

West Sussex Advanced Motorcyclists.

GUIDANCE NOTES FOR POTENTIAL & TRAINEE OBSERVERS

This document seeks to give an introduction to the initial considerations relating to becoming an observer, the process and timescale of the training and the documents required.

Definitions:

IAM RS	IAM RoadSmart
IMI	Institute of the Motor Industry – sets standards and “audits” IAM RS.
TT	WSAM’s Training Team comprising 5 LOA’s - replaces the Chief Observers role.
Cell Leader	Observers are grouped in cells. The 5 cells are headed by LOA’s.
LOA	Local Observer Assessor. Must be a NOb & subject to 3 yearly re-assessment.
NOb	National Observer. Subject to 5 yearly re-assessment by IAM RS examiner. Can observe for any IAM RS group.
LOb	Local Observer. Can only observe for “home” group. Assessed / approved by LOA.
TLOb	Trainee Local Observer.
P LOb	Potential Local Observer.
LOPS form	Local Observer Progress Summary. Records training and development of TLOb’s.
P LOb Ass form	Summary assessment of Potential LOb’s.

TLOb JOURNEY

1. Do you have:

Time to commit? – Variable but consider ½ day observing per fortnight as a minimum. Preferably more, plus time spent preparing observing sessions and routes and writing ride reports.
Observer training sessions.

Riding skills equivalent to F1rst standard.

Interpersonal skills such that you can explain advanced riding to associates.

Patience?

2. What to do:

Read IAMRS website “A guide to the Local Observer qualification” section. Once registered with IAM RS as a trainee observer you will have access to the IAM website - which can be found here: <https://www.iamroadsmart.com/my-dashboard/observer/imi-local-observer> . However, if, in advance of registration, you require sight of these documents please speak to your TT contact.

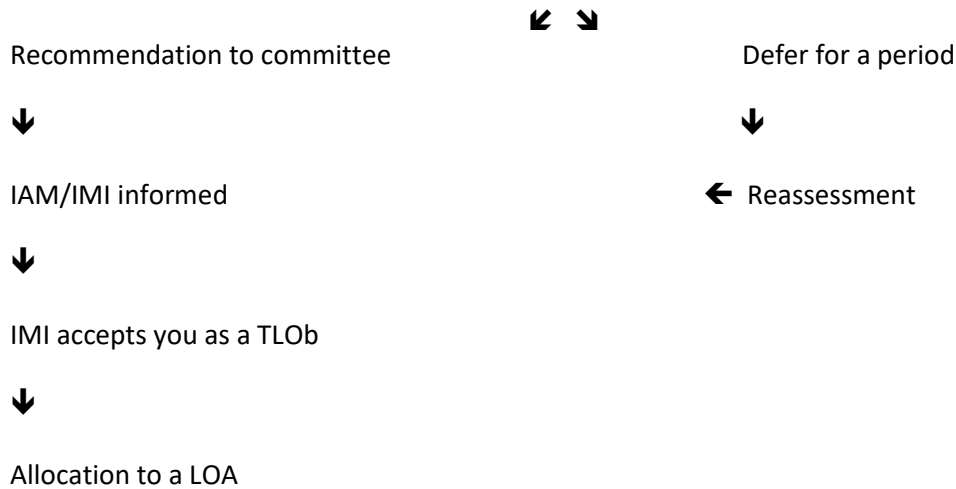
If you want to proceed please advise your observer or any committee member, or email Alan Cuthell (alan.cuthell@btopenworld.com), membership secretary and TT member.

3. What happens next?

You will be contacted by a TT member to:

- Discuss / outline the training process (basically as described in this document).

- b) Arrange a session (with an LOA) to assess your riding standard / knowledge / ability to explain the system / interpersonal skills. (See “Assessment Ride” page)
- c) Following b) the results will be recorded in a PLOb assessment form (included in same folder as this document) and passed to the TT with a copy for the assessed. The process then is:



4. The time scale:

- Target to complete training 6 months.
- Maximum allowed by IMI 12 months

5. Role of the LOA:

- To oversee your training and act as your mentor and assessor.
- To facilitate your riding with other Observers in order to see their approach to different associates and gain experience of observing.
- A LOPS form will be completed after every ride by the Observer and copied to you as a record of your progress.
- The LOA will send at least one interim LOPS to the IMI to show your stage of training
- Another LOA will carry out a Final LOPS and submit to the IMI who will accept you as a LOb.

6. Typical training route:

- LOA will introduce you to briefing and debriefing by role-play and with an associate in training.
- You will accompany the LOA / other designated Observer on observed rides.
- Expenses are paid for all rides.
- You will learn to give constructive feedback and to identify and rectify faults using books/ diagrams and demo rides.
- You will learn to write ride reports in a fashion which refers to the course material and encourages the associate to continue in training.
- As your confidence grows you will take more responsibility for associate training, always accompanied by an Observer.
- You will be involved in the supervision of an associate to test standard. During or after which a second associate may be appointed for you to provide all the training, still under the supervision of your LOA.

- During this period you will be expected to gain a good working knowledge of:
 - The Initial Briefing required for new Associates
 - The Advanced Rider Course Observer's handbook.
 - The Highway Code
 - Roadcraft
 - Full Control
- When you and your LOA agree that you are competent in all areas (*as per the LOPS form*) they will arrange a final assessment with another LOA. Provided that is successful the appropriate LOPS forms will be lodged with IAM RS to complete the LOB registration.

7. What follows:

- You will receive continuing monitoring & mentoring from your Cell Leader / LOA.
- There is no requirement for the regular re-assessment of your LOB qualification albeit the TT is responsible for maintaining training standards.
- WSAM would hope that you will wish to advance to your NOB qualification – and in accordance with IAM RS's requirement for continued professional development WSAM would normally require you to take 2 associates to test standard before supporting your application.

ASSESSMENT RIDE:

Note: The LOA will have no expectations. You, the potential observer, have not been trained yet - but aim is to give LOA an insight into P LOB's potential.

Rides:

LOA explains rides, duration & purpose.

“You are going to act as an observer so you might want to give a safety briefing of some sort and then we'll get on the road”.

Ride 1 - trainee's observing skills:

- LOA leads, trainee follows & gives directions (if happy so to do). Mixed roads ideally.
- Trainee's choice of route.
- c20-25 minutes - to appropriate debrief spot.
- Trainee bullet points all topics noted that could be discussed (ie. strengths & weaknesses).
- Trainee unpacks one item, uses IPSGA to explain how topic / hazard should be handled.
 - LOA will test TLO's knowledge (Highway Code, Handbook).

Ride 2 - trainee's riding skills:

- Trainee gives demo ride, leads with LOA following. Mixed roads ideally. Standard should be at test+ standard (perhaps ideally F1rst standard) as if being given to a test ready standard. It should not be a demo ride as if to a new associate.
- Trainee's choice of route.
- Ride of c20-25 minutes - to appropriate debrief spot.
- LOA gives feedback on trainee's ride.
 - What standard is required?
 - IAM standard for a TLOB is above that required to pass the IAM test - not very specific.

- A First standard would be ideal.
 - Observers need to be able to demonstrate a high and system-based standard of riding.
-

P LOB ASSESSMENT RIDES REPORT:

Objectives for P LOB:

- LOA should be the focus of attention.
- Did you listen.
- Can you coach?
- Can you ride?
- Has LOA learned something?
- Has LOA enjoyed?

END.