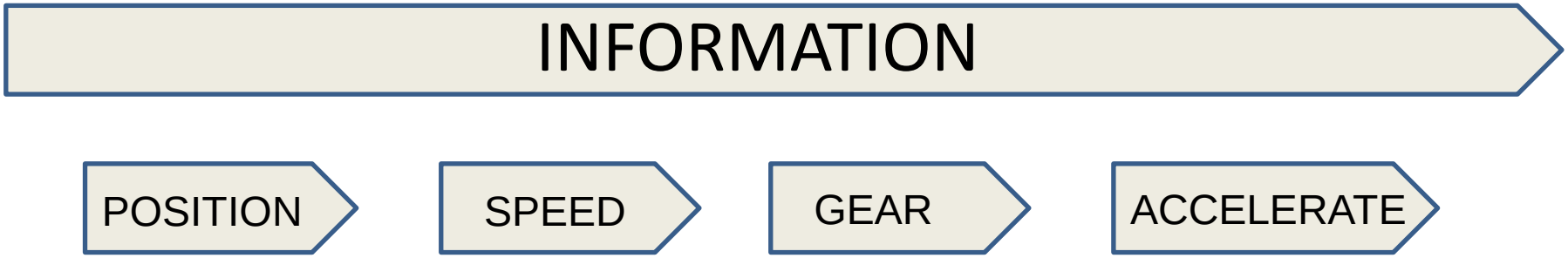
“THE SYSTEM”= IPSGA



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

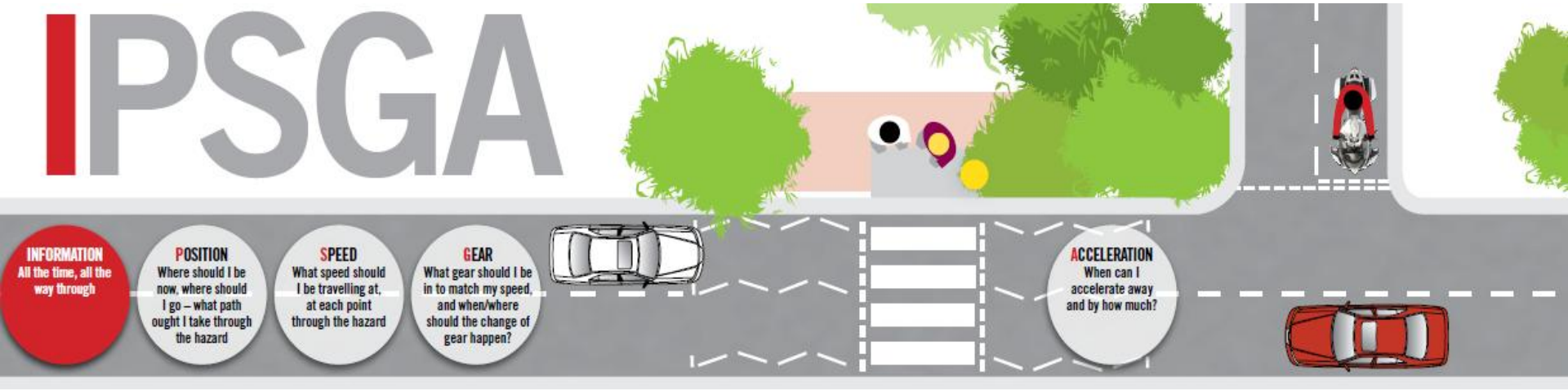
(i.e. a situation which could lead to an accident of some sort)

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

INFORMATION



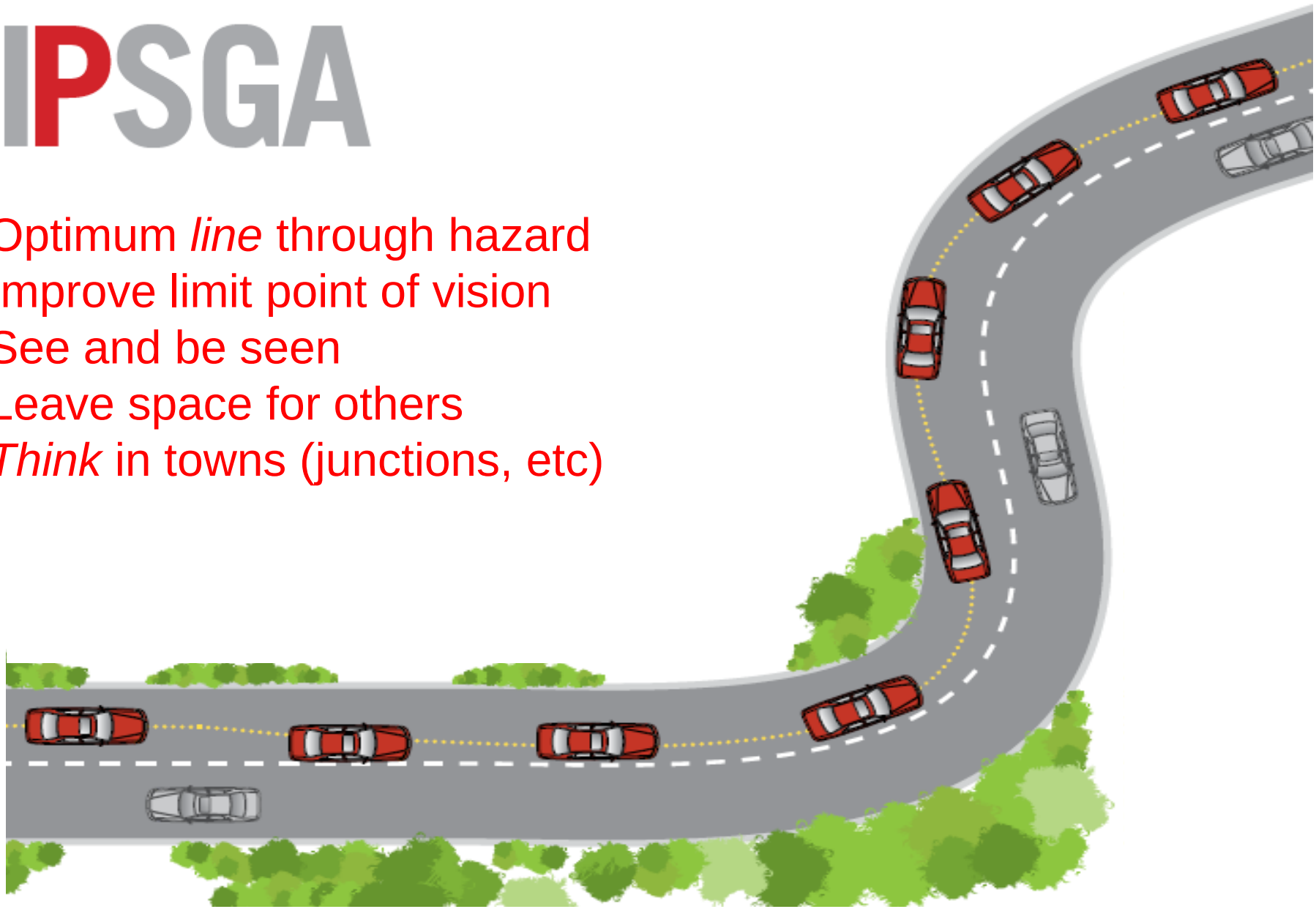
This phase runs continuously throughout the journey.....

- 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

POSITION

IPSGA

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



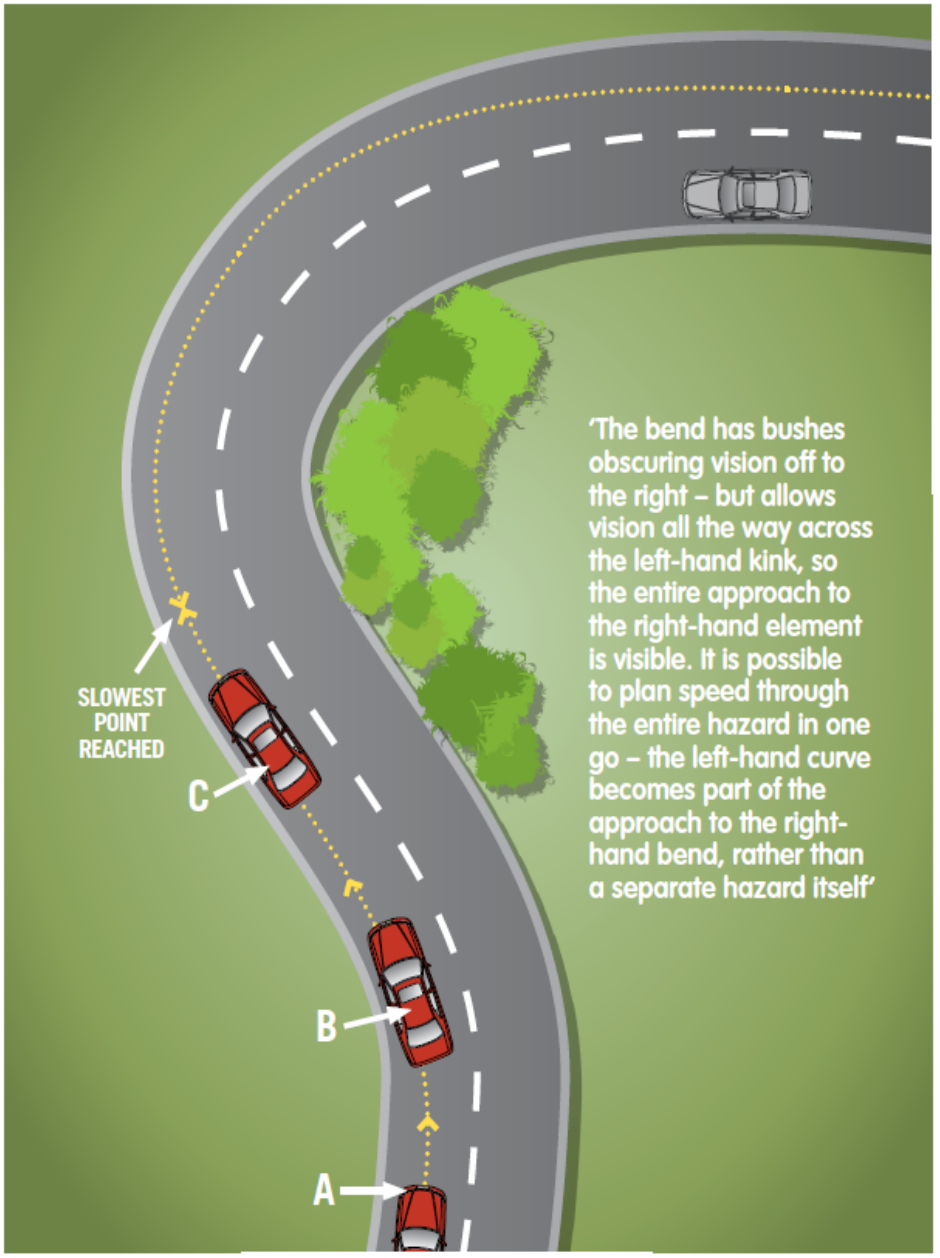
POSITION | SPEED | GEAR | ACCELERATION

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*

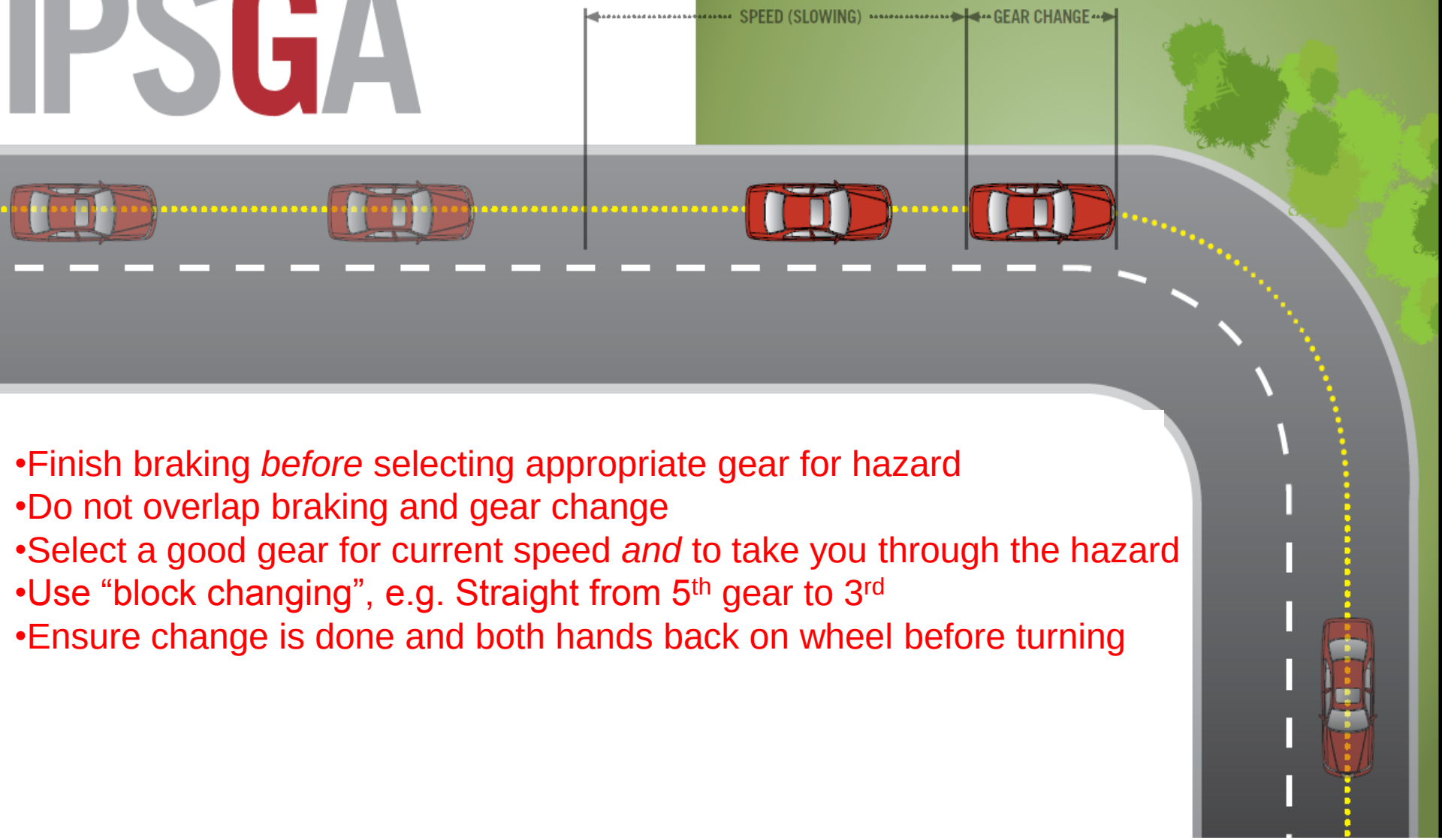


POSITION | SPEED | GEAR | ACCELERATION

INFORMATION

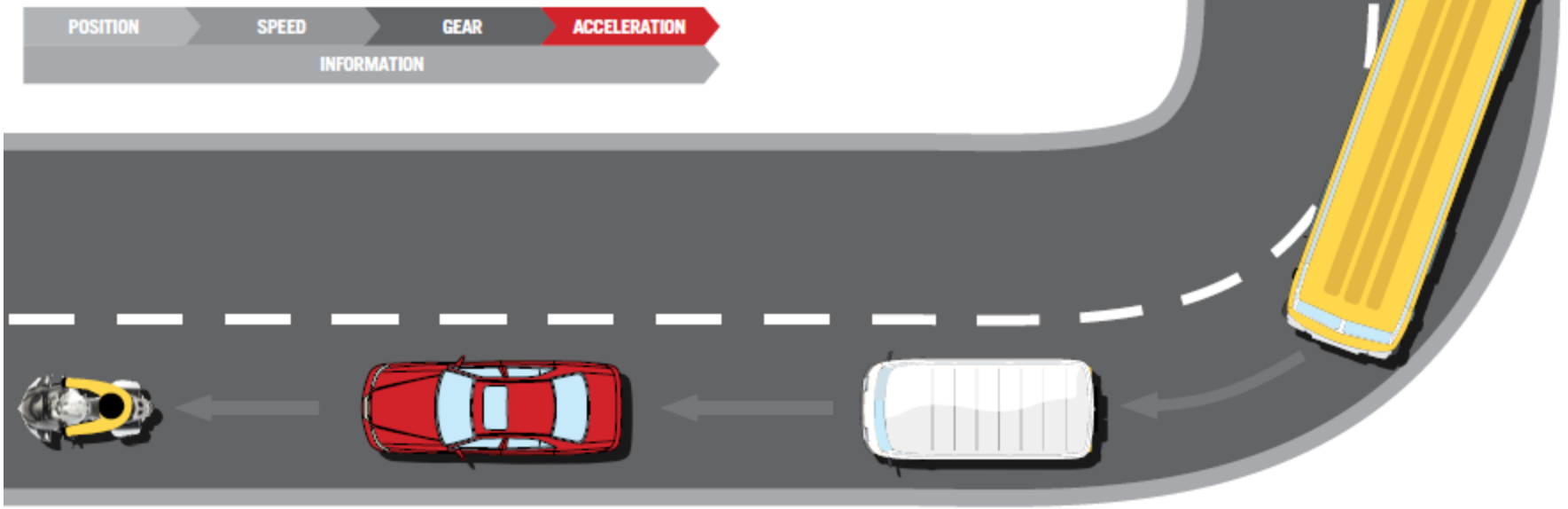
IPSGA

Gear-change should be completed before entry to the hazard, leaving hands free to manage the steering wheel, and on a bike leaving the rider to deal with the balance and steering, without having to worry about gear changing. This can be especially important on bends – when entering the hazard, adjusting speed can be critical

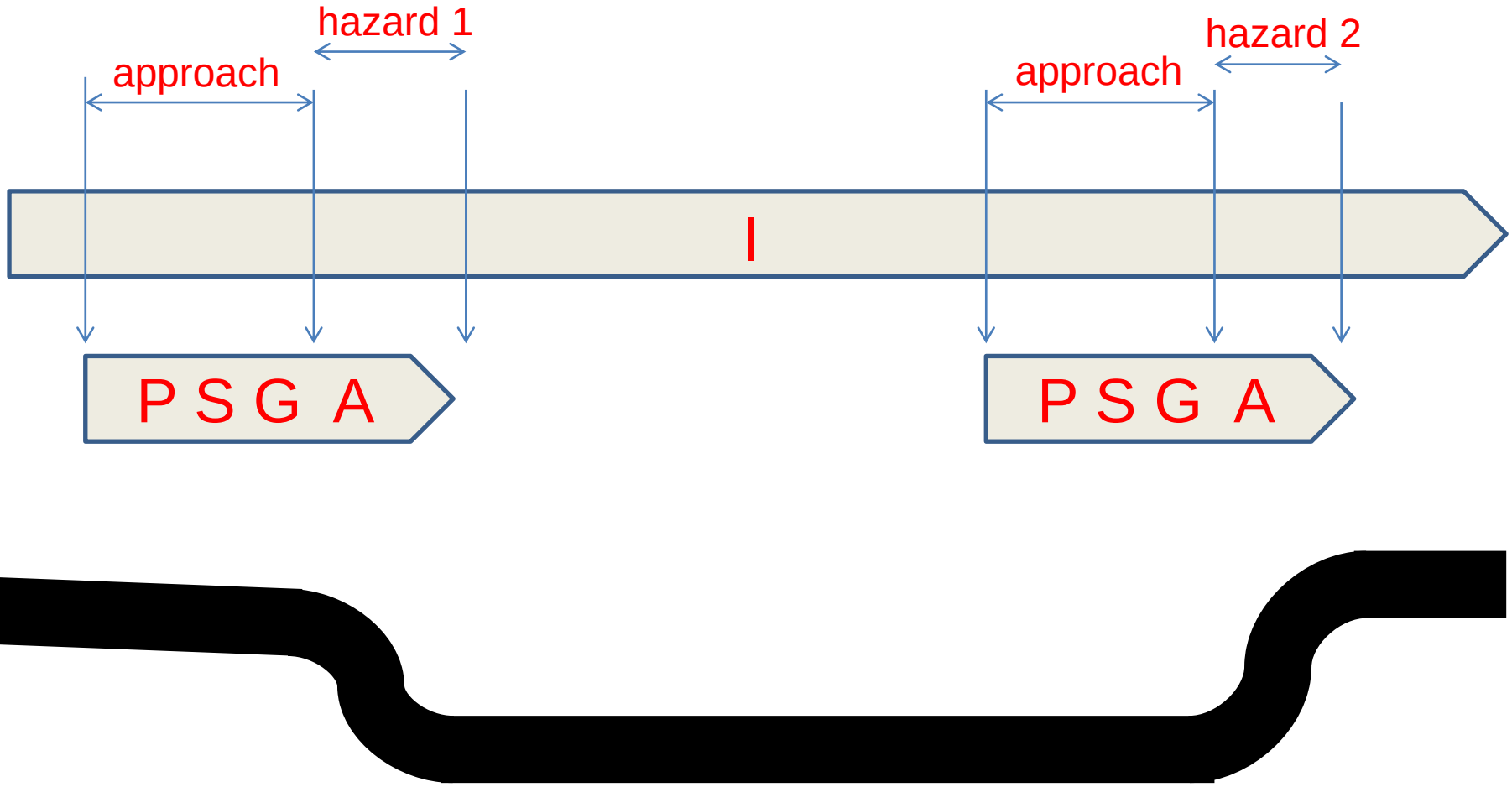


- Finish braking *before* selecting appropriate gear for hazard
- Do not overlap braking and gear change
- Select a good gear for current speed *and* to take you through the hazard
- Use “block changing”, e.g. Straight from 5th gear to 3rd
- Ensure change is done and both hands back on wheel before turning

IPSGA



- 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



The approach phase starts the moment the hazard comes into view, even if it isn't necessary to do anything immediately.

POSITION SPEED GEAR ACCELERATION

INFORMATION

POSITION SPEED GEAR ACCELERATION

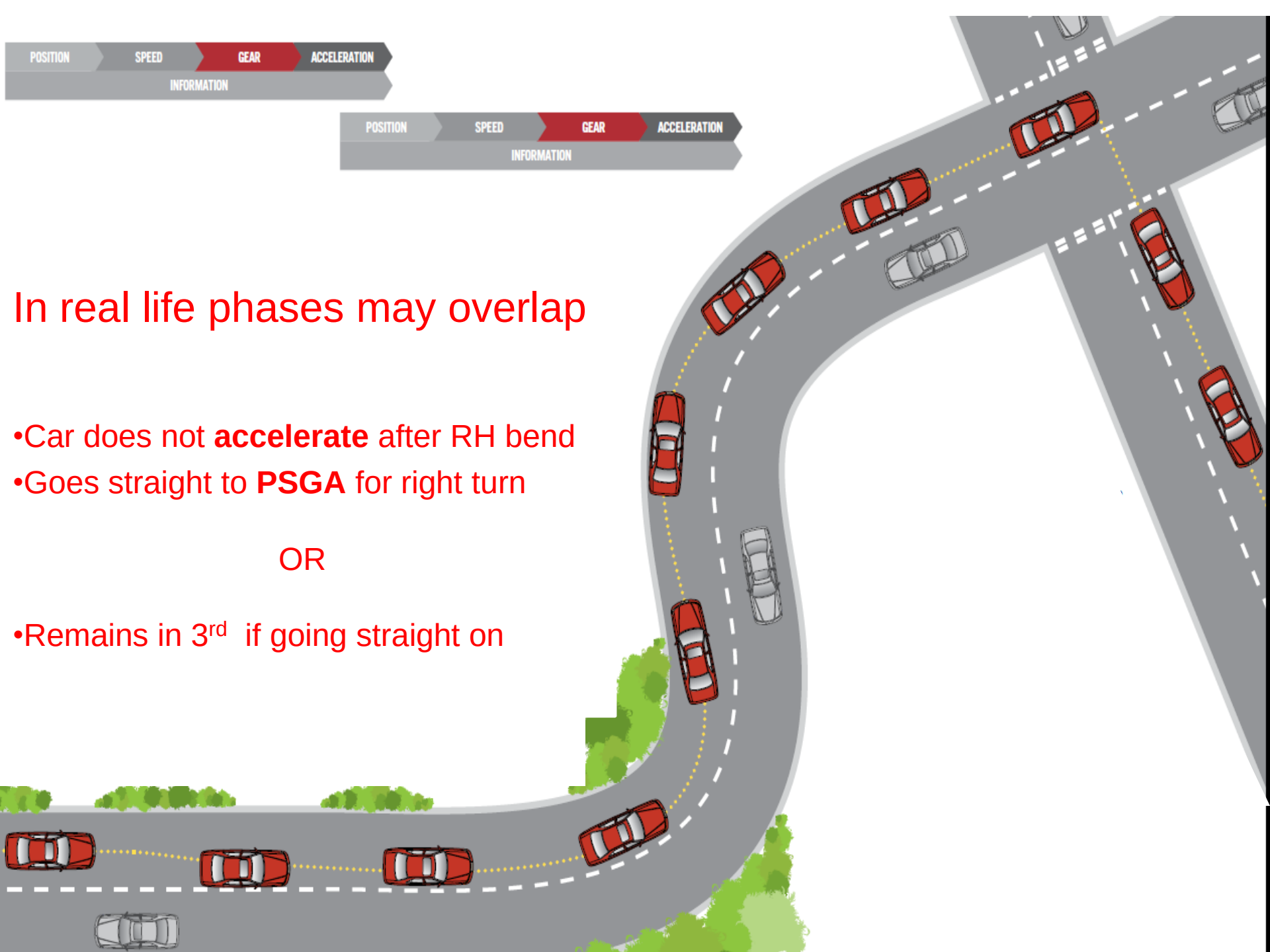
INFORMATION

In real life phases may overlap

- Car does not **accelerate** after RH bend
- Goes straight to **PSGA** for right turn

OR

- Remains in 3rd if going straight on



Always think through The System, even if not all phases apply

Examples:

- Vehicle waiting at a junction on your left
  - Position towards road centre, but speed, gear, unchanged
- Straight road followed by series of bends
  - Position, Speed and Gear (say 3rd) for entry to first bend
  - Remain in 3rd whilst driving through all the bends
  - Finally accelerate once through all the bends