



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.

Client	:	XX	Date	:	XX
Driver Name	:	XX	Location	:	XX
Tutor Name	:	XX	Vehicle	:	XX
Tutor DVSA reg	:	XX	Car Registration	:	XX

Notes on initial observed drive:

I met with Andy, who had requested some training in his recently purchased camper van. I went through the vehicle checks with Andy, ensuring all hatches, interior storage and kitchen drawers were properly closed.

Andy had a narrow lane to negotiate, followed by a closed junction onto a 40mph road. Andy positioned himself to obtain a maximum view, and I advised opening the window to listen for traffic noise. Once on the main road, I observed Andy maintaining a good road position. I discussed with him the need to assess wing mirrors in relation to hazards on the left, such as posts, trees, and pedestrians' heads.

Marking Format:

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

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

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

General overview:

Andy maintained safe progress along the road. He stopped at a garage to find out how to fill the LPG tank. I then chose a route that would cover a variety of road types including rural, urban and dual carriageways.

Andy used his vehicle controls correctly and smoothly. He tended to overuse the gears, and I coached him on selecting the most appropriate gear for the hazard rather than changing down through the gearbox to save on fuel and wear and tear.

Other than this and advising on mirror use and timing, especially the left mirror when passing parked vehicles, negotiating bends, left turns and roundabouts, the drive was of a good, safe standard.

Observations of the road ahead consisted of good forward, middle and near scanning. There was good evidence of planning and anticipation and reading of road signs and markings to ensure speeds were conducive to hazards, traffic, weather conditions and the speed of the road. Lane discipline was correct for complex road systems and roundabouts, General road positioning was accurate and following distances and clearances to hazards were within safe limits. Bends were taken at safe speeds and with the correct gears selected in good time.

At one point Andy had to negotiate overtaking a cyclist, the recommendation following this was to not start the overtake too early but to get closer behind the cyclist so as to avoid being on the wrong side of the road too early in case the situation ahead was to change. Andy did chose a section of road with good visibility and allowed sufficient clearance to the cyclist.

Reversing manoeuvres were safely and accurately executed with good scanning through windows, mirrors and making use of the reversing camera. I discussed the importance of getting out to check for obstacles and distances behind if he was unsure.

Andy gained confidence with the size of the vehicle and how it drove quite quickly. He appeared calm and courteous to other road users.

The only incident which became stressful was on returning home. Access to his lane was blocked by a Highways vehicle. Andy had approached the junction at a safe and slow speed with good early indication as the junction was concealed and near a bend. This approach allowed him to safely stop on the main road and also the vehicles behind him. The Highways people said they could move their vehicle to allow him access.

Having entered the lane, Andy came across another large flatbed truck with a fairly aggressive driver. Robert was unable to reverse due to there being no space behind with workmen and a junction. Eventually, the other driver reversed, though it was evident he was not proficient. Robert was able to pull in alongside a driveway. However, more attention was needed to check the left wing mirror against the rounded brick wall of the drive. I suggested that Robert remain stationary as there should have been adequate space for the other driver to pass, and that would have afforded Robert more room to manoeuvre away from the wall. Unfortunately, whilst Robert was manoeuvring forward and not paying enough attention to his left mirror, he did make contact with the wall and incurred some small scuffs on the paintwork. This is obviously a learning curve, and if the other driver had not been so aggressive, Robert may have felt calmer, less rushed and remained stationary whilst the other driver passed.

By the end of the session, Robert said he felt quite confident, and I felt that he was a good, safe and responsible driver who had handled the vehicle well and negotiated all hazards and obstacles safely.

As there were only a few minor issues, I would consider Robert to be a low-risk driver.

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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