



ROSPA

**Advanced Drivers
and Riders
East Renfrewshire**

The Drivers Guide

[A Group Member's guide
to Advanced Driving]

THE “SYSTEM” OF CAR CONTROL

The system of car control is a way of approaching and negotiating hazards that is methodical, safe and leaves nothing to chance. It involves careful observation, early anticipation and a systematic use of the controls to maintain your vehicles stability in all situations. “Roadcraft” (2007) Page 47

Hazard

A hazard is anything or situation which is potentially dangerous. There are three main types of hazard:

- Physical Hazards like junctions, roundabouts, bends or hillcrests.
- Moving Hazards arising from the position or movement of other road users
- Environmental Hazards arising from variations of the road surface, weather conditions and visibility.

You must plan your approach to hazards ordering them in importance. This will ensure that you are in the correct position, travelling at the correct speed in the correct gear at the right time to negotiate hazards safely and efficiently. The plan is based on what you can see, what you cannot see and what you can reasonably expect to occur.

Phases of the system

There are five phases of the “system of car control”.

1. **Information**
2. **Position**
3. **Speed**
4. **Gear**
5. **Acceleration**

Information

During the information phase information is taken, used and given.

- Taking information is by using your forward view, by scanning to the sides and through the use of mirrors. You can also use your other senses such as hearing to identify approaching emergency vehicles, smell to identify the likelihood of farm deposits on roads etc.
- Use the information by planning your next actions.
- Information is given by use of signals, lights, arm signals etc. Give information to other road users, not just car drivers but also pedestrians, cyclists etc.

Remember the information phase is used throughout the system as situations change, and as new circumstances demand.

Position

There are usually six positions referred to with regards to systematic driving.

Nearside Position: This is approximately 30 to 45cm (12 to 18in) from the kerb, edge line marking, or verge. (UK RHD Passenger side)

Central Position: This is equidistant between the nearside and offside positions.

Offside Position: This is approximately 30 to 45cm (12 to 18in) from the centre line, or imaginary centre line. (UK RHD Drivers Side)

Safety Position: This is ANY of the above positions which give the best view of the hazard, or road ahead, but always with primary regard for safety.

Following Position: On the open road, in dry conditions you should maintain a gap of at least 1metre (1yd) per MPH between your own and the vehicle in front. In urban areas where speeds are generally lower this may be reduced to 30cm (1ft) per MPH. These distances may be roughly checked by use of the “two second rule” where the preceding vehicle passes an identifiable feature, and two seconds elapse before you

vehicle passes the same. In wet conditions, double these time/distances, and in icy or snowy conditions increase by 10times or more

Overtaking Position: This position is closer than the following position, and reduces your time to react to changes in situation. It should only be adopted if you can be reasonably sure that there are no hazards ahead which may cause the preceding vehicle to brake suddenly. It can inform the preceding driver that you wish to overtake. The overtaking position is approximately half (1sec gap) of the following position distance, and should only be held for very short periods. If the overtake cannot be made you should pull back to the following position

The overriding consideration is always safety. As you approach a hazard you must be aware that risks can emerge from the sides of the road which you will have less time to react to. You should position yourself so that you can see as much of the road ahead as possible. You can position your vehicle to the nearside and offside of the road to improve your view.

Speed

You should reduce your speed using acceleration sense and/or braking, changes to speed should be made smoothly and steadily before the hazard is reached. You may reduce speed using the gears to avoid skidding.

Gear

Once you have the correct speed the correct gear should be selected. Gear changes should be smooth. It is permissible to omit gears when changing e.g. fourth to second on approaching a hazard. You should know the approximate maximum road speed of the gears in your vehicle. Wherever practicable a brake gear overlap should be avoided. Situations where brake gear overlap is permitted are at a sharp left hand junctions where the road turns back on itself; when following traffic is so close that you might be put in danger when you are turning left and finally when turning left on a downhill section of road.

Acceleration

Acceleration should be smooth and precise to ensure that tyre grip is maintained. The point at which you accelerate is determined by what is

happening around you. Acceleration sense is used to control upwards and downwards speed changes and requires careful observation, full anticipation, sound judgement of speed and distance, driving experience and an awareness of a particular vehicles capabilities.

Pre-drive and roadworthiness checks

These are to ensure that your vehicle is roadworthy before you start to drive.

You should start with a visual examination of the exterior of the vehicle looking for damage or defects.

POWDER is used in “**Roadcraft**,” as an acronym (2007/ p164).

Petrol - This is checked to ensure that you have enough for the journey and to allow you to plan refuelling stops.

Oil - This should be checked when the engine is cold (check your handbook) and on a level surface. Also include hydraulic fluids for the clutch and brake systems.

Water - The level in the radiator and windscreen washer bottle(s); should be checked on a level surface.

Damage – Check for damage to the vehicles wheels, bodywork, bumpers, external fixtures and fittings etc. which would make the vehicle unsafe or dangerous to drive.

Electrics - Check all lights, indicators and hazard warning lights are in good working order and clean. Also check the horn.

Rubber - Check the tyre pressures and tread depth, look for damage to the tyres and wheels. Check the wiper blades for damage.

The Starting Drill

The starting drill ensures that you are seated comfortably and correctly, with easy access to all hand and foot controls. You will also have a good view around you i.e. to the front, rear and both sides as well as having all the auxiliary equipment necessary for the journey switched on before moving off allowing you to concentrate fully on your drive. The vehicle, passengers and any load being carried will be safe and secure for the journey.

It is desirable to give a commentary to accompany the starting drill to pass on information to the examiner. Commentary is also a useful tool during normal driving, as it assists in focusing your concentration, and your tutor will ask you to practice it.

The methodology for carrying out the starting drill follows:-

Visual External Checks

Walk around the vehicle checking the condition of tyres, bodywork, lights, glass areas and wiper blades etc. (See Pre Drive Checks) Only now enter the vehicle and take your position in the driving seat

Handbrake

With your left hand locate the handbrake. With the handbrake held in the "on" position, depress and hold the release button with your thumb checking for tension in the cables. Then re-apply the handbrake by releasing the button.

Door

With your left hand, locate the door handle (Right hand Drive) and pull it towards you. Now push away. Ask any passengers to confirm that their doors are closed using the same technique.

Seating

With your hands in the ten to two or quarter to three (standard position on the steering wheel) first slide them up to twelve o'clock position where the two hands meet, slide them down to the six o'clock position then return to the standard position. The position achieved should allow free movement of the limbs with the arms bent at the elbows to between 90 and 100 degrees. Ensure that the headrest is correctly positioned i.e. on a line between your ears and about 50 to 75mm from your head (consult your handbook). Then place your left foot on the floor between the bulkhead and clutch pedal to ensure that you can fully depress the pedals.

Starting

With the clutch depressed move the gear lever from the parked position into neutral. The gear lever should be taken once across the gate, to ensure that it is in neutral and your hand should then be returned to the steering wheel. With the clutch still depressed start the engine, then slowly release the clutch ensuring that there is no break in the linkage or that any gear is accidentally engaged.

Instruments

The instrument panel should be checked ensuring that there is sufficient fuel, the water temperature is normal and that all warning lights are extinguished (except for handbrake, seat belt warning light etc).

Minor Auxiliaries

Set heating and ventilation to suit local conditions, (To enable your commentary to be heard, keep the fan on a low setting unless otherwise required). Switch on heated screen(s) if required

Mirrors

Using the forefinger and thumb of each hand locate the four-corners of the internal rear-view

mirror. Line up the top edge of the mirror with the top of the rear window. Ensure that both wing mirrors give you a good view along both sides of the vehicle and to the rear with a small part of each wing mirror showing the bodywork.

Static Brake Test

The foot brake should be pressed firmly for three to four seconds to ensure that pressure can be maintained in the system.

Major auxiliaries

Select wipers and lighting as required. You may wish to give your windscreen a wash and wipe as this demonstrates that you have considered their use.

Windows

Ensure that all windows are closed and if necessary ask your passenger to do the same and confirm

Seat Belts

Locate, fit, secure and check the seat belt. Ensure that passengers do the same, pointing out to them the method of release and how to check the operation.

Moving Off

Check all three mirrors, signal if required, select an appropriate gear, check over both shoulders (the area of most danger is checked last) and if safe move off smoothly.

The Moving Brake Test

This should be carried out as soon after starting your drive as practicable

The purpose of this test is to

- Check that the vehicle pulls up in a straight line under progressive braking without pulling either to left or right.
- Check how much pressure may be required for that particular vehicle.
- Show up potential and unexpected problems before committing to your journey.

The methodology for carrying out the moving brake test follows:-

Once moving off, if space and other hazards (e.g. Parked or close proximity of moving vehicles, pedestrians, road surface etc.) safely allow, bring the car briskly up to a speed of 20mph in second

gear, depress the clutch (to remove the influence of engine braking) progressively apply the footbrake and without using the handbrake, reduce the speed by 10mph. (*“Roadcraft” 2007 p166*)

Alternatively if space and other hazards do not allow the test at that time it may be delayed until safe to do so, on approach to the 1st major hazard, or on the open road at a speed of not more than 50mph

The Stopping Drill

“Park your vehicle safely: do not park where it can cause inconvenience or danger to others” (*“Roadcraft” 2007 p115*)

Having completed your journey or when breaking your journey, it is important to leave your vehicle in a safe condition, in a safe place, and to exit the vehicle in a safe manner.

Methodology for the stopping drill follows

- Having determined a safe place to stop, bring your vehicle to a halt.
- Steering into the kerb if facing downhill, or away from the kerb if facing uphill
- Apply the handbrake
- Select neutral
- Feet clear of the pedals but with the engine running, turn off Major Auxiliaries, (Parking lights may be required to be left on in some circumstances) turn off Minor Auxiliaries
- Turn off engine and remove Key.
- Select a low gear for parking, 1st if facing uphill or on the level, reverse if facing downhill.
- Check all three mirrors, and then carefully release and stow the seatbelt.

- Deep right shoulder check before opening the door and exiting the vehicle. Nearside passenger should check to deep left.
- Close door and lock the vehicle.

Commentary driving

Giving a commentary during your drive, whilst not mandatory for the advanced test, assists you to concentrate more fully on your driving, increasing awareness, assisting you to anticipate hazards earlier, giving you more time to react to the situation. It also enables your tutor (or the examiner) to understand what you are doing, when you are doing it and why you are doing it.

We will encourage you to do so and your tutor will help you become acquainted with commentary driving as it always appears daunting at first.

Suggested commentary for the starting drill

- “I have carried out a Pre Drive Check and visual examination of the exterior of the vehicle (see “pre drive and roadworthiness checks”.....*(Give some detail here, such as tyre pressures and that oil and water have been checked and are correct, and you have refuelled for the journey if appropriate,)* and I am now ready to enter the vehicle”

*On entering the vehicle insert the ignition key.
The following is then stated:*

- “Checking my handbrake for tension”
- “Now checking my door for security using the pull push method would you now please check your door?”
- “Checking my seat for accessibility to hand and foot controls, I am also checking my headrest for safety adjustment. Would you please check yours?”
- “Now depressing the clutch and bringing the gear lever to neutral and with the clutch still depressed starting the engine. Now slowly releasing the clutch to ensure no break in the linkage”
- “Checking instrument panel, I have sufficient fuel for the journey, the water temperature is normal and there are now only two warning lights illuminated, the handbrake and seat belt warning lights. These should be extinguished on securing the seat belt and releasing the handbrake”
(This may be modified to suit your particular vehicle)
- “Selecting minor auxiliaries”
- “Checking all three mirrors ensuring I have a good view to the rear and along both sides of the vehicle”
- “Now carrying out a static brake test. There is pressure in the system”
- “Selecting major auxiliaries”
- “Ensuring that all windows are closed”

- “Now locating, fitting and securing my seat belt, would you please fit your seatbelt? This is released by pressing the red button and giving a sharp tug can check tension. As anticipated the warning light has gone out”
- “I am now ready to move off. Checking all three mirrors it is safe to select a moving off gear. *Second for downhill.* Giving a right/left signal. (*Whichever is necessary and as may be required*). Deep left/right shoulder check. (*order dependent on area of most danger*) As my eyes come to the front synchronising the release of the handbrake and clutch and pressing the accelerator to move off smoothly. As anticipated the handbrake warning light has gone out”

Commentary for the moving brake test

- “My first consideration is to carry out a moving brake test. This is done, by bringing the speed of the vehicle up to 20mph in second gear, and with one firm application of the foot brake, whilst disengaging the clutch but without the

use of the handbrake, reduce the speed by 10 mph”

- “The road is clear to the front, a mirror check reveals it is clear to the rear, stand by for a moving brake test”
- “BRAKING NOW.”
- “I can report that the brakes are pulling firmly and evenly on all four road wheels and it is safe to continue with my journey”

Alternatively when it is not safe

- “It is inappropriate to carry out the test due to.... *traffic, parked vehicles, condition of the road, pedestrians etc.* I am therefore delaying the test until the first appropriate hazard or on the open road at a speed not in excess of 50 mph”

The Drive Commentary

At the start of every drive it is advisable to give this short resume.

However this first section below is optional but very useful as it encompasses and relates the aims, and methodology as stated in “Roadcraft”

- “Today as all days, I will drive my car according to the system of car control, which is a way of approaching and negotiating hazards that is methodical, safe and leaves nothing to chance”.
- “To do this will require me to apply concentration and alertness in order to drive my car safely, smoothly progressively and well”.
- “I will formulate my driving plan on three things; what I can see, what I cannot see and what I might reasonably expect to occur”.
- “By driving my car to the system of car control, I will at all times observe, plan and anticipate to ensure maximum vehicle stability, in response to all road and traffic conditions”.

- “Today I am driving a (*state vehicle and engine size*) with (*state the number of passengers*) on board. I am driving in (*state location*) travelling on a (*state the type of carriageway examples are two-way undivided, single track, dual*), the surface is (*wet/ dry*), in a (*good / poor*) state of repair and affords (*good / reasonable / poor*) tyre adhesion in relation to braking, steering and acceleration”.
- “Looking outwards I see that it is (*state weather conditions*), and I (*expect / do not expect*) the weather conditions to continue during my journey”.
- “Looking to the front I have (*.....proceeding or no proceeding*) vehicles and (*.....opposing or, no opposing*) vehicles and a mirror check reveals I (*have... or have no*) following vehicles”.
- “I will check my mirrors frequently so that I am aware of the traffic situation at all times”.
- “In the far distance I have” (*state*) or “I have no appreciable far distance”.
- “In the middle distance, I have” (*state from the 9 o'clock through to the 3 o'clock position where 12 o'clock is ahead*)”.
- “In the nearer foreground my road is coming back from”

How the commentary continues is determined by your drive, the road type and the hazards encountered, but will usually include Left turns, Right Turns, Junctions, Pedestrian Crossings, Roundabouts, Traffic Lights, Speed Limit Signs, Pedestrians on footways, Overtaking, Parked vehicles etc. along with any observation links which can be made, and the driving plans formulated in response to all of these.

Examples of the suggested “system commentary” and actions to be taken on approach to various hazards are contained in the following section. Guidance and demonstration of these examples and their use will be given by your tutor

System Commentary for Common Hazards

It is important to remember that the Information phase is used throughout “the system” and every time a new hazard is found, phases 2 through 5 (Position, Speed, Gear, Acceleration) should be revisited.

Signals can be given (if there is anyone present or anticipated, who will benefit) at any point within the system, but should always be preceded by a mirror check.

Unless otherwise stated the roads contained are generally undivided two way carriageways or normal streets.

Junctions and Roundabouts

Left Turn from a Main Road with signal (due to other road users)

- “Mirror, nearside mirror, signalling left”

- “My position will be nearside/central”
(*state which*)
- “Reducing speed by deceleration (*and/or*)
now by braking”
- “My gear is 2”
- “Mirror, nearside mirror” “Applying a
light degree of acceleration to negotiate
the hazard safely”
- “Mirror offside mirror my position is
central/safety” (*state which*)
“Speedometer check”
- “Firming up acceleration away from the
hazard”

**Right Turn from a Main Road with signal
(due to other road users) but no oncoming
traffic**

- “Mirror, offside mirror, signalling right”
- “My position will be offside/central”
(*state which*)
- “Reducing speed by deceleration
(*and/or*) now by braking”
- “My gear is 2”
- “Mirror, offside mirror” “Applying a
light degree of acceleration to negotiate
the hazard safely”
- “Mirror offside mirror my position is
central/safety” (*state which*)

- “Speedometer check”
- “Firming up acceleration away from the hazard”

Left Turn onto a Main Road with signal and requiring a stop due to traffic on the main carriageway.

- “Mirror, nearside mirror, signalling left”
- “My position will be nearside/central”
(*state which*)
- “Reducing speed initially by deceleration and now by braking, bringing the vehicle to a halt”
- “My gear is 1”
- “Checking all 3 mirrors” “Applying a light degree of acceleration to negotiate the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Right Turn onto a Main Road with signal and requiring a stop due to traffic on the main carriageway.

- “Mirror, offside mirror, signalling right”
- “My position will be offside/central”
(*state which*)
- “Reducing speed initially by deceleration and now by braking, bringing the vehicle to a halt”
- “My gear is 1”
- “Checking all 3 mirrors” “Applying a light degree of acceleration to negotiate the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Straight Ahead at a Crossroads requiring a stop (nearside position)

- “Mirror, nearside mirror”
- “My position will be nearside/central”
(*state which*)
- “Reducing speed initially by deceleration and now by braking, bringing the vehicle to a halt”

- “My gear is 1”
- “Checking all 3 mirrors” “Applying a light degree of acceleration to negotiate the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Straight Ahead at a Crossroads, stopping not required (Offside position)

- “Mirror, offside mirror”
- “my position will be offside/central” (*state which*)
- “Reducing speed initially by deceleration and now by braking,”
- “My gear is 2”
- “Mirror, nearside mirror” “Applying a light degree of acceleration to leave the hazard safely”

- “Mirror nearside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Left Turn at a Roundabout, other road users present.

- “Mirror, nearside mirror, signalling left”
- “My position will be nearside/central” (*state which*)
- “Reducing speed initially by deceleration (*and/or*) now by braking”
- “Looking for a gap” I have a gap”
- “my gear is 2”
- “Mirror, nearside mirror”
- “Applying a light degree of acceleration to enter into and clear of the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Straight Ahead at a Roundabout, other road users present.

- “Mirror, nearside mirror”

- “my position will be nearside/central”
(*state which*)
- “Reducing speed initially by deceleration
(*and/or*) now by braking”
- “Looking for a gap” I have a gap”
- “my gear is 2”
- “Mirror, nearside mirror”
- “Accelerating to the rim of the
roundabout”
- (*When passing the exit prior to your exit*)
“Nearside mirror”, supplementary left
turn signal”
- “Applying a light degree of acceleration
to negotiate the hazard safely”
- “Mirror offside mirror my position is
central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the
hazard”

**Right Turn at a Roundabout, other road
users present.**

- “Mirror, offside mirror, signalling right”
“my position will be to the
offside/central” (*state which*)
- “Reducing speed initially by deceleration
(*and/or*) now by braking”
- “Looking for a gap” I have a gap” “my
gear is 2”
- “Mirror, nearside mirror”

- “Accelerating to the rim of the roundabout”
- (*When passing the exit prior to your exit*) “Nearside mirror”, supplementary left turn signal” (*left shoulder check if required*)
- “Applying a light degree of acceleration to negotiate the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Left Turn at a Roundabout on a Dual Carriageway, other road users present.

- “Mirror, nearside mirror, signalling left”
- “My position is nearside lane/ lane 1”
- “Reducing speed initially by deceleration (*and/or*) now by braking”
- “Looking for a gap” I have a gap”
- “My gear is 2” “Mirror, nearside mirror” “Applying a light degree of acceleration to enter into and clear of the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Straight Ahead at a Roundabout on a Dual Carriageway, no other road users present.

- “Mirror, nearside mirror”
- “My position will be nearside lane/lane 1”
- “Reducing speed initially by deceleration (*and/or*) now by braking”
- “Looking for a gap” I have a gap” “my gear is 2”
- “Mirror, nearside mirror”
- “Accelerating to the rim of the roundabout”
- (*When passing the exit prior to your exit*) “Nearside mirror, supplementary left turn signal”
- “Applying a light degree of acceleration to negotiate the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Right Turn at a Roundabout, on a Dual Carriageway, other road users present.

- “Mirror, offside mirror, signalling right”
“my position will be to the offside lane/lane2”
- “Reducing speed initially by deceleration (*and/or*) now by braking”
- “Looking for a gap” I have a gap” “my gear is 2”
- “Mirror, nearside mirror”
- “Accelerating to the hub of the roundabout”
- (*When passing the exit prior to your exit*)
“Nearside mirror”, supplementary left turn signal” (*left shoulder check if required*)
- “Applying a light degree of acceleration to negotiate the hazard safely”
- “Mirror offside mirror my position is central/safety” (*state which*)
- “Speedometer check”
- “Firming up acceleration away from the hazard”

Pedestrian Crossings

Zebra Crossing. no pedestrians

- “Mirror, nearside mirror” “my position is nearside/safety” (*state which*)
- “Scanning the crossing left to right, right to left”
- “The crossing is clear, it is safe to proceed

Zebra Crossing. Pedestrians near and or approaching.

- “Mirror, nearside mirror” “my position is nearside/safety” (*state which*)
- “Reducing my speed by deceleration”
- “Scanning the crossing left to right, right to left”
- “Ready to stop, prepared to go”
- “The crossing is clear, it is safe to proceed”

Zebra Crossing. Pedestrians at or on.

- “Mirror, nearside mirror” “my position is nearside/safety” (*state which*)
- “Reducing my speed and bringing my vehicle to a halt at the stop line/behind the preceding vehicle” (*state which*)
- Pedestrians are clear of / about to clear (*state which*) the crossing”

- “My gear is 1” “Checking all three mirrors”
- “accelerating clear of the hazard”

Pedestrian Controlled Crossing. No pedestrians, lights green.

- “Mirror, nearside mirror” “my position is nearside/safety” (*state which*)
- “Scanning the crossing left to right, right to left”
- “The crossing is clear, lights at green it is safe to proceed”

Pedestrian Controlled Crossing. Pedestrians near or approaching, lights green.

- “Mirror, nearside mirror” “my position is nearside/safety” (*state which*)
- “Reducing my speed by deceleration”
- “Scanning the crossing left to right, right to left”
- “Ready to stop, prepared to go”
- “The crossing is still clear, lights at green, it is safe to proceed”

Pedestrian Controlled Crossing. pedestrians near or approaching, lights are red or changing to red.

- “Mirror, nearside mirror” “my position is nearside/safety” (*state which*)

- “Reducing my speed and bringing my vehicle to a halt at the stop line/behind the preceding vehicle” (*state which*)
- “Lights are about to/have changed (*state which*) and the crossing is clear
- “My gear is 1,checking all three mirrors and accelerating from the hazard”

Corners and Bends on the Open Road

The Following commentaries make reference to the “LIMIT POINT”

This is the furthest point along the road to which you have an uninterrupted view of the road surface.

On a level stretch of road this will be where the right hand side of the road appears to intersect or meet with the left hand side of the road.

As you approach a corner or bend, at first the limit point may seem to be stationary, before appearing to move away at a constant speed and then finally accelerating away.

You should match your speed of approach to the corner, to the limit point movement, providing that you can stop within the distance you can see to be clear.

Whilst cornering you should maintain a constant speed which matches the speed of the limit point, only accelerating when the limit point moves quickly away from you.

If the limit point appears to remain stationary, or indeed moves towards you, then you should reduce your approach speed accordingly.

The following guidance should NOT be applied when there are Hazards to the nearside or the offside.

Position should always be sacrificed for safety reasons.

Left hand bends. Speed and gear are correct on the approach

- “Mirror, offside mirror my position will be to offside/central” (*state which*)
- “Watching the limit point, the limit point is moving at a constant speed”
- “My speed is correct, my gear is ...”(state what)
- Maintaining a constant speed by light throttle application to negotiate the bend/corner”
- “Mirror, offside mirror, my position is central and accelerating away from the hazard”

Left hand bends. Speed and gear are incorrect on the approach

- “Mirror, offside mirror my position will be to offside/central.” (*state which*)
- “Watching the limit point.”
- “The limit point is not moving/ is moving towards me.” (*state which*)
- “Reducing my speed by acceleration sense/braking.” (*state which*)
- “The limit point is now moving at a constant speed therefore my speed is now correct.”
- “Selecting ... (*state which*)...gear.”
- Maintaining a constant speed by light throttle application to negotiate the bend/corner.”

- “Mirror, offside mirror, my position is central and accelerating away from the hazard.”

Right hand bends. Speed and gear are correct on the approach

- “Mirror, nearside mirror my position will be to nearside/central.” (*state which*)
- “Watching the limit point, the limit point is moving at a constant speed.”
- “My speed is correct, my gear is ...”(state what)
- Maintaining a constant speed by light throttle application to negotiate the bend/corner.”
- “Mirror, offside mirror, my position is central and accelerating away from the hazard”

Right hand bends. Speed and gear are incorrect on the approach

- “Mirror, nearside mirror my position will be to nearside/central.” (*state which*)
- “Watching the limit point.”
- “The limit point is not moving/ is moving towards me.” (*state which*)
- “Reducing speed by acceleration sense/braking.” (*state which*)
- “The limit point is now moving at a constant speed therefore my speed is now correct.”
- “Selecting ... (*state which*) ..gear.”

- Maintaining a constant speed by light throttle application to negotiate the bend/corner.”
- “Mirror, offside mirror, my position is central and accelerating away from the hazard.”

Overtaking

Overtaking no hazards present

- “I have both views along each side of the preceding vehicle”
- “Mirror, offside mirror, signalling (*if necessary*)
- “The Overtake is on for (*state number of vehicles*)
- “Applying firm acceleration to complete the overtake safely”
- “Mirror, nearside mirror, returning to a central/safety position” (*state which*)

Overtaking with hazards present

- “Mirror, offside mirror, moving to the overtaking position”

- “I have a view along the nearside of the preceding vehicle”
- “Mirror, offside mirror, signalling right, and moving out for a look.
- “I have both views, the overtake is on for(*state number of vehicles*)
- “Applying firm acceleration to complete the overtake safely”
- “Mirror, nearside mirror, returning to a central/safety position” (*state which*)

Alternatively

- “Mirror, offside mirror, moving to the overtaking position”
- “I have a view along the nearside of the preceding vehicle”
- “Mirror, offside mirror, signalling right, and moving out for a look.
- “I have both views, the overtake is NOT on”
- “Mirror, nearside mirror, returning to a central/safety position” (*state which*)
- “Reducing speed by light application of the brakes and falling back to a following position”

Speed Limits

Sign with a higher limit than current speed

- “Mirror, I am/am not (*state which*) being followed”
- “Offside mirror, I am not being overtaken”
- “Firming up on acceleration as my vehicle passes between the signs”

Sign with a lower limit than current speed

- “Mirror, offside mirror my position is central and a speedometer check shows I need to lose... (*State*)mph.
- “Losing speed by deceleration/braking (*state which*) to enter the limit at the correct speed”

Approach to nearside hazards

This can include parked cars, driveways and entrances, physical obstructions, pedestrians etc. and should be modified accordingly as to the actions anticipated.

- “Mirror , offside mirror”,
- “Moving to an offside safety position to avoid the hazard by early and gradual deviation, which eliminates the need for a signal”

- “Anticipating...Doors opening/ Vehicles pulling out/ Pedestrians, especially younger children stepping out/running from between vehicles” (*state any or all as applicable*)
- “I have passed the hazard”
- “Mirror, nearside mirror, returning to central/safety position.”

Suggested Commentary for the Stopping Drill

On completion of your journey, or indeed if breaking your journey, you should complete a Stopping Drill.

- “Mirror, nearside mirror, left turn signal (*if required*), selecting a safe place to pull in and stop.”
- “Braking gently to a halt, cancelling signal, (*if required*)
- “Applying the hand brake, moving the gear lever into neutral, feet clear of the pedals.”
- “Switching off all major and minor auxiliaries.”
- “Switching off the engine, selecting a low parking gear.”
- “Checking all three mirrors.”
- “It is now safe to release and stow away seat belts, deep left shoulder check, deep right shoulder check” (*or other way round if parked on the right or in another area where the danger may be from the left*)
- “It is safe for me to leave the vehicle however, please check over your shoulder before leaving the vehicle.”

If you are facing downhill ensure that your front wheels are turned kerbwards, or if facing uphill

then the wheels should be turned out away from the kerb.

A suitable parking gear is first on the level or if you are facing uphill and reverse if you are facing downhill.

Suggested Observation Links

When you see...	Look out for...
❖ Dustbins at the side of the road.	❖ The dustmen or a refuse lorry.
❖ Street lights on during the day.	❖ Maintenance men working on the lights.
❖ Pedestrians at a crossing.	❖ The lights are about to change to red.
❖ Mud on the road.	❖ Slow moving agricultural vehicles ahead.
❖ Agricultural vehicles in a field. Others may follow.	❖ Mud or other deposits on the road.
❖ Cattle grazing.	❖ Milking; expect cattle to be crossing the road between 6am and 9am and 3pm and 8pm. In the central area of Scotland this

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| | will be between
April and
October
approximately. |
| ❖ Diagonal
stripes in the
centre of the
road. | ❖ Increased
likelihood of
being overtaken. |
| ❖ No gap in a
line of trees
directly ahead. | ❖ The road bends
to the left or
right |
| ❖ Damaged
verges or worn
centre lines. | ❖ A route used
regularly by
heavy goods
vehicles. |
| ❖ Post box. | ❖ Postman and
pedestrians. |
| ❖ Industrial
premises. | ❖ Associated
vehicles and
access routes. |
| ❖ Shops. | ❖ Delivery
vehicles and
pedestrians. |
| ❖ Telephone and
power
vehicles. | ❖ Other similar
vehicles as they
often work in
groups. |
| ❖ Warning sign
for children
going to and
from school. | ❖ The school and
children rushing
to and from the
premises. |
| ❖ Height | ❖ Heavy goods |

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| restrictions at a bridge. | vehicles in the middle of the road. |
| ❖ H Hospital sign especially A and E. | ❖ The entrance and emergency vehicles. |
| ❖ Dwelling houses. | ❖ Vehicles entering or leaving the buildings. |
| ❖ Farm buildings. | ❖ The access road, tractors, animals and mud etc. on the road. |
| ❖ Poor (or no) roadside fences. | ❖ Animals on the road. |
| ❖ A gap in a hedge or line of trees. | ❖ A junction. |
| ❖ A line of trees or hedge perpendicular to your road. | ❖ A junction. |
| ❖ A cross flow of traffic ahead. | ❖ A junction or roundabout. |
| ❖ A cluster or circle of lamp posts in a rural area. | ❖ A roundabout or village. |
| ❖ The gap | ❖ The front vehicle |

between the vehicles in front shortens.

❖ Road works.

❖ Descending downhill in to a valley.

❖ A river running beside the road.

❖ A motorway off ramp.

❖ T.V., Telephone and radio masts.

❖ A line of lamp posts in the distance or a group of dwellings.

❖ Cyclist –

is preparing to turn, or the following vehicle is preparing to overtake.

❖ Mud on the road, slow moving traffic, uneven surfaces, and men on the road, a reduced speed limit.

❖ More corners and bends, bridges over a river.

❖ Bridges over the river and sharp bends.

❖ An on ramp in approximately $\frac{1}{4}$ mile.

❖ An access road.

❖ A speed regulatory sign.

❖ A change in

especially going up hill.

- ❖ Green traffic lights.
- ❖ A goods vehicle approaching you on a wet road.
- ❖ A petrol tanker ahead.
- ❖ A petrol station.
- ❖ Under axle view of parked vehicles.
- ❖ Foreign vehicles.

direction or a wobble. Other cyclists ahead.

- ❖ The lights about to change to red.
- ❖ Spray.
- ❖ The vehicle may deliver to the next petrol station.
- ❖ Vehicles entering or leaving fuel contamination of the road surface, water and soap on the road surface.
- ❖ Foot or leg movements of passengers leaving the vehicle.
- ❖ Erratic movements, at a junction there is the possibility that the vehicle

- ❖ Entering a built up area.
- ❖ Strong winds.
- ❖ Overtaking a high-sided vehicle in strong winds. Coming out of a roadside cutting.
- ❖ Between dawn and dusk in winter. Shaded areas in summer.
- ❖ Rain after a long dry spell.
- may turn on to the wrong side of the road you are in from a junction.
- ❖ The dangers increase threefold; maintain 30mph with frequent mirror and speedometer checks i.e. at about 10 second intervals.
- ❖ Rubbish on the road.
- ❖ Your vehicle may be blown off course.
- ❖ Microclimates
- ❖ Slippery road surface.

❖ Fallen leaves
in autumn.

❖ Slippery road
surface.

- ❖ Bright evening and early morning sunshine.
- ❖ A stationary bus.
- ❖ Glare when you turn towards it.
- ❖ Pedestrians leaving a bus who might cross either in front of or from behind the bus who might walk in front of you as you approach unseen. People rushing to catch the bus.
- ❖ People waiting at a bus stop
- ❖ A bus in the area, people rushing to bus stops.
- ❖ An empty bus stop.
- ❖ You might catch up with a bus or meet it at the next stop.
- ❖ A busy bus stop.
- ❖ You are on a major bus route and may meet other buses.

- ❖ A bus ahead of you.
- ❖ It may stop at the next stop – watch for passengers standing up who will give a further indication of the bus preparing to stop.
- ❖ A vehicle in front of you.
- ❖ The vehicle may pull in and stop or may turn off at the next junction.
- ❖ A taxi in front of you.
- ❖ May carry out a U-turn possibly without signalling.
- ❖ A vehicle turning at a junction.
- ❖ Others may follow without looking.
- ❖ A line of parked vehicles.
- ❖ Opening doors, pedestrians stepping out between the vehicles, vehicles pulling

out.

- ❖ A single lamp post.
- ❖ A line of telegraph poles perpendicular to our road.
- ❖ Information sign for housing development
- ❖ Row of houses or lamp posts, line of trees or hedge.
- ❖ A railway line beside the road.
- ❖ A pedestrian walking beside the road.
- ❖ Grass cuttings on the road.
- ❖ A junction.
- ❖ An unseen junction.
- ❖ Heavy construction traffic, mud on the road, people not familiar with the area.
- ❖ Gives the line of the road in the distance.
- ❖ A railway bridge crossing the road and sharp bends at the bridge.
- ❖ A broken down vehicle.
- ❖ An agricultural vehicle and

heavy objects
thrown from the
verges.

❖ Hedge cuttings
on the road.

❖ An agricultural
vehicle, heavy
objects thrown
on the road,
thorns on the
road liable to
cause punctures.

❖ A ball
bouncing in
the road.

❖ Children running
after the ball.

❖ A child
running or
cycling across
the road.

❖ Other children
following.

❖ High hedges
and walls in a
built up area.

❖ Look for
children running
out from
entrances which
may be
concealed from
view.

❖ Stationary
flashing amber
lights.

❖ Broken down
vehicle, accident
recovery road

maintenance.
Expect slow moving traffic.

❖ Moving flashing amber lights.

❖ Slow moving agricultural or roads maintenance vehicle.

❖ Stationary flashing blue lights.

❖ Accident or other emergency ahead. Expect vehicles to slow down.

❖ Moving flashing blue lights.

❖ Vehicles pulling over to let the vehicle through, plan your action.

❖ Being overtaken by a motorcyclist.

❖ Others may follow.

❖ Vehicles turning at junctions.

❖ Motorcyclists may be obscured.

❖ A cemetery or crematorium in the distance.

❖ Slow moving vehicles in convoy.

❖ A sign
indicating a
tourist route.

❖ Vehicles
travelling slower
than expected,
unsure of where
they are going.

This list can never be exhaustive. Can you think of others you may wish to add?