



Driver Training Report

Professional assessment summary and driver training record

Driving Course Report: This report records a personalised advanced driving session completed by our client with a DVSA-registered Approved Driving Instructor.

It provides a friendly and supportive summary of the coaching, highlighting existing strengths, progress made and practical next steps.

Report Details

Client	Private client	Date	13-06-2026
Driver Name	Anonymised	Location	South London
Tutor Name	DVSA-registered tutor	Vehicle	VW Transporter van
Tutor DVSA reg	Withheld	Car Registration	Withheld

Notes on initial observed drive:

Session Context:

Our client attended a pre-court development session focused on speed awareness, speed management and compliance. The tutor began with a friendly, relaxed and informal conversation, making clear that the course was practical and non-judgemental. Licence and vehicle checks were completed, and our client was encouraged to ask questions before a short assessment drive identified the main coaching priorities.

Training centred on controlling speed through smooth accelerator use and acceleration sense rather than late braking. Creating a little more space ahead gave our client more time to observe, understand what was developing and make calm decisions.

The difference between a posted speed limit and a speed appropriate for the conditions was explored in a supportive question-and-answer style. Road layout, visibility, traffic density, stopping distance and potential hazards were considered together. Eye-scanning techniques were introduced so signs, markings and changes in the road environment could be recognised earlier.



Session Context - continued:

Gear selection was used as a practical support for stable speed management, including the benefits of second gear in 20 mph and third gear in many 30 mph situations when driving the diesel van, always subject to road and vehicle conditions.

Further work covered positioning for a better view through bends, anticipation and commentary driving. Techniques were demonstrated and then practised at our client's pace, helping observation, planning and speed choice feel connected rather than complicated.



Vehicle controls	Initial assessment	After training
Use of accelerator	Adequate	Very Good
Use of brakes	Adequate	Good
Use of clutch	Adequate	Good
Use of gears	Adequate	Very Good
Steering	Good	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	Very Good	Very Good
Restraint	Adequate	Good
Vehicle Sympathy	Adequate	Good
Dealing with road rage	N/A	N/A
Eco-safe driving	Adequate	Good

Advanced/Roadcraft	Standard reached during initial assessment	Standard reached after training
Observation	Poor	Good
Hazard Management	Adequate	Good
Use of speed	Adequate	Good



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



General overview:

Our client approached the session positively and quickly understood the relationship between observation, planning and speed control. The friendly, non-judgemental atmosphere encouraged open questions, and our client engaged well with the practical coaching.

Acceleration sense became a key strength. Small, early adjustments to the accelerator produced smoother and more accurate speed control, reducing reliance on late braking. As the route and limits changed, our client became more consistent in setting an appropriate speed before entering the new environment.

The distinction between the legal maximum and the safest speed for the prevailing conditions was reinforced. Our client recognised that visibility, road layout, traffic, weather and stopping distance may all call for a lower speed. This was discussed constructively and without alarm, with the emphasis on making well-informed choices.

A greater following distance created more time to spot signs, markings and changes in road layout. Eye scanning and commentary made the drive feel calmer and more organised by turning early observations into simple decisions about speed, gear and position.

Gear selection supported stable speeds in lower-limit areas, while positioning and anticipation improved the view through bends and around potential hazards. Our client appeared to enjoy seeing how a few straightforward techniques could make the van feel more settled.

By the end, observation, judgement, anticipation, positioning and progress had all improved to Good. Our client applied the techniques with greater independence and finished feeling more confident and relieved to have a clear routine for future journeys. The Low / Medium outcome recognises the strong progress while reminding our client to practise these new habits consistently.



Overall Driver Risk:

LOW/MEDIUM

Risk definitions

Low Risk

A Low Risk rating indicates that only a few minor points were identified. These were discussed in a friendly, practical way during the session.

Medium Risk

A Medium Risk rating indicates that some potentially important points were identified. Regular practice of the agreed techniques should support steady progress towards Low Risk.

High Risk

A High Risk rating indicates that several important points require further development. The agreed techniques should be practised consistently, and a further assessment within three months is recommended.

How did we do?

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