



11 December 2020

Thank you for your email of 30 November following my appearance before the Transport Committee on 25 November. I am glad the Committee found the session informative and that the Chair found my evidence helpful. You asked me to follow up on three points that were raised during the session:

Q9 – The view of the Driver and Vehicle Standards Association [Agency] on All Lane Running.

All-lane running (or so-called ‘smart’ motorways) is not a policy area over which DVSA has any jurisdiction, or input. That responsibility rests with Highways England. What I would say is that whatever type of road a person is driving on they need to be properly prepared to drive on that type of road. We changed the law in 2018 to allow learner car drivers to use motorways while learning to drive, as long as their accompanying driver is an approved driving instructor using a car with dual controls. This important change means learner car drivers have the opportunity to get experience of driving on motorways in a safe, controlled way. Learner drivers of lorries, buses and coaches are already experienced drivers; they have been able to use motorways while learning to drive a larger vehicle for many years. Questions about using motorways safely appear in the theory test that all learner drivers have to pass before being able to take a practical driving test. Highways England publishes guidance about [how to drive safely on motorways](#).

It is also important for the vehicle a person is driving to be safe. One of the themes of the DVSA five-year strategy is ‘Helping you keep your vehicle safe to drive’. It seems one of the things people are most concerned about when driving on a smart motorway is breaking down. Drivers can reduce the risk of that happening by maintaining their vehicle properly and conducting appropriate checks before driving. There is guidance about [checking a vehicle is safe to drive](#) ‘The Highway Code, road safety and vehicle rules’ page of GOV.UK. To help people keep their vehicles safe (and legal) to drive, we have launched an award-winning MOT reminder service, which includes information about outstanding vehicle recalls.

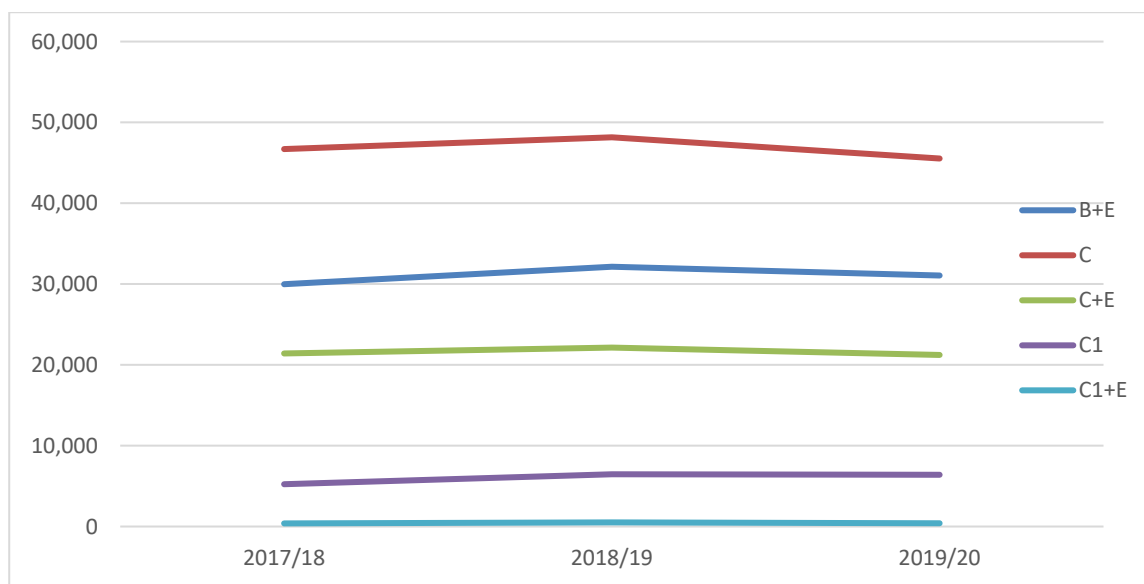
Q10-12 – How many lorries on Great Britain’s roads have lane departure warning technology?

The fitting of lane departure warning systems (LDWS) is also not a matter within DVSA’s remit. We do know, however, that the fitment of LDWS was made mandatory for new

approvals/homologations from 1 November 2013, and for new registrations from 1 November 2015, with a few limited exemptions. Official registration statistics suggest there could be around 260,000 vehicles registered since fitment became mandatory; there is no way of knowing how many vehicles had the system fitted before it became mandatory; it is not an item that is covered in the heavy vehicle MOT. The fleet comprised just over 500,000 vehicles in 2019; the average age of the fleet that year was 7.4 years. So there will still be a sizeable number of vehicles in use that do not have LDWS fitted.

Q28 – The demand curves for vocational testing of HGV and LGV drivers over the last three years.

The table below shows the volume of tests conducted in the last three years, split by category in graphical form. The actual numbers appear in the table below that.



Vocational test throughput 2017 to 2020				
	2017/18	2018/19	2019/20	Total
BE	29,982	32,143	31,052	93,177
C	46,706	48,156	45,530	140,392
CE	21,407	22,138	21,227	64,772
C1	5,235	6,465	6,398	18,098
C1E	386	511	396	1,293
Total	103,716	109,413	104,603	317,732
BE: car with trailer over 750kg C: lorry over 7.5 tonnes CE: lorry over 7.5 tonnes with trailer over 750kg or an articulated lorry C1: small lorry between 3.5 and 7.5 tonnes C1E: small lorry between 3.5 and 7.5 tonnes with a trailer over 750kg				

Please let me know if you have any further queries.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Gareth Llewellyn', with a stylized, cursive script.

Gareth Llewellyn
Chief Executive