

**Fact sheet****London Road Safety Unit
LAAU topic 2006-1**

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Hit and run collisions in Greater London

The purpose of this fact sheet is to look into the scale and nature of hit and run road traffic collisions resulting in personal injury. A hit and run collision is one in which one or more of the drivers or riders involved left the scene prematurely, without exchanging details or awaiting the arrival of the police. The driver/rider that hit and ran did not necessarily cause the collision or directly injure the casualties.

There may be many reasons why the driver or rider hit and ran, including the possibility that they were not aware that a collision had occurred. However, it would not seem unreasonable to assume that many drivers/riders who failed to stop did so because they were also guilty of some other offence e.g. drink or drug driving, driving without a licence or insurance, stolen vehicle, inappropriate speed etc. It is estimated that approximately 4 to 5% of drivers in the UK do not have valid insurance, licences or vehicle excise duty.

The fact sheet gives an overview of hit and run collisions in Greater London over the period 1986 to 2004. It then looks in detail at the profile of the drivers/riders (where known), factors relating to the collisions and details of the resultant casualties in collisions that occurred in 2004 (the latest year for which finalised data is available).

The data provided is for personal injury road traffic collisions that occurred on the public highway that were reported to the police in accordance with the *Stats 19* national reporting system.

Key facts

- In 2004 there were 4,379 road traffic collisions in Greater London which involved one or more hit and run vehicle; this represented 15% of all road traffic collisions.
- The number of hit and run collisions showed an increase of 41% from the 1994-98 average to 2004.
- Three quarters of hit and run collisions in 2004 occurred on borough roads and one quarter on the Transport for London Road Network (TLRN).
- 80% of hit and run vehicles were cars.
- 64% of hit and run drivers of known age were aged between 20 and 39 years.
- 26% of casualties injured in hit and run collisions in 2004 were pedestrians, compared with 18% of casualties in all collisions. 98% of these were injured directly by the hit and run vehicle.
- 11% of casualties in hit and run collisions in 2004 were killed or seriously injured (KSI) compared with 13% in all collisions. 53% of the KSI casualties in hit and run collisions were injured directly by the vehicle that hit and ran.

Annual trends 1986-2004

Table 1 and Figures 1 and 2 show the number of hit and run collisions by year and severity, and as a proportion of all collisions, in Greater London from 1986 to 2004.

Table 1: Hit and run collisions in Greater London 1986 to 2004

Year	All collisions	Hit and run collisions			Total	Hit and Run collisions as % of all collisions
		Fatal	Serious	Slight		
1986	43,380	28	532	2,965	3,525	8%
1987	41,470	29	619	2,881	3,529	9%
1988	42,269	29	664	3,493	4,186	10%
1989	44,813	21	648	3,645	4,314	10%
1990	44,049	19	560	3,535	4,114	9%
1991	39,551	19	528	3,133	3,680	9%
1992	38,789	21	456	3,016	3,493	9%
1993	38,581	14	358	2,774	3,146	8%
1994	38,576	12	375	2,668	3,055	8%
1995	38,082	11	359	2,610	2,980	8%
1996	38,491	6	417	2,734	3,157	8%
1997	38,708	27	373	2,720	3,120	8%
1998	38,165	18	402	2,786	3,206	8%
1994 to 1998 average	38,404	15	385	2,704	3,104	8%
1999	38,239	23	369	2,968	3,360	9%
2000	37,618	14	506	3,698	4,218	11%
2001	36,673	27	632	4,714	5,373	15%
2002	33,893	29	685	5,130	5,844	17%
2003	31,811	28	610	4,731	5,369	17%
2004	28,756	18	471	3,890	4,379	15%
% change 1986 to 2004	-34%	-36%	-11%	31%	24%	-
% change 2003 to 2004	-10%	-36%	-23%	-18%	-18%	-
% change 1994-98 average to 2004	-25%	22%	22%	44%	41%	-

Fig 1: Hit and run collisions by severity in Greater London 1986-2004

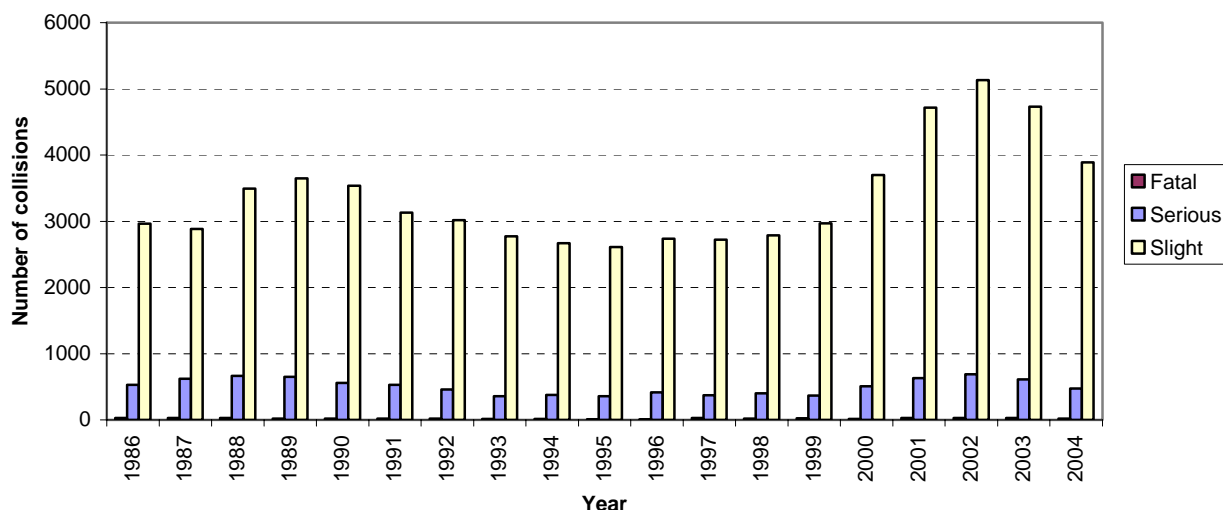
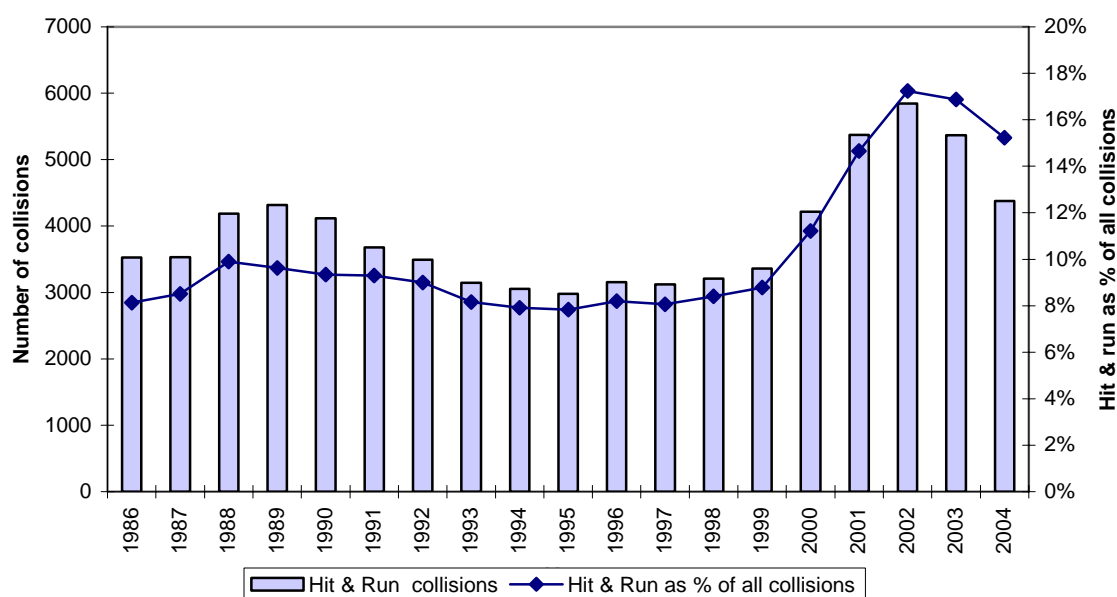


Fig 2: Hit and run collisions in Greater London 1986 to 2004



Hit and run collisions rose through the late 1980s to a peak of 4,314 (10% of all collisions) in 1989, numbers then began falling steadily to a low of 2,980 (8% of all collisions) in 1995, a reduction of 31%. From 1996 however, this trend was reversed and numbers rose to a second peak of 5,844 (17% of all collisions) in 2002, an increase of 96%. Since this second peak numbers have once again been decreasing, however the figure for 2004 (4,379) is still higher than the 1989 peak and represents a greater proportion of total collisions (15%).

Comparing 2004 with the 1994-98 average (the time period defined as the baseline from which the national and London casualty reduction targets are set), all hit and run collisions increased by 41%, fatal and serious collisions each rose by 22% and slight rose by 44%. Meanwhile all road traffic collisions decreased by 25%.

Comparing 2004 with 2003, there were reductions in all severities – fatal hit and run collisions fell by 36%, serious by 23% and slight by 18%, and there was an overall reduction of 18% in all hit and run collisions. This compares with an overall reduction of 10% in all road traffic collisions.

Hit and run collisions in Greater London 2004

In 2004 there were 4,379 collisions in Greater London which involved one or more hit and run vehicle. These collisions represented 15% of the Greater London road traffic collisions in 2004. Of the 4,379 hit and run collisions, 18 were classified as fatal, 471 as serious and 3,890 as slight. These collisions resulted in 4,898 casualties (14% of the Greater London total) which are looked at in more detail on page 13.

Who?

In the 4,379 hit and run collisions in 2004 there were a total of 4,406 driver/riders that actually hit and ran, i.e. in some collisions more than one vehicle failed to stop. In the majority of these collisions very little, if any, information is known about the hit and run driver/rider. Some details may become available at a later date if the driver/rider subsequently attends a police station or is pursued and caught.

Driver/rider age and gender

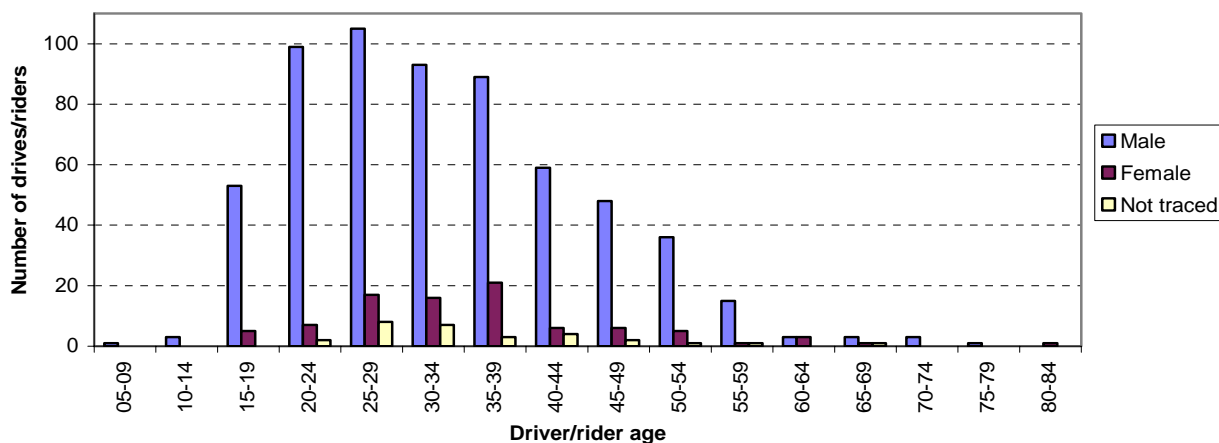
Table 2 and Figure 3 show a breakdown, by age and gender, of hit and run driver/riders in Greater London in 2004. Age was known for only 16.5% of driver/riders that hit and ran. Of these nearly two thirds (64%) were aged between 20 and 39 years. The greatest number of driver/riders (18% of known age) was in the 25-29 year age band.

Driver/rider gender is recorded in far more cases (58%); this is likely to be from information supplied by other participants in, or witnesses to the collision. Of the driver/riders of known gender, 90% were male. Males accounted for 77% of driver/riders of known gender in all collisions in Greater London in 2004, so the number of male hit and run driver/riders is disproportionate.

Table 2: Drivers/riders of hit and run vehicles involved in collisions in Greater London 2004
- Driver/rider age by gender

Driver/rider age	Driver/rider gender			Total	% of known age
	Male	Female	Not traced		
05-09	1	0	0	1	0.1%
10-14	3	0	0	3	0.4%
15-19	53	5	0	58	8.0%
20-24	99	7	2	108	14.8%
25-29	105	17	8	130	17.8%
30-34	93	16	7	116	15.9%
35-39	89	21	3	113	15.5%
40-44	59	6	4	69	9.5%
45-49	48	6	2	56	7.7%
50-54	36	5	1	42	5.8%
55-59	15	1	1	17	2.3%
60-64	3	3	0	6	0.8%
65-69	3	1	1	5	0.7%
70-74	3	0	0	3	0.4%
75-79	1	0	0	1	0.1%
80-84	0	1	0	1	0.1%
Total known age	611	89	29	729	100.0%
Unknown	1,695	161	1,821	3,677	-
Total	2,306	250	1,850	4,406	-

Fig 3: Drivers/riders of vehicles involved in hit and run collisions in Greater London 2004 - age by gender



Ethnic group

Table 3 shows hit and run driver/riders by ethnic group (based on the 6-point identification code used by the police) and gender. Ethnic group was recorded for just under a quarter (24%) of hit and run driver/riders. 42% of those driver/riders were white Europeans. The next highest groups were Afro-Caribbean (30%) and Asian (19%). These groups represent 71%, 12% and 13% of the Greater London population respectively; therefore the number of Afro-Caribbeans in particular appears to be disproportionate.

Table 3: Drivers/riders of hit and run vehicles involved in collisions in Greater London 2004
- Driver/rider ethnicity by gender

Driver/rider ethnic group	Driver/rider gender			Total	% of known ethnic group
	Male	Female	Not traced		
White European	344	50	38	432	42%
Dark European	61	6	8	75	7%
Afro-Caribbean	258	34	24	316	30%
Asian	156	17	21	194	19%
Oriental	12	1	1	14	1%
Arab	6	0	3	9	1%
Total known ethnic group	837	108	95	1,040	100%
Ethnic group not known	1,469	142	1,755	3,366	-
Total	2,306	250	1,850	4,406	-

Hit and run vehicles

Table 4 shows a breakdown of the vehicles being driven by the driver/rider that hit and ran. The vast majority (80%) of these vehicles were cars. Light goods vehicles (= < 3.5 Tonnes) were the second largest group representing 6% of the total.

Table 4: Hit and run vehicles involved in collisions in Greater London 2004

Vehicle type	Total	% of total
Pedal Cycle	34	1%
Powered two wheeler <= 50cc	48	1%
Powered two wheeler 50-125cc	64	1%
Powered two wheeler 125-500cc	94	2%
Taxi	67	2%
Car	3,533	80%
Minibus (8-16 Pass)	6	0%
Bus/Coach	137	3%
Other Motor Vehicle	76	2%
Tram or Light Rail	1	0%
Goods vehicle =< 3.5t	267	6%
Goods vehicle 3.5-7.5t	28	1%
Goods vehicle => 7.5t	51	1%
Total	4,406	100%

Where?

Table 5 shows the number of hit and run collisions by borough and severity in Greater London in 2004. Just over half (55%) of these collisions occurred in outer London, which was a similar proportion to all collisions (57%). Fatal hit and run collisions were split equally between inner and outer London, while there were slightly more serious and slight hit and run collisions in outer London (51% and 56% respectively).

Table 5: Collisions involving a hit and run driver/rider in Greater London 2004
- Borough by collision severity

Borough	All collisions	Hit and run collisions			Total	% Hit & Run
		Fatal	Serious	Slight		
City of London	314	0	4	47	51	16%
Westminster	1886	0	29	202	231	12%
Camden	1044	0	23	138	161	15%
Islington	817	0	18	125	143	18%
Hackney	895	1	30	193	224	25%
Tower Hamlets	829	0	24	140	164	20%
Greenwich	865	3	13	103	119	14%
Lewisham	1032	2	18	140	160	16%
Southwark	1105	1	12	157	170	15%
Lambeth	1230	0	25	178	203	17%
Wandsworth	1051	0	12	125	137	13%
Hammersmith & Fulham	764	0	12	99	111	15%
Kensington & Chelsea	642	2	9	64	75	12%
Total inner London	12,474	9	229	1,711	1,949	16%
% of Greater London	43%	50%	49%	44%	45%	-
Waltham Forest	750	0	12	149	161	21%
Redbridge	880	0	14	148	162	18%
Havering	806	0	12	83	95	12%
Barking & Dagenham	616	1	9	79	89	14%
Newham	786	1	16	126	143	18%
Bexley	574	0	9	56	65	11%
Bromley	900	0	6	91	97	11%
Croydon	1151	1	18	158	177	15%
Sutton	494	0	2	44	46	9%
Merton	497	0	6	47	53	11%
Kingston	384	0	2	40	42	11%
Richmond	529	1	3	50	54	10%
Hounslow	891	0	8	129	137	15%
Hillingdon	1054	0	12	82	94	9%
Ealing	1171	1	16	158	175	15%
Brent	1007	0	29	166	195	19%
Harrow	582	1	8	67	76	13%
Barnet	1254	1	11	166	178	14%
Haringey	854	0	25	151	176	21%
Enfield	1102	2	24	189	215	20%
Total outer London	16,282	9	242	2,179	2,430	15%
% of Greater London	57%	50%	51%	56%	55%	-
Total Greater London	28,756	18	471	3,890	4,379	15%

Table 6 shows hit and run collisions by borough and highway authority. Three quarters (75%) of hit and run collisions occurred on borough roads, of these 62% were in outer London and 38% in inner London. Nearly two thirds (64%) of hit and run collisions on the Transport for London Road Network (TLRN) occurred in inner London.

Table 6: Collisions involving a hit and run driver/rider in Greater London 2004
- Borough by highway authority

Borough	Highway authority		Borough road	Total
	TLRN	Highways Agency		
City of London	26	0	25	51
Westminster	48	0	183	231
Camden	49	0	112	161
Islington	63	0	80	143
Hackney	94	0	130	224
Tower Hamlets	66	0	98	164
Greenwich	28	0	91	119
Lewisham	72	0	88	160
Southwark	69	0	101	170
Lambeth	93	0	110	203
Wandsworth	55	0	82	137
Hammersmith & Fulham	17	0	94	111
Kensington & Chelsea	22	0	53	75
Total inner London	702	0	1,247	1,949
% of Greater London	64%	0%	38%	45%
Waltham Forest	13	0	148	161
Redbridge	34	1	127	162
Havering	13	7	75	95
Barking & Dagenham	11	0	78	89
Newham	15	0	128	143
Bexley	3	0	62	65
Bromley	9	1	87	97
Croydon	29	0	148	177
Sutton	10	0	36	46
Merton	7	0	46	53
Kingston	7	0	35	42
Richmond	16	0	38	54
Hounslow	43	3	91	137
Hillingdon	9	5	80	94
Ealing	33	0	142	175
Brent	16	0	179	195
Harrow	0	0	76	76
Barnet	34	1	143	178
Haringey	41	0	135	176
Enfield	46	7	162	215
Total outer London	389	25	2,016	2,430
% of Greater London	36%	100%	62%	55%
Total Greater London	1,091	25	3,263	4,379
% of total	24.9%	0.6%	74.5%	100%

Table 7 shows hit and run collisions by road class and speed limit. The vast majority of these collisions (93%) occurred on roads subject to a 30mph speed limit. 59% occurred on 'A' class roads, 31% on 'C' class or unclassified roads, 9% on 'B' class roads and 1% on motorways.

Table 7: Collisions involving a hit and run driver/rider in Greater London 2004

- Speed limit by road class

Speed Limit (Banded)	Road class					Total	% of total
	Motorway	A	B	C	Unclassified		
20mph or Less	0	6	0	0	5	11	0.3%
30mph	2	2,296	405	569	790	4,062	92.8%
40mph	2	179	6	0	1	188	4.3%
50mph	4	83	0	1	0	88	2.0%
60mph	0	8	0	2	0	10	0.2%
70mph	14	5	1	0	0	20	0.5%
Total	22	2,577	412	572	796	4,379	100%
% of total	1%	59%	9%	13%	18%	100%	-

Table 8 shows hit and run collisions by junction detail and junction control. 71% of these collisions occurred at or within 20m of a junction. Of these, 56% occurred at a 'T' or staggered junction and 23% at a crossroads. 73% of the junction collisions occurred where the junction control was 'Give Way' or the junction was uncontrolled, and a further 27% occurred at a junction controlled by automatic traffic signals.

Table 8: Collisions involving a hit and run driver/rider in Greater London 2004

- Junction detail by junction control

Junction detail	Not applicable	Junction control				Total
		Authorised Person	Automatic Traffic Signals	Stop Sign	Give Way or Uncontrolled	
Roundabout	0	0	53	0	174	227
Mini-Roundabout	0	0	1	0	59	60
T & Staggered Jct	0	1	272	5	1,453	1,731
Slip Road	0	0	7	0	39	46
Crossroads	0	0	390	1	314	705
Multi Junction	0	1	71	2	27	101
Private Drive	0	1	2	0	129	132
Other	0	0	40	2	71	113
Total at junctions	0	3	836	10	2,266	3,115
No junction in 20m	1,264	0	0	0	0	1,264
Total	1,264	3	836	10	2,266	4,379

When?

Time of day

Figure 4 shows the number of hit and run collisions by time of day and light conditions in Greater London in 2004.

Over one third (36%) of hit and run collisions occurred between 3pm and 8pm, with the highest single hour being 6-7pm (349 collisions or 8%). A similar proportion (35%) was recorded for all collisions in Greater London in 2004. However, hit and run collisions showed a marked difference from all collisions during the period 6pm to 4am. 40% of hit and run collisions occurred during this time compared with 32% of all collisions. This trend is illustrated in Figure 5. As with all collisions there are clear peaks in hit and run collisions in the morning and early evening, however the rapid drop in all collision numbers through the late evening and early hours of the morning is less pronounced in the hit and run collisions.

Fig 4: Collisions involving a hit and run driver/rider by time of day and light conditions in Greater London 2004

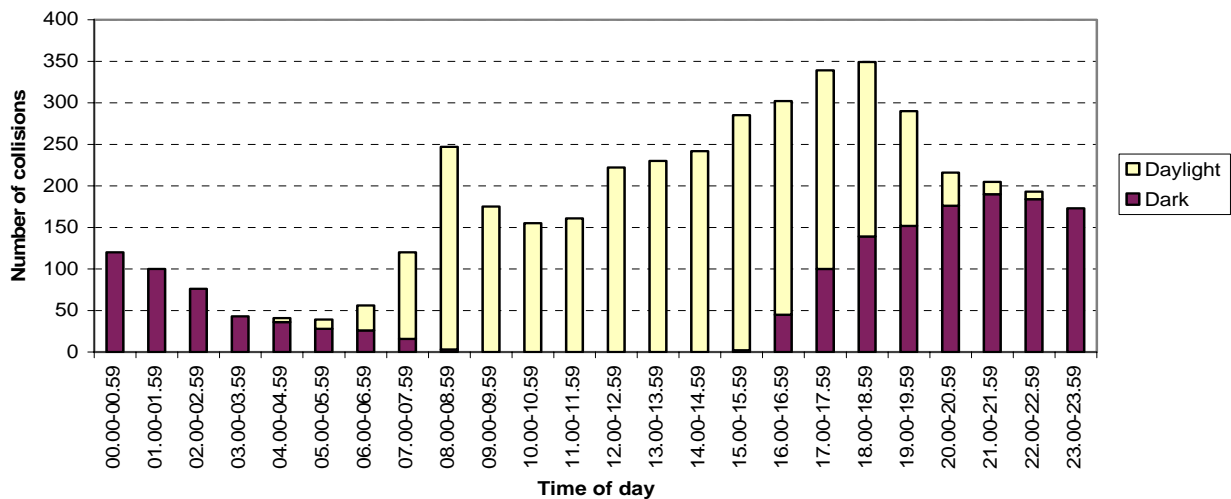
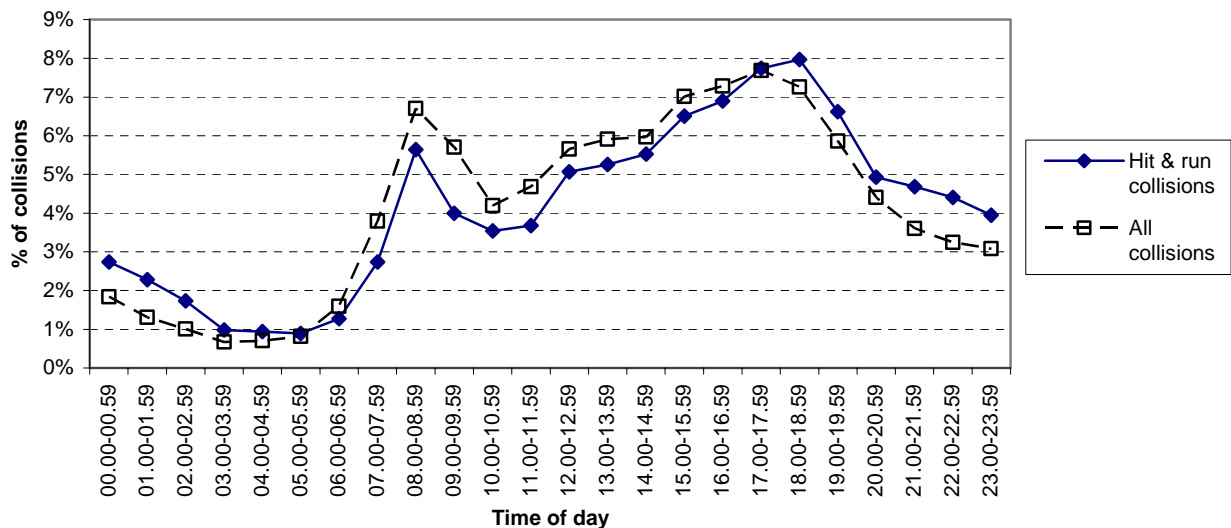


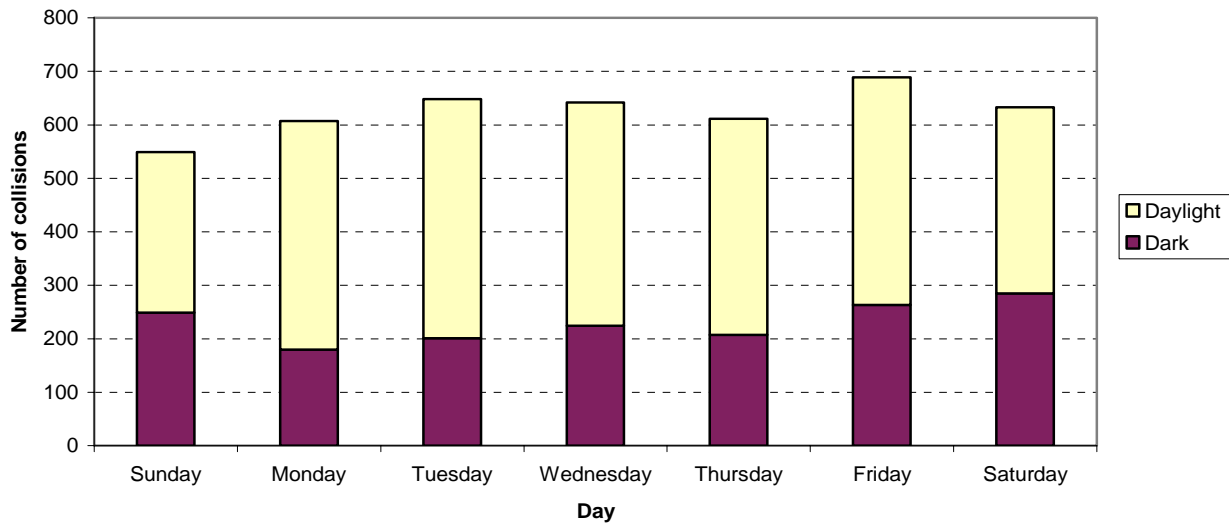
Fig 5: Percentage of hit and run collisions compared with percentage of all collisions by time of day - Greater London 2004



Day of week

Figure 6 shows hit and run collisions by day of week and light conditions. 73% of collisions occurred on a week day, with a peak on Friday of 689 collisions (16%). In contrast only 10% of all collisions occurred on a Friday (the lowest day of the week). The highest proportion of hit and run collisions in the dark occurred at the weekend with 45% of collisions on both Saturday and Sunday occurring in the hours of darkness.

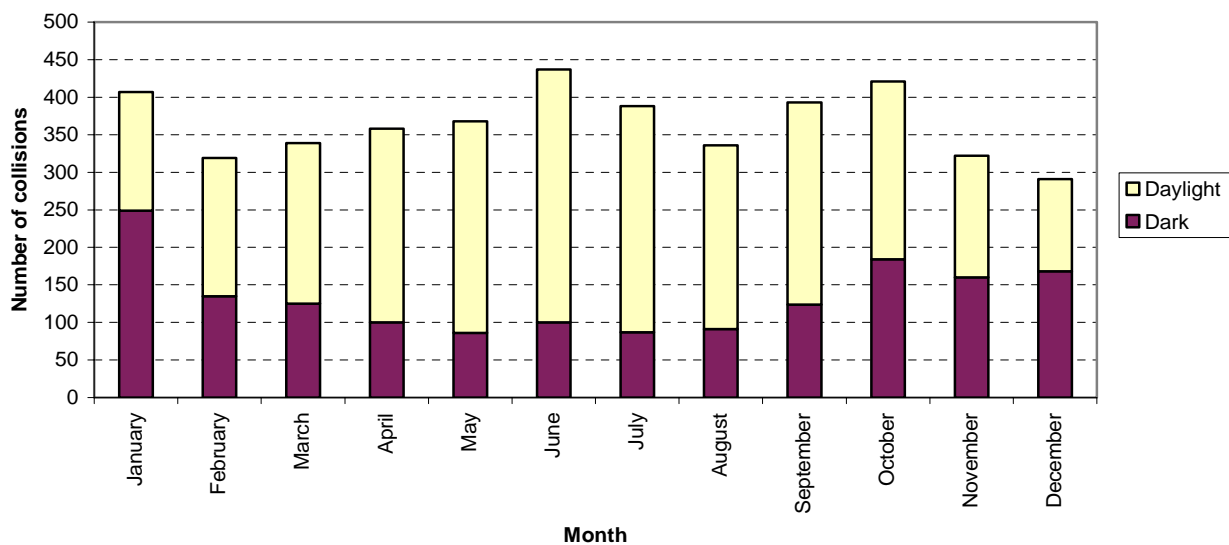
Fig 6: Collisions involving a hit and run driver/rider by day and light conditions in Greater London 2005



Month

Figure 7 shows hit and run collisions by month and light conditions. These collisions were fairly evenly spread throughout the year with minor peaks in June and October (each 10%). The lowest months were February, November and December (each 7%). Over half of the hit and run collisions in January (61%) and December (58%) occurred in the dark.

Fig 7: Collisions involving a hit and run driver/rider by month and light conditions in Greater London 2005



Weather

The majority of hit and run collisions occurred in fine weather (86%) and on a dry road (81%).

How?

Contributory factors

Table 9 shows the accident contributory factors assigned to hit and run collisions. This factor could apply to any of the vehicles involved in the collision. Table 10 shows the vehicle contributory factor assigned to the vehicle that hit and ran. It should be noted that contributory factors are a subjective assessment by the police, but do give an indication of the main causation factors involved in the collision.

Table 9: Collisions involving a hit and run driver/rider in Greater London 2004 - Accident contributory factors

Accident contributory factor	Number of collisions	% of total
224+225 Going too fast having regard to road environment or other road users	1138	26.0%
216 Driving too close to the vehicle in front	405	9.2%
207 Disobeyed STOP or GIVE WAY sign or marking	361	8.2%
404 Crossing road heedless of traffic elsewhere	297	6.8%
209 Turn right injudiciously	269	6.1%
221 Changing lane injudiciously	168	3.8%
0 Factor unknown	122	2.8%
219 Overtaking on offside injudiciously	120	2.7%
212 Reversing	119	2.7%
204 Disobeyed automatic traffic signals	117	2.7%
210 Turning left	112	2.6%
214 Starting	112	2.6%
211 U-turning	92	2.1%
217 Driving too close to the vehicle alongside	88	2.0%

Table 10: Collisions involving a hit and run driver/rider in Greater London 2004 - Vehicle contributory factors

Vehicle Contributory Factor	Number of vehicles	% of total
224+225 Going too fast having regard to road environment or other road users	1381	31.3%
601 Going ahead normally	410	9.3%
216 Driving too close to the vehicle in front	407	9.2%
209 Turn right injudiciously	271	6.2%
207 Disobeyed STOP or GIVE WAY sign or marking	213	4.8%
221 Changing lane injudiciously	151	3.4%
299 Other driver/rider factor	143	3.2%
210 Turning left	136	3.1%
219 Overtaking on offside injudiciously	122	2.8%
212 Reversing	118	2.7%
0 Factor unknown	100	2.3%
217 Driving too close to the vehicle alongside	99	2.2%
214 Starting	94	2.1%
204 Disobeyed automatic traffic signals	92	2.1%

The top accident contributory factors, assigned to just over a quarter (26%) of hit and run collisions were '224/225 – Going too fast having regard to road environment or other road users'. These factors were also directly associated with 31% of the vehicles that hit and ran. This implies that where speed was deemed the overriding factor in the collision it is highly likely that it was the hit and run driver/rider who was speeding. Also in several other collisions where speed was not deemed the major contributory factor, the hit and run driver/rider was still speeding.

The next highest accident contributory factors were '216 – Driving too close to the vehicle in front' (9.2%) and '207 – Disobeyed STOP or GIVE WAY sign or marking' (8.2%).

The second highest vehicle contributory factor was '601 – Going ahead normally' (9.3%), i.e. the driver was not deemed to have caused the accident, but failed to stop nevertheless. 9.2% of hit and run driver/riders were deemed to be driving too close to the vehicle in front.

Vehicle manoeuvre

Table 11 shows what manoeuvre the hit and run driver/rider was undertaking at the time of the collision. The majority (63%) were moving ahead, 11% were turning right and a further 6% were turning left. These proportions show little variation from those of drivers in all collisions in 2004 (63%, 13% and 4% respectively).

Table 11: Vehicle manoeuvres in hit and run collisions and all collisions in Greater London 2004

Vehicle Manoeuvres	Hit and run		% of hit and run	
	vehicles	% of hit and run vehicles	All vehicles	% of all vehicles
Reversing	155	4%	660	1%
Parked	43	1%	2,010	4%
Going Ahead Held Up	60	1%	3,807	8%
Slowing Or Stopping	45	1%	2,153	4%
Moving Off	140	3%	1,057	2%
U-Turning	83	2%	747	1%
Turning Left	264	6%	1,856	4%
Waiting To Turn Left	5	0%	223	0%
Turning Right	462	10%	5,716	11%
Waiting To Turn Right	6	0%	597	1%
Change Lane To Left	93	2%	530	1%
Change Lane To Right	78	2%	568	1%
Overtake Move Veh O/S	129	3%	1,002	2%
Overtake Stat Veh O/S	80	2%	924	2%
Overtaking Nearside	57	1%	410	1%
Going Ahead Left Bend	78	2%	737	1%
Going Ahead Right Bend	85	2%	997	2%
Going Ahead Other	2543	58%	25,889	52%
Total	4,406	100%	49,883	100%

Casualties injured in hit and run collisions in Greater London 2004

In the 4,379 hit and run collisions in Greater London in 2004 there were a total of 4,898 casualties of which 19 were killed, 499 seriously injured and 4,380 slightly injured. These casualties represented 14% of all road traffic casualties in Greater London in 2004.

Table 12 shows all casualties injured in hit and run collisions by mode of travel and severity. The majority (48%) were car occupants. This is a similar proportion to car occupant casualties in all collisions in Greater London in 2004 (47%). Pedestrians accounted for 26% of casualties in hit and run collisions compared with 18% in all collisions. The highest severity ratio (the percentage of fatal and serious injuries to all injuries) was recorded for pedestrian casualties (19%), compared with 6% for car occupants. Pedestrians also accounted for the greatest number of killed or seriously injured (KSI) casualties (46%) in hit and run collisions.

Table 12: All casualties injured in hit and run collisions in Greater London 2004
- Severity by mode of travel

Mode of Travel	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Pedestrian	10	230	1,012	1,252	26%	19%
Pedal Cycle	1	61	533	595	12%	10%
Powered 2 Wheeler	3	61	420	484	10%	13%
Car	4	131	2,201	2,336	48%	6%
Taxi	0	0	38	38	1%	0%
Bus Or Coach	0	12	88	100	2%	12%
Goods Vehicle	1	3	66	70	1%	6%
Other Vehicle	0	1	22	23	0%	4%
Total	19	499	4,380	4,898	100%	11%

1,493 of the 4,379 casualties (34%) were directly associated with the hit and run vehicle. These casualties represented 4% of the total road traffic casualties in Greater London in 2004. Table 13 shows a breakdown of these casualties by severity and casualty class. 1,216 (83%) of these were pedestrians hit by the vehicle that failed to stop. The remaining 260 casualties were occupants (driver/rider or passenger) of the hit and run vehicle. It is likely that this figure underestimates the true number of casualties in hit and run collisions as in the majority of cases the vehicle that failed to stop is not traced and therefore any occupants of that vehicle that were injured would go unrecorded.

Table 13: Casualties directly associated with a hit and run vehicle in Greater London 2004
- Severity by casualty class

Casualty Class	Severity of casualty			Total	% of total	Severity ratio
	Fatal	Serious	Slight			
Driver	2	5	65	72	5%	10%
Passenger	4	27	157	188	13%	16%
Total car occupants	6	32	222	260	17%	15%
Pedestrian	10	229	994	1,233	83%	19%
Total	16	261	1,216	1,493	100%	19%

What is the cost?

Based on the average cost of all road user casualties as detailed in the Department for Transport *Highways Economics Note No. 1*, the cost to the community of the casualties resulting from hit and run collisions in Greater London in 2004 was estimated to be around £191 million at June 2004 prices. There was an average of 12 hit and run casualties per day in 2004, with a subsequent cost to the community of approximately £0.5 million per day.

Background documents

1. Highways Economics Note No. 1 2004 – Department for Transport (Dec 2005)
http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_610642.hcsp
2. Population data supplied by the GLA - GLA 2003 Round Projections - Scenario 8.1 for 2004
3. Hit and Run accidents, 1990-2002 – J Broughton, Transport Research Laboratory (TRL Report TRL612) (2004)
4. Driving without entitlement estimates – TfL Transport Policing and Enforcement Directorate & Understanding Offenders Research: Literature Review – Stafford/Pettersson commissioned by TfL