

Wolverhampton Advanced Motorists Group

Registered Charity Number 1053330



ADVANCED DRIVING

BEING A THINKING MOTORIST

THEORY SESSION 1

IAM RoadSmart



IAM RoadSmart is UK's leading advanced driving organisation

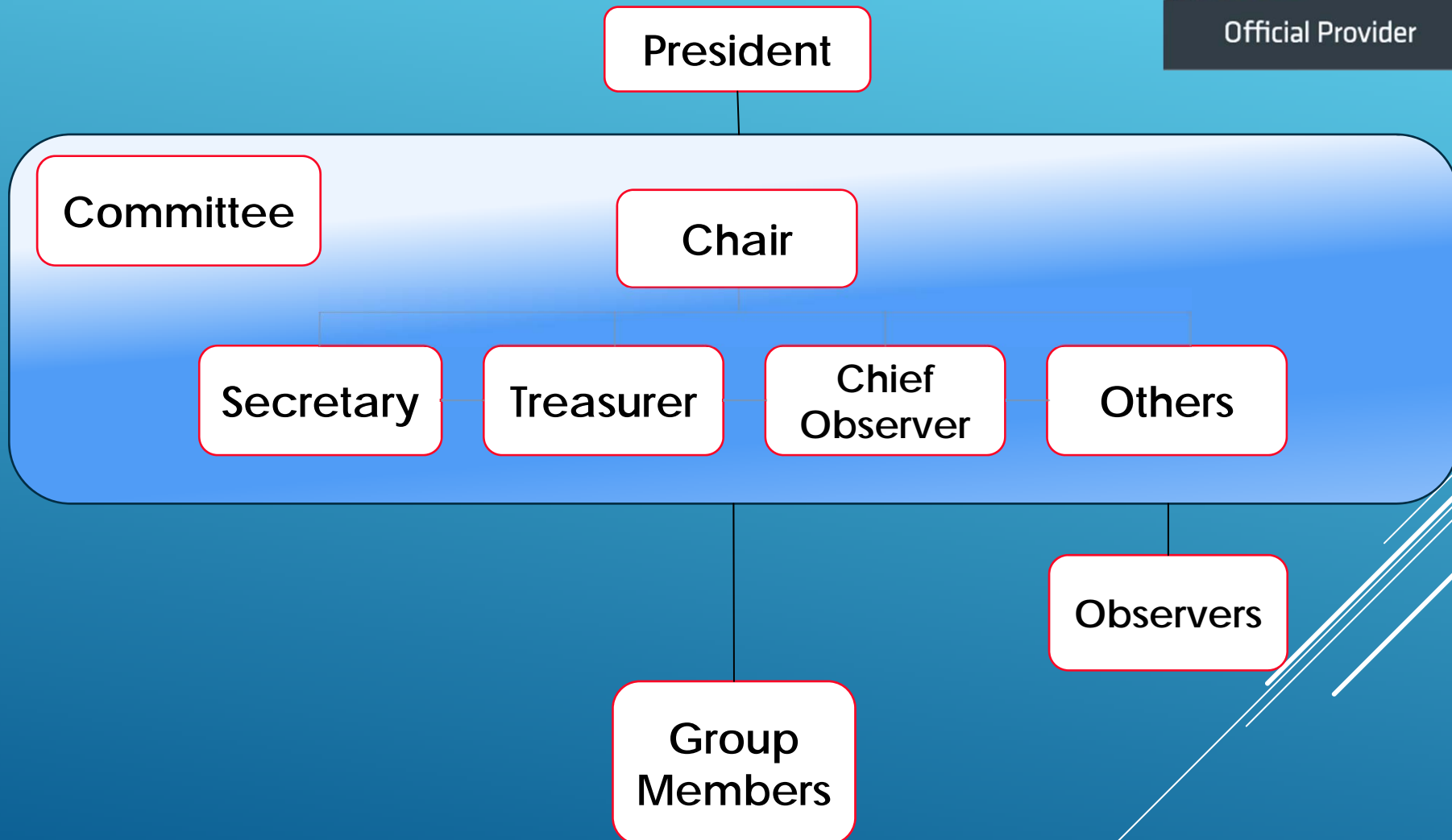
Started in 1956 to improve road safety

There are 200+ independent Groups in the UK

**90 000+ current Members who have passed the
Advanced Driving test**

**Tests available for Car, Motorcycle and Commercial
vehicles**

Wolverhampton Group Structure

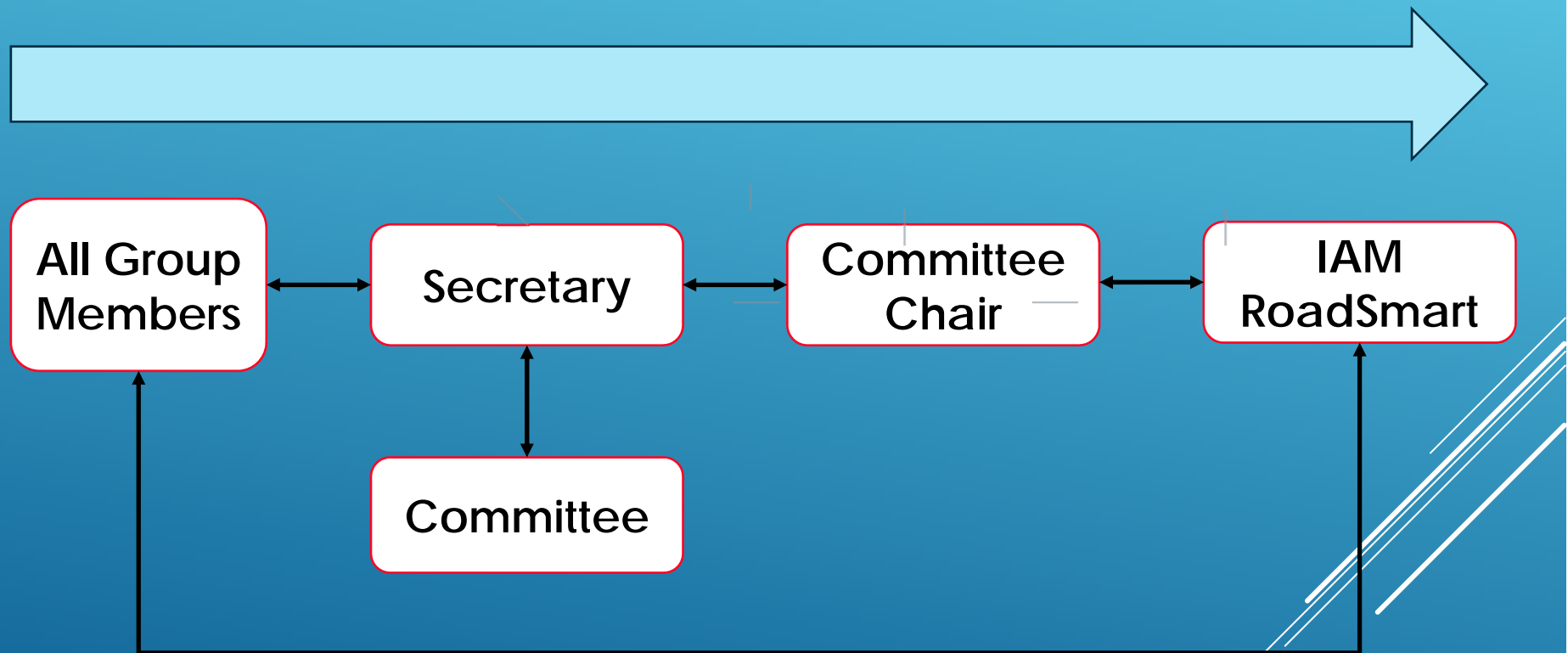


IAM RoadSmart Fee Structure



- **Your first year is fully covered by the “Joining Fee” paid to IAM RoadSmart**
- **There are two parts to subsequent years fees:**
 - **IAM RoadSmart (Paid to Welwyn Garden City)**
 - **Group Fee (Paid to Wolverhampton Group)**

Complaints Route



Complaints Process



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Contact Us

Thank you your interest in driving and road safety locally and nationwide by accessing our group website. You can contact us by phoning or emailing our group using the detail below – or – why not use the Events Diary option on this website and come to meet us in person at our meeting location. You will be made very welcome. All emails, phone calls/ voice messages received will be responded back to you as soon as possible but please bear with us, all of our Group Officers are volunteers. We do always strive to get back to any query within twenty four hours however so if you haven't heard from us within that time please give us a nudge.

Your Name (required)

Your Email (required)

Subject

Your Message

Send

Contacts Within Group

Paul Williamson	Chairman	chair@wolvesiam.org
Geoff Davis	Treasurer	treasurer@wolvesiam.org
Tony Robson	Secretary	secretary@wolvesiam.org
	Membership	
	Newsletter	
Roy Richards	Chief Observer	chief.observer@wolvesiam.org
Nigel Packer	Associate Controller	associate.controller@wolvesiam.org
Dr. Jonathan Hughes	Communications Officer	admin@wolvesiam.org
	Minutes Secretary	minutes@wolvesiam.org
	GDPR Compliance	gdpr@wolvesiam.org
Chris Smith	Events	events@wolvesiam.org
David Gallagher	Young Driver	young.driver@wolvesiam.org
Graham Foulkes	Committee Member	
Richard Dodd	Committee Member	



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**25% of all incidents
involve other vehicle
crossing and priorities**

**33% of all incidents involve
rear end shunts**

**Partly responsible for an incident?
You are 4x more likely to have
another collision within a year**

**Following an incident you are 2x
more likely another in the next 3
years**

**People DO
NOT learn!**

Insurance Company Data

A TYPICAL DAY ON OUR ROADS...

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Unlicensed Driver

- 24% - No driver training
- 54% - No Insurance
- 22% - Bad Attitude

Distracted Parent

- 28% - Rushing to work
- 33% - Kids playing up
- 39% - Late for School

Sales Rep

- 41% - Late for meeting
- 33% - On phone
- 26% - Thinking of other



Unfit Driver

- 37% - Poor eyesight
- 27% - No test taken
- 36% - Panicking

New Driver

- 42% - More traffic than usual
- 25% - Indecisive
- 33% - Panic

The Fiddler

- 17% - Eating food
- 44% - On Phone
- 13% - Changing CD
- 26% - Admiring reflection

Course Programme



**This is to help you improve your Road Safety
using the Highway Code and IAM RoadSmart's
Advanced Driving**

**Please UNDERSTAND and USE this information
every time you drive**

Any questions tonight or any time, please ask

CHANGE AND CORRECT BAD HABITS

Course Programme



An Observer is allocated to guide you in understanding and implementing advanced driving skills

Together you will complete run sheets to provide direct feedback and a record of your development

KEY SKILLS that you will learn are improved concentration, observation, anticipation, planning and best use of your vehicle

Course Programme

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**Join IAM
RoadSmart**

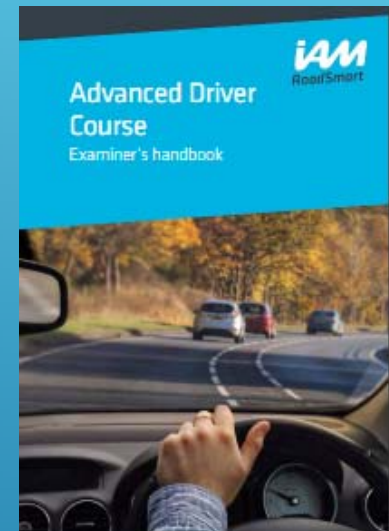
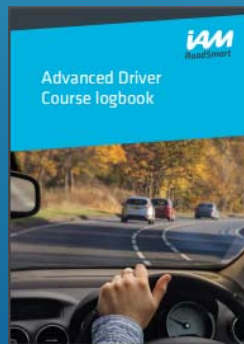
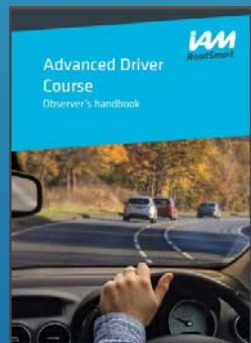
**Assessment
Drive**

**Observed
Drives**

**Pre-test
Drive**

Test

Full Member



Benefits of Being an Advanced Driver



Better able to anticipate other road users
Arrive more relaxed at end of journey
Reduced vehicle wear and tear
Drive with reduced fuel costs
Greatly reduced chance of accidents
Discounted insurance
Plus Many Others ...

What Can be Seen?

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What Might Reasonably Be Expected to Happen?

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What Cannot Be Seen?

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How Much do you Really See?



Look at what others are doing

Look through vehicle windows

Look under vehicles

Look at moving shadows

Look at reflections in shop and vehicle windows

Look for headlights at night

Listen for motorcycles, lorries, speeding cars

Smell diesel, manure

How Much do you Really See?



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Awareness

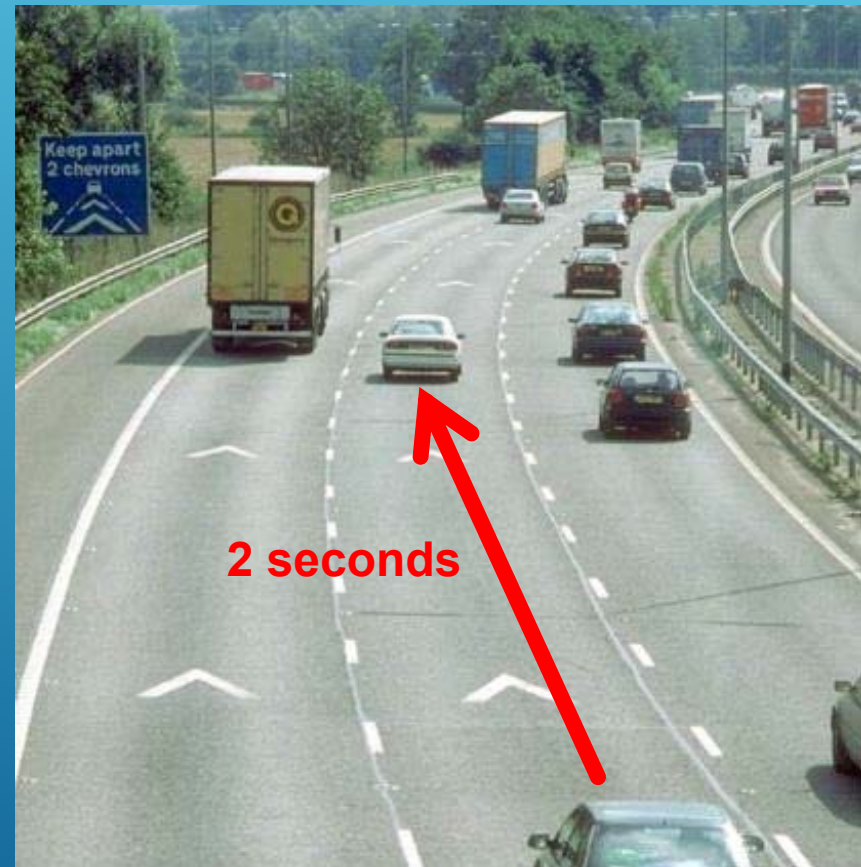
What do
you really
see?

Braking

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**Do you know what
the braking
distance for a car
on a dry road is at
various speeds?**



Braking

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Road Signs

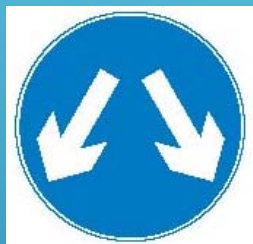


So how good are you with road signs?

Road Signs

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Road Signs



**When should you flash your
headlights and/or sound your
horn?**

In Car Technology

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**Do you know what driving aids you
have on your car and how to use
them?**

Beware of Distractions

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How Easy it
is to be
Distracted

Your Car



Cockpit Drill

The Importance of the Pre-Drive Vehicle Explanation to an Examiner

The Importance of Knowing How to Use ALL the Test Vehicle Technology

What Should and Should Not be Used

The Four S's of Advanced Driving



Replace habitual driving with

**Safe Driving
Systematic Driving
Smoother Driving
Speed Managed**



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Coffee Break

IPSGA



Advanced Driving is centred around IPSGA

I – Information

P – Positioning (Planning)

S – Speed

G – Gear

A - Acceleration

IPSGA

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"THE SYSTEM"= IPSGA



Each phase is considered or executed in this sequence, each time, every time a HAZARD is encountered

"HAZARD"

is anything containing an **actual** or **potential** element of danger
(i.e. a situation which could lead to an accident of some sort)

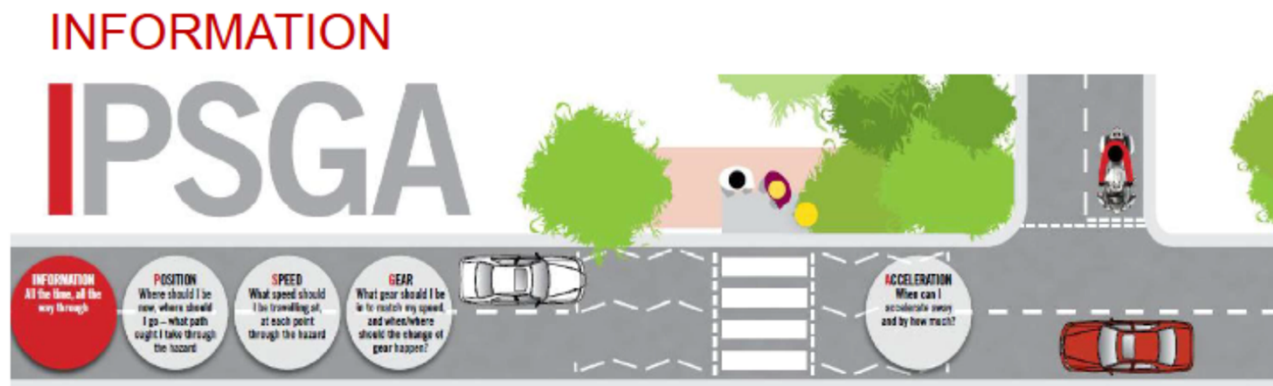
- 1) Things that are always there
 - Bends, junctions, hump back bridges, etc
- 2) Things that just happen to be there when you are
 - Joggers or horses in the road
 - Badly parked white van
 - Children playing by the kerb

Whenever you see a HAZARD, apply THE SYSTEM

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This phase runs continuously throughout the journey.....

- Absorb information
 - 360 degrees in front, behind, sides
- Process information
 - What might happen? What will you do if it does happen?
- Give information
 - Signals, brake lights, position

IPSGA

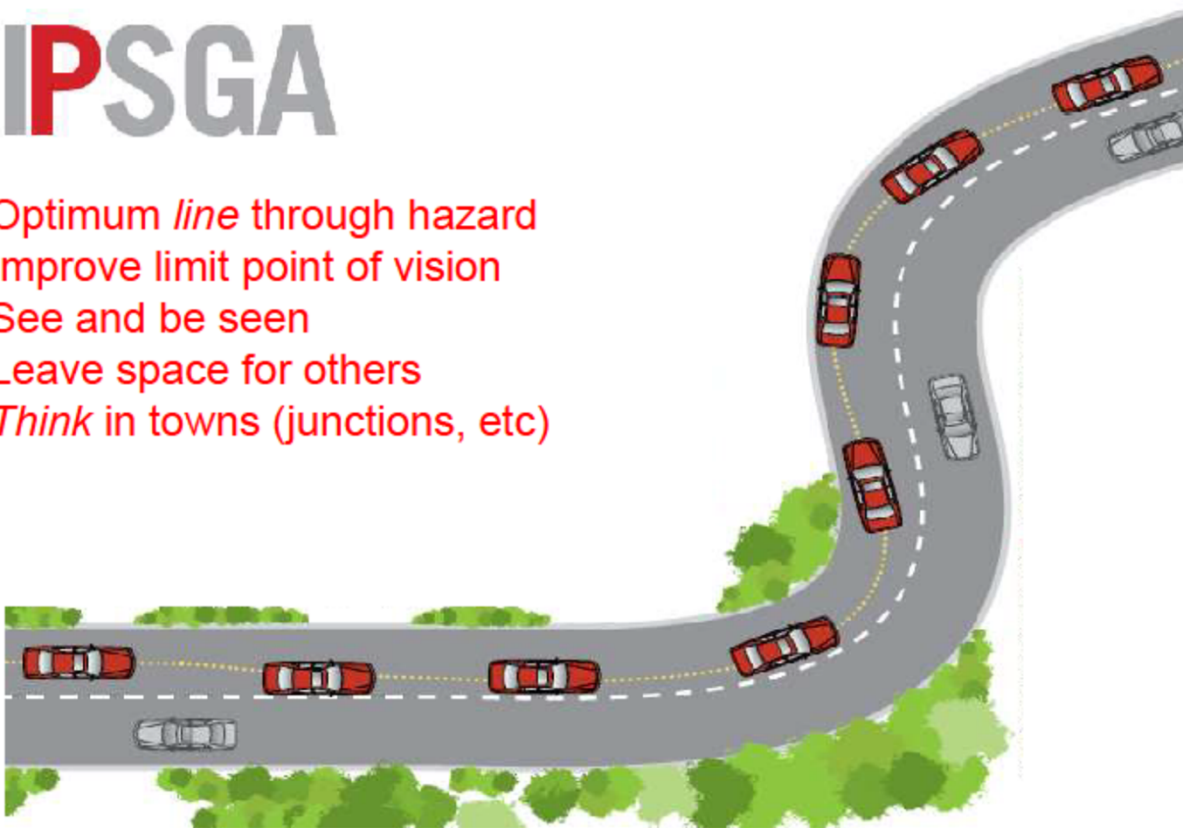
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POSITION

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- Optimum *line* through hazard
- Improve limit point of vision
- See and be seen
- Leave space for others
- *Think* in towns (junctions, etc)



IPSGA

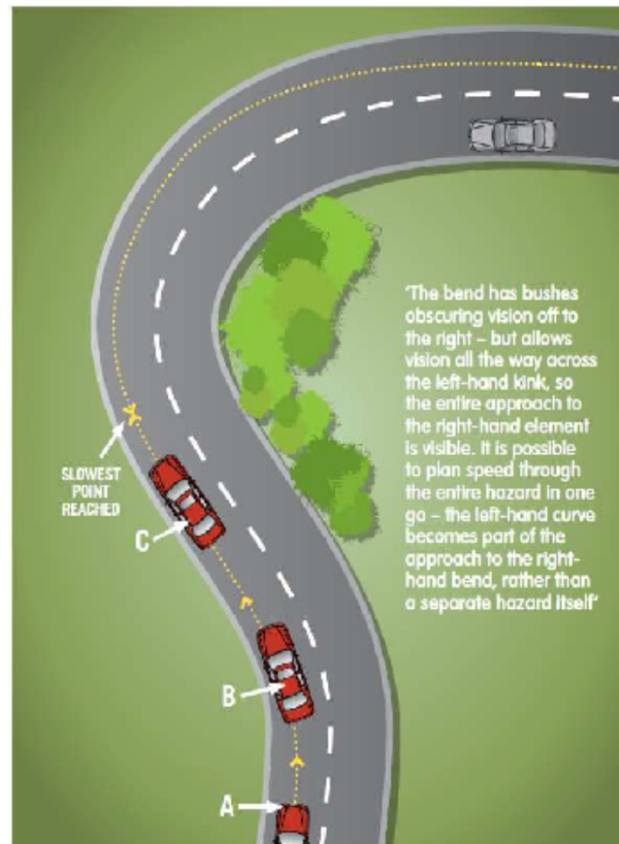
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POSITION SPEED GEAR ACCELERATION
INFORMATION

IPSGA

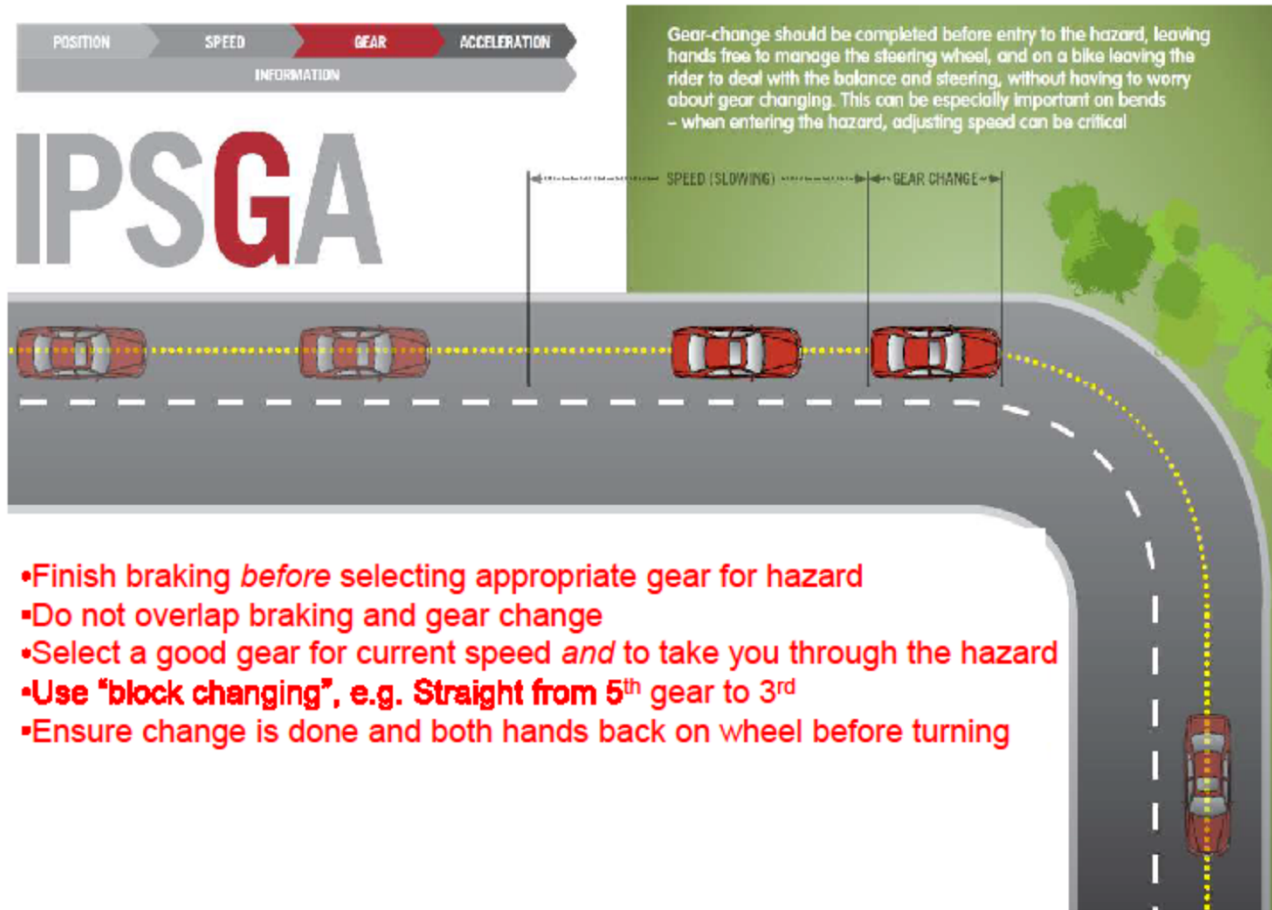
- Use natural slow-down where possible
 - Brake only in a straight line
 - **Don't touch gears yet**
 - Use limit point to determine entry speed
 - Get all speed off well before turn
-
- Same process for hump or level crossing
 - Not all hazards imply speed *reduction*



IPSGA

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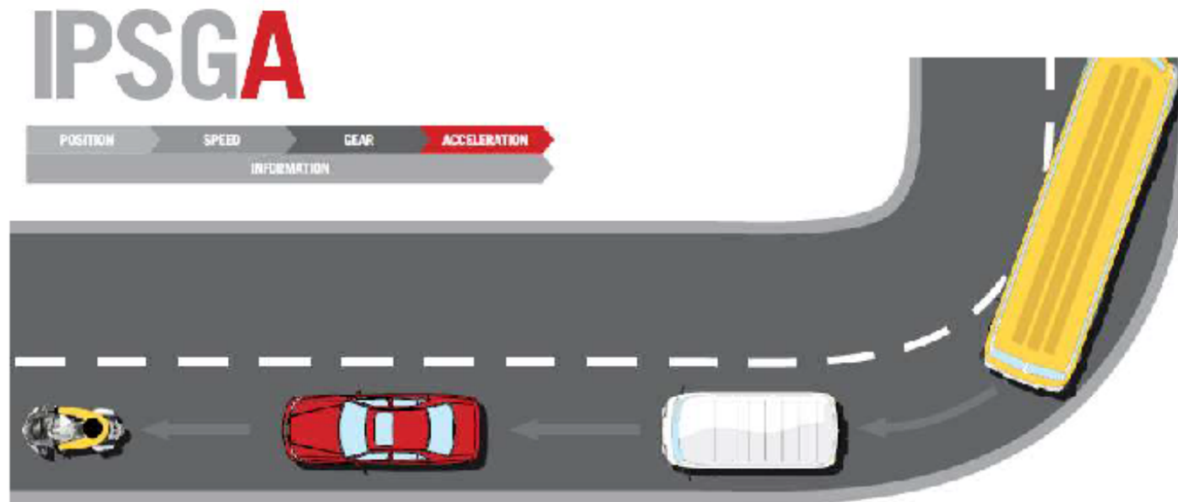
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- This phase actually starts as you enter the hazard
- The limit point will by now be starting to move in front of you
- Apply some power, not to *accelerate*, but to corner under power
- Follow the limit point smoothly around the bend, matching its speed
- As the road straightens, and the limit point moves rapidly away, **accelerate**
- **"Block change" back up, e.g. 3rd to 5th**

IPSGA



1. **Concentrate and avoid distractions**
2. **Read the road and anticipate hazards**
3. **Anticipate how they may affect you**
4. **Drive in a planned and systematic way**
5. **Use mirrors and all-round observation**
6. **Signal only when appropriate**
7. **Drive with restraint but not indecision**
7. **Steer the vehicle safely and effectively**
8. **Brake smoothly and progressively**
9. **Change gear at the right time and speed**
10. **Use acceleration sense**
11. **Use controls with finesse and sensitivity**

System of Car Control



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System of
Car Control

System of Car Control

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System of
Car Control



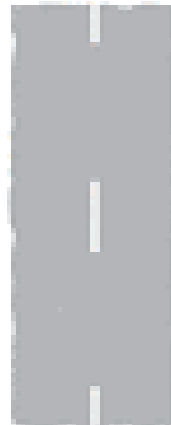
Hazard Lines

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Edge line



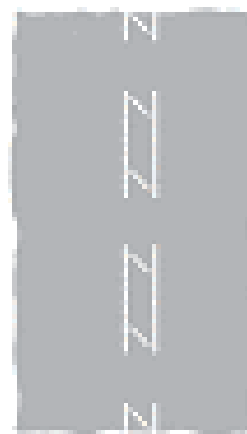
Centre line
See Rule 127



Hazard
warning line
See Rule 127



Double white lines
See Rules 128 and 129



See Rule 130



Lane line See
Rule 131

Roundabouts

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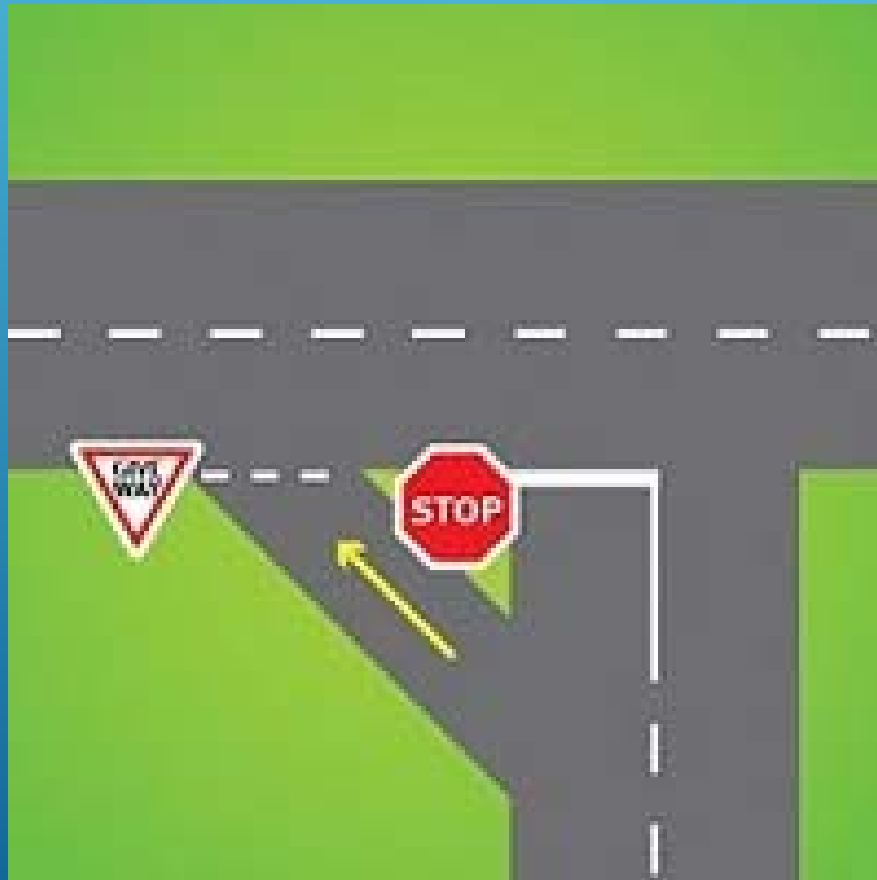
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Junctions

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Speed Restrictions

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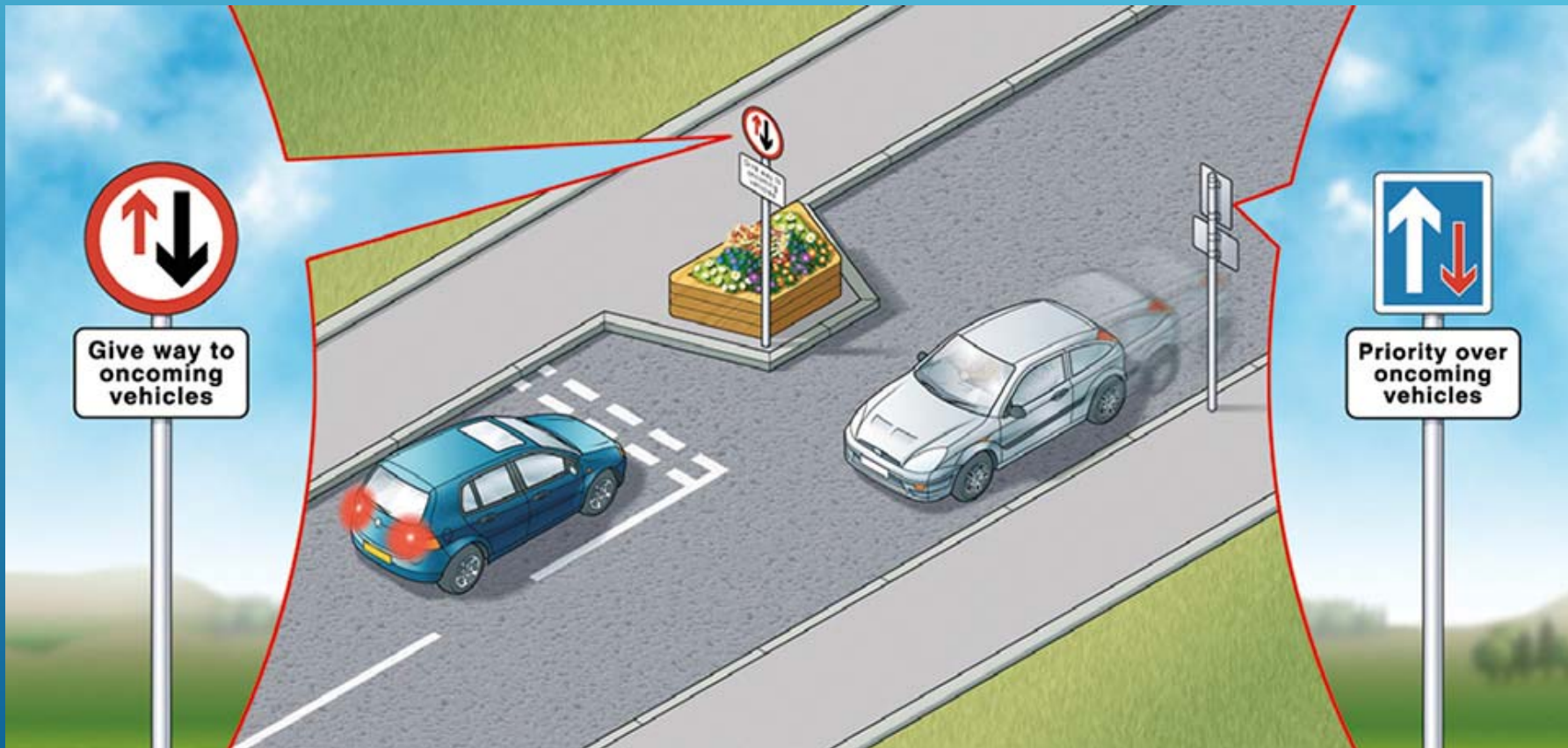
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Right of Way

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Aides Memoire

Only a fool breaks the two second rule

(Maintain a safe distance from the vehicle ahead)

Take, use and give (TUG)

(Take information, use that information and give information as appropriate)

Tyres and tarmac when stopping

(Maintain a sensible distance from the vehicle ahead when coming to a stop)

Bob and Tom check – particularly when pulling away

(Side mirror check prior to pulling away, checking for bikes and motorcycles particularly)

Braking to slow but good to go

(Be prepared to stop but also ready to go should opportunity present itself – making progress)

Under, over, round and through

(Checking under, over, round and through stationary vehicles when passing them)

Observation, anticipation, planning

(Observe, anticipate and plan all actions – IPSGA)

Aides Memoire



Plan your drive, drive your plan

(Prepare any drive, including any possible issues that you may encounter during that drive)

Fail to plan, plan to fail

(Always plan a drive including duration, rest points and expected arrival time)

Nothing happens “Suddenly”

(The observant driver should not be surprised by another person’s actions)

What can you see, what is happening, what you are going to do about it (IPSGA)

(Continually use IPSGA throughout a drive – make best progress with maximum safety and maximum awareness of other road users)

Be a Thinking Driver at all times

Advanced Driving



Any Questions or Additional Thoughts?