Title	**Demonstrate knowledge of, and apply, effective decision-making processes for optimal driving safety**		
Level	**5**	**Credits**	**8**

Purpose	People credited with this unit standard are able to: explain techniques for achieving optimal safety when driving; describe techniques used to gather information from the driving environment; explain the relationship between vision and vehicle directional control; explain effective communication in safe driving; and demonstrate effective decision-making techniques in four commentary drives.

Classification	Driving > Driver Educator

Available grade	Achieved

Guidance Information

1 Definitions

Effective communication for the purposes of this unit standard encompasses all forms of communication including body language. In a driving context, vehicle movement and position may be considered a form of body language.

Lateral observation refers to searching out to the sides of the vehicle and includes checking the blind zones by turning the head (head-checks).

Gap selection refers to the selection of a gap in the approaching traffic that allows a driver to cross or enter its path safely.

A *hazard* is any situation which contains an outcome 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). Examples include other vehicles, pedestrians, children playing on the side of the road, cyclists.

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

Optimal safety means that crash risk has been reduced, to the greatest extent practicable in a given situation, as a consequence of the decisions made by the driver, without danger to other road users and to occupant(s) of the driven motor vehicle.

Response refers to the actions taken by a driver, in relation to a specific hazard, to avoid a crash, or to minimise the effect of a crash, or to reduce risk.

Risk tolerance for the purposes of this unit standard refers to the level of risk an individual is prepared to accept. This level is different for each person, and is related to the person's perception of the level of risk they are exposed to, rather than the actual level of risk present.

Selective perception for the purposes of this unit standard refers to the sub-conscious mental process that modifies incoming information according to a person's pre-conceptions. Essentially, a person will only see what they want to see.

Shadow effect for the purposes of this unit standard refers to a commonly held mis-conception among drivers that they can move off safely at an intersection if they are 'shadowed' from the approaching traffic by a vehicle alongside them.
Target fixation for the purposes of this unit standard refers to the actions of a driver who focuses their complete attention on just one hazard in a multiple hazard situation, to the exclusion of all the others.

Outcomes and performance criteria

Outcome 1

Explain techniques for achieving optimal safety when driving.

Performance criteria

1.1 The factors that influence stopping distances are explained.

Range factors – driver alertness, speed, vehicle condition, delayed perception;
perception – reaction times, braking distance.

1.2 The influence of time and distance on hazard detection and driver reactions to hazards are explained.

1.3 The effects of delayed perception on hazard detection are explained in terms of time and distance.

1.4 The reasons for the effectiveness of the two and four second following distance rules are explained in terms of safety zones ahead and behind the vehicle, and include examples of when the four second rule would apply.

Range four of – wet weather, being tailgated, heavily loaded vehicle, towing, travelling down a steep gradient.

1.5 The processes that influence decision making for safe driving are described.

Range data collection – in terms of searching, fixation, and the effects of selective perception;
external hazard identification – in terms of severity ranking and the effects of driver risk tolerance;
outcome prediction – in terms of the role of driver experience;
option selection and the effect of driver priorities.

1.6 The reasons for the effectiveness of the 12-second search pattern are explained in terms of reaction times, hazard detection and responses, and the minimum time required for an overtaking manoeuvre.

Outcome 2

Describe techniques used to gather information from the driving environment.

Performance criteria

2.1 Searching and scanning techniques are described in terms of the timing and application of forward, rearward and lateral observation.

2.2 Ways to detect a driver's ineffective forward searching and scanning techniques are described.

Range may include – road position, late responses to hazards, selects the wrong lane for the intended path of travel, following a large vehicle too closely, travelling too fast for the conditions.

2.3 Situations where other traffic may enter or cross a driver's intended path of travel are described in terms of visual clues and responses to minimise risk.

Range from side streets, and at four other examples that may include – supermarket carparks, parking buildings, service stations, emergency service depots, public transport terminals, entertainment centres, schools, farm crossings.

2.4 Visual clues that indicate a driver is approaching an intersection are described.

Range may include – road markings, traffic islands, traffic lights, traffic control signs, hazard warning signs, information signs, the presence or movement of other traffic.

2.5 Visual clues that might indicate the intentions of other road users at an intersection are described.

Range may include – approach speed, vehicle attitude on its suspension, vehicle road position, lane markings, indicators, the direction the front wheels are pointed, where the driver is looking.

2.6 Gap selection, and techniques to measure this, are described in terms of the minimum space required to safely move off from a stationary position at intersections in both 50km/h and 100km/h speed zones.

Range influence of the shadow effect, speed of other vehicles.

Outcome 3

Explain the relationship between vision and vehicle directional control.

Performance criteria

3.1 High aim steering is explained in terms of the 12 second rule and accurate directional control.

3.2 Ways in which low aim steering can be detected are explained.

Range when travelling on a straight road, when travelling through curves.

3.3 Target fixation is explained in terms of directional control.

Outcome 4

Explain effective communication in safe driving.

Performance criteria

4.1 The communication process is explained in terms of its component elements.

Range transmission, reception, processing, and perception.

4.2 Selective perception is explained in terms of miscommunication and an example is provided.

4.3 Three examples of how a driver educator could detect that a trainee driver was not communicating effectively with other road users are provided.

4.4 Three examples of how a driver educator could determine that other road users had understood a trainee driver's communication are provided.

4.5 The effectiveness of different modes of communication is explained in terms of risk reduction at points of potential conflict.

Range may include – vehicle signals, eye-to-eye contact, body language, vehicle position, direction of front wheels, vehicle speed.

Outcome 5

Demonstrate effective decision-making techniques in four commentary drives.

Range must include one in each of – residential, inner city, rural, highway or motorway; each drive must be a minimum of 10 minutes duration.

Performance criteria

5.1 Commentary for each drive includes hazard identification and hazard action plans.

Range at least five hazards arising from any of the six driving conditions;
including visual clues for hazards;
visual clues to other road user intentions;
the driver's hazard action plan in response to those hazards.

5.2 Driver responses to identified hazards are demonstrated that will achieve optimal safety and include the application of the system of vehicle control.

Planned review date	31 December 2025

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	16 April 2010	31 December 2023
Review	2	28 April 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 if you wish to suggest changes to the content of this unit standard.