



**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>	:	XXX	<b>Date</b>	:	XXX
<b>Driver Name</b>	:	XXX	<b>Location</b>	:	XXX
<b>Tutor Name</b>	:	XXX	<b>Vehicle</b>	:	XXX
<b>Tutor DVSA reg</b>	:	XXX	<b>Car Registration</b>	:	XXX

**Notes on initial observed drive:**

Vehicle checks: Stone chip driver side. Slight damage to the mirror casing on the drivers side. I was able to tape it. On the rear drivers side, the light casing on the indicator. I was able to tape it. The passenger side light was out; we got it changed by taking it to the garage.

Height sticker present 3.25m.

Kevin started with XXX 4 weeks ago. He has been driving for 19 years. He has van experience, the last being a Mercedes Sprinter, long-wheel base, though not for the last year.

On his initial drive, he coped well with the size of the van. He does use his mirrors, he would benefit from checking them for the vans size i.e., width and length, to build an awareness of the overhang. Effective braking, especially down-hill from faster speed limits, gain control of the energy not just slowing the speed, this can increase the risk of loss of stability on cornering, especially in a van this size. Sometimes, when braking late, he coasts with his clutch down. Due to the size of the van, drivers behind may benefit from a signal to inform them he is planning on going around parked vehicles.

**Marking Format:**

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

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

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

## General overview:

Kevin was open to new suggestions and ideas, he started to adapt quickly but there are some areas he needs to continue practicing to update his driving style. These will also benefit and can be used when driving his own car. Today, we worked on:

**Vehicle control** Initially, he coasted with the clutch down when braking in anticipation of slowing down. We worked on, showing brake lights before braking, then using effective braking to reduce the speed without unnecessary gear changes. The using the clutch effectively to either change gear or to prevent stalling.

**Signaling** due to the size of the vehicle, the driver behind may benefit from an early signal to inform him that he is planning on changing the road position. This can help reduce the number of drivers behind who plan to overtake due to misinterpreting slowing down and pulling up or parking.

**Mirrors** He used the mirrors effectively when driving, but he also needs to be mindful of the mirror checks for vans, e.g., to build an awareness of the road position and overhang of the rear of the vehicle, e.g. on roundabouts, cornering, etc.

**Limit point** Initially, he wasn't braking early enough to give himself enough time for the correct set-up for entering bends. This could also cause stability issues due to the size of the van. We worked on using limit points to help him judge the speed of the bends before running out of space and time. This involved looking further ahead, having more time for planning, using effective progressive braking on the straight and then selecting the correct gear before the corner.

## 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.

**Medium**

Thank you for using Drivers Domain UK