

# Advanced Driver Course – Handbook & Cornering

**iam**

RoadSmart  
Lincolnshire



# Your Course



## Observed Drives

Observed Drive 1  
Declaration +  
Eyesight Check

Observed Drives 2 - 9  
Observer utilises course material to mentor the associate, completing regular drive score sheet and comparing associate competencies with course material check lists.

Observed Drive 10  
Set up Check Drive  
via Chief Observer

## Check / Review

Check Drive  
conducted –  
feedback shared  
with Observer

Observed Drives 11 onwards  
Observer carries on with more drives if necessary, continuing to compare with course material check lists.

## Test Set Up

Observer  
progresses  
Associate for test  
via Chief Observer

Test requested via IAM DTE system by  
CO/Secretary. IAM RS HQ allocate examiner  
based on postcode and availability.

Examiner contacts associate  
via email/phone within 2  
weeks to agree test date.

## Test Preparation

Interim Observed Drives  
Observer continues with observed drives/contact up to test date.

Observer/Associate arrange  
final drive before test.

## Test and Result

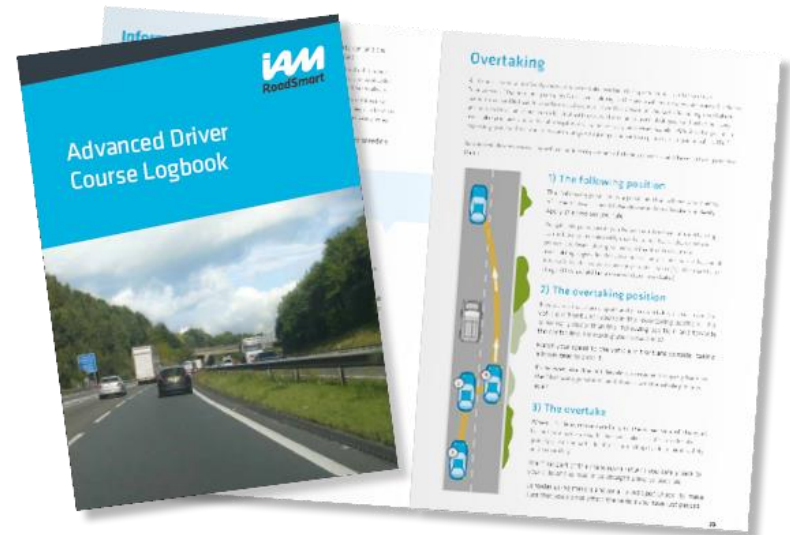
Test date  
Examiner conducts the test – confirms verbal result to  
Associate. Results also sent by email

IAMRS distributes test  
certificate within 2 weeks –  
direct to Associate, copy to  
CO/Secretary.

# Your Logbook



- Review your handbook regularly
- Review the 'Competency' checklists
- Handouts section at the back
- Re-cap your Run Sheets and Observer feedback.



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# Advanced Driving Competencies



## Competency 1 Human Factors

The lifestyle influences and other factors that need to be considered in preparation for advanced driving. This is the only competency not framed by IPSCA

## Competency 2 Core Driving Skills

The skills required to operate a vehicle's controls with a degree of finesse. For example, to change gear in a smooth and timely fashion and to steer accurately

## Competency 3 Bends and Cornering

The practices and techniques required to safely negotiate bends and corners. For example, correct positioning, acceleration and the use of limit points

## Competency 4 Roundabouts and Junctions

How to safely enter, negotiate and leave junctions & roundabouts while executing the 'planning to stop but looking for information to go' approach required of advanced drivers

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# Advanced Driving Competencies



## Competency 5 Overtaking

All the necessary pointers for building awareness and good practice when overtaking; the area where drivers are most likely to come into conflict with another road user

## Competency 6 Motorways and Dual Carriageways

How advanced drivers should demonstrate awareness of the differences between motorways and dual carriageways, the likely hazards and how to avoid them

## Competency 7 Manoeuvring

The markers of confidence and proficiency that an advanced driver must display when turning a car and performing parking manoeuvres at the side of the road and in car parks

## Commentary driving / Spoken Thoughts

The practice of describing aloud everything you see, think and do while driving, in order to hone advanced driving technique

# A system for safe driving



## Information

Gather and process relevant information in order to make accurate decisions about driving. Communication is also important as clearly conveying intentions allows for road space to be shared more effectively with other users

This stage is key, as it informs all other stages

## Position

Position vehicle appropriately in all traffic situations

## Speed

Travel at the appropriate speed in all traffic situations

## Gear

Select the appropriate gear for the chosen speed in all traffic situations

## Acceleration

Apply the appropriate degree of acceleration to leave any hazard safely



# Bends

ADC Handbook pg. 27-32

# Bends – Competency Checklist

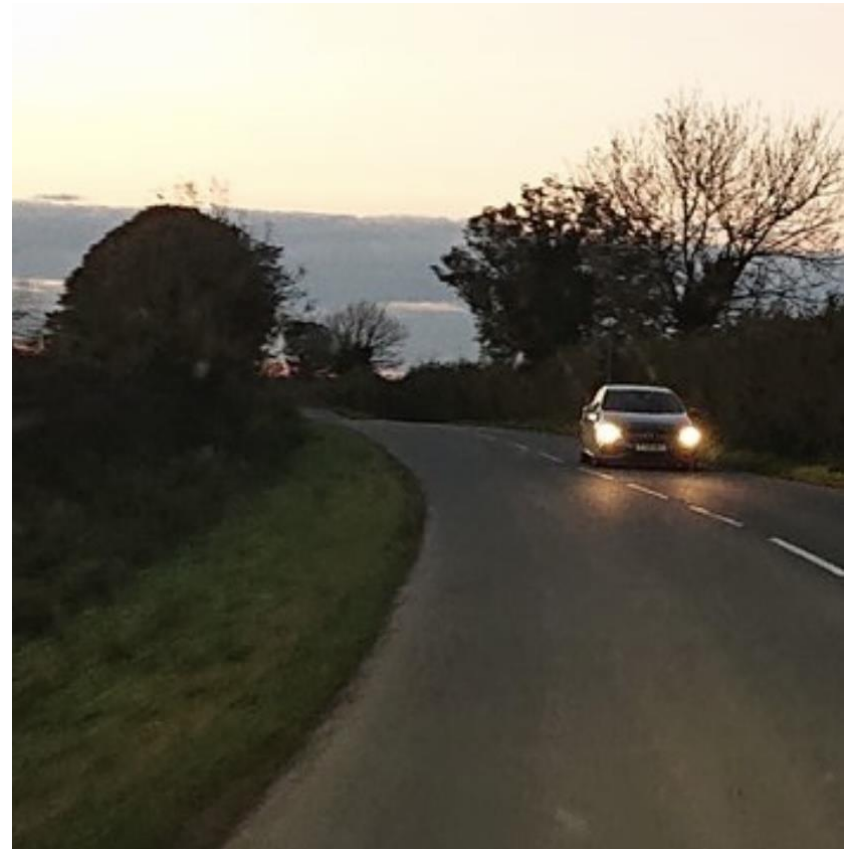


Information	Achieved
Actively scans the road to the limit point in the distance and back	
Builds awareness of other road users' position and activity	
<b>Position</b>	
Positions correctly on the approach to a corner: In a right hand bend – towards the nearside bend In a left hand bend – towards the offside	
Positions correctly throughout the bend without compromising safety	
<b>Speed</b>	
Uses the limit point correctly and is able to stop within the distance seen to be clear on their own side of the road	
Uses appropriate speed to negotiate the bend safely	
<b>Gear</b>	
Selects and engages the appropriate gear for the speed and circumstances	
Engages gear before steering in a manual vehicle	
<b>Acceleration</b>	
Maintains appropriate accelerator application to retain stability	
Accelerates to an appropriate speed in relation to hazards	



# Information

- What can you see that will inform your decisions?
- What can't you see that may inform your decisions?
- Road surface, including camber/undulations
- OAP is key.



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# Position – Why do we change our position?



<https://www.youtube.com/watch?v=hbnwDNMJMEI>

# Position



# Position



# Speed – What's a safe speed to take this bend?



Always being able to stop safely, on your side of the road, within the distance that you can see to be clear.



# Speed – Limit Point



The limit point is the furthest point to which you have an uninterrupted view of the road surface as it disappears around a bend or over a brow. It is the point where the two edges of the road appear to meet. On a left hand bend you should treat this as where the left hand verge appears to meet the centre line.



You must be able to stop in the distance you can see to be clear throughout the bend on your own side of the road.

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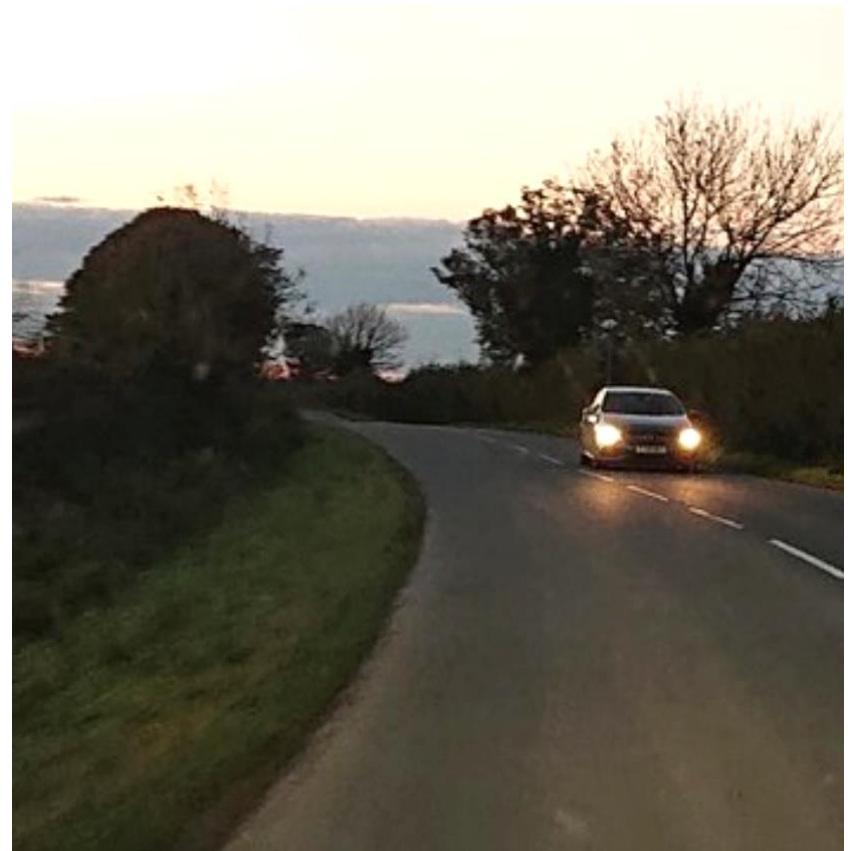
# Limit Points Demo



<https://www.youtube.com/watch?v=b82FEkkl27k>

# Speed – Limit Point

- **Static** – Limit point is getting closer, speed needs to be reduced to maintain safe stopping plan
- **Matched** – Limit point is moving at the same pace as the car, maintain current speed
- **Moving** – Limit point is moving away from us, consider increasing speed.





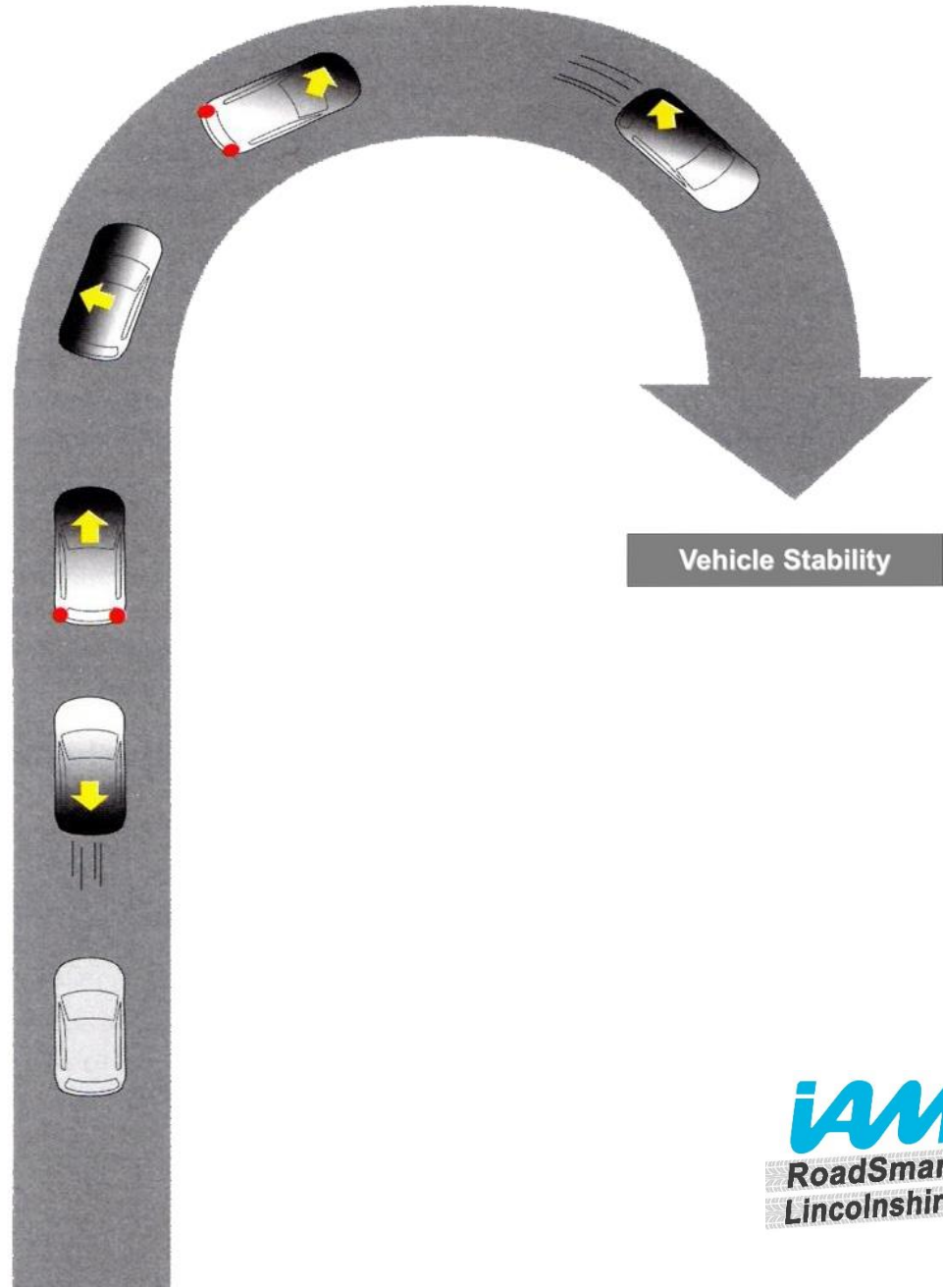
# Gear

- 'Brakes to slow, gears to go'. Get the gear after braking and before steering into the bend
- Gear for flexibility and full control
- Select the right gear to accelerate around the bend.



# Acceleration

- Acceleration 'balance'
- Maintain speed and stability
- Acceleration 'sense'.



# Straight-lining & Offsiding

## Straight-lining:

- *Adopting a straight line through a series of bends where you can see both kerbs and have good lateral vision*
- *Opening up the radius of a bend where vision is available of any potential hazards ahead on a generally open road*
- *Consider SLAP.*



**Offsiding:** *moving to the offside of the road on the approach to a left hand bend...*

*But where you do not have a view around the bend?*

- [The Offside Rule Blog.](#)



# Useful Spoken Thought Phrases

- “Double bend, left then right, expecting the second to be tighter” (It normally is!)”
- “Blind bend to the left; sacrificing position for safety”
- “The one in front is braking around the corner, *why?*” (*Obstruction?*)
- “The limit point is static/moving/matched/”
- “Balancing the vehicle through the bend by applying constant drive”.



- **S:** is it **Safe**?
- **L:** is it **Legal**?
- **A:** is it **Appropriate**?
- **P:** what's the **Perception** of others?
- **S:** Do I need to **Signal**?

# Things to do



- Read the 'Bends' competency in your handbook. Start with the competency checklist to understand what you need to achieve
- YouTube Limit Points & Positioning
- Reg Local Cornering  
<https://www.youtube.com/watch?v=nJgll4p9QJc>
- Put the theory into practice as much as you can.



# Thanks for your participation

*Questions?*

