



**Driving Course Report:** This report documents that the driver detailed below took an advanced driving course to improve their driving skills with a DVSA registered ADI (Approved Driving Instructor).

This report provides professional analysis and overview of their driving outlining both strengths and weaknesses.

|                       |   |    |                         |   |    |
|-----------------------|---|----|-------------------------|---|----|
| <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:**

Louise comes to these sessions to improve her confidence in urban driving and to gain knowledge of driving on the motorway network, which will enable her to travel more independently around the country. Document, vehicle and eyesight checks were completed successfully. On the road I observed how Louise handled the vehicle, I saw that she steered the vehicle using a balanced two handed steering technique, she maintained a good following distance to the vehicle in front but would stop too close to the vehicle in front when stopping in traffic. She managed her speed well but would occasionally travel above the speed limit. On the whole, mirror checks were good, but more mirror checks, particularly in busy or slow-moving traffic, would give her a better awareness of vulnerable road users in her vicinity. Gears were selected smoothly and appropriately. Joining some faster dual carriageway roads, Louise demonstrated some nervousness and stated that she was very worried about travelling on these roads as the speeds were higher, and the thought of dealing with the larger, more complicated roundabouts made her quite apprehensive.

**Marking Format:**

| <b>Vehicle controls</b>           | <b>Standard reached during initial assessment</b> | <b>Standard reached after training</b> |
|-----------------------------------|---|--|
| Use of accelerator                | Good  | Very Good                              |
| Use of brakes                     | Adequate  | Very Good                              |
| Use of clutch                     | Good  | Good                                   |
| Use of gears                      | Good  | Good                                   |
| Steering                          | Good  | Good                                   |
| Other controls                    | Very Good   | Very Good                              |
| Understanding of ESP/ABS/Traction | Adequate  | Very Good                              |

| <b>Driver Characteristics</b> | <b>Standard reached during initial assessment</b> | <b>Standard reached after training</b> |
|-------------------------------|---|--|
| Confidence                    | Adequate  | Very Good                              |
| Attitude                      | Excellent   | Excellent                              |
| Restraint                     | Good  | Very Good                              |
| Vehicle Sympathy              | Very Good   | Very Good                              |
| Dealing with road rage        | Very Good   | Excellent                              |
| Eco-safe driving              | Good  | Very Good                              |

| <b>Advanced/Roadcraft</b> | <b>Standard reached during initial assessment</b> | <b>Standard reached after training</b> |
|---------------------------|---|--|
| Observation               | Good  | Good                                   |
| Hazard Management         | Good  | Very Good                              |
| Use of speed              | Good  | Very Good                              |
| Positioning for corners   | Good  | Good                                   |
| Position for Junctions    | Good  | Good                                   |
| Judgement of distance     | Good  | Good                                   |
| Anticipation              | Good  | Very Good                              |
| Overtaking                | Good  | Good                                   |
| Making progress           | Good  | Very Good                              |
| Use of Limit Point        | Good  | Good                                   |
| Commentary                | Good  | Good                                   |

## General overview:

Following this initial drive, we discussed what I had seen; she was praised for the good areas of her drive and encouraged to work with these as a base for her driving and improve the remaining areas of her drive. Louise was encouraged to use her mirrors more particularly the nearside external mirrors to improve her all round awareness, maintain control of her speed within the speed limit and when stopping in traffic to maintain a better gap to the vehicle in front, the reasons behind this practice being enforced. Louise was questioned about her drive on the dual carriageway, she stated that she was nervous about driving on the faster roads but because of my presence she felt able to tackle the faster roads. Later, following this discussion and before venturing onto the motorway network, we stopped in a lay-by and talked about Louise's fears, concerns and knowledge of the motorway network. Louise said that it had been many years since she had last thought about venturing onto the motorway network, being protected from driving in this dangerous area by her husband. Motorway accident statistics were discussed, and the motorway network was the safest road to travel on. Louise showed little knowledge of motorway driving and as a result we had a further discussion on motorway driving, including how to enter, travel along and eventually leave the motorway, this included mirror use and lane discipline. At the end of this discussion and when Louise was ready, we travelled towards the motorway network. Joining the M1 motorway at junction 29, Louise was talking about vehicles. Through the joining process, how to match her speed with the vehicles in lane one and how to take up her position in the near side lane; she was then encouraged to hold this position until she felt confident with the close proximity of the vehicles, many larger than her and the higher speed of these vehicles, before long she started to feel more confident. We continued north and out of the speed restricted area where we then joined the M18 motorway, throughout the drive Louise was encouraged to travel at an appropriate speed so that she wouldn't become a hazard to other road users by travelling too slowly but didn't put herself into a position where she was uncomfortable. Louise was starting to become more comfortable travelling on the motorway, and after a while, we joined the A1M and travelled on this motorway towards Blythe in Nottinghamshire. This road is a two-lane motorway where a break was taken at the motorway service area. Following this break we started to travel towards home, on the return journey we carried out a series of on and off exercises to ensure a good knowledge of the entry and leaving techniques, before long Louise was starting to plan these well and was becoming more confident in her self driving on the motorway. The remainder of the session concentrated on motorway driving where possible and then the urban roads back to her home. At the end of the drive, we discussed the session, and Louise was encouraged to try driving on these faster roads solo if she felt confident enough before the next session.

At the start of the second session, we had a recap of what we had covered during the first session, and I asked if she had any questions or concerns about today's session. She stated that she had considered using the motorway network for the precious weekend but had decided against it due to the adverse weather conditions that were prevailing. She stated that she was looking forward to today. A plan for the afternoon was agreed on and we travelled to the motorway, on this occasion only minimal input was to be given, unless needed for safety reasons. On the motorway Louise demonstrated more confidence than the previous session, she stated that she was happy travelling on the motorway and was confident changing lanes and keeping up with the traffic flow. On the return journey, several on-and-off exercises were successfully completed, and she demonstrated a good understanding of the protocols on the larger roundabouts around the motorway intersections. Louise showed confidence and good planning when driving her motorway. Throughout both sessions, Kathryn had worked well with her mirror use, and improvement was seen. At the end of the session, she stated that she felt confident enough to share the task of motorway driving with her husband when they travelled on holiday. She was looking forward to exploring more of the country and using the motorway network to get about it.

**Overall Driver Risk:**

**Low Risk** - The driver is considered low risk, with only a few very minor issues identified during the session, which were highlighted.

**Medium Risk** - The driver is considered medium risk, with a few potentially serious issues, which were highlighted during the session. A conscious effort must be made to practise what has been suggested during the session, to ensure they become low risk.

**High Risk** - The Driver is considered high risk, with a number of serious issues identified, which were highlighted during the session. A conscious effort must be made to practise what has been suggested during the session, to ensure they become low risk. Further assessment is suggested within 3-months from date of report to reassess them.

**Low**

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