

# Driver Education

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 Motoring  Insurance  Travel  Finance



## Driver Assessment Report

Driver: Joe Blogs

Company: Blogs Plumbing

Job ID:

Licence Number: 11111111

Date of Birth: 01.01.74

Licence Class: C

Expiry Date: 01.01.14

Course: DEP


Course Date: 04/08/2011 12:00:00 A

Start Time: 10:12:46 AM

Vehicle: MANUAL


### Vision check

**Reason:** The vision check conducted as part of this program should be used as a guide only.

 No apparent issue indicated




### Road Rules test (%)

**Reason:** While sound knowledge of the "Road Rules" may not always guarantee safety, a good understanding of them is essential to help drivers make more informed decisions regarding traffic movements.

 51% - 70%







### Pre-Drive | Vehicle Inspection:

**Reason:** Knowing the vehicle you are about to drive is safe and roadworthy is an integral part of motoring. Basic inspections should only take a few minutes to do, are mostly visual, and should be conducted daily. Under-bonnet checks should be conducted at re-fuel times, or at least on a weekly basis. Pre-drive checks are likely to be a work-related requirement.

-  Vehicle Check
-  Not Done.
-  Seat position correct





### Vehicle Control Skills | Posture/Bracing:

**Reason:** Correct adjustment and location of seat, supplementary safety devices and feet placement will assist vehicle control, enhance steering accuracy, braking and acceleration smoothness, and can also help minimise fatigue.

-  Leg length correct
-  Arm length correct
-  Left-foot bracing maintained
-  Seat-belt fitted correctly
-  Rear-view mirrors adjusted
-  Headrest adjusted correctly

### Vehicle Control Skills | Steering Technique:

**Reason:** Steering technique enhances directional control and vehicle stability. RACQ recommends holding the steering wheel using the '10-and-2' OR '9 and 3' hand position, and encourages the use of the Pull-Push steering method when turning.

-  1 Two-hand contact maintained      Both hands must maintain contact with the steering wheel when driving.
-  Outside steering grip maintained
-  Hand height maintained
-  Steering action

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## Vehicle Control Skills | Rear-view Mirrors:


**Reason:** Most drivers tend not to use their mirrors as often as they think. Generally, a rotation of mirror checks should be conducted about every 5 to 10 seconds in heavy traffic: less in country areas.


 1 General Use Generally increase use of rear-view mirrors.


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## Vehicle Control Skills | Reversing/Manoeuvring:

**Reason:** Statistics indicate that reversing incidents are one of the most likely collision-types, yet probably the simplest to avoid if performed correctly.

 1 Observation To Rear Don't rely just on mirrors for vision when reversing. Turn around and look behind as well.


 Appropriate Speed


 Accuracy


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## Vehicle Control Skills | Manual Transmission:

**Reason:** The connection between the engine, gearbox and road wheels is important to understand and apply if the driver is to improve dynamic empathy, maximise mechanical efficiencies, increase fuel economy and minimize wear and tear on vehicle components.

 Clutch Use

 Gear Use


 1 Brakes and Gears Use Applying brakes before down-shifting gears will enhance vehicle stability and braking dynamics.


 Torque-matching (Diesel Engine)

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## Vehicle Control Skills | Shutdown/Secure:

**Reason:** Correct shutdown technique is encouraged to ensure a vehicle is safely and effectively secured, as well as providing a maintenance benefit by reducing wear and tear on transmission components.


 Automatic


 Manual

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## Intersections/Roundabouts | Rear-view Mirror Use:

**Reason:** Intersection collisions are often caused by inadequate time to make good visual and spatial decisions. A good sequence of actions, along with appropriate and timely mirror use, will greatly assist safety margins during these manoeuvres.

 Sequence correct

 Additional side Mirrors Use

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## Intersections/Roundabouts | Indicators Use:

**Reason:** A vehicle's indicators are designed to provide communication to other road users. Poor use of these will increase the chances of conflict with other motorists.


 1 Appropriate Timing Earlier use of turn indicators is required.

 Roundabouts Sequence

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## Intersections/Roundabouts | Scanning:


**Reason:** This basic skill involves turning the head from one side to the other, and using increased eye movement to clearly check lateral traffic and pedestrian movements at intersections or crossings in sufficient time for safe and smooth progress.


 1 Intersections Look right and left before entering (or crossing) intersections, as well as pedestrian and railway crossings.


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## Intersections/Roundabouts | Turning Line/Lane Discipline:

**Reason:** Allowing your vehicle to encroach into adjacent or opposing lanes when turning or travelling in multi-lane situations will increase the potential for conflict with other road users.

 Corner Entry



 Corner Exit

 Lane Discipline

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## Lane Changing/Merging | Rear-view Mirrors:


**Reason:** Lane changing collisions are often caused by inadequate time to make good visual and spatial decisions, or failure to provide other drivers with adequate time to respond to our requests.

-  1 Approach Sequence                      Check mirrors first. Remember the sequence – MIB
-         Appropriate Mirrors Used

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## Lane Changing/Merging | Indicators:


**Reason:** Allowing longer indicator duration helps other drivers identify in time what your anticipated movements will be. In most cases, RACQ recommends 4 to 6 seconds of indicator time before committing to a lane change.

-         Adequate Time Provided

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## Lane Changing/Merging | Blind-spot Check:







**Reason:** All vehicles have substantial blind areas that you cannot see just by looking into your mirrors. A shoulder-check (head turn) should be performed before moving into other lanes to eliminate the potential for collisions. It is not good practice to rely on rear-view mirrors alone.

-         Visual Check Used

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## Lane Changing/Merging | Overtaking:



**Reason:** Overtaking requires sound judgement, good observation, forward planning skills and a degree of confidence. This manoeuvre has an extremely high potential for danger and is one that should not be rushed or taken lightly.

-         Space Management
-         Mirror Use
-         Indicator Use
-  1 Blindspot Check                      Check blind spot before committing to the manoeuvre.
-         Timing/Speed
-         Re-entry mirrors

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## Defensive Strategies | Safe Space:





**Reason:** Nose-to-tail collisions are one of the most common traffic crashes on our roads. This strategy forms the basis of 'defensive driving' as the space in front of our vehicle is the only part of the roadway that we have any real control over.

-         Following Distance
-  1 Waiting/Queuing Spacee                      Allowing extra space between you and the vehicle ahead when stationary will provide some "escape" space if needed.

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## Defensive Strategies | Defensive Positioning:







**Reason:** It is not only important to position the vehicle to improve overall vision, but also to keep a safer distance away from hazards, whether actual or potential.

-         Turning at intersections
-         Position over crests
-         Traffic Clearances
-         Blindspots

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## Defensive Strategies | Adherence to Road Law:

**Reason:** Local, State and Federal regulations relating to driving a motor vehicle provide all road users with a range of guidelines for sharing the road with each other and for improving general safety. This also includes observation, knowledge and application of the various regulatory road signs and road markings.

-         STOP signs
-         GIVE WAY Signs
-         Speed Limits
-         Line-markings
-         Intersection Positioning
-         Lane Position

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## Defensive Strategies | Appropriate Speed:

**Reason:** Driving above or below the ambient traffic speed may not necessarily improve safety. Plan to keep up with the traffic flow, or travel at a speed consistent with the ability to maintain appropriate defensive, observation and response skills.

- ✔ Too fast
- ✔ Too slow

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## Defensive Strategies | Decisive Action:

**Reason:** Being decisive and confident with all traffic manoeuvres provides improved safety margins for all road users.

- ✔ Decisiveness
- ✔ Assertiveness

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## Defensive Strategies | Forward Planning:

**Reason:** Thinking ahead is a crucial skill to have when driving. It does require maintenance of concentration, observation and anticipation levels, and can also assist with 'green' driving skills.

- ✘ 1 Thinking Ahead      Thinking and planning beyond the immediate traffic situation will improve decision-making time and vehicle placement.

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## Defensive Strategies | Concentration:

**Reason:** Lack of concentration is blamed for many "everyday" collisions. The ability maintain adequate concentration whilst driving is a very important skill that should be developed and applied by all drivers.

- ✔ Consistency maintained

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## Observation/Perception | Forward Observation:

**Reason:** As a driver, what we see governs our decisions, responses and reactions. Sound visual ability and effective use of the eyes are fundamental to safe and efficient driving.

- ✔ Looking Ahead

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## Observation/Perception | Detail Observation:

**Reason:** Observation consists of the physical action of looking and seeing, or consciously registering and analysing the information being gathered.

- ✔ Eye Movement

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## Observation/Perception | Eye Contact:

**Reason:** Looking for, and receiving visual recognition from other drivers who may be in conflict with our next planned movements is an extremely important skill to use in traffic, and can assist greatly with decision-making and forward planning.

- ✔ At Intersections
- ✔ At Roundabouts
- ✔ Lane Changing

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## Observation/Perception | Hazard Anticipation/Perception:

**Reason:** Recognition is the ability to consciously analyse and detect actual or potential road hazards that WILL require a driver's response. The ability to respond to a potential or actual hazard in a timely manner will greatly influence overall safety margins.

- ✔ Traffic Awareness

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## Observation/Perception | Hazard Recognition/Response:

**Reason:** Recognition is the ability to consciously analyse and detect actual or potential road hazards that WILL require a driver's response. The ability to respond to a potential or actual hazard in timely manner will greatly enhance their overall safety margins.

- ✔ Hazard Awareness
- ✔ Hazard Response

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## Observation/Perception | Commentary:

**Reason:** Verbalising (talking out loud) the unconscious thought processes is often a useful tool in developing higher levels of concentration, observation, perception and anticipation.




- ✔ General Use

## Smooth Input

**Reason:** Smooth driving is an "art". The people who will appreciate this skill most will be your passengers, however, it is also directly linked to reduced vehicle maintenance costs, improved fuel-efficiency, and safety when sharing the road with others by reducing unexpected vehicle movements.

-  Excessive Acceleration
-  Jerky Acceleration
-  Excessive Braking
-  Jerky Braking
-  Excessive Cornering
-  Jerky Cornering

### Legend:

-  No action required
-  Requires Attention
-  Not assessed

**First Drive  
Score:**

**66%**

### RACQ Driving Standard

- 95% to 100% = High Standard Demonstrated  
A driver in this range demonstrated a very high level of knowledge and skill, and professional attitude to the driving task.
- 85% to 94% = Sound Standard Demonstrated  
Above average score range. A driver in this range demonstrated a sound level of knowledge, skill and attitude in all assessed areas. Self-improvement of marked items will ensure on-going safety margins are maintained.
- 68% to 84% = Acceptable Standard Demonstrated  
Average score range. A driver at this level demonstrated that areas of their driving require on-going attention to achieve safer outcomes. Development of noted items is warranted.
- Less than 67% = Further Development Required  
Below average score range. It is recommended that noted items receive further development and on-going review to ensure higher levels of safety and efficiency are achieved and maintained.

### NOTE:

1. The listed comments and score achieved above, reflect the driving routines and habits observed during the first on-road evaluation of skills.
2. Additional course activities (theory and practical) were then conducted to attend to noted deficiencies in each of the assessed areas.

### End of course outcome:

- Competency Demonstrated
- Further Development Required

### Additional Comments / Recommendations:

Joe was able to show improvements in his driving style during the development drive.