



**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:**

Mike is a fairly new inexperienced driver. We covered some vehicle checks and the importance of screen wash if empty. Today the day was dry, windy and sunny. You drove on a selection of roads so that I can give a better first assessment.

I observed your style isn't the normal style. Hands were a concern being too low for steering where you might be caught out by a sharper turn than first planned.

A lot of gear changing from the start that will improve when using the IPSGA system. Applying brakes earlier to slow the vehicle down first before dropping gears will also help. This is where engine braking can assist quicker time to slow down.

Indication at times was good and the training will help improve that for you.

On making progress when you are driving on a faster road consistency of speed will help unnecessary use of added acceleration where fuel is wasted by not letting it slow down.

The IPSGA process will help you eliminate unnecessary errors at a later date.

**Marking Format:**

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

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

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

## General overview:

Mike enjoyed the two sessions picking up good tips too from the demonstration drive on day one. Understanding the car and gears, applying a racing line and also when safe on junctions too. Speed to match the gear, ToT and tips from road signage and markings. Introducing road clues from the demonstration drive gave you clues for why there are signage with high lightened in yellow road warning signage, street light layouts road paint and anti-skid road surface.

Mike felt much happier with his speed management. The demonstration enjoyed understanding the process of applying **IPSGA** system.

There were great improvements all round. This is a start base to understand how to drive safely and defensively. You drove on a selection of all types of roads.

Country lanes understanding no need to rush use telegraph poles to search out the road when covered by bushes.

Urban street lights 30 mph. Positioned on right the road will bend to the left

Motorways was the main reason to update your driving skills, to understanding joining/leaving, overtake UK/European HGV's blind spots. The importance of indication. Better lane discipline. Smart motorways how best to avoid dangers. Lane hogging 100 fine and other tips of poor driver behaviour on motorways to watch out for.

Information- Looking into the distance as far as you can see. This is scanning from distance back to your car picking up fixed hazards such as- Bridges, road signs, pot holes, road direction of flow, street lights positioned on the left meaning that the road veers to the right and visa versa for lights found on the right.

Picking up anti-skid road surface as a clue to road dangers generally tying up with high lightened yellow backed signage on warning triangular signage and chevrons as well. A cluster of street lights is also advising you of some form of junction, roundabout, major junction etc.

Remember the yellow backing is a warning message of serious or fatal accidents have occurred.

Planning/Preparation-Identifying earlier you can start to plan your position better with the least amount of fuss. Positioning early for which lane to arrive in.

Street light layouts etc. Roundabouts think it as a clock so the right hand lane is generally for your exit if it is to the right of 12 o'clock. So, anything left of 12 is left lane unless road markings tell you otherwise. Indication timing is a valuable tool to be able to warn others of your intentions. When coming off a roundabout enter in the left lane as we saw in Dover today a TT drivers poor driving skills.

Speed-Identifying changing traffic lights, braking lights or indications early just easing off the gas starts to slow the car down by engine braking alone. This saves fuel by not braking immediately. You were good at picking up developing hazards.

Gears-Using the gearbox, you have found block changing much better with improved fuel consumption. The timing of changing up is much improved with the correct speed to change at. This helps to reduce unnecessary braking and it improves your fuel economy and servicing of the vehicle Accelerate-Again, planning earlier, you can plan acceleration out of danger, this can mean to overtake a cyclist in a 30 mph by exceeding where there is no fixed camera and return to safety. Remember to indicate out so they can see you have seen them.

Motorway driving is probably an area that would be used more, such as overtaking HGV s foreign accelerate up when approaching their blind spot.

Leave indicator when overtaking a foreign HGV (so they can still see you). Remember to use your indicators when returning from two lanes out. An indication will catch the attention for those that will benefit your decision making.

Remember your skill and judgement can be outwitted by another driver so thinking of possibilities they could do and always think of a plan B to get out of danger.

After today's second session you are changing to a new style of driving, that gives you more confidence and control of your decision making. You have witnessed some really appalling poor driver behaviors and you need to accept other motorists do make mistakes and using indicators earlier will help catch the attention of your intentions.

Read the road! This is just the start to better all round driving skills. Never trust any other driver! Educate them by better decision planning before getting there and applying unnecessary braking.

Video from RoSPA on drivers attitudes shown and discussed Seat-belts, Mobile phones & medication. We spoke in detail.

Vape use in a moving vehicle is against the law and I explained this you now understand including your passengers it's a no, no.

A quiz on road signs and road markings were completed and good knowledge however don't be fooled. I also supplied you with the up to date highway code.

Continue as you have demonstrated too me and taking your Advanced defensive driving course will be able to achieve the Royal Society of Prevention of Accidents. (RoSPA Gold) Insurance should come down .

Remember your first two years you are on probation and should you get 6 points on your licence then it's back to being on a provisional licence all over again with theory test to be done. Stay safe

Well done .

**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