

Improving moped and motorcycle training, testing and licensing

About this survey

This consultation focuses on moped and motorcycle categories (AM, A1, A2 and full category A (sometimes known as A3)) and the arrangements for the training of learner motorcyclists in Great Britain (GB) and the regulation of those who train them. The options in this consultation only apply to GB.

We have consulted on changes to the training, testing and licensing of motorcyclists, before, and some considerable work was undertaken in this area. As these consultations were carried out in 2015 and 2017, the motorcycle sector and people's opinions may well have changed. There are new technologies; why people choose to ride motorcycles may have changed such as those using them as part of the gig economy, particularly in the food delivery sector. It is important we have the most current views, and we would like to hear your views on what could be implemented in order to improve rider training, testing and licensing.

This consultation does not present a preferred option, allowing stakeholders to provide views on a variety of potential approaches.

Closing date is 11 May 2026.

Accessibility statement

Read our [accessibility statement for SmartSurvey forms \[opens in a new window\]](#).

Data protection regulations

- Taking part in this survey is voluntary.
- The responses you provide will be anonymous.
- The majority of responses in this survey are multiple choice
- There are free-text fields for comment, but we ask that you do not include any information about yourself or anyone else that may make you or them individually identifiable
- Your IP address will not be collected
- All of your responses will remain confidential and will be stored securely
- Your personal details will not be part of any published results
- You may leave the survey at any time with no consequence.

Responses will be aggregated, and the raw data will be kept for a maximum of 3 years. Your responses will be used by the Driver and Vehicle Standards Agency (DVSA) to gather insight into your opinions on what could be implemented in order to improve rider training, testing and licensing.

The insight gathered will be shared with relevant departments across the DVSA and Department for Transport (DfT) who have a legitimate interest in these results in order to deliver positive customer experiences.

By continuing with this survey, you confirm that you understand and consent to your responses being processed using Artificial Intelligence (AI) tools. These tools may assist in analysing and summarising survey data to support DVSA's research and service improvement efforts. Your responses will be handled in accordance with DVSA's data protection policies and the principles of the United Kingdom (UK) General Data Protection Regulation (GDPR). No identifiable personal data will be used in AI processing, and any sensitive information will be removed or anonymised before analysis.

For further information about how DVSA handles information please visit www.gov.uk/dvsa/privacy. You can email research2@dvsa.gov.uk quoting "Consultation on Motorcycle training, testing and licensing" in the subject line if you have any further questions about this research.

1. Do you agree or disagree that riders who complete CBT on an automatic machine should be restricted to ride automatic-only machines?

- Agree
- Disagree
- Neither agree nor disagree
- Don't know

1a. If you agree, how should a learner rider, whose CBT entitlement is restricted to riding automatic motorcycles only, be able to upgrade that entitlement to allow them to ride manual motorcycles?

Select one answer.

By completing the whole CBT course on a manual machine

X By completing a shorter upgrade training course

2. Do you agree or disagree that DVSA should introduce the motorcycle theory (including hazard perception) test or training to the CBT process? Select one answer only.

- Agree
- Disagree
- Neither agree nor disagree
- Don't know

Please tell us more about why you chose this option.

Road Safety GB recognises that motorcycle licensing policy falls outside our professional scope, and we therefore leave the detailed regulatory decisions to the appropriate authorities and sector experts. However, consistent with our commitment to improving road-user behaviour and supporting evidence-informed training, we note the strong case for strengthening early rider learning, particularly through improved theory and hazard-perception preparation.

Evidence shows that young motorcyclists face disproportionately high risks, a large component of which is related to inexperience and limited training. This underscores the importance of ensuring that riders develop core cognitive skills before riding independently. Introducing theory learning and hazard-perception elements prior to CBT would help riders build essential awareness and risk-management skills earlier in the learning process.

While the design of motorcycle-specific hazard-perception tests sits with specialist bodies, Road Safety GB believes it is important that any such assessments are genuinely motorcycle-specific and reflect the realities and vulnerabilities of riding.

2a. If you agree, how should the motorcycle theory and hazard perception test or training form part of the CBT process?

Select as many as apply

- Make the motorcycle theory and hazard perception test so that it is taken after the first four elements of the CBT course but before the last element
- Require that all first-time learner riders pass the motorcycle theory and hazard perception test before taking CBT
- Introduce a DVSA approved online course such as Ridefree and mandate it as part of the CBT process
- Any other option – please state.

3. Do you agree or disagree that DVSA should introduce a progressive access training course to upgrade a riders' licence without the need to complete a further test carried out by a DVSA examiner?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please tell us more about why you chose this option.

We are aware of growing concerns around the gig economy, where many novice riders operate in high-exposure delivery roles and may not progress beyond CBT. This creates a risk environment where riders remain on lower-level licences for long periods without further training. Any measures that incentivise and remove barriers to further training are likely to benefit rider safety.

Road Safety GB recognises that research indicates riders themselves support continued learning after CBT, and that many see CBT as only a starting point. A structured, progressive-access training route could encourage riders to continue developing their skills and experience, supporting safer behaviours without adding unnecessary barriers.

3a. If you agree, do you agree or disagree that only a qualified DAS instructor should provide progressive access training?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

3b. If you disagree with 3a, please indicate who should be authorised to provide this training?

4. Do you agree or disagree with the introduction of mandatory syllabuses for these other types of approved training should they be introduced? That would include:

A CBT automatic to manual upgrade course

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please tell us more about why you chose this option.

A clear syllabus helps ensure all new and inexperienced riders, among the most vulnerable road users, receive structured training focused on risk awareness, hazard perception and safe decision-making.

Consistency in training supports wider casualty-reduction goals and helps ensure that approved providers deliver instruction that meaningfully contributes to safer outcomes. At the same time, we recognise the importance of instructors retaining the flexibility to use client-centred teaching approaches, adapting delivery to individual needs while still meeting defined learning outcomes.

A progressive access training course:

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please tell us more about why you chose this option.

A clear syllabus helps ensure all new and inexperienced riders, among the most vulnerable road users, receive structured training focused on risk awareness, hazard perception and safe decision-making.

Consistency in training supports wider casualty-reduction goals and helps ensure that approved providers deliver instruction that meaningfully contributes to safer outcomes. At the same time, we recognise the importance of instructors retaining the flexibility to use client-centred teaching approaches, adapting delivery to individual needs while still meeting defined learning outcomes.

4a. Do you agree or disagree with the proposed minor revisions that we are suggesting to the CBT syllabus?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please tell us more about why you chose this option.

Consistent with our commitment to high quality training and behaviour change, we support the inclusion of reflection time within on road learning. Reflection helps learners understand their decisions, build risk awareness and strengthen safer riding behaviour over time.

We also support providing clear guidance on filtering, as it is a common realworld behaviour for riders and an area where structured instruction can help improve judgement and safety. Ensuring these elements are delivered consistently would support the development of more informed and safer new riders.

4b. Do you agree or disagree with the proposed minor revisions that we are suggesting to the CBT syllabus?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please tell us more about why you chose this option.

We recognise the value of allowing the syllabus to be updated more flexibly. Removing the syllabus from legislation would make it easier to keep rider training up to date with changes in road use, technology and national road-safety priorities. This includes incorporating new vehicle safety features and reflecting wider sector changes, such as updates to the Highway Code, without the delays associated with legislative processes.

5. Do you agree or disagree that there should be changes made to the way in which motorcycle instructors qualify?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please tell us more about why you chose this option.

Road Safety GB acknowledges that decisions about changes to the motorcycle instructor's qualification is outside our professional scope, and we defer to the appropriate authorities.

5a. If you agree, which of these options do you support?

Select as many as apply.

- Revising the current instructor qualification by combining the existing CBT and DAS assessments
- Adding in a separate qualification for CBT instructor down-training
- Some other type of assessment or qualification (please explain)

5b. Do you agree or disagree that existing motorcycle instructors who hold the authorisation to down-train other motorcycle instructors should retain this authorisation once the new qualification assessment is introduced?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please tell us more about why you chose this option.

Road Safety GB acknowledges that decisions about changes to the motorcycle instructor's qualification is outside our professional scope, and we defer to the appropriate authorities.

6. Do you agree or disagree that the validity period of the CBT certificate should be changed from the current two-year period?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

6a. If you agree, please select what the validity period of the CBT should be.

Select one answer.

- 6 months
- 1 year
- 3 years
- Other – please specify

6b. Should we require a minimum time period after a CBT certificate expires before allowing someone to take another CBT course?

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

Please provide a reason for your answer.

We support the principle that CBT should remain an entry-level qualification designed to encourage further training and progression, rather than a long-term alternative to developing full riding competence.

Introducing a minimum period before retaking CBT could help reduce prolonged reliance on repeated renewals and encourage riders to continue building skills and experience through structured training.

6c. What should this minimum time period be?

Select one answer.

- 1 year
- 2 years
- Other – please specify

Digital platform for CBT

7. Do you agree or disagree with implementing a digital platform for CBT

Select one answer.

- Agree
- Neither agree nor disagree
- Disagree
- Don't know

7a. What could be the potential benefits of a digital CBT platform?

Select as many as apply.

- Saves money
- Saves Time
- Less mistakes on issuing CBT certificate
- Reduced risk of fraud
- Won't have to retain paper records
- No lost/damaged certificates
- Digital record of certificate validity dates
- Rider can opt in for a reminder service of expiry date of certificate
- Better for riders who would benefit from a digital certificate and reminders
- Easier to enforce
- More transparent to enforce
- More accurate insurance records
- Improved sustainability by eliminating paper records
- Other - please specify
- None of the above

7b. What could be the potential drawbacks of a digital CBT platform?

Select as many as apply.

- Costs money
- Takes up more Time
- Accessibility of digital platform
- More mistakes on issuing CBT certificate
- More fraudulent riders
- Problems with ensuring secure storage of digital records
- Need to train staff in new processes
- Accessing records if the digital platform is unavailable
- Data protection concerns
- Cyber security concerns
- Other - please specify
- None of the above

Impact

8. How would you be impacted by any of the options in this consultation?

As an employer:

- Positively impacted
- No significant impact either way
- Negatively impacted
- N/A

Please tell us what impact any of the options in this consultation would have on you as an employer.

As an employee or worker:

- Positively impacted
- No significant impact either way
- Negatively impacted
- N/A

Please tell us what impact any of the options in this consultation would have on you as an employee or worker.

In your leisure or personal life:

- Positively impacted
- No significant impact either way
- Negatively impacted
- N/A

Please tell us what impact any of the options in this consultation would have on you in your leisure or personal life.

9. Are you responding as:

Select all that apply.

- An owner / proprietor of a motorcycle training school
- A trainer working for a motorcycle training school
- Driver
- A learner rider
- A rider with a full licence
- A parent or guardian of a learner rider
- Sector Stakeholder
- Other (please specify)