

Debate Pack

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E-petitions on road traffic offences for fatal collisions

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Background

On Monday 15 November there will be a debate considering the following motion: “that this House has considered e-petitions [323926](#) and [575620](#), relating to road traffic offences for fatal collisions”. These petitions both highlight cases of fatal road traffic accidents and call for tougher penalties for people who fail to stop and report such accidents. The debate will be led by Christina Rees MP, and has been tabled by the Petitions Committee. The Library has prepared the following material about these petitions, current relevant legislation and potential changes to the law.

1.1

The Petitions

The motion is to consider two related e-petitions, which both highlight cases of fatal road traffic accidents and call for tougher penalties for people who fail to stop and report them.

The first petition, titled “Tougher sentences for hit and run drivers who cause death” ([323926](#)) closed on 20 January 2021 and received 104,324 signatures. The text was as follows:

“The maximum penalty for failure to stop after an incident is points and a 6-month custodial sentence. Causing death by careless/dangerous driving is between 5-14 yrs. The sentence for failing to stop after a fatal collision must be increased.

Our sons, Matt aged 25 & Paul aged 23, were both killed on their motorbikes just 9 months apart. Both drivers fled the scene. We are not the only families to have suffered this tragedy or endure unjust sentencing. We at the Roads Injustice Project want the laws changed as we feel they are both outdated and unfair. Tougher sentences are needed for the life sentence we have to deal with every single day from the loss of our son's due to the actions of somebody else.”¹

On 28 August 2020, the Ministry of Justice provided the following response to the petition:

“It is wholly irresponsible for drivers to fail to stop and report an incident. However, the offence of failing to stop should not be used to punish an offender for a serious, but not proven, offence.

¹ E-petition Number 323926 “[Tougher sentences for hit and run drivers who cause death](#)” closed 20 January 2021

We were very sorry to read of the deaths of Matt and Paul; our sympathies are with their families and friends.

Failure to stop and report offences are often referred to as “hit and run” but this is not an accurate reflection of the offence. The offence is designed to deal with the behaviour relating to the failure to stop, not to provide an alternative route to punish an offender for a more serious, but not proven, offence.

The vast majority of the 2,820 convictions in 2019 for failure to stop and report offences involve low level traffic incidents where, for example, a driver clips the wing mirror of another vehicle in a narrow street. This is reflected in current sentencing practice where by far the most common sentence for this offence is a fine. In a small number of cases the failure to stop or report may be related to an event which leads to the death or serious injury of another person. Where there is evidence that the driver caused harm, there is a range of offences for which the driver may be charged including causing death or serious injury from dangerous or careless driving and the courts will treat the failure to stop as a further and aggravating factor in the sentencing decision. Where the driver takes action to avoid detection this may amount to perverting the course of justice, an offence which carries a life sentence maximum.”²

The second petition, titled “Ryan's Law: Widen definition of 'death by dangerous driving'” ([575620](#)) closed on 2 September 2021 and received 167,470 signatures. The text was as follows:

“The offence of causing 'death by dangerous driving' should be widened to include: failure to stop, call 999 and render aid on scene until further help arrives.

A hit & run driver left my brother Ryan in the road & he died. Hiding for 36 hours, charged with failure to stop, the driver received a suspended sentence/fine. Failure to stop/careless driving offers lighter custodial sentences & focuses on fines/suspensions. Drivers should STOP, ring 999 & render AID until help arrives. If they do not they should face charges for death by dangerous driving. The Law should require this & aim to reduce the number of hit & runs & roadside deaths. With this definition, a minimum 10 years-max life sentence, citizens would be better protected.”³

On 24 March 2021, the Department for Transport provided the following response to the petition:

² E-petition Number 323926 “[Tougher sentences for hit and run drivers who cause death](#)” closed 20 January 2021

³ E-petition Number 575620 “[Ryan's Law: Widen definition of 'death by dangerous driving'](#)” closed 2 September 2021

“It is unacceptable for drivers to fail to stop and report an incident. However, the offence should not be used to punish an offender for a serious, but unproven, offence.

Ministers are aware of the tragic circumstances surrounding the death of Ryan Saltern and extend their sympathy to family and friends.

Failure to stop and report offences are often referred to as “hit and run”, but this is not an accurate reflection of the offence. The offence is designed to deal with behaviour relating to failing to stop, not as an alternative route to punish an offender for a more serious, but unproven offence.

The vast majority of failure to stop and report offences involve low level traffic incidents, for example where a driver clips the wing mirror of another vehicle in a narrow street.

In a small number of cases, the failure to stop or report may be related to an incident which leads to the death or serious injury of another person. Where there is evidence the driver caused harm, there is a range of offences for which the driver may be charged including causing death or serious injury from dangerous or careless driving. In these cases, the courts will treat the failure to stop as a further aggravating factor in the sentencing decision. Where there is evidence that the driver tried to frustrate justice or avoid detection, they may also be charged with perverting the course of justice, which carries a life sentence as a maximum penalty.

The Government takes this issue seriously. The Department for Transport is looking into the issue of such incidents of failure to stop resulting in death or serious injury, and exploring whether there are further options that can be pursued.”⁴

1.2 Current offences

Penalties for road traffic offences (apart from drink driving) are a reserved power and the UK Government legislates for England, Wales and Scotland on this area of law. Both the Road Traffic Act 1988 (RTA) and the Road Traffic Offenders Act 1988 (RTOA), which cover these relevant offences, apply to England, Wales and Scotland.

Table 1 below summarises relevant offences and their respective maximum sentences. Further detail on each offence is provided below.

⁴ E-petition Number 575620 “[Ryan's Law: Widen definition of 'death by dangerous driving'](#)” closed 2 September 2021

Table 1 Summary of relevant offences and sentences

Offence	Maximum sentence⁵
Failing to Stop/Report an Accident	Six months' imprisonment and/or an unlimited fine
Careless Driving	Unlimited fine
Dangerous driving	Two years' imprisonment and/or an unlimited fine
Causing death by careless driving	Five years' imprisonment
Causing death by dangerous driving	14 years' imprisonment and/or an unlimited fine (to rise to Life imprisonment under PCSC Bill)
Causing death by careless driving under the influence of drink or drugs	14 years' imprisonment and/or an unlimited fine (to rise to Life imprisonment under PCSC Bill)

Failing to Stop/Report an Accident

Crown Prosecution Service (CPS) Sentencing Guidelines say the following about the duty for drivers to, in the case of a road accident, stop and/or report that accident. Failure to do so can invite a maximum six month prison sentence:

“Section 170(2) of the Road Traffic Act (RTA) 1988 provides that the driver of the motor vehicle must stop and, if required to do so by any person having reasonable grounds for so requiring, give his name and address, the name and address of the owner of the vehicle and the identification marks of the vehicle. The duty to stop means to stop sufficiently long enough to exchange the particulars above.

Section 170(3) of the RTA places an obligation on the driver, if he does not give his name and address under subsection (2) above, to report the accident to a police constable or police station as soon as reasonably practicable and in any case within 24 hours. The duty to report means 'as soon as reasonably practicable': (Bulman v Bennett [1974] RTR 1). It does not mean the driver has 24 hours within which to report the collision.

⁵ Excluding licence points/disqualification periods which may also apply.

When the evidence reveals a failure to comply with both subsections (2) and (3), proceedings should be brought for both offences. The failure to stop is usually viewed as the more serious of the two.

A person who fails to comply with subsection (2) or (3) above is guilty of an offence punishable with a maximum sentence of six months' imprisonment.”⁶

Some campaigners, including those who instigated and signed the two petitions this debate addresses, consider that this six-month prison sentence is inadequate, especially in instances where a road traffic accident has led to serious injury or death. There is a substantial difference between the maximum six-month sentence for this crime, and the maximum sentences for death by dangerous or careless driving (see below).

Dangerous and careless driving offences

Together the [Road Traffic Act 1988](#) (RTA) and the [Road Traffic Offenders Act 1988](#) (RTOA) provide for the offences of dangerous and driving “without due care and attention” (referred to as careless driving) and the related sentences.

[Part 1 of Schedule 2](#) of the RTOA provides for the sentences for these offences:

- For persons found guilty of an offence of dangerous driving, the maximum penalty is two years' imprisonment and/or an unlimited fine. The courts must also disqualify the driver from driving for at least a year and order an extended retest.
- For persons found guilty of an offence of careless driving the maximum penalty is a level five fine. The court must also either endorse the driver's licence with between 3 and 9 penalty points or impose disqualification for a fixed period and/or until a driving test has been passed.⁷

Causing death by dangerous or careless driving

The RTA also provides for offences where a driver causes death by dangerous driving (section 1), careless driving (section 2B), or causing death by careless driving under the influence of drink or drugs (section 3A).

[Part 1 of Schedule 2](#) of the RTOA provides for the sentences for these offences:

- The maximum penalty for causing death by careless driving is five years' imprisonment with a mandatory minimum period of disqualification of twelve months.
- The maximum penalty for the offence of causing death by dangerous driving is 14 years' imprisonment and/or an unlimited fine. The court

⁶ Crown Prosecution Service [Road Traffic - Summary Offences](#) Accessed 3 November 2021

⁷ CPS, [Road Traffic Charging](#), 3 Jan 2019

must also disqualify the driver from driving for at least two years. The same is true for causing death by careless driving under the influence of drink or drugs.⁸

Under the Police, Crime, Sentencing and Courts Bill (PCSC Bill)⁹, currently going through Parliament, the maximum penalties for causing death by dangerous driving, or for causing death by careless driving under the influence of drink or drugs would rise from 14 years to life imprisonment.

Failing to stop or report accidents involving actual or potential serious or fatal injury

The sentencing changes proposed in the PCSC Bill followed a [consultation](#) exercise by the Ministry of Justice which ran from 5 December 2016 to 1 February 2017. While the main scope of that consultation was around sentencing and offences for fatal driving incidents, in the Government's response to that consultation, it noted that 3% (105) of consultation comments related to 'failure to stop' offences, "in particular expanding the scope and increasing the maximum penalty for the offence."¹⁰

MPs Ben Bradshaw and Munira Wilson tabled an amendment to the PCSC Bill which would have addressed this issue by amending the relevant section 170 of the Road Traffic Act 1988, to create a new offence. This amendment was ultimately not selected for debate. The Member's explanatory statement on this amendment was as follows:

"This new clause creates a new offence of failing to stop or report accidents where the driver knew that the accident had caused serious or fatal injury, or where he ought reasonably to have realised that it might have done so, with a maximum sentence of 14 years custody."¹¹

In a 2018 debate, Eddie Hughes MP highlighted the fact that because of the large difference in penalties for death by dangerous driving compared to failure to stop/report an accident, there could be perverse incentives for drivers to flee the scene of a fatal road accident they had caused, rather than stay. He quoted Brake, the road safety charity, saying:

"There needs to be a new charge of 'failing to stop following a fatal or serious injury crash'. This would not have any requirement to prove the driver who failed to stop caused the crash, as there can be an assumption that if they fled, they caused it. This is necessary because, at present,

⁸ CPS, [Road Traffic Charging](#), 3 Jan 2019

⁹ [Police, Crime, Sentencing and Courts Bill \[HC\] 2019-21, 2021-22](#). For more information on Road Traffic offences in the PCSC Bill see [Police, Crime, Sentencing and Courts Bill: Part 5 Road Traffic](#) Commons Library Briefing Paper CBP-9166, 12 March 2021

¹⁰ P.41 Ministry of Justice [Response to the consultation on driving offences and penalties relating to causing death or serious injury](#) Cm 9518, October 2017

¹¹ NC20 Police, Crime, Sentencing and Courts Bill, As Amended [Amendment Paper: Report Stage](#) Monday 5 July 2021

British law acts as an incentive for the worst law-breaking drivers to flee a crash if they kill someone. If a drink or drug driver kills someone and remains at the scene, they are likely to be tested for alcohol or drugs, prosecuted for ‘causing death by careless driving when under the influence of alcohol or drugs’, and face up to 14 years’ imprisonment. But if they run away and sober up, and there was no other evidence of careless or dangerous driving, they can only be prosecuted for the minor offence of ‘failing to stop or report an accident’, which carries a paltry maximum sentence of six months. If someone steals a car, kills someone and remains at the scene, they will be identified by the police as driving a stolen car. They can be prosecuted for ‘aggravated vehicle taking’ and face a maximum 14 years’ imprisonment. Much better to flee, ditch the car, and hope never to be identified. Drivers who hit and run are despicable: to escape the law, they leave behind suffering and dying victims in need of urgent medical attention. The law must be changed to remove this incentive to flee.”¹²

Responding for the Government, then Justice Minister Rory Stewart argued that the law already provided for this because if a driver was found to have caused a fatal accident and fled it, this would likely lead to an increased sentence:

“One area where the Government would have some disagreement with my hon. Friend the Member for Walsall North [Eddie Hughes] is on the question of somebody fleeing the scene. There is already an offence for fleeing the scene, and although he pointed out that that in itself is a short offence, it is a very serious aggravating circumstance when the judge comes to convict. Were the judge to find that somebody had killed someone and then fled the scene, it would significantly increase the sentence that the judge was able to give. Once the opportunity for a maximum life sentence for causing death by dangerous driving is provided, fleeing the scene is an aggravating factor that would drive the sentence up towards a life sentence.”¹³

1.3

Statistics

Statistics on prosecutions and convictions for motoring offences in England and Wales are published by the Ministry of Justice. The latest figures show that in 2020 there were 2,467 prosecutions and 1,889 convictions for ‘failing to stop/ report a road traffic accident’. Both of these figures were lower than previous years, likely in part due to the impact of the pandemic and in part due to general downward trend over time. The most common sentence handed down for this offence is a fine, with the average fine being £289 in

¹² HC Debate [28 February 2018](#) c365WH

¹³ HC Debate [28 February 2018](#) c366WH

2020. A small number of offenders receive custodial sentences, with the average sentence length being 3.6 months in 2020.

The table below contains the full sentencing figures.

Prosecutions, convictions, and sentencing for 'failing to stop/ to report a road traffic accident'						
England and Wales						
	2015	2016	2017	2018	2019	2020
Prosecutions	4,802	4,804	4,344	3,695	3,553	2,467
Convictions	3,842	3,744	3,441	2,912	2,820	1,899
Conviction ratio	80%	78%	79%	79%	79%	77%
Sentenced	3,847	3,749	3,450	2,918	2,823	1,905
Absolute Discharge	14	7	5	6	3	2
Conditional Discharge	31	36	20	15	16	14
Fine	3,293	3,118	2,762	2,267	2,086	1,417
<i>Average fine (£)</i>	259	277	286	289	301	289
Community Sentence	327	373	452	486	546	363
Suspended Sentence	112	115	122	84	76	65
Immediate Custody	43	56	52	29	57	23
<i>Average custodial sentence length (months)</i>	2.8	2.6	2.5	2.9	3.1	3.6
Compensation	5	11	8	7	6	2
Total Otherwise Dealt With	22	33	29	24	33	19

Source: Ministry of Justice, [Criminal justice statistics quarterly December 2020](#), Outcomes by offence data tool.

Notes: These relate to defendants for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe.

In 2020, there were 184 prosecutions and 154 convictions for 'causing death by dangerous driving'. This was also fewer than in previous years although there has not been the same overall downward trend in recent years as with 'failing to stop/ report an accident'. The most common sentence handed down for 'causing death by dangerous driving' was immediate custody, with the average sentence length in 2020 being 54.6 months (4 years, 7 months). This was the lowest average sentence length in recent years, down from the highest average sentence length in recent years in 2019, which was 70.1 months (5 years, 10 months).

The table below contains the full sentencing figures.

Prosecutions, convictions, and sentencing for 'causing death by dangerous driving'						
England and Wales						
	2015	2016	2017	2018	2019	2020
Prosecutions	188	229	225	215	222	184
Convictions	122	157	191	157	174	154
Conviction ratio	65%	69%	85%	73%	78%	84%
Sentenced	122	157	191	157	174	154
Absolute Discharge	1	-	2	-	1	-
Conditional Discharge	-	-	-	-	-	-
Fine	-	-	1	-	1	-
<i>Average fine (£)</i>	-	-	<i>£750 -</i>	-	<i>Up to £25</i>	-
			<i>£1000</i>			
Community Sentence	-	-	2	1	-	1
Suspended Sentence	7	3	12	9	7	9
Immediate Custody	114	153	174	147	164	144
<i>Average custodial sentence length (months)</i>	<i>57.1</i>	<i>58.8</i>	<i>56.9</i>	<i>63.6</i>	<i>70.1</i>	<i>54.6</i>
Compensation	-	-	-	-	-	-
Total Otherwise Dealt With	-	1	-	-	1	-

Source: Ministry of Justice, [Criminal justice statistics quarterly December 2020](#), Outcomes by offence data tool.

Notes: These relate to defendants for whom these offences were the principal offences for which they were dealt with. When a defendant has been found guilty of two or more offences it is the offence for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is the most severe.

2

Press notices

Life sentences for killer drivers

Ministry of Justice

October 16, 2017

* life sentences will be introduced for those who cause death by dangerous driving, and for careless drivers who kill while under the influence of drink or drugs

* new offence of causing serious injury through careless driving to be created

* part of government action to make roads safer for all and stop devastation caused by dangerous drivers and cyclists

Killer drivers face life behind bars after plans to increase maximum sentences received resounding support from families and campaigners.

Ministers today confirmed that drivers who cause death by speeding, racing, or using a mobile phone could face sentences equivalent to manslaughter, with maximum penalties raised from 14 years to life.

Offenders who cause death by careless driving while under the influence of drink or drugs will also face life sentences, and a new offence of causing serious injury by careless driving will be created.

The move comes after an overwhelming response to a government consultation which revealed substantial backing for the plans from a wide range of people including victims, bereaved families and road safety experts.

Today Ministers are announcing the outcome and confirmed the introduction of much tougher penalties as part of wider action across government to clamp down on dangerous, criminal behaviour on our roads.

Justice Minister Dominic Raab said:

We've taken a long hard look at driving sentences, and we received 9,000 submissions to our consultation. Based on the seriousness of the worst cases, the anguish of the victims' families, and maximum penalties for other serious offences such as manslaughter, we intend to introduce life sentences of imprisonment for those who wreck lives by driving dangerously, drunk or high on drugs.

On the new offence of causing serious injury by careless driving, Dominic Raab said:

We will introduce a new offence of causing serious injury by careless driving, punishable by imprisonment, to fill a gap in the law and reflect the seriousness of some of the injuries suffered by victims in this category of case.

The measures were confirmed in a government response to a consultation which will be published tomorrow (Monday 16 October 2017). The consultation sought views on whether current maximum penalties available to the courts should be increased, and received over 1,000 replies in just three days when launched in December 2016 - reaching more than 9,000 when it closed in February 2017.

The proposals confirmed today include: increasing the maximum penalty for causing death by dangerous driving from 14 years to life; increasing the maximum penalty for causing death by careless driving whilst under the influence of drink or drugs from 14 years to life; creating a new offence of causing serious injury by careless driving

In 2016, 157 people were sentenced for causing death by dangerous driving, with a further 32 convicted of causing death by careless driving whilst under the influence.

Today's announcement delivers on the government's pledge to consider the sentencing powers available to the courts for the most serious driving offences - making sure that punishment reflects the harm caused to victims and their families.

The move forms part of government wide action to improve safety for all road users, following recent devastation caused by irresponsible motorists and dangerous cyclists.

Last month the Department for Transport (DFT) launched an urgent review to consider whether a new offence equivalent to causing death by careless or dangerous driving should be introduced for cyclists.

Notes to editors

* The consultation closed in February and sought views on the most serious road offences. It did not cover other driving or regulatory offences such as speeding, the setting of drink drive limits, the basic offences of careless or dangerous driving and driving whilst using a mobile phone.

* This follows further action in 2015, when the government increased the maximum custodial sentence for causing death whilst driving when disqualified from 2 to 10 years. A new offence of causing serious injury when driving whilst disqualified was also created, with a maximum penalty of four years imprisonment. It also brought into force the statutory requirement to extend a driving ban to take account of any time spent in custody.

* 90% of respondents to the consultation thought there should be a new offence of causing serious injury by careless driving. They noted that without a specific offence which reflects the harm caused, offenders could only be convicted of a careless driving offence that has a maximum penalty of a fine.

* 70% of responses thought that the maximum penalty for the offence of causing death by dangerous driving should be increased to life imprisonment. Vast majority of respondents also agreed that the maximum penalty for causing death by careless driving whilst under the influence of drink and drugs should also be life.

* The government will give further consideration to increasing minimum driving bans for those convicted of causing serious death.

* DFT is separately reviewing cycling safety and seeking views on whether a new offence of causing death by dangerous cycling is needed, further details are due shortly.

* Legislation required for the measures announced today is expected to be brought forward as soon as parliamentary time allows and will take account of, and incorporate, the review of cycle safety.

* Sentencing remains a matter for independent judges, with decisions based on the full facts of each case.

3 Parliamentary Material

3.1 Parliamentary questions

Dangerous Driving: Death

13 July 2021

Asked by: **Charlotte Nichols**

To ask the Secretary of State for Transport, with reference to his Department's response of 24 March 2021 to the e-petition entitled Ryan's Law: Widen definition of death by dangerous driving, what options his Department has considered as part of its review of potential further options that might be used to respond such incidences.

Answering member: Rachel Maclean |Department for Transport

The Government takes road safety seriously and is aware of the traumatic effects of drivers failing to stop when a person is caused serious or fatal injury. The Department for Transport is exploring options that could be pursued in this area, including, but not limited to, the available penalties, and how the offence operates as part of longer-term and wider work on road safety.

Criminal Justice System: Equal Treatment of Deaths and Injuries

Asked by: **Baroness Kennedy of Cradley (Non-Afl)**

24 June 2021

My Lords, the noble Lord will be aware of the tragic death of Ryan Saltern. He was killed by a driver who failed to stop and report the accident, yet upon conviction the driver received only a four-month jail sentence, suspended for a year. With this case in mind, does the noble Lord agree that issues such as this should be addressed in the PCSC Bill, either through the creation of a hit-and-run offence or by ensuring that, in cases where someone is killed or seriously injured by a motorist, magistrates are required to send the person convicted to the Crown Court for sentencing?

Answered by: Lord Wolfson of Tredegar (Con)

My Lords, I am aware of that case, and I send my condolences to the family of Ryan Saltern. Failure to stop offences are often referred to as hit and runs, but that is not really an accurate reflection of the offence. The offence is designed to deal with the behaviour relating to the failure to stop; it is not an alternative route to punish an offender for a more serious but not proven offence. As I said, where there is evidence that the driver caused harm, there are other offences they can be charged with, and the failure to stop will then be an aggravating feature in the sentencing for that offence.

[Dangerous Driving](#)

16 October 2017

Asked by: **Baroness Jones of Moulsecoomb**

To ask Her Majesty's Government what is their estimate of the number people (1) killed, and (2) injured, in 2016 in cases where the driver failed to stop after a collision; and how many of those cases resulted in a prosecution.

Answering member: **Lord Callanan**| Department for Transport

In 2016 there were 70 fatal and 1,173 serious casualties where the driver failed to stop after a collision. Prosecutions are a matter for the Ministry of Justice. Details of prosecutions are published on the Ministry of Justice website.

3.2

Parliamentary debates

[Police, Crime, Sentencing and Courts Bill](#) [failure to stop after collisions]

08 Nov 2021| House of Lords

[Police, Crime, Sentencing and Courts Bill](#)

05 Jul 2021| House of Commons

Member: **Mr Ben Bradshaw (Exeter) (Lab) [V]**

[Dangerous driving](#)

8 July 2019 | House of Commons

[Death by Dangerous Driving: Sentencing](#)

28 Feb 2018 | House of Commons

Member: **Eddie Hughes**

4

Press/Blog Articles

[Changes to driving laws could mean life imprisonment for dangerous driving](#)

The Scotsman
4 October 2021

['He killed us, when he killed our dad' Family fuming as hit and run killer's sentence is decreased over Covid rules in prison](#)

Wales Online
30 June 2021

[Cornish family of hit-and-run victim back Theresa May's call for tougher sentences](#)

ITV news
4 February 2021

[Drivers who kill others could receive life sentences under new laws](#)

BBC News
14 September 2020

[Hit-and-run driver's suspended sentence 'disgusting'](#)

BBC News
7 August 2020

[Friends killed within nine months of each other in hit and run horror crashes](#)

Cambridge News
3 July 2019

[Mum wants longer sentences for hit and run drivers after her son was killed](#)

ITV news
10 December 2018

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Further Reading

Official documents

Deposited Paper: Letter dated 18/10/2021 from James Cartlidge MP to Philip Davies MP regarding follow up to questions regarding sentencing statistics. 2p. II. [Table showing average and highest number of previous offences for dangerous driving a person committed before being given an immediate custodian sentence in England and Wales, in each year 2015-2019](#). 1p.

[Public perceptions of sentencing in Scotland: Qualitative research exploring causing death by driving offences](#), Scottish Sentencing Council, February 2021

[Police, Crime, Sentencing and Courts Bill – Driving Offences Impact assessment](#), Ministry of Justice, December 2020

[Road Traffic - Summary Offences](#), Crown Prosecution Service, 3 April 2020

[Road Traffic – Charging](#), Crown Prosecution Service, 3 January 2019

[Causing death by driving offences: Literature review](#), Scottish Law Commission, September 2018

[Driving offences and penalties relating to causing death or serious injury: consultation](#). Ministry of Justice, 2016 and [Government response](#), October 2017

[Causing Death by Driving: Definitive guideline](#), Sentencing Council, 2008

Library Briefings

[Road traffic offences and licensing FAQs](#), Commons Library Briefing Paper, 22 September 2021

[Police, Crime, Sentencing and Courts Bill: Part 5 Road Traffic](#) Commons Library Briefing Paper, 12 March 2021

[Dangerous driving](#), Library Debate Pack, 4 July 2019

Other material

[Hit-and-run: why do drivers fail to stop after an accident? Contexts of incidents, driver motivations and preventative strategies](#), Motor Insurers Bureau/Department of Criminology, University of Leicester, January 2017

[Serious Driving Offences in England and Wales](#), Sally Kyd Cunningham, in A. Van Dijk, & H. Wolswijk (Eds.), *Criminal Liability for Serious Traffic Offences: Essays on Causing Death, Injury and Danger in Traffic* (pp. 1-8). (Governance & recht; Vol. 11). Eleven International Publishing, 2015

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