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From the Editor

In October, immediately after the excellent presentation by Gary Baldwin following the group's AGM, Debbie was about to get into the car next to mine. Quite naturally, she asked what had caused the two deep and long gashes to the left side of my car. I explained that my wife has an ongoing dispute with a pillar at the entrance to our driveway. Though our car provides an audible warning when it anticipates a possible collision with an object, the combined lead-time of the warning and my wife's reaction to it has more than once proven insufficient to prevent damage.

On my 45-minute drive home, I was reflecting on a visit in September to an exposition on autonomous driving

sponsored by Bosch. The highlight for me was a presentation by Stephen Stass, Senior Vice President at Bosch, on the **challenges facing autonomous vehicle technology**.

The most significant is **Testing**. Bosch offers a facility of *Emergency Braking* (the kind which may have prevented my car from being damaged!) which required 10,000 hours of testing and validation to ensure that, if a driver's reaction was too slow, the software autonomously made the car stop in some situations, but equally importantly, did not make it stop unless it was critical to do so.

To explain autonomous vehicles further, see the table below: [Those using cruise control, typically when there is no congestion on the motorway as it keeps the car at a constant speed even if cornering or going up or down hill, will recognise Level 1].



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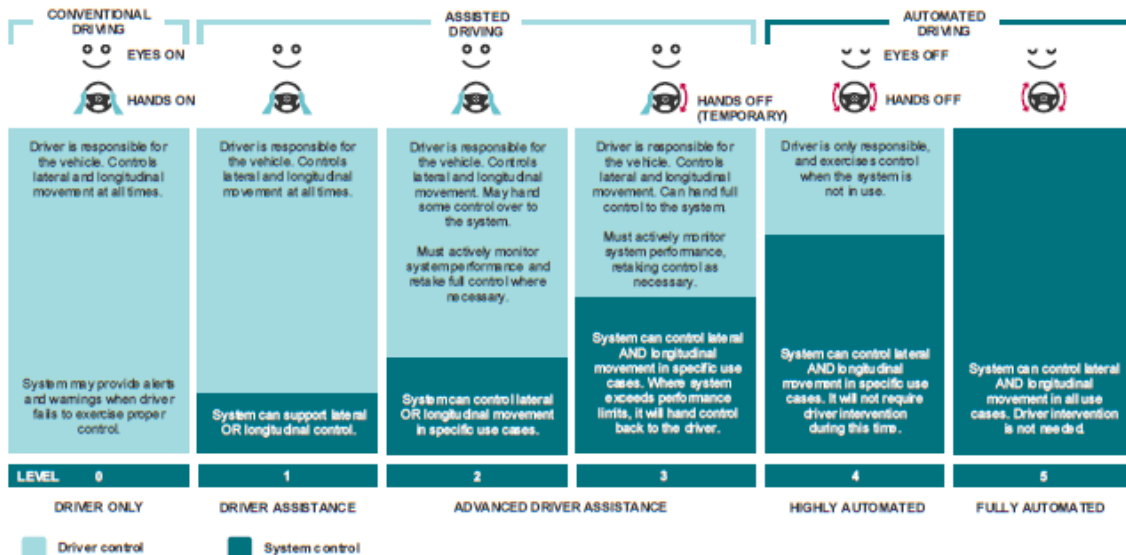
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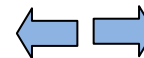
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The levels of assistance and automation are adapted from the Society of America Engineers J3016 Standard "Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems" (http://standards.sae.org/J3016_201401/). While these are not formally recognised by the UK Government or the United Nations World Forum for Harmonisation of Vehicle Standards, they are seen as a helpful guide to the technology.



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Most readers will recognise that Tesla has been offering Level 3 autonomous cars, with the promise that a software upgrade will convert it to Level 4 after suitable testing and receipt of approval.

Mr Stass is less optimistic. While recognising that the United Nations Economic Commission for Europe (UNECE) has made a major step forward towards allowing autonomous vehicles by amending the 1968 UN Vienna Convention on Road Traffic (which expressly required a driver in a vehicle on the road), he mentioned several reasons why significant additional development is necessary before we can have credible Level 4 vehicles:

1. **Fail-safe operation**

In today's cars, the driver provides an additional element to ensure fail-safe operation. For instance, should hydraulic brakes fail, if the driver

presses the brake pedal harder, the mechanical function of the brakes will kick-in. However, with no driver, it will be necessary to build in additional redundancy of hardware to ensure fail-safe operation.

2. **Localisation (or "where am I?")**

Those of us who have used GPS for many years will remember that, in the early days, if we turned off the route on which we were being guided, the system took a while to realise what had happened. In particular, at a junction with a roundabout over or under the motorway, this could be as long as a minute. This happened because the GPS was only accurate to within about 20 feet or 6 metres. In recent years, accuracy has improved but is far from adequate to avoid hitting the kerb! High Definition GPS is now



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available on some systems but maps are not necessarily kept constantly up-to-date.

Moreover, there are constant changes in road environments, e.g., a gas leak or water main burst may cause emergency roadworks. To keep every autonomous car abreast of the latest information, we need something called 'crowd sourcing', i.e., where the first car that "sees" a variation let's a common server know – every subsequent car thus has the information (and verifies whether it is still accurate and relevant!).

Some of you may use Google Maps while others prefer Waze (naturally pronounced ways!). The latter uses crowd sourcing to keep us all abreast of the latest 'live traffic' long before the radio can advise us. Check www.waze.com for details. (As an

aside, Google bought Waze in 2013, paying over \$1 billion, though has not fully integrated its technology into Google Maps).

For crowd sourcing to work, all users must willingly use the same software. However, multiple manufacturers of autonomous cars may each believe their software is the best and, without cooperation for a single system, there are likely to be delays in introducing Level 4 autonomous vehicles.

3. *Navigation and Safety*

Once a vehicle knows precisely where it is, and what the surrounding road conditions are, it can navigate to the intended destination. To find its way, an autonomous vehicle requires a large number of sensors, a combination of radar, cameras and LIDAR (considered by some as an acronym of Light Imaging,



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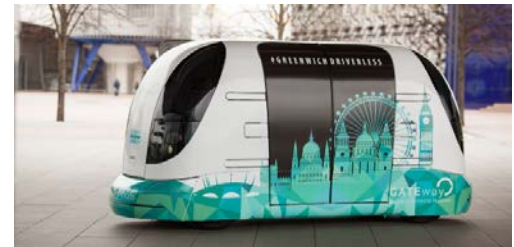
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Detection, And Ranging, rather analogous to radar which, while common usage now, originally started as an acronym of RAdio Detection And Ranging). The other day, after a long drive on the motorway in the rain, I was reversing into the garage and the rear cameras showed me a very obscured entry – they were just very dirty, which made me worry about safety in an autonomous vehicle.

Assuming the sensors are all effective, the hurdle for Level 4 autonomous vehicles is *merely* processing power, and Mr Stass suggested that a typical vehicle will require 30 tera flops. In layperson's language that is 30 trillion 'FIOating point Operations', i.e., computer calculations, Per Second, roughly two to three times that done by a human brain, five times that of Microsoft's Xbox One X, or perhaps the same as fifty average PCs.

I ended my trip at the exposition with a ride in a fixed route autonomous public transport vehicle, similar to that pictured below, that operated rather like a DLR train, but on the road.



They did give me the opportunity to ride a cycle on the route to test that the vehicle did not collide with me but, having listened to the presentation by Mr Stass, I did not have the courage!

Safe driving,

Ravi Savur



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From the Chairman

First of all, I would like to say a big thank you to John C for all of his hard work over the past years as Chairman of Kent Advanced Drivers and Riders. He will be a hard act to follow.

I would also like to say a big thank you to John C, Committee Members and Group Members for their vote at the 2017 AGM, giving me the opportunity to become Chairman of the group. Unfortunately, due to medical problems it has not been an easy start for me, and I particularly appreciate the help and support given to me by the Committee.

I look forward to the Committee Members and Group Members working together and supporting each other into 2018.

Finally, I would like to take this opportunity to wish all members, old and new, a very Happy Christmas and a New Year.

Dave Harris



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How time flies when you are busy.

2017 has been interesting year for the Group as we have had a consultation on the new RoADAR Groups Accreditation Scheme as well as the proposed RoADAR Groups Constitution. After much detailed correspondence and consultation meetings in Birmingham, we have now been issued with the new documents and expect to finalise the Kent Drivers Group Constitution as well as complete the accreditation application. We will then be accredited for 3 years. It will largely be business as usual, though with a few minor changes on our reporting to HQ.

2017 was RoSPA 100th Anniversary and they had various initiatives throughout the year but the biggest event was a

Centenary Royal Garden Party at Buckingham Palace on 25th May 2017

It was hosted by HRH The Duke of York, KG, with nearly 3,500 RoSPA friends attending. All RoADAR Groups were invited and the Kent Drivers Group was represented at the garden party by me and Simon Matthews. It was a super day with great weather and excellent food.



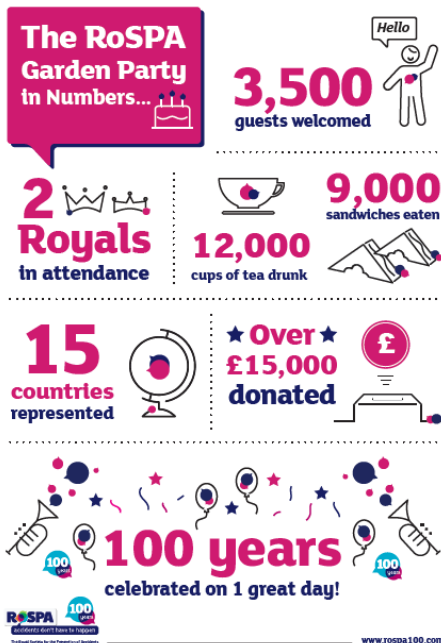
To see more pictures go to:
<https://www.rospa100.com/#gardenparty/0>



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RoSPA summarised the garden party in a fun infographic



As winter is now upon us have a look at this link <https://www.rospa.com/road-safety/advice/drivers/better-driving/winter-tips/> and make sure you are well prepared.

Finally a very merry Christmas and a happy and prosperous New Year to all our Members, Associates and Friends

John Corcoran



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There have been fewer Associates joining the Group compared with a few years ago and numbers entered for the test reflect this.

Associates – We have 13 awaiting induction, with a small number 'on the books' for over 12 months as they have not attended an induction seminar for various reasons. We have four associates currently waiting to be assigned a tutor, while 27 associates are working with tutors.

Induction Seminars are being held every two months on a Sunday in the village hall at Pratts Bottom. This has proved to be an enjoyable venue.

Tutor Training - We have three trainees working at present and in the last year

two new tutors have passed their test with another due for her test shortly. Unfortunately, we have lost four tutors this year, and there has been a reduction in the number of members who wish to become tutors or who have not been passing the test for various reasons.

Associate Passes for the year have been four Gold and two Silver. HQ communications are not always up-to-date so more people may be taking the tri annual re-test than we are aware about.

Some examiners have varying approaches to some aspects of the Advanced Test, which is making it difficult to prepare candidates for tests and re-tests. However, our Tutors have shown their skill as witnessed by the pass rate.

Thanks to all Tutors for volunteering.

Ray Davies



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New Pedestrian Casualty Statistics Prove it is Time for a Change

More children are being hurt on Britain's roads during the evening school run than at any other time of day – proving that it's time the daylight savings system is changed.

The latest [statistics from the Department for Transport](#) show that of the 15,976 children hurt on Britain's roads in 2016, nearly a quarter (22 per cent) were hurt during the hours of 3 to 5 p.m., while more than 1 in 3 of all pedestrian casualties happened between those times. This is in comparison to 14 per cent of children injured during the morning school run, between the hours of 7 to 9 a.m.

In fact, in every year since 2006 the majority of road casualties have occurred between the hours of 4 and 6 p.m.; each year, the number of people killed and seriously injured on the country's roads spikes immediately after the autumn clock change, due to the suddenly-darker evenings.

In 2016, pedestrian injuries for all age groups were at their highest in November. Casualty figures tend to remain high during winter and only improve in March, when the clocks go forwards again.

But there is a simple action that the Government can take to help address these shocking figures.

By altering the current daylight savings system to Single/Double British Summertime (moving the clocks forward by an hour year-round), we would provide children – and other pedestrians and vulnerable road users such as cyclists –



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extra daylight in the afternoons to make it home safely.

While this might increase the risk to vulnerable road users during darker mornings, the reduced risk in the evening would lead to a significant net reduction in overall deaths and injuries.

Errol Taylor, RoSPA chief executive, said: "Too many children and other road users are being killed and seriously injured on Britain's roads because the autumn clock change suddenly plunges their evening journey into darkness, at the same time as other risk factors such as lower levels of alertness for motorists, and children's tendency to take an indirect route home from school.

"The current daylight savings system is archaic, developed at a time when working practices and technology – not least automated vehicles – were a million miles from what we have today. We'd like

to see the Government assess the potential benefits of the change, which could take the form of a short trial.

"Not only would a change save lives and reduce injuries, but it would also have a host of other benefits in terms of the environment, health, tourism, crime and social isolation."

For more on RoSPA's campaign and the additional benefits of SDST, see www.rospace.com/rospaweb/docs/advice-services/road-safety/british-summertime-factsheet.pdf

RoSPA Questionnaire on Proposals for Daylight Savings Time

Please take two minutes on the survey at www.surveymonkey.co.uk/r/PZSCMMV



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Green light for new M20 motorway junction 10a

The government has granted development consent for a £104m project to create a new motorway junction on the M20 in Kent on 1 December.

Junction 10a is planned to serve communities and businesses around Ashford, improving journeys by relieving pressure on the existing junction 10 and helping boost growth and jobs in the area.

Work on the improvements will begin early next year and the new junction is expected to open to traffic in 2019.

New THINK! road safety campaign launched to help cut child deaths

Road Safety Minister Jesse Norman has launched a new road safety campaign

aimed at teachers and schools to help cut child fatalities.

A recent survey revealed that 67% of children get fewer than 2 hours of road safety education in their whole time at school and the new THINK! campaign will help schools and teachers highlight the dangers of the road and encourage best practice for children.

The government's iconic THINK! campaigns have helped reduce child road deaths by 90% since records began in 1979.

The latest THINK! campaign will feature a wide range of brand new education resources, including easy to follow lesson plans, 2 new films co-created with school children and a song in a bid to make teaching road safety lessons easier and more accessible.



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The first documentary-style film follows a group of school children as they act out how to cross the road safely after learning to use the Stop, Look, Listen, Think code. The second film follows another 6 children on their different journeys to school, including walking, cycling and scooting. They explain their top tips for getting to school safely in the form of a new road safety song.

THINK! has been running campaigns for more than 50 years and has successfully challenged a number of behaviours and attitudes to improve road safety, including drink driving, drug driving and using handheld phones while driving. THINK! campaigns have helped reduce the number of deaths from 22 a day in 1960 to current levels of 5.

These new resources follow a long and a proud tradition of hugely successful child road safety campaigns spanning several generations and featuring much-loved

icons such as, the family of Hedgehogs, Kevin Keegan, James Earl Jones (the voice of Darth Vader) and David Prouse as the Green Cross Code Man.

The first phase of resources, aimed at 3 to 6 year olds, are on the Think! Website <https://www.think.gov.uk/education/>. The next 2 phases for ages 7 to 12 and 13 to 16 will follow in the new year.

To be the first to hear about the new resources, register your interest [here](#).

Government fully committed to Operation Stack solution

The government, on 15 November 2017, reaffirmed its commitment to a permanent alternative to Operation Stack to keep Kent moving, as it announced it was no longer defending a judicial review over a planned lorry park near the M20.

The Department for Transport has informed the High Court it will withdraw



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plans for a lorry park at Stanford West, Kent. A judicial review hearing was due at the beginning of December. Since the judicial review, work has continued to deliver the lorry park as quickly as possible while also meeting environmental obligations. However, this has not been possible.

Highways England will now develop new plans for a permanent solution, including a lorry park, to cope with disruption on Kent roads caused by cross-channel disruption as well as providing daily parking for lorries. A consultation is set to take place next year, ahead of a planning application in 2019.

An interim plan is being developed by Highways England to allow motorists to carry on using the M20 when Operation Stack is implemented, minimising the impact on Kent's economy as well as residents and could see a dual carriageway created on the M20 by using

moveable or steel barriers to safely store lorries in the centre of the motorway. This solution should be in place by March 2019 and more details will be confirmed early next year.

An arrangement with Manston Airfield and the Department for Transport is also being extended to allow it to continue to be used during severe cross-Channel disruption, helping to further reduce the impact on Kent.

The Driver and Vehicle Standards Agency has started targeting lorry drivers who illegally sleep in their cabs, including those in Kent. Drivers sleeping in their vehicles in lay-bys, business parks and residential areas will be fined £300 for breaching drivers' hours. Highways England is also developing plans to provide daily parking for lorries to reduce the problem of fly-parking.



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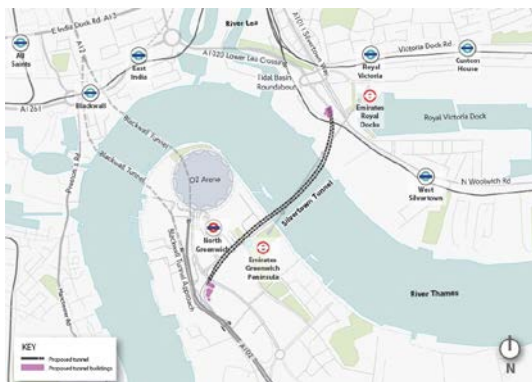
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Silvertown Tunnel Decision Delayed

Those of you driving to London may know that Transport for London plans a new tunnel at Silvertown to reduce congestion on the Blackwall Tunnel and the likely location is shown below.



Following a 6-month public consultation, the Planning Inspectorate had recommended the scheme to the Secretary of State for Transport who had until 11 October 2017 to decide whether or not to grant the application to build the Silvertown Tunnel.

The deadline for this decision has now been extended to 10 May 2018 to allow more time to consider recent responses to a consultation on the scheme in relation to the newly updated UK plan for tackling roadside nitrogen dioxide concentration.

If permission is granted shortly thereafter, construction of the Silvertown Tunnel could begin in early 2019 with the tunnel opening as early as 2022/23.



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Autonomous Parking is here now!

Well strictly speaking, it is available in Stuttgart (and you need to splash out on an E-Class Mercedes). Watch how it is done in a YouTube video [here](#)

Google sibling Waymo launches fully autonomous ride-hailing service

Residents of Phoenix, Arizona in the U.S. are likely to be the first in the world to get an autonomous taxi service. More details [here](#).

Living my anxiety dream: taking a ride in a Google self-driving car

Of all my recurring anxiety dreams, my least favorite is the one where I'm in a car. It always begins with me driving, but eventually I realize that for some reason I'm sitting in the back seat. My arms can't reach the steering wheel, my legs can't

reach the pedals, and I'm stuck in a spiral of terror, careening around turns and accelerating toward obstacles until, gasping. Read more, courtesy the Guardian, [here](#).

U.S. and China are ahead in the self-driving race. Germany and Japan, despite being famous for their autos, are behind

"The key difference is AI [Artificial Intelligence]," says Tony Han, co-founder of China-based autonomous vehicle company JingChi. "...What's driving this intense interest are three mega-trends: the rising popularity of electric vehicles, emergence of the shared economy that is powering ride-sharing firms like Uber and Lyft, and advancements in artificial intelligence... autonomous driving is really about combining a robot driver with an electric car. Read the full article [here](#).



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Motoring Jokes

Christmas cracker jokes to get you in the festive spirit (courtesy Kent Live)

1. How will Brexit affect Christmas dinner?
No Brussels
2. Why did the turkey cross the road?
Because he wasn't chicken
3. What do snowmen wear on their heads?
Ice caps
4. What do you call a blind reindeer?
No idea
5. What's the best Christmas present you could get?
A broken drum - you just can't beat it
6. What do snowmen eat for lunch?
Iceburgers
7. Who hides in the bakery at Christmas?
A mince spy
8. Why did no one bid for Rudolph and Blitzen on eBay?
They were too deer
9. What do you get if you eat Christmas decorations?
Tinsilitus
10. What's the most popular Christmas wine?
I don't like Brussel sprouts

Read another 43 jokes [here](#).

