

ROSPA

**Advanced Drivers
and Riders
East Yorkshire**

East

Yorkshire Advanced Riders & Drivers

Car Training Guide

Introduction

The origins of the RoSPA Advanced Drivers' Association (RoADA) go back to 1955. At that time, a lady called Louise Duncan who was the road safety officer for the Borough of Finchley felt that she should try to do something about the rising tide of road accidents. She was very impressed by the standard of training and testing at the Police driving school in the nearby borough of Hendon and felt that some form of training and testing along these lines would be a great help for ordinary drivers.

With the help of a number of instructors from the police driving school, she formed the Finchley League of Safe Drivers. Members of the public could join the group, attend lectures and get advice on their driving, leading to a test. The group proved popular and, by 1960, had spread nationwide, becoming the League of Safe Drivers. In many parts of the country, local groups were formed to enable candidates to prepare for the test.

By 1980, the League had become large and management was proving difficult. RoSPA, who had always assisted the league, agreed to take over the management and it became the RoSPA League of Safe Drivers. In 1992, at the request of its members, it became the RoSPA Advanced Drivers' Association; however, in 2006 to reflect the diversity of tests; became known as RoSPA Advanced Drivers & Riders.

The Society's advanced test remains unique in that it is the only advanced test to be graded and the only one where its members are asked to retake their test triennially.

To help drivers and riders prepare for the advanced test there is a network of local RoADAR groups located throughout the United Kingdom, run entirely by volunteers who provide free help and advice to their members.

The tuition that local Groups provide is on a one-to-one or one-to-two basis using the member's own vehicle under the guidance of experienced Group tutors. Although there is no limitation on the number of lessons provided, it is not unusual for between twelve and twenty lessons to be taken before most members feel sufficiently prepared for their initial test. After the initial test, tuition is provided as and when requested on the lead-up to any triennial retest.

Tuition

All Group tutors are registered with the RoADAR having passed their tests at the higher levels and every effort is made to ensure that the tuition provided takes cognisance of the individual, their needs, abilities and experience.

Car tutors will use the trainee's vehicle.

Before tuition begins we we will supply a copy of *Roadcraft* the Police Drivers handbook and The Highway Code

This Guide to Tuition ought to be regarded as supplemental to these official publications and has been produced simply to reinforce the various advanced techniques introduced in *Roadcraft*, help underpin some of the essential aspects of advanced riding generally and act as an aid to tuition.

IMPORTANT INFORMATION FOR GROUP MEMBERS UNDERTAKING TUITION

You must be the holder of a full licence for the class of vehicle, and the vehicle must be insured against third party risks and, if applicable, have a current M.o.T. certificate.

During tuition you are deemed to be responsible for your own actions while riding and to be in full control of your vehicle at all times.

Any advice or instruction given by your tutor, which you feel is unsafe for you to carry out, must be ignored and you should only do what you believe to be safe.

What Is Advanced Driving

ADVANCED DRIVING is the ability to control the position and speed of the vehicle safely, systematically and smoothly, using road and traffic conditions to progress unobtrusively with skill and responsibility.

This skill requires a positive but courteous attitude and a high standard of driving competence based on concentration, effective all round observation, anticipation and planning.

The vehicle should be at the right place on the road at the right time, travelling at the right speed with the correct gear engaged and can always be stopped safely on its own side of the road in the distance that can be seen to be clear.

While the official definition is given above, advanced or defensive driving is quite simply the art of road accident prevention and an advanced driver does this by anticipating and positively controlling situations to reduce their crash risk and is a deliberate, skilful and responsible technique admired by others.

The ability to perceive, grade and assess a hazard and anticipate any danger, actual or potential, equips advanced drivers with the skills to avoid those zones of danger, as opposed to using their skills simply to get out of them. It also gives them the essential benefit of space and time, which enables them to react to the inappropriate actions of others by good planning.

Becoming A Better Driver

Roadcraft: Chapter 1

To reach this desired state will not happen overnight. Depending on individual ability, experience and overcoming the natural resistance to learning that is common in us all, may require many hours of study and practice.

The perfect driver hasn't been nor ever will be born. However, that shouldn't deter anyone from striving for that perfection. Throughout your tuition you will be taught the techniques of 'system' driving. If you systematically eliminate your driving faults and react to the tuition given, you will be well prepared for not only your initial test, but for the triennial advanced tests that lie ahead.

Concentration and alertness are key aspects of good driving which are strongly influenced by our general health, medication, fatigue and emotional state. Prior to driving you should ensure that you are fit to do so. A useful acronym to help you remember this is **I AM SAFE**:

- Infection:** Are you suffering from infection / illness which affects ability to concentrate.
- Attitude:** Are you focused and comfortable about making this journey.
- Medication:** Are you taking medication that makes you drowsy or unable to concentrate.
- Sleep:** Have you had sufficient sleep and are not feeling tired.
- Alcohol:** Are you under the influence of alcohol or drugs.
- Food:** Have you had sufficient food and water and are not dehydrated.
- Emotions:** Are you feeling angry, sad or depressed.

Learning new driving skills is a continuous process. It involves reviewing, adapting and updating your skills to keep pace with the ever changing and increasingly complex traffic environment. Remember; good drivers never stop learning.

Pre-Drive Roadworthiness Checks

A full pre-drive and roadworthiness safety check is only required before the vehicle is driven for the first time that day, thereafter an abridged version may be carried out each time the driver uses the vehicle throughout the day.

A useful acronym to help you remember this is **POWDERS**:

- Petrol:** Check for leaks and sufficiency for the journey.
Plan refuelling stops.
- Oil:** Which includes hydraulic fluid levels (brake and clutch) and engine oil
Check when cold and on a level surface that the settings are correct.
- Water:** Check coolant level is correct on a level surface.
- Damage:** Check for damage could affect safety and operating systems.
If in doubt check it out.
- Electrics:** Ensure all lights, indicators and horn are working and that the battery is being charged.
- Rubber:** Check tyres for pressure, tread and damage including the wheel rims.
- Steering:** Check free movement of the steering wheel

The check sequence should be a methodical and systematic routine to ensure that your vehicle is fit for the purpose of your daily drive and commences as you walk towards your vehicle with a visual inspection of the vehicle and the ground beneath it for any signs of damage and leaking fluids.

For the purposes of the advanced test, it may be assumed that the test is the first time that the vehicle has been driven that day, therefore a full pre-drive and roadworthiness safety check may require to be demonstrated.

A typical example of a pre-ride check commentary is as follows:

. "This is my car, a (Make/Model/Capacity) and it is fitted with (ABS/Traction Control/Auxiliary Lights etc.)

"Before driving I carry out a POWDERYS check as outlined in RoadCraft. Rehearse a script such as:

"P - I have ensured there is sufficient fuel for today's test having filled the tank prior to arriving here. This vehicle will do around 400 miles to a full tank.

"O - I have checked the oil in accordance with the manufacturers recommendations when the machine was cold/warm whilst on level ground using the electronic system/dip stick (show location)

"W - This vehicle is liquid cooled and I have checked the reservoir (show location) to ensure the car has sufficient coolant. Continue making reference to other liquids "I have checked the other liquid levels, screenwash and the Clutch/Brake reservoirs which are translucent/dip sticks (show locations)

"D - Damage. I have checked the vehicle for any damage which could cause danger and found it to be damage free. Yorkshire Advanced Riders & Drivers (East)

"E - Prior to driving I checked the lights front and rear were working correctly, including the main beam. The indicators are also working correctly and the brake light operates when the brake is operated. These were checked whilst carrying out a static check of the brakes before driving as was the handbrake which is cable/electronically operated (demonstrate). The horn is working correctly.

"R - I checked my tyres for the correct pressure (give front and rear pressures) bulges, splits or damage and they are within the legal limits of 1.6mm tread depth over three quarters of the width around the entire circumference. I have also checked the windscreen wiper blades for splits or damage and ensured correct operation.

"Y - You. I am fit to drive. I have not had any alcohol or drugs including prescription drugs (think Night Nurse/Hay Fever etc.) that will effect me. I am not tired or emotionally upset.

"S - The steering is operating smoothly with no play in the system.

Resume

Today as all days I shall 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 that I may drive safely, smoothly, progressively and well. I will formulate my driving plan based on what I can see, what I cannot see and the circumstances I can reasonably expect to develop.

By driving 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.

Moving Brake Test

One moving brake test at the start of a vehicle's daily use is normally sufficient.

A moving brake test should be carried out as soon as possible after moving off, or if this cannot be achieved, on approach to the first hazard in the following manner:

Explain that you have driven to the test site and the brakes have operated firmly and smoothly on all four wheels giving you no concern about their operation. Ask if a moving brake test will be required. If not describe how one is undertaken:- 20mph in second gear, check mirrors for other road users, brake firmly down to 10 mph to check vehicle is braking firmly and evenly on all four wheels and it is safe to continue the journey. If unable to do so explain you would brake early for the first hazard.

Stopping Drill

Traffic Lights, Junctions, etc. (up to 15 second stop)

- Check the mirrors in the appropriate order and move to the appropriate road position.
- Brake to a halt building up pressure on the brake and stopping gently
- When the vehicle comes to a halt, change gear by block changing until first gear is selected.
- Check the mirrors in the appropriate order and carry out a lifesaver.
- Move off when it is safe.

Traffic Lights, Junctions, etc. (over 15 second stop)

- Check the mirrors in the appropriate order and move to the appropriate road position.
- Brake to a halt
- When the vehicle comes to a halt, change gear by block changing until first gear is selected..
- Apply the hand brake
- When it's safe to move off, select first gear, and release hand brake.
- Check the mirrors in the appropriate order and carry out a lifesaver.
- Move off when it is safe.

Parking advice

1. Park safely, lawfully and with due consideration for others, on firm level ground.
2. Park close to and parallel with the kerb.

SYSTEM OF VEHICLE CONTROL

Roadcraft: Chapter 2



The system of vehicle control is composed of five phases:

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

The system promotes careful observation, early anticipation and planning, and a systematic use of the controls to achieve maximum vehicle stability. It is a systematic way of dealing with an unpredictable environment and gives you time to select the best position, speed and gear to negotiate hazards safely and efficiently.

The system however is not an automatic mechanism but has to be adapted by you to suit the circumstances that may arise.

Hazard: Is defined as anything which is an actual or potential danger. i.e any road feature, user or situation that has a potential for danger and can be grouped as follows:-

1. Physical features like junctions, roundabouts, corners and bends, hill crests, any type of pedestrian crossing, roadworks and temporary traffic lights.
2. Risks arising from the position or movement of other road users including cyclists, pedestrians and horse riders.
3. Problems that can arise from the condition of the road surface and the weather for example, reinstatement, manhole covers, surface water, micro climates, rain, snow and fog.

Information: This key phase runs through the entire system and involves the receiving, using and giving of information.

Take: Information from our surroundings via sight, sound or smell.

Use: Information in formulating a riding plan.

Give: Information via our positioning, signals, lights and horn.

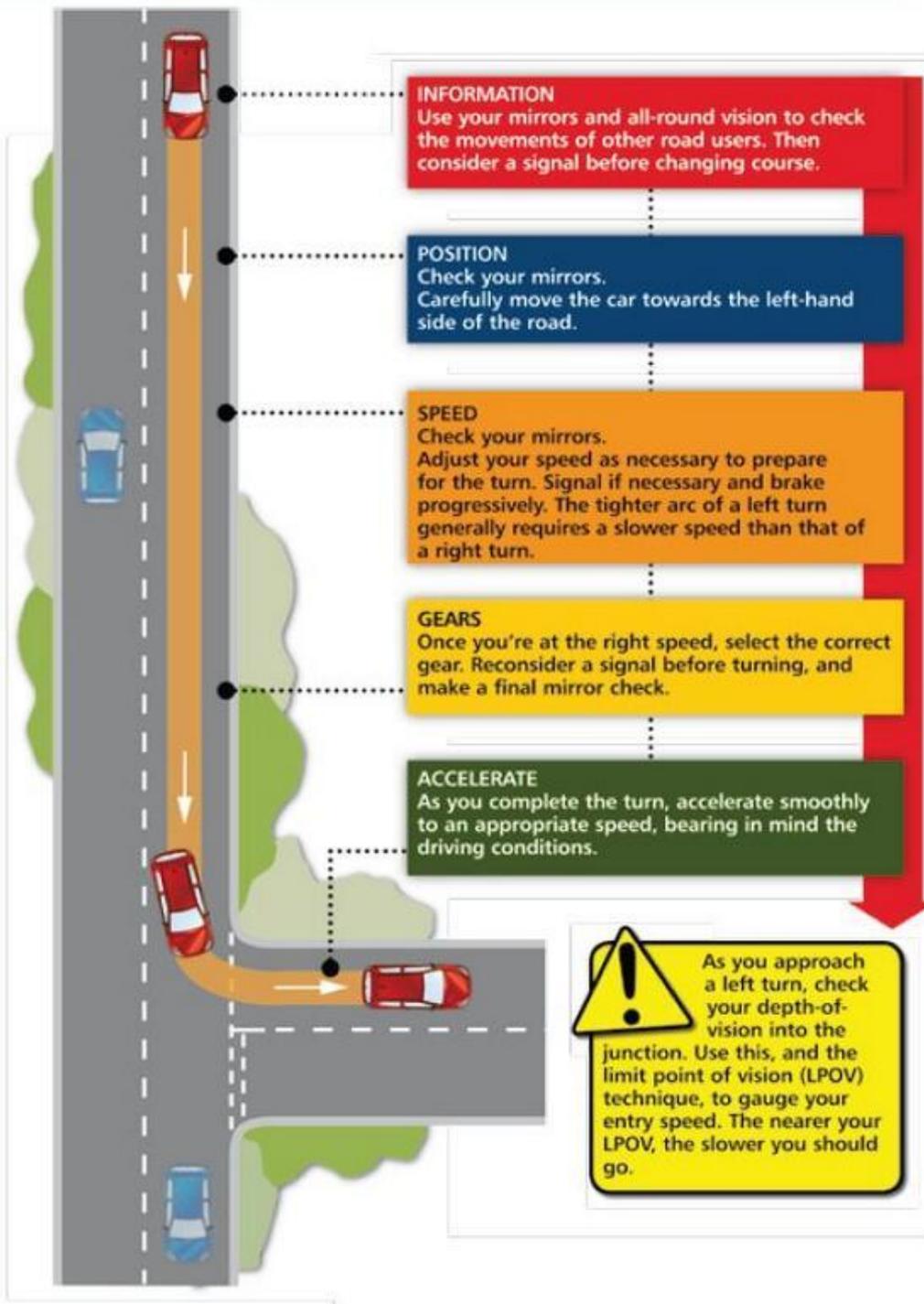
Positioning: Position yourself so that you can safely and smoothly negotiate the hazard taking into account the road surface and the position of other road users.

Speed: Speed must be adjusted to enable you to negotiate the hazard and to stop within the distance you can see to be clear.

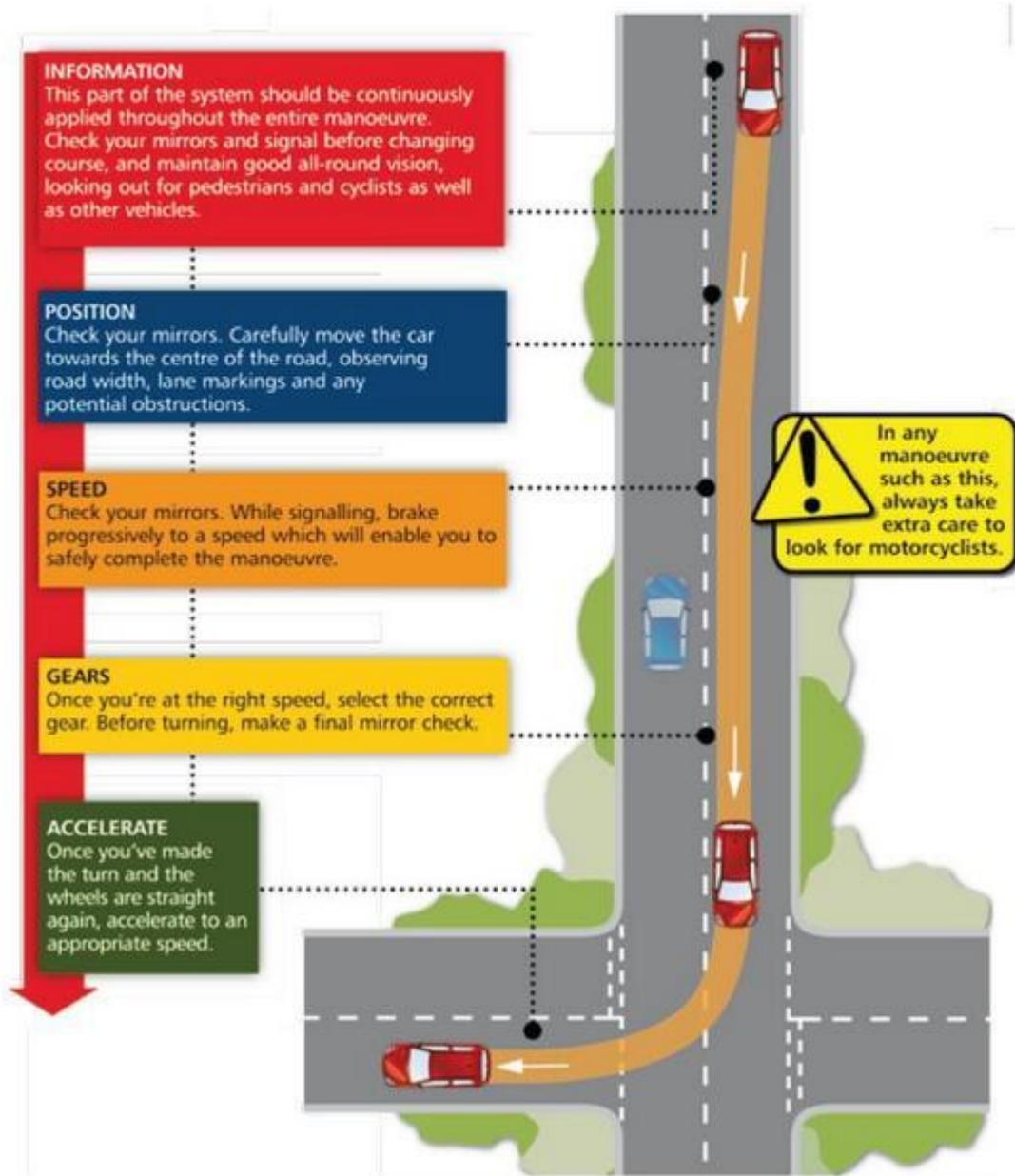
Gear: The gear engaged must be suitable for the speed selected to negotiate the hazard.

Acceleration: Use the throttle to maintain speed and stability through and away from the hazard.

IPSGA applied to a typical left turn



IPSGA applied to a typical right turn



INFORMATION, OBSERVATION and ANTICIPATION

Good 'Observations' require using your senses of sight, hearing and smell to obtain as much information as possible about the environment and conditions you are driving in.

This is a key element in advance / defensive driving because if you're not aware of a particular hazard then you can't plan and react for it.

Your ability to take, use and give information while applying the system of vehicle control depends on your skills of observation and planning.

Observations: Use your eyes to constantly scan the environment around you from the far, middle and near distance and to the sides and rear.
Check the mirror where the zone of greatest danger lies last.
i.e. nearside when turning left but use them flexibly.

Planning: The purpose of a driving plan is to put you in the correct position, at the right speed, in the right gear and at the right time to negotiate the hazard safely and efficiently.

To gain a safe and effective driving plan we must:-

Anticipate: What we can't see and what we expect to happen.

Prioritise: Grading the hazards in order of importance.

Decide: Finalise our decisions.

Since the environment is constantly changing as we drive, so too must our driving plans. Effective planning is a continual process of forming and re-forming plans.

A good driving plan takes into account; what can be seen, what can't be seen and what circumstances can reasonably be expected to develop. It should also include a 'back-up plan'.

Always drive at a speed at which you are confident and competent and which will allow you to stop safely and in a controlled manner on your own side of the road, in the distance you can see to be clear, day or night.

The statutory maximum speed limit is not necessarily the safe speed.

ANTICIPATING HAZARDS IN THE DRIVING ENVIROMENT

Driving at night or in poor weather conditions presents a number of additional hazards for consideration in our driving plans and these are explained in this section of Roadcraft.

Observation links are clues to the likely actions of other road users and greatly assist in the formation of good driving plans. Your ability to anticipate hazards and the use of observation links develops by training and experience. You should aim to increase your knowledge of observation links and a number of them have been included at the end of the guide for reference.

SIGNALS

The purpose of signals is to inform other road users of your presence or intentions and a signal should be given whenever it could benefit other road users.

Do not signal indiscriminately.

A signal can be given at any point in the system but if required at phase 1 it should be given prior to any change in road position.

Signalling does not give you a right to carry out the indicated actions.

POSITIONING

Road Positions

Nearside (Position 1) :	A position up to one third out from the kerb
Central (Position 2) :	A position that is equidistant from the nearside kerb line and the road centre line or verge.
Offside (Position 3) :	A position approximately one third in from the centre or imaginary centre line.
Opposing:	A position which is across the centre, or imaginary centre line.
Safety:	A position which provide the greatest margin of safety in a given situation. All other positions for view may have to be sacrificed for safety.

To take in all the information that is available you need to position your vehicle appropriately and this applies equally to roads subject to lower speed restrictions (30, 40 and 50) as it does to roads subject to the national speed limit. You must consider on the approach to a hazard if your position provides the best view whilst retaining appropriate safety margins? **We must never sacrifice safety for view.** While you can assist other road users by making sure they can see you, you must also ensure that you do not confuse them by your position or movements.

In built up areas it is advisable to adopt a central position unless you are moving out for a view, or the road surface and / or traffic conditions dictate otherwise.

On roads subject to the national limit it is advisable to adopt an offside position driving close to the centre line unless the road surface and / or traffic conditions dictate otherwise. While driving in an offside position you must be aware of the oncoming traffic and adjust your position to the centre or nearside dependant on the road width and type / volume of the oncoming traffic.

On Motorway / Dual Carriageway it is advisable to drive in a central position in your chosen lane unless circumstances dictate otherwise.

ACCELERATING, GEARS & BRAKING

The smoothness of a drive is greatly improved by the early anticipation of the need to slow down or stop and by slowing gently and progressively.

Acceleration Sense

The ability to vary vehicle speed in response to changing road and traffic conditions by the accurate use of the throttle. The essence of acceleration sense is good observation, coupled with sound judgement of speed and distance.

Braking Sense

The ability to appreciate a situation correctly, and to apply the brakes in a timely and gradual manner (other than in an emergency) to stop or reduce the speed of the vehicle when this cannot be achieved by deceleration in the time and distance available to the driver.

Rear observations must be made prior to any change in speed or direction

Skilful use of the gears depends on the ability to select the most suitable gear for the current road / traffic conditions. In general, the most appropriate gear is one which allows the engine to operate within the middle section of its power / rev range to provide a positive response to throttle changes.

Avoid selecting a lower gear instead of the brakes to slow the vehicle down.

Following Position

When behind another vehicle and there is no intention to immediately overtake, the driver of the following vehicle should ensure that they maintain a good view of the road ahead and a minimum distance behind the vehicle ahead of:

- A two second time gap or
- A gap of one foot per mile per hour at speeds up to 30 mph and one yard per mile per hour at speeds over 30 mph.

In poor weather conditions the above distance must be significantly increased to at least double in wet conditions and at least 10 times in icy conditions.

CORNERING, BALANCE & AVOIDING SKIDS

Cornering is an area where a misjudgement could result in a major incident. It is therefore imperative that the driver fully understands the **Key Principles for Safe Cornering** and the use of the **Limit Point**.

Key Principles for Safe Cornering

Applying the system and the safe stopping rule gives us five key principles of safe cornering:

1. Be in the right position on the approach.
2. Be travelling at the right speed for the corner or bend.
3. Have the correct gear engaged for that speed.
4. Be able to stop in the distance they can see to be clear on your own side of the road.
5. Have the throttle open to maintain a constant speed round the bend i.e. maintain a positive throttle.

Cornering Position Advantages

By positioning correctly for right and left hand bends the advantages to be gained are:

- An earlier and more extended view is made available as you approach and negotiate the corner, thereby enabling you to plan your drive earlier.
- An enlarging of the turning circle of the vehicle which reduces the likelihood of skidding, it being realised that the tendency of a vehicle to skid is always greater when completing a small turning circle than negotiating a large one.

Positioning

When approaching and negotiating any bend the driver must position the vehicle safely and on their own side of the road, whilst trying to obtain the best view of the road ahead. Therefore the best position available for negotiating a left-hand bend is **offside** and a right hand bend is **nearside**.

This being said these positions should only be occupied when there is clear advantage to be gained – i.e. the road is sufficiently wide to allow for a significant movement to the nearside or offside. Before taking up any position consideration must also be given to nearside and offside dangers

Note – As a general rule the above cornering positions are not adopted in 30 and

40 mph limits or on Motorway / Dual carriageways unless you are moving out for a view or road surface and / or traffic conditions dictate otherwise.

Limit Point

The limit point is the furthest point along the road to which you have an uninterrupted view and is where the nearside and offside verges appear to meet. The speed and direction of this point is important because it helps determine the severity of the bend.

On approaching the bend, the limit point will either:

- Remain stationary or move closer – indicating that the bend is severe and the vehicle must lose speed.
- Move away – indicating that the bend is opening and it is safe to proceed. The speed at which the limit point moves away dictates the speed at which the vehicle may pass around the bend. However, this is not necessarily the safe speed for the bend and you must always ensure that you can stop within the distance you can see to be clear.

Driving through a series of bends (Trimming)

With good observation and planning you can drive through a series of bends by linking the exit of one corner with the entry of the next thereby allowing you keep the vehicle as stable as possible. While trimming however, care must be taken not to cross the road centreline.

Trimming equally applies to roundabouts. Where the road surface has lane markings, you should seek the straightest line through the roundabout without crossing lanes. Where the road surface has no lane markings then the straightest route from entry to exit across the roundabout should be sought. You must however, be aware of the position, speed and direction of other vehicles on or approaching the roundabout.

OVERTAKING

Overtaking places you in a zone of potential danger and requires good judgement if it is to be executed safely. Always be patient and leave a good margin of safety.

If you are in any doubt, hold back. Overtaking is your decision and you can always reconsider it at any point.

There are two specific overtaking situations:

- When the absence of other hazards allows you to approach and overtake in one manoeuvre.
- When other hazards require you to take up a **following position** before you can overtake.

In the following position you should observe and assess the road and traffic conditions and identify where there may be an opportunity to overtake safely.

Basic rule for overtaking

- Identify the gap into which you can return and the point along the road at which you will be able to enter it.
- Ensure that you can reach and enter the gap before any approaching vehicles, seen or unseen, could come into conflict with you.
-

Coming into conflict includes causing other road users to alter speed and / or direction, or for them to be concerned for their own safety.

MOTORWAY DRIVING

Safe motorway driving involves the careful application of the skills and methods covered in all the other chapters of Roadcraft together with an awareness of the additional hazards that arise from increased speed and traffic volume.

While this section refers to 'motorways' it is equally applicable to dual carriageways.

Safe motorway driving is dependent on:

- Extended and frequent observations to the front, side and rear.
- Early anticipation of the movement of others.
- Maintaining a safe following distance at all times.
- Signalling your intentions early and giving others time to react to your signal prior to you making your manoeuvre.
- Checking your speed regularly, especially when leaving the motorway.
- Maintaining good lane discipline at all times.
- Making allowances for cross-winds and turbulence caused by large vehicles.

When intending to join these roads from a slip road with more than one lane you should generally, dependant on traffic conditions, use the one which gives you the best view of the main carriageway. Use this view and acceleration sense to give you the correct speed to merge with the traffic on that carriageway smoothly and safely.

On the carriageway remember that speeds are generally higher than other roads and allow an appropriate following distance. When planning to leave the motorway allow time to get into lane 1 without having to 'cut across' other vehicles.

When joining, overtaking or leaving such roads consider a signal as required to inform other road users of your intentions.

Observation links

An observation link is a technique that allows an advanced rider to anticipate the hazards they are likely to meet at any given time. Reaction speed is up to three times faster to a hazard that is expected than one which is not.

Observation	Expectation
Empty bus stop.	You are on a bus route so can expect to meet a bus.
	The bus is possibly travelling in front of you.
A bus driving ahead of you.	Look out for people getting up from their seats - the bus may stop.
	Look for pedestrians on the other side of the road, they may try to cross the road to catch the bus.
A bus stop where a bus is waiting.	Pedestrians stepping out onto the road from in front or behind the bus.
	It may just pull out on you, be prepared to give way (highway code).
	If the last person is stepping on to the bus, expect the bus to pull away at any moment.
	Pedestrians running across the road to get on the bus.
A bus stop on the opposite carriageway where a bus is waiting.	Pedestrians stepping out onto the road from in front or behind the bus.
	Pedestrians running across the road to get on the bus.
	On coming vehicles may overtake the bus.
People waiting at a bus stop (particularly elderly people).	A bus is expected and is possibly travelling behind you or approaching you.
A vehicle with foreign number plate.	Overseas driver who may be concentrating on the scenery / map / directions and not the road.
	Driver may not be aware of our traffic rules.
A green traffic light.	May change to RED.
Delivery van in town.	Could be about to stop.
Driver under instruction / learner driver.	They may do something unexpected.
	Someone behind them may decide to overtake.

Driver using mobile phone / headset.	They will not be concentrating as well as they should and not aware of your presence.
Large vehicle ahead starts to signal left.	It is likely to swing out to the right before turning.
Industrial premises.	Associated vehicles and access roads.
Telecom / Gas board / Water board vehicles.	Other company vehicles as they often work in pairs.
Line of trees, houses, lamp standards.	Gives you the line of intending road (i.e. the road may come back from the right, as suggested by the line of the trees).
Wheelie bins out on the pavement.	The bin lorry working in the area.
Street lamps lit during the day.	Tower wagons and other maintenance vehicles in the area.
Observation	Expectation
Petrol station.	Vehicles entering / emerging and contamination of the road surface with fuel spillage.
A cyclist ahead.	Cyclist may quickly veer towards a junction or driveway on the right - so look for them.
	Cyclist may swerve at the last moment for a drain or pothole in the road - scan the road just ahead of the cyclist.
	Cyclist may 'wobble' . Especially on a windy day or going uphill.
A pedestrian with dog on the pavement.	Animal may get frightened and jump onto the road.
A child on the pavement.	May run out without notice.
	May run to other children across the road (look for them).
Play parks.	More children around.
High hedges.	Children running out from entrances which may be concealed from view.
Pillar box.	Pedestrians and mail vans.
Shops.	Delivery vehicles, pedestrians etc.
Pedestrian crossing has illuminated 'wait' signal.	The traffic lights may be about to change.

Pedestrians waiting at crossing.	The traffic lights may be about to change.
A cross view over fields you see rooftops.	Speed limits as you enter a village.
A cross view over fields you see a cluster of lampposts.	You are probably heading towards a roundabout.
A cross view over fields you see a vehicle coming quickly from the left or right.	Your road will bend sharply just ahead.
	A hidden junction or roundabout ahead.
A cross view over fields you see a large Heavy Goods Vehicle.	Other vehicles will be trying to overtake it.
Line of trees at 2 o'clock or 10 o'clock position.	Indication of a junction or roundabout ahead.
Cross flow of traffic in 2 o'clock or 10 o'clock position.	Indication of a junction or roundabout ahead.
No gap in a bank of trees directly ahead.	The road curves either left or right.
Edges of the road churned up / tyre marks.	Vehicles have possibly had to go on the verge to pass each other, especially if wider vehicles use that road.
Name of a village - In a National Speed Limit.	Expect a 30 mph limit round the corner.
Road with damaged verges.	Heavy traffic uses the road - watch out for lorries.
Fresh mud tracks turning left from a field exit.	Tractor ahead.
No footpath / pavement beside a country road.	Pedestrians or ramblers in the road.
Fresh manure on country road.	Animals, horse / cattle on road ahead.
Observation	Expectation
Overgrown vegetation on pavement.	Pedestrians could be forced into the road to pass.
Poor or no roadside fencing in rural area.	Animals in the road.
Farm dwellings.	Access to house, tractors and mud deposits on the road.
A hedge row at right angles to the road.	Possible junction up ahead.
While driving in a rural area you see	Speed regulatory at or near the first lamp post or

an area of habitation.	building.
Traffic ahead of you is slowing / stopping.	Possible vehicle turning right.
	Vehicles, pedestrians, animals etc in front of him.
Agricultural vehicles working in nearby fields.	Mud or grass deposits on the road.
Tractors coming towards you.	Possible vehicle could be about to overtake it.
Vehicle with flashing amber light ahead.	Slow tractor / hedge cutter / road works.
A pedestrian leading animals.	Animal may get frightened and jump or cross over the road.
One high-speed motorcycle riding recklessly.	Another motorcycle riding likewise close behind.
'H' Hospital (Particularly one for A & E).	Emergency vehicles entering / exiting.
	Possibility of distressed drivers entering / exiting the hospital.
Roadworks.	Possibility of poor road surface conditions due to dirt / gravel / water etc being on the road.
Unmarked police motorcycles operating in this area.	Road is challenging and other motorcyclists may be riding beyond their limits.
Speed / Safety Camera Sign.	Accident black spot area.
A vehicle pulls up opposite a school entrance.	Doors may open.
School sign.	Vehicles stopping to drop off or collect kids.
	Children / people may step into the road without looking.
	Look for the school gates and crossing patrol.
Traffic Calming Scheme.	Possible speed limit change not too far down the road.
Diversion signs.	Confused and hesitant motorists.
Height restriction sign at a bridge.	Larger vehicles could be approaching in the centre of the road.
	Debris on the road surface.
Warning of low flying aircraft.	Beware of sudden loud noise.
Temp sign for a big event (A festival etc).	Expect people to do stupid things to avoid the traffic.
	Expect traffic queues in the middle of nowhere.

Parking sign, Car Park.	Vehicles pulling out from seemingly nowhere, particularly underground or multi-storey car parks in city centres.
	Contamination of the road surface with fuel spillage.
Observation	Expectation
Traffic cones or barriers on the road.	There may be men at work on the road.
Drive on the left sign.	Overseas driver who may be concentrating on the scenery / map / directions and not the road.
	Driver may not be aware of our traffic rules.
Yellow paint highlighting road surface irregularities.	The possibility of meeting road repair works in the area.
Information sign for housing development.	Heavy construction traffic or mud deposits.
Worker holding 'Stop n Go' sign.	May turn sign to 'Stop' at the last minute.
Manhole covers in the road.	Expect more – they follow the drainage trench.
Recent resurfacing work	Take care because they don't always sweep the roads of gravel straight away.
Road surface looks much blacker than normal.	Expect large puddle of still water or black ice.
Shady area in winter.	Damp / Ice patches (micro-climate).
Cars parked by a Burger / Fish & Chip / Ice Cream van.	Pedestrians / Children crossing.
Brake lights lit on parked vehicle.	Vehicle may be about to pull out without signalling.
Driver sat in a parked car.	May open door without checking behind them first.
Interior light comes on in parked car ahead.	Door about to open wide.
Taxi at side of road.	May do a U-turn without looking.
A car pulls in up ahead.	Watch out for doors opening.
A vehicle pulls up at the side of the road or stops in an entrance.	Maybe about to do a U turn.
	Door may about to be opened.
A vehicle pulls up and reverses into a side road or entrance.	It may promptly come out again and drive off in the opposite direction.
Royal Mail parked van.	Postal worker crossing road.
Dwelling houses in built up area.	Vehicles entering or reversing onto carriageway from

	driveways.
Green traffic lights showing at junction.	Green traffic lights may change.
Under axle view of parked vehicles.	Foot or leg movements of pedestrians about to emerge (especially children).
Fire Service vehicle with blue lights and sirens.	Look and listen for another (especially at junctions). They usually attend calls in pairs.
White lines in the centre of the carriage way are worn with wide tyre markings on them.	Look out for vehicles cutting the corner.
	Look out for HGV's straddling the lines.
	Large vehicles using that road.

RoSPA Advanced Test Criteria

The grade decided by the examiner will not be changed although any appeal will be reviewed by the Chief Examiner, who may offer a retest or comment in writing on any points raised.

Examiners operate under strict national guidelines to ensure that the Association's very high standards are maintained. The following guidelines about the requirements for each grade are intended to help you understand better the criteria applied when awarding a grade.

Gold
This grade is recognised as the highest driving award available to the public. It will be awarded only to the polished systematic driver, who displays a complete understanding and appropriate application of the principles outlined in Roadcraft. The candidate will display a confidence and ability throughout the whole test which leads the examiner to consider that, if afforded the opportunity, the candidate has the potential with the basics already in place to do well on a police advanced course. The candidate's performance must be consistent throughout the whole of the test and so any lapses may result in a lower grade. Awards of this grade will therefore be reserved for the very best riders.
Silver
This grade will be awarded to drivers who are well above the average. These drivers will produce consistently safe and systematic drives but perhaps without the final polish, flair and smoothness of the Gold drivers. They will demonstrate a thorough knowledge of the system of vehicle control. Candidates must be able to drive up to the permitted speed limit where it is safe to do so but vary speed according to circumstances and conditions. It must be emphasised that silver is an extremely high grade and a commendable achievement.
Bronze
This grade will be awarded to drivers whose performance is significantly above the standard required to pass the 'L' driving test. These drivers will show a basic knowledge of Roadcraft but lack the ability to apply the system consistently throughout the test. The drive should be entirely safe, observing traffic signs, responding correctly to hazards and should display advanced driving techniques

Candidates who fall below the minimum pass will be classified as 'fail'.

Once you have passed your test, you will be required to maintain your standard of driving by taking a re-test every three years – this is free to Members. When your retest is due we will send you a reminder and booking form. You must take your retest within a reasonable time of the due date in order to keep your Membership.

Possible reasons for not passing the test or for a lower grade

Drivers will fail if they display potentially dangerous faults, persistently infringe speed limits, commit violations of Road Traffic Law or the rules contained in The Highway Code. If the candidate fails to reach the pass standard, the examiner will offer advice on improvement and encourage further training or guidance from a local group.

Occasional minor infringements with a perceived acceptable reason should not result in failure on their own, but may be a reason for a lower grade. As a general rule, the examiner will consider whether the candidate is a rider worthy of displaying the badge of an advanced driver, i.e. someone who will consistently drive according to the principles of Roadcraft.

