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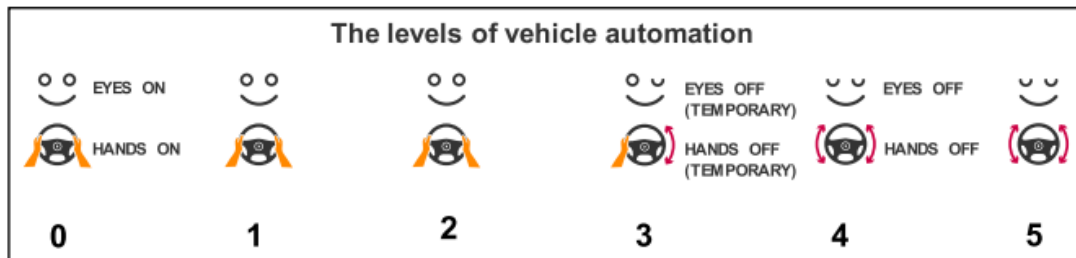
## From the Editor

Many of you may have heard several news reports about ChatGPT, the latest demonstration of “Artificial Intelligence” or AI. Listening to the hype, particularly how ChatGPT has been able to pass MBA and Law exams (though admittedly not with particularly high marks), I was reminded of Elon Musk’s comments in 2015 that he would have fully autonomous (Level 5) cars on the road by 2020.

While autonomous vehicles have been the subject of science fiction for decades, many of you know that the Society for Automotive Engineers International, SAE, has formal definitions of the six levels of autonomy, from 0 through 5, illustrated as below.

At autonomous Level 1, there is “Driver assistance” whose features can carry out **either** steering or acceleration/deceleration. One example of Level 1 automation, that many cars on the road today have, is cruise control.

Level 2 is “Partial automation” whose assistance features can carry out **both** steering and acceleration/deceleration. The driver is responsible for monitoring the driving environment and must remain engaged at all times. Examples include a car resisting a lane change on a motorway if a signal has not been given; or perhaps brakes sharply and steers away when sensing an imminent collision.



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Level 3 is “Conditional automation” whose features can perform **most driving tasks** but a human “fallback-ready user” is expected to respond appropriately to “a request to intervene.” The fallback-ready user must be receptive to a handover request or to an evident system failure, though is not expected to monitor the driving environment. Over a million miles of such driving has been done by various companies including Tesla, Uber, and a sister company of Google as well as others. There have been a few hundred accidents but far fewer fatalities.

Level 4 is “High automation” and, if you have been observant at an airport, may have seen such vehicles on the tarmac. The driving automation features can perform **all driving tasks** within their “operational design domain.” If the limits of the system are exceeded, the system will put the vehicle into

a “minimal risk condition”, such as a safe stop.

Level 5 is the utopia of “Full automation” and identical to Level 4 except that the driving automation features are not limited by an operational design domain. Instead, they are capable of performing **all driving functions in all situations that a human driver could**.

With the hype around ChatGPT and AI mirroring that previously around autonomous cars, it is a good opportunity to combine the two and ask AI (a chatty version of a Google query in conversational form) its views on autonomous cars. In the interest of research, and keeping in mind the limits of your Newsletter, I asked the AI engine to write me two 600-word essays. One why fully autonomous cars will not be made for at least a decade and the other why fully autonomous cars will be available before 2030. Here are the results:

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### Why fully autonomous cars will not be made for at least a decade

The idea of fully autonomous cars that can operate without any human intervention has been around for quite some time. Many companies, including Google and Tesla, have invested billions of dollars in developing self-driving cars. While significant progress has been made in recent years, it is unlikely that fully autonomous cars will be made for at least a decade. There are several reasons why this is the case.

Firstly, the technology is not yet advanced enough to make fully autonomous cars a reality. While there have been significant breakthroughs in areas such as computer vision and machine learning, the technology still has a long way to go before it can reliably navigate roads and highways. Self-driving cars

### Why fully autonomous cars will be available before 2030

In recent years, the development of autonomous cars has been advancing rapidly, and many industry experts predict that fully autonomous cars will be available to the public before 2030. While there are still some obstacles to overcome, several factors suggest that this timeline is realistic.

Firstly, technological advancements have made self-driving cars a reality. The progress made in artificial intelligence, machine learning, and computer vision has enabled car manufacturers to create sophisticated autonomous systems that can sense their surroundings, make decisions, and respond to potential dangers on the road. In addition, the development of high-definition mapping systems and advanced sensors has made it

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need to be able to make quick and accurate decisions in real-time, and the technology is simply not there yet. It will take many more years of research and development before fully autonomous cars become a reality.

Secondly, there are many legal and regulatory hurdles that need to be overcome before self-driving cars can become mainstream.

Governments around the world are still grappling with the issue of how to regulate self-driving cars, and there are many different opinions on what the rules should be. For example, should self-driving cars be required to have a human driver behind the wheel, or should they be allowed to operate without any human intervention at all? These are complex

### Why fully autonomous cars will be available before 2030

possible for self-driving cars to navigate even the most challenging driving conditions.

Secondly, the increasing demand for autonomous cars is a driving force for their development. With the rapid growth of the population, the number of cars on the road has increased significantly, leading to more traffic congestion and accidents. Autonomous cars can help to reduce traffic jams and improve road safety, as they can communicate with each other and avoid accidents. Moreover, self-driving cars can offer more convenience to commuters, as they do not require a driver to operate, freeing up time for other tasks.

Thirdly, regulatory bodies and governments are starting to support the development of

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questions that will take time to resolve.

Thirdly, there are significant infrastructure challenges that need to be addressed before fully autonomous cars can become a reality. For example, self-driving cars need to be able to communicate with each other in real-time to avoid collisions and ensure safe and efficient traffic flow. This will require significant investments in infrastructure, including 5G networks and smart sensors, that will take many years to implement.

Fourthly, there are social and cultural barriers that need to be overcome before self-driving cars become mainstream. Many people are still uncomfortable with the idea of giving up control of their vehicle to a computer, and

### Why fully autonomous cars will be available before 2030

autonomous cars. In the United States, several states have already passed laws allowing the testing of autonomous vehicles on public roads, and the federal government has proposed new regulations that would make it easier for car manufacturers to test and deploy self-driving cars. Similarly, other countries, including China and the United Kingdom, have started to develop their own regulations to support the development of autonomous cars.

Fourthly, the development of autonomous cars has attracted significant investment from technology companies and automakers. Several major car manufacturers, including Tesla, General Motors, and Ford, are investing heavily in the development of self-driving cars, as are major technology companies such as

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there are concerns about the safety and reliability of self-driving cars. It will take time for these attitudes to change, and for people to become more comfortable with the idea of fully autonomous cars.

Fifthly, there are economic considerations that need to be taken into account before fully autonomous cars become a reality. While self-driving cars have the potential to reduce traffic congestion and improve safety, they also have the potential to disrupt industries such as the trucking and taxi industries, which employ millions of people around the world.

Governments and businesses will need to find ways to manage this disruption and ensure that the benefits of self-driving cars are shared

### Why fully autonomous cars will be available before 2030

Google and Apple. These investments are fueling the rapid advancement of autonomous technology and increasing the likelihood of fully autonomous cars being available to the public by 2030.

Lastly, the benefits of self-driving cars cannot be overstated. Autonomous cars have the potential to reduce traffic congestion, improve road safety, and offer more convenience to commuters. They can also reduce the environmental impact of transportation by reducing emissions and increasing fuel efficiency. As a result, the widespread adoption of self-driving cars is likely to be seen as a positive step towards a more sustainable and efficient transportation system.

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fairly.

In conclusion, while significant progress has been made in recent years, it is unlikely that fully autonomous cars will be made for at least a decade. The technology is not yet advanced enough, there are significant legal and regulatory hurdles to overcome, infrastructure challenges that need to be addressed, social and cultural barriers that need to be overcome, and economic considerations that need to be taken into account. While self-driving cars have the potential to revolutionize the way we travel, it will take time and significant investment before they become a reality. Until then, we can expect to see continued advancements in semi-autonomous vehicles, which require human intervention

### Why fully autonomous cars will be available before 2030

While there are still some obstacles to overcome before fully autonomous cars become a reality, including regulatory hurdles, technical challenges, and public acceptance, there are many reasons to be optimistic about the future of autonomous driving. The rapid pace of technological development, the increasing demand for self-driving cars, the support of regulatory bodies and governments, and the significant investment being made in the development of autonomous technology all suggest that fully autonomous cars will be available to the public before 2030.

In conclusion, fully autonomous cars are likely to become a reality in the next few years, and the benefits they offer are likely to be significant. The development of autonomous

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<p><b>Why fully autonomous cars <i>will not</i> be made for at least a decade</b></p>	<p><b>Why fully autonomous cars will be available <i>before 2030</i></b></p>
<p>but offer many of the benefits of fully autonomous cars. [569 words]</p> <p><a href="https://chat.openai.com/chat/321eeabb-df22-45ed-997e-4213702730db">https://chat.openai.com/chat/321eeabb-df22-45ed-997e-4213702730db</a></p>	<p>cars is driven by technological advancements, increasing demand, regulatory support, and significant investment. While there are still some challenges to overcome, the prospects for fully autonomous cars are bright, and we can expect to see them on the road in the near future. [589 words]</p> <p><a href="https://chat.openai.com/chat/023f9666-d81f-4bd7-916e-a35043734eb1">https://chat.openai.com/chat/023f9666-d81f-4bd7-916e-a35043734eb1</a></p>

My conclusion after reading both pieces (as I am far too polite to use the word bulls\*\*t!): each sounds plausible, but then so did Elon Musk's comments in 2015 about fully autonomous cars by 2020.

Safe driving

*Ravi Savur*

P.S. Try ChatGPT <https://chat.openai.com/chat> for your own essays!



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## From the Chairman

Dear Members, Associate Members and Social Members,

I hope you all had a nice festive season and a good start to 2023.

We have begun the year with well attended monthly meetings (so far) and have more interesting topics to come – for details see our continuously updated events page on the website.

We have recently taken over the full administration of our website and membership database. It was earlier done by a third party who is now retiring. We now pay the hosting company direct and run the site. The web site gets checked regularly and updated as needed.

If you would like to see a particular topic, subject or link on the web site just let us know and we will see what we can do. Also if you see an article or information that would be useful or interesting to other members let us know and we can forward it on

I mentioned at the AGM back in October that I will be standing down as Chairman of the Group at the next AGM. That is still my intention. I have been doing it for quite a few years now and it time to have someone else take over the reins. I will still be doing the website admin and be a committee member.

We also need more committee members to spread the committee workload, especially an events organiser. If you feel you can contribute to the efficient running of the

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group you will be most welcome. The committee can co-opt you onto the existing committee until election at the next AGM in October 2023.

Safe and happy motoring

*John Corcoran*

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## From the Training Team

### Associates

We have 13 Associates awaiting Induction and none waiting to be assigned a Tutor. To attend the next Associates' Induction session on a Sunday morning at the Pratts Bottom Village Hall, you must register.

### Tutors

We have 12 Approved Tutors plus 1 new tutor and 4 Advanced Tutors. We also have 3 4 Tutors on a sabbatical.

### Tutor Training

We have 4 Trainee Tutors that are now undergoing their practical training.

### Results

Please remember to send me details of your results with details of who the examiner was.

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Also, if any Member has a Silver or Gold pass and would like to consider training to be a Group Tutor, please contact me: [ray.rospa@outlook.com](mailto:ray.rospa@outlook.com)

*Ray Davies*

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## From Headquarters

Five years ago, we added a benefits platform for our RoADAR members which provided all subscribing members with a wide range of benefits from high street discount vouchers to wellbeing incentives and insurance benefits.

We are currently reviewing the options provided on the platform and are exploring a tiered membership structure whereby different members receive different levels of benefits depending on what level they pay for. For example:

Proposed name of level	Proposed Cost	Benefits received
Affiliate	£30.00	COTR, access to level 1 benefits platform

Member	£45.00	COTR, 3 yearly test, access to level 2 benefits platform
Premium	£55.00	COTR, 3 yearly test, access to level 3 benefits platform

Benefits at the Premium level could also include free GEM (Guild of Experienced Motorists) membership for the year which would provide members with further offers and discounts, quarterly magazine and access to a 24/7 technical helpline.

This is just an example of what could be on offer and we would be interested in your views on introducing a tiered membership across the RoADAR community.

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Please send any feedback to [furtherinfo@roadar.org](mailto:furtherinfo@roadar.org) by 13 March 2023, where we will collate any responses. Please note that we will be unable to reply to all answers individually, however please rest assured that every response will be read and taken into account. We will reply to every Group as a whole once we have gone through all of the replies.

I look forward to hearing from you.

Best wishes,  
Andy

*Andy Nixon*

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## From the Government

### World's first hydrogen-powered digger set to drive on UK roads



The UK government has given special dispensation, under a vehicle special order, that allows JCB, the British construction equipment manufacturer, to test and use its world-first hydrogen-powered backhoe loader on UK roads. This backhoe loader is the first of

its kind and offers a pioneering solution to help reduce emissions on construction sites.

The full press release from the DfT is at:

<https://www.gov.uk/government/news/world-s-first-hydrogen-powered-digger-set-to-drive-on-uk-roads>

### Consultation on MOT test start date

Should the first date for an MOT test be changed? The government is keen to understand:

- when people think the first date should be
- how making a change to this date will affect businesses
- whether they should introduce any other changes to MOT testing

[Respond online](#) or [Download a form](#), fill it in and e-mail it to: [MOT411consultation@dft.gov.uk](mailto:MOT411consultation@dft.gov.uk)

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### **E10 petrol explained**

Standard grade (95 octane) petrol became E10 in Great Britain in September 2021 and in Northern Ireland in November 2022.

These changes apply to petrol only. Diesel fuel has not changed.

Almost all (95%) petrol-powered vehicles on the road today can use E10 petrol and all cars built since 2011 are compatible.

If your petrol vehicle or equipment is not compatible with E10 fuel, you will still be able to use E5 by purchasing the 'super' grade (97+ octane) petrol from most filling stations.

Petrol pumps will clearly label petrol as either E10 or E5.

You can check if your car, motorbike or moped can use E10 petrol by using the government's [E10 vehicle checker](#).

### **'Noise camera' trials to detect rowdy drivers**

New technology will identify antisocial drivers and reduce noise pollution.

- new noise-detecting traffic cameras are to be deployed in 4 trial areas to crack down on 'boy racers' revving engines and using illegal exhausts
- the trials are backed by £300,000 government investment as annual social cost of road noise pollution is estimated at £10 billion
- Bradford, South Gloucestershire, near Bristol, Great Yarmouth and Birmingham were declared "winners" of a nationwide competition to host the speed cameras.

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### It's a Fair Cop

In this series finale, copper turned stand up Alfie Moore, takes on the topic of speeding. Is it ever acceptable and, if so, how fast?

When Alfie decide to tackle a notorious speeding spot on his patch, he goes out speed gun in hand to lay down the law. But when he pulls over Barbra she tries to justify her actions. Should Alfie let her go with a warning? Or is it ticket time?

<https://www.bbc.co.uk/sounds/play/m001dwt9>

### Want to see the Lower Thames Crossing?

A new video shows what it will look like:

<https://nationalhighways.co.uk/our-roads/lower-thames-crossing/news-and-media/news/new-video-fly-through-and-planning-process-opens/>

## Gritting of Roads in Kent



Kent County Council has a “Smart Winter” Initiative to grit roads that is among the best in the country. Details at:

[https://www.adeptnet.org.uk/sites/default/files/media/2022-12/ADEPT%20LL%20KCC%20-%20Winter%20Services\\_0.pdf](https://www.adeptnet.org.uk/sites/default/files/media/2022-12/ADEPT%20LL%20KCC%20-%20Winter%20Services_0.pdf)