

CTA's D1 Licensing Campaign Survey Statistics

Survey of 419 Respondents | January - April 2026

Community Transport Association

The Consultation



Consultation Period
January - April 2026



3 Focus Groups
26 participants



Online survey
419 respondents



**Conversations with
experts and
stakeholders**



of respondents

OPPOSE

the current
D1 licensing
rules

The Impact on Services

Respondents told us the shortage of D1 drivers is already
affecting their organisations



55%

do not have
enough drivers to
meet the demand
for their services



14%

have had to
reduce or cut
back services



43%

have been unable
to grow or
expand



41%

have had to turn
down requests
for support



81%

of respondents are
not confident
that their organisation will have enough
D1 drivers to sustain their services over
the next 3 years

Option 2B: The Preferred Solution



Replace the requirement to take a D1 test with a training-based license 'upgrade' (i.e. MiDAS) to a D1 (101 exemption) license and introduce certain additional stipulations to maintain safety and quality standards (i.e. minimum age, experience)



78%

respondents were
most likely to
SUPPORT
Option 2B



7%

respondents were
least likely to
OPPOSE
Option 2B



73%

respondents were most
likely to believe
OPTION 2B
would increase the
availability of D1 drivers
for their organisation

Option 2B in short:

Strong support for a practical, training-based approach that helps address driver shortages while maintaining safety and quality standards.



Our Next Steps

White Paper:
Coming Autumn 2026

Westminster Reception:
15 October 2026, London