

Demonstrate knowledge of hazard detection and responses

Level 3

Credits 3

Purpose This unit standard relates to methods of hazard detection and hazard responses that driver educators need to draw upon to assist driving students manage safety during driving instruction.

People credited with this unit standard are able to describe:

- hazard detection techniques in relation to driving;
- effective driver responses in reaction to hazards.

Subfield Driving

Domain Driver Educator

Status Registered

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Entry information Open.

Accreditation Evaluation of documentation and visit by NZQA and industry.

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 Definitions

Blind zones for the purpose of this unit standard, refer to where vision is obscured or limited because of an obstruction or through being outside the driver's normal range of vision including mirrors.

A *hazard* is any situation which contains an element of actual or potential danger or risk which must be negotiated while driving a vehicle (LSFDI). All hazards arise from the six driving conditions (traffic, driver, vehicle, light, weather, road). Hazards pose a clear and direct threat to a driver who is carrying out one of the seven driving manoeuvres. Examples include other vehicles, pedestrians, children playing on the side of the road, cyclists.

The *Hazard Action Plan* is a systematic method (as detailed in the LSFDI) for analyzing and responding to a hazard.

Hazard detection refers to the ability to identify and prioritise hazards.

The *observation habits* required for situational awareness and hazard detection while driving are aiming high (including 12 second search), getting the big picture, keeping the eyes moving, leaving an out, improving visibility.

Response refers to the action of a driver, in response to a specific hazard, to avoid a crash, or to minimise the effect of a crash, or to reduce risk.

Situational awareness means employing observation habits so that the driver knows what is going on around the vehicle, ahead, behind, above, and on both sides.

System of vehicle control refers to a systematic driving response to a hazard that has been identified.

The *seven driving manoeuvres* are moving into traffic, moving with traffic, moving out of traffic, moving through traffic, moving past traffic, moving back, moving on with no traffic.

The *six positions of the two vehicle crash* are, vehicle in front, vehicle behind, oncoming, passing, being passed, from the side.

View blockers refer to the features outside the vehicle that obstruct (block) the driver's view, for example, other vehicles, trees, gardens, buildings.

Zones of vision, for the purpose of this unit standard, refer to the view the driver can easily see from the normal seated position.

Elements and performance criteria

Element 1

Describe hazard detection techniques in relation to driving.

Performance criteria

1.1 Description includes impact of the six driving conditions on driving.

Range driver, vehicle, weather, light, road, traffic.

1.2 Description includes the observation habits required for situational awareness and risk reduction while driving.

- 1.3 Description includes effects of blind zones and view blockers on hazard detection.
- Range includes but is not limited to – vehicle, intersections, hills, corners.
- 1.4 Description includes the effects of speed and available light on hazard detection while driving.
- Range includes but is not limited to – zones of vision, night driving, perception/reaction times, colour detection.
- 1.5 Description includes the impact of internal and external distractions on driving and driving hazards.
- Range internal distractions may include but are not limited to – cell phone or other technology use, adjusting vehicle controls, eating or drinking, smoking, talking, animal inside the vehicle; external distractions may include but are not limited to – scenery or people outside the vehicle; other traffic; trying to find intersection, house number, or destination; advertising or signs.

Element 2

Describe effective driver responses in reaction to hazards.

Performance criteria

- 2.1 Description includes driver responses to achieve risk reduction in each of the seven driving manoeuvres.
- Range two responses for each of – moving into traffic, moving on the road, moving with traffic, moving through traffic, moving out of traffic, moving back in traffic, moving past traffic.
- 2.2 Description includes symptoms of trainee drivers failing to apply the observation habits for situational awareness.
- 2.3 Description includes the Hazard Action Plan and the roles of anticipation and perception in hazard detection when driving.
- 2.4 Description includes suggestions to minimise the effects of blind zones and view blockers.
- Range includes but is not limited to – vehicle, intersections, hills, corners.
- 2.5 Description includes a system of vehicle control that can be applied to hazards consistently.
- Range includes but is not limited to – positioning, use of brakes and transmission, communicating, searching.

2.6 Description includes driver responses to achieve avoidance of each of the six positions of the two vehicle crash.

Range two responses for each of the six positions.

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.