



Department for Transport

Driver and rider testing and instructor statistics: January to March 2018

About this release

This release presents the numbers and pass rates for driving and riding theory and practical tests conducted in Great Britain to 31 March 2018, and Approved Driver Instructor (ADI) register statistics.

These statistics are derived from data held by the Driver and Vehicle Standards Agency (DVSA). Detailed [data tables](#) are available from the web site.

For further details please refer to the Background Information section below and the separate [Technical guidance](#).

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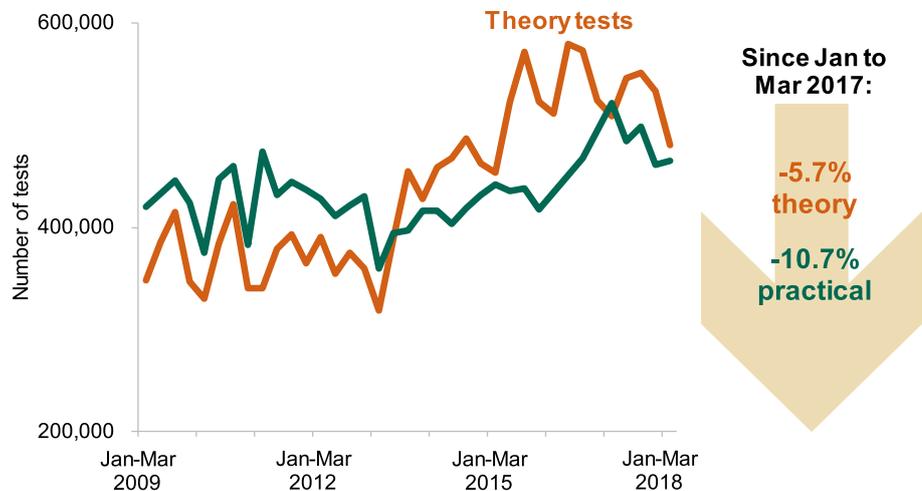
Next Published: June 2019



There were 480,200 theory and 465,650 practical tests conducted during January to March 2018, a decrease of 5.7% and 10.7% respectively on the same quarter in 2017.

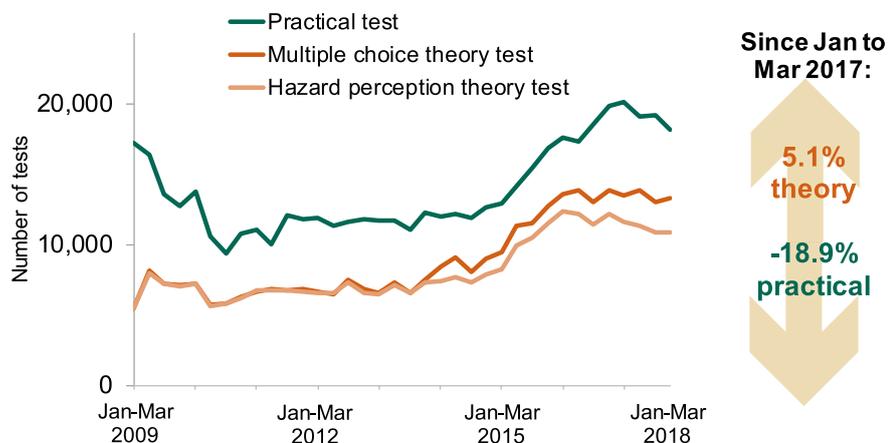
Practical tests have fallen after the decline in theory tests in 2017.

Practical and theory tests: GB, quarterly, 2009-2018



Large Goods Vehicle (LGV) practical tests continue to decrease compared with the same period in 2017, while theory tests have increased.

Practical and theory LGV tests: GB, quarterly, 2009-2018



During April 2017 to March 2018, 4 million practical and theory driving tests were conducted across all vehicles in Great Britain, 2.4% lower than during the previous year.

Annual theory and practical tests: All vehicle types

All theory tests, Apr 2017 to Mar 2018

2,111,912 conducted **1,075,295** passed **50.9%** pass rate

Compared to Apr 2016 to Mar 2017:

↓ **-3.4%** ↓ **-3.5%** ↓ **-0.1** percentage points

All practical tests, Apr 2017 to Mar 2018

1,910,169 conducted **922,373** passed **48.3%** pass rate

Compared to Apr 2016 to Mar 2017:

↓ **-1.3%** ↓ **-2.7%** ↓ **-0.7** percentage points

Table 1: Theory and practical tests: GB, Apr 2017-Mar 2018 compared to the previous year

Total All	April 2017 to March 2018			April 2016 to March 2017			Pass rate (percentage points)
	Tests conducted	Tests passed	Pass rate (%)	Tests conducted	Tests passed	Pass rate (%)	
Car							
Theory	1,886,218	918,130	48.7	↓ -3.4%	↓ -3.4%	↓ -3.4%	0.0
Practical	1,718,519	795,892	46.3	↓ -0.7%	↓ -2.4%	↓ -2.4%	-0.8
Motorcycle							
Theory	70,740	50,508	71.4	↓ -6.0%	↓ -6.1%	↓ -6.1%	-0.1
Practical - module 1	57,239	41,127	71.9	↓ -2.6%	↓ -2.9%	↓ -2.9%	-0.2
Practical - module 2	56,110	40,021	71.3	↓ -2.3%	↓ -1.4%	↑ -1.4%	0.6
Large Goods Vehicle (LGV)							
Theory - multiple choice	53,971	33,637	62.3	↓ -0.6%	↓ -4.2%	↓ -4.2%	-2.4
Theory - hazard perception	43,619	35,797	82.1	↓ -5.2%	↓ -3.2%	↑ -3.2%	1.7
Theory - CPC*	35,643	23,245	65.2	↑ 0.1%	↑ 0.1%	↑ 0.1%	0.0
Practical - vocational	70,619	40,808	57.8	↓ -9.7%	↓ -8.0%	↑ -8.0%	1.1
Practical - CPC*	15,446	14,146	91.6	↓ -35.3%	↓ -33.7%	↑ -33.7%	2.3
Passenger carrying vehicle (PCV)							
Theory - multiple choice	8,562	5,320	62.1	↓ -3.3%	↓ -9.1%	↓ -9.1%	-4.0
Theory - hazard perception	6,949	5,707	82.1	↓ -7.1%	↓ -7.3%	↓ -7.3%	-0.2
Theory - CPC*	6,210	2,951	47.5	↓ -7.3%	↓ -8.6%	↓ -8.6%	-0.7
Practical - vocational	7,682	4,525	58.9	↓ -17.7%	↓ -17.9%	↓ -17.9%	-0.2
Practical - CPC*	2,441	2,162	88.6	↓ -30.4%	↓ -30.3%	↑ -30.3%	0.1

*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).

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](#)

Quarterly theory and practical tests: Body type breakdown

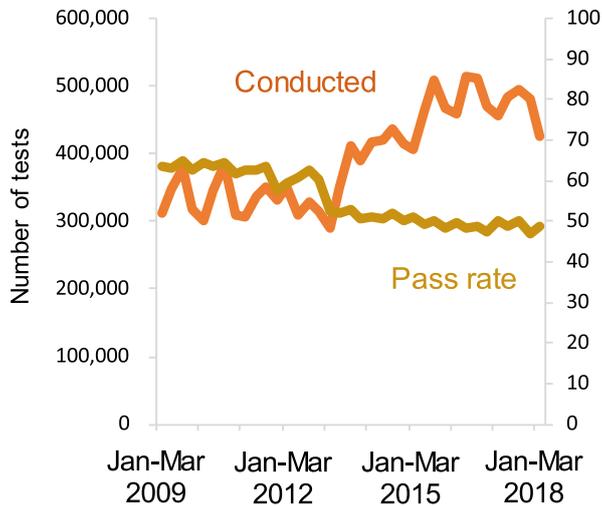


Car

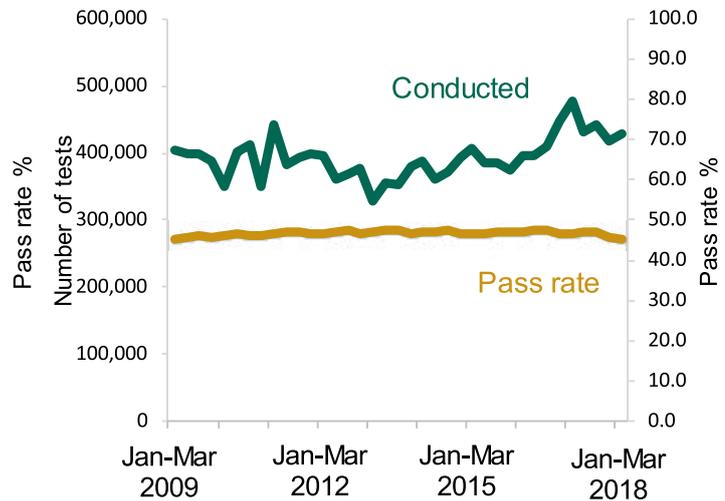
Car tests made up 89% of theory and 92% practical tests during January to March 2018.

Figures 1 & 2. Car tests: GB, quarterly, 2009 to 2018

Theory tests conducted



Practical tests conducted



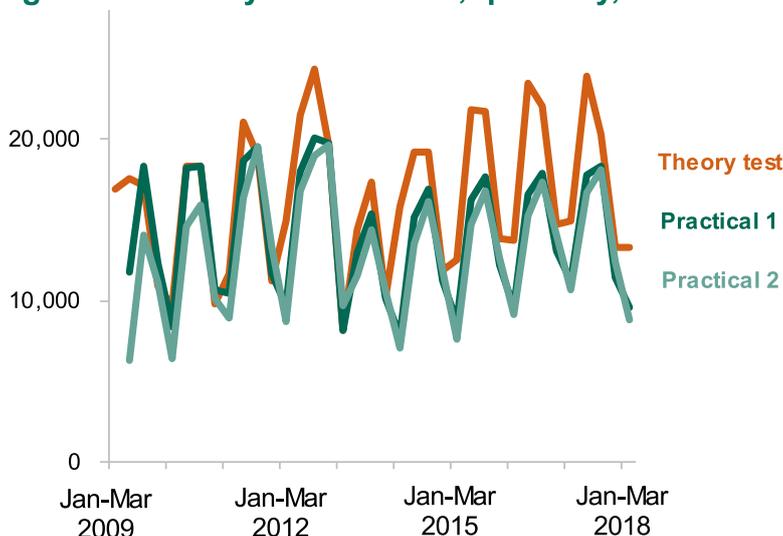
The number of theory tests taken has increased since 2013, whilst pass rates have declined. During January to March 2018, there was a decline in the number of theory tests conducted, down of 6.4% compared to the same period in 2017.

There was also a decline in the number of practical tests conducted, down of 10.5% on the same quarter in 2017. This recent change might be due to the introduction of the new driving test on 4 December 2017.



Motorcycle

Figure 3. Motorcycle tests: GB, quarterly, 2009 to 2018



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 January 2013, when restrictions on engine sizes for riders under 24 were implemented.

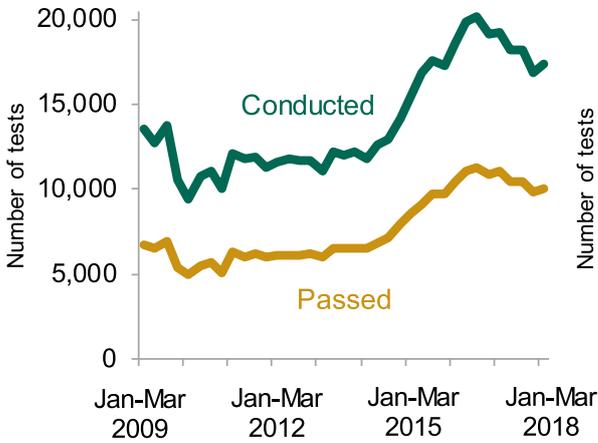
During January to March 2018, there was a decrease of 11.6% in theory tests and of 15.5% in practical tests on the same quarter in 2017.



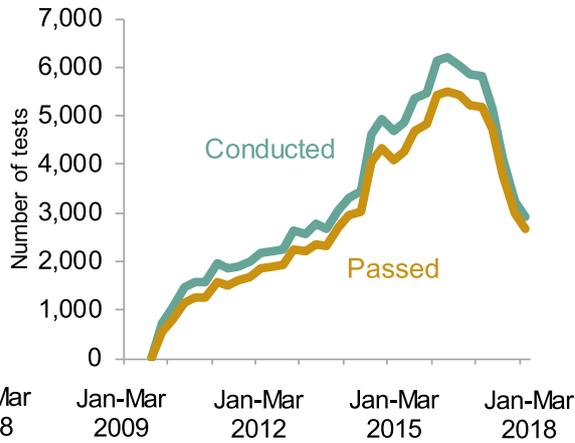
Large Goods Vehicle (LGV)

Figures 4 & 5. Practical LGV tests: GB, quarterly, 2009 to 2018

LGV practical tests (vocational)



LGV CPC practical tests



During January to March 2018 there was a decrease of 9.5% in practical vocational tests from the same period in 2017, and practical CPC tests decreasing by 49.8%.

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 2009 for LGVs and 10 September 2008 for PCVs. 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’.

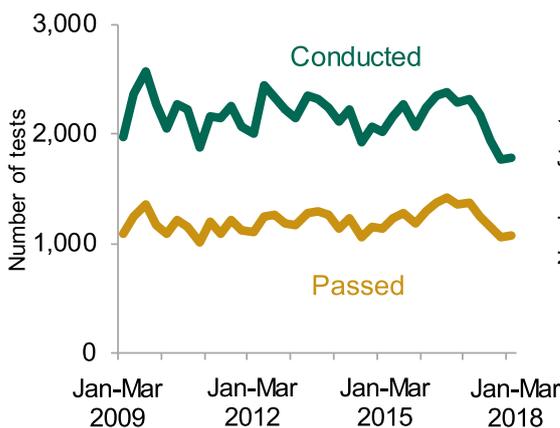
All professional drivers must also do 35 hours periodic training every 5 years to retain their CPC.



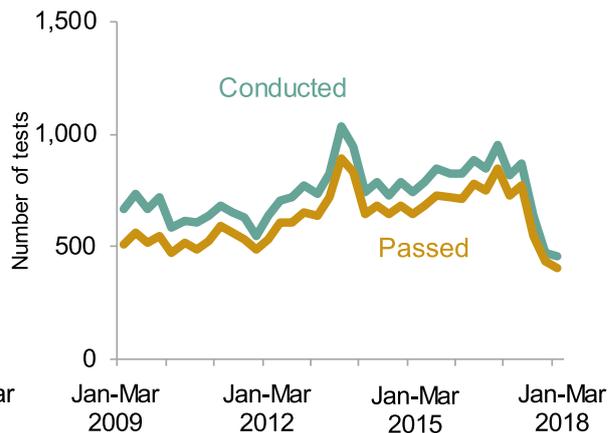
Passenger Carrying Vehicle (PCV)

Figures 6 & 7. PCV tests: GB, quarterly, 2009 to 2018

PCV practical tests (vocational)



PCV CPC practical tests

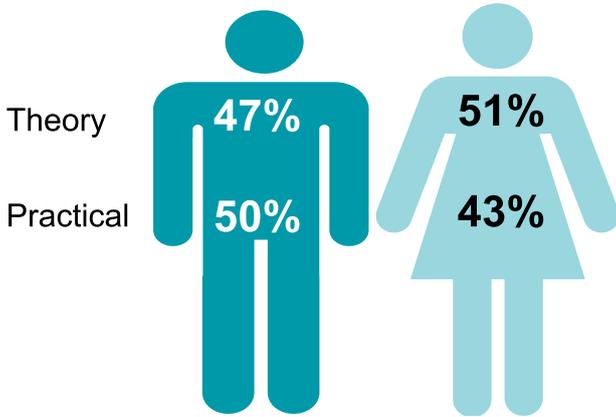


During January to March 2018, the PCV tests showed a decrease of 22.7% in practical vocational tests from the same period in 2017, and a decrease of 43.9% in practical CPC tests.



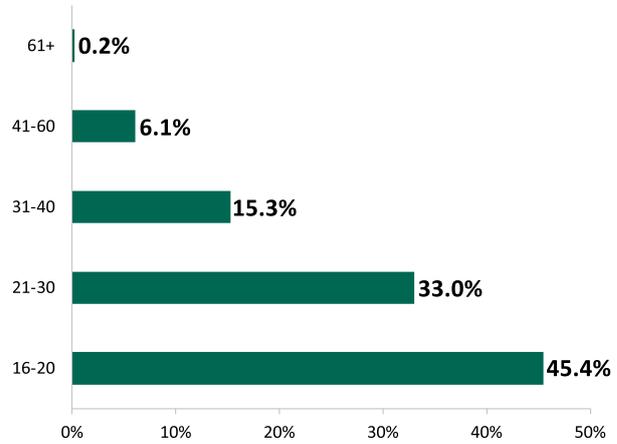
Car theory and practical tests

Figure 8. Car pass rates, by gender: GB, 2017/18



Car pass rates vary between men and women and the type of test. Overall, women have a higher pass rate in the theory test, whilst men have higher rate of success in the practical test.

Figure 9. Practical car test candidates, by age group: GB, 2017/18



In 2017/18, 45.4% of candidates for car practical tests were aged between 16 and 20, only 0.2% lower than during 2016/17.

The majority of candidates who passed the car practical test in 2017/18 were taking their test for the second or subsequent time. The overall pass rate was slightly higher on the second and third attempt than on the first attempt; for candidates on their sixth plus attempt, the pass rate was 38.6%.

Men had a higher pass rate than women at every attempt.

Figure 10. Practical car driving tests by attempt: GB, 2017/18

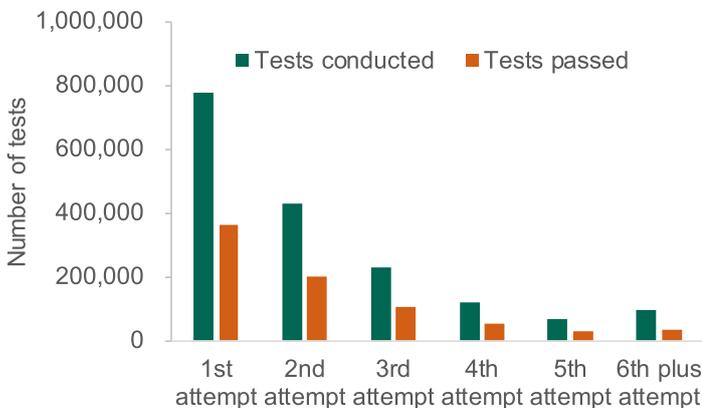
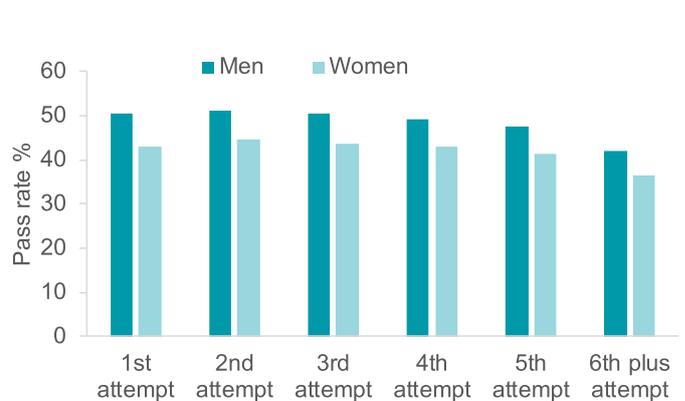


Figure 11. Pass rate car by attempt and gender: GB, 2017/18



Quarterly driving instructors

Total numbers of instructors

As at 31 March 2018, there were:



39,248 ADIs on the statutory register

-0.4% compared to March 2017

-11.9% compared to March 2013

As at 31 March 2018, there were:



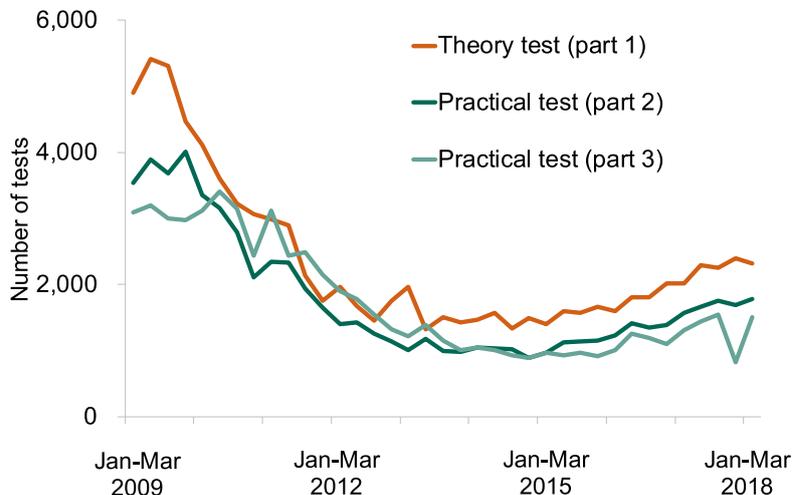
2,411 approved CBT motorcycle instructors

-1.3% compared to March 2017

-16.4% compared to March 2013

ADI tests

Figure 12. ADI tests conducted: GB, quarterly, 2009-2018



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 and practical tests began and has continued.

During January to March 2018, ADI tests increased compared with the same period in 2017. This might be attributed to the improvement of the ADI part 2 test and ADI part 3 test, from 23 December 2017.

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.

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 four years 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 two days DVSA assessment and then work for a motorcycle Approved Training Body (ATB).

CBT instructors must also undergo check tests every four years.

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

Background Information

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 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 driver and rider testing and instructor statistical releases are published annually and the statistical tables are updated quarterly. The next statistical release is due in June 2019. The next statistical tables will be published in September 2018 and will provide information for the first quarter of the 2018 financial year (April 2018 to June 2018).

If you wish to comment on this proposal, please use the email address: vehicles.stats@dft.gov.uk.

Additional Information

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