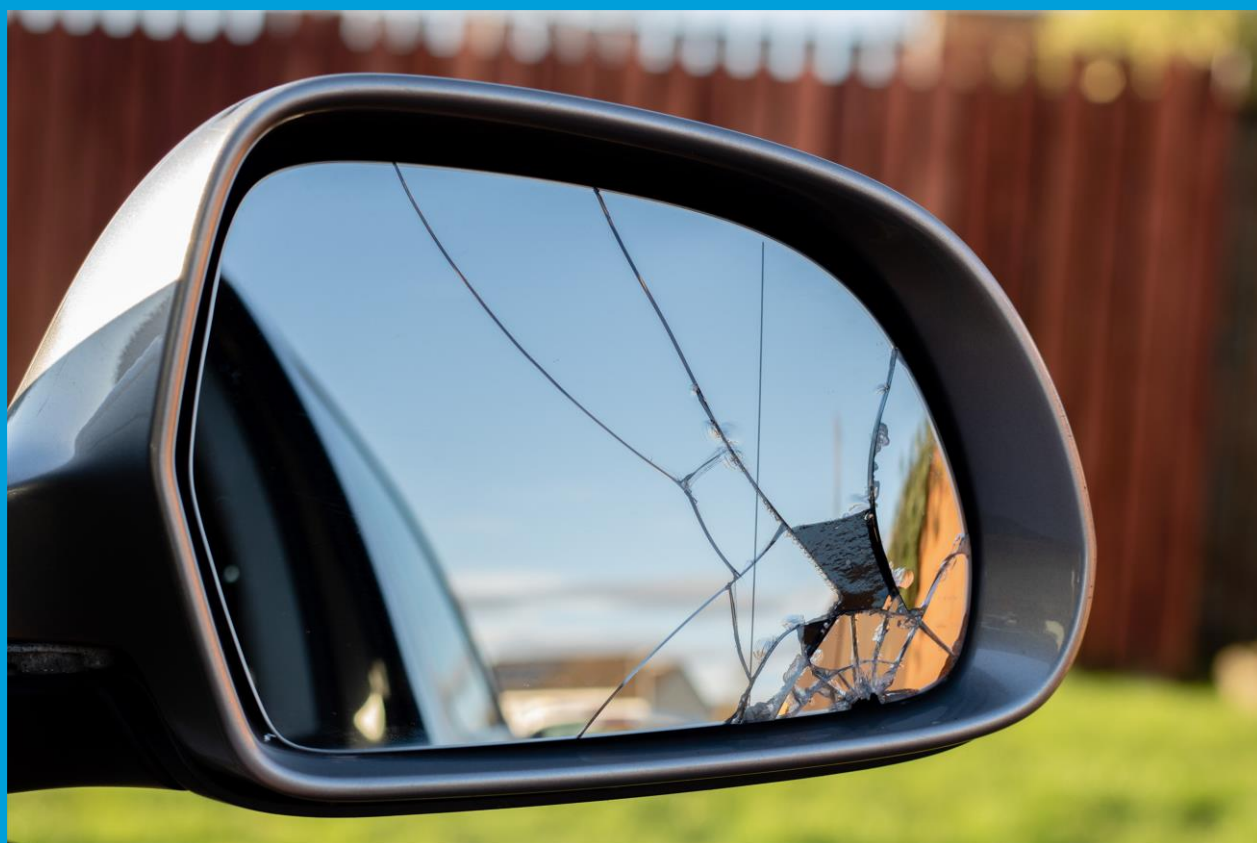


NO COMPASSION OR HUMANITY: THE TOLL OF 'HIT-AND-RUN' DRIVERS

Case studies illustrating why the law needs to
toughen up on failing to stop at the scene of a
collision



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UK

No compassion or humanity: the toll of 'hit-and-run' drivers

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failing to stop at the scene of a collision

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Introduction

It is one thing to break someone's wing mirror in a supermarket car park, say, and bolt away before anyone's sees; but it's quite another to hit and injure someone seriously or fatally, and leave without calling an ambulance or reporting the collision immediately to the police.

Yet failing to stop after a relatively trivial, damage-only incident and failing to stop after hitting another human being are both covered by one offence with a maximum custodial sentence of only six months.¹ This penalty simply does not reflect how serious the latter kind of incident is or, as this collection of case studies shows, the kind of deterrent it needs to be.

Drivers who are selfish and callous enough to think about fleeing and leaving their victim in the road must be in no doubt that, if they do and the police track them and their vehicle down – which, as the following case studies show, is far from unlikely – the maximum penalties for this alone are severe.

Cycling UK, and our partners British Cycling, Living Streets, the Road Danger Reduction Forum and RoadPeace, therefore recommend introducing a new offence: “Failure to stop, report and give particulars after collision involving actual or potential serious or fatal injury.”

Those convicted of it, we suggest, should face a maximum sentence of 14 years' in prison.

Here, we summarise just a few of many reported “hit-and-run” cases that prove how harrowing the repercussions of failing to stop at the scene can be.

This is not only about justice. It's also about doing the right thing for injured or dying victims at the scene of a collision.

Notes:

The cases below are mostly based on online media reports although, for some, details have been drawn from Parliamentary debates. We have checked and summarised them carefully and in good faith, but please do not hesitate to get in touch with us if you have any queries about our understanding. Our contact details are on the inside and back covers.

So that the summaries below are as easy to read as possible, we have decided against repeatedly interrupting the text with the terms ‘as reported in the press’ or ‘according to xxx’ or ‘reportedly’. Please take this as read.

For more detail on our proposed changes to the law, please see our *Five Flaws: Failing Laws*², June 2021. This covers the offence of failing to stop, along with four other deficiencies in current road traffic legislation that must be addressed.

¹ Road Traffic Act 1988, section 170. legislation.gov.uk/ukpga/1988/52/section/170

² cyclinguk.org/sites/default/files/document/2021/08/2106_cyclinguk_five-flaws-failing-laws_final.pdf

The case studies

Offender: Mandeep Singh Gill /

Victim: Sean Morley, 20, killed

At 6.20 one morning in September 2012, a lorry driver travelling along the A444 discovered the body of a young man lying on a grass verge.

The victim's bereaved parents were told that their son, Sean, who'd been walking home, had been struck but not instantly killed by a car driven by Mandeep Singh Gill from Coventry.

Far from oblivious, Gill had stopped following the collision but, thinking only of himself, fled, his car so badly damaged that one of its doors couldn't open. A passenger of his even revisited the scene, but later denied seeing Sean.

It wasn't until 2.30 in the afternoon that Gill handed himself into the police, with drugs and alcohol in his system.

Had Gill called the emergency services at once, Sean – a university student in his final year – may have had a chance or, at the very least, his family could perhaps have said goodbye.

Speaking about Sean's death, North Warwickshire MP Craig Tracey said during a Parliamentary debate:

“The law is inadequate when drivers are almost encouraged to flee [...] if they have drink or drugs in their system, rather than to stay to face the consequences. The penalty for leaving the scene [...] is currently up to six months in prison. Had the driver stayed and reported [...] and either drugs or alcohol had been found in their system, they could have been prosecuted for the higher offence of dangerous driving, which carries the greater sentence of 14 years – hardly an incentive to hang around and do the right thing.” (September 2015).

For failing to stop and report, Gill was sentenced to just 16 weeks in prison, to serve alongside his three-and-a-half years' term for drug offences.

Media reports

Coventry Telegraph [15/3/2014](#) (family calls for change in the law after inquest); and update [6/11/2015](#)

Parliamentary debate

[Hansard](#), 17/9/2015

Offender: Ricardas Taraska, 23 /

Victim: Matt Smyth, 25, killed

After pulling out in front of Matt Smyth and hitting him on 29 August 2018, delivery driver Ricardas Taraska manoeuvred round his victim's body and wrecked motorcycle.

He drove away from the scene on the A1307 in Cambridgeshire to a nearby village, where he chose to ring his boss rather than 999, and claimed he'd hit a deer.

Taraska made the same claim about the deer later in court, saying he'd noticed damage to the van's bonnet, but stopped for no more than 30 seconds and, shaken and scared, didn't get out.

The bonnet was damaged because Matt had been thrown onto it. As the court heard, it is inconceivable that Taraska didn't realise he'd hit someone on a motorbike.

An HGV driver found Matt in the road and, although emergency services tried hard to save him, they couldn't.

Meanwhile, Taraska had been supplied with a new van, finished his delivery round, and gone to bed.

The judge in the case praised the police officers who tracked Taraska down (still asleep) and, sentencing him to 14-months in prison plus a 31-month ban for death by careless driving, he called not stopping a "grossly irresponsible act".

Matt had been on his way back from visiting his girlfriend, with whom he was expecting a child. His daughter, now two-and-a-half, will never meet her father.

Eighteen years before, Matt's own father had been killed riding his motorbike in a similar incident.

About nine months later, a close friend of Matt, Paul Wood, was also killed on his motorbike by a driver who failed to stop at the scene (see below).

Media reports

[The Hunts Post](#), 3/12/2018 (updated 1/11/2020)

See also

Debate in Parliament 15/11/2021, [transcript](#) & [video](#)

Offender: Heath Cooksey, 53 /

Victim: Paul Wood, 23, killed

While turning his Range Rover round on the A505 near Fowlmere, Cambridgeshire, on the morning of 24 May 2019, disqualified driver Heath Cooksey saw a motorcyclist coming, but reckoned he had enough time to finish his manoeuvre, He didn't. He clipped the motorcycle which threw its rider, Paul Wood, across his vehicle.

Cooksey got out and lit a cigarette. A witness who spoke to him noticed he had alcohol on his breath, but he ran away, hid in some trees, walked to Cambridge and took a taxi back to his hometown of Romford. There, he visited a pub, drank eight pints of lager and only then handed himself in to the police.

Officers couldn't establish whether Cooksey had been over the limit when he killed Paul because of his subsequent drinking.

Paul, who'd been on his way to work as a hotel chef, was pronounced dead at the scene.

Convicted later of causing death by careless driving and while disqualified and uninsured, Cooksey was jailed for three years (he'll serve half, or even less), and banned from driving for four-and-a-half years. He admitted failing to stop.

This wasn't the first time that Cooksey had committed serious motoring offences. He was already disqualified, and had served prison sentences in the past. We think he should be banned for life.

And, very sadly, this wasn't the first time that Paul's mother Helen had experienced the trauma and heartbreak caused by hit-and-run either.

Only nine months earlier, her son's close friend Matt Smyth had been knocked off his motorbike and killed by van driver Ricardas Taraska, who also drove away from the scene (see above). Paul had been visiting Matt's grave every day.

In her victim statement read out in court, Helen wrote of Paul: "His life was just beginning – he had so many plans."

Paul and Matt's bereaved families are campaigning through the Roads Injustice Project for tougher sentences for hit-and-run drivers. Their Parliamentary petition attracted enough signatures for an MPs' debate on 15 November 2021.

Media reports

BBC news, [6/5/2021](#) & [7/5/2021](#)

See also:

Debate in Parliament 15/11/2021, [transcript](#) & [video](#)

[Cycling UK's commentary on the debate](#)

Offender: Lucy Ashton, 24 /

Victim: Jennifer Dowd, 31

On a quiet, clear and dry Sunday morning in September 2020, NHS project manager Jennifer was out on her bike when driver Lucy Ashton, late for work, hit her from behind.

From his home 100 yards away, Jennifer's father Labour MP Peter Dowd heard emergency sirens and a helicopter, but it wasn't care worker Ashton who'd called them. She'd driven on instead, leaving her victim lying in the road with multiple injuries, including a strike to her head from the car.

Two local residents stopped after finding Jennifer in a critical condition, rang for help and did what they could.

Meanwhile, Ashton drove to nearby Maghull, rang her boss, returned to the scene, didn't wait, went back to Maghull, rang a colleague saying she'd "hit something" and arrived at her colleague's address. The police were then called.

When interviewed, Ashton admitted hearing a bang and seeing a bike and its rider in her mirrors, and "panicked". She also claimed it had been quite dark at the time.

Although she said she hadn't slept well, she failed to mention arguing over the phone with her boyfriend until the early hours, and that she'd got up late for work.

Jennifer, who never regained consciousness, died in Aintree Hospital nine days later.

Ashton claimed at her hearing that the sun had been in her eyes, but the judge concluded that she'd simply failed to see Jennifer, who must have been very visible wherever the sun was.

In a statement to the court, Jennifer's bereaved father, Peter Dowd MP said:

"The idea that I was just a minute away from where she had been knocked down, deserted and left alone by the driver, injured and dying has stayed with me ever since."

Ashton was banned for eighteen months and is appealing her 12-month custodial sentence for careless driving.

Media report

[Daily Mail](#), 5/10/2021

Offender: Wayne Shilling, 40 /

Victim: Ryan Saltern, 31, killed

Ryan Saltern, a father and postman, died of catastrophic head injuries at just after midnight on 28 July 2019.

Ryan was walking on the single-track B3267 in Cornwall to a party when Wayne Shilling's car drove over him in the middle of the road, dragging his body for 18 meters.

Shilling, who had been drinking at St Teath carnival, left the scene.

Shortly afterwards, Ryan's body was hit by another vehicle, but the driver stopped and called the emergency services.

Speaking in a Parliamentary debate in November 2021, MP Christina Rees said:

"The forensic investigation proved it was the failure to stop that caused the injuries relating to Ryan's death."

Shilling, reported to the police by his own father, was identified 36 hours later by which time his blood test proved negative for alcohol, and it was too late for a toxicology test.

When Shilling told magistrates that he hadn't realised he'd hit anything, they didn't believe him. After all, the impact had been so severe that it had punctured his car's radiator.

Shilling's 4-month jail sentence was suspended for a year after he admitted failing to stop. He also received a 12 months' driving ban and four-months' evening curfew, and ordered to pay £207 in victim surcharge and costs.

Ryan's father told MailOnline:

"It is a life sentence for us for the rest of our lives. Why should people be walking free having killed someone with a car? This is a life taken away, not a broken wing mirror.

"We thought the case was going to go to crown court, but it just went to magistrates court – it just went the wrong way to how we expected. It was never explained to us why the law is like this."

Media report

[MailOnline](#) 8/6/2021

See also:

[Parliamentary debate](#), 15/11/2021

Offender: Jake Polmeer, 27 /

Victim: Ben Regan, 20, killed

Speeding through Reigate town centre in the early hours of 20 June 2015 and failing to apply his brakes, driver Jake Polmeer hit Ben Regan, flinging him fifty feet in the air.

Ben, a young and promising soldier in the Coldstream Guards, didn't stand a chance.

Although Polmeer's car collided with the kerb afterwards, he didn't stop but drove home to Redhill with his passenger and girlfriend Danielle Frost.

A neighbour, who noticed the car's smashed windscreen and dented roof, informed the police, and Polmeer later handed himself in. He told officers he'd drunk one or two pints of lager.

Explaining in court why he didn't stop, Polmeer said: "Pure shock. I didn't know what had happened. Well I did but I didn't know what to do."

He also claimed that Ben, who'd just stepped out of an emptying wine bar, ran into the road. Witnesses contradicted this, saying his victim hadn't run, but walked.

Polmeer denied the charge of causing death by careless driving, but was nevertheless convicted of it, and of failing to stop and driving without insurance.

The judge sentenced him to 21 months in prison, and a two-years and three months' ban.

Media reports

Evening Standard [26/9/2016](#) & [3/10/2016](#)

Suspect: 47-year-old driver of a blue Saab, unnamed in press /

Victims: Mohammed Shahdab and Sheikala Razaq, both 39, killed

At about 5.45 pm on 5 June 2021, residents of Acocks Green, Birmingham, heard a loud bang. They, and other passers-by, discovered a motorcyclist and his pillion passenger bleeding heavily in the road. Whoever had hit them sped away.

The crash killed local couple Mohammed and Sheikala, and orphaned their five girls aged five to 17.

Subsequently, the police reported that they had arrested a 47-year-old man on suspicion of causing death by dangerous driving. He was released, but still under investigation.

Media report

[Daily Mirror](#) 15/6/2021

See also [West Midlands Police appeal for information](#)

Offender: Ali Bahramzadeh, 23 /

Victim: Alfie O'Keefe Hedges, 16, killed

On 17 November 2016, Ali Bahramzadeh knocked teenager Alfie O'Keefe Hedges off his moped at a roundabout in North Finchley in London, abandoned his car and fled before the emergency services arrived.

Unlicensed, uninsured and a convicted drug dealer, Bahramzadeh had taken his mother's car without permission.

Eight days later, Alfie died in his mother's arms. She'd been told that her son, a trainee mechanic, would never wake up again. His life-support machine had been switched off.

Bahramzadeh, who'd handed himself in several hours after hitting Alfie, pleaded guilty in 2018 to causing death by careless driving, causing death while unlicensed and uninsured, and failing to stop. The results for him were a year in prison, and a 30-months' driving ban.

Alfie's mother said: "I'm disgusted, absolutely heartbroken that he was only given a year's sentence, so he will only serve six months in prison.

"Alfie was killed like that and he [Bahramzadeh] gets to live his life again by the summer. I knew he wouldn't get a lot, but that I didn't expect."

Media report

[Evening Standard](#), 15/01/2018

Offender: Raihan Ahmed, 20 /

Victim: Ghulam Nabi, 61, killed

At around 11am on Sunday 29 August 2021, Ghulam Nabi, a bus driver who'd clocked off shift a few hours earlier, was waiting at a bus stop in Digbeth, Birmingham. A car sped into him and he died at the scene. The driver, who'd stolen the vehicle, fled at high speed.

The police reported later that they'd seized and were analysing a car "with significant front end damage". Just 12 hours later, an appeal led to Raihan Ahmed's arrest.

CCTV caught Ahmed, 20, driving so fast over a bridge that its wheels left the ground.

In November 2021, he was jailed for three years and eight months for causing death by dangerous driving, and banned for four years and ten months.

Media reports

[The Sun](#) 30/8/2021; [Mirror](#) 11/11/2021; [Birmingham Mail](#) 13/11/2021

Offender: Ian McFarlane, 76 /

Victim: Scott Walker, 43, killed

On the way to visit a friend in July 2019, Scott Walker was killed on his bike by uninsured driver Ian McFarlane on the A917, Elie.

Witnesses tried to save Scott's life, but McFarlane fled the scene for his estranged wife's home and made no mention of the crash. He tried to avoid detection by repairing his car, but the police diligently traced him through a wing mirror left at the scene.

In court, the Sheriff told McFarlane: "You implemented a scheme to prevent your identity being discovered", and that "A custodial sentence would be wholly justified."

Yet the sheriff also said that he had to take other factors into account, including the offender's age, health, "limited record" and that "There is no suggestion the collision occurred as a result of your driving."

McFarlane, said to be unapologetic in court, was duly sentenced to 225 hours of unpaid work and a nine-months' ban.

This penalty left Mr Walker's bereaved family feeling that justice had not been done. "We are just devastated," his sister said outside court. "We've been let down."

Media report

[The Courier](#), 26/5/2021

Offender: unknown driver of a Vauxhall Insignia /

Victim: Mark Richards, 50, seriously injured

Mark Richards, a director of nursing, thought he was safe riding in a cycle lane in Blantyre on his way home from a training run in April 2021. But he wasn't safe from being hit from behind by the driver of a Vauxhall Insignia.

The driver fled, leaving Mark pulling himself in pain to roadside, and passers-by calling the emergency services. Hospital staff later told him he'd suffered three spinal fractures.

Interviewed on radio, he said: "I remember the car striking me hard on my body [...] flying through the air, hitting the ground and then coming to a stop and I can vividly remember looking down the road except I was slightly disorientated at the time.

"I can remember seeing a vehicle driving away and me thinking to myself I think that's the car that just hit me and that driver's not stopped, just driven off."

In May 2021, the police said they were following a positive line of enquiry.

Media report

[BBC](#) 6/5/2021

Offender: Lloyd McMurtary /

Victim: Oscar Seaman, 17, killed

Teenager Oscar Seaman was cycling back from his girlfriend on 3 September 2020 when a pick-up truck driver hit and killed him on the A134 at Northwold, Norfolk.

The driver, uninsured and unlicensed Lloyd McMurtary, fled.

Heading to the scene of the crash, police officers stopped and questioned McMurtary about damage to his vehicle, but he claimed he'd hit a deer.

Around the same time, Oscar's mother was out looking for him because he hadn't answered his phone. She saw the blue lights and heard the sirens for herself. Her son had only been about a minute away from home.

Later on, the police decided to talk to McMurtary again. They found him trying to repair the truck and put him under arrest.

McMurtary admitted licence and insurance offences, and failing to stop (he'd "panicked", he said). For these, he received an eight-week prison sentence, 12-months' ban and 200 hours' unpaid work.

Oscar's mother said that McMurtary had showed her son "no compassion or humanity".

"He left my 17-year-old boy there to die. He was too busy being selfish and trying to save himself."

Media report

[Eastern Daily Press](#), 26/3/2021

Offender: Darren Baker, 47 /

Victim: David Noy, 65, killed

Early in the New Year, 2012, a motorist found cyclist David Noy seriously injured at the side of the B1121 near Saxmundham and rang 999 at once. But the driver who'd hit him wasn't anywhere to be seen, and there were no witnesses.

Baker had left a broken wing mirror behind, though, and the police used it to track him down. He told them that he had no memory of what happened.

They learnt that, on the day of the collision, Baker turned up at work as an IT technician for a school three hours late with self-inflicted injuries on his arms.

Officers couldn't tell if he'd stopped at the scene, but it was clear that he did nothing to help his victim.

Mr Noy died of a serious head injury the following day.

The offender was sentenced only to 240 hours of unpaid work and a three-year driving ban.

Speaking on the behalf of the victim's brother and sister-in-law, a police spokesman said: "He (Baker) left Mr Noy lying on the verge and could have done something to help him. For that reason they wanted him to have a short sentence to reflect on that failure to help him."

Media report

[East Anglian Daily Times](#), 27/4/2013

Offender: Daniel James Jeff, 28 /

Victim: 13-year-old boy (unnamed in the press), seriously injured

Daniel James Jeff was fully aware of the children in the road as he drove his Mercedes along Melbury Avenue, Poole, on 21 August 2020. But, instead of slowing down or steering to avoid a collision, he sounded his horn and, assuming the group would split, tried to make his way through a gap that wasn't there.

The boy he hit was carried on his bonnet and then thrown off. Jeff drove on regardless, although he asked his partner, who was in the car with him, to call the police.

Rushed to hospital, his victim underwent emergency operations for serious injuries, including a brain injury, and stayed in intensive care for weeks.

When arrested at home later on, Jeff's life-threatening driving and decision not to stop were put into context by a test showing that he was over the drug driving limit for THC (a psychoactive constituent of cannabis).

In court in June 2021, Jeff pleaded guilty to failing to stop, causing serious injury by dangerous driving, drug driving and possession of cannabis.

He was jailed for 28 months, disqualified for four years, with a 14-month extension period. Should he wish to drive again, he will have to pass an extended retest.

The victim's mother said: "You changed his life and our family's lives forever".

Media report

[Dorset Echo](#), 17/6/2021

Offender: unknown /

Victim: Agnieszka Poczowska, 41, killed

Agnieszka Poczowska, a carer and mother, was on the way to a client's home when she was knocked off her bike by the driver of car in Hungerford Road, Crewe. She suffered serious injuries and died a short time later in hospital.

The driver of a silver Ford Focus involved in the collision headed to the M6 with a badly damaged windscreen, and hit another cyclist on Crewe Road. The car was found half an hour later in Trent Vale, Staffordshire.

The collision happened on 14 September 2020 and, despite dash cam and CCTV footage from the public, the police were still appealing for more information two months later and Crimestoppers had publicised a £10,000 reward for anonymous tip-offs.

Sergeant Helen Cooper of Cheshire Constabulary said, "This wasn't a simple accident, the driver, and the passengers, were all aware [...] that they had hit Agnieszka but rather than stop and help, they purposefully chose to drive off and left her to die at the roadside."

At the time, the police also reported that they had arrested a 20-year-old man from Stoke-on-Trent and an 18-year-old man from Trent Vale, both on bail pending further investigations.

Media report

[Manchester Evening News](#) 24/11/2020

See also:

[Cheshire Constabulary appeal](#)

[Crimestoppers](#)

[YouTube appeal](#)

Offender: Leo Meek, 22 /

Victim: Jack Jones, 15, killed

After spending the evening of 29 April 2021 watching a film with his little brother, teenager Jack Jones set off on his bike to visit his aunt in Moreton. On the way, Leo Meek, driving at 55 mph in a 30 mph zone, flung him into the air.

Although a taxi driver said he had been able to see Jack riding on the opposite side of the road, it seems that Meek failed altogether to slow down at his approach or give him enough room. Instead, he hit Jack and drove off without even braking, let alone calling the emergency services.

The taxi driver stopped immediately and switched on his hazard lights, and a passing police officer, along with residents who heard the crash, did all they could to save Jack but they couldn't. He died the next morning of head and neck injuries.

Meanwhile, Meek ditched the car two miles away and eventually went home to bed.

He must have been aware how catastrophic the collision had been. Damage to the vehicle's nearside wing, bonnet, windscreen and roof was obvious to the police when they recovered it thanks to an observant milkman.

In court about four months' later, Meek admitted failing to stop and causing death by dangerous driving. The judge called his action "cowardly and callous".

Meek was jailed for 40 months and banned for three years from the date of his release. It transpired that he had eight previous convictions, including being carried in a vehicle taken without consent.

Media report

[Liverpool Echo](#) 23/8/2021

Offender: Robert Lawrence, 24 /

Victim: Kyle Coen, 14, killed

When driver Robert Lawrence struck a young teenager on his bike in July 2012, he drove on in his badly damaged car.

Not only did Lawrence make no attempt to save his victim's life but, when he called the police, it wasn't to report the collision. It was to lie.

Trying to save himself and deflect the blame for his badly damaged car, he told them it had been stolen.

Members of the public tried desperately to help the seriously injured teenager, Kyle Coen, and he was treated by paramedics, but they couldn't resuscitate him.

Kyle, from Sittingbourne, had been cycling to meet his girlfriend in Faversham.

A police officer said:

"Offences of failure to stop following a collision are serious, but leaving the scene where a teenager sustained injuries that resulted in his death was shocking to all involved in this investigation."

Lawrence, who pleaded guilty to failing to stop and perverting the course of justice, was jailed for just six months, and disqualified for 12 months.

Media report

[BBC News](#), 27/2/2013

Offender: Emma Moughan, 42 /

Victim: Patrick Hird, 61, killed

Patrick Hird, riding his e-bike to his night shift at a factory in October 2020, would have been visible to Emma Moughan for 600 metres / 20 seconds before she hit him in her Mercedes Benz. The section of road, on the A1041 Camblesforth, was straight and Mr Hird's front and rear lights were lit.

Moughan did not stop at the scene, travelling on to Selby. CCTV footage shows her driving straight over mini roundabouts and colliding with a traffic island on the way.

In the town centre, police officers noticed her smashed windscreen and missing bumper, and pulled her over. Moughan, who said she thought she'd hit a fox, appeared inebriated.

A group of friends returning from a night out tried to administer first aid to Mr Hird, but the impact had been too severe and he died of head and spinal injuries.

His DNA was found on the roof of Moughan's car, and her missing bumper at the scene where he died.

The offender proved to be three times over the alcohol limit and ten times over the drug limit for cocaine. She'd had an argument with her partner.

Six weeks later, Moughan committed another failed to stop crime after striking a vehicle when over the limit. For this she received a community order and a two-year ban.

Sentencing her in November 2021 to an eight-year ban and five years and two months in prison for killing Mr Hird, the judge told Moughan:

"You drove for seven miles and after you hit him you didn't stop. He had no chance. You claimed you had hit a fox but I doubt that you believed that."

Media report

[Yorkshire Post](#) 8/11/2021

Conclusion

At the time of writing, most of the drivers in the cases above have been caught and convicted of 'failed to stop and report', an offence that also covers such trivial matters as scratching the bodywork of another car and driving off.

Several were charged with further motoring crimes too, and even jailed for them.

Whatever the severity of their driving crimes, though, these offenders all have one thing in common: they have all hit and abandoned seriously or fatally injured people, fleeing without calling the emergency services; some even carrying on as normal except for attempting to cover their tracks, and/or waiting for the level of alcohol or drugs in their system to fade before handing themselves in.

They've put themselves above their victims and the impact that their callousness, cowardly behaviour and lack of compassion has on bereaved families.

Cycling UK believes that failing to stop and report should be a crime in its own right, a crime serious enough to make people think twice before committing it.

This is why we recommend a maximum sentence of 14 years in jail for those who flee the scene knowing that they've hurt someone seriously, or where this should have been reasonably obvious to them.

Personal consequences like this would help make it clear that hit-and-run crime is not in the league of scraping someone's wing mirror and sloping off in the hope of getting away with it.

For more detail on our recommendations for legislative changes, please see our report [Five Flaws: Failing Laws](#), (June 2021).

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