

ANNEX 6

Driving Standards Agency (DSA)

Guide to Assessment / Marking

PURPOSE

The purpose of this guide is to explain the assessment criteria and recording of faults, under the **27-outcome / competency** headings on the driving examiners marking sheet (DL25).

Although an attempt has been made to explain assessment in theory, it should be remembered **assessment** is a knowledge and practical based skill. This document does not attempt to describe every fault that could occur during a driving test. Examiners should apply the assessment principles in which they have been trained. The training of this skill is delivered at Cardington to a high standard by experienced examiner / trainers. Assessment is maintained through infield development and supervision supporting DSA's quality assurance regime. Applying a robust quality assurance system preserves the quality of assessment skills of all driving examiners in conducting a professional, consistent and uniform driving test.

ASSESSMENT

Examiners are trained to assess driving tests to a uniform standard; the Chief Driving Examiner (CDE) sets these standards. An assessment of the ability to drive safely is made by taking direct observation of the candidates driving, assessed against a set of outcomes/competencies found on the DL25. As such, assessing a person's competence to drive is based on the making of safety decisions and vehicle control.

The image shows a portion of the DL25 Driving Test Report form on the left, which is a detailed grid for recording faults across various competency areas. An orange arrow points from this form to a summary box on the right. The summary box is a light green rectangle with a white border, containing five fields for recording the test outcome:

Pass	Fail	None	Total Faults	Route No.
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

FAULT ASSESSMENT – DEFINED OUTCOMES (refer to [diagram \(A\)](#))

Before any fault identification and analysis can be carried out, the outcome must first be defined. Any deviation from the defined outcome can then be seen as a fault. The weight or severity of the fault will depend on the extent of the deviation, and also the circumstances at that time. The fault can range from 'not worthy of recording' to 'dangerous'.

EXAMPLE OF DEFINED OUTCOMES (refer to [diagram \(B\)](#))

At every junction the candidate should use the MSM / PSL Routine.

M - Check in the mirror to assess the speed and position of the vehicles behind

S – Signal clearly and in good time

M – Manoeuvre – use PSL

P – Position your vehicle correctly and in good time

- Early positioning lets other road users know what you are going to do

S – Adjust your speed as necessary

L – Look for other traffic when you reach a point from which you can see

- **Access the situation**
- **Decide to go or wait**
- **Act accordingly**

DEFINITION OF DRIVING FAULTS - ASSESSMENT PARAMETERS

Fault identified – not worthy (not worthy of recording).

- Any **insignificant** deviation from the defined outcome that does not compromise safety or can be a matter of finesse.
- **For example** – Dry steering, sequential gear changes, not pressing the button on top of the handbrake when applying it.

Fault identified – Driving Fault – (not an immediate fail).

- **Low Risk** - Any **sufficient** deviation from the defined outcome that does **not** compromise safety, or can be a matter of control - to justify a fault being recorded.
- **For example** – the candidate took observation before emerging at the junction. However, they misjudged the distance of an approaching vehicle, causing it to slow down, safety was not compromised.

(Sixteen or more of these faults would result in failure of the test.)

There can however be occasions when one specific driving fault could by constant repetition, be regarded as serious and therefore a significant risk; for example when a candidate **habitually** fails to take mirror observation when appropriate.

Fault identified – Serious fault - (entails immediate failure)

- **High Risk - Significant** deviation from the defined outcome with safety, control and/or legal requirement breached
- **For example** – the candidate did not take effective observation before emerging at the junction, unaware of any other road user who may have been expected to be there.

Fault identified – Dangerous fault – (entails immediate fail).

- **Actual Danger** - Safety, control and/or legal requirement breached that would have caused actual danger
- **For example** – the candidate did not take effective observation before emerging at the junction completely misjudged both speed and distance of an approaching vehicle. The examiner had to take appropriate action to avoid a collision.

Examiners, may have to take 'action' when it becomes necessary to do so in the interest of public safety, including their own and that of the candidate. Such intervention may be either - **VERBAL (ETA-V) or PHYSICAL (ETA-P)**.

LOCATION OF FAULTS – (APPENDIX A)

Having identified and assessed the fault it is important that the fault is recorded under the associated 'outcome' headings on the DL25. There are a number of faults that can occur during a driving test that initially may not appear appropriate to the relevant 27 headings. As such, to help with uniformity a '**Guide to locating and recording of faults**' has been provided in *Appendix A*.

A **general** guide to help locate the fault to the relevant outcome is to determine the 'cause'.

CAUSE = Location on the (DL25)



- **“What was the Fault”?**
- **“How did the fault happen”?**
- **“What caused the fault to occur”?**

EFFECT = Assessment



1. **“To what degree was the deviation from the defined outcome”?**
2. **“Is safety or control compromised”?**
3. **“Has a legal requirement been breached”?**
4. **“What happened because of this fault”?**

Example of (Cause / Effect) - Stopping

CAUSE = (Clutch)

Candidate attempts to pull up on the left at a safe and convenient place. The correct pressure is applied to the footbrake at the appropriate time. However, just before the vehicle stops, the clutch pedal was not pushed down to disengage the engine from the driving wheels causing the car to stall.

EFFECT = (Driving Fault)

Because the clutch pedal was not pushed down to disengage the engine from the driving wheels the car stalled. As such, the control of the vehicle was compromised. Under the circumstances at the time, the correct assessment of this deviation from the defined outcome is a 'driving fault'.

Having identified the fault and assessed that it is worthy of recording, an oblique stroke is made on the DL25 under the relevant outcome/competence.

OUTCOME / COMPETENCIES (DL25)

Pages [183](#) to [211](#) list the expected outcome/competencies found on the DL25, explaining briefly what is expected of the candidate in that particular aspect of their driving. Examples of the assessment criteria have also been provided as a guide to the four levels of assessment.

This guide cannot include all of the situations that maybe encountered during a driving test. However, the following examples provide an insight into the assessment and marking process.

Note: If the effect is greater than the cause then the effect is marked. For example if a candidate approached a junction too fast and emerged – then the effect would be greater than the cause and although the speed approaching the junction caused the fault only the effect would be marked – **junctions observation.**

Driving Test Report

DL25A
0906

I declare that:

- the use of the test vehicle for the purposes of the test is fully covered by a valid policy of insurance which satisfies the requirements of the relevant legislation.
- I normally live/have lived in the UK for at least 185 days in the last 12 months (except taxi/private hire). See note 30.

Candidate: _____ S D/C

Application Ref. _____

Date: _____ Time: _____ Dr./No. _____

DTC Code / Authority: _____ Reg. No. _____

Examiner: _____ Staff / Ref. No. _____

Auto Ext

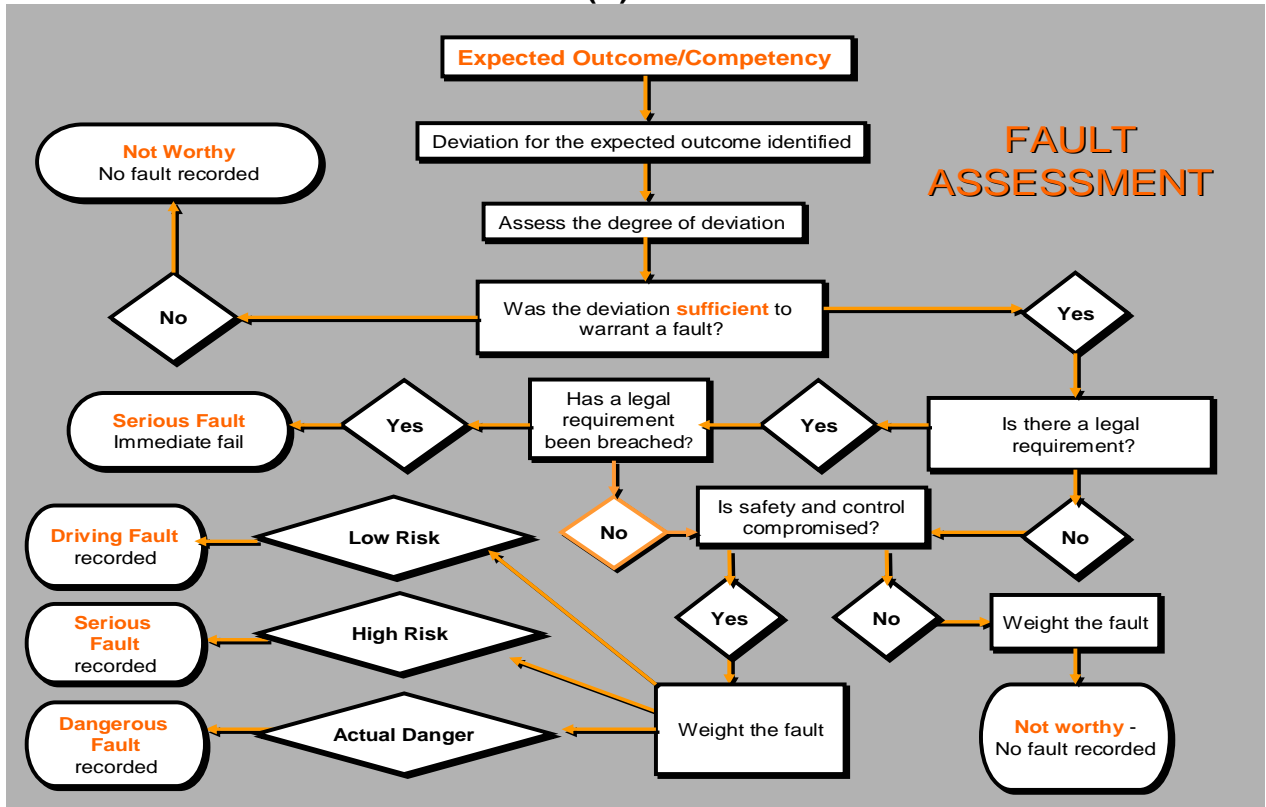
Cat. Type: _____

ADI / Reg: _____ ADI Cert. No. _____ Sup ADI Int Other c

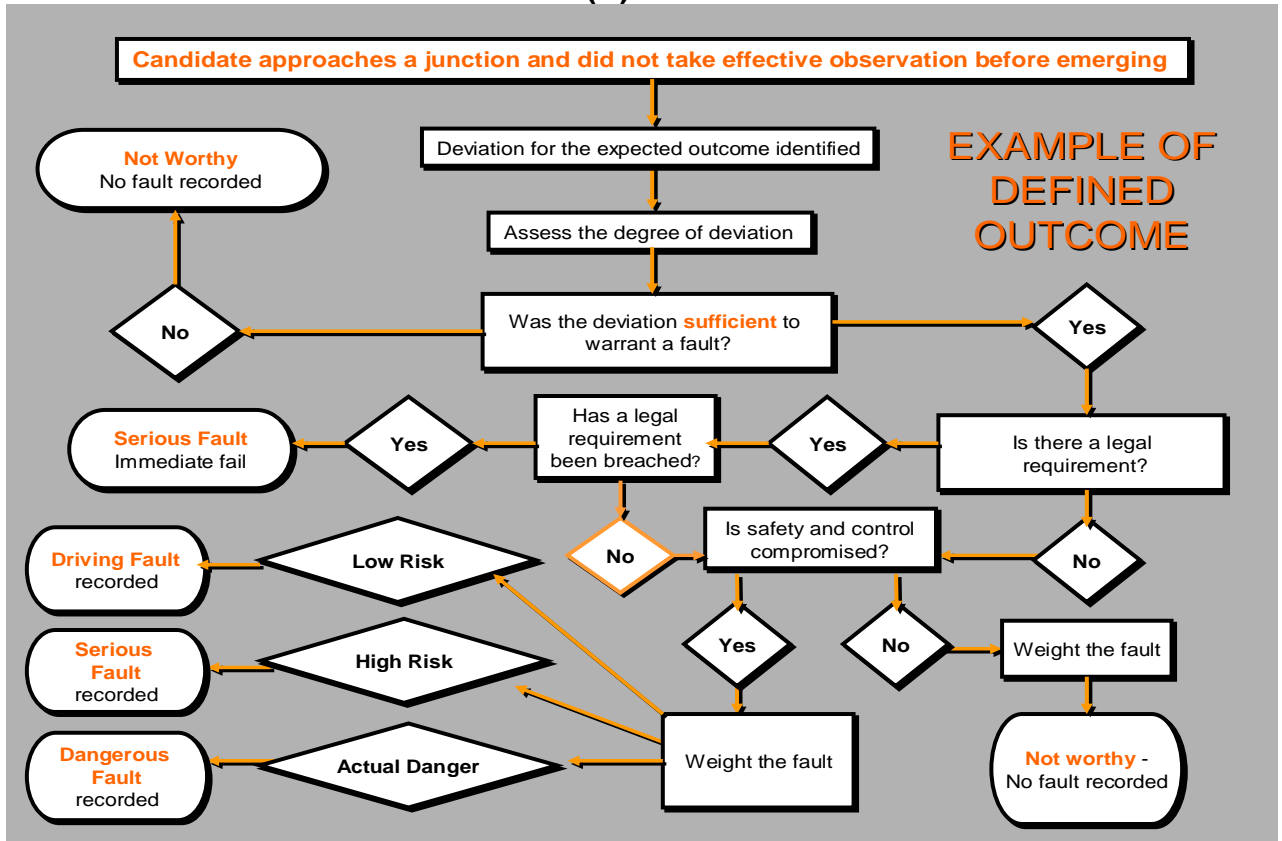
			Total			Total			Total			Total			Total		
	S	D		S	D		S	D		S	D		S	D		S	D
1a Eyesight			13 Move off	safety		23 Positioning			normal driving								
1b H/Code / Safety				control					lane discipline								
2 Controlled Stop	promptness		14 Use of mirrors- M/C rear obs	signalling		24 Pedestrian crossings											
	control			change direction		25 Position / normal stops											
3 Reverse / Left Reverse with trailer	control			change speed		26 Awareness / planning											
	observation		15 Signals	necessary		27 Ancillary controls											
4 Reverse/ Right	control			correctly		28 Eco Safe Driving											
	observation			timed		29 Spare 1											
5 Reverse Park	control		16 Clearance / obstructions			30 Spare 2											
R <input type="checkbox"/> C <input type="checkbox"/>	obs.		17 Response to signs / signals	traffic signs		31 Spare 3											
6 Turn in road	control			road markings		32 Spare 4											
	observation			traffic lights		33 Wheelchair	Pass <input type="checkbox"/>	Fail <input type="checkbox"/>									
7 Vehicle checks				traffic controllers			Pass <input type="checkbox"/>	Fail <input type="checkbox"/>	None <input type="checkbox"/>	Total Faults	Route No.						
8 Taxi manoeuvre	control		18 Use of speed	other road users													
	observation					ETA	V <input type="checkbox"/>	P <input type="checkbox"/>		SN							
9 Taxi wheelchair			19 Following distance														
10 Uncouple / recouple			20 Progress	appropriate speed		Survey	A <input type="checkbox"/>	B <input type="checkbox"/>	C <input type="checkbox"/>	D <input type="checkbox"/>							
11 Precautions				undue hesitation			E <input type="checkbox"/>	F <input type="checkbox"/>	G <input type="checkbox"/>	H <input type="checkbox"/>							
12 Control	accelerator		21 Junctions	approach speed		Debrief		Activity Code									
	clutch			observation													
	gears			turning right		I acknowledge receipt of Pass Certificate Number:					Licence rec'd	Yes <input checked="" type="checkbox"/>					
	footbrake			turning left								No <input checked="" type="checkbox"/>					
	parking brake / MC front brake			cutting corners		Wheelchair Cert. No:						COA <input checked="" type="checkbox"/>					
	steering		22 Judgement	overtaking								No <input checked="" type="checkbox"/>					
	balance M/C			meeting													
LGV / PCV gear exercise				crossing													
PCV door exercise																	

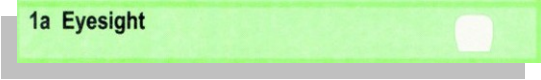
There has been no change to my health: see note 29 overleaf.


(A)

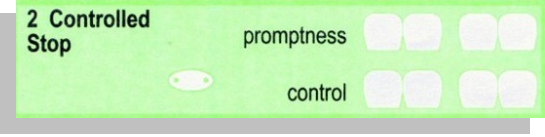


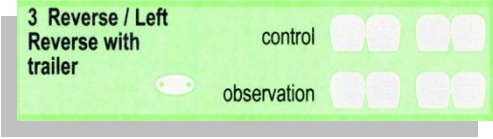
(B)

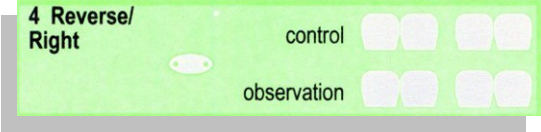


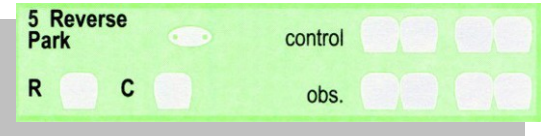
ITEM 1a	2. EYESIGHT 
<u>Expected outcome/ competence</u> <ul style="list-style-type: none">• Read, in good daylight, (with the aid of glasses or contact lenses if worn) a registration mark containing letters and figures 79.4 millimetres high fixed to a motor vehicle at a distance of 20.5 metres.• Or a registration mark containing letters 79 millimetres, high fixed to a motor vehicle at a distance of 20 metres. (12.3 metres for category K).	
<u>Assessment Criteria – (example)</u> <u>Driving Fault</u> Not applicable	
<u>Serious Fault</u> Unable to meet the requirements of the eyesight test.	
<u>Dangerous Fault</u> Not applicable	

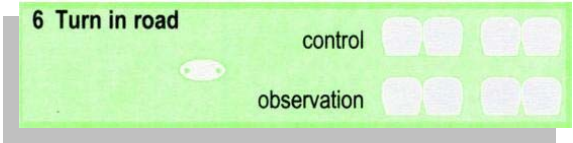
ITEM 1b	HIGHWAY CODE / SAFETY 
<u>Expected outcome / competence</u> Candidates who have not taken a separate theory test, for example to obtain a licence for a tractor or other specialist vehicle, will be asked questions on the Highway Code and other related motoring matters. Candidates taking a Passenger Carrying Vehicle (PCV) test should know the location of, and be able to operate, safety components such as a fire extinguisher, fuel cut-off switch and emergency door.	
<u>Assessment Criteria - (example)</u> <u>Driving Fault</u> Of the 5 questions asked/ 6 traffic signs shown, a proportion are incorrect	
<u>Serious Fault</u> All questions and traffic signs incorrect	
<u>Dangerous Fault</u> Not a moving exercise therefore not possible to satisfy this criteria	


ITEM 2	<p>CONTROLLED STOP</p> <p>3. Promptness / Control</p> 
<p><u>Expected outcome / competence</u></p> <ul style="list-style-type: none"> • Display a high level of skill in bringing the vehicle to a stop, safely, promptly and under full control avoiding locking the wheels. • Remember, in wet weather it can take twice as long to stop safely. 	
<p><u>Assessment Criteria - (example = control)</u></p> <p><u>Driving Fault</u></p> <p>Locking the wheels, resulting in skidding for a short distance, but demonstrating effective skills in regaining control.</p>	
<p><u>Serious Fault</u></p> <p>Very harsh braking, resulting in locking the wheels. Vehicle continues to skid out of control, with either ineffective or no attempt to regain control.</p>	
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by the above loss of control that resulted in actual danger to the examiner, candidate, the general public or property.</p>	


ITEM 3	REVERSE / LEFT REVERSE WITH A TRAILER Control / Observation	
<p><u>Expected outcome / competence</u></p> <ul style="list-style-type: none"> • Ability to control the vehicle accurately whilst reversing to the left. • Effective all round observation throughout the manoeuvre showing consideration to other road users. 		
<p><u>Assessment Criteria - (example = observation)</u></p> <p><i>Driving Fault</i></p> <p>Demonstrates understanding of rear observations, but is marginally late when taking the required observation.</p>		
<p><u>Serious Fault</u></p> <p>Essential observation missed or relying totally on the mirrors.</p>		
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property.</p>		


ITEM 4	REVERSE / RIGHT Control / Observation	
<u>Expected outcome / competence</u> <ul style="list-style-type: none">• Demonstrate the ability to control the vehicle accurately whilst reversing to the right.• Effective all round observation throughout the manoeuvre is required showing consideration to other road users.		
<u>Assessment Criteria – (example = control)</u> <u>Driving Fault</u> Touching the kerb, taking the required shunt to correct a loss of control or accuracy		
<u>Serious Fault</u> Pronounced loss of control resulting in mounting the pavement.		
<u>Dangerous Fault</u> Any situation brought about by the above loss of control that resulted in actual danger to the examiner, candidate, the general public or property.		

ITEM 5	<p>REVERSE PARK ROAD / CAR PARK</p> <p>Control / Observation</p> 
<p><u>Expected outcome / competence</u></p> <ul style="list-style-type: none"> • Ability to control the vehicle accurately when parking on the road or into a parking bay. • Effective all round observation throughout the manoeuvre showing consideration to other road users. 	
<p><u>Assessment Criteria – (example = control)</u></p> <p><u>Driving Fault</u></p> <p>Re-positioning required to correct a loss of control or accuracy</p>	
<p><u>Serious Fault</u></p> <p>Excessive re-positioning to correct complete misjudgement and /or significant loss of control. Final parking position parking - outside the bay</p>	
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by the above loss of control that resulted in actual danger to the examiner, candidate, the general public or property.</p>	

<p>ITEM 6</p>	<p>TURN IN THE ROAD / M/CYCLE 'U' TURN</p> <p>Control / Observation</p> 
<p><u>Expected outcome / competence</u></p> <ul style="list-style-type: none"> • Ability to display low speed control and observation skills necessary to carry out this exercise safely with due regard for other road users and pedestrians 	
<p><u>Assessment Criteria</u> – (example = observation)</p> <p><u>Driving Fault</u></p> <p>Late observation to the immediate rear when completing the reverse part of the manoeuvre.</p>	
<p><u>Serious Fault</u></p> <p>No observation to the immediate rear when completing the reverse part of the manoeuvre.</p>	
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property.</p>	

ITEM 7	VEHICLE CHECKS 
<p><u>Expected outcome / competence</u></p> <ul style="list-style-type: none"> • Display a basic knowledge of the fundamental safety checks applicable to the vehicle. For example safe fluid levels, lighting and tyre checks. 	
<p><u>Assessment Criteria – (examples)</u></p> <p><u>Driving Fault</u></p> <p>Category A, B & domestic categories: One driving fault for one or both questions answered incorrectly. Category C, D, B+E & ADI: One driving fault for each question answered incorrectly. Category C+E & D+E: One driving fault for each question answered incorrectly.</p>	
<p><u>Serious fault</u></p> <p>Category A, B & domestic categories: not applicable. Category C, D, B+E & ADI: All five questions answered incorrectly. Category C+E & D+E: Both questions answered incorrectly.</p>	
<p><u>Dangerous Fault</u></p> <p>Not applicable.</p>	

ITEM 8	TAXI MANOEUVRE Control / Observation 
<u>Expected outcome / competence</u> <ul style="list-style-type: none">• Display the ability to turn the car around by whatever means available.• Effective, all round observation and consideration to other road users and pedestrians.• The vehicle should be controlled smoothly making proper use of the clutch, accelerator, and brakes and steering.	
<u>Assessment Criteria</u> – (example = observation) <u>Driving Fault</u> Late blind spot check when starting the manoeuvre.	
<u>Serious Fault</u> Essential observation omitted when starting the manoeuvre, unaware of the presence of other road users.	
<u>Dangerous Fault</u> Any situation brought about by the above lack of observation that resulted in actual danger to the examiner, candidate, the general public or property.	

ITEM 9	TAXI WHEELCHAIR 
<u>Expected outcome / competence</u> <ul style="list-style-type: none">• The ability to securely erect wheelchair ramps, safely• Install the wheelchair and an imaginary wheelchair occupant into the vehicle, ensuring that the wheelchair and occupant is secured in readiness for the journey.• The entire process should also be reversed.	
<u>Assessment Criteria – (example)</u> <u>Driving Fault</u> <p>Driving faults are not recorded for this exercise. This element should be assessed in its entirety.</p>	
<u>Serious Fault</u> <p>Not securing the ramps or wheelchair, or poor handling of the wheelchair, with potential serious risk to the occupant.</p>	
<u>Dangerous Fault</u> <p>Not applicable – as exercise does not involve third party</p> <p>This exercise is only applicable to vehicles that are constructed to carry a wheelchair securely.</p>	

ITEM 10

UNCOUPLING / RE-COUPLING

10 Uncouple /
recouple



Expected outcome / competence

- Demonstrate the skills necessary when uncoupling and recoupling the vehicle
- Driving the towing vehicle to a designated position prior to recoupling safely.

Assessment Criteria – (example = Uncoupling)

Driving Fault


When uncoupling, landing gear handle was not stored and secured.

Serious Fault – (example = Re-couple)

When re-coupling, landing gear handle was not stored and secured, resulting in a potential risk to other road users when the vehicle is mobile.

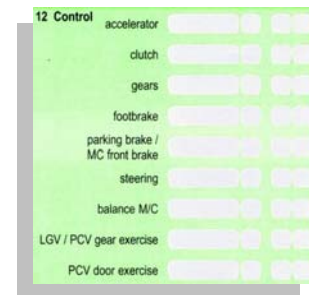
Dangerous Fault

Any fault that result in serious damage to the vehicle, candidate or third party.

ITEM 11	PRECAUTIONS 
<u>Expected outcome / competence</u> <ul style="list-style-type: none">• Before the engine is started, the candidate should make sure that they are comfortably seated and all controls can be safely operated	
<u>Assessment Criteria – (example)</u> <u>Driving Fault</u> <p>After stalling at a road junction, handbrake applied but attempts to start the engine whilst in gear.</p>	
<u>Serious Fault</u> <p>At a road junction, engine started whilst in gear, resulting in vehicle entering the new road with potential risk to other road users.</p>	
<u>Dangerous Fault</u> <p>Any situation brought about by a lack of ability to recognise the need to operate or being unable to operate the controls, which directly affects other traffic or pedestrians and causes actual danger.</p>	

ITEM 12**CONTROL:**

**Accelerator / Clutch / Gears / Footbrake /
Parking Brake / MC Front Brake / Steering
Balance MC / LGV / PCV / Gear Exercise
PCV Door Exercise**

**Expected outcome / competence**

This section covers, where appropriate, the safe and controlled use of accelerator, clutch, gears, footbrake, parking brake, and steering. Additional specific control elements apply to the drivers of different vehicle categories. The vehicles controls should be used as smoothly as possible, For e.g.

Making proper use of: -

- Accelerator and clutch to make a smooth start –the clutch should be depressed before the vehicle stops.
- The correct gear should be selected to match the road and traffic conditions
- The vehicle should not be allowed to coast by running on in neutral or with the clutch depressed
- The footbrake should be used smoothly and progressively
- Full use of the parking brake should be used, to prevent the vehicle rolling backwards or forwards
- The vehicle should be steered as smoothly as possible. Steering too early / late, may cause the vehicle to hit the kerb or swing out towards another road user
- When a motorcycle is being ridden slowly, a straight line should be maintained. The machine should not wobble towards other vehicles

Assessment Criteria – (example = gears)**Driving Fault**


Incorrect gear selection, resulting in a reduction in vehicle speed with no risk to following vehicles.

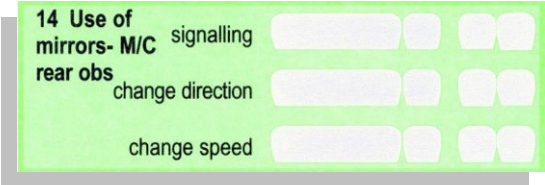
Serious Fault

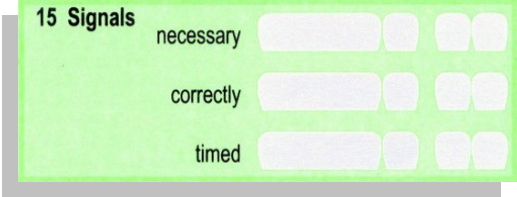
Incorrect gear selection, resulting in a sudden reduction in vehicle speed, causing following traffic to alter speed/or direction.


Dangerous Fault

Any situation brought about by the above control faults, that resulted in actual danger to the examiner, candidate, the general public or property

ITEM 13	MOVE OFF Safety / Control 
<u>Expected outcome / competence</u> <ul style="list-style-type: none">• The ability to move off smoothly and safely, on a gradient and at an angle• Taking the correct precautionary observations.	
<u>Assessment Criteria – (example = safely)</u> <u>Driving Fault</u> Incorrect timing of the blind spot check when moving off with no risk to other road users. For e.g. Checking the blind spot after the vehicle has moved off.	
<u>Serious Fault</u> Moving off into the path of traffic or failing to take observation at all.	
<u>Dangerous Fault</u> Any situation brought about by the above lack of observation, that resulted in actual danger to the examiner, candidate, the general public or property	

<p>ITEM 14</p>	<p>USE OF MIRRORS – M/C REAR OBSERVATION</p> 
<p><u>Expected outcome / competence</u></p> <ul style="list-style-type: none"> • Full and effective use of all mirrors fitted to the vehicle • Mirrors must be checked carefully before signalling, changing direction or changing speed. • Mirrors – Signal – Manoeuvre (MSM) routine should be displayed effectively. 	
<p><u>Assessment Criteria</u> – (example = change direction)</p> <p><u>Driving Fault</u></p> <p>Late use of exterior mirror before changing direction.</p>	
<p><u>Serious Fault</u></p> <p>Did not use the exterior mirror before a significant change in direction.</p>	
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by the above serious neglect of using the mirrors, that resulted in actual danger to the examiner, candidate, and the general public or property</p>	

ITEM 15	<p>SIGNALS Necessary / correctly / timed</p> 
<p><u>Expected outcome / competence</u></p> <ul style="list-style-type: none"> • Signals should be given clearly to let other road users know the intended course to be taken. • Signals shown in the Highway Code should only be used, if it would help other road users (including pedestrians). • Signals should be given in good time and cancelled after the manoeuvre has been completed. • Pedestrians should not be beckoned to cross the road. 	
<p><u>Assessment Criteria – (example = necessary)</u></p> <p><u>Driving Fault</u></p> <p>Signal applied but cancelled before the change in direction was complete.</p>	
<p><u>Serious Fault</u></p> <p>Omitted an essential signal to inform other road user of a change in direction.</p>	
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by the above fault, that resulted in actual danger to the examiner, candidate, the general public or property</p>	

ITEM 16	CLEARANCE – OBSTRUCTIONS 
<u>Expected outcome/ competence</u> <ul style="list-style-type: none">• Plenty of room should be allowed when passing stationary vehicles and obstructions.• Ability to display the readiness to be prepared to slow down or stop, as a door may open, a child may run out or a vehicle may pull out without warning.	
<u>Assessment Criteria – (example)</u> <u>Driving Fault</u> <p>Too close to a stationary vehicle when road conditions allowed the correct clearance.</p>	
<u>Serious Fault</u> <p>Narrowly avoided a collision with a stationary vehicle when road conditions enabled the correct and safe course to be taken.</p>	
<u>Dangerous Fault</u> <p>Any situation brought about by the above fault, due to passing dangerously close to, or striking a stationary vehicle, that resulted in actual danger to the examiner, candidate, the general public or property</p>	

ITEM 17**RESPONSE TO SIGNS / SIGNALS –****Traffic Signs****Road Markings****Traffic Lights****Traffic Controllers****Other road users**

17 Response to signs / signals	traffic signs				
road markings					
traffic lights					
traffic controllers					
other road users					

Expected outcome/ competence

- Ability to understand and be able to react to all traffic signs and road markings.
- Acting correctly at traffic lights, checking that the road is clear before proceeding when the green light shows.
- All signals should be obeyed given by police officers, traffic wardens and school crossing patrols.
- Display the awareness to be able to react to signals given by other road users, including people in charge of animals, and be ready to act accordingly.

Assessment Criteria – (example = traffic lights)**Driving Fault**

Late reaction to an amber traffic light, with no effect to safety.

Serious Fault

Failing to comply correctly and promptly with an appropriate traffic light or breaching a legal requirement.

Dangerous Fault

Any situation brought about by the above breach of a legal requirement that resulted in actual danger to the examiner, candidate, the general public or property.

Action (ETA) may be required to avoid a legal requirement being breached.

ITEM 18**USE OF SPEED**

18 Use of speed

Expected outcome/ competence

- Safe and reasonable progress should be made along the road bearing in mind the road, a traffic and weather conditions and the road signs and speed limits.
- The vehicle should be able to stop safely, well within the distance you can see to be clear.

Assessment Criteria – (example)**Driving Fault**

Drove too fast for the prevailing road and / or traffic conditions for a short period.

Serious Fault

Going too fast for the prevailing road and / or traffic conditions, exceeding speed limits.

Dangerous Fault

Any situation brought about driving far too fast that resulted in actual danger to the examiner, candidate, and the general public or property.

Action (ETA) may be required to avoid a legal requirement being breached. Discretion must obviously be exercised in the degree to be considered acceptable and the tolerance threshold over any speed limit must be quite small.

ITEM 19

FOLLOWING DISTANCE

19 Following distance

Expected outcome/ competence

- The vehicle must always be a safe distance between yourself and other vehicles.
- On wet or slippery roads it takes much longer to stop.
- When the vehicle has stopped in traffic queues, sufficient space should be left to pull out if the vehicle in front has problems.

Assessment Criteria – (example)

Driving Fault

Did not maintain the full separation distance required.

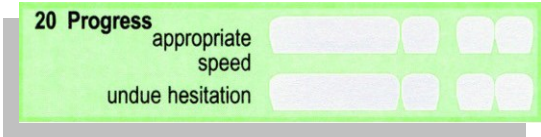
Serious Fault

Drove too close to the vehicle ahead, where the separation distance left little margin for error.

Dangerous Fault

Any situation brought about by dangerously driving too close to the car in front that resulted in actual danger to the examiner, candidate, and the general public or property.

Action (ETA) should be taken as necessary to increase separation distance and so avoid the possibility of a collision.

ITEM 20	PROGRESS Appropriate Speed Undue Hesitation 
<u>Expected outcome/ competence</u> <ul style="list-style-type: none">• The ability to drive at realistic speed appropriate to the road and traffic conditions.• All hazards should be approached at a safe, controlled speed, without being over cautious or interfering with the progress of other traffic.	
<u>Assessment Criteria – (example = undue hesitation)</u> <u>Driving Fault</u> Lack of judgement, not proceeding when it is safe and correct to do so.	
<u>Serious Fault</u> Stopping and waiting when it is safe and reasonable to proceed.	
<u>Dangerous Fault</u> It is unlikely that undue hesitancy could become dangerous in itself unless it was felt that this created situations that encouraged other road users to put themselves at risk.	

ITEM 21**JUNCTIONS – (including roundabouts)**

Approach Speed
Observation
Turning Right
Turning Left
Cutting Corners

21 Junctions

approach speed

observation

turning right

turning left

cutting corners

Expected outcome/ competence

- Ability to judge the correct speed of approach so that the vehicle can enter a junction safely or stop if necessary.
- The vehicle should be positioned correctly, using the correct lane.
- When turning right, the vehicle should be positioned to the centre of the road as is safe.
- The vehicle should not cut the corner when turning right.
- When turning left, the vehicle should be over to the left to avoid swinging out.
- Watch out for cyclists and motorcyclists coming up on your left and pedestrians who are crossing.
- Effective observation must be given before moving into a junction and making sure it is safe before proceeding.

Assessment Criteria – (example = observation)**Driving Fault**

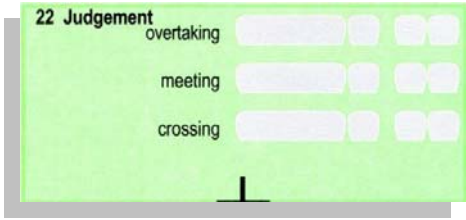
A misjudgement of the speed and distance of an approaching vehicle. Safety of other road users was not compromised.

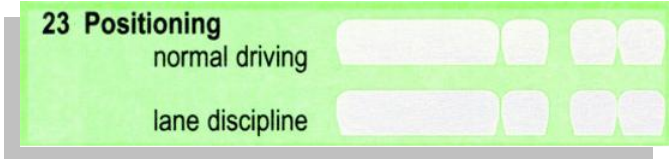
Serious Fault


Not taking effective observation before emerging at junctions, and emerging into the path of other vehicles.

Dangerous Fault

Any situation brought about by the severe lack of effective observation that resulted in actual danger to the examiner, candidate, the general public or property.

ITEM 22	JUDGEMENT – Overtaking Meeting Crossing	
<p><u>Expected outcome/ competence</u></p> <ul style="list-style-type: none"> • Overtaking should only be carried out when it is safe to do so. • A sufficient safety margin should be left when other vehicles are being overtaken. Cyclists and motorcyclists need as much space as other vehicles; they can wobble or swerve suddenly. • Do not cut in too quickly after overtaking. • Care should be taken when the width of the road is restricted or when the road narrows. If there is an obstruction on your side or not enough room for two vehicles to pass safely, the vehicle should be prepared to wait and let the approaching vehicles through. • When turning right, other vehicles should not have to stop, slow down or swerve to allow the vehicle to complete its turn. 		
<p><u>Assessment Criteria – (example = meeting)</u></p> <p><u>Driving Fault</u></p> <p>Late reaction when meeting approaching vehicles.</p>		
<p><u>Serious Fault</u></p> <p>Placing other drivers at risk by driving forward when they should have clearly given way.</p>		
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by the inability to meet approaching traffic that resulted in actual danger to the examiner, candidate, and the general public or property.</p>		

ITEM 23	POSITIONING - Normal Driving Lane Discipline	
<p><u>Expected outcome/ competence</u></p> <ul style="list-style-type: none">• The vehicle should be positioned correctly for the intended route• Where lanes are marked, the vehicle should be positioned to the middle of the lane• Straddling lane markings should be avoided. Do not change lanes unnecessarily.		
<p><u>Assessment Criteria</u> – (example = normal driving)</p> <p><u>Driving Fault</u></p> <p>Positioning errors when driving too close to the kerb.</p>		
<p><u>Serious Fault</u></p> <p>Persistently driving too close to the kerb, placing pedestrians at risk.</p>		
<p><u>Dangerous Fault</u></p> <p>Any situation brought about by driving dangerously close to the kerb that resulted in actual danger to the examiner, candidate, and the general public or property.</p>		

ITEM 24**PEDESTRIAN CROSSINGS****24 Pedestrian crossings****Expected outcome/ competence**

- The ability to recognise the different types of pedestrian crossings and show courtesy and consideration towards pedestrians.
- At all crossings the vehicle should slow down and stop if there is anyone on the crossing.
- At zebra crossings the vehicle should slow down and be prepared to stop if there is anyone waiting to cross.
- Ability to give way to any pedestrians on a pelican crossing when the amber lights are flashing.
- Ability to give way to cyclists as well as pedestrians on a toucan crossing and act correctly at puffin crossings.

Assessment Criteria – (example)**Driving Fault**

Late to react to flashing amber at a 'pelican' crossing.

Serious Fault

Failing to give way to pedestrians who had started to cross at a 'pelican' crossing.


Dangerous Fault

Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property.

ITEM 25

**POSITION / NORMAL
STOPS**

25 Position / normal
stops



Expected outcome/ competence

- The ability to choose a safe, legal and convenient place to stop, close to the edge of the kerb, where the vehicle will not obstruct the road and create a hazard.
- Display an understanding of - how and where to stop without causing danger to other road users.

Assessment Criteria – (example)

Driving Fault


Stopped, partially blocking a driveway with no inconvenience to other road users

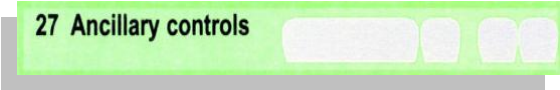
Serious Fault

Stopped, completely blocking a driveway inconveniencing vehicle attempting to pull out.

Dangerous Fault

Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property.

ITEM 26	AWARENESS / PLANNING 
<u>Expected outcome/ competence</u> <ul style="list-style-type: none">• Display an awareness and consideration for other road users at all times.• Ability to think and plan ahead, judging what other road users are going to do, predicting how their actions will affect the vehicle, and react in good time.• Ability to consider the actions of the more vulnerable groups of road users such as pedestrians, cyclists, motorcyclists and horse riders.• Anticipating road and traffic conditions, acting in good time, rather than reacting to them at the last moment.	
<u>Assessment Criteria – (example)</u> <u>Driving Fault</u> Late reaction to what other road users are doing.	
<u>Serious Fault</u> Last minute and sudden reaction to other road users compromising their safety.	
<u>Dangerous Fault</u> Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, and the general public or property.	

ITEM 27	ANCILLARY CONTROLS 
<u>Expected outcome/ competence</u> <ul style="list-style-type: none">• Ability to understand the function of all the controls and switches, especially those that have a bearing on road safety.• These include indicators, lights, windscreen wipers, demisters and heaters.• Ability to find these controls and operate them correctly, when necessary, without looking down or causing a loss of control.	
<u>Assessment Criteria – (example)</u> <u>Driving Fault</u> <p>Not completely familiar with the location and operation of controls, control of the vehicle was compromised but with no affect to road safety.</p>	
<u>Serious Fault</u> <p>Unaware of location and operation of the controls resulting in a serious loss of vehicle control, road safety compromised.</p>	
<u>Dangerous Fault</u> <p>Any situation brought about by the above fault that resulted in actual danger to the examiner, candidate, the general public or property.</p>	

Appendix A

A GUIDE TO LOCATING AND RECORDING FAULTS ON THE DL25

(THIS IS NOT A GUIDE TO ASSESSMENT)

The information contained within this document is intended to be used as a guide to the location of fault markings on the DL25 and to ensure uniformity. It is not intended as a guide to the assessment of faults. Driving Examiners of all grades were consulted and helped to prepare this document. It is not definitive and its content may be subject to alterations to reflect changing regulations and circumstances

Driving Test Report DL25A 0906

I declare that:
 • the use of the test vehicle for the purposes of the test is fully covered by a valid policy of insurance which satisfies the requirements of the relevant legislation.
 • I normally live/have lived in the UK for at least 185 days in the last 12 months (except taxi/private hire). See note 30.

Application Ref. _____ Date _____ Time _____ Dr./No. _____
 DTC Code / Authority _____ Reg. No. _____
 Staff / Ref. No. _____

Cat. Type: Auto Ext 1 2 3 4 5 6 7 8 9 0 V
 ADI / Reg _____ ADI Cert. No. _____ Sup ADI Int Other c

Code	Description	Total	S	D	Total	S	D	Total	S	D
1a	Eyesight									
1b	H/Code / Safety									
2	Controlled Stop									
3	Reverse / Left Reverse with trailer									
4	Reverse / Right									
5	Reverse Park									
6	Turn in road									
7	Vehicle checks									
8	Taxi manoeuvre									
9	Taxi wheelchair									
10	Uncouple / recouple									
11	Precautions									
12	Control									
13	Move off									
14	Use of mirrors- M/C rear obs									
15	Signals									
16	Clearance / obstructions									
17	Response to signs / signals									
18	Use of speed									
19	Following distance									
20	Progress									
21	Junctions									
22	Judgement									
23	Positioning									
24	Pedestrian crossings									
25	Position / normal stops									
26	Awareness / planning									
27	Ancillary controls									
28	Eco Safe Driving									
29	Spare 1									
30	Spare 2									
31	Spare 3									
32	Spare 4									
33	Wheelchair									

ETA V P SN
 Survey A B C D E F G H
 Debrief Activity Code

I acknowledge receipt of Pass Certificate Number: Yes X
 Wheelchair Cert. No: CDA X
 No X
 There has been no change to my health: see note 29 overleaf.

© Crown Copyright 2005 DSA – An executive agency of the Department for Transport Form Ref. DL25 FCN17747/16

1. (a) EYESIGHT

Read registration incorrectly for the fourth time using the tape

1. (b) HIGHWAY CODE/Safety >

Incorrect answers to questions (Category F/G/H)/(Category D, D+E, D1)

2. CONTROLLED STOP >

Promptness.

Late or slow reaction to the signal

Control.

Applying the handbrake before stopping

Skidding out of control

Missing the footbrake pedal

Letting go of the steering wheel

3. REVERSE LEFT / WITH TRAILER >

(Recorded when reverse gear is selected)

Control.

Poor co-ordination of controls

Stalling

Mounting the pavement or kerb

Turning the steering wheel the wrong way

Going wide after the corner

Finishing at an acute angle

Scrubbing-brushing-touching the kerb

Taking an excessive amount of time to complete the manoeuvre

Observation.

No blind spot checks

No observation at or before the point of turn

Excessive use of the door mirrors

Not looking directly behind

Not reacting to passing or approaching vehicles

Not reacting to pedestrians

Waiting unnecessarily for other roads users

4. REVERSE RIGHT ▶

As Reverse Left

5. REVERSE PARK ▶

(Recorded when reverse gear is selected)

Control.

Poor co-ordination of controls
Scrubbing/brushing the kerb
Unnecessary shunting backwards and forwards
Getting too close to the object car
Mounting the pavement
Turning the steering wheel the wrong way
Parking too far from the kerb
Stalling
Not completing within two car lengths
Finishing at an acute angle to the kerb

Car Park.

Poor co-ordination of controls
Ending up straddling two bays
Unnecessary shunting forwards and backwards
Turning the steering wheel the wrong way
Stalling

Observation.

No blind spot checks
Relying too much or entirely on the mirrors
Ineffective observation
Looking but not reacting to other vehicles or pedestrians
Waiting too long for other users in the car park

6. TURN IN THE ROAD ▶

Control.

Poor co-ordination of controls
Mounting the pavement or kerb
Stalling
Turning the wheel the wrong way
Taking an excessively long time to complete the manoeuvre

Observation.

No blind spot checks
Not looking to the left or right before reversing or pulling forwards
Not looking directly behind

Not reacting to passing or approaching vehicles
Not reacting to pedestrians
Waiting unnecessarily for other road users

7. VEHICLE CHECKS ▶

1 or 2 questions incorrect = 1 driving fault

8. TAXI MANOEUVRE ▶

Examples of faults on this exercise will depend on the candidate's choice of how they wish to turn the vehicle around (see other manoeuvres).

9. TAXI WHEELCHAIR ▶

Wheelchair brakes not applied
Wheelchair falling off ramps
Wheelchair belts / harness not used or not secured

10. UNCOUPLE/ RECOUPLE ▶

11. PRECAUTIONS ▶

Leaving in gear with the clutch up and starting the engine

12. CONTROL ▶

Accelerator.
Uncontrolled use
Excessive revs

Clutch.
Not depressing the clutch pedal before stopping
Uncontrolled engagement after changing gear

Gears.
Clutch Coasting

Looking down when changing gear resulting loss of steering control
Selecting the wrong gear for the road and traffic conditions

Footbrake.

Uncontrolled use resulting in pulling up too early or too late
Late or harsh braking
Missing the brake pedal completely

Handbrake.

Applying whilst in motion
Not applying where necessary resulting in rolling forwards or backwards
Allowing the vehicle to 'creep' with an automatic
Unable to release fully

Steering.

Unable to maintain a steady course in normal driving
"Swan Neck" turns when turning right
At a normal stop, mounting and dismounting the kerb
Not following the contour of the kerb at a bell mouth junction

13 MOVE OFF ▶

Safely.

No blind spot checks / incorrectly timed checks
Moving away unsafely
Blind spot check only over the left shoulder
Pulling away with the left signal on

Under Control.

Stalling
Repeated stalling
Moving off with the handbrake applied
Rolling backwards when attempting to move off
Not engaging a gear and attempting to move off
Attempting to pull away in too high a gear

14. USE OF MIRRORS WELL BEFORE ▶

Signalling/Changing direction/Stopping.

Not using the exterior mirrors when essential
Using the mirrors but not reacting to the information
Not using the mirrors at all
Pulling up with no mirror checks
Increasing speed with no mirror checks
Late use of mirrors

15. SIGNALS ▶

Where necessary.

Omitting to re-apply when it self cancels

Omitting to give a signal where necessary

Correctly.

Signalling unnecessarily

Wrong arm signals

Omitting to cancel after use

Incorrect (i.e. left for right, right for left)

Flashing the headlights at another driver to proceed or turn

Having the hazard lights on whilst on the move

Unnecessary use of the horn

Beckoning pedestrians

Properly Timed.

Giving late exit signals at roundabouts

Arriving at a junction and then signalling

Signalling after starting the manoeuvre

Signalling far too early or too late Misleading signal before intended left and right turn

16. CLEARANCE TO OBSTRUCTIONS [▶](#)

Driving too close to stationary vehicles and obstructions

17. RESPONSE TO SIGNS AND SIGNALS [▶](#)

Traffic signs.

Going to the wrong side of a keep left sign

Non compliance with a stop sign

Non-compliance with a No Entry sign

Driving in a Bus Lane when times on the sign prohibit its use

Not complying with Mandatory signs

Road markings.

Unnecessarily crossing the solid white centre lines

Not conforming to directional arrows

Stopping in a yellow box junction when the exit is not clear

Traffic lights.

Waiting at a green filter light when safe to proceed

Not conforming to a red light

Late reaction to the amber traffic light

Remaining at the stop line when safe to move forwards

Stopping beyond the solid white line going into an area designated for cyclists

Traffic controller.

Police

Traffic warden

School crossing patrol
Other persons directing traffic

Other road users.

Not reacting appropriately to the signals given by other road users

18. USE OF SPEED ▶

Driving too fast for prevailing road, traffic and weather conditions
Breaking the speed limit

19. FOLLOWING DISTANCE ▶

Getting too close to moving vehicles
Pulling up too close to vehicle ahead

20. PROGRESS ▶

Driving at an appropriate speed for the road and traffic conditions
Holding up following traffic

Avoiding undue hesitation.

Stopping unnecessarily at junctions and other hazards
Not proceeding when it is safe to do so at junctions

21. JUNCTIONS ▶

Approach speed.

Approaching too fast
Approaching too slow

Observation.

Not taking effective observation before emerging
Looking both ways but still emerging to affect other road users

Turning right.

Positioning too far to the left
Positioning too far to the right
On major to minor stopping short of the turning point
Incorrect position before turning right

Turning left.

Positioning too far to the right or too close to the kerb
Swinging out prior to reaching the corner
Positioning in an unmarked inappropriate lane to turn left

Cutting Right Corners

Cutting corners, from major to minor roads

22. JUDGEMENT WHEN [▶](#)

Overtaking.

Cutting in after overtaking
Attempting to overtake in a hazardous place
Unsafe overtaking

Meeting Traffic.

Failure to show proper judgement when meeting approaching traffic

Crossing Traffic.

Turning right across the path of oncoming road users

23. POSITIONING [▶](#)

Normal driving

Too close to the kerb
Too far from the kerb
Not using bus or cycle lanes when the times allow its use
On dual carriageways driving in the right hand lane
Cutting across the normal road position when going ahead at roundabouts

Lane discipline

Straddling lanes marked on roundabouts when going ahead or when turning
Straddling a bus lane

24. PEDESTRIAN CROSSINGS [▶](#)

Approaching too fast
Not reacting to the lights at a pedestrian controlled crossing
Pulling away well before the crossing is clear of pedestrians
Not stopping when necessary
Beckoning pedestrians to cross

25. POSITION FOR NORMAL STOPS ▶

Normal stop not made in a safe position
Both nearside wheels on the kerb / pavement
Over a driveway
At a bus stop

Too far from the kerb
Too near to a junction
Opposite other parked vehicles

26. AWARENESS AND PLANNING ▶

Failure to judge what other road users are going to do and react accordingly

27. ANCILLARY CONTROLS ▶

Failure to use ancillary controls when necessary
Unable to operate controls
Not able to locate or operate essential ancillary controls
Loss of control whilst operating ancillary controls

**Technical Standards Branch
Driving Standards Agency**

Stanley House
56 Talbot Street
Nottingham
NG1 5GU
Direct Line: (0115) 901 2539
Fax: (0115) 901 2530
Website: www.dsa.gov.uk

**4. Driving Standards Agency
5. Training & Development Centre**

Off Harrowden Lane
Cardington
Bedford MK44 3ST
TEL: (01234) 744000
Fax: (01234) 744010

Version 1 / 2005

