

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 July 2015

Published 25th September 2015

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Keeping People Safe

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

Published 25th September 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 July 2015 based on figures that were compiled on 23rd September 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 July 2015

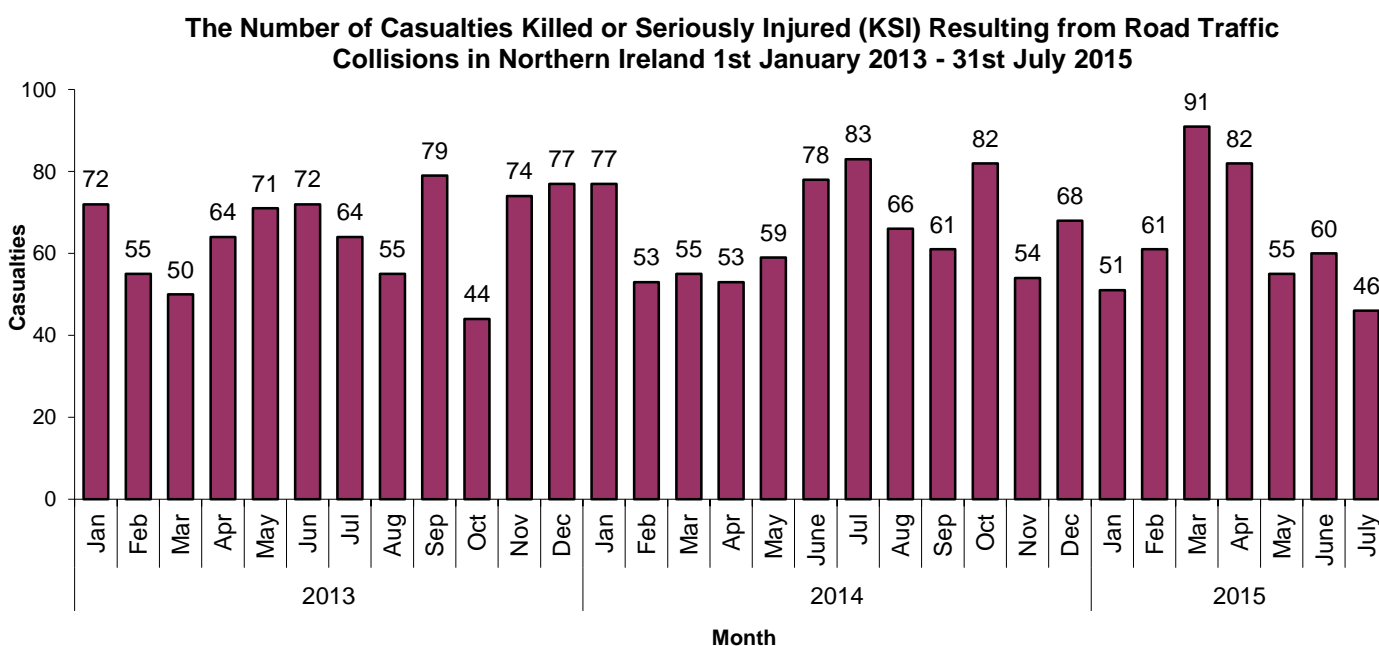
- There were 3,379 collisions recorded between January and July 2015 resulting in a total of 5,371 casualties. This is comprised of 39 fatalities, 407 people seriously injured and a further 4,925 people slightly injured. For the same time period last year there were 3,483 collisions of which there were 5,341 casualties comprised of 44 fatalities, 414 people seriously injured and 4,883 people slightly injured.
- There were 30 more casualties recorded between January and July 2015 than the same time period last year despite there being 104 fewer collisions reported this year. The rise in casualties is due to an increase in 42 more people being slightly injured while in contrast there were 5 fewer people killed and 7 fewer people seriously injured during this seven month period in comparison with January to July 2014.
- There were 46 people killed or seriously injured in July 2015 which is the fewest recorded in a calendar month since the 44 recorded in October 2013. This represents 14 fewer KSI casualties than the previous month of June 2015 and 37 fewer than that of July 2014.

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

	01 January 2014 – 31 July 2014					01 January 2015 – 31 July 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	691	746
June	10	68	78	815	893	10	50	60	729	789
July	8	75	83	657	740	3	43	46	615	661
Total	44	414	458	4,883	5,341	39	407	446	4,925	5,371

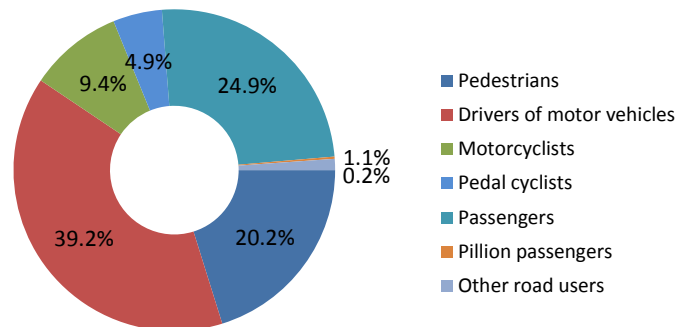
¹ Killed or seriously injured * Figures are provisional and subject to change

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



- Drivers of motor vehicles were the single largest casualty class from 1st January to 31st July 2015 and accounted for 39.2% of all casualties killed or seriously injured. Passengers accounted for 24.9% of KSI casualties, followed by pedestrians (20.2%), motorcyclists (9.4%) and pedal cyclists (4.9%).

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



- There has been an overall reduction in the number of casualties amongst vulnerable road users (pedestrians, motorcyclists and pedal cyclists) with the number killed and seriously injured in this group reducing by 48 when comparing January to July 2015 with the same time period last year. The pedestrian KSI figure reduced by 13, motorcyclists by 24 and pedal cyclists by 11 during this seven month time period in comparison with January to July 2014.
- In contrast, there has been an increase in the number of driver and passengers killed or seriously injured with 10 more driver and 28 more passenger KSI casualties recorded between January and July 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 July 2015 compared with January to July 2014

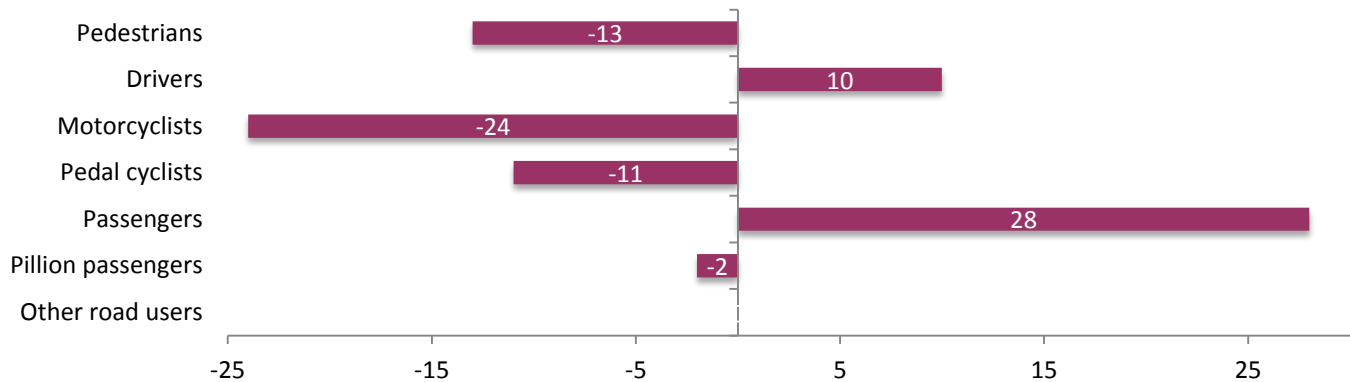


Table 2 Number of police recorded road traffic casualties by road user type: 1st January 2015 – 31st July 2015 compared with 1st January 2014 – 31st July 2014

	01 January 2014 – 31 July 2014					01 January 2015 – 31 July 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Pedestrians	11	92	103	352	455	8	82	90	320	410
Drivers of motor vehicles	15	150	165	2,688	2,853	16	159	175	2,769	2,944
Motorcyclists	10	56	66	115	181	3	39	42	112	154
Pedal cyclists	1	32	33	170	203	0	22	22	125	147
Passengers	5	78	83	1,521	1,604	9	102	111	1,572	1,683
Pillion passengers	0	3	3	4	7	0	1	1	1	2
Other road users	2	3	5	33	38	3	2	5	26	31
Total	44	414	458	4,883	5,341	39	407	446	4,925	5,371

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

- There were 505 child (under 16) casualties recorded between 1st January and 31st July 2015, 3 of whom were killed, 33 were seriously injured and 469 were slightly injured. During the same period the previous year, there were 521 child casualties of whom 3 were killed, 50 were seriously injured and 468 were slightly injured.
- KSI casualties recorded among vulnerable age groups in January to July 2015 all showed a reduction in comparison with the same time period last year. The number of children, young people (aged 16 to 24) and older people (aged 65 and over) killed or seriously injured all reduced during this period by 17, 13 and one respectively from that of January to July 2014.
- While males comprise approximately 60% of those killed or seriously injured, there were 38 fewer male KSI casualties between January and July 2015 than the same time period last year (falling by 12.2%). The biggest reduction was that of male children which halved the number of KSI casualties from 36 to 18.
- In contrast, there were 26 more females killed or seriously injured during this seven month period than the same time period last year (an increase of 17.7%) with those from the 50 to 64 and 65+ age groups in particular showing an increase from that of last year rising by 10 and 12 respectively.

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

	01 January 2014 – 31 July 2014					01 January 2015 – 31 July 2015*				
	Killed	Seriously injured	KSI ¹	Slightly injured	Total	Killed	Seriously injured	KSI ¹	Slightly injured	Total
Male										
Under 16	3	33	36	243	279	1	17	18	243	261
16 - 24	7	76	83	552	635	6	69	75	574	649
25 - 34	5	44	49	555	604	4	53	57	552	609
35 - 49	10	57	67	639	706	4	55	59	643	702
50 - 64	4	39	43	384	427	6	40	46	365	411
65 +	9	22	31	165	196	5	13	18	191	209
Unknown	0	2	2	17	19	0	0	0	10	10
Total	38	273	311	2,555	2,866	26	247	273	2,578	2,851
Female										
Under 16	0	17	17	224	241	2	16	18	225	243
16 - 24	1	41	42	525	567	2	35	37	526	563
25 - 34	0	19	19	498	517	0	20	20	513	533
35 - 49	0	19	19	538	557	0	27	27	540	567
50 - 64	1	21	22	348	370	3	29	32	332	364
65 +	4	23	27	180	207	6	33	39	194	233
Unknown	0	1	1	14	15	0	0	0	16	16
Total	6	141	147	2,327	2,474	13	160	173	2,346	2,519
All										
Under 16	3	50	53	468	521	3	33	36	469	505
16 - 24	8	117	125	1,077	1,202	8	104	112	1,100	1,212
25 - 34	5	63	68	1,053	1,121	4	73	77	1,065	1,142
35 - 49	10	76	86	1,177	1,263	4	82	86	1,183	1,269
50 - 64	5	60	65	732	797	9	69	78	697	775
65 +	13	45	58	345	403	11	46	57	385	442
Unknown	0	3	3	31	34	0	0	0	26	26
Total²	44	414	458	4,883	5,341	39	407	446	4,925	5,371

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 July 2015 compared with 1st January 2014 – 31st July 2014

District/Area	01 January 2014 – 31 July 2014					01 January 2015 – 31 July 2015*				
	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total	Killed	Seriously Injured	Total KSI ¹	Slightly Injured	Total
Belfast City	4	63	67	1,248	1,315	4	58	62	1,226	1,288
Antrim & Newtownabbey	2	29	31	356	387	3	24	27	378	405
Causeway Coast & Glens	5	47	52	329	381	4	27	31	266	297
Derry City & Strabane	4	41	45	358	403	4	20	24	373	397
Mid & East Antrim	1	30	31	324	355	3	40	43	268	311
North Area Policing	12	147	159	1,367	1,526	14	111	125	1,285	1,410
Ards & North Down	1	27	28	348	376	4	20	24	365	389
Armagh City, Banbridge & Craigavon	6	37	43	448	491	3	58	61	441	502
Fermanagh & Omagh	5	22	27	278	305	5	32	37	348	385
Lisburn & Castlereagh City	3	30	33	412	445	4	31	35	487	522
Mid Ulster	6	30	36	332	368	4	47	51	347	398
Newry, Mourne & Down	7	58	65	450	515	1	50	51	426	477
South Area Policing	28	204	232	2,268	2,500	21	238	259	2,414	2,673
Northern Ireland Total	44	414	458	4,883	5,341	39	407	446	4,925	5,371

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

- Fermanagh & Omagh District has had the highest number of road deaths recorded between 1st January and 31st July 2015 with five. In contrast, Newry, Mourne & Down which had the most deaths by District recorded in 2014 has had six fewer deaths recorded during this period.
- Belfast City and Armagh City, Banbridge & Craigavon Districts had the joint highest number of people seriously injured between January and July 2015 with 58 each.
- Causeway Coast & Glens and Derry City & Strabane had the joint largest decrease in KSI Casualties with both Districts reducing by 21 from that recorded between January and July 2014.

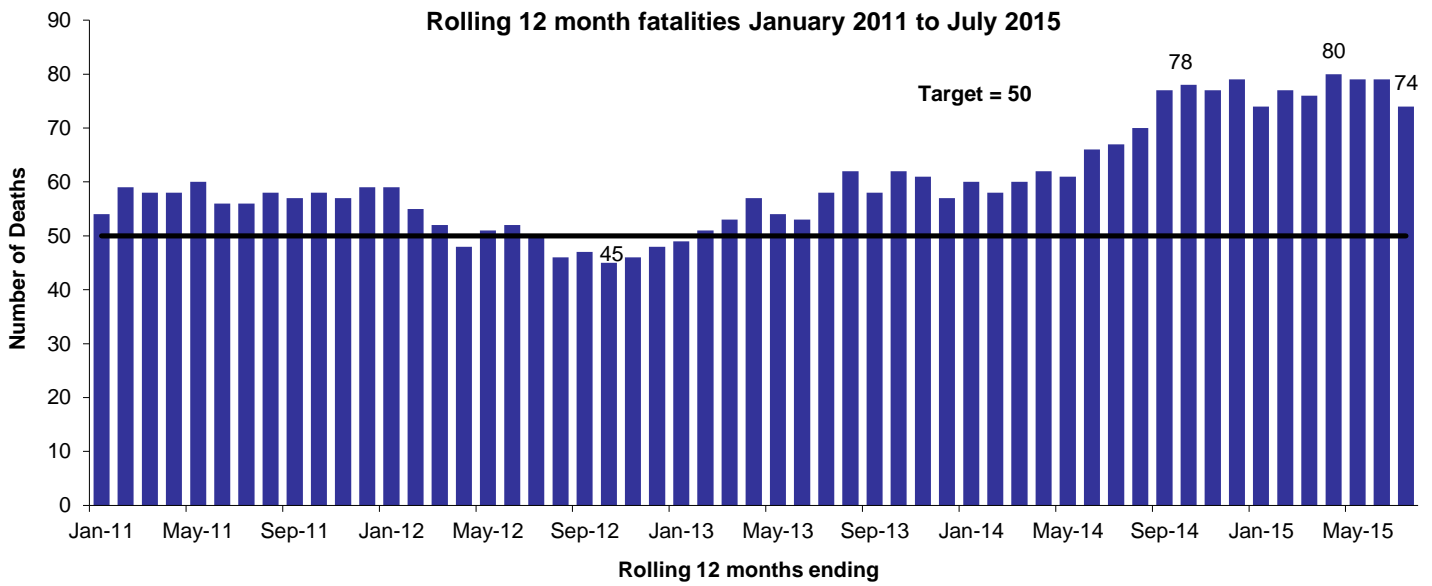
Table 5 Casualties resulting from single vehicle collisions¹ by injury severity and month: 1st January 2015 – 31st July 2015 compared with 1st January 2014 – 31st July 2014

	01 January 2014 – 31 July 2014					01 January 2015 – 31 July 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	77	91
May	1	20	21	88	109	1	14	15	56	71
June	2	13	15	105	120	1	18	19	92	111
July	1	18	19	83	102	0	8	8	90	98
Total	9	90	99	613	712	7	95	102	587	689

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

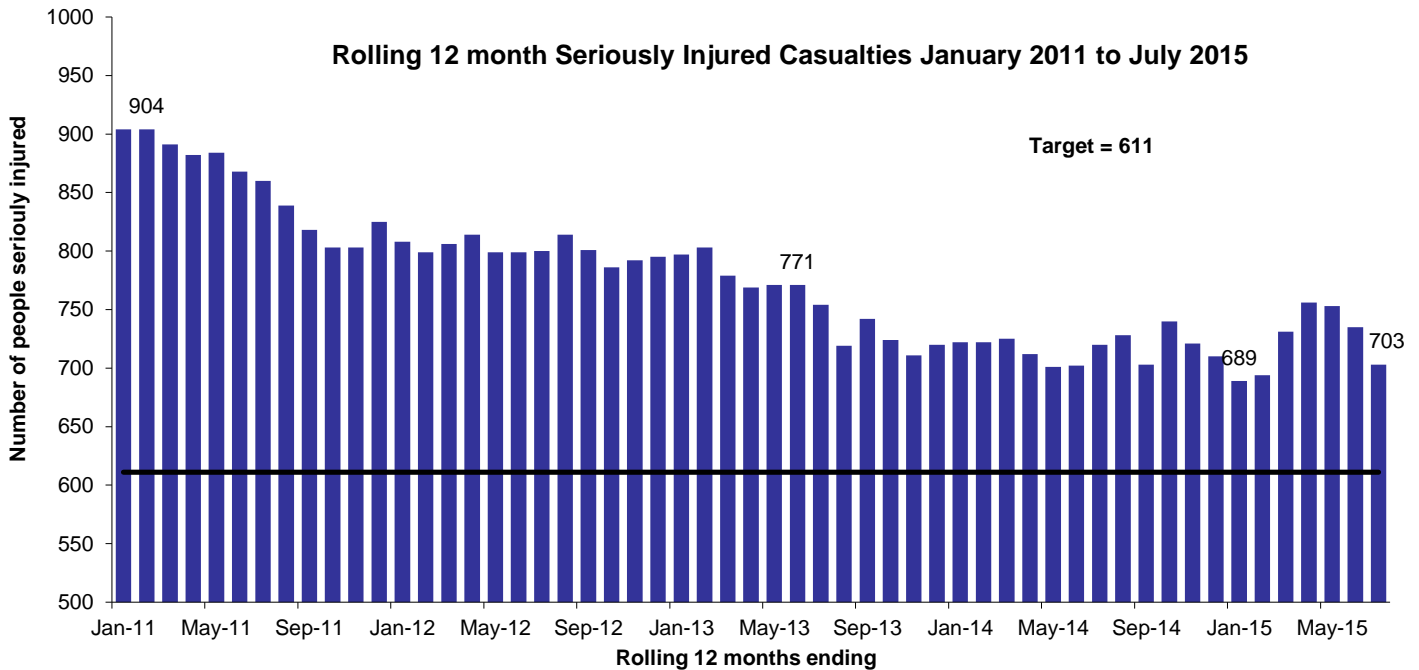
- There were 527 single vehicle collisions recorded between January and July 2015 which accounts for 15.6% of the total number of collisions recorded.
- There were 102 people killed or seriously injured as a result of a single vehicle collision between January and July 2015. This is 3 more than the 99 recorded in the same time period last year.

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



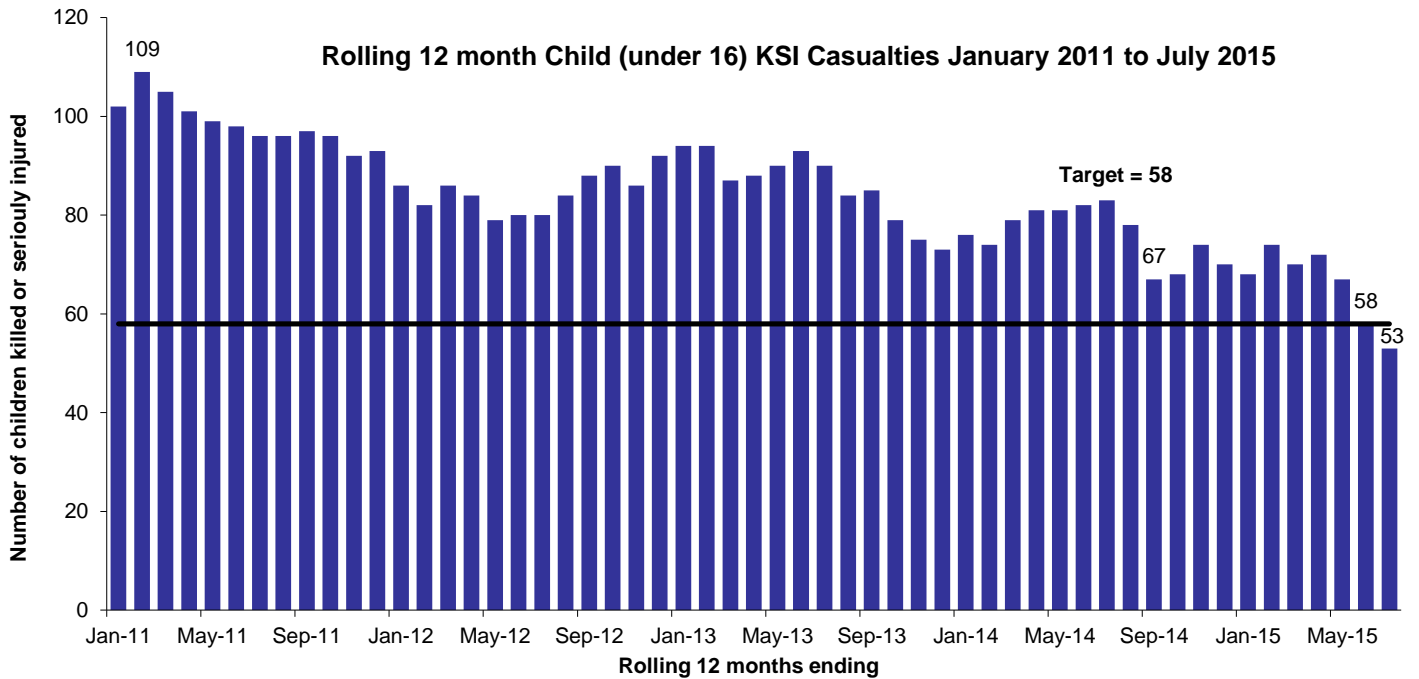
- The Department of Environment's Northern Ireland Road Safety Strategy aims at a 60% reduction on the number of fatalities on Northern Ireland's roads each year, from the 2004 – 2008 average of 126 to fewer than 50 by 2020. Although, this figure has dipped below this target achieving 45 for the 12 month period ending October 2012, the current figure of 74 for the period 1st August 2014 to 31st July 2015 is 24 deaths above the target.

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



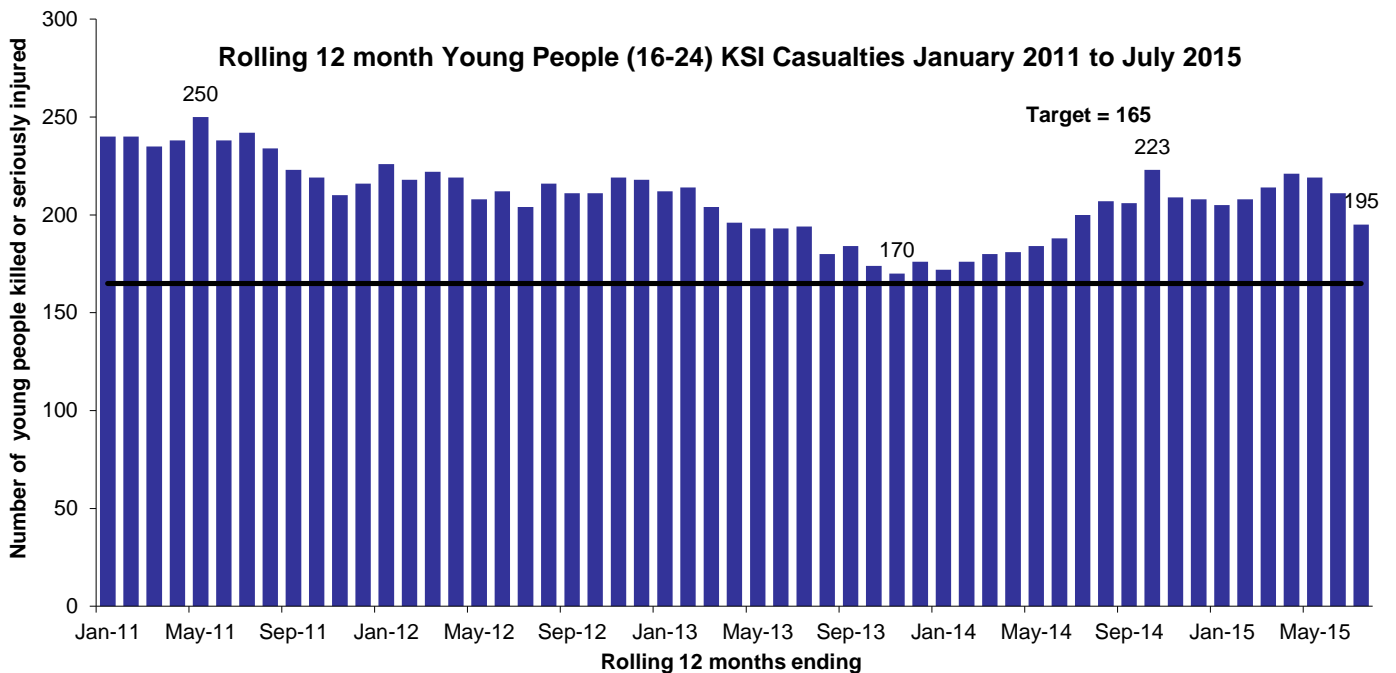
- The Department of Environment's Northern Ireland Road Safety Strategy also aims at a 45% reduction in the number of persons seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 1,111 to fewer than 611 by 2020. The current rolling 12 month figure covering 1st August 2014 to 31st July 2015 provisionally sits at 703, 32 fewer than the 735 recorded last month to June 2015.

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



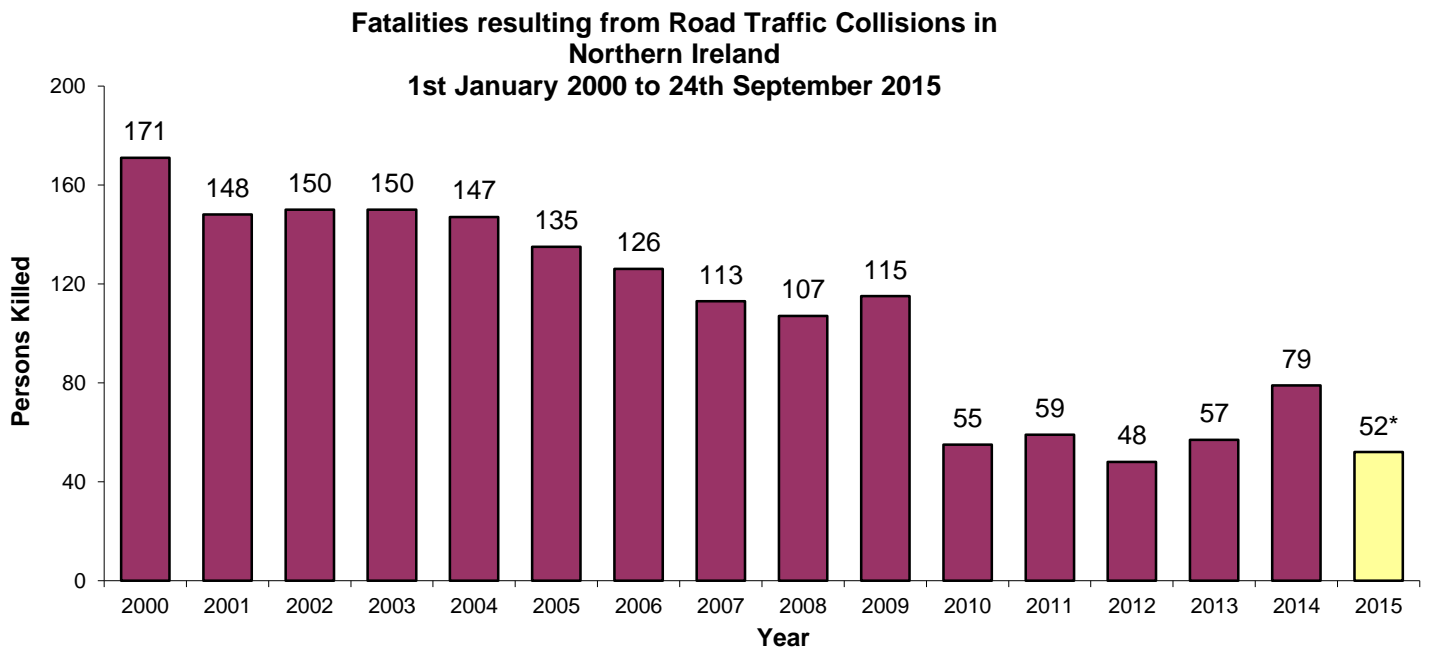
- The Road Safety Strategy has set a target of 55% reduction in the number of children killed or seriously injured on Northern Ireland's roads each year, from the 2004 – 2008 average of 128 to fewer than 58 by 2020. The current figure covering the period 1st August 2014 to 31st July 2015 provisionally sits at 53, the lowest rolling 12 month figure achieved and the first time this figure has achieved the target.

Figure 4 Number of young people (16-24) killed or seriously injured on Northern Ireland's Roads – Rolling 12 months January 2011 to July 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 July 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 24th September 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 this year to the 23rd September there have been 52 people killed which is six fewer at this stage than the same time period in 2014.
- Of the 52 road deaths occurring so far in 2015, 33 (63.5%) occurred on rural roads (defined as where the speed limit is over 40 miles per hour excluding motorways and dual carriageways) while 13 occurred on urban roads (40 miles per hour or less) and six 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 National Travel Survey².

¹ Reported Road Casualties in Great Britain: 2010 Annual Report.: Hospital Admissions data on Road Casualties. Department for Transport
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-06.pdf>

² Reported Road Casualties in Great Britain: 2010 Annual Report. Survey Data on Road Accidents. Department for Transport
<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/rrcgb2010-05.pdf>

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 over the 3 year period 2010/11 -2012/13 equate to around 64%-66% of the comparable figures on road casualties obtained from hospital admission

statistics over the same period. The Northern Ireland Travel Survey has only recently been modified to include the relevant road collision questions and therefore comparable information is not yet available.

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 28th August 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
Scale of Revision (Latest month compared with initial report)						
	Apr-15	13 (2.7%)	0	0	19 (2.7%)	19 (2.5%)
	May-15	18 (4.1%)	0	2 (4.0%)	24 (3.6%)	26 (3.6%)
	Jun-15	18 (3.7%)	0	1 (2.0%)	31 (4.4%)	32 (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