

TRAFFIC INCIDENTS

Spatial scale / resolution: Address-level (dis-aggregated to PC6-level)

Spatial coverage: Netherlands

Temporal range: 2003-2017

Data format input data: Points / Esri File Geodatabase (gdb)

Data format output data: Esri File Geodatabase (gdb)

Data source input data:

<https://geoplaza.maps.arcgis.com/home/item.html?id=9a184666206244ccbdc74cf067b242e4>

(these datasets are offered by Esri Nederland Content (Esri_NL_Datasets))

Table files: Verkeersongevallen.gdb

GIS files: C:\Users\carol\OneDrive\Documenten\GECCO

Data description

This dataset displays point locations of all traffic incidents reported to the police in the Netherlands linked to the digital road network (het Nationale WegenBestand, NWB), from the period 2003 - 2017. This data may be used for analyzing traffic safety and is in particular suitable for policy (formulation, monitoring and evaluation), investigation and road management. The data contains detailed information on the traffic incidents (see Table 1). See for more details (in Dutch) the following link:

<https://www.rijkswaterstaat.nl/apps/geoservices/geodata/dmc/bron/Documentatie/Handleiding%20product%20Bestand%20geRegistreerde%20Ongevallen%20Nederland.pdf>

Variables

Table 1 provides an overview of the traffic incident variables that are available.

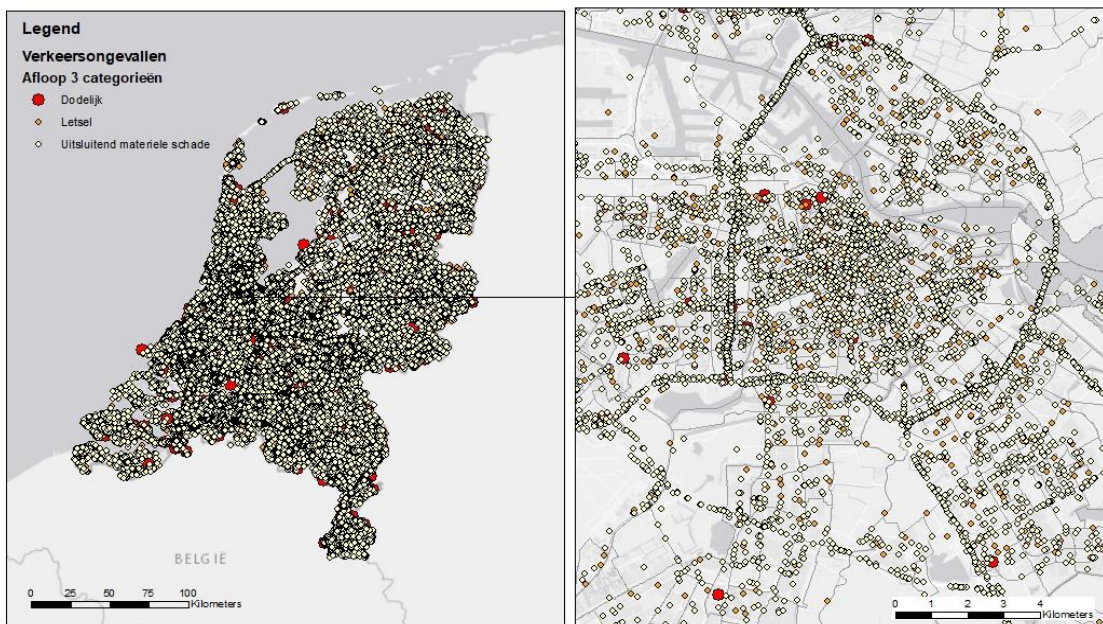
Variable name	Description
Objectid	Object ID number
Shape	Geometry type
Vkl_nummer	Unique identification of the traffic incident
Regnummer	Registration number, internal number/code of a traffic incident, which serves as a means of communication between the police and CIV
Pvopgem	Indication whether an official report has been drawn up for the traffic incident. J = Ja (Yes)
Jaar_vkl	Year of the incident
Ap3_code	Unique identification of the outcome of the traffic incident, subdivided into three categories (exclusively material damage, injury or lethal)
Antl_ptj	The number of parties involved

Aol_id	Unique identification of the nature of the incident
Niveaukop	Indication at which level the traffic incident is linked is to the BN: E = Incident exactly linked to BN K = Incident linked at intersection level S = Incident linked at street level G = Incident linked at municipality level
Wse_id	Unique identification of the road situation at the location of the traffic incident
Wse_an	Alternative road situation; type of road situation is not listed as a choice
Bebkom	Indication whether the traffic incident inside or outside the built-up area took place: BI = Inside BU = Outside
Maxsnelhd	The indicated maximum speed at the location of the traffic incident in km/hr. For incidents that have occurred on roads with administrator "Rijk" and where the police has not indicated a speed limit: the maximum speeds are complemented with speeds from WEGGEG
Wvl_id	Unique identification of the road lighting on the site and at the time of the traffic incident
Wvg_id	Unique identification of the pavement at the site of the traffic incident
Wvg_an	Alternative pavement; type of pavement is not listed as a choice
Wdk_id	Unique identification of the condition of the road surface at the location and time of the traffic incident
Wdk_an	Alternative road surface; type of condition of the road surface is not listed as a choice
Ldg_id	Unique identification of the lighting conditions on the site and at the time of the traffic incident
Zad_id	Unique identification of the viewing distance at the place and at time of the traffic incident
Wgd_code_1	The first weather code that is applicable at the place and time of the traffic incident, according to the prioritization: D = Dry R = Rain M = Fog S = Snow / Hail H = Hard gusts O = Unknown
Wgd_code_2	The second weather code that is applicable at the place and time of the traffic incident, according to the prioritization: D = Dry

	<p>R = Rain M = Fog S = Snow / Hail H = Hard gusts O = Unknown</p>
Bzd_id_vm1	Unique identification of the particularity of the type of traffic measure at the location of the traffic incident, with the lowest id
Bzd_id_vm2	Unique identification of the particularity of the type of traffic measure at the location of the traffic incident, with the second lowest id
Bzd_id_vm3	Unique identification of the particularity of the type of traffic measure at the location of the traffic incident, with the third lowest id
Bzd_vm_an	Alternative particularity of the type of traffic measure, which is not listed as a choice
Bzd_id_if1	Unique identification of the particularity of the type of infrastructure at the location of the incident, with the lowest id
Bzd_id_if2	Unique identification of the particularity of the type of infrastructure at the location of the incident, with the second lowest id
Bzd_id_if3	Unique identification of the particularity of the type of infrastructure at the location of the incident, with the third lowest id
Bzd_if_an	Alternative particularity of the type of infrastructure, which is not listed as a choice
Bzd_id_ta1	Unique identification of the particularity of the type of temporary nature at the location of the incident, with the lowest id
Bzd_id_ta2	Unique identification of the particularity of the type of temporary nature at the location of the incident, with the second lowest id
Bzd_id_ta3	Unique identification of the particularity of the type of temporary nature at the location of the incident, with the third lowest id
Bzd_ta_an	Alternative particularity of the type of temporary nature, which is not listed as a choice
Jte_id	Unique identification of the junction at which the traffic incident occurred; only provided intersection incidents
Wvk_id	Unique identification of the road section on which the traffic incident occurred; only provided at road section incidents
Hectometer	The number on the hectometer post, where it traffic incident occurred; only provided at road section incidents on secure roads (national and provincial roads)

Huisnummer	House number; only provided for road section incidents where no hectometer post is located
Gme_id	Unique identification of the municipality in which the traffic incident occurred (in accordance with the BN current municipal limits)
Gme_naam	Name of the municipality in which the traffic incident occurred (in accordance with the BN current municipal limits)
Pve_code	Unique identification of the province in which traffic incident occurred (in accordance with the BN current municipality classification and boundaries)
Pve_naam	Name of the province in which traffic incident occurred (in accordance with the BN current municipality classification and boundaries)
Kdd_naam	Name of the framework law area (zone with zone type 04 and zone code starting with KW) in which the traffic incident occurred, in accordance with the BN current municipality classification and boundaries
Plt_naam	Name of the police district (zone with zone type 17 or 28) in which the traffic incident has occurred; is only entered if a zone with zone type 07 or 08 has been entered as a selection parameter
Bsd_naam	Name of the base unit
Wtm_naam	Name of the district team
Wtp_naam	Name of the water authority
Wik_naam	Name of the neighborhood
Dienstcode	Code of the region in the region of the traffic incident (in accordance with the BN current polygon boundaries)
Dienstnaam	Name of the region in the region of the traffic incident (in accordance with the BN current polygon boundaries)
Distrcode	Code of the district in the region of the traffic incident (in accordance with the BN current polygon boundaries)
Distrnaam	Name of the district in the region of the traffic incident (in accordance with the BN current polygon boundaries)
Fk_velds	Field for linking file with point locations: depending on exclusively the jte_id, exclusively wvk_id or wvk_id AND hectometer
X_coord	The x coordinate of a point location
Y_coord	The y coordinate of a point location
Dagtype	Indicates in which part of the week the traffic incident occurred: MA-VR = Monday to Friday SAT-SAT = Saturday to Sunday

Map example 1: Traffic incidents showing the outcome of the incidents for 2018



(Suggested) data processing for cyclability analysis

Select traffic incidents only on roads where bikers are allowed, e.g. remove highways. Next, calculate a point density with a small radius of e.g. 25 meters. This is done in order to prevent that relatively safe (separated) bike lanes get assigned a negative value due to their proximity to a road where many accidents occur.

Data source

The data was downloaded from Esri Nederland Datasets.

The original source is “het Bestand GeRegistreerde Ongevallen Nederland (BRON)”. BRON data is made available by Rijkswaterstaat.

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Terms and conditions

These data are freely available. When downloading and using the data, the [Esri Nederland Terms of Use apply](#). Please, use the following references:

List of references

Esri Nederland Datasets. Created June 20, 2014.

<https://www.arcgis.com/home/group.html?id=63ebde0ca12449e5a3a1a3034711d608#overview>

Esri Nederland Datasets. Verkeersongevallen – file geodatabase. Created March 27, 2018. Updated October 24, 2019. URL:

<https://geoplaza.maps.arcgis.com/home/item.html?id=9a184666206244ccbdc74cf067b242e4>