

<b>Title</b>	<b>Observe and analyse a person's driving, and determine optimal ways to achieve required performance</b>		
<b>Level</b>	<b>5</b>	<b>Credits</b>	<b>10</b>

<b>Purpose</b>	People credited with this unit standard are able to: plan to observe driving performance; observe driving performance; analyse the driver's performance discrepancies and determine optimal solutions; and debrief driver and/or driver's sponsor on driving performance.
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<b>Classification</b>	Driving > Driver Educator
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<b>Available grade</b>	Achieved
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<b>Prerequisites</b>	Unit 3466, <i>Apply risk reduction techniques and strategies while driving</i> , or demonstrate equivalent knowledge and skills.
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## Guidance Information

- 1 Legislation, regulations and/or industry standards relevant to this unit standard include but are not limited to the:  
 The *Learning System for Driving Instructors* (LSFDI) (2015) available from Waka Kotahi NZ Transport Agency at <https://www.nzta.govt.nz/assets/resources/learning-systems-driving-instructors/docs/learning-systems-for-driving-instructors.pdf>;  
 Community Driver Mentor Programme development guide (2016). NZTA. [Community-driver-mentor-programme-guide.pdf \(nzta.govt.nz\)](https://www.nzta.govt.nz/assets/Community-driver-mentor-programme-guide.pdf);  
 Waka Kotahi Drive programme guide. <https://www.nzta.govt.nz/assets/Driver-Licences/docs/Driver-licensing-resource.pdf>.

Any new, amended or replacement Acts, regulations, standards, codes of practice, guidelines, authority requirements, conditions or Waka Kotahi NZ Transport Agency procedures affecting this unit standard will take precedence for assessment purposes, pending review of this unit standard.

- 2 Definitions  
*Candidate* refers to the person undertaking assessment for this unit standard.  
*Driver* refers to a person whom the candidate is observing and analysing.  
*Driving* includes riding a motorcycle.  
*Required standard of driving* means driving in a way that meets all legal obligations and demonstrates co-ordinated and efficient control manipulation and the application of effective hazard identification and response techniques.

The *seven driving manoeuvres* are moving into traffic, moving on the road without other traffic, moving with traffic, moving through, moving back, moving past traffic, and moving out of traffic.

*Sponsor* is defined as a third party who provides support for a trainee for training and/or assessment. A sponsor may include an employer, parent, guardian, sibling or friend; a person or organisation who promotes the trainee, or who contributes to meeting the cost of any training and/or assessment; or an organisation that requires a person to undergo training and/or assessment and requires a formal report that confirms the standard of knowledge and/or skill of the person.

### 3 Assessment information

This unit standard is based on observing a driver's (or rider's) usual performance in a predetermined driving setting. Observations are recorded in a systematic manner which allows for analysis of the driving and the identification of performance discrepancies. These performance discrepancies are the differences between actual driving and the required standard of driving. Performance objectives for improved driving are determined and written, and describe how it will be known when performance discrepancies have been eliminated. Following the observation drive, optimal solutions for meeting the performance objectives are recommended and agreed.

4 Formal observation does not commence until the driver has gained familiarity with the vehicle's controls, in order to be able to demonstrate his or her usual driving behaviour.

5 The candidate must be competent in driving (or riding) the vehicle in which the assessment is conducted.

6 '1' endorsement assessments against this unit standard must be conducted using the LSFDI driving assessment approved form, Section 3 available at <https://www.nzta.govt.nz/assets/resources/learning-systems-driving-instructors/docs/learning-systems-for-driving-instructors.pdf>.

7 Assessment against this unit standard is to be based on the driver undertaking a pre-planned assessment drive of no less than 40 minutes and not more than 60 minutes, that reflects the range of local driving conditions. The drive should include suburban, highway, and/or motorway driving with 20 minutes of total time spent in busy city/town situations (medium to heavy traffic conditions should be sought).

8 The driver must be exposed to all seven of the driving tasks during the assessment drive.

9 For assessment purposes, the candidate is to complete one full driver evaluation sheet each for two different drivers. Assessors are to compare the candidate's evaluation sheets with their own marking sheets in relation to driver performance.

### 10 Recommended skills and knowledge

It is recommended that training for Unit 14523, *Carry out in-vehicle driver training*, be undertaken concurrently with training for this unit standard.

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## Outcomes and performance criteria

### Outcome 1

Plan to observe driving performance.

#### Performance criteria

- 1.1 Route and conditions are selected for observation and this provides the opportunity to elicit the range of behaviours needed for comparison with the required standard of driving.
- 1.2 An assessment tool is selected and the length of planned observation is checked to comply with the assessment requirements.
- 1.3 Observation is planned to ensure the presence of the seven driving manoeuvres.
- 1.4 Vehicle and driver checks are carried out to ensure all legal obligations have been met, and are completed prior to driving performance.  
  
Range            vehicle – vehicle licence, road user charge licence if applicable, Warrant of Fitness or Certificate of Fitness standard, L plates (if required);  
                     driver – licence, observational alcohol and drugs check, records details.

### Outcome 2

Observe driving performance.

#### Performance criteria

- 2.1 Orientation, including an explanation of contingency plans and briefing the driver, is completed before observation commences.
- 2.2 Instructions to execute manoeuvres are delivered in a manner which enables driver to demonstrate their usual driving behaviour.  
  
Range            timeliness, accuracy, specificity of instructions, audibility of instructions.
- 2.3 Assessment documents are used to accurately record the relationship between driver performance and the seven driving manoeuvres.
- 2.4 Observations are recorded in an unobtrusive and systematic manner and provide an accurate and comprehensive baseline of information for determining any performance discrepancies between actual driving and required standard of driving.

**Outcome 3**

Analyse the driver's performance discrepancies and determine optimal solutions.

**Performance criteria**

- 3.1 Performance discrepancies between actual driving and required standard of driving are analysed and determined.
- 3.2 Possible solutions to meet the performance evaluation are described considering the nature, causes, and consequences of each performance discrepancy, and the driver's capabilities.
- 3.3 Solutions chosen to deal with discrepancies are carried out taking into consideration cost-benefits, available resources, and driver's interest, and feedback are described.
- 3.4 Driver's performance is evaluated, including method for determining how performance discrepancies may be eliminated.

**Outcome 4**

Debrief driver and/or driver's sponsor on driving performance.

**Performance criteria**

- 4.1 Debriefing is carried out with driver after the drive to reinforce positive driving behaviours.
- 4.2 Debriefing is carried out consistent with conclusions reached on points observed during the drive.
- 4.3 Performance discrepancies are communicated in a manner which promotes driver's desire to attain the required standard of driving.  
  
Range            encouragement, positive reinforcement, use of questions, clarifying points of doubt, consequences of actions.
- 4.4 Actual solutions to be implemented are communicated to the driver and/or driver's sponsor in a manner which promotes driver's desire to implement the solution.

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<b>Planned review date</b>	31 December 2027
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**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1	6 May 1999	31 December 2024
Review	2	28 July 2003	31 December 2024
Review	3	16 April 2010	31 December 2024
Review	4	30 June 2022	N/A

**Consent and Moderation Requirements (CMR) reference**

0014

This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**Comments on this unit standard**

Please contact Hanga-Aro-Rau Manufacturing, Engineering and Logistics Workforce Development Council [qualifications@hangaarorau.nz](mailto:qualifications@hangaarorau.nz) if you wish to suggest changes to the content of this unit standard.