

ETAM OBSERVERS' MEETING 30-MAY-2018
NOTES ON EXAMINER TIM EDEN'S COMMENTS

FIRST

Many associates don't seem to know that you can get a FIRST, nor what you have to do to get one (each section must be marked as a 1, or you can have three 2s, but not in legality or slow manoeuvring). Observers should point this out.

Cockpit Drill

Examiners have been told to play it down, but he would like new technology to be mentioned, such as autonomous emergency braking.

Spoken Thoughts

He has trouble getting people to do it, but would like to see 2-3 minutes in each different road type (eg dual carriageways, urban roads, etc). He suggested Observers should get people into the habit of speaking what they see from the start of training.

Inattentional Blindness

You see it, but you can't tell what it is (I think meaning you see it, but you don't see it really).

Eco Driving

He sees this more for town driving. He wouldn't expect more than 2,000rpm, especially in a diesel vehicle. A different approach is likely to be appropriate on open roads.

Signals

He sees too much over-signaling. Keep it to a minimum; it has to benefit another road user. (When questioned he said it was not necessary in a designated lane, though could be useful, for example, if it would help pedestrians who might not appreciate what each lane was for).

Overtaking

There is no need to indicate when moving out to assess the situation, but then signal if there is anyone to benefit from it, or you could signal to start with if there is anyone to benefit from it.

Observing Speed Limits

There was some discussion as to how when keeping to the limit you can get a long tail of vehicles behind you. He could not condone breaking the law, including in order to complete an overtake.

There was also some discussion of particular limits where many drivers don't observe them; he replied that the extended Dartington 30 limit has a long crash history. The Newton Abbot - Ipplepen 40 limit also had seen lots of bike crashes.

He noted that about 40% of people regularly break speed limits by 10mph or more.

Aggravation

Research shows that when aggravated, it takes a driver an average of 18 minutes for this to get out of their system.