



Mrs Fran Simpson
 Department for Transport
 International Vehicle Standards Division
 Zone 1/33
 Great Minster House
 33 Horsferry Road
 London
 SW1P 4DR
 Dear Mrs. Simpson,

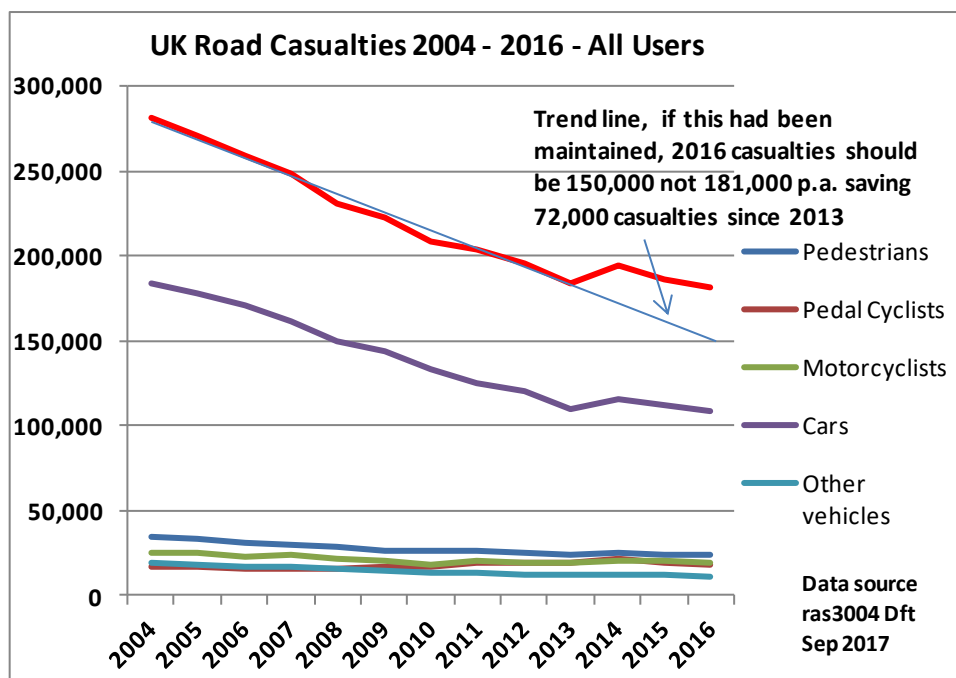
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Please reply to
lightmareuk@gmail.com

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Blinding vehicle lights

Following the publication of UK accident statistics for 2016, I summarise the data:



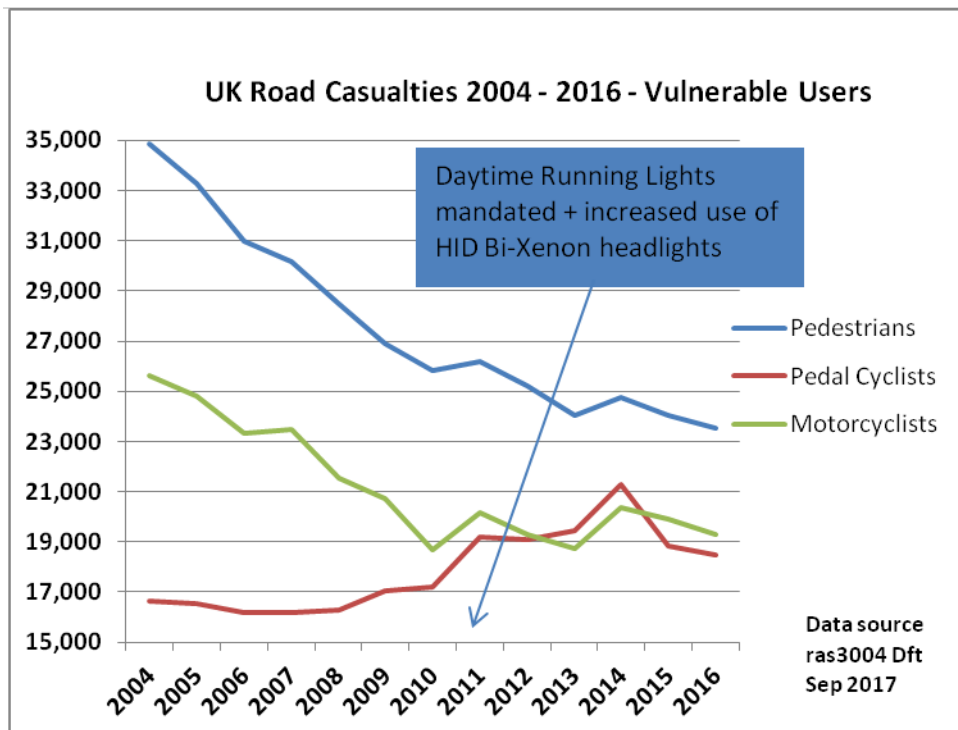
If the declining trend between 2004 and 2013 had been maintained, 72,000 casualties would have been saved.

According to Fred Wegman # CEO of EU research institute SWOV and DfT letter 07 Feb2012 to Ken Perham, the mandating of daytime running lights in February 2011 were supposed to save 6% of accidents.

At the same time the use of eye-damaging 6500k HID-Xenon, LED and Laser headlights have become common supposedly to give drivers better vision.

Accidents to vulnerable road users motorcyclists and cyclists are higher than before blinding lights were mandated.

Even car drivers, the group blinding lights are supposed to aid are no better off in 2016 than 2013.



Vehicles and road designs are getting progressively safer: the 2004 - 2012 downward trend should have been maintained, therefore it can only be concluded that blinding lights are the culprit.

There is an increasing body of international ophthalmological opinion that states that near blue HID-Xenon, LED and Laser light above 3000k is damaging to the human eye (lightmare.org/Expert_opinion)

Please may we ask why is the DfT ignoring expert medical opinion and has caused 72,000 extra casualties?

We look forward to your response.

Yours sincerely,

Roy Milnes

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This open letter is published
at www.lightmare.org

Fred Wegman ex CEO of SWOV is now Chairman of the International Traffic Safety Data and Analysis Group (IRTAD)

References:

1. Reported Road Casualties in Great Britain 2016 issued September 2017

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648081/rrcgb2016-01.pdf

2.

Department for Transport statistics									
Table RAS30004									
All reported casualties by road user type, Great Britain, 2004 - 2016									
Year and quarter	Pedestrians		Pedal cyclists	Motorcycle users	Car occupants	Other vehicle users	All casualties		
	All ages	Children ¹					All ages	Children ¹	
2004	34,881	12,234	16,648	25,641	183,858	19,812	280,840	31,000	
2005	33,281	11,250	16,561	24,824	178,302	18,049	271,017	28,126	
2006	30,982	10,131	16,196	23,326	171,000	16,900	258,404	25,523	
2007	30,191	9,527	16,195	23,459	161,433	16,502	247,780	23,807	
2008	28,482	8,648	16,297	21,550	149,188	15,388	230,905	21,996	
2009	26,887	7,983	17,064	20,703	143,412	14,080	222,146	20,655	
2010	25,845	7,929	17,185	18,686	133,205	13,727	208,648	19,569	
2011	26,198	7,807	19,215	20,150	124,924	13,463	203,950	19,474	
2012	25,218	6,999	19,091	19,310	119,708	12,396	195,723	17,251	
2013	24,033	6,396	19,438	18,752	109,787	11,660	183,670	15,756	
2014	24,748	6,481	21,287	20,366	115,530	12,546	194,477	16,727	
2015	24,061	6,317	18,844	19,918	111,707	11,659	186,189	16,103	
2016	23,550	5,998	18,477	19,297	109,046	11,014	181,384	15,976	
2014 data updated with 2016 data Jan 2017									

3. Reporting seriously injured between UK police forces changed in 2016