



PREPARING FOR YOUR DVSA DRIVING TEST

Introduction

The purpose of this document is to help ensure that you understand how parts of your DVSA Driving Test differ from what is normally performed at Car Club. Since this document is only a guide to test procedures and not an Instruction Guide, we cannot cover every point. What is included, are some of the most common pitfalls all pupils fall foul of.

The document is in two sections - first from the perspective of a Driving Instructor and secondly, from an Examiners perspective. In Section one, where Examiner behaviour is described, this is taken from DT1: "Carrying out driving tests: examiner guidance".

Document Summary

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Driving Instructor Guidance

On arrival at the test centre

If your test centre has its own car park, you will be expected to reverse park in a bay of your choice. If your test centre does not have a car park, you will be expected to park in a nearby road.

Your test will last approximately 45 minutes and is your chance to show the Examiner that you fully understand the rules of the road, but can also apply them, consistently and with care and thought for others.

Under Covid-19 restrictions there are some changes - if you incur a Serious or Dangerous fault, your Examiner will return you to the Test Centre early, to reduce unnecessary exposure to Covid-19.

There are 4 manoeuvres - you will only be asked to perform one of these. You could also be asked to perform a hill start and an emergency stop. (approximately $\frac{1}{3}$ of tests will include an emergency stop).

Moving away

During the test, you will be asked to pull over up to 4-5 times. The Examiner is looking to see that you can choose a Safe, Convenient and Legal place. On occasion, he or she is likely to ask you to pull up behind a specific vehicle - this is the angled start: designed to check that you can emerge safely from behind a parked vehicle.

You may also be asked to stop on a reasonably steep gradient and move away. You should demonstrate that you can move away, paying attention to other traffic, without rollback and/or excessive engine revolutions.

Apart from being able to choose a safe, convenient and legal place, the examiner is primarily checking that you are able to pull away safely into moving traffic.

Every time you move off, the Examiner will be looking for you to carry out effective, all round observations. This should include checking blind spots and every mirror as well as in front and behind.

We recommend starting your observations on the pavement side - this means the last blind spot check will be where the moving traffic is. The sequence of 6 checks should include: Blind spot, door mirror, in front, interior mirror, opposite door mirror, opposite blind spot.

Do not fail to react to anything you see when carrying out your observations.

Junctions

The Examiner is looking to see whether you have the vehicle under proper control and in the appropriate gear, whether you take account of the type of junction, road signs and following traffic, give any necessary and appropriate signals in good time, and keep the vehicle correctly positioned throughout. The examiner is also assessing whether you take adequate and effective observation before entering the junction and that you do so with due regard for other road users. Your aim is to ensure that you don't cause any other driver to

- Stop
- Swear
- Swerve or
- Slow down

Multi Lane Roundabouts

When exiting multi lane roundabouts, you will normally be expected to exit the roundabout in lane 1, unless road signs or markings indicate otherwise. You should start your preparations when you have passed the exit before the one that you want.

If, when you check your mirrors, you find a vehicle on your near side, you must be prepared to implement Plan B (to exit the roundabout in lane 2) or Plan C (to go around again and retake the exit safely).

Manoeuvres

If another vehicle approaches during a manoeuvre, you must wait and ensure that you know what the other driver is doing before continuing (typically, if another vehicle is within 5-6 car lengths, you should stop and check - then remember to carry out effective observations again before recommencing your manoeuvre).

Bay Parking

You may be asked to carry out a forward or reverse bay park. You are not required to tell the Examiner which space you are aiming for.

Reverse bay park

Reverse bay parking will only be carried out in the test centre car park. If your test centre does not have its own car park, you will not be asked to perform this manoeuvre. You may be asked to perform this manoeuvre at the beginning of your test, before leaving the car park or at the end of your test on your return.

If performing the Reverse bay park at the beginning of your test, you will be asked to drive out of the bay to the left or right (if both options are available in the car park) and stop with the wheels straight before reversing into any convenient bay and parking the car.

If you are asked to perform the reverse bay park at the end of your test, you will be directed to reverse into any bay of your choice on returning to the centre.

Forward bay park

Forward bay parking is usually carried out in a public car park. You are not required to park between two parked cars. You can choose any space in a row of empty spaces. If you have only practiced parking at U17CC or between real cars, make sure you can also park in a row of empty spaces, following the lines for guidance.

Indicate to Examiner that you have completed your manoeuvre by applying the handbrake and selecting neutral.

Parallel park

The Examiner may ask you to pull over on the left behind another vehicle. Rather than an angled start, this may indicate that you will be required to perform a parallel park. The Examiner does not use the phrase Parallel Park, instead, he will say something along the lines of "I'm going to ask you to perform a reverse parking manoeuvre. I'd like you to pull alongside the vehicle in front of you, then reverse back and park, finishing reasonably close to and parallel with the kerb".

In your own time, you should prepare to carry out the manoeuvre. Remember to carry out a full set of observations, before any change of direction. (i.e. before emerging from behind the parked car, before moving the car once you have selected reverse, again before any correcting shunt is taken and finally before setting off again, once the manoeuvre is complete.)

You should aim to complete the manoeuvre within 2 car lengths and should be within one drain covers distance from the kerb.

Indicate to Examiner that you have completed your manoeuvre by applying the handbrake and selecting neutral. (It's worth noting that you are usually asked to perform this manoeuvre on the last car in a line for safety reasons. If you normally look in your offside mirror, for the near side headlamp of a vehicle behind

you as your turning point, this may not work - likewise, you will not see the left-hand cone of the bay park, that you would normally see at U17CC. It's worth practicing on the end of a line of cars).

Pull up on the right and reverse

You may be asked to pull up on the right side of the road and reverse as your manoeuvre. The Examiner will usually ask you to perform this manoeuvre in a location where there is plenty of visibility and space to pull up. If you begin to select a location which is not suitable, then the exercise will be aborted before you move across to the right and may be attempted later in the test. You should show proper care for the safety of other road users while pulling across to the right, reversing and moving off.

You should aim to reverse the car approximately two car lengths, remaining reasonably close to and parallel to the kerb.

Indicate to the Examiner that you have completed your manoeuvre by applying the handbrake and selecting neutral.

When moving away, a left signal is preferred as you are crossing the carriageway and your last blind spot check should be on the side of moving traffic.

Emergency Stop

One third of all tests contain an emergency stop. The Examiner will ask you to perform a normal stop at the side of the road. He or she will explain that during the next part of the test, you will be tested in stopping the vehicle in an emergency, as quickly and safely as possible.

The warning to stop the vehicle will be the audible signal "Stop!" together with a simultaneous visual signal given by the examiner raising the right hand to face level.

The examiner will explain that they will look over their shoulder to make sure it is safe to carry out the exercise, and that you should not pre-empt the signal by suddenly stopping when they look around, but should wait for the proper signal to be given.

Most candidates successfully perform the emergency stop but fail for the way they pull away afterwards. You will be charged with adrenaline, so it is important to take a breath and pull away calmly and safely.

When you stop, there is no need to check mirrors - you should just use the brakes and clutch to bring the car to swift stop, with the car in the gear you were in.

Once you have stopped, check mirrors and apply the handbrake and select neutral.

Take a breath and compose yourself. The Examiner will confirm that the exercise has been completed and you will not be asked to repeat it. He will then invite you to drive on when you are ready.

The routine for this is a normal move away, with all the usual observations. Indicating to the right is recommended, to alert other drivers to the fact that you are on the move again, having been stopped in the middle of the road.

Driving Examiners Guidance

Test centre

Make sure you wear comfortable clothes. It is not a fashion parade and the way you look won't sway the examiner's decision.

Make sure you have had a drink and a nibble to eat. That way you are hydrated and have fuel in your belly.

Whilst in the test centre you will be asked to produce your licence and confirm a few details. You may be asked to provide your theory test certificate so have this to hand. Take this chance to go to the toilet, put your phone on silent or off.

Start of the Test

When you go into the carpark you will be asked to read a number plate at approximately 20m. If you have 01 on your driving licence you will need to wear your glasses for your test. If you don't have them the test will not go ahead.

The test will last approx. 30-40min and will cover some of the things you have practiced with your instructor.

You may be asked if you want your instructor with you during the test and or at the end of your test. They can sit in the back of the car but say nothing.

You will be allowed 15 driving faults; the 16th will be a fail.

You can terminate your test at any time however, I do not recommend this as you won't get the feedback from the examiner.

You will get a Show me/ Tell me question. Tell me will be in the carpark and the Show me will be on the move. Ensure you are aware of all the vehicle controls and information, so you are not trying to fumble around for the relevant control for the question.

You may get a manoeuvre at the start of the test, Bay park for example (this will be covered later in the document).

Moving away

You will be asked to move off when ready several times throughout the test.

As an examiner what we are looking for you to react when we say, "move off when you are ready". We want to see you prepare the vehicle to move, gear selection, biting point of the clutch and hand on the handbrake. Then we expect to see your visual checks to be done. The last visual check being your blind spot on the traffic side of your vehicle.

We are then assessing that you have joined the flow of traffic and moved off safely not causing anyone to:

- Stop,
- Swear
- Swerve or • Slow down.

The above is the same when you are asked to move away from an angled start. This is where you are asked to stop a short distance away from a parked car. This is to test that you can move off safely and rejoin from behind a vehicle.

Common faults in this area

- Not checking mirrors
- Not checking blind spot traffic side • Not signalling when needed

Common fails in this area

Pulling out on a vehicle, this would also get the examiner taking action (the examiner would tell you to stop or take control of the brakes).

- Excessive rolling of the vehicle, if the vehicle rolls too far before you take control of the clutch.

Angled Start

You will be asked to carry out an angled start in the test. This is to test your judgement of approaching a vehicle. Also, your safe move off. All the above is relevant to this manoeuvre.

Reverse Bay Parking

As said above this may be done at the start of your test in the test centre car park. You will be asked to pull forward to the left or the right and reverse back into a convenient bay (NOT THE ONE YOU JUST CAME FROM). My top tip is if you can pull to the right because then you will be reversing on the driver side and see more.

The examiner will be checking that you have ALL round observations, control the vehicle, finish between the lines and stop when someone or something gets too close to you.

If you finish with the wheels on the line you are in, if they are outside of the bay the this will be a fail. If you know you are going wrong or not quite lined up take a shunt and get the vehicle in the correct position. This will show control.

If you take a couple of shunts, then you will get a driving fault (minor). Common faults in this area

- Lack of observations
- Taking 2 or more shunts Common fails in this area
- Being over the line not within the box
- Pulling out on a vehicle
- Insufficient observations

Forward bay park

You will be asked to forward park in a convenient bay and then reverse out to the left or right. As above the same will be assessed and marked accordingly. If you reverse out on to somebody this will constitute as a fail. So, pick your spot wisely where you have good vision. Common faults in this area

- Lack of observations
- Taking 2 or more shunts Common fails in this area
- Being over the line not within the box
- Pulling out on a vehicle
- Insufficient observations

Parallel park

This manoeuvre is not like Car Club.

You will be asked to pull up well before a parked car, the exercise will be explained to you. As you have read above you are to pull up alongside the parked car and reverse back keeping reasonably close to the kerb and finish the exercise within 2 car lengths.

Examiners observations:

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- We are checking that you are looking all round and stop when a vehicle approaches you. Once you are happy that they are not going to try and make their way through, you can continue with the exercise.
- You are not too close to the parked car.
- We are then checking you don't hit the kerb, if you hit it then this will be a fail. If you bump the kerb this would be a driving fault.
- If you mount the kerb and stay on it this would be a fail however, if you mount the kerb and then finish back on the road this would be a driving fault providing no pedestrians are around. If pedestrians are about then this would be a fail.
- Once you have finished you will be asked to move off, again all-round observations as above being checked again.

Common Faults:

- Lack of observations
- Too close to the parked vehicle
- Bumping the kerb
- Mounting the kerb and finishing on the road Common fails:
- Hitting the kerb hard
- Pulling out on a vehicle
- Insufficient observations
- Mounting the kerb and staying on it.
- Examiner taking action, stopping the car because of danger you haven't seen.

Pull up on the right and reverse

You will be asked to pull up on the right and reverse back for approx. 2 car lengths keeping reasonably close to the kerb.

Examiners are checking that you choose a safe place and are aware of traffic around you. If a vehicle approaches you stop and let them go around you. Once they are gone then you can continue the manoeuvre if safe to do so.

Mounting the kerb and staying on it would be a fail. Mounting the kerb and finishing on the road would be a driving fault. Hitting the kerb would be a fail and bumping it would be a fault. When you are told to move off when ready we will be checking that you re-join safely without doing any of the following,

Your aim is to ensure that you don't cause any other driver to

- Stop,
- Swear
- Swerve or
- Slow down

Your last visual check must be on the traffic side of the car.

Common Faults:

- Lack of observations
- Bumping the kerb Common fails:
- Unsafe re-join to the road
- Pulling out on a vehicle

Insufficient observations

- Hitting the kerb
- Mounting the kerb

Emergency Stop

This is nothing like what we do at U17CC.

The examiner will ask you to pull up on the left at a safe place or tell you where they want you to stop.

The briefing for this is as follows:

“Shortly I will ask you to carry out an emergency stop. The signal for this will be Stop (and a physical sign with the handheld up towards the windscreen.

I will look round to ensure it is safe and clear so please do not do anything until I give you the signal, is that clear?

Move off when you are ready”.

They will expect you to get up to about 3rd gear, the examiner will check behind them. As long as it is still clear and no vehicles around, they will carry out the Emergency Stop.

Do not allow the vehicle to skid and make sure you are not over the other side of the road. Once done you will be told “I will not ask you to do that again, move off when you are ready”. Make sure you carry out all round observations prior to moving away.

DO NOT MOVE OFF WITHOUT CHECKS.

Pull up on the left at a safe place

This will be done twice in your test.

Examiners are looking for you to choose a safe place, the following are NOT safe places.

Bus stops

Opposite or near junctions

Opposite Driveways

Opposite another parked vehicle, narrowing the road for others

Cycle lanes Crossings

Parking near or on these would go as a fault or fail depending on the situation.

Junctions

You will be told in plenty of time which direction to turn. If you have heard nothing, then assume you are going straight ahead as long as the traffic signs don't direct you otherwise. As long as it is safe to proceed then make progress through the junction. Do not wait for the perfect moment, this won't happen. If you wait for ages and could have gone 3 or 4 times this would go as a driving fault of unduly hesitant.

If you do any of the following to other road users:

- Stop,
- Swear
- Swerve or
- Slow down.

This would constitute as a fail.

If you have a Stop sign, make sure you stop at it. If you don't this is an instant fail.

Common Faults:

- Lack of observations
- Speed on approach

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- Unduly hesitant Common fails:
- Pulling out on a vehicle
- Insufficient observations
- Unduly hesitant

Multi Lane Roundabouts

On approach to a roundabout, you will be told which exit you are required to take.

For example, at the roundabout take the 3rd exit. This will be done in plenty of time. Examiners are expecting you to take up the correct position for your exit, mirrors before changing direction, mirrors before indicating, change lanes safely and exit safely.

If you go wrong on the roundabout, for example, take the 1st exit, make sure you have done it correctly. You cannot be marked down for it.

If you find that you are going to miss the exit go around the roundabout again.

It is the examiners problem to get you back on the test route. As long as you do it safely and correctly it will be ok.

As long as you have not done any of the following on the roundabout: made other road users:

- Stop,
- Swear
- Swerve or
- Slow down

You will be fine, as said above don't wait for the perfect moment, this will not happen. If you have a safe space take it and use your blockers.

Common Faults:

- Lack of observations
- Speed on approach
- Unduly hesitant Common fails:
- Pulling out on a vehicle
- Insufficient observations
- Unduly hesitant
- Cutting vehicles up
- Dangerous lane changes

Hill Start

You will be asked to carry out a hill start in your test. You may get a steep hill or a progressive hill. As long as the car rolls back, it is classed as a hill start.

As long as you have not done any of the following: made other road users:

- Stop,
- Swear
- Swerve or

Slow down

Or yourself:

Roll back excessively (this would be half a wheel turn).

Common Faults:

- Lack of observations
- Slight roll back Common fails:
- Pulling out on a vehicle
- Unduly hesitant
- Cutting vehicles up

Independent drive

You will be asked to carry out an independent drive. This will be either Satnav or Signs. It will last for about 20min and you can be asked to carry out exercises during the independent drive.

If you are not sure where you are going you can ask for clarity. The examiner will set the satnav for you and provide it.

Other areas that you will get Driving faults or Serious and Dangerous for

- Use of speed too fast, 40 in a 30, would be a fail.
- Not adhering to signs, No Entry for example, would be a fail.
- Cycle lanes, going in them when you don't need to Fault, if a bike is in it, it could go as a fail.
- Driving too close to the car in front, Fault. If for too long can turn into a fail
- Not reacting to dangers on the road and the examiner taking action would be an instant fail. If the examiner has to take control, say stop or give orders it's an instant fail.
- Too slow, not making progress and holding other road users up, depends how many vehicles behind you this could go as a fault or fail.
- This list is not exhaustive and is some of the most common areas we pick faults up.
- You must remain safe and vigilant throughout the test, be confident but not COCKY. We want you to show you are safe and can drive amongst other road users independently.
- You are not there to show off your car club skills, you are there to apply them to the road. If the examiner relaxes in the seat, then you know you are doing a good job.