

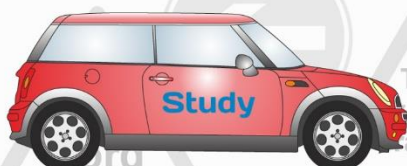


# DRIVER<sup>®</sup> ACTIVE

your shortcut to  test success



## COURSE HANDOUTS



## 36. The Driving test

**The examiner:** The examiner's job is to watch you drive and complete a report on your performance. Sometimes the examiner's supervisor will sit in the back of the car - this is to regulate standards and ensure that everyone gets a fair test.

Driving test examiners do not try to trick you or to catch you out; in fact, they will be as helpful as possible, if you are unsure about any instruction, ask for clarification. Examiners sit quietly and do not talk unnecessarily because this could be a distraction for you.



**The test:** The test starts in the waiting room. The examiner will come out and ask you to sign a form; he/she will check your theory test certificate and your driving licence - you then have an opportunity to request that your instructor sits in the car during the test - this can be useful whether you pass or fail.

The examiner will ask you to "lead the way to your car please" and then check your eyesight and ask a 'Tell me' question. He/she will note the make and registration number and will check that it complies with the regulations before getting into the car. You will be asked to "Drive in your normal manner. Follow the road ahead unless road signs or markings indicate otherwise or unless I ask you to turn right or left" This simply means that you should drive normally, as you have been taught, following all the relevant rules. At some point during the test you will also be asked to drive independently without directions.

The examiner's language will be formal, but polite. For example: "Take the first road on the left, please", "I would like you to turn your car around in the road to face the opposite direction", if you are unsure about any instruction, ask for it to be repeated.

Your test will last for about 40 minutes and include a wide range of different roads and some of the manoeuvres covered during your lessons. The route will include dual-carriageways where possible. You will drive for 20 minutes following road signs or sat-nav directions and the examiner will ask a 'Show me' question while the car is on the move.

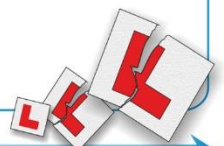
Keep calm and  
concentrate

At the end of the test the examiner will tell you the result and briefly discuss the test.



When you pass, you will be able to apply for a full licence. Whether you pass or fail you will be given a report form showing the mistakes that you made during the drive; this will help both you and your instructor to improve your future driving performance.

### Lesson Notes:





# 37. Joining the motorway

www.driveractive.com

**Before you start:** It is important to have a well maintained vehicle in order to drive safely. This becomes especially important before setting out on a motorway journey.

High speeds for prolonged periods can test a car, and its driver, to their limits. Before starting out on a long motorway journey make sure that both you and your car are up to the task by carrying out your weekly car checks.



**Joining:** You will sometimes join a motorway at its start, this will usually be a roundabout, however, more often than not you will be joining via a slip-road and acceleration-lane.

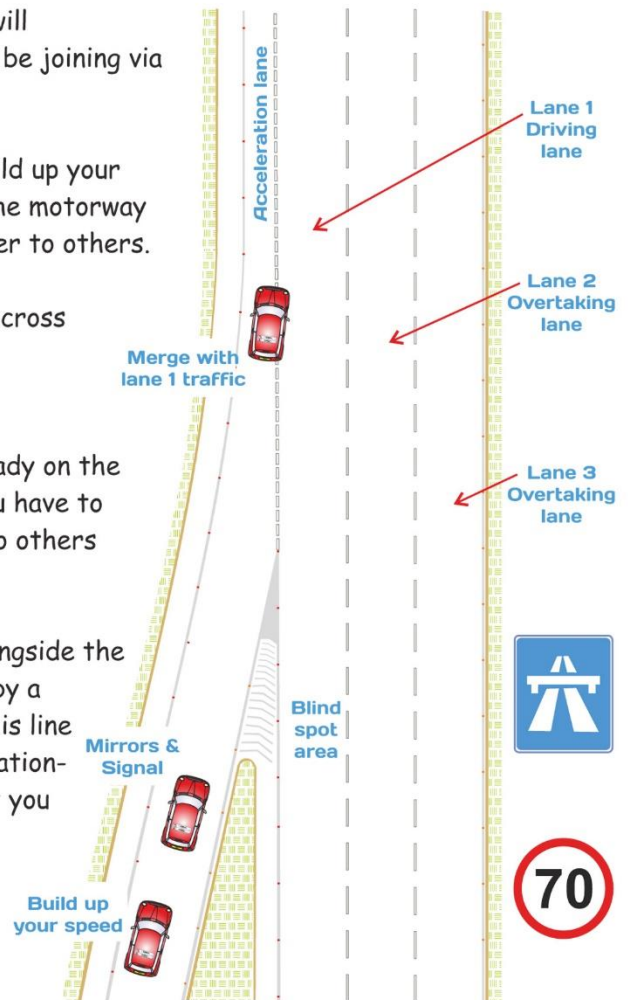
The slip-road and acceleration-lane are provided for you to build up your speed so that you can match the speed of traffic already on the motorway and merge into lane-one without causing inconvenience or danger to others.

As you are driving along the slip-road, make frequent glances across to the motorway to gauge the speed and position of traffic in lane-one (the lane that you will be joining).

Give an early signal to alert the drivers behind, and those already on the motorway, of your intentions. Once you are on the slip road you have to enter the motorway and so your intentions should be obvious to others at this point, however, some drivers need a wake-up call!

The acceleration lane is the part of the slip-road that runs alongside the main carriageway - it is separated from the main carriageway by a single white 'give-way' line -you should never need to stop at this line (except when there is a traffic jam). As you enter the acceleration-lane, adjust your speed to match the speed of the traffic that you are joining in lane one.

Be particularly careful if there are large vehicles that block your view of traffic in lanes two and three.



## Lesson Notes:



## 38. Driving on the motorway

On the whole, motorways are safer than other roads. They don't have many of the hazards found on other roads; things like, cyclists, pedestrians, crossroads, traffic lights, parked cars, etc. However motorways do have their own 'hazards'. In the same way as dual-carriageways, the higher speeds on motorways can cause things to happen very quickly. In order to cope with varying traffic conditions or emergencies you must stay alert and look well ahead (at times you might spot brake-lights as far as a mile or more ahead!).

The normal rule is to use the left-hand lane unless you are overtaking, however, keep a look out for road signs and markings; sometimes (especially in places where motorways merge) the left-hand lane might lead away from your intended destination.

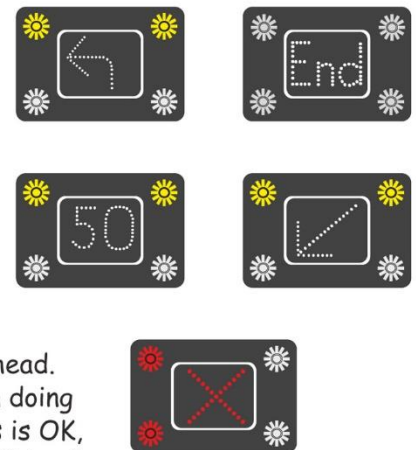
Allow plenty of time for your actions on the motorway. Consider every move carefully making full use of your mirrors and giving other drivers plenty of time to see your signals before starting any manoeuvre. Generally, your signals should flash four or five times before you start to move. It is also important to check your mirrors again after signalling to ensure that other drivers are reacting.

One of the most common motorway problems is driving too close to the cars ahead. Always use the 'two-second rule'; double this in poor weather conditions. When doing this you might find that other drivers pull into your safety space ahead ... This is OK, just drop back ... You will still be travelling at high speed (allowing for the conditions) and it won't affect your journey time.

If you are unlucky enough to break down, move to the hard-shoulder. Marker posts on the side of the road will direct you to the nearest phone (**never** cross to a telephone on the opposite carriageway!); the phones are numbered and connect directly to the police control centre. When you return to your car (or while using a mobile phone) stay on the grass verge, or behind a crash barrier well away from the traffic whenever possible - statistics about collisions on the hard-shoulder suggest that you will be safer out there than sitting in your car.



### Matrix signs



Marker posts



Follow the arrows for the nearest emergency telephone



Phones are numbered to help the emergency services to find you



Use hazard lights on the hard-shoulder and when slowing down rapidly

### Lesson Notes:





## 39. Leaving the motorway

You will normally leave the motorway via a deceleration-lane and slip-road although sometimes you may encounter the end of a motorway - this can be at a roundabout or simply a place where the motorway narrows and becomes a dual-carriageway or even a single-carriageway (two-way traffic) road.

Using the deceleration lane and slip road you effectively do the opposite of what you do when joining the motorway. This time, instead of speeding up, you'll be slowing down.

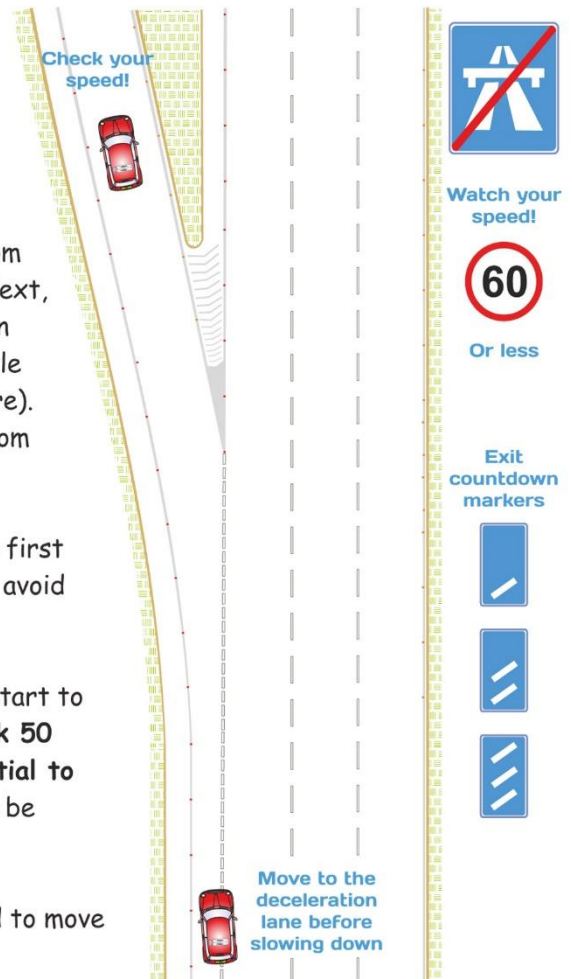
When leaving the motorway, it is important to pay special attention to your speed and to make good use of your mirrors. Remember that the traffic behind you may not be leaving and will catch up rapidly if you start to slow down too soon.

Look out for motorway exit signs, the first one will be one mile from your exit and clearly marked with the road and junction number. Next, you will see the half-mile exit sign, this has destination information (town/city names) and repeats the junction number. At the half mile sign you should be moving into lane-one (if you are not already there). Match your speed to fit in with the lane-one traffic flow; apart from this, it is not necessary to slow down yet.

Watch for the exit marker boards; check your mirrors before the first board and signal left as you are passing it - maintain your speed to avoid holding up traffic behind.

As you enter the deceleration-lane, check your mirrors again and start to slow down. At this point **your speed may be higher than you think** 50 mph can feel like 30 mph after cruising at speed so it is essential to **glance at your speedometer**. Some slip roads have bends that can be dangerous if your speed is too high.

Finally, continue to make good use of your mirrors and be prepared to move out of the way if the driver behind has not been as careful as you!



### Lesson Notes:



## 40. Fit state to drive?

Most people agree that alcohol and driving do not mix. the same goes for drugs (including some prescription and 'over the counter' medicines).

With drivers, cyclists and pedestrians killed and injured every week in accidents where alcohol or drugs have been a factor, the least of your worries as a drink-driver is a large fine, possible prison sentence, a long driving ban and criminal record. To put it bluntly - you could be killed or kill someone else.



### Driving unfit wrecks lives

It's not just the lives of the innocent victims and their families and friends that are wrecked... Can you imagine how it might feel to be the driver who killed a mother and toddler; the driver who put a young athlete in a wheelchair for life; the driver who wiped out a whole family?

Drunk and drugged drivers don't maim and kill people on purpose, but it's not an accident either! As a driver you must accept that you have a responsibility towards everyone else on the road, and of course, to yourself and your family.

It isn't only drinking and driving that wrecks lives, drivers who are simply tired, perhaps after a long night out, or feeling ill with a cold or flu bug have accidents because they are not in a fit physical state to maintain control and concentration. Other drivers involved in fatal accidents lose control because of a moment's anger - road-rage. Road-rage can be triggered by a moment's loss of concentration while a driver is thinking about someone else's actions rather than his or her own.

Sooner or later you will be faced with drivers who cut in front of you, slow you up, overtake on the left, swear at you whether or not you have made a mistake, and who indulge in other anti-social behaviour.

Often, however, the person committing the road rage is acting totally out of character. Some drivers describe the 'red mist' which clouds their judgement. They get so angry they only concentrate on getting even with another driver. Sadly, drivers can all too easily be killed or injured when at the wheel in this state.

Remember, some people out there are just plain stupid, it's nothing personal, they don't even know you! Stay cool... Just let it go...



#### Lesson Notes:





# 41. Driving alone

[www.driveractive.com](http://www.driveractive.com)

After an accident many people can be heard to say, 'It wasn't my fault', 'The other car came from nowhere' or 'I didn't see him coming'? This is especially the case in built-up areas, where the majority of accidents happen.

Now that you have passed your test there will often be no one sitting next to you to help out if another driver fails to see you or if another car comes from 'nowhere'. If you do have passengers they might distract you - or try to get you to do things you don't want to like driving fast or racing... From now on you are on your own - you make the decisions and you are responsible for everything that happens when you are driving.

But this is what you've been waiting for and working towards and if you continue to follow the advice given by your instructor and use some basic common sense, you should stay safe behind the wheel.

It's important not to be over-ambitious the first time you go out driving alone. For many drivers, their first solo drive will be in town. If this applies to you, start off on quiet back streets, ideally using roads that you drove on during your driving lessons - these will be familiar to you.

If your first drive is out of town, avoid single track roads where you might meet approaching traffic. Try to find a route with a few easy junctions, starting with left-turns and then moving to right-turns as soon as you feel comfortable.

Choose a route that keeps you within a twenty-minute walk from your home or destination; that way, if you feel uncomfortable you can park the car and walk. Feeling comfortable about driving unaccompanied is much more important than covering a long distance. Don't drive for more than about 20 minutes, especially if there is busy traffic about. A short trip to visit a friend or to the shops (where there is easy parking!) would be ideal.

It's also a good idea to choose a quiet time for your first drive alone - early on a Sunday morning is ideal. If you can't wait that long, at least try to avoid the rush hour.

Enjoy your driving, stay safe ... And remember to recommend your driving instructor, and the SmartDriving and DriverActive web sites to your friends!



## Lesson Notes:

