinia | 727 | 4.8% |
| 12 | Kandy | 1353 | 8.8% |
| 13 | Nuwara Eliya | 303 | 2.0% |
| 14 | Galle | 647 | 4.2% |
| 15 | Matara | 506 | 3.3% |
| 16 | Ratnapura | 787 | 5.1% |
| 17 | Kegalle | 303 | 2.0% |
| 18 | Kurunegala | 512 | 3.3% |
| 19 | Chilaw | 538 | 3.5% |
| 20 | Jaffna | 429 | 2.8% |
| 21 | Vavunia | 206 | 1.3% |
| 22 | Anuradhapura | 413 | 2.7% |
| 23 | Trincomalee | 288 | 1.9% |
| 24 | Batticoloa | 304 | 2.0% |
| 25 | Badulla | 471 | 3.1% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

# File type1 (cont.)

| #4 STN2: Police Station Code | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 11-64] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=24.905 /-] [StdDev=14.704 /-] |

| #5 SRLN4: Accident Report Serial No | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-1800] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=77.391 /-] [StdDev=84.353 /-] |

| #6 SEC1: Sector Code | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-2] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=1.363 /-] [StdDev=0.481 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Urban | 9745 | 63.7% |
| 2 | Rural | 5552 | 36.3% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

| #7 TWN2: Town Code | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-41] [Missing=*] |
| Statistics [NW/ W] | [Valid=9745 /-] [Invalid=5552 /-] [Mean=3.315 /-] [StdDev=3.63 /-] |

| #8 MTH2: Month Code | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=6.541 /-] [StdDev=3.533 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | January | 1345 | 8.8% |
| 2 | February | 1183 | 7.7% |
| 3 | March | 1350 | 8.8% |
| 4 | April | 1282 | 8.4% |
| 5 | May | 1375 | 9.0% |
| 6 | June | 1271 | 8.3% |
| 7 | July | 1074 | 7.0% |
| 8 | August | 1062 | 6.9% |
| 9 | September | 1184 | 7.7% |
| 10 | October | 1351 | 8.8% |
| 11 | November | 1353 | 8.8% |
| 12 | December | 1467 | 9.6% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

# File type1 (cont.)

## #9 DAY2: Day of Month

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-31] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=15.383 /-] [StdDev=8.878 /-] |

## #10 DAYW1: Day of Week Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-7] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=4.048 /-] [StdDev=1.973 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Sunday | 1923 | 12.6% |
| 2 | Monday | 2304 | 15.1% |
| 3 | Tuesday | 2178 | 14.2% |
| 4 | Wednesday | 2246 | 14.7% |
| 5 | Thursday | 2152 | 14.1% |
| 6 | Friday | 2347 | 15.3% |
| 7 | Saturday | 2147 | 14.0% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #11 TIME4: Time

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 5-2400] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=1401.257 /-] [StdDev=496.123 /-] |

## #12 LGHT1: Condition of Light

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-4] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=1.573 /-] [StdDev=1.033 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Day light | 11008 | 72.0% |
| 2 | Dark - No street lighting | 1634 | 10.7% |
| 3 | Dark - Streets badly lit | 839 | 5.5% |
| 4 | Dark - Streets well lit | 1816 | 11.9% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #13 CLACC1: Class of Accident

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-4] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=3.329 /-] [StdDev=0.805 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Fatal | 811 | 5.3% |

# File type1 (cont.)

## #13 CLACC1: Class of Accident (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 2 | Grievous | 834 | 5.5% |
| 3 | Non-grievous | 6158 | 40.3% |
| 4 | Damage only | 7494 | 49.0% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #14 CASUAL2: No of Casualties

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-45] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=0.674 /-] [StdDev=1.234 /-] |

## #15 ROAD4: Road Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1001-3891] [Missing=*] |
| Statistics [NW/ W] | [Valid=9831 /-] [Invalid=5466 /-] [Mean=1857.252 /-] [StdDev=996.965 /-] |

## #16 COND1: Road Condition

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-6] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=1.947 /-] [StdDev=0.532 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Wet | 1593 | 10.4% |
| 2 | Dry | 13439 | 87.9% |
| 3 | Mist | 61 | 0.4% |
| 4 | Oily | 40 | 0.3% |
| 5 | Leaves | 10 | 0.1% |
| 6 | Other | 154 | 1.0% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #17 SCEN2: Condition at Scene

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=11.274 /-] [StdDev=2.247 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Road surface defect1 | 287 | 1.9% |
| 2 | Damaged culvert | 36 | 0.2% |
| 3 | Animal | 307 | 2.0% |
| 4 | Fallen tree | 8 | 0.1% |
| 5 | Road works | 37 | 0.2% |
| 6 | Stationery vehicle dangerously placed | 148 | 1.0% |

# File type1 (cont.)

## #17 SCEN2: Condition at Scene (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 7 | Other obstacle on road | 354 | 2.3% |
| 8 | Other abnormal conditions | 225 | 1.5% |
| 9 | Vision obscured - vegetation | 41 | 0.3% |
| 10 | Vision obscured - other | 396 | 2.6% |
| 11 | Glare | 23 | 0.2% |
| 12 | No abnormal condition | 13435 | 87.8% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #18 JNCT2: Junction or Crossings

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=10.472 /-] [StdDev=3.287 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | T junction - controlled | 119 | 0.8% |
| 2 | T junction - uncontrolled | 1334 | 8.7% |
| 3 | Y junction - controlled | 21 | 0.1% |
| 4 | Y junction - uncontrolled | 300 | 2.0% |
| 5 | Cross roads | 339 | 2.2% |
| 6 | Level crossing - guarded | 198 | 1.3% |
| 7 | Level crossing - unguarded | 47 | 0.3% |
| 8 | Multiple junction | 277 | 1.8% |
| 9 | Roundabout | 233 | 1.5% |
| 10 | Junction with private road | 157 | 1.0% |
| 11 | Other junctions | 212 | 1.4% |
| 12 | Not within 20 yds of junction | 12060 | 78.8% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #19 MOVE1: Movement Before Accident

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-7] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=2.135 /-] [StdDev=1.609 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | One moving vehicle only or temporarily halted | 7765 | 50.8% |
| 2 | Two vehicles same direction | 2772 | 18.1% |
| 3 | Two vehicles opposit direction | 2921 | 19.1% |
| 4 | Two vehicles different roads | 548 | 3.6% |
| 5 | More than two moving vehicles | 285 | 1.9% |
| 6 | Non-moving vehicle (Parked) | 77 | 0.5% |
| 7 | Not known | 929 | 6.1% |

# File type1 (cont.)

## #19 MOVE1: Movement Before Accident (cont.)

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #20 VEH1: No of Vehicles Involved

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-4] [Missing=*] |
| Statistics [NW/ W] | [Valid=15297 /-] [Invalid=0 /-] [Mean=1.48 /-] [StdDev=0.532 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | One vehicle | 8190 | 53.5% |
| 2 | Two vehicles | 6877 | 45.0% |
| 3 | Three vehicles | 219 | 1.4% |
| 4 | Four vehicles | 11 | 0.1% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

# File type2

## #1 TYPE1: Record ID '2'

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 2-2] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=2 /-] [StdDev=0 /-] |

## #2 YEAR2: Year

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 77-77] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=77 /-] [StdDev=0 /-] |

## #3 DIV2: Police Division Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 6-25] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=11.828 /-] [StdDev=5.613 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 6 | Colombo | 5693 | 25.1% |
| 7 | Gampaha | 808 | 3.6% |
| 8 | Kelaniya | 2210 | 9.8% |
| 9 | Kalutara | 1351 | 6.0% |
| 10 | Nugegoda | 1550 | 6.8% |
| 11 | Mount Lavinia | 1090 | 4.8% |
| 12 | Kandy | 1917 | 8.5% |

# File type2 (cont.)

## #3 DIV2: Police Division Code (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 13 | Nuwara Eliya | 441 | 1.9% |
| 14 | Galle | 930 | 4.1% |
| 15 | Matara | 702 | 3.1% |
| 16 | Ratnapura | 1094 | 4.8% |
| 17 | Kegalle | 423 | 1.9% |
| 18 | Kurunegala | 731 | 3.2% |
| 19 | Chilaw | 796 | 3.5% |
| 20 | Jaffna | 665 | 2.9% |
| 21 | Vavunia | 273 | 1.2% |
| 22 | Anuradhapura | 545 | 2.4% |
| 23 | Trincomalee | 401 | 1.8% |
| 24 | Batticoloa | 421 | 1.9% |
| 25 | Badulla | 603 | 2.7% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #4 STN2: Police Station Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 11-64] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=25.183 /-] [StdDev=14.987 /-] |

## #5 SRLN4: Accident Report Serial No

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-1800] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=80.406 /-] [StdDev=85.603 /-] |

## #6 SEC1: Sector Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-2] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=1.345 /-] [StdDev=0.475 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Urban | 14841 | 65.5% |
| 2 | Rural | 7803 | 34.5% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #7 TWN2: Town Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-41] [Missing=*] |
| Statistics [NW/ W] | [Valid=14841 /-] [Invalid=7803 /-] [Mean=3.285 /-] [StdDev=3.621 /-] |

# File type2 (cont.)

## #8 MNTH2: Month Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=6.553 /-] [StdDev=3.534 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | January | 1970 | 8.7% |
| 2 | February | 1740 | 7.7% |
| 3 | March | 2018 | 8.9% |
| 4 | April | 1907 | 8.4% |
| 5 | May | 2023 | 8.9% |
| 6 | June | 1866 | 8.2% |
| 7 | July | 1568 | 6.9% |
| 8 | August | 1569 | 6.9% |
| 9 | September | 1767 | 7.8% |
| 10 | October | 2044 | 9.0% |
| 11 | November | 1990 | 8.8% |
| 12 | December | 2182 | 9.6% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #9 SERVEH1: Serial No of Vehicle

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-4] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=1.336 /-] [StdDev=0.496 /-] |

## #10 TYPVEH2: Type of Vehicle

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=4.713 /-] [StdDev=2.326 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | | 140 | 0.6% |
| 2 | Cycle | 1929 | 8.5% |
| 3 | P.M.C | 7773 | 34.3% |
| 4 | H.G.V | 4409 | 19.5% |
| 5 | L.G.V | 1511 | 6.7% |
| 6 | Taxi | 871 | 3.8% |
| 7 | Moped | 912 | 4.0% |
| 8 | P.S.V | 4338 | 19.2% |
| 9 | Private bus | 135 | 0.6% |
| 10 | Bullock Cart | 243 | 1.1% |
| 11 | Other Mechanical | 200 | 0.9% |
| 12 | Non-mechanical | 183 | 0.8% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

# File type2 (cont.)

| #11 AGEVEH2: Age of Vehicle | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-90] [Missing=*] |
| Statistics [NW/ W] | [Valid=1662 /-] [Invalid=20982 /-] [Mean=11.324 /-] [StdDev=9.077 /-] |

| #12 SXDR1: Sex of Driver/Rider | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-2] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=0.986 /-] [StdDev=0.157 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | 0 | 441 | 1.9% |
| 1 | Male | 22078 | 97.5% |
| 2 | Female | 125 | 0.6% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

| #13 AGEDR2: Age of Driver/Rider | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-89] [Missing=*] |
| Statistics [NW/ W] | [Valid=21840 /-] [Invalid=804 /-] [Mean=35.639 /-] [StdDev=10.622 /-] |

| #14 CONDR1: Condition of Driver/Rider | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-6] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=5.731 /-] [StdDev=1.181 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | | 702 | 3.1% |
| 1 | Intoxicated | 206 | 0.9% |
| 2 | Smelling of liquor | 149 | 0.7% |
| 3 | Defective eye sight | 12 | 0.1% |
| 4 | Fatigued | 56 | 0.2% |
| 5 | Other defects | 101 | 0.4% |
| 6 | No defects | 21418 | 94.6% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

| #15 FEATUR1: Feature | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-8] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=7.33 /-] [StdDev=1.834 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | 0 | 625 | 2.8% |
| 1 | Over precipice | 285 | 1.3% |

# File type2 (cont.)

## #15 FEATUR1: Feature (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 2 | Unattended runway animal | 156 | 0.7% |
| 3 | Straying unattended animal drawn vehicle | 26 | 0.1% |
| 4 | Forced off road | 1556 | 6.9% |
| 5 | Struck by animal | 10 | 0.0% |
| 6 | Struck animal | 139 | 0.6% |
| 7 | Other unusual features | 587 | 2.6% |
| 8 | No unusual features | 19260 | 85.1% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #16 MANOU2: Manoeuvr

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-13] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=10.124 /-] [StdDev=3.763 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | | 376 | 1.7% |
| 1 | Stationary | 1423 | 6.3% |
| 2 | Starting | 237 | 1.0% |
| 3 | Turning right | 806 | 3.6% |
| 4 | Turning left | 382 | 1.7% |
| 5 | Overtaking - inside | 286 | 1.3% |
| 6 | Overtaking - outside | 1077 | 4.8% |
| 7 | Emerging from minor road turning left | 141 | 0.6% |
| 8 | Emerging from minor road turning right | 156 | 0.7% |
| 9 | Emerging from angle parking | 20 | 0.1% |
| 10 | Turning round | 62 | 0.3% |
| 11 | Reversing | 501 | 2.2% |
| 12 | Going ahead | 16342 | 72.2% |
| 13 | Other | 835 | 3.7% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #17 ACTN1: Action

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-9] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=5.971 /-] [StdDev=3.463 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | | 502 | 2.2% |
| 1 | Lost control | 5314 | 23.5% |
| 2 | On wrong side of road | 438 | 1.9% |
| 3 | On crown of road | 579 | 2.6% |

# File type2 (cont.)

## #17 ACTN1: Action (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 4 | Failed to signal movement | 367 | 1.6% |
| 5 | Too fast in regard to conditions | 2451 | 10.8% |
| 6 | Accident followed avoiding action | 645 | 2.8% |
| 7 | Collided with street furniture or culvert | 261 | 1.2% |
| 8 | Skidded | 919 | 4.1% |
| 9 | No unusual action | 11168 | 49.3% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #18 DEFCT2: Vehicle Defects

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=11.129 /-] [StdDev=2.757 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | | 664 | 2.9% |
| 1 | Overloaded | 153 | 0.7% |
| 2 | Load shifted | 46 | 0.2% |
| 3 | Overhanging load | 29 | 0.1% |
| 4 | Brakes | 775 | 3.4% |
| 5 | Tyres | 150 | 0.7% |
| 6 | Steering | 188 | 0.8% |
| 7 | Lights-front | 151 | 0.7% |
| 8 | Lights-rear | 31 | 0.1% |
| 9 | Lights-brake | 27 | 0.1% |
| 10 | On fire | 3 | 0.0% |
| 11 | Windscreen | 6 | 0.0% |
| 12 | No defects apparent | 20421 | 90.2% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #19 PTDAM1: Part Damaged

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-8] [Missing=*] |
| Statistics [NW/ W] | [Valid=22644 /-] [Invalid=0 /-] [Mean=5.064 /-] [StdDev=2.322 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 0 | | 699 | 3.1% |
| 1 | Head on | 748 | 3.3% |
| 2 | Over turned | 392 | 1.7% |
| 3 | Front | 5751 | 25.4% |
| 4 | Back | 2221 | 9.8% |
| 5 | Offside | 3833 | 16.9% |

# File type2 (cont.)

## #19 PTDAM1: Part Damaged (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 6 | Nearside | 1928 | 8.5% |
| 7 | All four sides | 312 | 1.4% |
| 8 | None | 6760 | 29.9% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

# File type3

## #1 TYPE1: Record ID '3'

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 3-3] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=3 /-] [StdDev=0 /-] |

## #2 YEAR2: Year

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 77-77] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=77 /-] [StdDev=0 /-] |

## #3 DIV2: Police Division Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 6-25] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=13.158 /-] [StdDev=5.703 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 6 | Colombo | 1525 | 14.8% |
| 7 | Gampaha | 392 | 3.8% |
| 8 | Kelaniya | 837 | 8.1% |
| 9 | Kalutara | 683 | 6.6% |
| 10 | Nugegoda | 709 | 6.9% |
| 11 | Mount Lavinia | 534 | 5.2% |
| 12 | Kandy | 980 | 9.5% |
| 13 | Nuwara Eliya | 243 | 2.4% |
| 14 | Galle | 484 | 4.7% |
| 15 | Matara | 523 | 5.1% |
| 16 | Ratnapura | 559 | 5.4% |
| 17 | Kegalle | 207 | 2.0% |
| 18 | Kurunegala | 438 | 4.2% |
| 19 | Chilaw | 417 | 4.0% |

# File type3 (cont.)

## #3 DIV2: Police Division Code (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 20 | Jaffna | 316 | 3.1% |
| 21 | Vavunia | 183 | 1.8% |
| 22 | Anuradhapura | 408 | 4.0% |
| 23 | Trincomalee | 252 | 2.4% |
| 24 | Batticoloa | 261 | 2.5% |
| 25 | Badulla | 357 | 3.5% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #4 STN2: Police Station Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 11-64] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=24.051 /-] [StdDev=13.381 /-] |

## #5 SRLN4: Accident Report Serial No

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-1800] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=63.819 /-] [StdDev=78.936 /-] |

## #6 SEC1: Sector Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-2] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=1.434 /-] [StdDev=0.496 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Urban | 5832 | 56.6% |
| 2 | Rural | 4476 | 43.4% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #7 TWN2: Town Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-41] [Missing=*] |
| Statistics [NW/ W] | [Valid=5832 /-] [Invalid=4476 /-] [Mean=3.511 /-] [StdDev=3.617 /-] |

## #8 MNTH2: Month Code

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=6.307 /-] [StdDev=3.501 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | January | 943 | 9.1% |
| 2 | February | 929 | 9.0% |

# File type3 (cont.)

## #8 MNTH2: Month Code (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 3 | March | 967 | 9.4% |
| 4 | April | 848 | 8.2% |
| 5 | May | 938 | 9.1% |
| 6 | June | 940 | 9.1% |
| 7 | July | 731 | 7.1% |
| 8 | August | 738 | 7.2% |
| 9 | September | 772 | 7.5% |
| 10 | October | 805 | 7.8% |
| 11 | November | 798 | 7.7% |
| 12 | December | 899 | 8.7% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #9 CASU2: Serial No of Casualty

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-99] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=2.087 /-] [StdDev=4.204 /-] |

## #10 USER2: Class of Road User(casualty)

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-5] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=1.962 /-] [StdDev=1.101 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Pedestrian | 4963 | 48.1% |
| 2 | Rider or Driver | 2129 | 20.7% |
| 3 | Passenger | 1993 | 19.3% |
| 4 | CTB vehicle passenger | 1093 | 10.6% |
| 5 | Private bus passenger | 130 | 1.3% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #11 SEX1: Sex of Road User(casualty)

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-2] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=1.19 /-] [StdDev=0.392 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Male | 8348 | 81.0% |
| 2 | Female | 1960 | 19.0% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

# File type3 (cont.)

## #12 AGE2: Age of Road User(casualty)

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 0-95] [Missing=*] |
| Statistics [NW/ W] | [Valid=10039 /-] [Invalid=269 /-] [Mean=30.514 /-] [StdDev=16.543 /-] |

## #13 INJ1: Degree of Injury

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-3] [Missing=*] |
| Statistics [NW/ W] | [Valid=10308 /-] [Invalid=0 /-] [Mean=2.73 /-] [StdDev=0.608 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Fatel | 892 | 8.7% |
| 2 | Grievous | 1000 | 9.7% |
| 3 | Non-grievous | 8416 | 81.6% |
| 4 | Damage | 0 | 0.0% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #14 TYP2: Type of Vehicle

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 2-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=5345 /-] [Invalid=4963 /-] [Mean=4.97 /-] [StdDev=2.657 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 2 | Cycle | 1237 | 23.1% |
| 3 | P.M.C | 986 | 18.4% |
| 4 | H.G.V | 730 | 13.7% |
| 5 | L.G.V | 373 | 7.0% |
| 6 | Taxi | 61 | 1.1% |
| 7 | Moped | 384 | 7.2% |
| 8 | P.S.V | 1263 | 23.6% |
| 9 | Private bus | 120 | 2.2% |
| 10 | Bullock Cart | 47 | 0.9% |
| 11 | Other Mechanical | 91 | 1.7% |
| 12 | Non-mechanical | 53 | 1.0% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

## #15 ACT2: Passenger / Pedestrian Action

| | |
|---|---|
| Information | [Type= continuous] [Format=numeric] [Range= 1-12] [Missing=*] |
| Statistics [NW/ W] | [Valid=8179 /-] [Invalid=2129 /-] [Mean=5.138 /-] [StdDev=1.955 /-] |

| Value | Label | Cases | Percentage |
|---|---|---|---|
| 1 | Boarding vehicle | 71 | 0.9% |
| 2 | Aligning from vehicle | 114 | 1.4% |

# File type3 (cont.)

## #15 ACT2: Passenger / Pedestrian Action (cont.)

| Value (cont.) | Label | Cases | Percentage |
|---|---|---|---|
| 3 | Occupant | 2832 | 34.6% |
| 4 | Thrown or fell from moving vehicle | 199 | 2.4% |
| 5 | On footpath or grass verge | 505 | 6.2% |
| 6 | In road - no footpath (nor crossing) | 2003 | 24.5% |
| 7 | Crossing road not on pedestrian crossing | 2263 | 27.7% |
| 8 | On pedestrian crossing | 39 | 0.5% |
| 9 | Leading or hearding animals | 4 | 0.0% |
| 10 | Masked by stationary vehicle | 27 | 0.3% |
| 11 | Playing in road | 31 | 0.4% |
| 12 | Any other action | 91 | 1.1% |

Warning: these figures indicate the number of cases found in the data file. They cannot be interpreted as summary statistics of the population of interest.

# Documentation



## Questionnaires

Amendments Form, "Documentation\Amendments Form.pdf"

Road Accident Report Form, "Documentation\Road Accident Report Form.pdf"

## Technical documents

Coding Instructions, "Documentation\Coding Instructions.pdf"

Reporting Instructions, "Documentation\Reporting Instructions.pdf"

## References

Consistency Edit Checks, "Documentation\Consistency Edit Checks.doc"

## Other documents

Study Documentation of PRAS77 Project, "Documentation\Study Documentation of PRAS77 Project.pdf"