

**S**AFETY  
**A**ND  
**D**RIVER  
**E**DUICATION  
**LIMITED**



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**HEALTH AND SAFETY**  
**DRIVER TRAINING PROVIDER**



20<sup>th</sup> Jan 2012

Ref; Peter Knight Driver Training

Dear Mr Jones

We can confirm that we have carried out the driver assessment and training and submit our report to you upon prompt payment of our enclosed invoice by return, we hope we have been able to meet with your requirements.

**Presentation**

During the presentation we showed Peter a ROSPA hazard perception Video, and Peter was tested on his powers of observation and recognition of potential hazards, Peter did well on this aspect. Peter was also reasonably knowledgeable on the causes of accidents knowing about the two second rule which can reduce the chances of running into the back of another vehicle.

**Driver**

Peter appeared unprepared for the days training, by his own admission he had only woken some five minutes before I attended, and the van was low on fuel and had items in the passenger space. Peter and I then had a discussion about his driving, and he stated that he covers about 40,000 miles per year travelling as far as Newcastle, working and then returning in a single day. He stated that there was no prescribed limit to his maximum daily distance or time travelled, this could have implications on a persons ability to maintain a safe driving style. Peter's eyesight was tested using the normal Driving Standards Agency specifications of reading a car registration plate at 20.5 metres, this was satisfactory. Peter did produce his current driving licence and this was signed and legitimate, with no points showing, but will need to be renewed next month as the photograph will then be out of date, this was pointed out to Peter.

**Vehicle**

Citroen C15D Van registration number PK999 JBR, tyre pressures 38, 36, 42, 42 psi. The Brake light were not working at the time, and Peter was unable to exchange a fuse. Under Construction & Use Regulations, all lamps fitted to the vehicle must be in working condition, I impressed this to Peter and we ensured all lamps were working prior to moving off. There were a number of loose items on the front passenger footwell, these could move under heavy

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braking or steering and could cause injury or affect control, these should be secured or retained in the back of the van for safety.

### **Assessment Drive**

After an initial brief, Peter was asked to give a normal drive, continuing ahead unless directed otherwise, the route used was local covering different types of road and traffic conditions. His department at the wheel was satisfactory but his arms were slightly stretched and his grip on the wheel was firm and positive. Upon entering a primary road, Peter found himself stuck behind a slow moving tractor with a full load of hay, I would have expected him to consider or execute an overtake at some point, but this he failed to do. He kept fairly well to the speed limits, but in one case he was doing 28 mph in a 40 mph zone, when I would have expected more progress. His use of the mirrors started off well, but then he failed to use the nearside mirror on a number of occasions, mainly at roundabouts. He crossed his hands on the wheel several times when executing turns. A turn in the road manoeuvre was required and he failed to observe any view to the nearside before, during or after the manoeuvre. At this point I asked Peter to pull over to remind him of the initial brief and to give a normal drive, which I felt was being put on in a style which was not his, by being much too hesitant and failing to make progress when conditions allowed.

Continuing the assessment Peter's driving style changed little, on approach to red traffic lights he changed from 3<sup>rd</sup> to 2<sup>nd</sup> then into 1<sup>st</sup> and remained in this gear for a prolonged period of time resting on the clutch, Peter did admit to hovering his foot over the clutch on occasions. Peter's observations on the road were about average with some signs missed.

At the end of the assessment all points were shown to Peter and discussed, my main aim was to highlight good and bad points in his driving, and where driving should be improved, tried to impress upon him as to why it should be changed and the benefits gained.

The rest of the day was taken up with giving tuition and allowing him to show his own driving style, whilst attempting to introduce those changes that would benefit him, other road users, and the vehicle.

At the end of the day a further debrief was given, giving clear indications of what had been achieved to date and what needs to be improved or practised. A Personal Action Plan was given (copy attached) for Peter to complete. Also a copy of the Advanced Motorist Drivers Manual to further assist him in improving his driving skills, knowledge and understanding.

### **Recommendations**

Peter's overall driving skills, knowledge and understanding is about average, so his risk rating is medium, I never felt threatened or apprehensive at any time during the drive or assessment. His initial driving style may have been influenced by being under assessment, but his own style appeared later throughout the day and was not of any particular concern. The main problem

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with Peter lies in his attitude, the fact that the car and himself were ill-prepared for assessment was indicative of his laid back nature, correct attitude is the most important consideration for improving safety in driving. Peter should have his mileage recorded to ensure his driving is kept within known and acceptable limits, as tiredness can cause errors and accidents to become more likely, Health & Safety implications are also a contributing factor to be considered. All drivers including Peter should be encouraged to ensure their vehicle is maintained to agreed standards and conforms to current legislation at all times, otherwise the driver, and the person responsible for placing the vehicle on the road could be prosecuted.

The personal action plan should be completed by Peter and reviewed accordingly; this will give an indication if Peter is willing and able to change his driving style over the next three months. I cannot see any reason for not allowing him to continue driving company vehicles, but regular monitoring of his driving must be considered.

We trust the above meets with your requirements and if you ever need any further assistance or clarification please do not hesitate to contact us on 0151 708 6089, or 07719 942250.

Yours faithfully

Stephen Blenkinsop

