



Department
for Transport

Department for Transport
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Mr Roy Milnes

Our Ref: 154909
Your Ref:

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Dear Roy

Thank you for your letter on the subject of vehicle lighting. You will recall that in previous correspondence, we have sought to outline the measures that are in place to ensure that vehicle lights and in particular headlamps, balance the need to light the road ahead, whilst limiting the light directed towards other road users.

The informal working group on visibility, lighting and glare, will report to the lighting expert group, and as with all UNECE informal working groups, the documents are publicly available on the UNECE website: below is a link to the relevant section.

<https://www2.unece.org/wiki/pages/viewpage.action?pageId=26903055>

The composition of the group will be determined by Contracting Parties to the UNECE, and should they decide that it is necessary to seek external expertise, to address any lack of understanding, then they will do so. The timescale of the informal group is initially for a period of two years, however there is scope to extend the duration if necessary.

We appreciate your sincerity, however there is no evidence to suggest there is an underlying road safety issue associated with modern vehicle lighting, despite the discomfort experienced by some road users. Whilst we acknowledge that the downward trend in Police recorded collision statistics has not continued in very recent years, there is absolutely no proven link to the advances in vehicle lighting technology. Some advances have potential to address the basic lighting problem that has vexed headlamp designers for many years: providing good visibility with a minimum of glare when two vehicles meet. Manufacturers are working on adaptive front lighting systems, which automatically adapt the headlamp beam to varying conditions including oncoming traffic, with the aim of providing the optimum compromise between visibility and glare for a given situation.

Yours sincerely

Fran Simpson (Mrs)