



The Association of Drivers against
Daytime Running Lights
www.dadrl.org.uk

Adrian Burrows
DTLR Road and Vehicle Safety Division
Vehicle Standards & Engineering Zone 2/04
Great Minster House
76 Marsham Street
London SW1P 4DR

02 November 2005

Dear Mr. Burrows,

Daytime Running Lights (DRL)

Following our letter of 29 March 2005, please may we update you with progress of our campaign to show that there is now united opposition to DRL from all UK and EU pedestrian, rambles, cyclists, motorcyclists and some driver's organisations because of the dangers to vulnerable road users.

We were very interested to note from the most recent of our associates, the Cyclists Touring Club, that the UK government has the power to legislate in favour of flashing LED lamps for bicycles.

In view of this positive achievement, and the Department's stated sceptical views on the claimed safety benefits for DRL, please could you advise us if the UK government has the power to ban dangerous polluting DRL and if so, could the DTLR action this?

If not, perhaps you could help us by advising what further action we can take to achieve a ban on DRL.

We look forward to your response with interest.

Yours sincerely,

**Roy Milnes Campaign Co-ordinator DaDRL
for and on behalf of:**

The Association of Drivers against Daytime Running Lights

The British Motorcyclists Federation

The Motorcycle Action Group

The Federation of European Motorcyclists Associations

Living Streets – The UK Pedestrians Association

Federation of European Pedestrians Associations

European Cyclists' Federation

Cyclists Touring Club

The Royal Society for the Prevention of Cruelty to Animals

The Ramblers Association



PS We have mentioned you in a letter to Margaret Beckett the Environment Minister about DRL pollution – copy attached.



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Rt Hon Margaret Beckett,
Secretary of State for Environment, Food & Rural Affairs
Department for Environment, Food & Rural Affairs
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02 November 2005

Dear Mrs. Beckett,

Energy waste from vehicle Daytime Running Lights (DRL)

It was interesting to hear you express concern on the news yesterday about the UK's difficulty in achieving its target of a 20% reduction on CO² emissions by 2010.

A further hindrance is that the EC are planning to mandate daytime running lights for all vehicles based on flawed academic reports trying to justify safety for drivers at the expense of vulnerable road users.

Environmentally, the use headlights in good daylight will add about 1.85 million tonnes of CO² into the UK's atmosphere (annually the UK emits around 560 MtCO²). Tom Delay Chief Executive of the Carbon Trust, reported that the Carbon Trust helped to save 0.9 to 1.8 million tonnes of CO² during 2003/2004, for 2004/05 the figure was 2.7 million tonnes of CO². The use of DRL will negate the good efforts of the Carbon Trust.

From a safety aspect, there is united opposition to DRL from UK and EU pedestrian, ramblers, cyclists, motorcyclists and some driver's organisations because of the dangers to vulnerable road users.

There is no evidence that DRL give motorists extra safety, the biggest real world study conducted by US insurance organisation HILDI showed a 3.7% increase in accidents when daytime lights were adopted but this report was suppressed (Adrian Burrows of DTLR Road and Vehicle Safety Division has a confidential copy). The EC commissioned several reports to justify DRL but our experts have shown that flawed methodology was used (see www.dadrl.org.uk 'DRL Studies') The DLTR and European Commissioners Andris Piebalgs and Jacques Barrot are aware of these problems but seem unable or unwilling to take action.

Increased safety is not achieved by lighting a car up like a Christmas tree putting vulnerable road users at risk, but as any advanced motorist will vouch: the key techniques are early perception of hazards and anticipation. Blinding other drivers with unnecessary lights destroys a driver's ability to perceive hazards.

If you are agreeable with our aims (a statement of support would be invaluable), please could you advise us if the UK government has the power to ban dangerous polluting DRL and what action could be to be taken to achieve this?

We thank you for your attention and look forward to your response. May we particularly commend you regarding the achievements of the Carbon Trust to reduce the global impact of climate change.

Yours sincerely,

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cc Adrian Burrows of DTLR Road and Vehicle Safety Division