



FIFE IAM

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

May 2022

Dash Cam Portal

Transport Scotland have confirmed that a new Dash Cam portal, similar to that operating in England and Wales, will be established to enable dangerous driving captured on camera to be uploaded for the Police to see and take action where appropriate.

A campaign by [Cycling UK](#) stated that whilst the Police can't be everywhere, dashcams and helmet cams can provide the evidence needed to address instances of dangerous and careless driving.

The article states that two different Police forces suggest that action has been taken on between half and a third of incidents that were uploaded to the system. You can see the English and Welsh version [here](#).

I don't yet know of a date for when this comes into operation in Scotland but we'll let you know more about it in due course.

Easter Egg Run

As you know, over Christmas, your kind donations meant that we were able to deliver Christmas presents to the local Children's Ward in Kirkcaldy.

In March we reached out to you again, asking for you to assist us in an Easter donation run. Initially we asked our members if there was any other worthy causes you would like us to support but those that responded indicated that continuing to support the Children's ward seemed like a worthy cause.

We'll cover the run in more detail inside the newsletter but I'd just like to take the opportunity to thank those that donated for their generous donations. For a lot of people, there isn't much spare money floating about just now so every donation was gratefully received.

Find out more about what we delivered on page 5.

Accident Statistics

In one of our previous newsletters, I mentioned that we were looking at funding young drivers to complete their Advanced Driving / Riding qualifications. In order to help support that, we have applied for some match funding from the Scottish Government.

In preparing the bid, I reviewed a lot of collision data within Fife and we are going to drill down into that data within this newsletter.

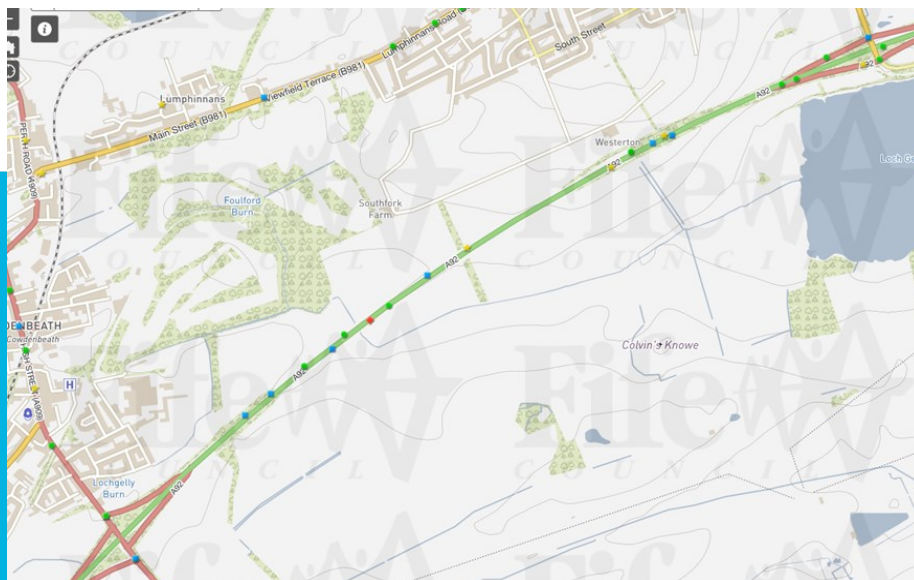
Find out more on Pages 2 and 3.

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Accident Statistics - Fife

As I said on page 1, I've been pulling together some accident stats for Fife to better understand where and how accidents occur so that we are better placed to provide advice and training in these areas.



I analysed the accident statistics from Fife Councils accident portal for 2020. It was an interesting, if somewhat slow task. There were 238 accidents in 2020 and thankfully the majority of those were only slight injuries.

As you may know, Fife only has around 14 miles of motorway (including slip roads) stretching from the Queensferry Crossing to just outside Kelty with a further 60 miles of trunk roads including the A92. The majority of roads consisting of a further 1,500 miles is managed by Fife Council with 800 miles being unclassified roads.

Why have I highlighted road type first of all? Well its proven that Motorways are the safest roads to travel on but as the majority of our road types are unclassified, its not unexpected to see that a lot of the accidents within Fife occur on the unclassified road types.

In saying that, the screenshot from the accident portal above is from the section of Trunk road on the A92 between Cowdenbeath and Lochgelly. I live in Kirkcaldy and I'd always thought there appeared to be a lot of accidents at this section of the road. The data backs that up - over the last three years there has been 17 accidents. As a comparison, the section between Cowdenbeath and Dunfermline has had 7 accidents over the same period.

I find this really interesting from a road safety perspective. Is there any difference between the two sections of road? One leads onto the other, they are both just over 2 mile stretches of road and they both have slight curves.

As I've mentioned, the trunk roads make up a small percentage of the road network in Fife so we'll cover the Fife Council road network on page 3. I just wanted to highlight that looking at this type of information is new for us and in the box below I will outline some of the activities that I think we can do with this data. However, as always, we'd love your feedback and if you think there are other measures we can take then let me know.

Information sharing

Our group membership is fairly static on an annual basis. Some people leave, new people join and on average we have slightly over 100 members. In order to improve road safety we need to reach more than just our members so we are looking at several measures that we will slowly introduce as we enter Spring and Summer.

The main aim will be to use real life data and examples to resonate with Fife residents and engage through various ways to try to reduce accidents on our roads.

Fife Council Road Network

200 miles of A roads, 200 miles of B roads, 220 miles of C roads and 880 miles of unclassified roads.

The table to the right shows some of the top roads for accidents that occurred in Fife in 2020.

From the data, I classified minor roads as C roads and unclassified roads and you can see that this makes up for the majority of accidents in the top 7 roads on the table.

Main causes of accidents.

I summarised the causes of accidents as reported on all road types and the top 3 causes were:

1. A loss of control

The main cause accidents was as a result of a loss of control. This primarily is speed related incidents - not necessarily speeding but going too fast for the road.

2. Driving without care and attention

A lot of these accidents are those that have happened as a result of momentary lapses in concentration. The main example of this would be cars turning right in front of another car so either misjudging the gap or not noticing the vehicle.

3. Rear collisions

The third most common cause of accidents was rear collisions. This probably combines the first two causes resulting in a common occurrence of a car driving into the rear of another vehicle. Approaching the hazard too fast or lack of awareness results in a significant number of rear collisions.

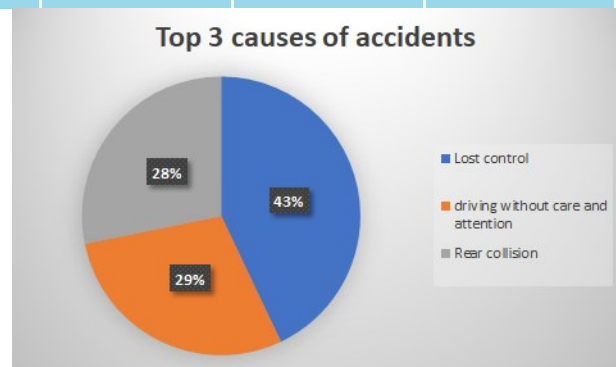
What will we do next?

We are going to use this information to help shape our offerings to our members, particularly those that are going through the advanced driver / rider training. Some proposed actions include:

- Dashcam recording for You Tube.
We will drive the sections of road with the most common accidents, record the drive and provide commentary on why we think the cause of accident occurs on that stretch of road. We will then use these videos for both associate training and general awareness raising
- Targeted training
As we know certain sections of roads are problematic, we can build this into our training runs for new associates. This will help upskill associates and provide real life examples of hazards to be aware of for both the test and beyond.

Road	Slight	Serious	Fatal	Total
Minor	53	31	2	86
A92*	11	8	2	21
A985*	6	2	2	10
A921	5	4	1	10
B981	5	4	0	9
A915	3	4	2	9
A917	4	4	1	9

* Part of trunk road network





Fuel Costs & Electric

With fuel costs going up and up, is now the time to be going electric? Is it really cheaper and what will happen if fuel prices continue to rise?

Electricity prices are also increasing so have the increases maintained equilibrium or is it time to move to alternative fuels?

Fuel prices are currently at their highest ever. The average cost of unleaded just now is £1.49 whilst diesel is averaging £1.53. As this cost doesn't look like falling anytime soon, how does this compare to running an alternative fuelled car and is this now the time to transition?

The [This is Money](#) website has an article covering this topic and they suggest that with the increased fuel costs, the annual average saving of driving an electric car is now around £755.

There is a cost comparison site that can be found on the [Electric Car Guide](#). You can put in your registration number and it will compare your current car to an average electric car.

[EDF Energy](#) also cover cost per mile for electric vs petrol cars. The average electric car will travel around 3.5 miles per kWh. With an average price of 17 pence per kWh then it would cost around £5 to travel 100 miles. In comparison, they suggest that a car achieving 50 miles per gallon would cost around £12 to travel the same distance (assuming fuel costs are around £1.30 per litre).

There are some energy tariffs specifically aimed at charging electric cars - this tend to be an incentive to charge your car overnight at off peak for a reduced rate. The energy crisis has reduced most of these however [Octopus Energy](#) still offer one as do [EDF Energy](#). The Octopus Energy tariff can reduce costs to 2p per mile however you need to make sure the day rate doesn't offset any savings.

This is assuming that charging takes place at home. If you are using a public charging point then costs may be higher. For instance a public, council owned charging point, will cost around 15 pence per kWh. However there is a £1.60 connection charge so travelling 100 miles will cost around £6.

Public rapid chargers will cost the same as above however private rapid chargers such as BP Pulse are much more expensive, generally around 50p per kWh, and would cost around £14 to travel the 100 miles. My experience is that it tends to be cheaper than that but you need to think of private rapid charge units in a similar way to service station forecourts, you are paying for the convenience.

With the energy crisis in full flow, alternative fuels are clearly a talking point as this [Guardian](#) article demonstrates. The article uses data from California that shows that as fuel prices increase, more people are driven towards electric cars. However, it is less noticeable that as energy prices rise, the number of people put off by the electricity costs are fewer.

For the first 3 months of this year over 93,000 plug in cars have been registered accounting for just over 20% of the total market share. The trend is showing that its popularity continues to grow.

I don't want to seem like I'm just focussing on electric cars so in the next newsletter I'll touch on the new hydrogen car being produced by [Toyota](#).



Low Emission Zones

Scotland's four largest cities - Glasgow, Edinburgh, Aberdeen and Dundee will introduce low emission zones to help improve air quality and climate change. We look at what that means in a little more detail [here](#).

A Low Emission Zone is an area that restricts more polluting cars from entering that area. Certain vehicle types will essentially be banned from entering that area of the City and can face penalty charges if they do so. The most obvious example of that is the [congestion charging](#) zone in London where you need to pay £15 per day to drive within the city.

When will it come into operation?

As we are sandwiched between Edinburgh and Dundee, I thought we should look at when they come into force. Edinburgh Transport Committee confirmed that their LEZ will be introduced on 31 May 2022 with it being enforced from 1 June 2024. The Dundee scheme will come in on 30 May 2022 but again enforcement won't commence until 30 May 2024.

What vehicles are affected?

Vehicles which fall below the minimum standard below would either need to pay to enter the Low Emission Zone or would be banned from entering the zone at all. The energy saving trust advise this is only a guide and there is a [vehicle registration checker](#) on the Low Emission Zone Scotland website.

Vehicle Type	Minimum Standard & Registration date
Petrol cars and vans	Euro 4 (generally vehicles registered from 2006)
Diesel cars and vans	Euro 6 (generally vehicles registered from September 2015)
Buses, coaches and HGVs	Euro 6 (generally vehicles registered from January 2013)

What are the other options?

The aim of the Low Emission Zone is to help improve air quality and reduce climate change so support will be provided to help improve public transport and alternative modes e.g. cycling, electric vehicles etc. I'm guessing there will also be more emphasis on park and rides to help reduce traffic into the cities.

Easter Egg Run - 10 April

Our Chief Motorcycle Observer and fluffy bunny helmet owner (we learn more about each other each month) organised an Easter collection for the Children's ward in Kirkcaldy.



Thanks to your generous donations, the group managed to deliver over £400 of presents to the unfortunate kids that need to spend their Easter break in hospital.

NHS Fife have responded to let us know how happy they were with the delivery and between that and the Christmas toy run, the Fife group have delivered over £1,000 worth of toys and goodies to the ward over the last 5 months.

A big thank you to all that have contributed to make this possible.

What you don't see can harm you...

In previous editions of the KOFG Newsletter, we have looked at vehicle technology changes including Lane Assist, Active Bonnet Systems and Head-Up Displays. The next article in this series now looks at vehicle cameras and sensors which detect other road users around us.

The cameras we refer to here are not the same cameras as you see fitted to the front and occasionally rear screens of vehicles which are constantly recording what is happening all around (normally covered by the term "Dashcams"). These instead are camera and sensors that are built into the vehicle itself and which are often used for multiple purposes. The most common use of these is for Blind Spot Monitoring.

In the past, KOFG have given out Blind Spot Mirrors free to members. These stick onto your standard car door mirrors and work very well (we still have some of these available - contact treasurer@kofgiam.org.uk if you would like a set of these). However, this technology takes things a little further in that it detects, using cameras or radar, other vehicles that are alongside your vehicle and may be out of sight in the normal mirrors. This then triggers a warning light which is on your door mirror (where you should still be looking before changing lanes !) or on a head-up display and can give a useful extra warning of vehicles which may otherwise be missed.

I'm not suggesting that as Advanced Drivers we should require or rely upon such technology, but considering there are almost 36 million licence holders in the UK, and under 100,000 IAM members (that's both car and bike members) then it's good to know there is some tech available to make things safer for others who may not check their mirrors quite as often as they perhaps should.

Whilst different manufacturers use different names and systems that work slightly differently, the one this article is based upon is what is used by Kia, simply because this is what I am familiar with. The system used by Kia takes things one step further in that the cameras and sensors (cameras are above the rear number plate, in the front radiator grill and one under each door mirror) also check for things like approaching vehicles or pedestrians if you are reversing out of a parking space or exiting from a junction with poor visibility. This can result in a warning light and alarm in the first instance right up to the brakes being automatically applied, depending upon how you have the settings within the car.

In summary, can you drive safely without this technology - Yes. Will it make things safer on the road, especially remembering that not everyone is as careful out there as they should be - Yes, definitely. The only concern is that I have already seen that the technology doesn't always get it right, so this is another driving aid that can help but should not be relied upon. We still need to look out for the less careful road users all around us every day.

The other concern is that with the ever increasing amount of technology being fitted to cars - for detecting other road users this already includes upon parking sensors, parking cameras, 360 degree blindspot monitoring, adaptive cruise control, collision warning & automatic braking and even automatic full beam lighting - then there are more and more (expensive) things that can go wrong.

If you have any thoughts/views on this, or if you'd like to say something to do with any type of vehicle technology (in particular anything in relation to motorbikes from our two-wheeled members) please reply to newsletter@kofgiam.org.uk



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Driverless Route out of the Kingdom

Numerous news sources including [Sky News](#) were reporting that as of the end of April, the first full sized autonomous vehicles will be tested for several weeks on the route between Ferrytoll Park and Ride and the Tram and Train interchange at Edinburgh Park

On road testing has begun for five vehicles, operated by Stagecoach, over the next two weeks to test the driverless technology in real life situations. The vehicles will have a safety driver to intervene if necessary but the vehicles have been tested and appear to be working effectively and have therefore been released for on road testing.

The technology is provided by Fusion Processing, who appear to be working on many types of autonomous vehicles, posted a news article on their [webpages](#). The project is known as CAVForth (Connected Autonomous Vehicles Forth) and the initial two week trial will hopefully be followed up by a second trial in the Summer.

The 14 mile journey, which can carry up to 10,000 passengers per week, will initially be operated with a safety driver but later trials will see a bus 'captain' in the cabin but not sitting directly behind the vehicles controls. 500 users were surveyed previously on what would provide the confidence to use autonomous vehicles and the feedback was to have a staff member on board to help build confidence around the technology.

The initial two week trial will not carry passengers but the later trial in the summer hopes to do so.

Technology to reduce collisions

Earlier in the newsletter we talked about some of the roads that had the highest number of accidents. The B915, Standing Stone road was one of those high up the table and the Council has now announced that it is taking some measures to help reduce accidents.

This article on the [Kingdom FM](#) website states that data was showing a high number of collisions resulting from drivers being too close to the vehicle in front - highlighted as rear collisions in our summary.

The Council has installed new road signs along the road that calculate the distance between a driver and the vehicle in front and will flash up a message to leave space for vehicles that may be turning up ahead.

Hopefully this new signage will help reduce the frequent collisions occurring on this road

Congratulations

As we start to come out of Covid, we have been able to increase the number of associates that have been taking their test.

Big congratulations to the following for successfully completing their advanced driver / riding tests recently.

- Mitch Bechard - Car pass (Observer Fred Davidson)
- Nick Hopkins - Car pass (Observer Scott Armour)
- Angus McCulloch - Motorcycle pass (Observers Steve Young, Tony Sammut)
- Ken Pottinger IAM Masters (car) pass with distinction