



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	:	XXX	Date	:	XXX
Driver Name	:	XXX	Location	:	XXX
Tutor Name	:	XXX	Vehicle	:	XXX
Tutor DVSA reg	:	XXX	Car Registration	:	XXX

Notes on initial observed drive:

Richard is a high mileage business driver covering some 30,000 miles per annum. He is a very experienced driver covering all road types in the UK and abroad. He was attending this full day course due to speeding points and a potential driving ban due to the totting up procedure.

He had a very good attitude to road safety and other road users safety. After an initial briefing covering some statistics and advice how to take training forward and potentially gain a certified level of Bronze, Silver or Gold standard with RoSPA accreditation we decided to work on 3 principles on the road drive: Keep space, Identify risk and Keep visible and communicate. Richard was also advised to make use or read the Police Roadcraft manual using the acronym: IPSGA.

The observed drive was excellent and made good use of the safety features of the all electric Tesla. All road types were covered on the day.

Richard also demonstrated a very good commentary drive at various points throughout the days training.

A de~brief and feedback was given at the end of the session.

Marking Format:

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

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

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

General overview:

Richard demonstrated an excellent drive on all road types. Progress was made in situations that allowed it using the full potential and understanding of the vehicles software and safety features. Observation ahead was excellent with very good planning.

Using the all round camera system overtaking was crisp and balanced. Richard took on board the 3 or 4 in a row avoidance on higher speed roads and motorways. He showed very good anticipation skills with good anticipation of what other road users might or might not do.

When approaching and passing junctions good eye contact was demonstrated with other drivers waiting at these areas and the commonest accident site. On rural roads use was made of the limit point with very good positioning in to right hand bends.

Speed and balance in these bends was very good with a safe entry and exit.

With coaching and statistics Richard now has a much better idea of the hazard areas and risk sites pointed out to him on the drive. Remember centre white line markings have a meaning as coached.

General restraint and not getting involved in other people s potential problems was shown. Town and village driving was very good with a much better understanding of backing off the accelerator well before the lower entry speed limit. This also brought in the re~generative braking and brake lights for following drivers. It was good to see you using the tyres and tarmac space in queues as coached. Speed through these areas was observed to the posted limit and the speed limiter used.

Acceleration on leaving the busier area was done at the National speed limit sign where posted. This showed a much better attitude and restraint to speed limits and why it is posted in these areas. All speed limits were observed during the drive.

A commentary drive was given at various points on the drive. This was very good but start the commentary with place or road type first as advised. If the verbal use of what you can see dries up you can bring in the vehicle controls to the commentary or road surface type.

General space ahead was observed with good use of the 2 second rule on dry road surfaces. Remember that this doubles in the wet surface. You made an astute observation about the wet surface bringing potential problems after a prolonged dry period. Well done.

Mirror use was very good. A quick glance over the shoulder to cover blind spots was also evident. Good use was made of the on-board camera system for potential overtaking and actual overtaking.

Reversing was completed at a charging point using the self drive mode with no issues.

General Highway Code knowledge was impressive with knowledge gaps filled in where necessary.

To sum up, this was an excellent drive with good concentration levels and the correct attitude to road safety.

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

Thank you for using Drivers Domain UK