

Police Service of Northern Ireland

Police Recorded Injury Road Traffic Collisions and Casualties Northern Ireland

Monthly Report

Covering the reporting period
1st January 2015 – 31st August 2015

Published 23rd October 2015

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Police Recorded Injury Road Traffic Collisions and Casualties in Northern Ireland: Monthly Update to 31st August 2015

Published 23rd October 2015

This bulletin presents the most recent injury road traffic casualty statistics relating to collisions recorded by the police for the period 1st January to the 31st August 2015 based on figures that were compiled on 19th October 2015. Any figures recorded from 1st April 2015 are provisional and will be subject to change until the finalised statistics are published in March 2016.

Daily update of road death statistics

As part of our commitment to provide users with more timely information, we publish a provisional daily count of road traffic deaths occurring on Northern Ireland's roads giving information of the location, age and gender of each road traffic fatality. This is updated each working day on the [PSNI Website](#); click the link to access the [Daily Fatal Report](#).

Data quality

The PSNI's statistics on injury road traffic collisions are sourced from PSNI systems that are used to record incidents reported to the police and to manage any subsequent investigations. As such, the statistics are derived from an administrative dataset and we therefore have to apply a variety of checks to ensure that the statistics we report are accurate and reliable. Over the years the PSNI's Statistics Branch has worked closely with PSNI colleagues in designing systems and processes for recording injury RTC statistics to maximise data quality. These include:

- Having a direct link from the PSNI's Command & Control system to the NICHE records management system, allowing us to ensure that details of all injury collisions are received.
- Having a series of status codes established to enable us to identify at which stage in the process each injury RTC incident is at any given time. This ensures that RTC incidents aren't lost or overlooked during the process.
- We have a variety of internal data validation checks that we undertake throughout the year to improve data quality.
- We check the geo-coordinates of all collisions to ensure that there aren't any recorded in the incorrect location.
- We cross reference PSNI RTC fatalities with those recorded by the Coroner's office to check that they match and that we haven't missed any subsequent deaths.

More details of the processes and checks that we have in place can be accessed from the [Traffic Statistics User Guide](#) and the [Quality Report](#), all of which are available on our [website](#).

National Statistics

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics. Designation can be broadly interpreted to mean that the statistics:

- *meet identified user needs;*
- *are well explained and readily accessible;*
- *are produced according to sound methods; and*
- *are managed impartially and objectively in the public interest.*

Once statistics have been designated as National Statistics it is a statutory requirement that the Code of Practice shall continue to be observed.

Overall road traffic collision trends – January to August 2015

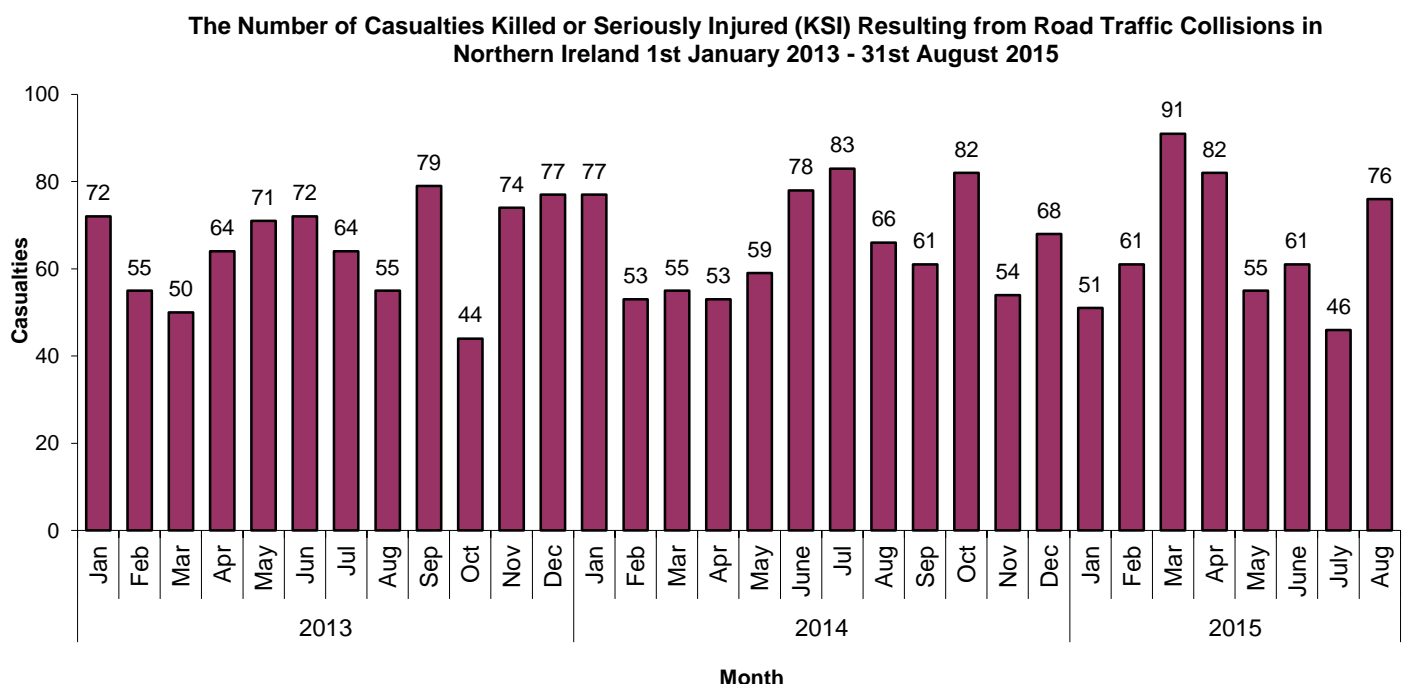
- There were 3,874 collisions recorded between January and August 2015 resulting in a total of 6,157 casualties. This is comprised of 47 fatalities, 476 people seriously injured and a further 5,634 people slightly injured. For the same time period last year there were 3,945 collisions of which there were 6,081 casualties comprised of 53 fatalities, 471 people seriously injured and 5,557 people slightly injured.
- There were 71 fewer collisions reported between January and August 2015 in comparison with the same time period in 2014 but 76 more casualties recorded comprising 5 more people seriously injured and 77 more people slightly injured. However, there were 6 fewer deaths recorded during this eight month period in comparison with last year.
- The 76 people killed or seriously injured in August 2015 is 30 more than the previous calendar month of July 2015 and 10 more than was recorded in August 2014.

**Table 1 Police recorded road traffic casualties by injury severity and month:
1st January 2015 – 31st August 2015 compared with 1st January 2014 – 31st August 2014**

	01 January 2014 – 31 August 2014					01 January 2015 – 31 August 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	8	69	77	709	786	3	48	51	679	730
February	1	52	53	667	720	4	57	61	726	787
March	7	48	55	750	805	6	85	91	774	865
April	6	47	53	559	612	10	72	82	711	793
May	4	55	59	726	785	3	52	55	694	749
June	10	68	78	815	893	10	51	61	748	809
July	8	75	83	657	740	3	43	46	643	689
August	9	57	66	674	740	8	68	76	659	735
Total	53	471	524	5,557	6,081	47	476	523	5,634	6,157

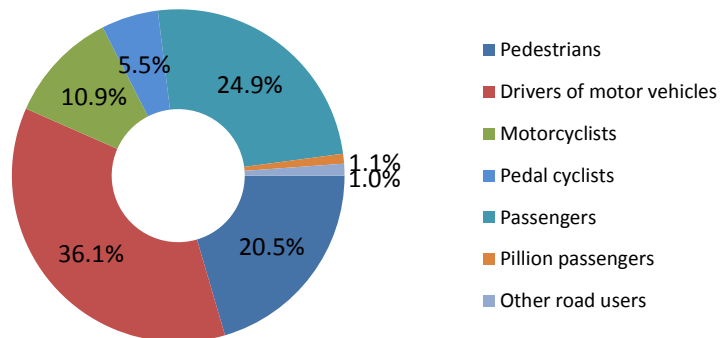
¹ Killed or seriously injured * Figures are provisional and subject to change

**Figure 1: Casualties killed or seriously injured in road traffic collisions by month
1st January 2013 – 31st August 2015**



- Drivers of motor vehicles were the single largest casualty class from 1st January to 31st August 2015 and accounted for 36.1% of all casualties killed or seriously injured. Passengers accounted for 24.9% of KSI casualties, followed by pedestrians (20.5%), motorcyclists (10.9%) and pedal cyclists (5.5%).

Figure 2: Casualties killed or seriously injured by road user type January to August 2015



- There has been an overall reduction in the number of casualties amongst vulnerable road users (pedestrians, motorcyclists and pedal cyclists) with pedal cycle casualties reducing by almost a quarter (23.9%) in comparison with last year. In terms of those killed and seriously injured vulnerable road users decreased by 37 when comparing January to August 2015 with the same time period last year with pedestrian KSI casualties reducing by 6, motorcyclists by 18 and pedal cyclists by 13.
- In contrast, there has been an increase in the number of driver and passengers killed or seriously injured with 5 more driver and 30 more passenger KSI casualties recorded between January and August 2015 in comparison with the same time period last year.

Figure 3: Difference in the number of KSI casualties by road user type January to August 2015 compared with January to August 2014

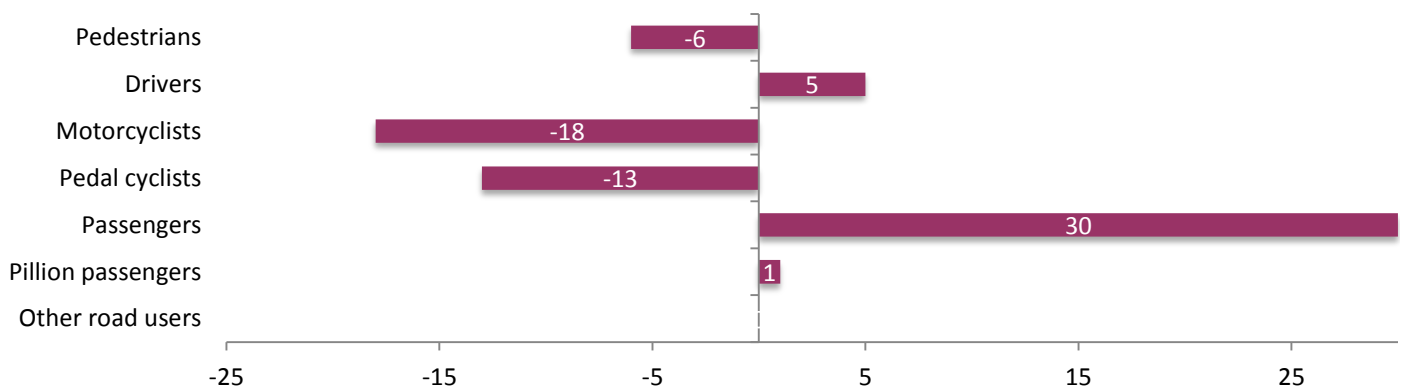


Table 2 Number of police recorded road traffic casualties by road user type: 1st January 2015 – 31st August 2015 compared with 1st January 2014 – 31st August 2014

	01 January 2014 – 31 August 2014					01 January 2015 – 31 August 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Pedestrians	12	101	113	397	510	9	98	107	371	478
Drivers of motor vehicles	19	165	184	3,053	3,237	20	169	189	3,160	3,349
Motorcyclists	11	64	75	127	202	3	54	57	134	191
Pedal cyclists	1	41	42	192	234	0	29	29	149	178
Passengers	8	92	100	1,748	1,848	12	118	130	1,784	1,914
Pillion passengers	0	4	4	4	8	0	5	5	2	7
Other road users	2	4	6	36	42	3	3	6	34	40
Total	53	471	524	5,557	6,081	47	476	523	5,634	6,157

¹Killed or seriously injured * Figures are provisional and subject to change

- There were 578 child (under 16) casualties recorded between 1st January and 31st August 2015, 3 of whom were killed, 45 were seriously injured and 530 were slightly injured. During the same period the previous year, there were 591 child casualties of whom 3 were killed, 52 were seriously injured and 536 were slightly injured.
- All age groups increased the number of casualties recorded between January and August 2015 with the exception of children and young people (those aged 16 to 24) which decreased by 13 and 24 respectively. The biggest increase in comparison with last year was the older age group (65 and over) which increased by 60 casualties (a rise of 12.8%).
- While males comprise approximately 60% of those killed or seriously injured, there were 28 fewer male KSI casualties recorded between January and August 2015 than the same time period last year (falling by 8.0%). In contrast, there were 27 more females killed or seriously injured during this eight month period than the same time period last year.
- More males were killed or seriously injured in each age group during this period with the exception of those aged 65 and over. Despite being evenly proportioned by gender for the older age group in January to August 2014, females accounted for 45 out of the 67 KSI casualties recorded this year (67.1%).

**Table 3 Number of police recorded road traffic casualties by age and gender:
1st January 2015 – 31st August 2015 compared with 1st January 2014 – 31st August 2014**

	01 January 2014 – 31 August 2014					01 January 2015 – 31 August 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	3	34	37	278	315	1	26	27	275	302
16 - 24	11	85	96	646	742	11	78	89	657	746
25 - 34	5	54	59	626	685	4	62	66	636	702
35 - 49	10	64	74	710	784	4	64	68	731	799
50 - 64	5	46	51	427	478	6	46	52	435	487
65 +	9	24	33	188	221	7	15	22	231	253
Unknown	0	2	2	18	20	0	0	0	11	11
Total	43	309	352	2,893	3,245	33	291	324	2,976	3,300
Female										
Under 16	0	18	18	257	275	2	19	21	254	275
16 - 24	2	48	50	608	658	2	42	44	586	630
25 - 34	0	22	22	564	586	0	25	25	580	605
35 - 49	0	23	23	604	627	0	30	30	603	633
50 - 64	2	23	25	400	425	3	31	34	387	421
65 +	6	27	33	214	247	7	38	45	230	275
Unknown	0	1	1	16	17	0	0	0	17	17
Total	10	162	172	2,663	2,835	14	185	199	2,657	2,856
All										
Under 16	3	52	55	536	591	3	45	48	530	578
16 - 24	13	133	146	1,254	1,400	13	120	133	1,243	1,376
25 - 34	5	76	81	1,190	1,271	4	87	91	1,216	1,307
35 - 49	10	87	97	1,314	1,411	4	94	98	1,334	1,432
50 - 64	7	69	76	827	903	9	77	86	822	908
65 +	15	51	66	402	468	14	53	67	461	528
Unknown	0	3	3	34	37	0	0	0	28	28
Total²	53	471	524	5,557	6,081	47	476	523	5,634	6,157

¹ Killed or seriously injured ² Total includes those where gender or age is unknown * Figures are provisional and subject to change

Table 4 Number of police recorded road traffic casualties by injury severity and Police District: 1st January 2015 – 31st August 2015 compared with 1st January 2014 – 31st August 2014

District/Area	01 January 2014 – 31 August 2014					01 January 2015 – 31 August 2015*				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	4	70	74	1,424	1,498	4	71	75	1,413	1,488
Antrim & Newtownabbey	2	31	33	396	429	3	29	32	445	477
Causeway Coast & Glens	5	52	57	372	429	5	37	42	324	366
Derry City & Strabane	4	42	46	413	459	4	25	29	407	436
Mid & East Antrim	4	36	40	370	410	4	44	48	311	359
North Area Policing	15	161	176	1,551	1,727	16	135	151	1,487	1,638
Ards & North Down	2	31	33	393	426	4	23	27	426	453
Armagh City, Banbridge & Craigavon	6	47	53	497	550	6	64	70	499	569
Fermanagh & Omagh	6	29	35	329	364	5	38	43	374	417
Lisburn & Castlereagh City	3	34	37	466	503	4	35	39	549	588
Mid Ulster	7	35	42	378	420	5	53	58	391	449
Newry, Mourne & Down	10	64	74	519	593	3	57	60	495	555
South Area Policing	34	240	274	2,582	2,856	27	270	297	2,734	3,031
Northern Ireland Total	53	471	524	5,557	6,081	47	476	523	5,634	6,157

^{#1} Killed or seriously injured * Figures are provisional and subject to change

- Armagh City, Banbridge & Craigavon District has had the highest number of road deaths recorded between 1st January and 31st August 2015 with six. This District also had the largest increase in KSI casualties compared with last year with 17 more recorded during this eight month period.
- The District with the highest number of people seriously injured recorded between January and August 2015 was Belfast City with 75.
- Derry City & Strabane had the largest decrease in KSI Casualties reducing by 17 from 46 recorded between January and August 2014 to 29 this period.

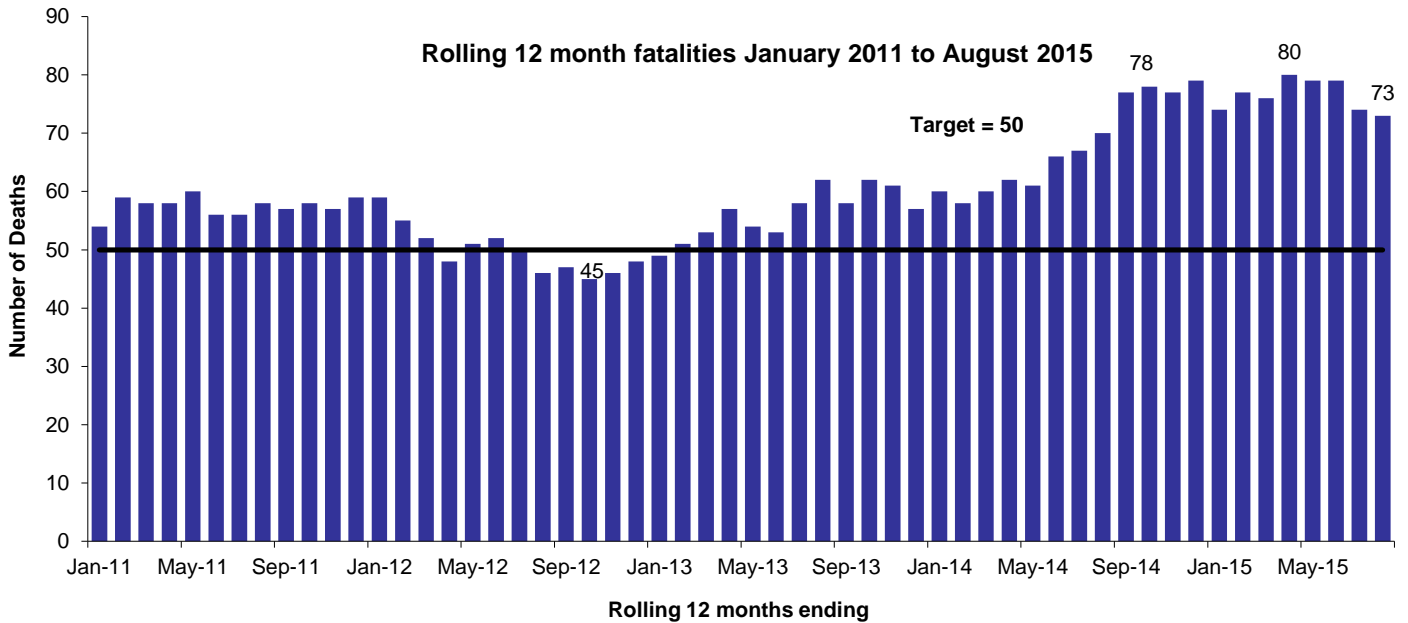
Table 5 Casualties resulting from single vehicle collisions¹ by injury severity and month: 1st January 2015 – 31st August 2015 compared with 1st January 2014 – 31st August 2014

	01 January 2014 – 31 August 2014					01 January 2015 – 31 August 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
January	1	10	11	99	110	1	8	9	94	103
February	0	7	7	85	92	0	16	16	97	113
March	3	15	18	96	114	2	19	21	81	102
April	1	7	8	57	65	2	12	14	76	90
May	1	20	21	88	109	1	14	15	58	73
June	2	13	15	105	120	4	19	23	96	119
July	1	18	19	83	102	1	8	9	94	103
August	2	15	17	86	103	1	14	15	82	97
Total	11	105	116	699	815	12	110	122	678	800

¹ Defined as a collision which involves no other party other than the vehicle itself

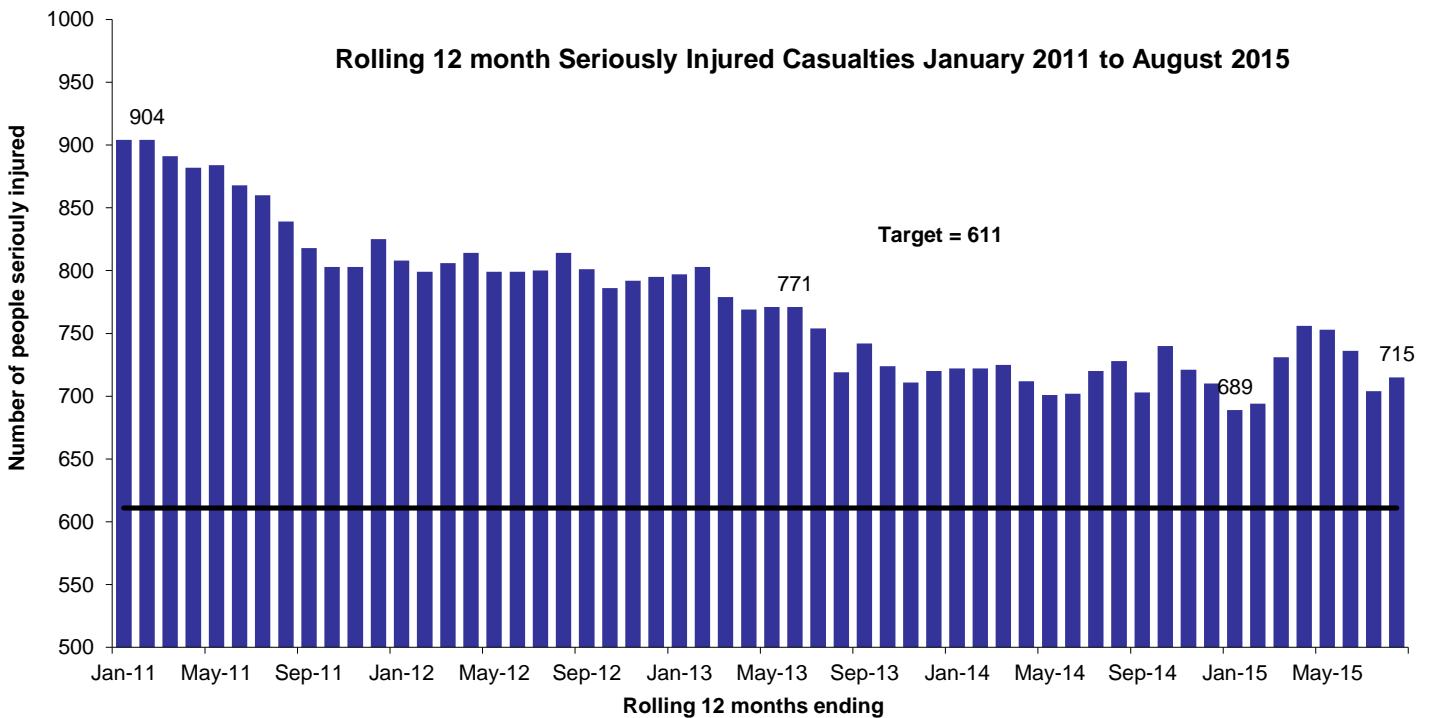
- There were 606 single vehicle collisions recorded between January and August 2015 which accounts for 15.6% of the total number of collisions recorded.
- There were 122 people killed or seriously injured as a result of a single vehicle collision between January and August 2015 which is six more than the 116 recorded in the same period last year.

Figure 1 Number of people killed on Northern Ireland's Roads – Rolling 12 months January 2011 to August 2015



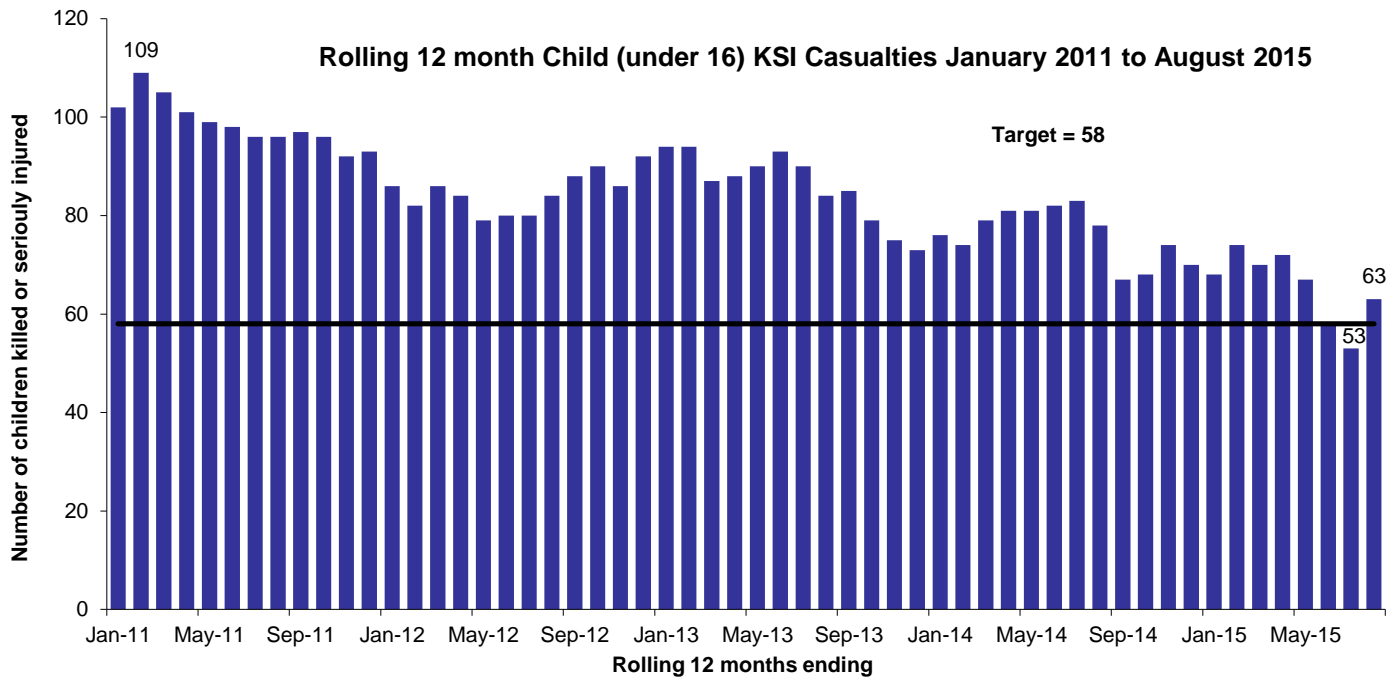
- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. Although, this figure has dipped below this target achieving 45 for the 12 month period ending October 2012, the current figure of 73 for the period 1st September 2014 to 31st August 2015 is 23 deaths above the target.

Figure 2 Number of persons seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to August 2015



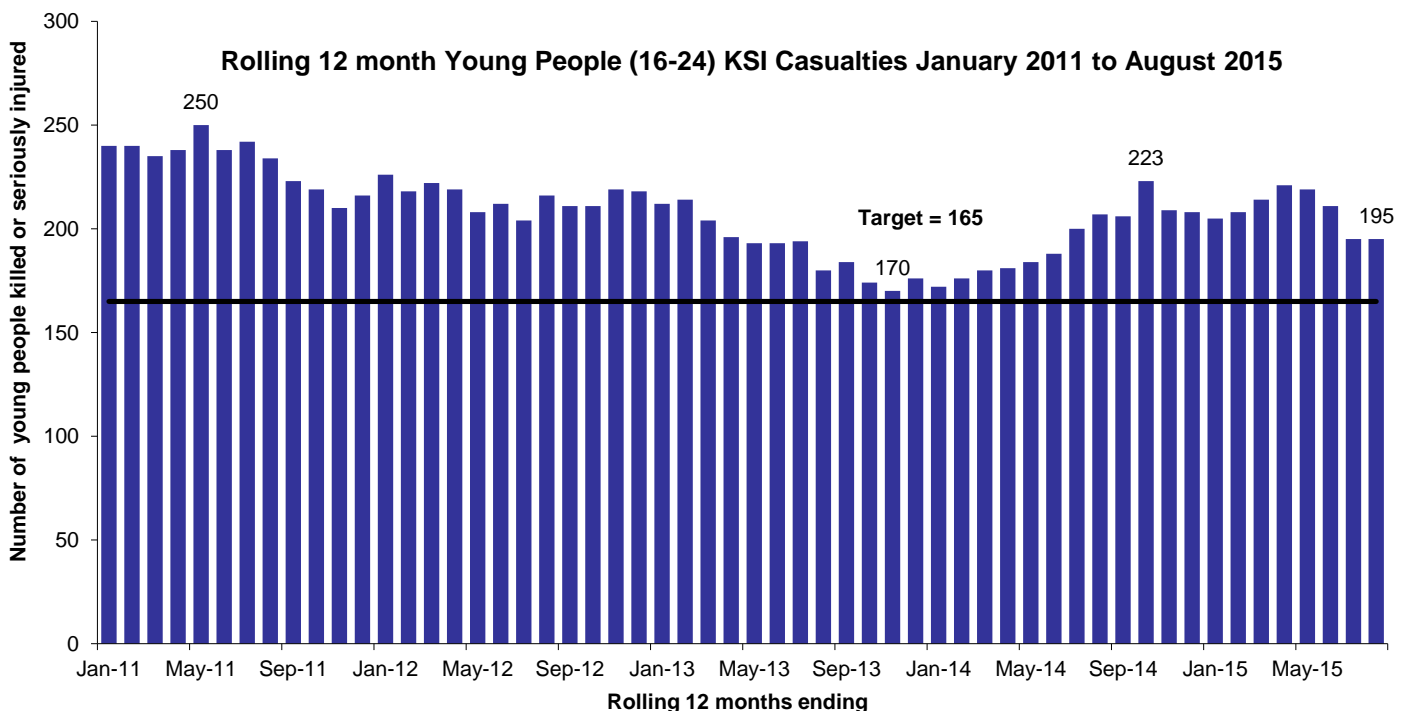
- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. The current rolling 12 month figure covering 1st September 2014 to 31st August 2015 provisionally sits at 715, more than 100 above the target.

Figure 3 Number of children killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to August 2015



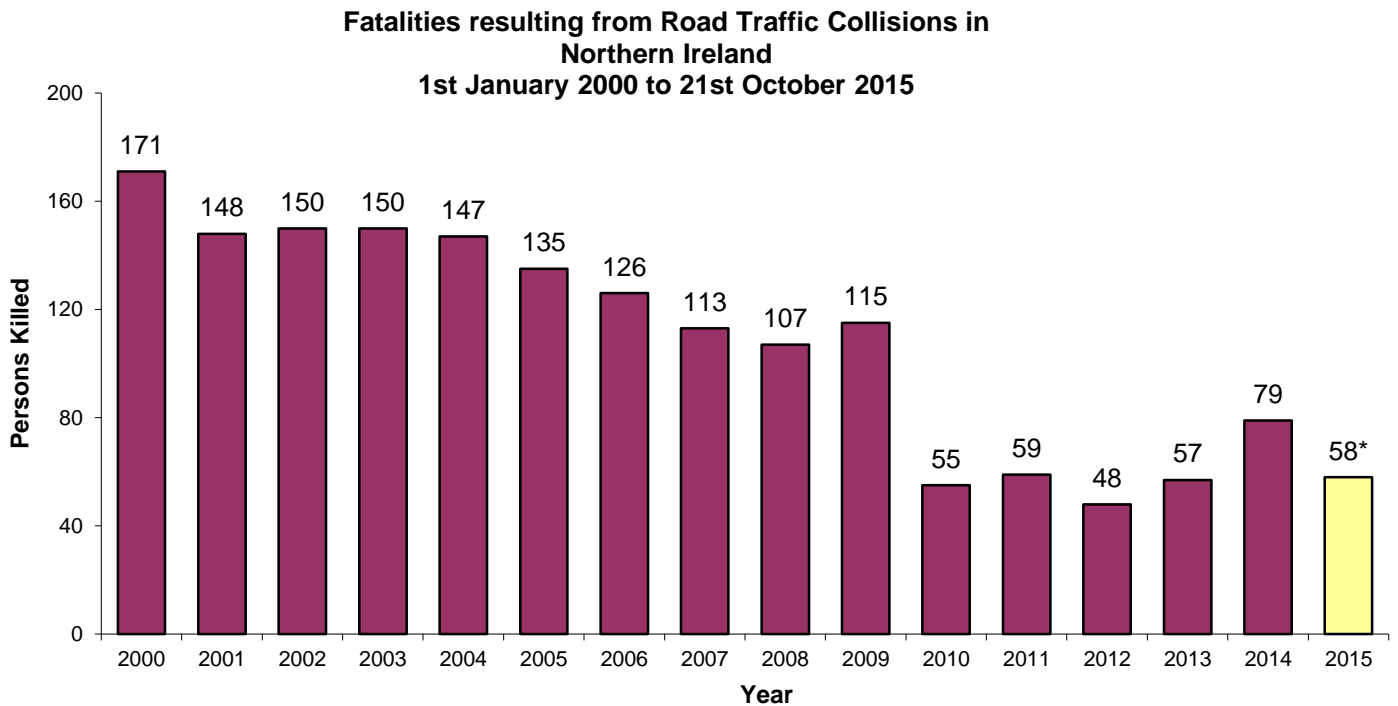
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. Although this was achieved last month, the current figure covering the period 1st September 2014 to 31st August 2015 provisionally sits five more than the target at 63.

Figure 4 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to August 2015



- The Strategy also has a target of a 55% reduction in the number of young people (16-24) killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 366 to fewer than 165 by 2020. The lowest rolling 12 month figure recorded for this target was 170 for the period ending November 2013, only 5 above this target, however the current figure to the end of August 2015 provisionally sits at 195.

Figure 5 Number of persons Killed on Northern Ireland's Roads – 2000 to 2015*



* Provisional fatality figure up to the 21st October 2015

- The number of people killed in road traffic collisions in the years up to and including 2009 was consistently above 100 and then in 2010, there was an unprecedented reduction in which fatalities fell to 55 (a reduction of 52%). This figure has fluctuated around this level until increasing to 79 deaths in 2014 (up 38.6% from 2013). In 2015 to the 21st October there have been 58 people killed which is eight less than the same period in 2014.
- Of the 58 road deaths occurring so far in 2015, 31 (53.4%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 16 occurred on urban roads (40 miles per hour or less) and 11 occurred on motorways or dual carriageways. The [Daily Fatal Report](#) on the [PSNI website](#) provides more information.

NOTES

Strengths and Limitations of the data

Strengths

The purpose of collating and reporting on injury road traffic collisions is to provide accurate and timely management information to the PSNI to assist them with tracking trends, identifying problem areas and in developing policies related to road policing issues. Police recorded injury road traffic collision and casualty statistics are used by a variety of organisations and individuals in the public and private sector as well as by the wider general public.

PSNI Statisticians attend the Standing Committee on Accident Statistics (SCRAS) and this gives a UK-wide focus to our work. We work closely with the Department for Transport to ensure that our work is comparable with other regions of the UK.

The Department of the Environment for Northern Ireland uses the PSNI's injury road traffic statistics to inform policy and monitor performance in relation to various road safety strategies. Similarly, the statistics are key to informing colleagues in the Department for Regional Development's Road Service in relation to identifying the location and causes of collisions so that they can assess whether a road engineering solution is required.

The statistics are also used to inform the [Northern Ireland Road Safety Partnership](#) on the need for cameras to enforce identified roads which are prone to injury road traffic collisions due to speeding or road junctions where collisions result from drivers ignoring the mechanical traffic signals (red light running). The statistics are widely referred to in the media and are used by those individuals or organisations with an interest in road safety.

Limitations

Comparison of road accident reports with death registrations shows that very few if any road accident fatalities are not reported to the police. However, it has long been known in GB (and by extension in NI) that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data.

The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures. However, police data on road accidents (STATS 19), whilst not perfect, remain the most detailed, complete and reliable single source of information on road casualties, in particular for monitoring trends over time.

One of the main limitations of police recorded injury road traffic collision statistics, as mentioned above, is the extent to which they represent the true level of injury road traffic collisions and casualties that occur within the UK. Extensive research has been conducted within GB in order to get an estimate of the level of this under-reporting. The research has generally focused on 2 sources of comparable information, (i) hospital admissions data¹ and (ii) survey data from The Travel Survey for Northern Ireland².

¹ Reported Road Casualties in Great Britain Annual Report 2011: Department for Transport
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2011>

² The Travel Survey for Northern Ireland 2012-2014
<https://www.drdni.gov.uk/publications/travel-survey-northern-ireland-tсни-headline-report-2012-2014>

While both comparisons would indicate that police recorded injury collision statistics are less complete than other sources, there are many reasons why this may be the case. For example, the police recorded statistics only relate to collisions that take place on the public roads and exclude collisions that occur on private land or public parks etc. Similarly, persons injured in certain types of collisions may be less likely to report these to the police e.g. casualties resulting from collisions where no motor vehicle is involved (cyclists falling off their bikes or colliding with pedestrians).

In Northern Ireland, police recorded serious injury collision casualties for 2013/14 equates to approximately 57% of the comparable figures on road casualties obtained from hospital admission statistics over the same period.

The Travel Survey for Northern Ireland indicates that 68% of persons involved in at least one road accident in which there was an injury made police aware of the collision, either by attending at the scene or reporting afterwards. (The confidence interval around this was +/- 8%).

The Department of Regional Development produce the Travel Survey for Northern Ireland which collects information on how and why people travel within Northern Ireland. The survey uses three years of data to ensure the analysis is robust.

Revisions

Revisions are carried out in accordance with our Revisions Policy, a copy of which is available in the Official Statistics section of the PSNI Statistics website. Figures published within a current financial year to date are provisional and will be subject to slight revision until figures for the full financial year are published. These amendments can happen for a number of reasons, such as a collision being included or excluded following further investigation by an officer.

Comparing this monthly bulletin with the previous one, published 23rd September 2015, the following revisions have been made:

Police recorded road traffic collision casualty figures by month						
		Collisions	Casualties			
	Month	No of injury collisions	Killed	Seriously Injured	Slightly Injured	Total casualties
Reported 3 rd July 2015	Apr-15	488	10	72	692	774
Reported 31 st July 2015	Apr-15	499	10	72	705	787
	May-15	436	3	50	667	720
Reported 28 th August 2015	Apr-15	500	10	72	706	788
	May-15	449	3	52	683	738
	Jun-15	483	10	49	698	757
Reported 25 th September 2015	Apr-15	501	10	72	711	793
	May-15	454	3	52	691	746
	Jun-15	501	10	50	729	789
	Jul-15	412	3	43	615	661
Reported 23 rd October 2015	Apr-15	501	10	72	711	793
	May-15	456	3	52	694	749
	Jun-15	514	10	51	748	809
	Jul-15	427	3	43	643	689
	Aug-15	465	8	68	659	735
Scale of Revision (Latest month compared with initial report)						
	Apr-15	13 (2.7%)	0	0	19 (2.7%)	19 (2.5%)
	May-15	20 (4.6%)	0	2 (4.0%)	27 (4.0%)	29 (4.0%)
	Jun-15	31 (6.4%)	0	2 (4.1%)	50 (7.2%)	52 (6.9%)
	Jul-15	15 (3.6%)	0	0	28 (4.6%)	28 (4.2%)

Comparisons with Great Britain

Results from the most recent period covered by the Department for Transport statistical releases (published 25th June 2015) refer to the 2014 calendar year. Key points from the publication are as below:

- An increase in the number of reported road deaths to 1,775 fatalities in 2014. This is 4%, or 62 deaths, higher than in 2013. It is the third lowest year on record.
- The number of people seriously injured in accidents reported to the police rose by 5% to 22,807 casualties in 2014. This is the first rise in serious injuries since 1994.
- Overall, there was a total of 194,477 reported casualties in 2014, up 6% from 2013.

- Almost three-quarters of the increase in fatalities were pedestrians. There were 446 pedestrian fatalities in 2014, up 12% (or 48 deaths) from the 2013 level. Significantly, the number of pedestrians aged 60 or over who were killed increased by 45 between 2013 and 2014, accounting for a significant proportion of the increase in fatalities.

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-main-results-2014>.

Additional Data

More detailed statistical tables on injury road traffic collisions in Northern Ireland are available on the Police Recorded Injury Road Traffic Statistics section of the PSNI website.

Further Information

Further information is available in the [Police Recorded Injury Road Traffic Collision Statistics Northern Ireland User Guide](#) on the [PSNI website](#).

Also note that PSNI Statistics Branch will publish more detailed 2015 annual reports in March and June 2016. These reports will provide detailed information on casualties, causation, location, conditions and comparisons with other areas. If you have anything that you would like to see included in these reports, please feel free to contact us, details are provided on the cover page.

Further Research

Research into road traffic collisions and casualties can be directed by visiting:

www.roadsafetyobservatory.com

www.dft.gov.uk

www.pacts.org.uk

www.trl.co.uk

www.doeni.gov.uk

Recorded road traffic collision and casualty definitions

Collisions: Collisions involving personal injury occurring on the public highway (including footpaths) in which a vehicle is involved. Collisions are categorised as either 'Fatal', 'Serious' or 'Slight' according to the most severely injured casualty.

Killed: Died within 30 days from injuries received in a collision.

Serious Injury: An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushings, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

KSI: Refers to collisions or casualties where someone was killed or seriously injured.

Slight Injury: An injury of a minor character such as a sprain, bruise or cut not judged to be severe, or slight shock requiring roadside attention.

Casualty: A person who sustains a slight, serious or fatal injury.

Children: Persons under 16 years of age.

Vehicles Involved: Vehicles whose occupants are injured, vehicles suffering damage, vehicles that contribute to the collision, and horses being ridden at the time of the collision. Vehicles that collide after the initial impact causing injury are not included unless they aggravate the degree of injury or lead to further casualties.

Drivers of motor vehicles: Drivers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses and buses

Motorcyclists: Drivers/riders of mopeds and motorcycles. Includes riders of two-wheeled motor vehicles, motorcycle combinations, scooters and mopeds.

Pedal cyclists: Drivers/riders of pedal cycles. Includes children riding toy cycles on the carriageway and the first rider of a tandem.

Passengers: Occupants of vehicles other than the driver or rider. Passengers of hackneys, cars, motor caravans, LGVs, HGVs, cars used as taxis, minibuses, buses and pedal cycles.

Pillion passengers: Passenger on a moped or motorcycle.

Other road users: Drivers and passengers of invalid / 3 wheelers, tractors, ridden horses, other motor vehicles and other non motor vehicles.

Pedestrians: Include

- Children on scooters, roller skates or skateboards;
- Children riding toy cycles on the footpath;
- Persons pushing bicycles or other vehicles or operating pedestrian-controlled vehicles;
- Persons leading or herding animals;
- Occupants of prams or wheelchairs;
- People who alight safely from vehicles and are subsequently injured;
- Persons pushing or pulling a vehicle;
- Persons other than cyclists holding on to the back of a moving vehicle