

D1 CAMPAIGN RECEPTION BRIEFING

CTA AGM and D1 Reception

Thursday 15 October 2026: 13.45–16.45

Palace of Westminster: Terrace Pavilion

Context

We are excited for you to join us as our movement takes our call for changes to minibus driver licensing rules to Parliament.

You can help by talking to MPs and Peers about our campaign and why it matters to you, your organisation and the community you serve.

This briefing gives you some useful information and ideas from our White Paper, which might help you have these conversations.

Our proposal

Under existing rules, pre-1997 UK B (car) licence holders have an automatic D1 (minibus) (101) entitlement (i.e. 'grandfather rights') to drive minibuses (up to 16 passenger seats) under Section 19 or 22 permits as an unpaid volunteer or a paid employee.

CTA's proposal is that UK B licence holders should be able to acquire a D1 (101) licence by completing a DVSA-accredited training-based upgrade, such as the Minibus Driver Awareness Scheme (MiDAS), if they also meet the following criteria:

- ✓ **Minimum age of 25 years old**
- ✓ **Minimum experience of 5 years on a B licence**
- ✓ **Medical checks every 5 years**
- ✓ **Conduct standard for no drug or alcohol offences**

Key talking points

- **'The status quo is not fit for purpose. There is strong demand for change for change from the Community Transport movement.'**
 - 78% of consultation respondents support CTA's proposal.
 - 73% of CTOs believe it would increase the availability of D1 drivers for their organisation.

- **'The crisis is already here. There is an urgent need for action to avoid the cliff edge, train the next generation of minibus drivers and secure Community Transport's future.'**
 - 55% of CTOs report D1 driver shortages today.
 - More than 1 in 4 D1 licences will be lost by 2031.
- **'This is not a small problem, which can be ignored by Government. This matters to lots of people and communities.'**
 - CTA members deliver more than 16 million Community Transport journeys every year in the UK.
- **'CTA's proposal is a practical solution, which can be implemented through secondary legislation.'**
 - CTA's White Paper sets out the specific amendments and clear precedents (e.g. creating the D1 licensing regime in 1996 and increasing weight limits for driving electric minibuses in 2025).

Rebuttals of key counter-arguments

- **'I'm concerned about the safety implications. Won't this reduce passenger safety?'**
 - Community Transport has a strong safety record and is trusted by commissioners and insurers to maintain high standards.
 - There is no evidence of a sector-wide safety problem. Minibus accident rates remain very low, according to official data.
- **'I'm not sure MiDAS is ready or suitable to replace the D1 test. Won't this dilute driver competency standards?'**
 - MiDAS has been the gold standard for enhancing the safety and care of minibus passengers for more than three decades.
 - 68% of consultation respondents believe MiDAS is robust enough to be a training-based upgrade to D1 (101).
 - MiDAS secures a significant discount in premiums from major insurers.
 - MiDAS is specifically designed for and tailored to minibus use and Community Transport operations. The D1 test is not.
 - CTA is not prescriptive and is open to discussing alternative options.

Further Information

If you have any questions, or would like additional support, please contact:

policy@ctauk.org