



<b>Client</b>	:	XX	<b>Date</b>	:	XX
<b>Driver Name</b>	:	XX	<b>Location</b>	:	XX
<b>Tutor Name</b>	:	XX	<b>Vehicle</b>	:	XX
<b>Tutor DVSA reg</b>	:	XX	<b>Car Registration</b>	:	XX

#### Notes on initial observed drive:

Following initial introductions, licence checks and vehicle checks were carried out. Sandy explained that she has held a licence for around 30 years but has no need to drive until recently, she explained that she did carryout some training with a driving instructor to try to gain confidence, however this seems to have had limited success.

Sandy explained that she currently only drives certain familiar routes but would like to explain this to include more complex roundabouts and motorway environments so that, ultimately, she can drive anywhere with some level of confidence.

I discussed with Sandy where she would be comfortable driving to enable her to become familiar with me being in the car before we attempted a motorway drive and this would also allow me to observe her driving and identify some development areas.

Sandy suggested a route that she was comfortable driving, and we set off on a short drive. After this, we discussed the motorway environment, good strategies for joining a motorway, and safe overtaking, together with some of the development areas apparent from the initial drive that would also help with the motorway drive.

#### Key areas for development:

- Keeping more space from the vehicles ahead to allow more thinking time
- Effective mirror and move off checks to ensure minimise conflict with other road users close to the vehicle
- Looking further ahead to help early planning and anticipation and scanning back to help with accurate positioning
- Not focusing on any mistakes during the drive and keeping focused on what is currently happening
- Prevention of being managed by other road users

## Improvements observed:

After training, Sandy showed some very good improvements in her drive. The initial drive was a reactive drive where Sandy would sometimes get into a problem without perhaps realising a problem was about to occur, whereas after training, Sandy demonstrated a more proactive drive where she was better at anticipating potential areas for risk and making speed or position alterations to remove the problem. To achieve this, I encouraged Sandy to look much further ahead and scan back to where she wanted to position the car. Sandy worked well with this. We discussed that looking far ahead is not natural for humans to do, and this would require a lot of practice to make it muscle memory. I also discussed with Sandy the use of the holdback position, so instead of following other drivers into hazard areas, using the holdback position Sandy was able to use more effective observations at hazard areas such as roundabouts and as more time was allowed on the approach to find a safe gap to enter the roundabout, this reduced the need to stop at each roundabout to see if it was safe. We also discussed the importance of checking mirrors before changing speed or position and ensuring effective move-off checks are carried out, particularly in city environments where cyclists and motorbikes are likely to be filtering through traffic flow. Sandy worked well to improve this; however, more practice is required to make this part of the driving routine. In the motorway environment, Sandy matched her approach speed on the slip road to the motorway traffic speed, making entry onto the motorway easier as the speed differential was reduced. We also looked at how giving earlier signals can help to manage other drivers, Sandy practiced this several times with positive outcomes as the other drivers took action to match Kates requests. Looking further ahead helped Sandy anticipate and plan overtakes of slower moving vehicles, as there was more time to consider the speed and position of other road users, this made overtaking easier as there was no quick thinking needed. Speaking with Sandy at the end of the session, she said that she felt more confident on the motorways, and looking further ahead and holding further back had helped. Areas for future development are to focus on spiral roundabouts, continue practising effective mirror checks, develop the holdback and slow-to-flow techniques, and get more information from the road environment to further help with planning.

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