



## Department for Transport

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13 October 2021

Dear Mrs Rookes,

Thank you for your report dated 19 July 2021 following the conclusion of your inquest into the death of Sarah Kathleen Elaine Lewis, under paragraph 7, Schedule 5, of the Coroners and Justice Act 2009 and Regulations 28 and 29 of the Coroners (Investigations) Regulations 2013. The report was received in the Department for Transport (DfT) on 25 August 2021.

I am replying on behalf of the DfT as Head of Vehicle Engineering in International Vehicle Standards, which is the lead division on vehicle construction standards.

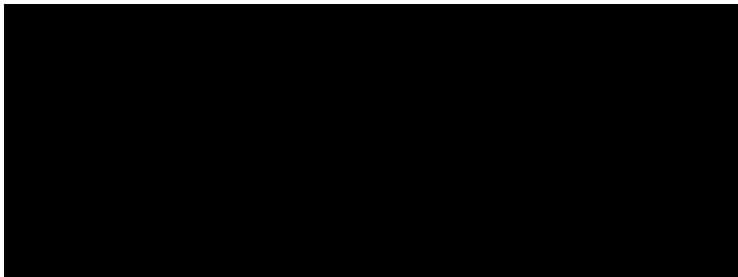
During the inquest you heard evidence that the driver of the Large Goods Vehicle (LGV) had reverse warning lights with a reversing alarm and was assisted by seven mirrors. You also heard that it is not a legal requirement for an LGV to have a rear facing camera, which you believe may be effective in preventing future deaths.

All new vehicle types need to be approved prior to their registration and use on UK roads to demonstrate that they comply with a range of technical construction standards. The requirements for indirect vision are set out in the United Nations Economic Commission for Europe (UNECE) Regulation 46 which permits mirrors or camera-monitor systems (CMS) to be fitted to the vehicle to satisfy this requirement. The indirect vision devices fitted to comply with Regulation 46 do not provide a view to the driver directly behind their vehicle.

The DfT has been working at international level to develop appropriate requirements to improve vision for drivers around LGVs. This work includes a reversing detection system using cameras, sensors or a combination of these to enable the driver to be aware of an obstacle or person directly behind their vehicle. The technical requirements for the system have been finalised and were formally agreed earlier this year.

Following the UK leaving the European Union, a new approval system for vehicles being registered for use in Great Britain is being developed. A call for evidence is planned later this year to gather views on the inclusion of a wide range of technologies that are becoming available, including reversing detection systems. The outcome will inform decisions on future legislation to require these technologies to be fitted to new vehicles. We will hold and record your observations on the use of reversing camera systems within the responses to the call for evidence.

I hope you find this information helpful and are reassured that the DfT is engaged in the development of improved vehicle requirements, and that consideration is being given to mandating these to improve protection for vulnerable road users.



**Head of Vehicle Engineering  
International Vehicle Standards**