



Kuzey Kıbrıs Sürücü Standartları Trafik Eğitim Kurumu

North Cyprus Driving Standards
Traffic Education Institution

Driving Ability Assessment for Professional Driver/Rider:

You will now be required to undertake an assessment of your ability to drive.

You will be required to produce your current driving licence before the assessments commences.

- **The assessment lasts approximately 60 minutes and includes an eyesight check and commentary drive.**

You must be able to read in good daylight, with the aid of glasses or contact lenses if worn, a motor vehicle registration mark containing letters and figures.

79mm in height and 50mm wide at a distance of 26.5m or

79mm in height and 57mm wide at a distance of 27.5m.

If you do not pass the eyesight assessment you will not be allowed to take the assessment.

The assessment will be marked as a fail and will not continue unless it is rectified.

The assessment is of an advanced nature therefore a very high standard of competence is required. You must demonstrate that you have a thorough knowledge of the principles of good driving and road safety and can apply them in practice.

You must have excellent hazard perception and planning skills and understand and demonstrate the principles of Eco safe driving techniques.

- ❖ *During the assessment you must demonstrate your ability to give a descriptive talk through / commentary whilst driving, for not less than ten minutes.*
- ❖ *You will be asked to complete one reversing exercise during the assessment selected at random.*
- ❖ *An emergency stop exercise is not required.*
- ❖ *A maximum of 4 driving faults will be allowed.*

Training Required:

- ❖ *As part of your training you will be required to watch the clip on commentary driving on line.*
- ❖ *Visit our website for access to the online clip. www.kk-ssek.com*
- ❖ *You will be required to practice your commentary driving skills in your own time before taking assessment.*
- ❖ *You will be contacted by your assessor to arrange your practical driving assessment.*

Please Note: In the event that you need to cancel or re-arrange your driving assessment you must give at least 48 hours notice.

If you fail to provide this period of notice you will be required to pay the assessment fees in full:

£35.00 per driving assessment.

Guidance notes on Commentary Driving:

A good commentary drive promotes forward planning and is an essential part of an advanced drivers 'tool box'.

In general terms, a commentary is used to inform an assessor/student of the thought processes of the driver or to help enhance and develop hazard perception skills.

Developing good commentary skill is about practice, so that the quality of the drive will be enhanced rather than degraded. A commentary should emphasise the action that is to be taken in order to deal with each potential hazard.

The contents of the commentary should be current and not historical.

The content may include quotes from the 'Highway Code' or 'Essential skills' but should never detract from more relevant problems in the drive.

Rural and urban driving will present different challenges and require a different approach.

Use a clear distinct voice and avoid talking too quickly.

It may be appropriate at some stage to define a hazard that contains an element of actual or potential danger and anything which may cause a driver to change course or speed.

Actual danger is where the law or the rule of the road places the onus on the driver to ensure that it is safe before continuing. Such circumstances may require a delayed gear change such as at give way or coming to rest at a stop sign or obstructions on the nearside.

Potential danger is where common sense or road sense suggests that safety precautions should be taken before entering the danger area. Such action as an early gear change for example on the approach to a bend, a narrow section, a hump backed bridge or obstructions on the offside causing oncoming drivers to cross the centre of the carriageway.

There are three main types of hazard:

- a) Fixed physical features such as road junctions, bends or crests of hills.
- b) Risks arising from the position or movement of other road users.
- c) Problems arising from variations in road surface, weather conditions or visibility.

A driver is constantly making driving plans to deal with immediate circumstances and is designed to ensure that the vehicle is always

- At the correct speed
- In the correct position
- In the correct gear

The driving plan will take into account:

- What can be seen
- What cannot be seen
- What a driver may reasonably expect to see
- Which hazards present the reassessment threat?
- What to do if a situation develops differently from expected.

Observation Means using sight, hearing, feel and even smell to gain as much information as possible about what lies ahead. It is the result of this observation which principally dictates the content of the commentary. A driver should refer to the features can be seen such as:

- road signs
- obstructions
- road markings

Weather conditions and visibility; with a reasonable prediction of how this will affect the driving plan. What actions will the driver need to take to be able to deal with the situation and what alternative courses of action may be required if the situation develops.

Anticipation Observation links are also useful as a commentary device and therefore support or dictate the driving plan.

What links would you make to the following?

Ice cream vans	Skid marks	School sign	Dustbins	Reflections in shop windows
Tyre noise	Royal Mail van	Mud on road	Animal droppings	Lamp posts
Farm buildings	Brake lights ahead	Emergency vehicles	Phone boxes	Pedestrian crossings
Village name plate	Goods yard	Cross winds sock	Telegraph posts	SLOW on road

The list is by no means comprehensive and experience will dictate many additional links to add to the driver's armoury.

The following distance calculation and application is very much part of an advanced drivers stock in trade and can effectively be included as part of a commentary. Employing a 2 or more second time gap behind the vehicle in front, depending on conditions, will ensure that the driver:

- Has a good view and can increase it along both sides by slight changes of position
- Can stop the vehicle safely in the event that the driver in front brakes sharply without warning.
- Can extend the braking distance so that the driver behind has more time to react.
- Can see when it is safe to move up into the overtaking position.

Planning:

Is a brief explanation of what is intended to be carried out. Eg:

- Restricted view, intending to slow and looking to go
- Church spire ahead, anticipating reduction in speed, therefore I will need to slow before the bend

It must be emphasised that good commentary is about good observation, planning and implementation. Responding to what can be seen or in some cases not seen. In certain circumstances there may be several simultaneous occurrences and it is up to the driver to prioritise accordingly.

Effective commentary is about current and future events. History has no value.

To sum up it should **Observe, Anticipation & PlanningOAP!**

A good way to start is by watching a hazard perception clip, try to say aloud what you are observing, then anticipating and finally planning to do. Once you feel comfortable with this, try including all three elements (OAP) **before** you arrive at each hazard, then take those skills into the car. Using the pictures, list all of the things you can observe, could anticipate and plan to do.

GOOD LUCK