

# Examiner's Marking Manual



**RoSPA  
Advanced  
Drivers and  
Riders**



## RoSPA ADVANCED DRIVERS AND RIDERS

### FOR THE INFORMATION OF ALL ROADAR EXAMINERS

#### **1. THE MARKING MANUAL AND REPORT FORMS**

- 1.1 This edition of the Manual takes account of the 2008 edition of Roadcraft. It has been prepared in consultation with Regional Senior Examiners. Other examiners have also contributed. A separate marking guide has been produced for motorcycle tests.
- 1.2 **The manual came into effect 1 January 1999.**
- 1.3 Please use the green, 1999, report forms in conjunction with it. Specimens of the Test Report form and Working Copy form are included at the end of section 3.
- 1.4 We now work to quality targets that relate to the time taken to contact applicants, completion and return of the test report and the production of the test report.
- 1.5 **It is important that you destroy all copies of the previous version.**

#### **REMINDERS**

- Do contact candidate within 1 week of receiving the application
- Do return test report to RSE within 1 week of the test
- Do write clearly
- Do complete all panels
- Do keep a copy of your notes for three months
- Do carry out a manoeuvre involving reversing on test ( motorcycles excluded )
- Do **not** put more than two numbers in one panel
- Do **not** write a critical comment that you have not discussed with the candidate
- Confine your Overall Comments to the space provided
- Do submit expenses claim regularly

## 2. THE MARKING MANUAL AND REPORT FORMS

- 2.1 This manual is intended to simplify test reports for the benefit of both examiners and those who prepare the reports for the candidates. Under each heading, which corresponds to a lettered grid on the reverse of the Report form, there is a list of phrases in descending order of merit, from which we should like you to select the one which in your opinion corresponds most closely to your assessment of the candidate's performance. A 'X' should be entered in the box where a skill area is not tested, for example Commentary or Reversing on a motorcycle test.
- 2.2 Although there can be no hard and fast rule, we should expect that a report containing a large proportion of high numbers would indicate either a fail or a Bronze standard. However, even if an examiner believes that a high number is appropriate under a particular heading, a Gold or Silver award is not automatically out of the question. Generally, in order to qualify for a particular grade the majority of comments in skill areas should fall within that classification.
- 2.3 Examiners will continue to consider the candidate's overall performance over the whole of the drive. **As always grades are left to the discretion and good judgement of individual examiners.**
- 2.4 Normally one phrase will be sufficient but sometimes an examiner may feel justified in using two. For example under **A PREPARATION** you may wish to combine **10 A reasonable pre-driving check and preparation** with **6 Seat belt check not satisfactory**. If you choose to combine phrases in this way please write for example **10 and 6**. No more than two phrases should be used under one heading. If an examiner feels that there is no phrase which adequately expresses his opinion he should use the phrase **See Overall Comments**, which appears under each heading, possibly in conjunction with another phrase from the same section. This will enable the details to be discussed later. The free text comment section should be freely used to illustrate points of excellence as well as areas for development. These comments should be specific and capable of being implemented by the driver in order to improve his/her driving standard.
- 2.5 The Working Copy of the test report is intended to be used as an aide-mémoire during the test and it will also ensure that the examiner covers all points during the debrief. The Working Copy will **not** be accepted as a test report. The debrief is always an important part of a test as it gives the examiner an opportunity to discuss or enlarge upon any point to which the candidate should pay attention.
- 2.6 Candidates read the comments of the examiner in the Overall Comments section with interest so it is here that the examiner can, with constructive criticism and advice, give the candidate the will to seek further improvement. The examiner should try to avoid any criticism not discussed with the candidate and must be prepared to evidence any faults.

- 2.7 The examiner should retain the Working Copy for about three months so that if necessary a duplicate test report can be produced.
- 2.8 When returning the completed report form examiners should ensure that:
- the candidate's details are correct and complete;
  - the details of the vehicle, which are on the report sent to the candidate, are shown accurately;
  - the final grid on the reverse of the report form is fully completed including the Examiner Number.

### **DRIVING/RIDING GRADES**

- 3.1 *“Advanced driving/riding is an ability to control the position and speed of the vehicle safely, systematically and smoothly, using road and traffic conditions to progress unobtrusively with skill and responsibility. This skill requires a positive but courteous attitude and a high standard of driving/riding competence based on concentration, effective all round observation, anticipation, and planning. This must be coordinated with good handling skills. The vehicle should be at the right place on the road at the right time, travelling at the right speed with the correct gear engaged and can always be stopped safely on its own side of the road in the distance that can be seen to be clear.”*  
(DSA, RoADAR, IAM 97)
- 3.2 It is difficult to lay down precise specifications for the Association's three Gradings, as this is very much a matter for the expertise and overall judgement of the Examiner. It is important, however, to provide guidelines on how the various grades are determined to ensure consistency, understanding, and above all, confidence in the grading system. The Examiner's decision as to the grade will not be changed, although any appeal will be reviewed by the Chief Examiner, who may offer a retest, or comment in writing on any points raised.
- 3.3 A national standard for the Association grading is essential and examiners must operate under strict guidelines from the Chief Examiner through the Regional Senior Examiners. Regional Meetings and Senior Examiners Meetings are held to ensure the maintenance of the Association's very high standards.
- 3.4 These basic guidelines are provided to assist examiners in maintaining standards and consistency and to help Group Observers and candidates to better understand the criteria applied when awarding the various grades.

- **GOLD** - This grade is recognized as the highest driving/riding standard available to the public. It should be awarded only to the polished systematic driver/rider, who displays a complete understanding and appropriate application of the principles outlined in Roadcraft. The candidate will display a confidence and ability throughout the whole test that leads the examiner to consider that, if afforded the opportunity, the candidate has the potential, with the basics already in place, to do well on a police advanced course. The candidate's performance must be consistent throughout the whole of the test, so that significant lapses must result in a lower grade. Awards of this grade must therefore be reserved for the very best drivers/riders.

Commentaries by candidates are optional, but will always be encouraged. Commentary may be requested on various parts of the route and split between the different road environments. Each should not last longer than 5 minutes and in total should not exceed 15 minutes. The commentary should highlight the variable depth of observations, the prioritization of risk and the development of an appropriate driving plan.

- **SILVER** - This grade should be awarded to drivers/riders who are well above the average. They will produce consistently safe, acceptable and systematic drives/rides but without the final polish, flair and smoothness of the Gold driver/rider. They will demonstrate a thorough knowledge of the system of advanced driving/riding. Candidates must be able to drive/ride up to the permitted speed limits where it is safe to do so, but vary speed according to circumstances and conditions. It must be emphasized Silver is an extremely high grade and a commendable achievement.
- **BRONZE** - This grade should be awarded to drivers whose driving/riding performance is significantly above the standard required to pass the basic driving/riding test. They will show a basic knowledge of Roadcraft, but lack the ability to consistently apply the System throughout the test. The drive should be entirely safe, observing traffic signs, responding to hazards and capable of displaying techniques advocated for advanced drivers/riders.

**FAIL** - Candidates who fall below the minimum pass will be classified as 'fail'. Drivers will fail if they display potentially dangerous faults, consistently infringe speed limits or commit violations of Road Traffic Law or the rules contained in the Highway Code. Occasional minor infringements with a perceived acceptable reason should not result in failure on their own, but may be a reason for a lower grade. As a general rule, the examiner will consider whether the candidate is a driver worthy of displaying the badge of an Advanced Driver, i.e. someone who will

consistently drive according to the principles of *Roadcraft*. If the candidate fails to reach the pass standard, the Examiner will offer advice on improvement and encourage further training or guidance from a local group. It must be remembered that the candidate who fails is the most important potential new member and every effort should be made to retain their interest and to encourage them to seek further advice from their local group and to take the re-test.





## **SECTION ONE: USE OF CONTROLS**

### **A PREPARATION**

Before starting the driver should ensure that the vehicle is roadworthy and that he/she is familiar with the controls. A pre-driving check accompanied by an explanation should be given. A moving brake check should be sufficient to indicate a serious fault and warrant further investigation. It is not necessary for the brake check to be at a speed that tests the seatbelts.

- 1** Full internal and external checks carried out in a disciplined manner.
- 2** Complete pre-driving check with verbal explanation.
- 3** All pre-start checks carried out.
- 4** Pre-driving check and brake test carried out correctly.
- 5** All checks carried out using the acronym POWDER.
- 6** Thorough check of tyres with confirmation that all other external and internal checks carried out prior to test.
- 7** Limited checks carried out.
- 8** A reasonable pre-driving check and preparation.
- 9** Pre-start check routine requires practice.
- 10** Full external check of airlines and trailer security.
- 11** See overall comments.

## **B STEERING**

The steering should be smooth and controlled. An appropriate position of the hands on the steering wheel and the use of the pull/push method should be used. Although Roadcraft mentions rotational steering in certain circumstances, the preferred method is still pull/push.

- 1 Smooth, gradual, unhurried "pull/push" method throughout test.
- 2 Always disciplined with a well developed and fluent action at all times.
- 3 Accurate, safe and smooth steering action throughout.
- 4 At times wheel movements a little sharp, could smooth out more.
- 5 Occasionally steering was a shade coarse.
- 6 Did not make use of the full circumference of the wheel.
- 7 Steering while reversing needs attention.
- 8 Double-handed steering was evident.
- 9 Hands frequently out of position.
- 10 Hands held too low on wheel.
- 11 Hands crossed on wheel affecting control of steering.
- 12 Allowed wheel to spin back.
- 13 See "Overall Comments".

## **C USE OF CLUTCH**

The use of the clutch should be smooth. Sustained revs gear changing may be used. Riding the pedal or slipping the clutch should be avoided. Good balance between clutch and accelerator is essential.

- 1 Smooth operation of clutch at all times.
- 2 Smooth, well developed use, both when moving off and when changing gear.
- 3 Smooth action with good balance between clutch, gear and accelerator.
- 4 Tended to release clutch too fast on occasions.
- 5 Was sometimes a bit sharp on releasing clutch.
- 6 Smooth use, but some "riding" when not necessary.
- 7 Not always completely balanced with accelerator.
- 8 Sometimes a shade late depressing the clutch when stopping; some judder.
- 9 Rather harsh.
- 10 Tended at times to rest foot on pedal.
- 11 Failed to balance engine "revs" on clutch release.
- 12 Pedal depressed unnecessarily on prolonged halts. Neutral would benefit.
- 13 Automatic gearbox.
- 14 See "Overall Comments".

## **D            GEARS**

The smooth, positive and timely use of the gearbox at the correct point in the system, will indicate a driver's ability. Intelligent use of the intermediate gears is important as is the ability to omit them when appropriate. When changing gear the palm of the hand may be used to grip the ball of the gear lever and move it smoothly through the neutral gate into the required gear. The cupped palm can rotate slightly to move the gear lever through the gate and reduce the likelihood of mis-selection.

Drivers using an automatic gearbox will be expected to demonstrate the correct starting procedures, and, if appropriate, the use of 'kick-down' and overriding the transmission to retain a lower gear (lockdown). The gearbox should not be used as a manual box.

- 1            Crisp action, well balanced to both engine and road speeds.
- 2            Neat positive changes.
- 3            Intermediate gears omitted as appropriate.
- 4            Well developed action, ratios used to advantage; smooth overall.
- 5            Well developed action, ratios used to advantage.
- 6            Clean selection, generally to system prescribed.
- 7            Precise use with good timing.
- 8            Unnecessary selection of lower gears on approach to hazards when deceleration and braking more appropriate.
- 9            On approach to roundabouts, wait for view before selecting lower gear.
- 10          Gear selection safe, but not consistently in accordance with 'system' driving.
- 11          Occasionally used gears to slow where brakes were appropriate. Consistently overlapped gear changes whilst braking.
- 12          Attempted to change too quickly, poor balance with engine speeds.
- 13          Rather hurried changes, produced some roughness.
- 14          Tended to engage too high a gear at too low a speed.
- 15          Some unnecessary changes made.
- 16          Sometimes in too low a gear.
- 17          Poor choice of gears, frequently in wrong gear for engine and speed.
- 18          Candidate had some difficulty in assessing appropriate gear for hazard.
- 19          Poor, often late changes.

- 20 Used the potential of the specialised gearbox to good advantage.
- 21 Fitted the special needs of gear changing in a heavy vehicle nicely into the "System".
- 22 Fitted the special needs of gear changing in a heavy vehicle nicely into the "System".
- 23 Did not make completely efficient use of gearbox. See "Overall Comments".
- 24 Good use of ratios with the automatic box.
- 25 Showed full understanding and demonstrated correct use of automatic box in accordance with manufacturers guidelines.
- 26 Chose to stay in 'drive' throughout the test
- 27 Did not use the "kickdown" facility where it would have been beneficial.
- 28 Used the automatic box more as a "manual", too fussy.
- 29 Used "N" at temporary stops unnecessarily.
- 30 Use with parking brake needs consideration.
- 31 See "Overall Comments".

## **E BRAKES**

The brakes should be used smoothly and progressively at the correct point in the system. They should be applied in good time in one positive application, and pedal pressure tapered off to produce smooth braking with the unwanted speed is lost.

- 1 Always smooth and timely, in full compliance with the "System".
- 2 Braking smooth at all times ensuring complete passenger comfort.
- 3 Smooth positive use with good planning and acceleration sense.
- 4 Smooth and correct use of footbrake and handbrake throughout.
- 5 Braking smooth - firm when required.
- 6 Footbrake used correctly when selecting gear from rest with automatic box.
- 7 Consistently overlapped with gear change when separation was appropriate.
- 8 Generally timely and reasonably smooth, but tended unnecessarily to overlap with the gear change.
- 9 Positive, occasionally a shade too firm, where it could be tapered.
- 10 Merged sometimes with the gear change, causing gearbox to act as a brake.
- 11 Some secondary braking. Better planning would eradicate.
- 12 Could have considered use of handbrake when the "pause" became a "stop".
- 13 Handbrake not used sufficiently in vehicle with automatic box - beware of "creep".
- 14 Handbrake button should be depressed to disengage "ratchet" mechanism.
- 15 No brake check after going through deep water.
- 16 Late braking - liable to induce skidding under certain conditions.
- 17 Harsh and heavy use of brakes.
- 18 Applied handbrake before vehicle stopped.
- 19 Used the exhaust brake to good effect to "rub off" speed.
- 20 Could have used the exhaust brake to better effect.
- 21 Did not use exhaust brake.
- 22 See "Overall Comments".

## **F ACCELERATOR**

Good acceleration sense is the hallmark of the accomplished driver. It is the ability to vary the speed of the vehicle in keeping with road and traffic conditions where braking is not demanded. It is directly linked to the quality of the driver's observation and use of the pedal should at all times be precise, smooth and progressive.

- 1 Acceleration Sense was very good; complemented the use of the brakes and "information" phase.
- 2 Smooth and progressive use, showed good Acceleration Sense.
- 3 Good smooth action, with good Acceleration Sense shown at times on test.
- 4 Smooth well balanced action.
- 5 Generally quite smooth, with positive speed increase where appropriate.
- 6 Acceleration Sense well developed.
- 7 Smooth action, but still needs to perfect a balance with other controls when changing gear.
- 8 A tendency to brake when deceleration may have been more appropriate.
- 9 Rough control, particularly at low speed range.
- 10 Overly harsh acceleration leaving hazards apparent.
- 11 Erratic use of accelerator causing harshness in vehicle.
- 12 Rather rough; poor planning caused hurried and erratic movements of pedal.
- 13 See "Overall Comments".

## **G USE OF MIRRORS**

The use of all mirrors is essential in gaining information about changing traffic conditions so that the driver is always aware of what is happening behind. Both internal and external mirrors should be used as circumstances demand. Use of the mirrors does not replace the necessity for shoulder checks where appropriate.

- 1 Mirrors used as often as necessary; fully aware of what was happening behind.
- 2 Good use of all mirrors - as part of the "System" as prescribed.
- 3 Frequent use made of all mirrors.
- 4 Frequent and correct use, fully in compliance with "System as prescribed.
- 5 Conscious of the dangers on the nearside, and used available mirrors well.
- 6 Generally used correctly, but not used at some hazards.
- 7 At some hazards, the mirror observation was rather late, after other action had been taken.
- 8 Could use nearside mirror better when passing nearside hazards.
- 9 Could use the nearside mirror as an additional final check when negotiating or leaving hazard areas.
- 10 Inconsistent use.
- 11 Mirrors not used often enough.
- 12 Not consistent; at times AFTER brake or signals enacted.
- 13 Tended to be simultaneous with, or subsequent to signals.
- 14 Used interior mirror in isolation.
- 15 Tended to centre on the offside mirror; more use of interior and nearside mirrors required.
- 16 See "Overall Comments".



## **H            HORN**

Although a horn warning may not be necessary during the test, movement to cover the horn or reference to it during commentary may indicate its use was considered. A single note should be used and its length should be sufficient to warn but not to be regarded as aggressive.

- 1            Used to good effect, and properly graded.
- 2            Apparent that the horn was considered as appropriate.
- 3            Used correctly when required, considered as appropriate.
- 4            Not used during test, circumstances did not require.
- 5            Missed use when necessary.
- 6            Situation(s) required use of the horn but it was neither applied, nor apparently considered.
- 7            Must develop a greater understanding of the benefits of intelligent use.
- 8            Unnecessary use of the horn in circumstances where no benefit could be derived.
- 9            Should be a considered advance warning rather than a “response”..
- 10          See “Overall Comments”.

## **J VISIBILITY**

The inside and outside of screens and windows should be clean, clear of mist and ice, and swept of water so as not to inhibit the view of the driver. The swept area should be clear of stickers and objects that could impair the driver's vision.

- 1 Clear screens, all necessary equipment used to good effect in poor weather conditions.
- 2 All windows clean inside and out before test, maintained by ventilation.
- 3 Wipers used correctly as conditions required.
- 4 Headlamps used correctly in poor visibility.
- 5 Fairly dull day, vehicle well ventilated, visibility maintained.
- 6 Weather conditions presented problems; all necessary equipment was used to full advantage.
- 7 Perfectly clear screens and favourable weather gave no problems.
- 8 All windows adequately clean.
- 9 Windows must be kept clear of "film" inside.
- 10 Poor ventilation allowed vehicle to steam up, reducing visibility.
- 11 Windows not clean prior to drive.
- 12 Vision obscured to an extent by decorative objects - recommended removal.
- 13 Could have anticipated the spray from oncoming vehicles, and had wipers working early.
- 14 A washer-solvent would assist with windscreen traffic film dispersal.
- 15 See "Overall Comments".

## **SECTION TWO: DRIVING PERFORMANCE**

### **K STOPPING/MOVING OFF**

When moving off good observation, shoulder checks and signals, as appropriate, are expected. When stopping, good observation, signals as required and graded braking are necessary.

- 1 Correct use of safety measures in relation to both manoeuvres.
- 2 Good safe sequence of actions, with shoulder checks.
- 3 Carried out safely and well with correct use of signals and mirror checks.
- 4 Smoothly with some checks.
- 5 Safe, but must develop greater appreciation of the movement of other traffic.
- 6 Safe, although lacking some smoothness.
- 7 Earlier signals were called for when stopping.
- 8 Could have been brisker away from rest.
- 9 Poor anticipation of other traffic movement when moving off.
- 10 No checks or signals made.
- 11 Vehicle rolled back on hill start.
- 12 Consider arm signals to reinforce trafficators if appropriate.
- 13 Never forgot the potential danger on the nearside.
- 14 Could remember the potential of danger on the nearside when moving the large vehicle away from rest.
- 15 See "Overall Comments".

## **L APPLICATION OF THE SYSTEM**

It will be necessary, during the test, to demonstrate sufficient knowledge of the system to be able to apply it in its correct sequence. This is the cornerstone of advanced driving and inconsistencies in its application will affect any grade awarded. To achieve a gold or silver standard the system should be applied consistently throughout the test. A Bronze grade may be typified by inconsistencies in its application.

- 1 Excellent, all phases of "System" in correct sequence, no detail omitted.
- 2 Correct application, displayed full appreciation of the "System of Vehicle Control".
- 3 Good knowledge and application in sequence, giving time to react based on available information.
- 4 Basic knowledge and application.
- 5 Has a good grasp of the principles and applied frequently.
- 6 Occasionally did not reduce speed sufficiently, and this led to secondary braking.
- 7 Candidate appreciates the full sequence of actions, but "System" application tended to commence late with hurried actions.
- 8 Appeared to have a basic knowledge but must develop a much greater understanding.
- 9 Consistent overlap between brake and gear.
- 10 Frequently took a lower gear before, or during braking.
- 11 "System" application was inconsistent; this did not detract from the safety of the drive, but affected quality.
- 12 Compressed or rushed - brake and gear overlapped inappropriately.
- 13 "System" hurried due to late application.
- 14 Poor knowledge, not in sequence.
- 15 Unaware of theory or practical application of the 'system'.
- 16 See "Overall Comments".

## **M            POSITIONING**

A driver should demonstrate the ability to position the vehicle in order to obtain the best view that is available in any given circumstance. The driver must also understand that at times a position for view or speed will have to be sacrificed for the sake of safety which is paramount.

- 1            Good early positioning afforded maximum potential for safety and progress in traffic and on the open road.
- 2            Positioning at junctions, roundabouts and other hazards entirely satisfactory.
- 3            Generally positioning was good in urban areas.
- 4            Space management was good, always in the right position.
- 5            Positioning on country roads could be improved.
- 6            Some late lane-changes.
- 7            Occasionally took wrong lane.
- 8            Allowed the vehicle to become trapped behind slower traffic.
- 9            Sometimes straddled lane lines unnecessarily.
- 10          Did not use "following" position to good effect, sacrificed some visibility.
- 11          Could position much better to obtain vision past preceding vehicles especially when considering overtaking.
- 12          Often failed to position properly for maximum view.
- 13          Consistently out of position on hazard approach.
- 14          Handled the large vehicle with ease and flair.
- 15          Needs to pay attention to the size of the vehicle.
- 16          Kerbed trailer wheels.
- 17          See "Overall Comments".

## **N CORNERING**

The driver should demonstrate accurate positioning on the approach, the right choice of speed and the correct gear. The line taken should allow an optimum speed through the corner and afford maximum view without compromising safety. The vehicle will leave the corner on the correct side of the road, be able to remain there and be stopped within the distance the driver can see to be clear. Drivers should not cross hazard lines to straighten out bends.

- 1 Excellent: correct lines, speed, accelerator balance and safety margins maintained throughout.
- 2 Used correct lines, and positioned vehicle in accordance with **ROADCRAFT** principles.
- 3 Correct lines and speed throughout, coupled with correct steering and accelerator balance.
- 4 Proper planning on the approach made safety factors apparent as the vehicle left corners and bends.
- 5 Lines good, but throttle balance not always correct.
- 6 Cornering basically correct.
- 7 Cornering safe, but could have made better progress.
- 8 "Exited" some left hand bends a shade too wide but on correct side of road.
- 9 Braked on a curved path due to imperfect assessment of hazards.
- 10 Cornering lines correct but speed too fast at times.
- 11 Lines need to be surrendered for safety where there is oncoming traffic affecting margins.
- 12 Brakes "on approach" as a habit.
- 13 Demonstrated a safe line for a large vehicle on corners and bends.
- 14 Could do with remembering the size of the vehicle a little more.
- 15 See "Overall Comments".

## **P            SIGNALLING**

Signals should be given only in circumstances where they will help or warn other road users. They must be given in good time so that they indicate what the driver is intending to do and not what is being done.

- 1**            Correct signals given within “System” as required; reacted correctly to those from others.
- 2**            Correct signals given according to “System” as required.
- 3**            In general signals correct and well timed.
- 4**            Some unnecessary signals given, where no other road users around to benefit.
- 5**            Tended to signal actions rather than intentions.
- 6**            Unnecessary signals given on occasions.
- 7**            Signals given too early, with the potential for misunderstanding.
- 9**            Signals given too late, with the potential for misunderstanding or aggravation.
- 10**           Failed to cancel signal on occasion.
- 11**           An arm signal would have been helpful on occasion to supplement indicators or stop lights.
- 12**           Must remember the giving of signals does not accord the right to continue.
- 13**           See “Overall Comments”.

**Q REACTION TO SIGNS**

Early recognition of, and reaction to, signs and hazards is important if safety, flow and continuity are to be maintained. The driver should have sufficient time to consider all the features of the system and implement the driving plan before entering the hazard.

- 1 Reacted correctly to all signs.
- 2 Seen in good time with correct response.
- 3 Fully aware of traffic signs and other hazards and reacted well to them.
- 4 Awareness of signs and hazards well developed with a considered approach to both.
- 5 Generally good; when seen, reacted to correctly.
- 6 Signs and hazards seen with good reactions, at times a slight lack of forethought.
- 7 Generally correct, one or two minor errors in planning.
- 8 More use of distant observation would have given time to react when approaching hazards.
- 9 Missed some distant signs and cross-views available.
- 10 Seen and reacted to rather late on occasions.
- 11 Apparent the candidate missed some signs.
- 12 Did not anticipate movement of other road users sufficiently.
- 13 Often late and hurried, due to poor observation/anticipation.
- 14 Must develop a better appreciation of areas of potential danger.
- 15 Would have been improved by selection of a lower gear to give a brisker exit from hazards.
- 16 See "Overall Comments".



## **R REVERSING**

Reversing should be safe, controlled, and accurate. It may involve reversing into a side road or a parking space during or at the end of the test. Stopping and realigning the vehicle so as not to strike the kerb may be acceptable.

- 1 Safe, accurate and well controlled throughout.
- 2 Good prior safety checks, maintained while reversing smoothly and safely.
- 3 Very good, with position, speed and danger point checks.
- 4 Satisfactory with proper rear observation.
- 5 Safe, cautious and well controlled.
- 6 Safe, with reasonable and fairly smooth control.
- 7 Safe, but lacked smooth clutch control.
- 8 A little hesitant.
- 9 Accurate, but should not look forward until the vehicle has stopped reversing.
- 10 Poor safety checks before reversing.
- 11 Wheels struck the kerb.
- 12 Not required as part of test.
- 13 It was pleasing to see the safety checks and an assistant on foot.
- 14 Manoeuvred well in a confined space.
- 15 Better positioning at the outset would have made the manoeuvre easier.
- 16 See "Overall Comments".

## **T            PROGRESS**

The candidate should be able to drive up to all speed limits, where it is safe and possible to do so, and should also be able to make optimum progress when suitable opportunities present themselves. Consistently exceeding the legal speed limit will lead to failure. Exceeding the legal limit to accelerate away from danger maybe acceptable. A driving plan that relies on excessive speed to complete a manoeuvre is unacceptable.

- 1            Positive and confident progress at all possible opportunities.
- 2            A pleasing use of pace and “flow”.
- 3            A brisk and business like approach to opportunities.
- 4            Safe progress, taking account of the road and traffic conditions.
- 5            Rather limited progress at junctions where a good view was possible.
- 6            Taking earlier views would have helped to speed up progress.
- 7            Could have used better acceleration sense to vary the “hold back” position when seeking progress on a twisting or undulating road.
- 8            A rather overcautious approach with some missed opportunities to make progress.
- 9            Progress through hazards could have been brisker.
- 10           Lacked briskness leaving some hazard situations.
- 11           Did not take suitable opportunities.
- 12           Missed opportunities at roundabouts. Anticipation needed.
- 13           Tended to allow other traffic to dictate the pace or position, thus yielding the initiative.
- 14           Too brisk in some situations.
- 15           Always a shade “off the pace”.
- 16           Allowed “progress” to dominate thinking.
- 17           Used the weight of the vehicle to good effect to maintain momentum.
- 18           Could have used the weight of the heavy vehicle better to maintain momentum.
- 19           See “Overall Comments”.

## **U OVERTAKING**

Overtaking must be conducted safely and the 'Key Safety Points' not only considered but applied. There should be evidence that realistic opportunities are sought but remaining in the overtaking position for long periods may indicate a lack of forward observation and may be interpreted as being aggressive. Exceeding the speed limit to overtake is not acceptable. The overriding consideration must be safety.

- 1 Carried out the manoeuvre safely and well, with good observation and planning.
- 2 Good approach work; no opportunities lost.
- 3 Overtook briskly with good safety margins.
- 4 Very good; several vehicles overtaken smoothly and safely.
- 5 Safely done with good prior precautions and signals.
- 6 Overtake manoeuvre carried out in line with **ROADCRAFT**.
- 7 Maintained a good following position, no opportunities for overtaking other than on motorway or dual carriageway.
- 8 Overtaking on multi lane roads well executed.
- 9 Quite decisive and confident with reasonable planning, although execution was rather basic.
- 10 Missed safe opportunities.
- 11 Rather hesitant in planning and late in appreciation; content to "follow the queue".
- 12 Hesitated and showed uncertainty on occasion.
- 13 Appeared not to look for opportunities utilising speed or positioning.
- 14 Only carried out on motorway or dual carriageway situations.
- 15 Not carried out on test.
- 16 See "Overall Comments".

## **SECTION THREE: GENERAL ABILITY**

### **V DEPARTMENT**

Alertness and concentration should be evident. A comfortable but business-like position, allowing the driver easy access to the main controls, and a calm, controlled and assured manner is desirable.

- 1 Seated in a position which offered full control and maximum driver comfort.
- 2 A relaxed driver - calm and confident.
- 3 Excellent; calm and relaxed position.
- 4 Department correct, hands well positioned.
- 5 Generally relaxed and comfortable with full control at all times.
- 6 Relaxed and upright, with the hands in the correct position on the wheel.
- 7 Seemed uncomfortable in driving position.
- 8 Elbow tended to rise towards the door.
- 9 Hand tended to "linger" on the gear lever.
- 10 Casual approach, needs to be more focussed.
- 11 Slouched in seat.
- 12 Tended to gesticulate - hands must remain in contact with the wheel.
- 13 Advised on best position to suit disability.
- 14 Headrest position not optimum for safety. It is a restraint not a rest.
- 15 See "Overall Comments".

## **W            CONSIDERATION & RESTRAINT**

A positive, thoughtful, business-like and progressive drive is required yet self discipline and restraint should be present in order to ensure safety. Creating too many opportunities for others may be appreciated but may adversely affect the opportunities to make progress during the test.

- 1            Very considerate, courteous and safe at all times.
- 2            Full consideration given to all other road users - displayed restraint on several occasions.
- 3            Showed both virtues well on test.
- 4            Showed good restraint, a thoughtful drive.
- 5            A courteous and considerate driver.
- 6            Usually considerate, but more restraint was necessary to avoid problems.
- 7            Showed consideration to other drivers, but lacked an element of restraint in relation to other hazards.
- 8            A considerate driver - restrained but was too hesitant at times.
- 9            Over courteous, causing unnecessary delay.
- 10           A rather "forceful" drive, lacking consideration and restraint.
- 11           Needs to pay more attention to this aspect of driving.
- 12           Showed aggressive tendencies in some situations.
- 13           See "Overall Comments".

## **X            SPEED**

The candidate should be able to demonstrate the ability to drive up to the legal speed limits where circumstances allow, and, to maintain an appropriate speed for the circumstances at all times. Accurate adherence to all speed limits will be required. Consistently driving above the speed limit is unacceptable.

- 1            Excellent; well up to legal limits when circumstances permitted.
- 2            Made intelligent use of speed. Always related to view.
- 3            Intelligent use of speed, observed limits well.
- 4            When possible, used speed legally and positively in a pleasing manner.
- 5            Sensible use of speed at all times, with a sound understanding of the capabilities of the vehicle.
- 6            Good variation, allowing smooth progress.
- 7            Generally good, but with the odd lapse.
- 8            Positive and confident, but continually had to 'check' the speedometer to ensure compliance with legal limits.
- 9            Too keen to anticipate "increased speed limits".
- 10           Some reluctance to make progress.
- 11           Generally good; up to limit on motorways, but could have eased off a little in built-up areas.
- 12           Some overspeeding into lower limits.
- 13           Too brisk in some situations.
- 14           Poor, often in excess of limits.
- 15           Consistently in excess of speed limits that I cannot award a grade.
- 16           The drive was ponderous, causing irritation to following drivers.

## **Y            TEMPERAMENT**

A controlled, outwardly calm, and confident approach should be evident. Some nervousness may be apparent, particularly in the early stages of the test, but this should not be allowed to affect the overall performance.

- 1**            An obviously keen driver, with confidence and no sign of frustration or nerves.
- 2**            Calm and relaxed style.
- 3**            Quickly settled down to a calm and considered drive, showing good temperament throughout.
- 4**            Very good; always calm and in control of the situation.
- 5**            Good; thoughtful, coped well with all situations.
- 6**            Very good - certainly a confident driver.
- 7**            After initial test nerves, settled into a consistent and thoughtful drive.
- 8**            Showed some hesitancy, possibly due to nervousness on test.
- 9**            Satisfactory; generally coped well, but became a little flustered when hazards compacted.
- 10**          Was rather nervous, and never really settled.
- 11**          Rather forceful; tended to push onward into potential hazard situations.
- 12**          Allowed minor errors to become magnified and affect later performance.
- 13**          See "Overall Comments".

## **Z            VEHICLE SYMPATHY**

Obtaining optimum performance while displaying sympathy for the vehicle is a quality to be admired. Harsh use of the controls or a failure to drive according to changes in road surface conditions may affect the overall grade.

- 1**            Was well aware of the capabilities of the vehicle and never tried to exceed them.
- 2**            Showed every possible care to the vehicle.
- 3**            Good overall, but sometimes gave the intermediate gears a fair bit to do, when an earlier upward change would have been better.
- 4**            Generally satisfactory, but at times was a shade severe on brakes and accelerator, causing imbalance.
- 5**            Usually quite good, but tended to hang on to too high a gear too long, causing strain and roughness.
- 6**            Could have “nursed” the vehicle better on a bumpy road surface.
- 7**            Handled the controls roughly; in adverse conditions might have induced skidding.
- 8**            Some harshness in use of controls.
- 9**            Could improve by assessing road surfaces better for manhole covers and potholes and the like.
- 10**          Changing-up before optimum revs developed can invoke strain on engine/transmission.
- 11**          See “Overall Comments”.



## **AX            OBSERVATIONS/HAZARD ASSESSMENT**

The candidate will be expected to actively seek INFORMATION about the hazards or potential hazards in the near, middle and far distance. An ability to identify and prioritise hazards, then deal with them through a properly constructed driving plan is essential and the hallmark of advanced driving. It is not enough merely to acknowledge the existence of a hazard, but the candidate must also show an ability to respond to the ever changing road and traffic conditions throughout the drive.

- 1            Excellent, with good planning; used physical features to good effect.
- 2            Impressive and above average.
- 3            Excellent hazard perception skills.
- 4            Always identified and prioritised hazards correctly, accompanied by the appropriate driving plan to deal with them.
- 5            Good use of distance observation gave time to react.
- 6            Generally good, but road surface needs more attention in respect of drain covers and the like.
- 7            Hazard perception poor in respect of distance observation resulting in late planning.
- 8            Could have used mirrors more as part of observation.
- 9            Greater “width” of observation would have improved progress on the approach to junctions and roundabouts.
- 10          A definite need for improvement in most situations; observation must be extended.
- 11          At roundabouts, tended to leave observation late, and this led to some unnecessary stops.
- 12          Limited use of shoulder checks.
- 13          Made no use of shoulder checks. Possibly not considered.
- 14          Late to see potential danger.
- 15          See “Overall Comments”.

## **BX            JUDGING DISTANCE**

Managing space around the vehicle is a key element of good driving. Control of following distances in all road and traffic conditions is a major contributor to driver safety. Acceleration sense should be used where appropriate to maintain the correct position in relation to other traffic.

- 1            Appeared to have a good appreciation of speed and distance in all situations.
- 2            Very good, maintained correct gap for speed; consistently correct assessment.
- 3            Very good management of “space” around the vehicle ensuring maximum safe travelling position at all times.
- 4            Good and safe for conditions of test.
- 5            Good judgement of the “closing gap”.
- 6            Good on the open road, but tended to be too close to other vehicles in built-up areas.
- 7            Satisfactory.
- 8            On occasions poor judgement sacrificed space.
- 9            There were some incidents that arose from relatively poor assessment of speed and distance.
- 10           Tended to close up on vehicles ahead, cutting down safety margins and view.
- 11           Poor assessment and acceleration sense led to last minute braking and loss of overall smoothness.
- 12           See “Overall Comments”.

## **CX COMMENTARY**

A full commentary is optional for the candidate, but the driver will be expected to tell the examiner when asked, what hazards are identified through observations using the scanning process around the vehicle. Prioritising hazards in the near, middle and far distance is important and this should be accompanied by the correct driving plan.

Fluency may not be possible as changing priorities may result in rapid changes of topic. Traffic signs, changes in surface conditions and the relevant activities of other road users should be identified. Candidate may be asked to explain their use of the system when approaching a hazard.

Commentary should cover urban, rural and motorway/dual carriageway driving each session lasting about 5 minutes and overall should not exceed 15 minutes. Those drivers who may wish to add a commentary throughout their drive should not be discouraged but should be advised of the recommendations as above.

An allowance should be made for persons with a speech impediment or other language difficulty, which should be declared prior to the test.

- 1           Excellent and informative commentary, good information gathering.
- 2           Excellent, missed little or nothing at speed and in traffic.
- 3           Well above average in content and delivery.
- 4           Good commentary.
- 5           Excellent hazard identification, accompanied by correct driving response.
- 6           Good hazard assessment skills.
- 7           A good try: Competent.
- 8           Commentary requires more work and practice to improve fluency. Hazard identification requires more practice, key hazards seen late.
- 9           Limited content, tended to dry up when dealing with hazards.
- 10          Tried, but dried up.
- 11          The hands tended to leave the wheel to emphasise here and there.
- 12          See "Overall Comments".

## **DX            CONCENTRATION**

Concentration and alertness are keystones of good driving. However, distractions are a part of everyday life with which we have to cope, and, with this in mind the examiner may ask relevant questions during the test. Candidates should scan their environment according to prevailing conditions.

- 1            Concentrated well throughout test.
- 2            Good links between concentration and observation.
- 3            Always gave maximum concentration to developing hazard situations.
- 4            Maintained consistent focus on the driving task.
- 5            Reasonable, but there is room for greater thought and application.
- 6            Rather prone to chat - I felt that concentration was duly affected.
- 7            Allowed minor distractions to affect concentration.
- 8            Not sufficient, at times becoming inattentive to the task in hand.
- 9            Affected by minor mistakes.
- 10          See "Overall Comments".

## **EX MOTORWAYS/DUAL CARRIAGEWAYS**

Joining the motorway can be from either lane of the slip road and will depend on traffic conditions. Use of the relative elevation of the slip road and motorway may give a better view of the motorway. Acceleration sense should be used to achieve an appropriate merge speed. Speed and following distances should be appropriate for the conditions. When leaving the motorway the candidate should be in lane 1 before the 300 yard marker and, if necessary, signalling that intention.

- 1 A very impressive, safe and expeditious drive.
- 2 Showed a complete understanding of driving on multi-lane roads.
- 3 Satisfactory.
- 4 Safe with good progress.
- 5 Occasionally followed too close to other traffic - must remember the "two second rule".
- 6 Became "boxed in" on occasions when better planning would have avoided this.
- 7 Driving on motorway was satisfactory, but use of slip road and acceleration lane on entering could have been better planned.
- 8 No entry signal - it may assist traffic on the running lanes to be aware of your presence.
- 9 Spent too much time in centre lane on three lane carriageway.
- 10 Exit signal should be given at the 300 yard countdown marker.
- 11 Did not fully anticipate the movement of other traffic.
- 12 Could have anticipated merging traffic better, deviating accordingly.
- 13 No opportunity to use a motorway on this occasion.
- 14 Allowed speed to go well in excess of national speed limits on several occasions.
- 15 See "Overall Comments".

A comprehensive knowledge of the Highway Code is required.

- 1 Comprehensive knowledge.
- 2 Good knowledge and understanding.
- 3 Satisfactory.
- 4 Poor knowledge.
- 5 Unable to answer basic questions.
- 6 Revision required to bring up to standard.
- 7 See "Overall Comments".

## **MAINTENANCE**

## **GX**

Drivers should be aware of the type of information contained in the owners handbook.

- 1**           Excellent, complete comprehensive knowledge.
- 2**           Good knowledge and understanding.
- 3**           Satisfactory.
- 4**           Poor knowledge.
- 5**           Unable to answer basic questions.
- 6**           Revision required to bring up to standard.
- 7**           See "Overall Comments".