

Observe and analyse a person's driving, and determine optimal ways to achieve required performance

Level 5

Credits 10

Purpose 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;
- debrief driver and/or driver's sponsor on driving performance.

Subfield Driving

Domain Driver Educator

Status Registered

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Entry information Prerequisite: Unit 3466, *Apply risk reduction techniques and strategies while driving*, or demonstrate equivalent knowledge and skills.

Accreditation Evaluation of documentation and visit by NZQA, industry and NZ Transport Agency.

Standard setting body (SSB) NZ Motor Industry Training Organisation (Incorporated)

Accreditation and Moderation Action Plan (AMAP) reference 0092

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

Special notes

1 References

The *Learning System for Driving Instructors*, (LSFDI) (1992) published by and available from the NZ Transport Agency (NZTA), Private Bag 6995, Wellington 6141, or telephone 0800 822 422.

Safer Young Drivers: a guide to best practice education (2008) published by the National Road Safety Committee and available at <http://www.ltsa.govt.nz/education/young-driver-education/docs/safer-young-drivers.pdf>.

Other references are available from the Accident Compensation Corporation, the Ministry of Transport, the NZTA, and other transport agencies.

- 2 It is recommended that training for Unit 14523, *Carry out in-vehicle driver training*, be undertaken concurrently with training for this unit standard.
- 3 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 NZTA advanced assessment approved format, available from the NZTA, Private Bag 6995, Wellington 6141, or telephone 0800 822 422. They must also be conducted from the LSFDI.
- 7 Assessment against this unit standard is to be based on the driver undertaking a pre-planned assessment drive of not 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 at least 20 minutes of total time spent in busy city/town situations (medium to heavy traffic conditions should be sought).
- 8 For assessment purposes, the candidate is to complete two full driver evaluation sheets for two different drivers. Assessors are to compare the candidate's evaluation sheets with their own marking sheets in relation to driver performance.
- 9 Definitions
For the purposes of this unit standard:
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.

Elements and performance criteria

Element 1

Plan to observe driving performance.

Performance criteria

- 1.1 Route and conditions selected for observation provide the opportunity to elicit the range of behaviours needed for comparison with the required standard of driving.
- 1.2 Length of planned observation is consistent with assessment requirements and a suitable assessment tool is selected.
- 1.3 Observation planned ensures the presence of the seven driving manoeuvres.
- 1.4 Vehicle and driver checks, to ensure all legal obligations have been met, are completed prior to driving performance.

Range vehicle – documentation, Warrant of Fitness/Certificate of Fitness standard, L plates (if required);
 driver – licence, alcohol/drugs, records details.

Element 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 Candidate's behaviour during the drive provides no cues, prompts, or modelling, provides no feedback to the driver on his or her performance, and minimises the impact of own presence on driver's performance.
- 2.3 Instructions to execute manoeuvres are delivered in a manner which enables driver to demonstrate his or her usual driving behaviour.

Range timeliness, accuracy, specificity of instructions, audibility of instructions.

- 2.4 Assessment documents are used to accurately record the relationship between driver performance and the seven driving manoeuvres.
- 2.5 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.

Element 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 determined.
- 3.2 Possible solutions to meet the performance evaluation take into account the nature, causes, and consequences of each performance discrepancy, and the driver's capabilities.
- 3.3 Solutions chosen to deal with discrepancies take into consideration cost-benefits, available resources, and driver's interest.
- 3.4 Performance evaluations include method for determining how performance discrepancies may be eliminated.

Element 4

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

Performance criteria

- 4.1 Debriefing with driver after the drive reinforces positive driving behaviours.
- 4.2 Debriefing is 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.

Please note

Providers must be accredited by NZQA, or an inter-institutional body with delegated authority for quality assurance, before they can report credits from assessment against unit standards or deliver courses of study leading to that assessment.

Industry Training Organisations must be accredited by NZQA before they can register credits from assessment against unit standards.

Accredited providers and Industry Training Organisations assessing against unit standards must engage with the moderation system that applies to those standards.

Accreditation requirements and an outline of the moderation system that applies to this standard are outlined in the Accreditation and Moderation Action Plan (AMAP). The AMAP also includes useful information about special requirements for organisations wishing to develop education and training programmes, such as minimum qualifications for tutors and assessors, and special resource requirements.

Comments on this unit standard

Please contact NZ Motor Industry Training Organisation (Incorporated) info@mito.org.nz if you wish to suggest changes to the content of this unit standard.