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Our Ref: ID 202614

26 October 2017

Mr David Ridley  
Senior Coroner  
Wiltshire & Swindon Coroner's Court  
28 Endless Street  
Salisbury  
Wiltshire  
SP1 1DP

Dear Mr Ridley

Thank you for your letter of 20 July, addressed to Jesse Norman MP, enclosing a Regulation 28 Report on the investigation into the death of Nina Angela Maggs. The circumstances of this accident are that Nina Angela Maggs had crossed the road in front of a left hand drive road sweeper, in such a manner that she would not have been visible to the lorry driver.

On conclusion of the inquest your concerns are –

1. The vehicle involved in the incident was a left hand drive commercial road sweeper. She would have been travelling from right to left. A combination of the deceased's height and being hidden by the vehicle's offside "A pillar" more likely than not were a contributory factor in the collision occurring.
2. You were told in evidence that the vehicle signs indicating that the vehicle was left hand drive were displayed at the rear of the vehicle and that there are no regulations governing the position of warning signage.
3. Your concern relates to left hand UK registered commercial vehicles. If signage is not considered appropriate then there is a risk of future deaths occurring in your view.

I am replying as Head of the International Vehicle Standards Division of the Department for Transport (DfT) as this division has responsibility for road vehicle safety standards.

I apologise for the delay in responding to your letter and Regulation 28 Report to prevent future deaths dated 20 July 2017. I understand that the date for reply has been changed to 31 October 2017.

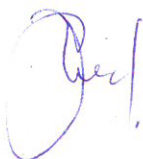
We have checked collision statistics for similar incidents of this type involving left hand drive vehicles and have not identified any cases.

We have consulted colleagues in the department's road safety division and they do not hold any evidence that signage indicating the vehicle to be left hand drive displayed on the front or side of such vehicles, would have any effect in alerting pedestrians of the risks posed by being a left hand drive vehicle.

Nonetheless, we have consulted the Freight Transport Association, Road Haulage Association and the Local Government Association for their opinion on whether signage such as you suggest would be beneficial in preventing future collisions. Although there is no evidence that such signage would be effective, they recognise that this would be a relatively inexpensive intervention as there are so few UK registered left hand drive commercial vehicles. Whilst they would not be supportive of further regulation, they indicated that they could support advice to operators of these vehicles, to encourage such signage to be displayed.

I should like to assure you of our best endeavours to taking this matter forward and we will be considering how this might be done, with the trade associations in the coming months.

Yours sincerely



  
**Head International Vehicle Standards Division**