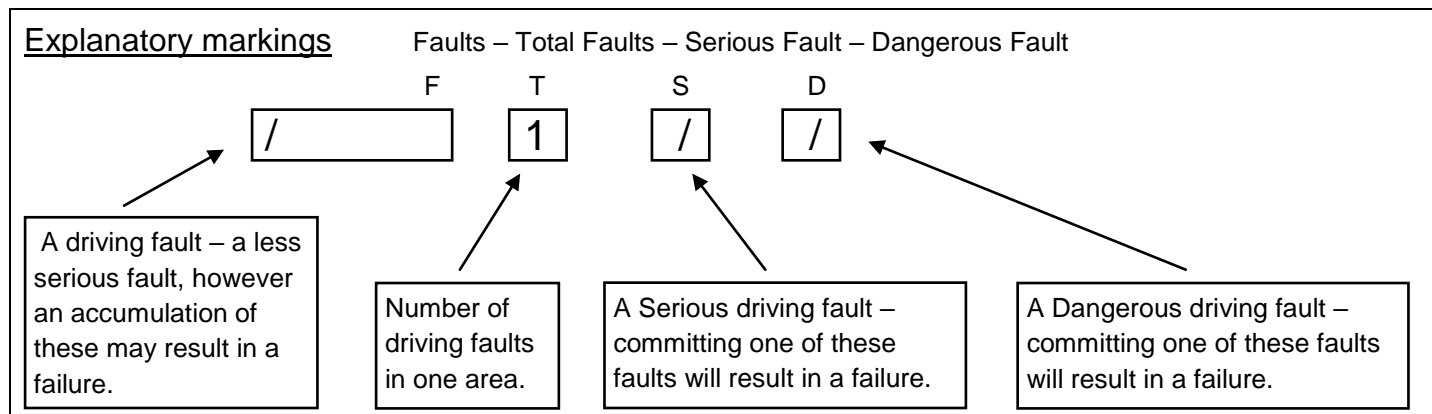


Taxi Driving Assessment Report Explained

More detailed advice about the assessment requirements is given in the sections below and overleaf.

If you failed your driving assessment you may retake it a further 2 times within a 12 month period of your first assessment. You will not be eligible for a fourth assessment until 12 months has elapsed from your 1st assessment. Minimum time between assessments is 3 days.

If you consider that your assessment was not 'conducted properly' you may appeal. Your appeal cannot alter the assessors decision, however if it is found that the assessment has not been 'conducted properly' you may be eligible for a free reassessment.



1 Eyesight Assessment

At the start of the assessment the assessor asked you to read a vehicle registration number. If you do not meet the eyesight standard then your assessment will not go ahead. If you need glasses or contact lenses to make sure you can read the number you must wear them whenever you drive or ride.

2 Vehicle checks

It is important that the vehicle is in good working order before you start the engine. The assessor asked you some safety questions of a 'show me/tell me' nature. You needed to show a basic knowledge of the checks you should make on a regular basis. These include checks on oil and water levels and tyre pressure and tread depth.

3, 4, 5 & 6 Reversing and turn in road exercises

Depending on the assessment you took, you may have been asked to complete one or more slow speed manoeuvring exercises. You needed to show you were able to keep control of your vehicle. This needed to be done whilst taking effective observations and acting correctly on what you saw.

7 Taxi manoeuvre

You needed to show the assessor that you can safely turn the vehicle around to face in the opposite direction. How you did this was left to you, but you must not have used driveways or mounted the pavement. You were assessed on your ability to select a safe place to carry out the manoeuvre whilst taking effective observation and acting correctly on what you saw.

8 Eco Safe Driving

You should drive in an 'eco friendly manner' considering your impact on the environment. Plan well ahead and choose appropriate gears, avoid heavy braking and over revving of the engine, particularly when stopped or moving off. If you have to stop for a long period such as at road works or railway crossings, consider stopping the engine to reduce pollution and save fuel. The assessor will assess this on your assessment; however this assessment will not affect the overall result of the assessment. If there are areas that need improvement you will receive appropriate feedback at the end of the assessment.

9 Precautions

These checks are simple but important. Before you started the engine you needed to make sure that your seat was adjusted correctly to allow you to reach all your driving controls with ease. This is because an incorrect seat position can affect your ability to take observations and keep proper control of the vehicle.

10 Use of mirrors – rear observation

You should have used the mirrors safely and effectively acting correctly upon what you saw. Where mirrors are not enough, for example to cover 'blind spots', then you must take effective rear observation. You must always check this carefully before signalling, changing direction or changing speed. You needed to demonstrate you can use the Mirror–Signal–Manoeuvre (MSM) routine effectively.

11 Response to signs and signals

You needed to show that you can react correctly to all traffic signs, road markings, traffic lights and pedestrian crossings. You should have obeyed signals given by police officers, traffic wardens, Highways Agency officers, and school crossing patrols. You should watch out for signals given by other road users and carry on only when you are happy it is safe.

12 Control

Throughout the assessment you needed to show you can use all the controls smoothly and at the correct time. This means less wear and tear on your vehicle and a smoother ride for your passengers.

Cont....

13 Use of speed

You should have made safe and reasonable progress along the road. You needed to keep in mind the road, traffic and weather conditions, road signs and speed limits. You needed to show confidence based on sound judgement. Remember, at all times you should have been able to stop within the distance you can see to be clear.

14 Clearance to obstructions

You should have given parked vehicles and other obstructions enough space to pass safely. You needed to watch out for changing situations such as pedestrians walking out from between parked cars, doors opening and vehicles trying to move off. You should have been prepared to slow down or stop if needed.

15 Following distance

You should have always kept a safe distance between you and the vehicle in front. You should be able to stop safely, well within the distance you can see to be clear. You should leave extra distance in wet or slippery conditions. Leave enough space when you are stopped in traffic queues.

16 Progress

On assessment you needed to show that you can drive at a realistic speed appropriate to the road and traffic conditions. You needed to approach all hazards at a safe, controlled speed, without being over cautious or slowing or stopping other road users. You should always be ready to move away from junctions as soon as it is safe and correct to do so. Driving too slowly can frustrate other drivers which creates danger for yourself and others.

17 Move off

You needed to show that you can move away on the level, on a slope and at an angle, under full control, taking effective observation. Move off only when it is safe to do so.

18 Positioning

You should have positioned your car in a safe position; normally this would be keeping well to the left of the road. You needed to keep clear of parked vehicles and be positioned correctly for the direction that you intend to take. You needed to look for and be guided by road signs and markings. Other road users may judge your intentions by where you are positioned so be aware of where you are at all times.

19 Position / normal stops

You should have chosen a safe, legal and convenient place to stop, close to the edge of the road, where you will not block the road and create a hazard. You should know how and where to stop without causing inconvenience or danger to other road users.

20 Signals

You should only use the signals shown in the Highway Code. On assessment you should have signalled clearly to let others know what you intend to do. This is particularly important if it would help other road users or pedestrians. You should have always signalled in good time and ensured that the signal had been switched off after the manoeuvre had been completed. You should not beckon to pedestrians to cross the road.

21 Ancillary controls

You needed to show that you can operate all of your vehicle's controls safely and effectively. The assessor was looking to see that whilst on the move you kept proper control of your vehicle whilst using secondary controls. These include demisters, heating controls, indicators and windscreen wipers.

22 Awareness & Planning

You must be aware of other road users at all times. Your assessor is looking to see that you plan ahead to judge what other road users are going to do. This will allow you to predict how their actions will affect you and react in good time. You needed to anticipate road and traffic conditions, and act in good time, rather than reacting to them at the last moment. You should have taken particular care to consider the actions of the more vulnerable groups of road users such as pedestrians, cyclists, other motorcyclists and horse riders.

23 Judgement

Your assessor will have assessed your judgment skills throughout the assessment. You will have needed to show sound judgement when overtaking, meeting or crossing the path of other road users. You should have only done this when it was safe and legal. You should have made your intentions clear and been sure that you understood the intentions of other road users.

24 Junctions including roundabouts

The assessor would have looked for the correct use of Mirror–Signal–Manoeuvre (MSM) procedures. The assessor will also be looking for the correct positioning and approach speed at Junctions and roundabouts. This is because these skills are essential for dealing with these hazards safely. Turning right across roads/dual carriageways is particularly dangerous. To drive safely and pass your assessment you must be confident that you can judge the speed and distance of oncoming traffic safely. You also need to look out for other road users emerging and turning at junctions and be ready to alter your course to stop. Be extra watchful in poor light and bad weather conditions for more vulnerable road user, such as cyclists and motorcyclists.

25 Pedestrian crossings

You should have been able to identify the different types of pedestrian crossing and take the correct action. You needed to monitor your speed and time your approach to crossings so that you can stop safely if you need to do so. You should have paid particular attention where crossings were partly hidden by queuing or parked vehicles. You should also show consideration for elderly or infirm pedestrians who are trying to cross the road.

26 Taxi wheelchair

You needed to show your ability to use wheelchair ramps competently. You needed to put the imaginary wheelchair user and their wheelchair into your vehicle, then ensure the wheelchair and its user were securely installed ready for a journey. You were then asked to reverse this whole process.