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eBook



# All (6) in 1 UK

## \* *Driving Test Book* (DEMO)

(\*licensed by DVSA)



**Category B - cars**



...into a side road. Just before turning  
you should

▶ 0:00 / 0:19

▶ 0:00 / 0:21

cancel your right-turn signal



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- 1) 14 sections of driving knowledge for the theory driving test in the UK
- 2) All questions with answers and explanations from DVSA theory question bank
- 3) Case Study DVSA videos (and questions to them) & over 50 Hazard Perception clips
- 4) The Highway Code with 310 regulations, all signs etc. (interactive links to questions)
- 5) 12-month access to the online panel with 2 voiceovers and unlimited mock theory tests
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# All (6) in 1 Driving Test Book

## Category B - cars (Full version on [www.Driving-Test.UK](http://www.Driving-Test.UK))

Edition 2026

Dear Customer,

Thank you for purchasing our All (6) in 1 UK English Driving Test Ebook. We hope it will help you to prepare for your driving test and make you British driving licence holder soon. The book has been published to help people in the UK with passing their driving tests. We are *Driver and Vehicle Standards Agency* licence holders for publishing theory test for driving in the UK so you can be sure the our questions for driving theory test are always up to date.

In this Ebook you will find the content section for studying for the theory test and all the UK test questions, with answers and explanations to each question as well as sample case study exercises - the Multiply Choice section. Also - information on the second part of the test - Hazard Perception with sample exercises. In addition, information on the provisional driving licence and the test itself. This is the most recent edition, with all the changes introduced to the exams.

Almost every test question in this book has a link to the Highway Code rule - this way you can learn with understanding, by clicking on the link to read the Highway Code (included in this book). To practice your theory knowledge before your test, go to the Chapter 16, where you will find a link to our online panel.

To prepare fully for your practical driving test, together with practical driving lessons we recommend reading the 3rd part of this book, where we cover all the knowledge you need to start driving on the roads - from basics (starting the engine, moving off etc.) to more advanced (driving on many different kinds of roads) as well as what mistakes to avoid and how to pass the practical driving test.

The ebook is interactive - that means that with click on certain items (starting with table of contents), you will be redirected to another page or place in this book or outside this book (links). When clicking on the boxes provided you can check the answers to your test questions in real time (theory and practical tests).

We wish you a pleasant learning experience and passing driving tests the first time :)

[www.driving-test.uk](http://www.driving-test.uk)

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# ***Driving Theory Test***



***Category B - cars***

## **The Complete UK Theory Test**

(including DVSA Revision Question Bank for Category B - Edition 2026)

14 sections of driving knowledge for the theory test

All questions with answers and explanations from DVSA theory question bank

Case Study DVSA videos (and questions to them) & over 50 Hazard Perception clips

12-month access to the online panel with 2 voiceovers and unlimited mock theory tests

***Interactive*** with marking and checking the answers in real time

# Section 1 - Alertness

## In this section you'll learn about:

- observing what's going on around you
- being seen by other road users
- being aware of other road users
- anticipating what other road users are going to do
- keeping your concentration on the road
- avoiding distractions.

## Alertness

Being alert to what's going on around you is vital to driving safely and will help you to avoid dangerous situations.

## Observation and awareness

It's important to be aware of what's happening around you while you're driving, including

- other road users
- pedestrians
- signs and road markings

- weather conditions
- the area you're driving through.

Keep scanning the road ahead and to the sides, and assess the changing situations as you drive.

### Before you move off, you should:

- use your mirrors to check how your actions will affect traffic behind you
- look around for a final check, including checking the **blind spots** around your car
- signal, if necessary.

HC r 159-161  [CLICK to see the Highway Code rules](#)

**blind spots** – any areas that are hidden from the driver either by the car's bodywork or areas not covered by the mirrors.

### Getting a clear view

If you can't see behind you when reversing, ask someone to guide you to make sure that you reverse safely.

If your view is blocked by parked cars when you're coming out of a junction, move forward slowly and carefully until you have a clear view.

...



## 1.1. What should you do before making U-turn?

- give an arm signal as well as using your indicators
- check road markings to see that U-turns are permitted
- look over your shoulder for a final check
- select a higher gear than normal

*If you have to make a U-turn, slow down and ensure that the road is clear in both directions. Make sure that the road is wide enough for you to carry out the manoeuvre safely. Use your mirrors and look round to check it's safe before turning across the road. (HC r 159, 161) ← [CLICK to see the Highway Code rules](#)*

## 1.2. What should you do as you approach this bridge?



- move to the right
- slow down
- change gear
- keep to the 30 mph

*You should slow down and be cautious. Hump bridges are often narrow and there may not be enough room for you to pass an oncoming vehicle at this point. Also, there's no footpath, so be aware of pedestrians in the road. (HC r 206)*

### 1.3. Where should you avoid overtaking?

- just after a bend
- in a one-way street
- on a 30 mph road
- approaching a dip in the road

*Oncoming vehicles or other hazards can be hidden from view by dips in the road. If you can't see into the dip, wait until you have a clear view and can see that it's safe before starting to overtake. (HC r 162, 163, 166)*

### 1.4. What does this curved arrow road marking mean?



- heavy vehicles should take the next road on the left to avoid a weight limit
- the road ahead bends to the left
- overtaking traffic should move back to the left
- the road ahead has a camber to the left

*In this picture, the road marking shows that overtaking drivers or riders need to return to the left. These markings show the*

...

## Case Study - scenario I

Watch the video and answer the questions below.



### 1. Why is it dangerous to overtake near a junction?

the road surface will be slippery

a driver waiting to emerge might not see you

you'll be in the blind spot of the driver waiting to emerge

your signal would be hard to see

*A driver leaving the junction may not notice other road users. The overtaking vehicle may be hidden from the view of the emerging driver, especially if the vehicle being overtaken is large, such as a lorry or coach. When overtaking, carefully choose the right time and place.*

### 2. What is the speed limit on this road for the car towing the caravan?

60 mph

...

# ***The Highway Code of Great Britain***



***English version***



***Latest edition with changes.***

***310 regulations, all road signs and markings, signals and commands & 8 annexes with pictures, on 236 pages***

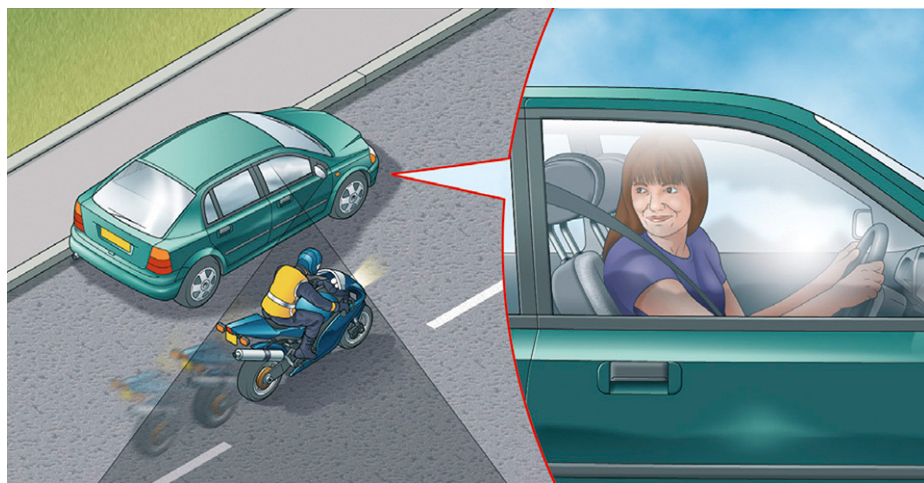
***Interactive - Edition 2026***

# 1. General rules

**159.** Before moving off you should

- use all mirrors to check the road is clear
- look round to check the
- blind spots (the areas you are unable to see in the mirrors)
- signal if necessary before moving out
- look round for a final check.

Move off only when it is safe to do so.



*Rule 159: Check the blind spot before moving off*

**160.** Once moving you should

- keep to the left, unless road signs or markings indicate otherwise. The exceptions are when you want to overtake, turn right or pass parked vehicles or pedestrians in the road

- keep well to the left on right-hand bends. This will improve your view of the road and help avoid the risk of colliding with traffic approaching from the opposite direction
- drive or ride with both hands on the wheel or handlebars where possible. This will help you to remain in full control of the vehicle at all times. You may use driver assistance systems while you are driving. Make sure you use any system according to the manufacturer's instructions.
- be aware of other road users, especially cycles and motorcycles who may be filtering through the traffic. These are more difficult to see than larger vehicles and their riders are particularly vulnerable. Give them plenty of room, especially if you are driving a long vehicle or towing a trailer
- select a lower gear before you reach a long downhill slope. This will help to control your speed
- when towing, remember the extra length will affect overtaking and manoeuvring. The extra weight will also affect the braking and acceleration.

**161. Mirrors.** All mirrors should be used effectively throughout your journey. You should

- use your mirrors frequently so that you always know what is behind and to each side of you
- use them in good time before you signal or change direction or speed
- be aware that mirrors do not cover all areas and there will be blind spots.

You will need to look round and check.

## Remember: Mirrors – Signal – Manoeuvre

### 2. Overtaking

**162. Before overtaking** you should make sure

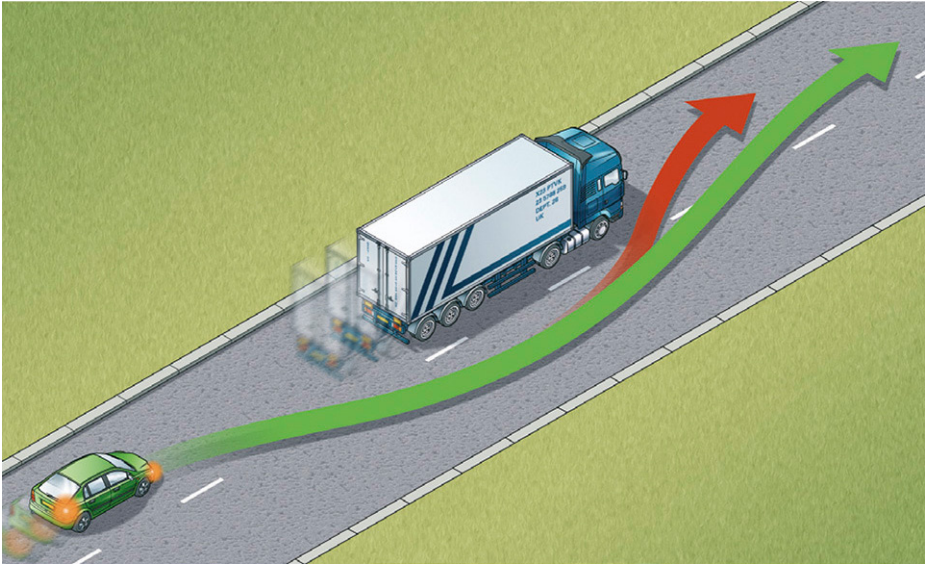
- the road is sufficiently clear ahead
- road users are not beginning to overtake you
- there is a suitable gap in front of the road user you plan to overtake.

**163. Overtake only** when it is safe and legal to do so. You should

- not get too close to the vehicle you intend to overtake
- use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area and then start to move out
- not assume that you can simply follow a vehicle ahead which is overtaking; there may only be enough room for one vehicle
- move quickly past the vehicle you are overtaking, once you have started to overtake. Allow plenty of room. Move back to the left as soon as you can but do not cut in
- take extra care at night and in poor visibility when it is harder to judge speed and distance

...

...



*Rule 164: Do not cut in too quickly*

## 165. You **MUST NOT** overtake

- if you would have to cross or straddle double white lines with a solid line nearest to you (but see [Rule 129](#))
- if you would have to enter an area designed to divide traffic, if it is surrounded by a solid white line
- the nearest vehicle to a pedestrian crossing, especially when it has stopped to let pedestrians cross
- if you would have to enter a lane reserved for buses, trams or cycles during its hours of operation

- after a 'No Overtaking' sign and until you pass a sign cancelling the restriction.

Laws RTA 1988 sect 36, TSRGD regs 10, 22, 23 & 24, & ZPPPCRGD reg 24

**166. DO NOT** overtake if there is any doubt, or where you cannot see far enough ahead to be sure it is safe. For example, when you are approaching

- a corner or bend
- a hump bridge
- the brow of a hill.

**167. DO NOT** overtake where you might come into conflict with other road users. For example

- approaching or at a road junction on either side of the road
- where the road narrows
- when approaching a school crossing patrol
- on the approach to crossing facilities
- where a vehicle ahead is slowing to stop for a pedestrian that is crossing from a pedestrian island (see [Rule 165](#))
- between the kerb and a bus or tram when it is at a stop
- where traffic is queuing at junctions or road works

...

## TRAFFIC SIGNS

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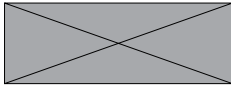
Picnic site



Ancient monument in the care of English Heritage



Direction to a car park



Tourist attraction



Direction to camping and caravan site



Advisory route for lorries



Recommended route for pedal cycles to place shown



Route for pedestrians



Route for pedal cycles forming part of a network



Symbols showing emergency diversion route for motorway and other main road traffic



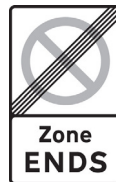
Diversion route



Entrance to controlled parking zone



Entrance to congestion charging zone



End of controlled parking zone



Advance warning of restriction or prohibition ahead

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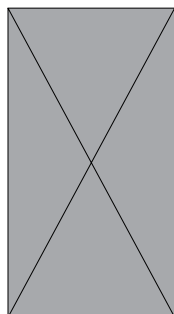
...



*Keep entrance clear of stationary vehicles, even if picking up or setting down children*



*Warning of  
"Give Way"  
just ahead*



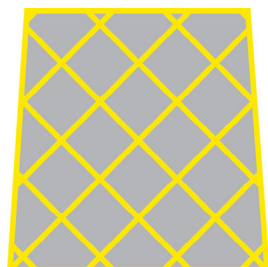
*Parking space  
reserved for vehi-  
cles named*



*See [Rule 243](#)*



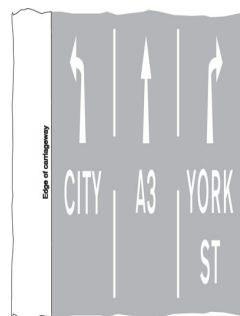
*See [Rule 141](#)*



*Box junction - See [Rule 174](#)*



*Do not block that part of  
the carriageway indicated*



*Indication of traffic lanes*

...

# **The UK Guide to practical driving test category B - cars**



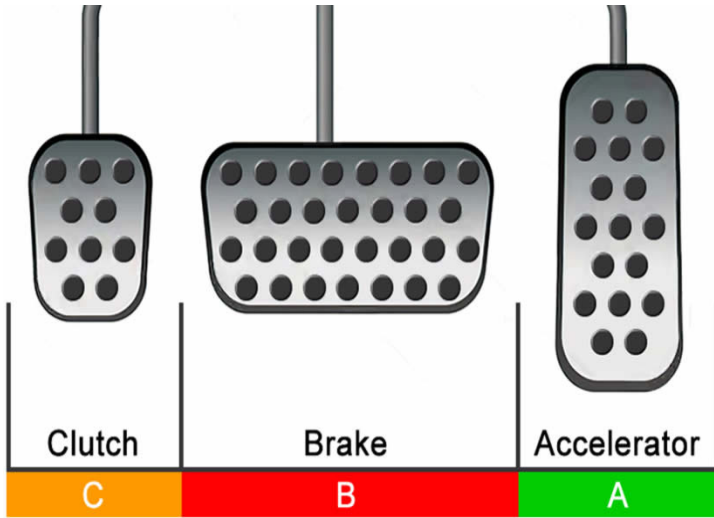
**NEWEST EDITION 2026**

*Based on Driving Test Report, filled by examiner on your practical driving test. All aspects of driving from basics (starting the engine, moving off) to more advanced (driving on many different kind of roads). Which mistakes you should avoid to pass your practical driving test in the UK. The Guide includes the experiences of people who took the practical driving test in the UK.*

**Interactive -** pictures with links to video clips about DTR points

## Moving off

Typically, cars with manual transmissions have three pedals: clutch, brake and accelerator (in that order, from left to right).



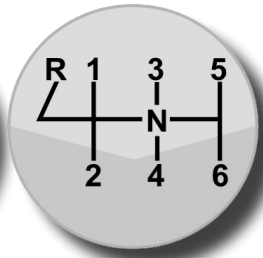
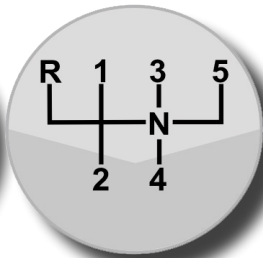
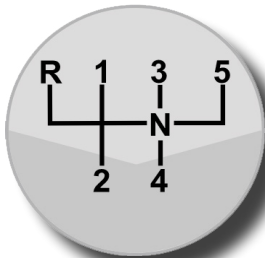
The brake and accelerator pedals are fairly straightforward to use - you press the brake to slow down (the harder you press it, the faster you will reduce your speed), while using the accelerator increases the engine revs and makes you accelerate (the harder you press the faster you will accelerate).

The clutch pedal is the one that makes driving a manual car difficult. Without going into detail, the clutch is essentially two metal plates that connect the engine to the drive wheels. So by pressing the clutch pedal, you disconnect the engine from the wheels.

To start the car (it's shown on the picture below):



- *Seatbelts* - Get into the car and fasten your seatbelt.
- *Ignition* - Put the key in the ignition and turn it all the way until the engine starts.
- *Clutch* - Press the clutch pedal and hold it (this is the pedal on the left).
- *First gear* - Shift the gear lever into first gear (learn the position of all gears before driving)



- *Accelerator pedal* - Use your right foot to gently press the accelerator pedal to slightly increase the engine speed and keep it on.
- *Feel its "biting point"* - Slowly lift the clutch pedal with your left foot until you hear a rasping sound and the pedal starts to vibrate gently. This vibration is called the car's "*biting point*" - this is where the clutch plates start to come together. Keep your foot on the clutch in that position. Look around, check your mirrors and blind spot, signal if necessary. If it's safe, you're good to go.
- *Handbrake down* - Release the handbrake and the car should start to drive slowly.
- *Accelerate* - Increase the revs by slowly lifting your foot off the clutch as you drive forward using the accelerator pedal.

**Remember** - if you take your foot off the clutch too quickly or don't give the engine enough revs, the car will stall: the engine will then cut out and the red lights on the dashboard will come on.

...

Whether parking on the side of the road or in a car parking space, you need to acquire the skills to do this safely before you start driving on your own.

You must be able to reverse your car safely into a parking bay or space on the side of the road and into a parking space. This means you must be able to:

- coordinate your vehicle's hand and foot controls so that the car drives smoothly in a straight line as well as on a sloping road,
- keep the right distance from other vehicles,
- watch everything around you as you reverse,
- use your own judgement to perform this manoeuvre correctly, signalling with your indicators when necessary,
- demonstrate the confidence to manoeuvre for not too long to not become an obstacle on the road for other road users.

Always pay attention to road signs and markings, this will help you recognise where you cannot park, for example:

- on approach to pedestrian crossings,
- on school entrances,
- in places near junctions,
- in other places limited by signs.

Signs and road markings will also tell you if there are restrictions:

- for a certain time of day,
- for certain days of the week.

The Highway Code has a list of places where you should not or must not park. Make sure you know them all. Never use hazard warning lights as an excuse to park where you shouldn't. Never copy another driver's behaviour. This will not be an excuse for penalty points.

When parking your vehicle, you need to be aware:

- of the presence of other road users - look around and do not rely solely on your mirrors,

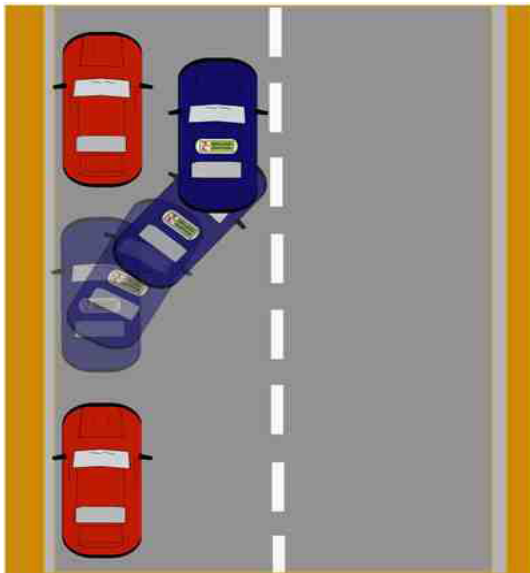
- of where you can park to make it legal, safe and convenient.

When performing the reverse parking manoeuvre you should observe what is happening around you at all times. You will be required to perform this manoeuvre fairly accurately and to keep the vehicle under control at all times.

Rear parking can be done in two ways:

### ***Pararell park***

It involves parking behind one car, or between two cars lined up alongside the road, parallel to the kerb.



**Starting position** - The position from which you start is important. Drive parallel to the car in front, align with the length of your car (to make it easier, you should start the exercise with only one parked car during your driving lesson).

Intermediate stages - You should be able to drive into a space between cars that is at least about 1.5 car lengths. Make sure you don't hit the kerb when making the manoeuvre.

Apply the parking brake if necessary. Select reverse gear, look around. Engage the clutch, reverse gear and reduce pressure on the clutch until its "*biting point*". When it is safe to do so, release the parking brake (if you have previously applied it). Accelerate a little and start to drive backwards by coordinating the clutch and accelerator, starting to turn at the right moment.

Don't forget to look around when you start driving into a space between cars. The front of your vehicle could pull out into the path of other vehicles, so be careful.

Final position - Before you complete a manoeuvre, make sure your car is close enough and parallel to the kerb. Try not to touch the kerb when you park. Rubbing your tyres can weaken them, with possible serious consequences. Do not park so close to other vehicles that it would be more difficult for you or others to get out of the vehicle. This is especially important for vehicles with a blue disabled badge. In this situation, leave room for a wheelchair to be loaded into the vehicle.

Always turn off the engine and switch off the lights when you park. Whenever you leave your vehicle, make sure it is in gear and the hand / parking brake is applied.

Remember that if a vehicle is not parked in a dedicated space, it can be an obstruction on the road. Never leave your vehicle where it could obstruct the path of emergency vehicles, especially on narrow residential streets where vehicles are often parked on both sides of the road.

When parking you should:

- be careful,
- always manoeuvre the vehicle slowly,

- never park in spaces reserved for the disabled unless you or a passenger have a blue badge entitling you to do so.

You should make sure that you don't hit another road user or cause them to have to pass you widely when you open the door. Be especially careful around bicycles and motorbikes. Make sure the passengers in your vehicle do the same and they do not hit pedestrians on the pavement when they open their doors.

Do not park on the pavement as this could cause an obstruction to pedestrians, people in wheelchairs or those with sight problems and people with baby prams. In London it is illegal to park partly or wholly on the pavement.

In some places, where local authorities decide they want to clear the street of parked cars, signs will show where you can park on the side of the road or on the pavement. This is an exception; parking anywhere else on the verge, pavement or footpath could end in a fine.

## Parking on hills

If you park your car uphill or downhill, remember:

### Uphill:

- stop the vehicle as close to the kerb as possible, if there is one,
- leave the steering wheel turned to the right. If the vehicle rolls backwards, the front wheels will be stopped by the kerb,
- if there is no kerb, leave the steering wheel turned to the left. If the vehicle rolls, it will not go out into the middle of the carriageway,
- leave the vehicle in first gear, with the hand / parking brake applied.

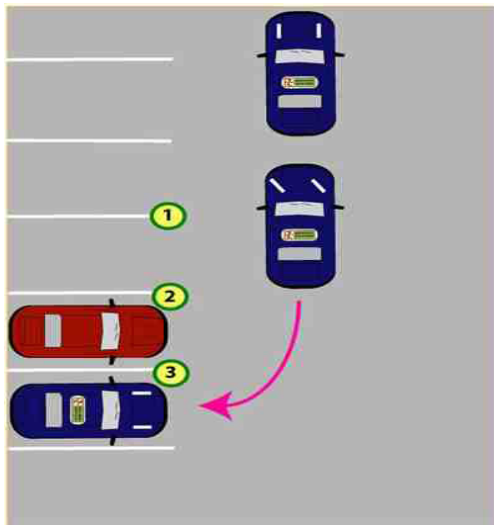
### *Downhill:*

- leave the steering wheel turned to the left. The kerb should stop any forward movement of the vehicle,
- leave the vehicle in reverse gear with the parking brake / hand brake on.

Parking on the hills is more difficult than on a level road and requires more space. You should leave more space to allow more room for manoeuvring your vehicle. More space will help both you and others.

### **Parking into a parking space - bay park**

It involves parking backwards (or forwards) into a parking space to fit between the marked lines and to be parallel to them.



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***Insufficient steering control when cornering***

When cornering at the correct speed, you do not turn sufficiently. This causes both wheels on the passenger side to come dangerously close to, or even drive onto the kerb.

***Too late steering wheel control when turning right into a minor road***

When you turn right into a side road, you steer too late and too weakly. This causes a 'swan-neck' effect and you drive over to the wrong side of the new road.

***Repeatedly driving onto the pavement while pulling over to the left side***

Throughout the test, when you stop on the left-hand side of the road, you drive onto the pavement with your two wheels on the passenger side.

***Steering the wheel too late when pulling out to pass parked vehicles***

When approaching parked vehicles, you steer the wheel too late and drive too close to them.

### ***Entering a roundabout in the presence of a vehicle approaching from the right***

You are approaching a roundabout, there is a vehicle coming from the right. You enter the roundabout, causing the approaching vehicle to slow down.

### ***No observations***

When you exit the junction, you do not observe the traffic situation sufficiently. This results in:

- a vehicle approaching from the left or right, which does an emergency stop to avoid hitting you,
- the examiner brakes with dual braking controls.

### ***Causing another vehicle to slow down while changing lanes on a dual carriageway road***

On a dual carriageway you check your mirrors when changing lanes, but there is a vehicle approaching in the lane you want to enter. Nevertheless, you start to change lanes anyway, causing the oncoming vehicle to slow down.

### ***Exit from the roundabout***

When you exit a roundabout, you don't check your mirrors and cut the path of a vehicle travelling close to you on the left of your car.

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***Moving off at an angle (from behind a parked vehicle)***

**17. Tick the statements that are true (1 or more correct answers)**

you should check your mirrors only when you move off

you should check your mirrors and blind spot before you move off

you should move off as soon as possible

steering control will depend on how close you are to the vehicle in front

you should watch out for oncoming traffic

when you signal with your indicator, people will know what you are doing. You will be able to join the traffic because someone will let you in

***Moving off uphill***

**18. Tick the statements that are true (1 or more correct answers)**

on a sloping road the car will roll more backwards  
to prevent the car from reversing, you should accelerate more

you do not need to use the handbrake / parking brake

the "biting point" of the clutch will be a little higher

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The Complete UK Driving eBook contains **14 sections** of driving knowledge for the theory driving test in the UK, **All 2024 questions with answers** and explanations from DVSA theory question bank, **Case Study** DVSA videos (and questions to them) & over **50 Hazard Perception** video clips, **The Highway Code** with 310 regulations, all signs etc. (***interactively linked to questions***) + **12-month access** to the online panel with **2 voiceovers** and unlimited **mock theory tests**. Also - **theoretical part** for **practical driving test**. All **Driving Test Report** points explained + practice multiply choice test. **Buy full version** (1275 pages) on [www.driving-test.uk/theory](http://www.driving-test.uk/theory) - you will receive the ebook (as well as access to the online panel) via email within **24h**.