



Newsletter ~ August 2021

St Helens Group of Advanced Motorists
Working to make our roads safer every day...



Chair's Remarks

Hello everyone and welcome to the August edition of the newsletter.

Life is gradually getting back to some kind of 'normality' but I suspect it will be many more months yet before we get close to pre-Covid times. Our focus in the Group is to keep everyone as safe as possible as Covid restrictions are relaxed / removed. However, we have to remain vigilant since Covid is not going away anytime soon.

As the months roll by remember that the Group is not only about helping Associates but also about supporting our members as they return to driving on increasingly busier roads.

Tom Field,
Group Chairman

Associate Training

For the moment, Associate training is being organised on a 1 to 1 basis between each Associate and an allocated Observer rather than the 'normal' situation of everyone meeting at the ibis hotel, Haydock on Sunday mornings. After a few weeks the Associates and Observers will be 're-mixed' to give each Associate the benefit of two (and later three or four) Observers. Associates will be offered a 'mid-course' online or in person classroom session after a few weeks.

After reviewing the Covid situation this way of working will continue for the rest of 2021. It is hoped that we can re-start our

advanced driver course programme in January 2022.

At the moment not all of the Group's Observers have returned to observing and so we are having to limit the number of Associates in training.

We are operating a waiting list 'first come, first served' so that we can continue to balance Observer availability to Associate demand.

Please note that our Young Driver Discount of £89 is still in place as well as our £50 cash back for those aged 60+.

Best wishes and continue to stay safe.

Mark Farnworth,
Vice-Chairman and Chief Observer

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More Information (click links)

[SHGAM News](#)

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[IAM RoadSmart Advice](#)

Automated and Autonomous vehicles - IAMRS Blog

There is a large difference between an automated vehicle and an autonomous one, this sometimes causes confusion for people trying to understand the expected level of performance in these vehicles.

A quick explanation: an automated vehicle is one that performs "some" functions automatically for you or to support you. While a fully autonomous vehicle will perform all functions and drive for you, but we are not there yet!

The progression towards autonomous vehicles is measured on a scale. As technology is developed and improved the level of autonomy will increase and move up the scale. The scale runs from 0 to 5 to enable us, manufacturers, and Government etc to measure and categorize vehicles against each other. Currently there are no level 4 or 5 vehicles available to buy.

As such an automated vehicle will offer levels of automation from complete manual control (level 0) to Level 1, where driver

assistance is offered to monitor speed and control moving through to Level 2 with more sensors, radar and monitors to assist with parking, manoeuvring etc. The higher the level the more automation but we are still not at a place today where you can remove the need for human control.

Automated controls will assist you to do things like remote parking, but we must remember the driver still has ultimate control and responsibility. When we get to auto-

nous vehicles, where, in a driverless car, you are simply the passenger then the car makes all the decisions for itself. This requires sensors, radars, monitors and Lidar (light detection and ranging) sensors to be installed and working to guide the car without human interaction.

The chances are you have already driven in some sort of partially automated vehicle.

Rebecca Ashton, Head of Policy & Research at IAM RoadSmart



IAM News Release 30/7/21 Neil Greig, Director of Policy & Research

Significant rise in newly qualified drivers losing their licence

There has been a significant rise in the number of newly qualified drivers losing their driving licence within the first two years of passing their test reveals a Freedom of Information (FOI) request by IAM RoadSmart.

disqualifications have risen sharply among this group in 2018, 2019 and 2020 to 5,401, 7,484 and 7,975 respectively.

Driving without insurance is one of the top reasons newly qualified drivers are falling foul of the Road Traffic (New Drivers) Act, with

more than 12,000 caught driving without insurance documents since 2018.

The new drivers Act, was introduced to give newly qualified drivers a probationary period of two years after passing their driving test. During this time, drivers will lose their licence if they commit offences leading to six or more points on their licence. For example two PCNs (penalty charge notices) for speeding would mean automatic disqualification. Once the newly qualified driver reaches six points they need to retake both their theory and practical driving tests again.

Speeding was the second highest reason for newly qualified drivers to

lose their licence, with more than 5,500 being convicted of this.

Other main reasons for new drivers losing their licence within their probation period, include failing to provide information about who was driving the vehicle when an offence was committed, and not being in control of the vehicle such as by using a mobile phone.

Driver education is something that drivers should want to continue and develop as they gain experience behind the wheel. Post-test driver training such as an advanced course or driver training through employment allows the driver to continue to improve their confidence, skills and ability to drive safely on our roads.

Notice Board

Welcome

Welcome to Stephen Dumont and Garry Wilson who have enrolled onto our Advanced Driver Course.

Welcome also to Garry Maddocks who has joined the St. Helens Group as a Full Member.

Congratulations

Congratulations to Group Chief Observer Mark Farnworth on passing the IAM RoadSmart Master Driver Test.

Ken Nevitt
Group Training Officer

20mph, receiving support from an overwhelming 89% of respondents.

The main reasons put forward by supporters of a blanket reduction in the speed limit are to 'make the roads safer' (49%) and 'reduce accidents / saving lives' (24%). Meanwhile, those against argue that 20mph is too slow and that individual roads or areas should be considered rather than a blanket ban.

AGM

10am Sunday 5th September Zoom Meeting

Following recent feedback from Group members we have decided to have an online AGM rather than an 'in person' meeting that was originally proposed.

Thank you to all those who provided the feedback. For those of you who have told me that you can join the online AGM you need take no further action. Nearer the time, Tom Field Group Chairman, will send you a Zoom link for the meeting.

For those of you who didn't reply to my email but would like to join the Zoom meeting then let me know and I'll ensure that Tom sends you a Zoom link as well.

Mark Farnworth
Group Vice-Chair

Almost half of motorists support making 20mph the new 30mph

News Release 15/7/21

New research by IAM RoadSmart, the UK's largest independent road safety charity, reveals that support for reducing the speed limit on all urban roads from 30mph to 20mph has increased in recent years with almost half of drivers now in favour.

Overall, 44% of drivers surveyed agree all current 30mph limits should be replaced with a 20mph limit, a 13% increase from the same representative sample surveyed in 2014.

Crucially, areas outside schools were seen as the highest priority for reducing speed limits to

Significantly, just over half of drivers, 54%, would like the road outside their home to have a 20mph limit, much higher than 44% when the survey was last conducted seven years ago, possibly indicating that lockdown may have made people more aware of their immediate environment.

Neil Greig, IAM RoadSmart Director of Policy & Research, said: "Improving road safety is key but a blanket ban on reducing 30mph speed limits to 20mph speed limits isn't necessarily the best route.

"Each situation needs to be decided on a case-by-case basis, with local considerations and consultation playing an important role."