

ROAD LIGHTS:

PHYSIOLOGY – NONSENSE

"Unphysiological"—an apt term, but too weak—glare and distractions from various car headlights, warning lights, and daytime running lights (DRL)*, etc., have long ceased to improve road safety. (E-)bikes, scooters, and even e-toys compete with each other with their poorly designed, often incorrectly adjusted, dazzling lights.

Buses and trains are no exception: at children's eye level (as with most SUVs), extremely high intensities of short-wavelength-dominated light shine directly into the eyes of children—the most vulnerable group of all road users. Isotropic (radiating in all directions) daytime running lights sometimes cause more glare than correctly adjusted low beams (ADAC Deutch Automobile Club).

Daytime Running Lights Violate:

- The Convention Concerning the Power of Authority
- The Law in Respect of the Protection of Infants (1969)
- The Bond of Protection
- The Principle of Equality
- Declaration of Human Rights (1948), Article Three
- The Laws of Logic
- Public Ethics and Morals

An EU directive on daytime running lights would be difficult to reconcile with the Declaration of the Rights of the Child of November 20, 1959, which grants children special protection. Article 2, paragraph 1, of the International Covenant on Civil and Political Rights of December 19, 1966, also guarantees every child the right to such protection from society and the state as their legal status as a minor requires. The endangerment of children, in particular, by mandatory, state-mandated driving with daytime running lights could contradict these protective obligations and rights.

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Emergency vehicles had to increase the intensity of their lights and sirens, triggering startled reactions at close range that border on cardiovascular complications. Maintenance vehicles also emit light almost to phototoxic levels

Distraction Blindness: The more prominent traffic-related objects (cars, etc.) – over-emphasized by the DRL (Dynamic Light) – inevitably distract from all less prominent road users (children, cyclists, etc.) and cause – reproducibly (see Neuromagic) – cognitive deficits whenever visual short-term memory and working memory are overloaded. "Bus collides with train."

The bus driver knew the timetable, saw the train, but didn't register it – she died at the scene: Distraction Blindness despite the highest level of professionally trained attention (no cell phone, etc.).

International comment: <https://www.bbc.com/news/articles/cn971jlpvvro>

The BBC understands that the UK government is commissioning new research into the role of vehicle design in causing glare, and possible solutions, which will feed into international discussion of the issue.

This is the TRL report: [Glare from vehicle lighting on UK roads](#)

Also see Expert Opinion [The Experts](#) https://lightmare.org/Expert_opinion.htm

*** ÖOG Austrian Ophthalmological Society: 'Ban of DRL' (2007):**

“DRL does not improve traffic safety”

- at no time of the day or of the night, at no season, at no geographical latitude or altitude, even in countries of the extreme north or south - nowhere can DRL improve traffic safety. The laws of sensory physiology, cognition psychology etc. are valid anywhere and at any time on this planet.

CONCLUSION: 'DRL should be banned

Consideration of sensory-physiological, cognitive-psychological capacities and their limitations. In plain terms: Reduce intensity, reduce short-wavelength components in the spectrum (e.g., the 'blue peak'). Avoid all glare – e.g., with 'smart' solutions. Avoid distractors. **'CALM' TRAFFIC LIGHTING**

Guest author Prof. Dr. Peter Heilig: Neuromagic and Accidents |

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