



Department for Transport

Driver and rider testing and instructor statistics: April to June 2017 (Revised)

Revisions: Figure 9 has been withdrawn due to an incorrect comparison of the data. This error is small and the impact has been minimal.

About this release

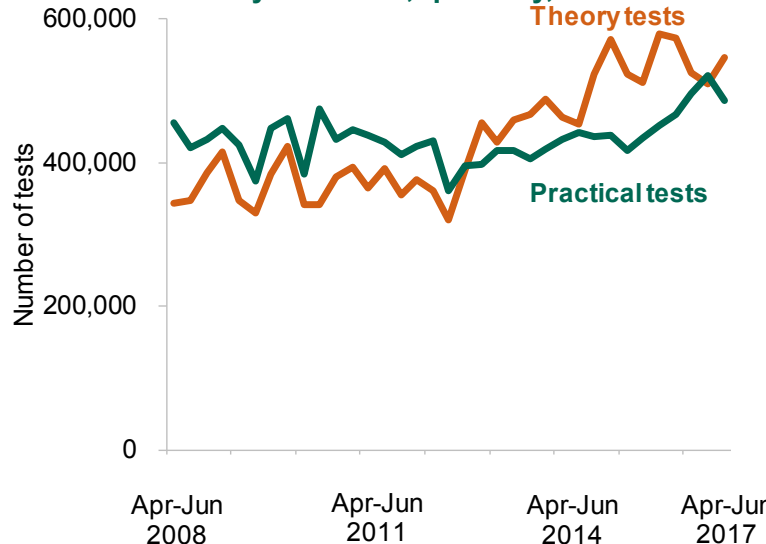
This release presents the numbers and pass rates for driving and riding theory and practical tests conducted in Great Britain to 30 June 2017, and Approved Driver Instructor (ADI) register statistics.

These statistics are derived from data held by the Driver and Vehicle Standards Agency (DVSA).

During April to June 2017, the number of driving tests increased across all vehicles types in comparison to the same quarter in 2016.

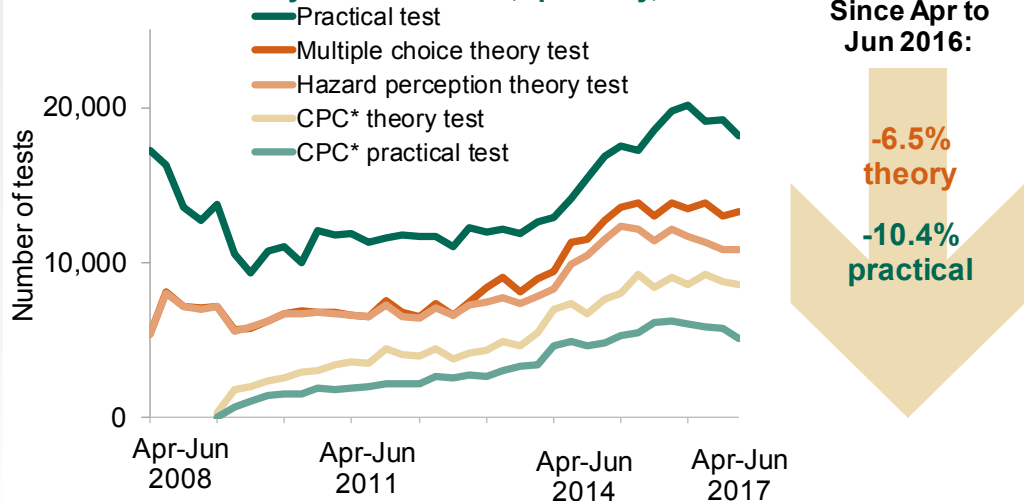
There were 546,608 theory and 485,148 practical tests conducted during April to June 2017, a decrease of 5.6% and an increase of 7.6% respectively on the year before.

Practical and theory tests: GB, quarterly, 2008-2017



Large Goods Vehicle tests decreased compared with the same period in 2016.

Practical and theory LGV tests: GB, quarterly, 2008-2017



*Certificate of professional competence

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Next published:

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Theory and practical tests: All vehicle types

All theory tests, Apr to Jun 2017

546,608 conducted **279,074** passed **51.1%** pass rate

Compared to Apr to Jun 2016:

↓ -5.6% ↓ -4.8% ↑ +0.4 percentage points

All practical tests, Apr to Jun 2017

485,148 conducted **238,687** passed **49.2%** pass rate

Compared to Apr to Jun 2016:


↑ +7.6% ↑ +7% ↓ -0.3 percentage points


Table 1. Theory and practical tests: GB, Apr-Jun 2017 compared to same quarter 2016


| | April to June 2017 | | | Compared to: April to June 2016 | | | |
|-----------------------------------------|--------------------|--------------|---------------|---------------------------------|--------------|-------------------------------|--|
| | Tests conducted | Tests passed | Pass rate (%) | Tests conducted | Tests passed | Pass rate (percentage points) | |
| Car | | | | | | | |
| Theory | 484,434 | 235,280 | 48.6 | ↓ -5.8% | ↓ -5.0% | ↑ 0.4 | |
| Practical | 430,341 | 202,110 | 47.0 | ↑ 8.5% | ↑ 7.6% | ↓ -0.4 | |
| Motorcycle | | | | | | | |
| Theory | 23,941 | 17,300 | 72.3 | ↑ 1.9% | ↑ 2.2% | ↑ 0.2 | |
| Practical module 1 | 17,775 | 13,001 | 73.1 | ↑ 7.2% | ↑ 7.8% | ↑ 0.4 | |
| Practical module 2 | 16,685 | 11,857 | 71.1 | ↑ 9.5% | ↑ 10.3% | ↑ 0.6 | |
| Large Goods Vehicle (LGV) | | | | | | | |
| Theory - multiple choice | 13,287 | 8,434 | 63.5 | ↓ -4.4% | ↓ -5.4% | ↓ -0.7 | |
| Theory - hazard perception | 10,849 | 8,908 | 82.1 | ↓ -10.6% | ↓ -6.0% | ↑ 4.0 | |
| Theory - CPC* | 8,628 | 5,636 | 65.3 | ↓ -4.3% | ↓ -4.4% | ↓ -0.1 | |
| Practical - vocational | 18,165 | 10,477 | 57.7 | ↓ -8.3% | ↓ -5.4% | ↑ 1.8 | |
| Practical - CPC* | 5,155 | 4,719 | 91.5 | ↓ -16.8% | ↓ -14.2% | ↑ 2.8 | |
| Passenger carrying vehicle (PCV) | | | | | | | |
| Theory - multiple choice | 2,137 | 1,324 | 62.0 | ↓ -9.6% | ↓ -17.4% | ↓ -5.8 | |
| Theory - hazard perception | 1,740 | 1,411 | 81.1 | ↓ -16.9% | ↓ -15.8% | ↑ 1.1 | |
| Theory - CPC* | 1,592 | 781 | 49.1 | ↓ -6.4% | ↓ -5.9% | ↑ 0.2 | |
| Practical - vocational | 2,182 | 1,242 | 56.9 | ↓ -7.0% | ↓ -9.5% | ↓ -1.6 | |
| Practical - CPC* | 871 | 771 | 88.5 | ↓ -1.5% | ↓ -1.0% | ↑ 0.4 | |


*Certificate of professional competency (CPC) test passes are required in addition to all other LGV or PVC tests to drive professionally (i.e. as the main purpose of one's job).

For further information on all vehicles see tables [DRT0101](#) and [DRT0102](#). For specific vehicle tests:

 **Theory car**
[DRT5201](#)
Practical car
[DRT0201-03](#)

 **Theory motor-cycle**
[DRT5401](#)
Practical
[DRT0401](#)

 **Theory LGV**
[DRT5501-02](#)
Practical LGV
[DRT0501-02](#)

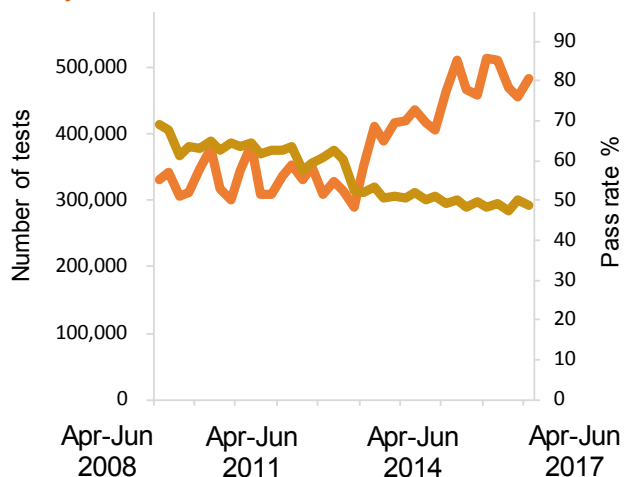
 **Theory PCV**
[DRT5601-02](#)
Practical PCV
[DRT0601-03](#)

 Car tests

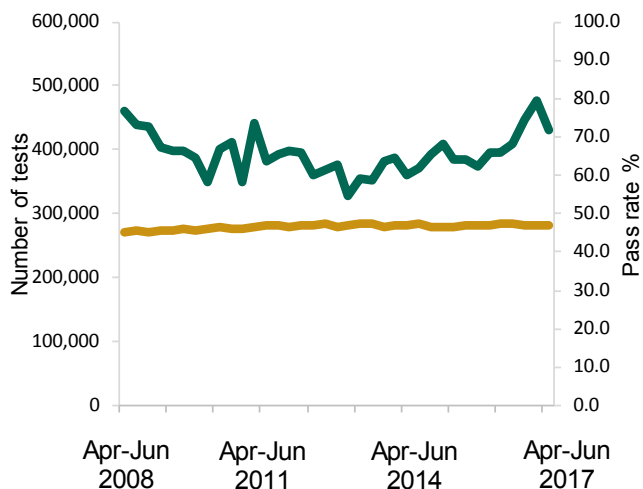
Car tests made up **89%** of theory and **89%** practical tests during April to June 2017.

Figures 1 & 2. Car tests: GB, quarterly, 2008 to 2017

Theory tests conducted



Practical tests conducted

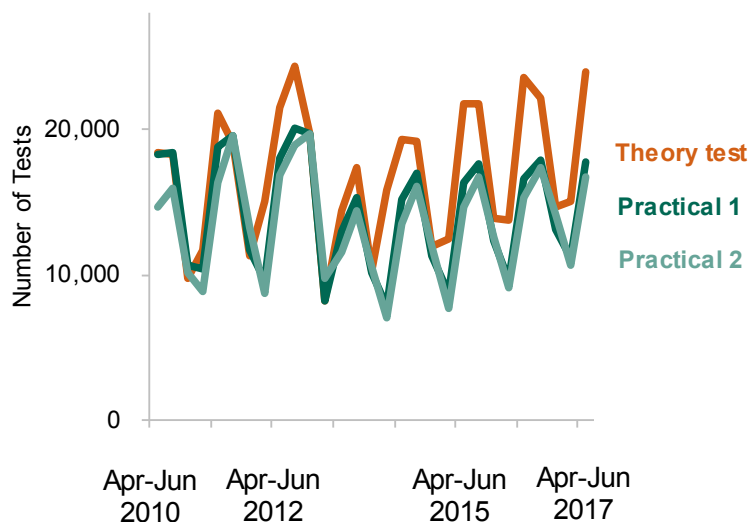


The number of theory tests taken started increasing in 2013, whilst pass rates declined. This is attributed initially to the introduction of new theory test questions. This has lowered the pass rate and has led to more retakes, with the pass rate continuing a slow decline.

Practical tests were 8.5% higher than for the same period in 2016, partly due to an increase of available examiners that has decreased waiting times over the last few quarters.

 Motorcycle tests

Figure 3. Motorcycle tests: GB, quarterly, 2008 to 2017



Motorcycle test numbers are highly seasonal, reflected in the big peaks and troughs in Figure 3.

There was a surge (and subsequent drop) in all tests before 19 Jan 2013, when restrictions on engine sizes for riders under 24 were implemented.

Numbers have been increasing annually since.

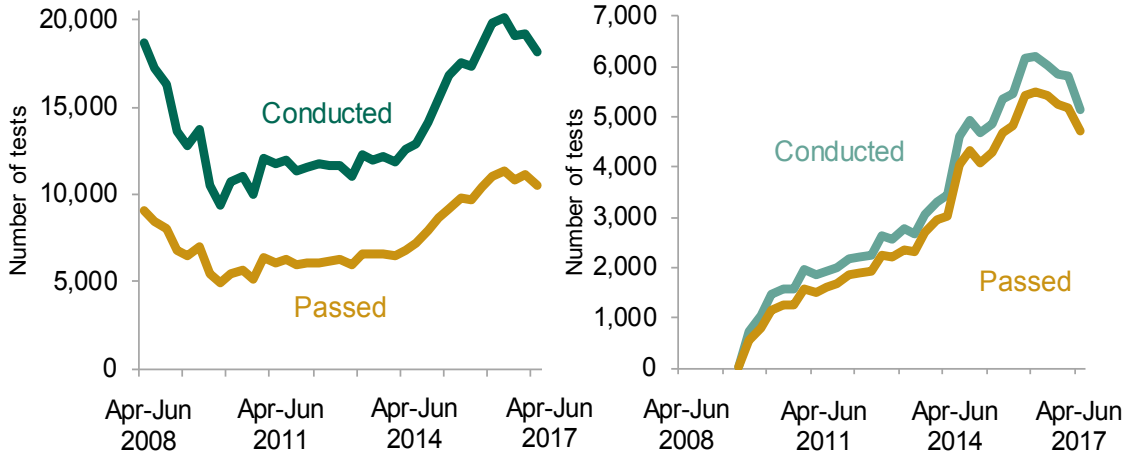


Large Goods Vehicle (LGV) tests

Figures 4 & 5. Practical LGV tests: GB, quarterly, 2008 to 2017

LGV practical tests (vocational)

LGV CPC practical tests



During April to June 2017 there was a decrease of 8.3% in practical vocational tests from the same period in 2016, and practical CPC tests decreasing by 16.8%.

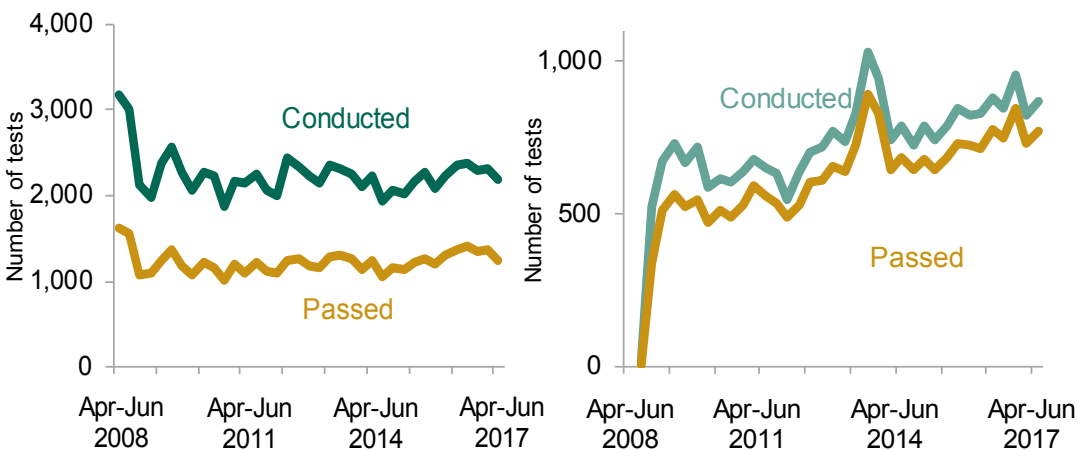


Passenger Carrying Vehicle (PCV) tests

Figures 6 & 7. PCV tests: GB, quarterly, 2008 to 2017

PCV practical tests (vocational)

PCV CPC practical tests



The PCV tests showed a modest decrease for April to June 2017 compared to the same period in 2016.

Pass rates for LGV and PCV practical tests have remained stable over this time.

There are two types of practical LGV and PCV tests:

'Vocational' tests

To obtain a licence to drive a PCV or LGV on the road (a 'vocational' licence), a candidate must pass two theory tests and a practical test.

CPC tests

It has also been necessary to hold a Certificate of Professional Competence to drive professionally since 10 September 2008 for PCVs and 10 September 2009 for LGVs. This requires an additional theory (case study) and practical (safety demonstration) test.

Professional drivers already holding a vocational LGV licence before these dates qualified for Driver CPC automatically under 'acquired rights'.

All professional drivers must also do 35 hours periodic training every 5 years to retain their CPC.

Total numbers of instructors

As at 30 June 2017, there were:



39,373 ADIs on the statutory register

-0.9% compared to June 2016

-15% compared to June 2012

As at 31 March 2017, there were:



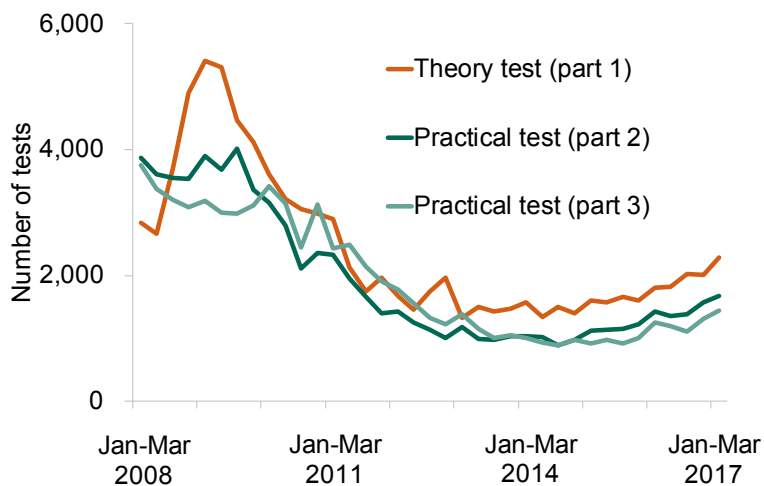
2,442 approved CBT motorcycle instructors

-1.2% compared to Mar 2016

-2.2% compared to Mar 2012

ADI tests

Figure 8. ADI tests conducted: GB, monthly, 2008-2017



There was a large peak in ADI theory tests around 2009. This may have been due to individuals considering a career change during the recession.

The number of people applying to be an ADI followed a downward pattern until 2013, where a slight upturn for theory tests began and has continued.

Definitions

ADI

An Approved Driving Instructor (ADI) is someone who has passed their ADI tests and has been added to the ADI statutory register.

ADIs must undergo a standards check during each 4-year registration period.

CBT

Most learner motorcycle and moped riders must take Compulsory Basic Training (CBT) before riding on the road.

To be a CBT motorcycle instructors are required to pass a 2-day DVSA assessment and then work for a motorcycle Approved Training Body (ATB).

CBT instructors must also undergo check tests every 4 years.

Grades of ADIs

From the 7 April 2014, ADIs have to undertake a standards check where they will receive a Grade A, Grade B or Fail result.

The Grades of ADIs statistics represent a snapshot of the latest grade held by current instructors. They cannot be compared with the total number of check tests conducted which includes tests taken by some instructors more than once.

For further information on the number of ADIs see tables [INS0101-03](#) and on CBT and Incident Statistics see tables [INS01-04](#).

Background Notes

About these statistics

This statistical release is published by the Department for Transport based on statistics produced by the DVSA, which administers the driving test and training schemes in Great Britain. The Driver and Rider Tests and Instructors web page provides further detail of the key findings presented in this statistical release, including detailed data tables.

Practical test categories included are B (car), B1 (tricycles and quadricycles), A, A1 and A2 (motorcycles), C, C1 (medium and large goods vehicles), C+E, C1+E (medium/large goods vehicles with trailers), D, D1 (minibuses and buses), D+E and D1+E (minibuses / buses with trailers).

Official Statistics

These official statistics are not designated National Statistics. They are produced to high professional standards set out in the Code of Practice for Official Statistics. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference.

Details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found in the Pre-release access list.

Next release

The next release of statistics will be published in December 2017 and will provide information for the second quarter of 2017 financial year (July 2017 to September 2017). This release will only include the statistical tables on driver and rider testing and instructor statistics. If you wish to comment on this proposal, please use the email address: vehicles.stats@dft.gsi.gov.uk.

Additional Information

The Driver and Vehicle Standards Agency also publishes operational data by test centre - <https://www.gov.uk/government/collections/driving-test-operational-statistics>

Additional data on ethnicity of candidates are released via www.data.gov.uk. This information is not published as part of the statistical release as only circa 15 per cent of candidates declare their ethnicity. It is, therefore, highly likely that the information is subject to self-selection and reporting biases and neither the DVSA nor DfT would recommend that users rely on these data being a true reflection of the ethnicity of all candidates. The data are being provided simply for information and as they are frequently requested under the Freedom of Information Act.

For further information on the impact of the EU 3rd Directive to rider licensing please visit - <https://www.gov.uk/ride-motorcycle-moped/bike-categories-ages-and-licence-requirements>

Release of DfT statistics publications

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