



**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:**

Having discussed Alex's needs and concerns, Alex completed an initial drive along local roads. Alex is a very experienced driver, and despite the vehicle being used today being loaned to him, Alex appeared confident in his overall driving ability with it. Initial impressions of the drive were that Alex's concentration was poor, and advanced observations likewise. This was borne out by his frequent exceeding of posted speed limits, often allowing the vehicle's speed to rise above that posted for that road. Often, entering speed limits would find Alex travelling above the limit and then beginning to slow down with heavy braking.

Whilst the issue of poor speed management is an important aspect to driving, other than that, Alex's driving was to a good standard. His mirror use and spatial awareness was very good, as was his habit of leaving enough room between himself and vehicles ahead when stopping. Steering was precise with a two handed steering technique used at all relevant times.

Overall, Alex is a calm and experienced driver. Still, his concentration causes his speed issues, which Alex openly admits is the case and will be addressed during today's training.

**Marking Format:**

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

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

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

## General overview:

Having completed an initial drive, the issues outlined above were discussed, and a training plan was agreed upon and put into place for the rest of the training. The most important introduction and implementation for today was the C.O.A.S.T. (concentration, observations, anticipation, space and time) system of driving, and the concentration aspect being the standout requirement for Alex to understand fully and to put into his driving plans until it became a normal part of his driving.

In order to fully concentrate on his driving and not be distracted by anything, Alex was encouraged to make a continual, simple comment. e.g. 'What can I see?' 'What can I expect?' 'What do I need to do?' Whilst to begin with, understandably, Alex frequently missed important hazards, by encouragement and reminders, Alex improved measurably in this aspect of his driving and due to the fact that he was now concentrating, his speed management improved. He was continually encouraged to check his speedometer and to use the vehicle speed limiter, though. Unfortunately, the limiter on the vehicle being used today did not work correctly.

Linked to this, Alex was encouraged to improve his 'Observations' and to look further along the road ahead and to use shop windows and sides of vehicles in order to obtain early views of potential hazards developing ahead, which in turn afforded him more time to react correctly. e.g. Seeing various posted speed limit signs earlier and adjusting his speed accordingly. Very soon, by being continually asked what was the speed limit on the road he was travelling on and being reminded to check his speed constantly, Alex's speed management became excellent, with not one occasion when asked was he unable to answer correctly what the road's speed limit was and in turn what the vehicle's speed was. Again linked to this, Alex was continually asked what he could see developing much further along the road ahead, and again, this aspect improved out of all recognition. Alex appeared surprised with his own ability to put the new system into his driving, and this, in turn, allowed him to relax and improve his use of the system even more.

Whilst 'Anticipation' was not a major issue in the initial drive, again, with encouragement and advice, Alex began to see developing hazards earlier and differently and began to drive far more defensively, anticipating the possible actions of others before they occurred and reacting accordingly. Again, this was a great improvement, with only the occasional lapse, as one could expect.

The 'Space' and 'Time' elements of the system were introduced to enhance the defensive driving and again Alex was encouraged to put as much space between his vehicle and any potential hazards as it was safe to do at that particular time. Whilst the C.O.A.S.T. system was the main objective throughout the training, other driving aspects were introduced and implemented into the driving. The ability to read road signs and central white line markings, in particular, was worked on along with 'SLOW' signs on road surfaces. The 'more paint, more danger' maxim was explained to Alex to further enhance the safer and more defensive method of driving he was being encouraged to work on.

Despite the extra work load put on Alex by the encouragement, continual questions about speed, introduction of new systems, etc., Alex's mirror use, spatial awareness, and steering technique did not diminish in any way.

Alex then completed a final drive with no outside verbal encouragement or assistance.

The result was inspiring. On not one occasion did Alex enter or exceed a speed limit despite driving through varying speed-limited areas. His forward observation was very good, often seeing developing hazards early enough to react accordingly to them in a new defensive manner not seen during the initial drive. He continued throughout the final drive, occasionally out loud, to carry out a basic commentary, and again, the results were clear to see in his driving actions.

In summary, as described, Alex's concentration was very poor at the outset. The implementation of the C.O.A.S.T. system of driving enhanced Alex's advanced observations and improved his knowledge of road markings and defensive driving. Overall, Alex's driving has improved immensely, and without hesitation, Alex's overall display can safely be described as low risk.

## 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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