# RISKYBIZ

Driver Training

# CORPORATE DRIVER RISK MANAGEMENT

E-Book & Assessment Guide

| 1 in 200 | ~3,000 | 25%+ |
|---|---|---|
| lifetime risk of being killed driving | UK road deaths per year | fatalities involve excessive speed |

For Corporate Drivers & Fleet Managers

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# Introduction

Driving — whether for business or personal reasons — is the most dangerous activity most of us routinely undertake. Government statistics indicate a 1 in 200 lifetime chance of being killed while driving, equivalent to one child in every primary school.

For organisations, the risk extends beyond the individual. Corporate road risk encompasses legal liability, reputational damage, productivity loss, and significant financial exposure. A proactive risk management approach is not simply good practice — it is a legal and ethical obligation under the Health and Safety at Work Act 1974 and the Corporate Manslaughter and Corporate Homicide Act 2007.

This e-book, based on the Riskybiz AA Risk Management Solutions Corporate Driver Training programme, summarises the core principles that every corporate driver and fleet manager should understand and apply.

This programme is delivered by Riskybiz instructor **Arthur James Carpenter**, who holds the **City & Guilds Level 3 Award in Preparing to Teach in the Lifelong Learning Sector (PTLLS)** teaching qualification.

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City & Guilds

Level 3 Award in Preparing to Teach in the Lifelong Learning Sector
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is awarded to
**Arthur James Carpenter**

who attended
**Anglesea Training Services**

This holder has a number of formal Unit
Credits by which this Award was achieved

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! Driving for work is the single largest source of occupational road risk in the UK. Employers have a duty of care to ensure that all employees who drive on company business do so safely.

MODULE 01

# Risk, Choice & Consequence

Understanding the decision framework behind every journey

## It starts with you

Most incidents on the road are not accidents — they are the result of choices. The choice to drive tired. The choice to use a mobile phone. The choice to travel faster than conditions allow. Understanding this puts the power of prevention firmly with the driver.

## Driver Type Profiles

Research into driver behaviour identifies four common profiles, each carrying specific risk patterns. Recognising your own tendencies is the first step toward managing them:

| Driver Profile | Risk Behaviour |
|---|---|
| **The Fast Operator** | Works under pressure; makes impulsive decisions when driving, leading to errors. |
| **The Strong Type** | Never admits weakness; regularly exceeds personal limitations behind the wheel. |
| **The Approval Seeker** | Seeks praise; shows off and takes unnecessary risks to impress others. |
| **The Perfectionist** | Takes on too much; may overlook critical aspects of driving while striving for perfection. |

## Managing Negative Emotions

Social, domestic and workplace pressures significantly affect driving behaviour. Effective corporate drivers apply the following principles:

- Maintain a calm, considered, professional approach at all times
- Concentrate fully on driving — avoid mental multi-tasking
- Use wide-range scanning to prevent tunnel vision and 'red mist'
- Avoid personalising challenging situations with other road users
- Identify your personal triggers and actively guard against them

**KEY STAT**

Each year in the UK, approximately 300 road deaths are caused by drivers falling asleep at the wheel. The decision not to drive tired is made the night before — not on the journey.

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MODULE 02

# Space Management & Positioning

Creating and maintaining safe separation on every journey

## The Two-Second Rule

Maintaining adequate separation from the vehicle ahead is one of the most consistently effective safety measures available to any driver. The two-second rule provides a simple, reliable method:

**HOW TO** When the vehicle ahead passes a fixed reference point (bridge, sign, tree), say: 'Only a fool breaks the two-second rule.' If you reach the same point before finishing the phrase, you are too close. In poor conditions, double the gap.

## Motorway & Dual Carriageway Awareness

Motorways are statistically the safest road type, accounting for only 7% of fatalities despite carrying significant traffic volumes. Over 55% of road fatalities occur on two-way roads outside urban areas. Where journey time allows, opting for motorway or motorway-quality dual carriageway reduces exposure to the highest-risk road environments.

- Avoid being three abreast — adjust speed to prevent simultaneous overtaking situations
- Always maintain a viable escape route — do not become boxed in
- Keep tyres and tarmac in view when stationary in queues
- When stopped in traffic, maintain enough room to manoeuvre around a broken-down vehicle ahead

## Speed & Road Environment

Speed limits are a legal maximum — not a target. Setting a speed appropriate to the road environment, vehicle condition, and your own state of alertness reduces the cognitive load on the driver and improves decision-making capacity. Exceeding the speed limit or driving too fast for the conditions is a contributory factor in more than 25% of all road fatalities.

**RISK** Choosing better routes — particularly more use of motorways and dual carriageways — can significantly reduce journey risk even if it marginally increases mileage.

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MODULE 03

# Fatigue & Journey Planning

Eliminating the risk of driving tired through proactive scheduling

## The High-Risk Times

Fatigue-related incidents are heavily concentrated within predictable time windows. Fleet managers should incorporate this data into journey scheduling and driver duty planning:

| 2am–6am | 2pm–4pm | 300 |
|---|---|---|
| Highest risk window (all drivers) | Secondary peak (post-lunch dip) | UK deaths per year linked to fatigue |

## Journey Planning Best Practice

Proactive diary management is the most effective intervention for fatigue risk. The following measures are recommended for all corporate drivers:

- Plan journeys to avoid peak risk windows — early morning and post-lunch periods
- Favour motorways and dual carriageways — lower fatality rates, better facilities
- Use flexible working, remote working, and local site options to reduce unnecessary journeys
- Schedule regular breaks on long journeys — every two hours as a minimum
- Plan refuelling stops to avoid expensive motorway forecourts
- Consider time of day, congestion, roadworks, and weather in route selection

**MANAGER NOTE**

Under the Working Time Regulations 1998 and HSE guidance, employers must ensure drivers are not rostered in ways that create foreseeable fatigue risk. Journey scheduling is a risk management responsibility, not just a logistics decision.

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MODULE 04

# Vehicle Readiness — FLOWERY

A structured pre-journey check framework for corporate drivers

Before every journey, drivers should apply the FLOWERY check to ensure both vehicle and driver are fit for the road:

| | | |
|---|---|---|
| F | **Fuel** | Sufficient petrol or diesel for the planned journey plus a contingency margin. |
| L | **Lights** | Headlights, stop lights, tail lights, and indicators — all functioning correctly. |
| O | **Oil** | Engine oil and all other fluid levels within recommended ranges. |
| W | **Water** | Windscreen washer fluid, radiator coolant, and drinking water for the driver on long journeys. |
| E | **Electrics** | Windscreen wipers, horn, and all dashboard warning lights operating correctly. |
| R | **Rubber** | Tyre condition, tread depth, and pressure (including spare). Wiper blade condition. |
| Y | **Yourself** | Are you fit to drive? Consider sleep, medication, alcohol, emotional state, and overall alertness. |

**TYRE TIP** Under-inflated tyres are dangerous and can increase fuel consumption by up to 3%. Check tyre pressure at least once a fortnight and before long journeys.

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MODULE 05

# Fuel Efficiency & Environmental Impact

Reducing cost and carbon footprint through better driving habits

Fuel-efficient driving is not a separate discipline — it is a natural byproduct of smooth, well-planned, well-executed driving. The same techniques that reduce fuel consumption also reduce accident rates and vehicle wear.

## Core Efficiency Principles

- Change up before 2,500 rpm (petrol) and 2,000 rpm (diesel)
- Anticipate road conditions — smooth acceleration and early, gentle braking saves fuel and reduces wear
- Use air conditioning sparingly — it significantly increases consumption, especially in urban driving
- Optimal cruising speed is approximately 45–50 mph — above this, fuel consumption increases sharply
- Do not idle to warm the engine — drive away immediately and allow the engine to warm under light load
- Remove roof racks, bike carriers, and roof boxes when not in use — aerodynamic drag significantly reduces efficiency
- Avoid short journeys where possible — a cold engine uses almost twice as much fuel
- Switch off the engine if stationary for more than 60–90 seconds
- Remove unnecessary items from the boot — 50kg of additional weight increases fuel use by 1–2%

## Advanced Techniques

Experienced corporate drivers apply the following higher-order techniques to maximise efficiency:

- Commentary driving — narrating hazards aloud improves anticipation and naturally produces smoother driving
- Skip intermediate gears when accelerating — modern vehicles handle 2nd to 4th and 3rd to 5th transitions smoothly
- On deceleration, keep both hands on the wheel until the moment of gear selection
- Set personal efficiency challenges (e.g. maximise distance without braking) — provided they do not compromise safety
- Monitor fuel consumption using trip computers or a simple miles-per-fill-up log

**FLEET IMPACT**

A fleet of 50 drivers each saving 5% on fuel through better driving habits represents a significant annual cost saving and a measurable reduction in the organisation's carbon footprint.

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MODULE 06

# In-Vehicle Environment & Distraction

Creating the optimal driving environment

A driver's physical and sensory environment directly affects their ability to process information and make safe decisions. Distractions can be external (other road users, weather) or internal (temperature, noise, devices, passengers).

## Sources of Distraction

- Mobile phones — illegal when handheld; a hands-free device is legal but still significantly impairs driving
- Satellite navigation — should be programmed before departure, not en route
- Passengers — conversation diverts cognitive attention, especially in complex traffic situations
- Temperature — being too hot or too cold reduces alertness; maintain a comfortable vehicle temperature
- Seating position — incorrect posture causes fatigue and reduces control response time
- Radio and audio — high volumes reduce hazard detection; adjust for road conditions

**LEGAL NOTE**

Using a handheld mobile phone while driving carries a fixed penalty of £200 and 6 points. A second offence risks disqualification. Employers can be prosecuted if they knowingly require or permit employees to use handheld phones while driving.

## Commentary Driving

Commentary driving — the practice of verbalising what you can see, anticipate, and intend to do — is used in advanced driver training to build hazard awareness. Even a brief internal commentary ('pedestrian stepping out left, slowing') significantly improves reaction times and decision quality.

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# KNOWLEDGE CHECK

## Corporate Driver Risk Management Assessment

The following questions test your understanding of the key principles covered in this e-book. Correct answers are highlighted in green with an explanation. A pass score of 8 out of 10 is required for certification.

| Q1 | **According to government statistics, what is the approximate lifetime risk of being killed while driving?** |
|---|---|
| A | 1 in 2,000 |
| B | **1 in 200** |
| C | 1 in 20 |
| D | 1 in 50 |

| WHY | Government data indicates a 1 in 200 lifetime chance of being killed while driving — equivalent to one child in every primary school. This underlines the seriousness of road risk management. |
|---|---|

| Q2 | **Approximately how many UK road deaths each year are caused by drivers falling asleep at the wheel?** |
|---|---|
| A | 100 |
| B | 500 |
| C | **300** |
| D | 1,000 |

| WHY | Around 300 people are killed each year in the UK due to fatigue-related driving. The decision not to drive tired must be made during journey planning — not once the driver is already on the road. |
|---|---|

| Q3 | **What percentage of road fatalities involve excessive speed or driving too fast for conditions as a contributory factor?** |
|---|---|
| A | More than 10% |
| B | **More than 25%** |
| C | More than 50% |
| D | More than 5% |

| | |
|---|---|
| **WHY** | Speed is a contributory factor in more than 25% of all road fatalities. Speed limits are a legal maximum — not a target — and drivers should always set a speed appropriate to the conditions. |

| **Q4** | **When using the two-second rule, what should you say to yourself as the vehicle ahead passes a reference point?** |
|---|---|
| A | 'I must keep my distance at all times' |
| B | 'Two seconds, two seconds' |
| **C** | **'Only a fool breaks the two-second rule'** |
| D | 'Slow down, slow down' |

| | |
|---|---|
| **WHY** | Saying 'Only a fool breaks the two-second rule' takes approximately two seconds. If you reach the reference point before finishing the phrase, you are following too closely. In adverse conditions, the gap should be doubled. |

| **Q5** | **What does the 'Y' in the FLOWERY vehicle check stand for?** |
|---|---|
| A | Yellow warning lights |
| **B** | **Yourself — are you fit to drive?** |
| C | Years since last service |
| D | Yield to other road users |

| | |
|---|---|
| **WHY** | The 'Y' in FLOWERY stands for Yourself. Drivers must assess their own fitness to drive before every journey — considering sleep, medication, alcohol, emotional state, and overall alertness. |

| **Q6** | **At what engine speed should a petrol driver change up to the next gear for fuel efficiency?** |
|---|---|
| A | Before 3,500 rpm |
| **B** | **Before 2,500 rpm** |
| C | Before 4,000 rpm |
| D | Before 1,500 rpm |

| | |
|---|---|
| **WHY** | For petrol vehicles, changing up before 2,500 rpm reduces fuel consumption. For diesel vehicles, the threshold is 2,000 rpm. Modern vehicles are flexible enough to handle gear-skipping (e.g. 2nd to 4th). |

| **Q7** | **What approximate percentage of road fatalities occur on two-way roads outside of towns and cities?** |
|---|---|
| A | Over 35% |

| | |
|---|---|
| **B** | **Over 55%** |
| C | Over 75% |
| D | Over 20% |

**WHY** Over 55% of road fatalities occur on two-way roads outside urban areas. Motorways, by contrast, account for only around 7% of fatalities. Choosing motorway routes where practical significantly reduces risk exposure.

| | |
|---|---|
| **Q8** | **Which driver profile is most likely to exceed personal limitations and deny weakness behind the wheel?** |
| A | The Fast Operator |
| B | The Approval Seeker |
| **C** | **The Strong Type** |
| D | The Perfectionist |

**WHY** The Strong Type never admits weakness and despises it in others. When driving, this manifests as regularly exceeding personal limitations — often without recognising the risk being taken.

| | |
|---|---|
| **Q9** | **How much additional fuel can under-inflated tyres add to a vehicle's fuel consumption?** |
| A | Up to 1% |
| **B** | **Up to 3%** |
| C | Up to 10% |
| D | Up to 7% |

**WHY** Under-inflated tyres increase rolling resistance, which can raise fuel consumption by up to 3%. They also increase stopping distances and the risk of a blowout — making regular tyre pressure checks both a safety and efficiency measure.

| | |
|---|---|
| **Q10** | **What is the optimal cruising speed range for fuel efficiency in most vehicles?** |
| A | 30–35 mph |
| B | 60–70 mph |
| **C** | **45–50 mph** |
| D | 55–65 mph |

**WHY** The optimal fuel-efficient cruising speed for most vehicles is approximately 45–50 mph. Above this speed, aerodynamic drag increases significantly and fuel

consumption rises sharply. Motorway speeds of 70 mph use considerably more fuel than 50 mph.

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# ASSESSMENT SCORING

| Score | Result | Action |
|---|---|---|
| 10 / 10 | Distinction | Exceptional understanding of corporate road risk principles. |
| 8–9 / 10 | Pass | Solid knowledge base. Review any incorrect areas before your next journey. |
| 6–7 / 10 | Refer | Further reading recommended. Re-take assessment after reviewing flagged modules. |
| 0–5 / 10 | Fail | Mandatory re-training required before certification. Please contact your fleet manager. |

Driver Name: _____ Date: _____

Score: _____ / 10 Result: _____ Assessor: _____

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