



FIFE IAM

Kingdom of Fife Group IAM, helping improve road safety in Fife and beyond.

June 2019

Feedback from the examiners

At a recent event, we had feedback from two of our Police examiners who were giving advice on what they personally look for during an IAM advanced test. It was a well attended event but if you weren't able to make it or didn't happen to take notes then we've got you covered on page 2.

More... Accident statistics

Let me know if I'm putting too many of these in but there appears to be a lot of them being issued just now. Do you remember last time how I mentioned that most road deaths occur in a rural setting on a national level? Well we've just received the updated Fife figures and this is further confirmed within that data. We look at the 2018 results inside.

The environmental debate

It just keeps growing and growing. Last time we looked at Dieselgate, we'll build on that in this issue with a few different articles including car depreciation, parking charges electric car purchases and a little bit more.

Car depreciation

What Car? has been looking at the cars that depreciate most / least in the last year. They've found that the following fuel types retain their value:

- *Electric variations (47%)*
- *Petrol (43%)*
- *Diesel (40%)*

Find out some of the cars and reasons that affect the depreciation of your car.

We'll look at it in more detail on page 4

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Meet the Examiners - Lee Fisher & Graeme Ferguson

Our events have been doing really well lately with a lot of them being stappit fu (to use a technical term). This was no different and observers, associates and those of us that just keep an interest in this sort of thing were sitting nicely, had our listening ears on and being on our best behavior for our two police examiners in attendance.

This was an informal chat by the two examiners, no structure, just a flow of consciousness about their experiences assessing on behalf of the IAM. I think this made it more interesting as it led to stories and banter between the two officers - particularly after a horse example was used by Graeme, much to the amusement of Lee.

They enforced that the test is really about the system of car control and this is what associates should pay close attention to during the test. This includes [advanced observations, planning and preparation and observation links](#). They highlighted the looking far to near approach. They enforced the fact that the quicker you see the information, more time you have to prepare and plan for it. It was suggested that you may look as far as you can and then come back to a near position. Then look to mid ground and back and then rinse and repeat. This is to ensure that when looking to far distance you don't miss a pothole etc in immediate vicinity. They also recommend making the observation links - its great that you've saw something but what does it mean? E.g. "I can see roof of houses ahead, its likely that we'll be approaching a built up area which may mean reducing speed, increased potential hazards etc. I may be looking to use deceleration sense to reduce my speed until I have a clear view of what is approaching". This demonstrates the links to the observation and the planning which is a critical part of the assessment.

[Smoothness in steering and braking](#); the examiners stressed that they cannot enforce the push pull method but what they are looking for is a smoothness to the steering and braking that demonstrates the driver is in control of the car at all times. This ties in with the above observation element that you are planning the move and nothing is rushed or unplanned.

The main comment was that the [5 systems of car control](#) (IPSGA) are not implemented in correct order or rather associates sometimes don't know how to apply it but in reality they system is the spine of advanced driving.

Information - Collect information such as checking mirrors every time and know why you are checking mirrors. Take, use and give information e.g. brake lights, signal etc. (only if someone will benefit from the signal)

Position - Look for the optimum line through the hazard, to enable you to be able to see better and to be seen and to improve your position at junctions.

Speed - Think about the best way to achieve correct speed. Wherever possible deceleration is the preferred method but braking may be appropriate when required.

Gear - Select the appropriate gear and state what gear is selected. This is often missed out in the IPSGA phase.

Acceleration - Commentate on type of acceleration e.g gentle, moderate, full

[Highway code](#) - part of the questions are around the highway code and road signs. They recommend that you review the highway code as they are quite surprised by the number of people that haven't looked at it as part of their advanced course. They are not looking for exact definitions but a reasonable explanation of what the sign means.

Eco-Factor

In the last edition we looked at 'dieselgate' and the impact that vehicles are having on our health and why new regulations are being introduced.

Building on this we look at the growth of the electric car across the world and wonder if the future is here or is there more to come?



Electric rev-olution

I think Confucius is famous for saying 'Does a motor still rev if no-one can hear it make a sound'. That's enough philosophy from me but in this article we look at Norway and how they have come on board to the philosophy of electric vehicles and what impact it's had on the switch to renewable fuelled vehicles.

I'm going to start this out by saying the figures look at total car sales by Country in 2018. Whilst it shows the inclination for people to purchase electric powered vehicles, it should be noted that it's by % of population so if the figures show Scotland has a higher percentage of new car sales than America, that doesn't mean they haven't sold a lot of cars - the US have a much higher population.

Almost half of all new car sales in Norway were electric or hybrid vehicles. Now here's where the figures get ropey. I've started with that statement but a quick google shows you two consistently different facts; it's either a third of all cars or nearly half. I found data [here](#) that suggests around 74,000 electric vehicles were sold in Norway last year. This breaks down the discrepancy that suggests that around a third of vehicles sold were fully electric whilst a further 18% of the market was plug-in Hybrids. In comparison, America sold over 18 million vehicles in 2018 of which around 2% were electric vehicles. That's still 40,000 EV cars sold in a year when fuel and list prices of cars are much cheaper than here.

This is an opinion piece, a gut feel if you will. Why is Norway so strong for EVs versus the likes of America? There is nearly 4.1 million miles that can be covered in America in contrast to 58,500 miles of road network in Norway. Is that a factor that charging infrastructure will be better set up in Norway because there is less miles to travel to your destination?

There are also financial incentives that drive the switch to electric powered vehicles. In Norway cars are expensive to purchase, pay high road tax fees and congestion charges as well as high insurance. EV cars however don't have the same issues, in Oslo for example Electric cars have purchase incentives, can use fast lanes, don't pay congestion charges or car parking and can charge free when in the city. This is leading to many more car buyers looking to switch to electric vehicles although there are plans for some Norwegian cities to become car free and this would include electric vehicles.

In America, similar to here in the UK, there is a financial incentive that reduces the cost of Electric vehicles but it is based on the number of vehicles a manufacturer has sold. Once 200,000 vehicles are sold, the incentive drops from \$7,500 to \$3,750 then \$1,875 then \$0. Tesla has already reached the 200k milestone with General Motors and Nissan fast approaching also.

Maybe another reason that Americans haven't made the switch yet is the relative low cost of a 'standard' car. The average car price in the US is around \$38,000 whilst an EV car costs \$67,000 on average.

Is electric the future? I certainly think it's part of it and with cars like the Kia Niro producing 280 mile range between charge the range anxiety issue is declining. I just wonder if the introduction of more autonomous vehicles is delaying people making the switch to alternative fuel - especially in larger countries where many miles of straight roads are the norm. More countries are probably going to need to switch to the Norway model if they want to incentivise citizens to switch to cleaner fuels.

Its all about the Money

Following on from page 3, we delve into some of the measures that could see you flutter more of your money away with a particularly surprising finding that diesel cars are losing their value fastest.

We also look at the suggested parking levy and potential graduated parking charges for different fuel types.



Depreciation facts

[What Car](#) recently reviewed the depreciation rate of cars and found that diesel vehicles only retain 40% of their value after three years whilst electric cars are holding 47% over the same time period. Lets look at what 'wins' so to speak and then we'll pick up on the different fuel types.

In 1 (as they used to say on Bullseye) is the Fiat Doblo. It only retained 26% of the value for this 1.6 litre petrol engine. Surprisingly the Renault Zoe was second considering it's a popular car and electric, only managing to retain 26.6% of its original value. Performing only marginally better was the Fiat Tipo 1.6 diesel engine retaining 27.5% of its list price.

Looking at those figures, it includes one of each of the fuel types but is not reflective of the total retention values that I listed on the front page so I think we need to delve a little deeper. For that we turn to an article that was in the [Daily Mail](#) that summarises everything and makes my research easier.

I'm going to introduce another counter productive statement to my argument. The Range Rover Evoque, a 2 litre petrol engine that does 36mpg and can cost over £800 in its first years road tax is somewhat of a surprise to be the model that retains the most value. In fact interestingly, 3 out of the top 5 models to retain their value are Porsche's although 2 of those are hybrid models. The Audi E-Tron manages to be in the top 3 but at a list price upwards of £70,000 I'm guessing there aren't too many of those around to depreciate in value. At the bottom of the table - spots 9 and 10 - we come to the more 'affordable cars'. The Toyota Rav 4 and Prius. Both are hybrid variations and retain 63% of their original list price.

I suppose what I'm saying in this article is that the overall trend is in favour of electric vehicles but that's not fully reflected in the tables yet. Probably taking the previous articles we've covered, looking at diesels and electric car incentives, the retention value of electric cars is probably only going to go up and it appears that Diesel is becoming less and less favourable - especially if you're buying new.

Parking Tax

Have you heard the one about parking at your workplace being chargeable? The '[Parking Levy](#)' suggest that any workplace with more than 11 parking spaces should charge employees to use it. Nottingham has launched a scheme that charges employees £415 each year to park. That's about £1.80 per working day. Again there is discussions around exemptions for electric vehicles as the levy is around reducing air pollution. However if it is also about reducing congestion then maybe they shouldn't be excluded. I don't think its decided yet so watch this space for more info.

Ride to the Wall - Jim Campbell

Ride To The Wall (RTTW) is in its 11th year and I have been travelling to the National Memorial Arboretum (NMA) for several years in support of this worthy bikers charity which is the only the charity that wholly supports the NMA and in particular the Armed Forces Memorial, known as the Wall. The Wall is not the only memorial at the NMA there are over 300, commemorating people from all the services including the Fire Service, Police and Ambulance.



You can find out a little more about [RTTW](#) by clicking on the link.

Ride to the Wall is a unique motorcycling event giving motorcyclists from all over the UK an opportunity to gather together at a place of remembrance, to pay their respects to our serving and fallen service men and women and in doing so, raise funds solely for the purpose of perpetuating their memory and recognising the sacrifice made.

The route from starting point 7 to the NMA travels from the Knutsford M6 South Service Area along the M6 onto the M6 Toll then along the A38, the whole route is very well marshalled by riders from local motorcycle clubs, and the police. Two years ago was the first year we have had the police block the traffic on the M6 allowing all the motorbikes to leave the Services as one complete procession, it is a sight to be seen and heard, all different makes and models of motorbikes some with flags.

My good friend Mark (KOFG Chairman) and I organise this trip early-on each year so that we can get rooms at Knutsford M6 Travelodge before joining in with approximately 450 other motorcyclists, who are also joining as part of Starting Point 7, We both ride Yamaha FJR 1300's and are both Advanced Riders and Local Observers for the Institute of Advanced Motorists / Motorcyclists (IAM RoadSmart).

The Core Values of the RTTW are founded on the principles of Remembrance and Respect:

- To remember those that can no longer ride by our side.
- To give all motorcyclists an opportunity to pay their respects to the memory of the fallen and express our gratitude for their sacrifice.
- To show support for the Armed Forces currently serving both at home and abroad.
- To raise money for the upkeep of the venue that serves to perpetuate the memory of those who have made the ultimate sacrifice.

Following the Service of Remembrance the Founders' and invited families of the fallen go to the wall for the official wreath laying ceremony. Then anyone attending the event can lay a wreath at the wall if they wish. After all wreaths have been laid everyone can visit the Wall, to reflect or just to have a look around.

It is a great and humbling day at the NMA, a time for remembrance, recollection of memories of those who have served their country and made the ultimate sacrifice, as well as meeting up with other bikers.

Police stats

The Fife division of Police Scotland released their statistics for April to December 2018.

This data is taken from reports to Fife Councils [committee](#)



Overall the police statistics for Fife show an increase of about 47% in reported incidents in comparison to the same period last year. Surprisingly for me, a significant portion results from reported offences for not wearing a seat belt - something that has been a requirement for many a year.

This article from the [BBC](#) last year suggested that in 25% of road deaths in the UK, the occupants were not wearing seatbelts. This is also backed up by an American campaign just now called '[Click it or Ticket](#)' that suggests that around 15,000 lives were saved in the US in 2017 as a direct result of wearing seat belts.

A positive improvement is in the use of mobile phones whilst driving, which is down by almost 10%. I don't know if I'm really allowed to mention it but [ROSPA](#) have a factsheet on mobile phones whilst driving. Research shows that using a hands free device can be just as dangerous as using a hand held device as it's the act of the conversation that causes the issue such as delayed reaction times and poor lane control. Whilst almost all cars are now fitted with hands free connections, this may be an area that needs reviewed to assess the true danger - although proving someone was on the phone (hands free) as opposed to singing along to their favourite song may be a challenge for the police.

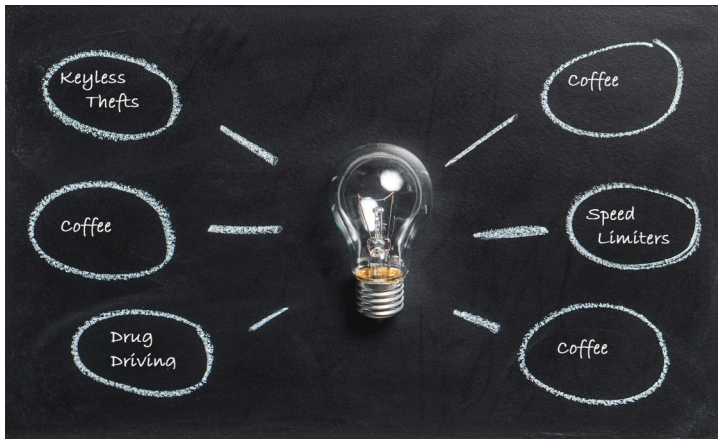
	5 Year Average (Apr - Dec)	Apr 2017 - Dec 2017	Apr 2018 - Dec 2018	% Change
Dangerous Driving	123.4	110	140	27.30%
Speeding	2244.8	1294	959	-25.90%
Disqualified Driving	78	70	82	17.10%
Driving License	326.6	279	280	0.40%
Insurance	702.8	680	693	1.90%
Seat Belts	929.4	302	412	36.40%
Mobile phone	706	171	154	-9.90%

The police also release accident statistics for the same time period and we look at those below. Overall there was a 60% increase in people being killed or injured between April and December 18 in comparison to the previous year and unfortunately this was predominantly in more deaths on the road within this time period. Ten people were killed on Fifes' Roads between April and December and although I don't want to comment on these incidents, its surely our role to improve peoples skills to hopefully avoid this happening as much as possible.

The challenge when you put both tables together is that Dangerous Driving has increased as has the number of people not wearing seat belts or driving whilst disqualified. This will ultimately lead to deaths on the road

In positive news, the number of children seriously injured reduced by two thirds which must be a positive step.

	Apr 2017 - Dec 2017	Apr 2018 - Dec 2018	% Change
People killed	4	9	125%
People seriously injured	65	74	13.80%
People slightly injured	248	218	-12.10%
Children killed	0	1	-
Children seriously injured	15	5	-66.70%



A few thoughts

In this Section I've just pulled together a couple of bits of news that you might have seen or maybe its new to you. Whichever the case is I hope it's interesting.

Speed Limiters

An [article](#) I saw in the BBC website recently, suggested that speed limiters were going to be fitted to all vehicles in Europe from 2022. Now without getting political, I don't know if we'll be part of Europe next week, month or year but I also don't know if any cars will actually be made in Britain so it's a sure bet that our cars will be fitted with these limiters too. I'm being facetious, the DfT confirmed it will be included.

The European commission have launched a range of measures to reduce injury or death on our roads. Speed limiters or Intelligent Speed Assistance (ISA) as it is also known is just one of the measures that are being proposed. Others include advanced emergency braking, lane-keep assist, technology to monitor drowsiness or distraction and a handy little 'black box' to record all the information in.

The ISA will work using GPS and a front camera fitted to the car to read road signs (similar to what I assume the TESLA does just now). The GPS will advise of the speed limit and will communicate with the car to give it a maximum speed limit - similar to the way cruise control can be set just now. Similar to cruise control, the system can be overridden by pushing hard on the accelerator pedal.

The European Commission think that these measures could have the same impact on reducing casualties on our roads that seatbelts did back in the 80s. They believe it could help reduce serious injury by 140,000 by 2038.

I support additional safety measures but I have a few thoughts on this. Firstly, will all the technology make drivers more complacent? My second thought is that the black box will record all details that can be examined in the event of a crash but will it be extended at some point to prosecute offences without involving the police as there will be full records of speed done vs legal limit?

My final thought, related to how the ISA system will work is when do we get to the cars driven by satellite that know exactly where every other car on the road is & their ultimate destination. Surely that would speed up journeys and reduce accidents. Is it only a matter of time?

Keyless car thefts

One in every 680 cars was stolen in 2018 costing car insurers around £6,700 for every car stolen. The number of car thefts was up by 12% on the 2017 number. One of the reasons being suggested is the vulnerability of keyless cars. Apparently the thieves work in pairs with one standing close to the car and another standing close to the house. They use technology to fool the keyless system into thinking its been unlocked. The car is then stolen and stripped for parts according to this [article](#)

Drug driving & roadside testing

Scotland will bring in new drug driving limits and roadside testing according to the [European Transport Safety Council](#). This will come in from 21 October 19 with a zero tolerance approach to the most commonly abused drugs. This will mirror England and Wales that have had similar systems for a few years.

Group round up

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Congratulations

We'd like to take this opportunity to wish our Chief Observer (cars) many congratulations on working with the Fife IAM group for 40 years. This is Isabel receiving her certificate at the annual Scottish IAM event earlier this year. Thanks for your hard work!



Victoria Hospital Kids Unit - Easter Egg run

On the 18th April 2019 the Kingdom of Fife Group Advanced Motorists attended at the Victoria Hospital Kirkcaldy Children's ward for it's inaugural Easter Egg Run. I am ecstatic to report that the club generously donated £380 to this event. On top of this, individuals attended on the night with gifts so I think it's fair to say we exceeded £400. Every penny donated went on presents for the children unfortunate enough to spend Easter in Hospital. We bought a variety of gifts trying to cover all age ranges for those in the ward. There was of course Easter Eggs, it was an Easter Egg run after all. However, we also wanted the gifts to last longer than one night so we bought a variety, including, musical instruments, reading books, colouring books, pens, Lego, a wide variety of toys, DVD's, PlayStation games, dolls and many other items.

Thanks to everyone who donated their time and / or money to this event. It was very successful so we think we'll do one later in the year, maybe in time for Christmas.

Observer Training

The Weekend of 12th April saw some of the group motorcycle observers attend at Aberfoyle for an observer training weekend. This brought all groups in Scotland together for the weekend where our riding skills were put under the scrutiny of examiners within IAM. This was to ensure that all groups are remaining at the required standard. It was also a good opportunity for groups to interact and exchange ideas. Some fantastic roads for training and a really good experience was had by all.



Test passes

We've had some really good test passes over the past few months. Congratulations to all those associates who've successfully navigated the Advanced Driving / Riding tests and a thank you to the observers who give up their time to help steer the associates through the course.