

Driver and Rider Test and Instructor Statistics, Great Britain: Quarter 4 2011/12: supplement tables

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This publication provides further detailed breakdowns of the number of car and motorcycle tests conducted in Great Britain in 2011/12. These tables are to compliment the ones released in June 2012. They provide breakdowns by age, gender and number of pass attempts.

The test and instructor statistics are derived from data held by the Driving Standards Agency (DSA), which administers the driving test and training schemes in Great Britain.

A complete back series to 2007/08 (for car tests) and 2009/10 (for motorcycle tests) will be released in the 2012/13 quarter 1 publication, due out in August. The tables will then be updated annually in the future.

The key findings from Driver and Rider Test and Instructor Statistics: Quarter 4 2011/12: supplement tables include:

- Roughly 47 per cent of practical car tests in 2011/12 were taken by people aged 20 or under. Candidates aged 17 accounted for 20 per cent of all car tests.
- 17-year olds had the highest car test pass rate at 56 per cent in 2011/12. In general, the pass rate decreases with age.
- At almost every age, male candidates had a higher car pass rate than female candidates.
- Of all the car test passes achieved in 2011/12, 45 per cent occurred on the candidate's first attempt. Second attempts resulted in the highest pass rate at 48.2 per cent.
- Module 1 motorcycle test passes show a similar age pattern to that of cars, with the highest pass rate being 17-year old males and the pass rate generally decreasing with age.
- Module 2 motorcycle pass rates are less related to age and there is a similar pass rate across the ages.

FURTHER INFORMATION

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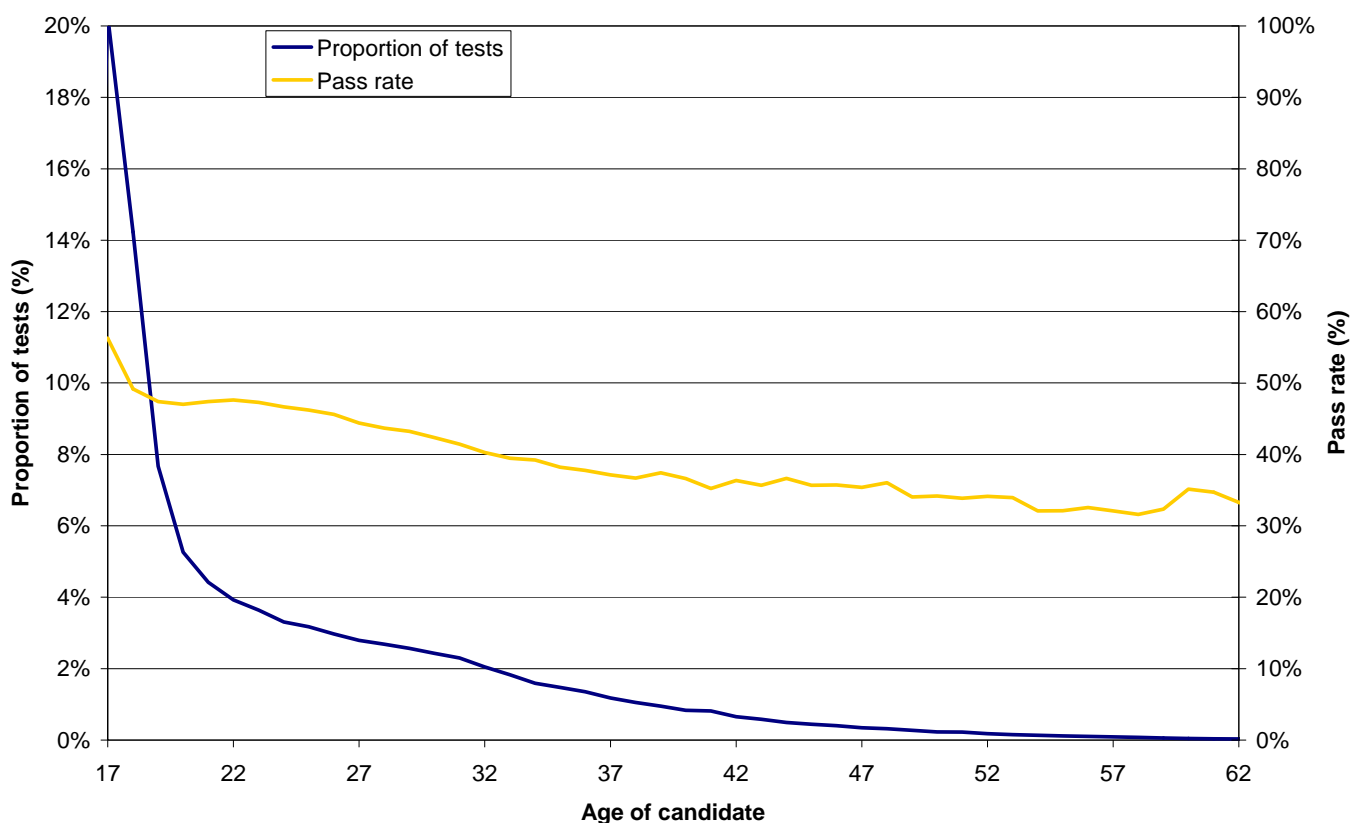
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1. Practical car tests

- Roughly 47 per cent of practical car tests in 2011/12 were taken by people aged 20 or under. Candidates aged 17 dominate even within this group as they accounted for 20 per cent of all tests in 2011/12. As the age band increases, the band accounts for progressively smaller proportions of all tests. Only 12 per cent of tests during the year were undertaken by candidates aged 36 or over. The only differences in age distribution between males and females is that 17-year old males account for slightly more of all tests undertaken by males (at 22 per cent) than 17-year old females (at 19 per cent). The other age groups are broadly the same.
- As well as accounting for the highest proportion of test candidates, 17-year olds also had the highest pass rate at 56 per cent in 2011/12. Again, similar to the proportion of tests, the pass rate generally decreases with age with only 36 per cent of tests undertaken by candidates over the age of 35 resulting in a pass.

Proportion of car tests and pass rates by candidate age: 2011/12



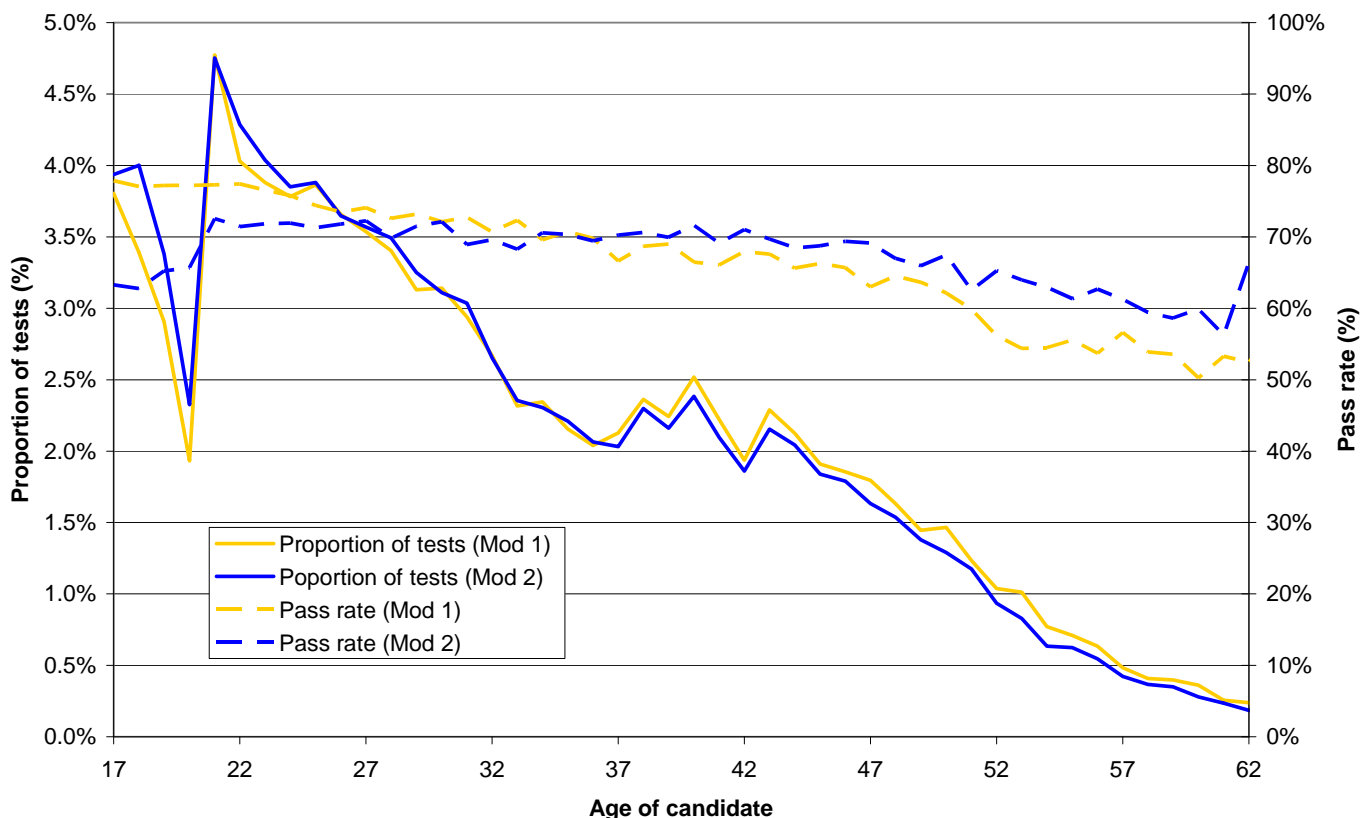
- At almost every age, male candidates had a higher pass rate than female candidates. The difference tends to be greater for older age groups. Male candidates aged 17 had a 2.9 percentage point higher pass rate than female candidates of the same age. This difference rose to 6.4 percentage points for 21-year olds and over 9 percentage points for candidates in their 40s.
- Of all the test passes achieved in 2011/12, 45 per cent occurred on the candidate's first attempt. Second attempt passes accounted for nearly 26 per cent of all passes and 13.5 per cent of them occurred in the candidates' third attempt. Of the remaining 15.7 per cent of passes, just under 5 per cent of the total took candidates six or more attempts to pass.

- Second test attempts resulted in the highest pass rate over all the attempts for both genders. Overall, 48.2 per cent of second attempt tests resulted in a pass: the gender split for second attempt passes was 51.3 per cent for males and 45.4 per cent for females.

2. Motorcycle tests

- Module 1 motorcycle test passes show a similar age pattern to that of cars, with the highest pass rate being 17-year old males and the pass rate generally decreasing with age. Males aged 17 had a 79 per cent pass rate in Module 1 tests in 2011/12; this is considerably higher than the corresponding 58 per cent pass rate for 17-year old females. However, it should be noted that around seventeen 17 and 18-year old males undertook a Module 1 test for every similarly aged female.
- Module 2 motorcycle pass rates appear less related to age than Module 1 pass rates. In 2011/12, 17-year olds had a pass rate of 63 per cent. The pass rate was slightly lower for 18-year olds before rising to 65 to 66 per cent for 19- and 20-year olds and remaining between 68 to 71 per cent for candidates in the 20s, 30s and 40s.
- Unlike cars tests, candidates undertaking both the Module 1 and Module 2 test are less likely to be aged 17 or 18. In 2011/12, around 12 per cent of Module candidates were under 21, with over 20 per cent of them being aged between 21 and 25, nearly 17 per cent being aged between 26 and 30, and 37 per cent being aged between 36 and 60. A similar pattern is seen with the Module 2 tests in 2011/12.

Proportion of motorcycle tests and pass rates by candidate age: 2011/12



3. Background notes

1. The [Driver and Rider Tests and Instructors](#) web page provides further detail of the key findings presented in this statistical release. The full tables, plus others that have already been released, are available at http://www.dft.gov.uk/statistics?orderby=title&post_type=table&series=driving-tests-and-instructors
2. 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.
3. 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](#).
4. The Driving Standards Agency also publishes data by test centre. These datasets can be accessed through the [Driver and Rider Tests and Instructors](#) web page.
5. Additional data on ethnicity of candidates has been released at <http://data.gov.uk/dataset/driving-riding-tests-data>. This information is not being published as part of the statistical release as only circa 30 per cent of candidates declare their ethnicity. It is, therefore, highly likely that the information is subject to self-selection and self-reporting biases. Neither the DSA 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 request under the Freedom of Information Act.