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In the previous issue of the Newsletter, I wrote extensively about autonomous cars and the difficulty manufacturers are likely to have in introducing them without significant collaboration and perhaps a universal communication protocol that would allow gathering of information sourced from other vehicles that had “seen” it earlier (e.g., about temporary road works or other hazards not present on a global map).

However, since then, tragic events have impacted the speed at which we may see autonomous vehicles available to us. In just one week in late March, there were two fatalities from autonomous vehicles, taking the total to three.

In the first, a Volvo XC90 operated by Uber, though with a driver who failed to take action, killed a pedestrian in the dark

at around 10 p.m. in Arizona. The vehicle was fitted with LIDAR (generally considered an acronym for Light Imaging, Detection And Ranging).

The advantage that Lidar is believed to have over other autonomous systems (which is why it is used by both Uber and Waymo, the autonomous vehicle spin-off from Google) is that it is supposed to work well at night when it is dark, detecting objects from hundreds of feet away.

Investigation into the causes of the accident is on-going and Uber has suspended testing until they have results. Also, as there is no US-wide standard for test drivers of autonomous vehicle, they may have to use the most stringent one.

How does LIDAR work? The illustration on the next page, courtesy Google and the New York Times, shows how a vehicle ‘sees’:



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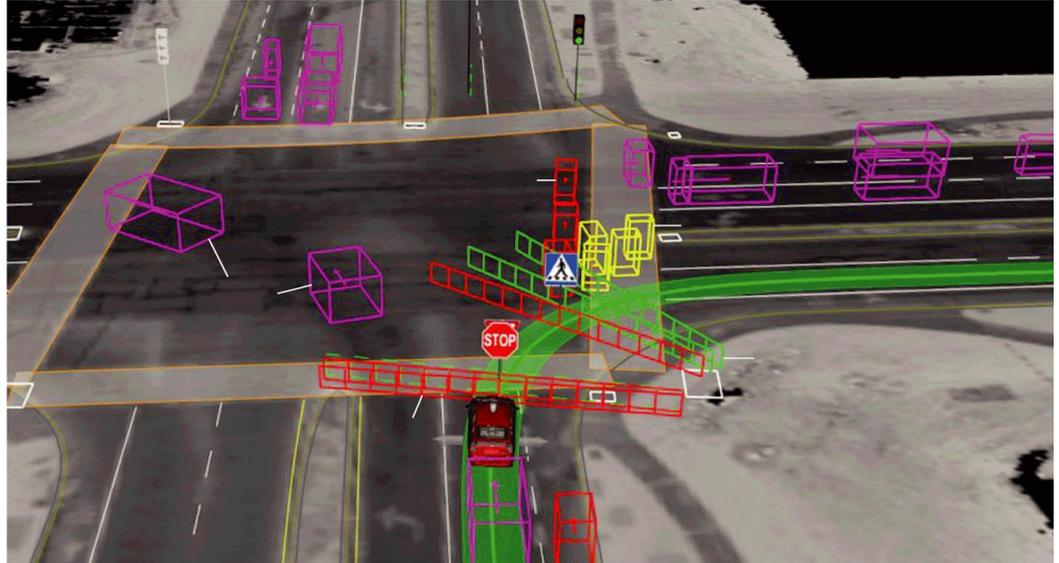
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Sensors in the self-driving car gather data on nearby objects, like their size and rate of speed. Categories above include **cyclists**, **pedestrians** and **other cars**. Places where the vehicle may have to

stop are shown with red barriers while green barriers mark where the car may have to slow down. The intended route is shown in green.



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In the second fatality in California, an Apple engineer who was driving a Tesla Model X using the traffic-aware cruise control and autosteer lane-keeping assistance, which Tesla refers to as 'autopilot,' died of his injuries after colliding with a damaged crash barrier and then ricocheting into two other vehicles. Interestingly, it appears that he had previously complained to the Tesla dealer that the car had more than once tried to steer into the crash barrier at the same spot.

An interim report from the US National Transport Safety Board seems to point towards an error with the 'autopilot' system as the vehicle sped up in the 7 seconds prior to the crash when it stopped following a lead vehicle (i.e., when it started pointing towards the crash barrier). No alert to the driver, indicating that he should take control, was detected

in the last 15 minutes before the crash. If you want to see the full report, it is [here](#).

Whilst not directly related to autonomous vehicles, the Tesla's 400-volt lithium-ion high-voltage battery was damaged during the crash and caught fire. This was put out by the fire brigade and they were part of the escort that took the car away for investigation. Later that day, smoke started emanating from the battery and was monitored by a thermal imaging camera. A full five days later, the battery reignited and this required a visit by the fire brigade to extinguish it.

However, for autonomous vehicle enthusiasts, it is heartening to hear that the pace of development has not been slowed by the crashes. In early April, Waymo applied to the Government of California to test autonomous vehicles without a driver behind the steering wheel. Existing rules applying to



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autonomous vehicles within the state do consider this as an option when seeking approval.

While President Trump has recently been trying to use the Environment Protection Agency to restrict California's ability to set its own air pollution rules based on the Clean Air Act of 1970, some might not know that this special facility was only granted at the time because the state was ahead of the rest of the U.S., and has remained so since. The first regulations mandating the use of vehicle emissions control technology were issued by California's Motor Vehicle Pollution Control Board as far back as 1961. More on their history is [here](#).

I think it would not be an exaggeration to say that we owe the initial development of electric cars to California's 1990 Zero-Emission Vehicle regulation from the State of California.

Another positive step for autonomous vehicle enthusiasts is that Waymo has invited residents in the area around Phoenix in the state of Arizona to register interest to ride in (and effectively test!) their autonomous vehicles.

Finally, autonomous vehicles will dramatically change the business of automotive insurance companies who need significant test data to be able to price their services. To facilitate this, the U.S. Congress signed legislation in September 2017 to allow the testing of 100,000 autonomous vehicles. The U.S. Senate has held this up citing concerns including the robustness of technology, the risk of cars being hacked and uncertainty expressed by voters. More to come on this subject!

Safe driving,

Ravi Savur



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I am really pleased to let everyone know that we have achieved group accreditation with RoSPA headquarters. Many of you will remember that, over the last few years, HQ has been going through an attempt to rationalise and streamline the activities of all groups around the country. Their initial attempt was particularly unilateral but, with persuasive efforts from many groups, (ours included, with John Corcoran taking the lead!), we reached a reasonable compromise and adopted the revised constitution last year.

Following the group accreditation, we have had our customised logo approved by HQ and you can now order clothing via our website. If you are unsure about

sizes, please do telephone the supplier to ensure you get exactly what you need.

Finally, I was pleased to see many of you at the recent group presentation showcasing what is being done in Kent for senior citizens on the road. If you know someone who might benefit, please direct them to the website at www.srskent.co.uk.

Safe driving over the summer,

Dave Harris



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Associates – We have 15 Associates awaiting induction and an additional two currently waiting to be assigned a tutor. However, we also have 7 who are on sabbatical as they cannot currently commit to attending induction or tutoring owing to various reasons including poor health, too busy, etc.

Induction Seminars continue to be held every two months on a Sunday in the village hall at Pratts Bottom. The most recent session was held on 3 June and was very well received with a lot of interaction. Associates receive a brief insight on what is involved to become an Advanced Driver (a large portion of the seminar that runs for 4 hours covers 'The System of Car Control').

Due to our current shortage of Tutors some Associates may have to wait several months before they can be

assigned to a volunteer Tutor. Since everyone understands the voluntary nature of the role, this is widely accepted. However, if anyone wishes to volunteer to become a Tutor please let me know as this will alleviate waiting times.

Tutor Training - We have one trainee working at present and another person has indicated interest but is not yet committed. We continue with 3 Advanced Tutors and 14 Approved Tutors and as always offer our thanks to them for volunteering their time and skill.

Tests – Finally, for those facing a test in the near future (*don't forget it is really important to get in touch with me to arrange a pre-test refresher*), over the summer, HQ will be rolling out to all RoSPA examiners personalised ID badges in order that they are readily identifiable.

Ray Davies



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Review of Roadcraft

RoSPA, along with other key organisations, will be part of the general review of Roadcraft, suggesting and implementing any potential further developments required within the manual. Now is your opportunity to have your say, so, if groups have any suggestions that they would like RoSPA to consider to take forward, please send them to your Regional Co-ordinator, Steve Parker by email to: sparker@rospa.com

Testing Consistency

To help support the structure of testing within the Groups' network, Regional Coordinators and Regional Senior Examiners will be partnering up with one another in their areas and working as a team to help iron out testing inconsistencies, to help to provide a

stronger more supported testing experience for all.

RoADAR Facebook Group

HQ has set up a nationwide RoSPA Advanced Drivers and Riders Facebook group, attached to the RoSPA Facebook page. It is open for all your members, and anyone interested in advanced driving or riding to share ideas, events, advice etc. There has already been some interesting online debates so please encourage your Group members to get involved [here](#).

Safety Matters!

Did you know RoSPA have an electronic newsletter called Safety Matters? This is available for free to all RoSPA Advanced Drivers and Riders members. It covers safety on the road, home and work place and includes a variety of interesting topics.



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To sign up please go to <https://www.rospa.com/safety-matters/>, fill in your name and email address in the box, which will trigger an email to your email box and you will need to press confirm within that email.

National RoSPA Advanced Drivers and Riders Conference

Many years ago, RoSPA used to hold a national conference. Many groups have said they would like to see these return. So look out for news in the coming months for details of this year's conference which will take place in Autumn.

World Cup 2018

As the World Cup is upon us, RoSPA is asking fans to plan their journeys to ensure they are not getting behind the wheel after having a drink.

In 2016 (the latest statistics available) an estimated 240 people were killed due to drink-driving on Britain's roads, while around a further 1,260 people were seriously injured.

If you are driving the morning after, it is important to remember that you may still be over the drink-drive limit as it takes time for your body to process the alcohol.

RoSPA is calling for a reduction in the drink-drive limit from 80mg of alcohol per 100ml of blood, to 50mg/100ml, which would bring England and Wales into line with Scotland.

Read more about RoSPA's stance on drink-driving [here](#)



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New plans to keep Kent moving during potential Brexit related Channel disruption

Plans to improve overnight lorry parking and ease traffic for residents and businesses in Kent in the event of cross-Channel disruption have been unveiled by the Roads Minister, Jesse Norman on 18 May 2018.

The new plans for 'Operation Stack' will allow traffic to travel in both directions between junctions 8 and 9 while lorries are being queued for the Port of Dover and Eurotunnel. That means drivers can access these junctions, rather than being diverted onto smaller local roads.

This will be made possible using a contraflow on the northbound carriageway, which will be available for use by early 2019, if there is ever

disruption to cross-Channel traffic and lorries have to be queued.

The Department for Transport is also setting out plans to improve overnight lorry parking, so that fewer lorries will be left on local roads or parked in lay-bys overnight.

A public consultation on a permanent solution to Operation Stack, led by Highways England, will be launched shortly. This will include asking residents, businesses and the freight industry whether they would rather see an on-road solution or an off-road lorry park.

Highways England will start work soon on improving the northbound hard shoulder of the M20, to allow for two-way traffic to be contained within one carriageway, enabling the road to remain open.



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Schemes like the Dover Traffic Access Protocol (TAP), which sees lorries held outside of the port town instead of clogging up Dover's centre roads, and more holding spaces at the port, have helped to prevent many instances of Operation Stack being called since the events of 2015.

The Department for Transport is also looking at facilities for lorry parking, and has today published its National lorry parking survey, highlighting the areas around the country which need more overnight lorry parking provision.

Work to address this is already under way with plans from private developers for an extra 1,000 additional spaces across the country, which will provide benefits across the UK, particularly in the south-east.

The government has asked Highways England to review and identify sites across its land holdings which could

provide an extra 1,500 spaces, which would help reduce the number of lorries parking overnight in laybys.

Councils may also get further powers to take action against hauliers which park inappropriately. The first 6 months of an 18-month trial on the A20 in Kent have seen the numbers of vehicles being clamped cut in half, and an increase in the number of lorry drivers staying in commercial parking sites.

Kent wins Safer Roads Fund Bid

The government has pledged £100 million for improving the 50 most dangerous A roads in the country and Kent County Council has been allocated £3.6 million of this: £2.1 million to improve the A252 Charing A20 – Chilham A28 in 2019/20 and £1.5 million to improve the A290 Canterbury – Seasalter in 2020/21.

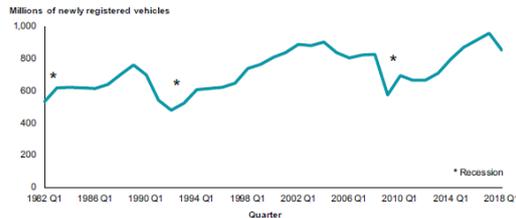


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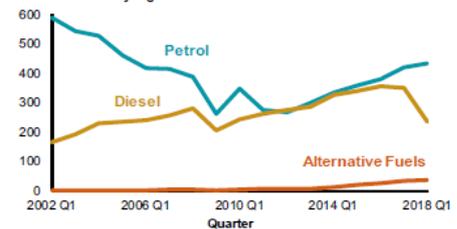
Reduction in new vehicle sales

During January to March 2018 854,000 vehicles were registered for the first time in Great Britain, 11% lower than during the same period in 2017



There was a sharp decline in the number of diesel cars being registered in 2018 Q1, down 33% compared to 2017 Q1. This was the main contributor to the decline in overall vehicle registrations.

Thousands of newly registered cars



Drink drivers face swifter justice with new roadside breathalysers

Drink drivers are to face swifter justice thanks to new roadside breathalyser technology that will allow police to gather on-the-spot proof.

Mobile evidential breath tests will allow police to gather early evidence of drink driving, by taking a breath sample from suspect drivers at the roadside. The instant test means they will not need to be taken back to a police station to obtain evidence as is currently the case.



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It will mean those marginally over the drink drive limit will not have extra time to 'sober up' and stand a chance of passing a later test at the station.

It will also free up crucial police time and resources.

As part of a continued crackdown on those motorists who choose to drink and drive, the government is committing £350,000 for a competition which will see companies bring the new mobile breathalyser to market.

The latest figures show that fewer people died on British roads in 2015 as a result of drink driving than in any year since records began.

In 2016, more than 460,000 people undertook breath tests in 2016, with almost 59,000 testing positively or refusing a test.

Self-parking cars could be on a street near you by 2021

Latest funding competition will see UK leading Europe in the public testing of self-driving cars and could make self-parking vehicles a reality

Specialist UK technology and automotive businesses have been invited to bid for £30m to help make self-parking cars a reality

Two new funding competitions will also create two permanent self-driving test sites in the UK, the first of the kind in Europe

As part of the government's modern Industrial Strategy aimed at developing the transport system of the future, companies are invited to bid for £30 million of funding to support the development of self-driving vehicles on UK roads.



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Funded through the Centre for Connected and Autonomous Vehicles (CCAV) and Meridian, the Government's unique hub for testing autonomous technology, the competitions see Government and industry jointly investing in UK businesses to help realise the Government's ambition to see fully self-driving vehicles on UK roads by 2021.



UK Autodrive self-driving pod London

The next round of the competition could answer drivers' parking woes since up to £5m will be awarded to projects developing and testing autonomous parking technology. This technology will allow self-driving cars to park in a range of different environments without human intervention. The money will also fund two public-testing sites for self-driving cars in urban settings. The first of the kind in Europe, these sites will ensure that connected and autonomous vehicles become a normal feature on UK roads. It is part of the modern Industrial Strategy's Mobility Grand Challenge to invest in and shape the design, development and manufacture of the transport system of tomorrow.

Birmingham to host world's first zero emission vehicle summit

The summit, to be held on September 11 and 12, will be on vehicle technology to tackle carbon emissions and to find ways to improve air quality. More details [here](#).



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Tens of thousands of drivers get increased fines for using mobiles at wheel



More than 26,000 motorists have been caught using a handheld mobile phone

while driving in the first year since harsher penalties came into force.

Among these are 500 novice drivers who have had their licences revoked for using their phone behind the wheel in their first 2 years of driving.

On 1 March 2017, the penalties for this offence doubled from £100 and 3 penalty points to £200 and 6 points.

To read more, click [here](#).



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Driver Warning about E-Mail Scam

If you receive an email, purportedly from the police, delete it. Don't follow the *phishing* steps that you are asked to. Details including the format of the email are on the Daily Express website [here](#).

Waymo 360° Experience

Would you like to experience a fully self-driving journey? If so, click [here](#).

Putting Reg Local to the test

Even for an experienced driver, a day with Reg reveals a lot. We're in a Golf R sprinting north on the B6479. It's one of those loping Yorkshire Dales roads that spears straight for... to read more click here.

Have you seen the pink kitten?

If not, click [here](#).

Do you know someone with a mobility scooter?

Ask them to see the video at SafeScoot produced by the Norfolk Constabulary with Halfords. It is available [here](#).

They may also benefit from seeing the website of the Senior Road Safety Kent focus group at www.srskent.co.uk

How can I be phone smart?

Driving is one of the most mentally demanding things you can do. That's a fact.

The trouble is it feels like your phone demands your attention too.

Being Phone Smart is about recognising that your phone has a grip on you – and that you're committed to breaking that hold when you're driving. Read more [here](#).

