



FIFE IAM

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

November 2019

Work, park and pay

The workplace parking levy was part of a range of measures in the recent Transport Bill that went through the Scottish Parliament on 10th October. Included in this is the ability for Councils to charge for parking at workplaces. We look into this in more detail inside.

Our AGM

On 23 October we had our Annual General Meeting in Dunnikier Golf Club. A few committee members chose to step down for various reasons and we'd like to thank them for their contributions to the group. If you think you can help out then get in touch.

Wiping out drug use

On 21 October, the Polices' use of roadside drug wipes will officially come into use. It is hoped that this will make it easier for Police Officers to identify and prosecute those that chose to take drugs and drive. Find out more on page 4.

Christmas toy ride

We are looking for some help from yourselves to raise money for a good cause over Christmas.

We're raising money to buy a range of toys for kids who will be in hospital over Christmas.

[Find out more on the back page.](#)

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Workplace Parking Levy

The workplace parking levy allows Local Authorities to charge employers for providing parking spaces for commuters. The employer is charged for this and then they have the ability to reclaim that money from their staff. There are some exclusions so it doesn't include customer parking, disabled parking, parking for fleet vehicles and NHS workers, the Nottingham version also has an exemption for emergency services workers.

Why is it being introduced?

It was introduced by the Green Party as part of the agreement with the SNP in the previous budget. The theory is that the levy will help address congestion and air pollution whilst providing funds to address sustainable transport initiatives.

What are the benefits?

It is thought that the WPL will encourage more people to walk, cycle or use public transport. That will help improve the health and well being, support the transport infrastructure and reduce emissions from people travelling in cars. In theory this would help improve travel times as reduced congestion would mean quicker travel in whatever mode you choose.

As an aside, the levy will help fund sustainable transport improvements. That could include things like increased cycle lanes, subsidised public transport for unprofitable operations e.g. late night services and other such improvements.

What are the challenges?

There have been many discussions around the Workplace Parking Levy ranging from impacting upon the poorest through to terrorism. The Scottish Police Federation feel that it will further affect budgets (if they don't recharge their employees) and this could be better spent on public safety. They had also previously raised concerns around Police Officer safety if they start to use public transport more frequently to avoid parking charges. The issue arises because Officers routes would be fixed and predictable as they travel to and from work.

It's a Levy not a duty therefore not all Local Authorities are likely to implement it so consistency may also be a challenge.



Transport Bill

The Workplace Parking Levy came in as part of the Transport Bill. It's been approved and will be finalised in the regulatory process.

As well as the levy on workplace parking, a few other legislative changes will also come in. These are a ban on double parking as well as making parking on the pavement an illegal manoeuvre.

The other two changes are powers for Low-emission zones to be enforced in cities as well as new regulations on overseeing roadworks.

The Nottingham Model

Over the last six years I've visited Nottingham for work and have always been impressed with how extensive and efficient their tram network is, especially in comparison to our neighbouring system. I never realised until now that that was part paid for by the WPL.

In Nottingham, the Levy came into effect in 2012 and since then its raised over £9 million for sustainable transport initiatives, such as the trams, improvements to the railway station and subsidised bus routes all of which may not have been possible without the Workplace Parking Levy.



We were due to hear from Scott Tulip who is our IAM Area Service Delivery Manager. Scott was going to come up and present at the AGM however at late notice he was unable to come up and therefore we didn't manage to have a presentation on the day for those in attendance.

Annual General Meeting

Our AGM was held on Wednesday 23rd October at 7.30 in the Dunnikier Golf Club in Kirkcaldy. It started off with the Chairs welcoming remarks, followed by reports from the treasurer, chief car observer and chief motorcycle observer.

Chairs update

Our Chair provided updates on the groups performance over that last year. In total this year we've had 34 new members join the group and this is split nice and evenly between both sections with 17 each. That almost seems planned.

Tests

In 2019 we've had 8 car passes and 5 motorbike passes with both only having 1 fail each. In total we've had 2 more passes this year than the previous so that's a positive in our books.

2019 TESTS



Financial report

I'm not going to include any detail here but its fair to say the financial situation is stable and our financial reserves are within the guidelines of the charity commission. If anyone wants a full or summary copy of the annual accounts figures then they should email treasurer@kofgiam.org.uk

The Committee

Our Chair, Treasurer and Secretary stood down but offered to re-stand if there was no objections. Thankfully there were no objections and the committee were re-elected. Here comes the sell:

We need a little time - why don't you think it over.

We have some space in our committee if you have some time to help out. We already have the main positions filled, these are the Chair, Secretary and Treasurer. We also have several other members that help out on the committee doing such jobs as this newsletter, organising events, co-ordinating training sessions etc. We could always use extra help though so drop any of the committee a line if you think you can help out.

Events

We are continuing to plan our events for the next year, and you can find our upcoming events on page 5 but if there is anything you would like us to arrange in the coming year then please let us know.

Drug Driving

On 21 October new drug driving laws came into force to help enforce people driving under the influence of drugs.



Is this new?

If, like me, you've watched shows like Police Interceptors or Traffic Cops on a regular basis then you'll be familiar with the use of drug wipes being used on English drivers since 2015. If the wipe shows the presence of cannabis or cocaine then the driver is arrested pending further tests. This is now in place in Scotland too so read on for more information.

In a three year period since the drug wipes were introduced Nationwide in England, they have caught 25,000 drug drivers according to an article in the [Auto Express](#). The article suggests that around 60-70% of those tested for drug driving provide a positive result at the roadside. This then leads to a blood test being carried out at the police station to provide a more accurate estimate of the level and for proof if prosecution is required.

What does it mean for Scotland?

The [Scottish Government](#) website released an article in early October confirming that drug driving tests would be introduced to Scotland imminently. Police officers will be able to use 'mouth swabs' if a driver has been involved in an accident or has been stopped for a motor offence. Police are to take a zero tolerance approach for the eight most common drugs being used as well as having limits set for prescribed drugs.

It's an offence to be in charge of a motor vehicle while unfit through drink or drugs. This can lead to a 12 month driving ban, up to 6 months in prison and a fine of up to £5,000.

Restricted Roads

I don't know if you'd picked up on this but another bill that had went through the Scottish Parliament was one to reduce speed limits in order to improve road safety. The bill was looking to reduce speed limits from 30mph to 20mph on 'restricted roads' which are primarily residential streets and minor roads in urban areas.

The Scottish Parliament produced some of the research as to why they thought it might work and if you are interested, you can read it [here](#). In short, they modelled several scenarios and felt that incidents and casualties would reduce. This was backed up with the majority of other areas that have introduced such schemes seeing improvements. That was cushioned with the recognition that casualties do fluctuate and may not be reflective of longer term improvements.

I don't think Parliament voted it through as they felt it couldn't be handled in a one size fits all legislation as it removes the Local Authorities ability to implement 20mph zones where they feel its needed.

Events

As per usual, we've got a range of events planned for you. We'll touch on a couple here and we'll email you about others as they approach.

Christmas Lunch - 1 December

As with the last few years, our Christmas lunch will be at the [Dunnikier Golf Club](#) Clubhouse at 12:30 on Sunday 1 December. The Clubhouse postcode is KY1 3LP, Its located off Dunnikier Way and is signposted at Kirkcaldy High School.



The Christmas lunch is normally great value (3 course meal normally works out at less than £15) and the food, staff and company is pretty good also. If you've not been before then you should definitely join us this year and if you have been before then we hope to see you again. Remember that friends and family are welcome too or you can come on your own and join on to our friendly group.

Karting - 25th February 2020



One of the areas of feedback we got this year was that some of you fancied karting as an organised event and that something we hope to do early next year. The venue will be at [Ingliston racetrack](#), I've been there to race supercars a few times and it's a good track. Whilst the karts may not rival a Lamborghini Spyder I'm sure your excellent driving abilities will push it to its limits. We'll send more information nearer the time but this will require a deposit to secure the track. Just remember your thermals!

Ten pin bowling

Another event that has been suggested is a Ten Pin Bowling night somewhere in Fife. Suggestions have included Motorbikes vs Cars, age vs beauty and Committee vs all comers. We don't have a venue or date yet but it certainly seems like a more appropriate event for the winter so we'll let you know about this soon. As with Karting there will need to be a small fee to cover the hire of the lanes, shoes etc.

Reg Local

Unfortunately I wasn't able to attend this event but feedback was very positive from those that did attend.

If you don't know, [Reg Local](#) is a former Police driver and advanced Police training instructor. He has written several books, has a YouTube Channel and also offers presentations to groups such as ours.

Reg is based in England so as he was travelling up for us, we offered other Scottish groups the opportunity to come and join us at the talk.



In total we had 48 people in attendance from the Fife group as well as others from Edinburgh, Glasgow, and Ayrshire. If you weren't able to make it on the day then have a look at his website for more info.

Driving related News

A compilation of stories from around the country.



Speed Awareness Course

An article in the [Scotsman](#) focussed on a lack of funding that may put the introduction of a Scottish Speed Awareness Course at risk.

Similar to the drug wipes article, speed awareness courses have been used in other parts of the UK instead of penalty points but this has not been introduced in Scotland. I think they also pay a fee to attend the course - which I'm guessing helps cover costs.

The challenge appears to be that Police Scotland require funding of around £600k in order to develop the system electronically. Several Fife MSPs questioned the delay at a parliamentary committee but apparently Police Scotland hope the funding will be secured in December although it would still take around a year to a year and a half to implement.

A review of the English system appeared to have no impact on the number of crashes but did appear to have a positive effect on speeding. Slightly worryingly for me was that speeders in England were offered attendance at the course instead of penalty points if they were caught speeding between 39mph and 49mph in a 30 zone. That seems a bit high for me for speeding in a 30 but I should stress that no parameters have been set yet if it is introduced in Scotland.

Someone could have done with the course

Speaking of exceeding the 30mph speed limit, and I don't normally single out individual instances but [this article](#) from The Courier highlights a 17 year old that drove at 89mph in a 30mph zone near St Michaels. I can't help but think that driver wouldn't be offered a speed awareness course on this occasion. It appears to be an issue in the St Michaels area as there was another article in early November about dangerous driving by a former footballer.

Local Councillor Tim Brett suggested that maybe the most appropriate solution would be permanent speed cameras in the area to help keep speeds down.

Speed cameras

Lets stick with speeding just now. There was an article in the [Press and Journal](#) that researched speeding offences detected by the safety camera partnership. This was from the start of 2016 and shows that there were nearly seventeen thousand offences detected in Fife in that 3 plus year period.

Not surprisingly nearly half of the offences detected in Fife were captured on the A92. The A92 is the main arterial route in Fife stretching for about 40 miles through Fife. It has varying speed limits ranging from Dual Carriage way to 30mph limits as it travels through some of the smaller villages.

Region	No. offences	Road	Offences
Fife	18,678	A92	8,094
Central	9,415	A84	3,527
Dumfries	24,504	A74 (M)	20,915
Grampian	42,701	A90	32,279
Lothian & Borders	25,124	A68	3,887
North	21,357	A9	16,481
Strathclyde	30,967	Rutherglen	5,981
Tayside	41,365	A90	28,754

The article is focussing on speeding in the Grampian area as the number of offences detected is the highest in Scotland with the majority of those coming from the A90. IAMs Neil Greig is quoted in the article saying the result is surprising as you would expect the highest number of speeding offences occurring in the central belt / Strathclyde region due to the higher density of population.

If you want a little more information on the speed camera networks, then the Safety Camera Partnership [news](#) section is a good place to visit. It provides updates on new cameras as well as results of the number of people stopped for speeding etc.

Experience of Preparing for the IAM test

One of our members, Jocelyn Glebock , provides an article on her experience in going through the IAM process. She describes the journey and thankfully it wasn't a rough road.

If you have an article you'd like to share then just drop me a line to newsletter@kofgiam.org.uk

Wow! An all Firsts Pass! I had a fixed Cheshire cat smile on my face for days!

I have always loved driving and considered myself a good driver. My first car, a VW Beetle, always prompted a smile and was lots of fun to drive! This year I decided I wanted to develop my skills through an IAM course so I could get the most out of driving my new sporty VW 2 litre car.

My taster session was a very positive experience. Whilst it was initially a bit daunting to have someone observing and commenting on my driving, other than my hubby, it illustrated the detail that I was missing in my daily driving and a lack of confidence in certain situations.

My observer Ben put me at ease from the beginning. It was an informal and friendly approach, with in our case quite a lot of laughter, most often at my descriptive spoken thoughts; e.g. when I included the colour of my car in the start up drill or using the word 'oomph' when referring to 'making progress'!

Adjusting my driving practices and learning the skill of spoken thought was challenging. Some practices were easily tweaked however on occasions I began to overthink things resulting in frustration and an inability to move forward. For example, I forgot how to make left turns, approaching either too fast or too slow, in the wrong gear and using clutch/brake crossovers, making for one memorable 'hold on to your braces moment'! Reconfiguring existing practice was hardest part and it was often about timing and in-decision but this improved as my confidence did.

Finding the right words when describing my thinking and observations out loud developed alongside my driving. Doing both together enhanced my driving skills but required practice; no more radio when driving to work just my spoken thoughts! However like any learning process my driving and spoken thoughts were often interrupted when a lot of information was coming at me; e.g. when regular drives in quieter country settings were replaced with the occasional curve ball 'drive' to Edinburgh or Falkirk. These drives were often a marker of my developing skills, or the lack of them that day! Drives were always positive learning experiences though, despite the odd 'off day'! Laughter was the default on those days as we discussed the good, the bad and the ugly!

As part of the process being able to meet up with other observers and drivers was also very helpful and gave a broader view of techniques and approaches. Having a couple of observed drives, one of which was my Pre test Drive, with other observers, was really important to mark my progress and tweak any practices before my test.

In the run up to my Test date, I was still getting frustrated with myself and questioned whether I was ready. It needed Ben to remind me of the driver I was at the beginning. He highlighted the key changes and improved confidence and most importantly made me aware that I was now calling my errors as they happened, which showed him that I had learned IPSSGA, the system at the core of advanced driving.

Test day came and it was a sunny dry day. Phew! On parking up, the 3 word text from my observer was just what I needed 'You are ready'. Ian my tester arrived and immediately put me at ease with a friendly but purposeful chat about my car and my driving. Once I got my start drill out of the way and started my spoken thoughts any nerves I had disappeared. I was briefly aware of Ian making notes but for the most part I enjoyed the drive. Once parked up, Ian shared his experience of my driving and highlighted moments he liked. On the realisation that I was getting a First Pass I was elated. A huge thank you to all those involved but especially to Ben and Isobel who gave up their precious time to share their skills and guide me to this point.

My alternative I.P.S.G.A. is **I**lluminating, **P**ositive, **S**teady, **G**ratifying and **A**chievable. Thank You!

