



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:

An assessment drive was conducted across various road types (Town / Rural & Motorway). Generally, a competent drive with good progress and safety margins is maintained. Some areas highlighted for improvement included steering (mainly 1 handed), Speed limit exceeded occasionally in 30 mph posted limits, Mirror work when changing speed needs to be more frequent and logical and slower over speed bumps. Good progress on the rural roads and an excellent life saver (blind spot checks) before lane changing. A competent, mature driver for someone with less than 2 years of driving experience.

Marking Format:

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

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

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

General overview:

Harry passed his DVSA test in February 20XX at the 2nd attempt, so he has been driving for less than 2 years and is still subject to the New Driver Act until February 20XX. He has not received any further on-road driver training since passing his test. He was confident and had a positive attitude to the training session.

His driving licence was checked (visual) and eyesight (number plate at 20m), and both were in order. We discussed vehicle checks using the POWDER mnemonic (Petrol / Oil / Water / Damage / Electric / Rubber). Harry needs to conduct these checks more often as he understands the risks of ignoring these checks could have severe repercussions. Harry showed how to use the tread depth and tyre pressure gauges. He was unsure about how to use the fog lights and the dipped light height control. He was familiar with the location and use of the other main vehicle controls. We discussed tyre inflation and how important this is to handling, wear and fuel efficiency.

We then conducted an assessment drive (see notes above), which was fully debriefed.

During the next phase of the training we looked at working on the areas identified for development and Harry soon made the necessary changes to improve his current driving style.

We discussed road death statistics and the vulnerability of certain types of road users and how an update of his Highway Code knowledge would be useful to make himself aware of the recent changes (Hierarchy of road users).

We discussed the need to keep distractions to a minimum, not driving tired and peer pressure.

Harry understood that it is his responsibility as the driver to manage road risk and keep the risk low by driving in a "defensive" style. He understood the need to protect vulnerable road users and that if things went wrong, they should be on the correct side of the law (no nice prisons for nice people!!).

We recapped key elements of the Highway Code to include how to identify speed limits, road signs and road markings and how we can use these to build a picture of how to "read the road" ahead.

Harry is now aware of the risks of using mobile phones (hands free) whilst driving and we looked in more detail at the risks and consequences matrix.

We explored ways of maintaining concentration by using driving commentary and introducing eco-safe techniques to promote forward planning and keep the wheels moving by identifying and planning for hazards early.

Harry's overall use of mirrors, forward observation and scanning became noticeably better and his style of driving switched from being reactive to more proactive as the session progressed. A well coached overtake on the A272.

Ideally, reverse parking should be used where possible to make it easier to drive forward (less risk in terms of observation).

Perhaps another session later in the year to cover night driving and adverse weather.

Overall, a good standard of driving was reached, and there was 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

Thank you for using Drivers Domain UK