



**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 |

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**Notes on initial observed drive:**

Following vehicle and document checks and a refresh on tyre legislation, we left Kathryn's home and travelled through the Sheffield suburbs. I saw that she was a confident yet inexperienced driver and steered the vehicle with both hands; she did occasionally cross her hands across the centre boss containing the airbag. She was courteous to others and was aware of the position and movement of other road users. Her following distances were appropriate, but when stopping in traffic, she stopped close to the vehicle in front. Initially, her observations were shallow, and her use of the mirrors needed some development. She controlled the vehicle well, and she produced a relatively smooth drive. Her use of the brakes was accurate and three-phased. One of the areas where Kathryn had said she was in need of some coaching was on the faster dual carriageways and the motorway in particular.

**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                     | Good  | Very Good                              |
| Use of clutch                     | Good  | Very Good                              |
| Use of gears                      | Good  | Good                                   |
| Steering                          | Adequate  | Very Good                              |
| Other controls                    | Good  | Good                                   |
| Understanding of ESP/ABS/Traction | Poor  | Very Good                              |

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

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

## General overview:

During the drive, at appropriate times, Kathryn's driving was discussed; she was encouraged to avoid crossing her hands over the steering wheel as this could cause serious injury should the airbag go off when her arm was in front of the airbag; she agreed with this and improved this part of her drive. When questioned on her observations, it was apparent that she was not looking far enough ahead. She was encouraged to look as far down the road as she could and then assess what was happening, and this would allow her to plan earlier for any hazard that was developing; she soon got into this habit, and her drive demonstrated the improvements. Kathryn was complimented on her following distances when the vehicle was moving and the space she allowed when passing stationary vehicles; when asked how far she should stop behind vehicles when in traffic, she agreed that she was too close and if someone ran into her vehicle because she was so close she could be pushed forward into the vehicle in front. We also discussed mirror use and how this was a valuable part of driving as it made her aware of what was happening around her vehicle, especially in relation to vulnerable road users. Kathryn started to improve her mirror use but has agreed to continue to improve in this area when driving on her own.

One of the areas Kathryn needed to cover was fast roads, dual carriageways, and motorway driving. A route was selected to cover these areas but first, we had a discussion about how the speed limits varied (for national speed limit roads) on these types of roads depending on whether the road was a single or dual carriageway; after a short while, she showed that she now understood how the speed limit changes on the different roads. On the dual carriageway, Kathryn was soon confident to manage the higher speed limits and was happy moving out to overtake slower-moving vehicles, using accurate and timely mirror checks both moving out and back after passing the slower vehicle; she was encouraged to watch the vehicle in front whilst also looking to move out as there is a tendency to overrun the vehicle in front in these circumstances. Kathryn demonstrated good speed control on the approach to roundabouts on these roads and maintained good lane discipline and observations whilst negotiating them. Before joining the M1 we discussed the joining technique and how to attain the best position in lane one at the bottom of the slip road. Kathryn understood this, and when the time came to join the motorway, she did it seamlessly. She then travelled the motorway and changed lanes out and back using good mirror use and planning, she then left the motorway well and joined the A38 a fast dual carriageway, for this part of the journey Kathryn was monitored but no instruction was delivered. She dealt with all the arising situations well.

Joining the A6 and travelling back towards Sheffield, Kathryn was allowed to demonstrate her skills with little instruction except for directions. By the time she arrived home, she was demonstrating a good standard of drive and an improved level of confidence. She stated that she had learnt from the session and intended to continue with her driving development with more confidence.

## 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