



Department for Transport

Driver and rider testing and instructor statistics: Quarter 3 2015/16 (October to December 2015)

About this release

This publication presents information on the numbers and pass rates for driving and riding theory and practical tests conducted in Great Britain to 31 Dec 2015 and statistics from the Approved Driving Instructor (ADI) register and the Integrated Register of Driver Trainers.

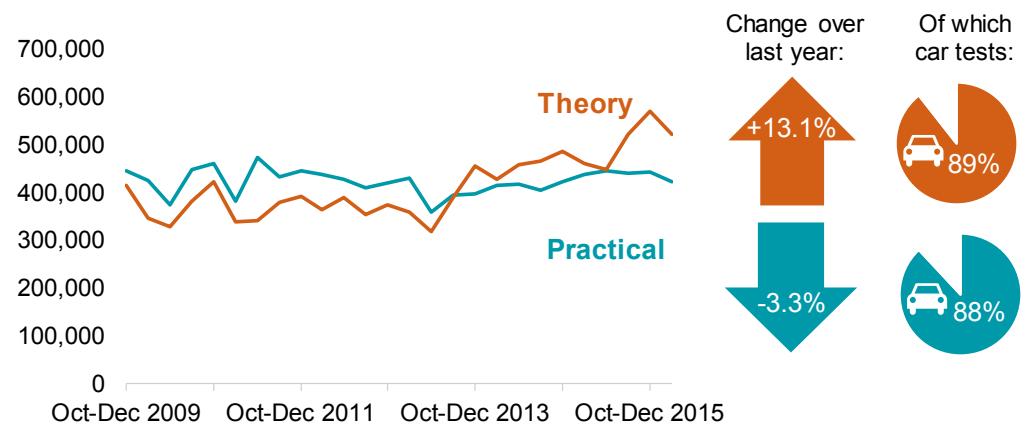
The test and instructor statistics are derived from data held by the Driver and Vehicle Standards Agency (DVSA), which administers the driving test and training schemes in Great Britain.

In this publication

Car tests	p2
Motorcycle tests	p4
LGV tests	p5
PCV tests	p6
Instructors	p7
Background notes	p8

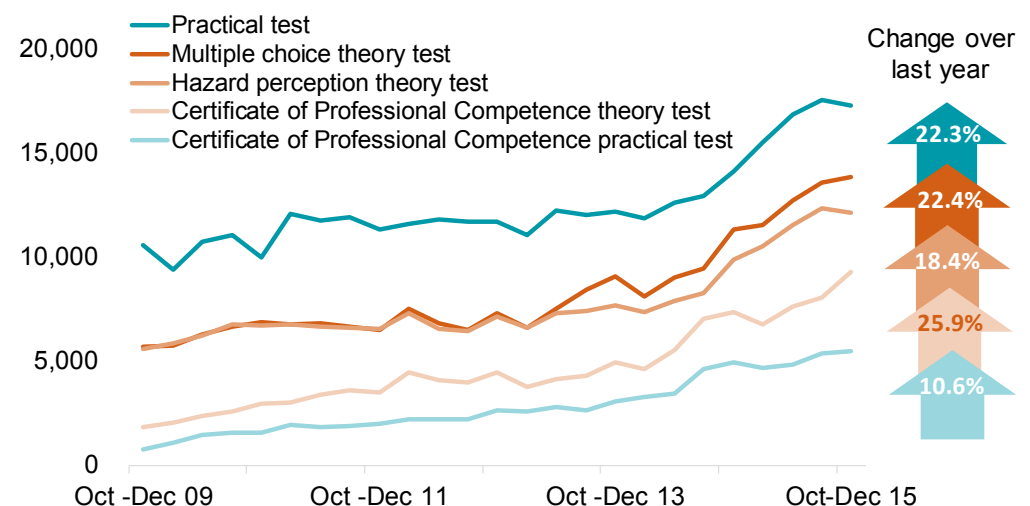
The numbers of all driving tests, apart from car practical tests, have increased over the last year. Large Goods Vehicle tests continue to see the most rapid increases.

All driving tests: Great Britain, quarterly, Oct 2009 - Dec 2015



During the three months October to December 2015, in Great Britain, 423,496 practical driving tests and 522,902 theory driving tests were conducted. Almost 90 per cent of these were car driving tests.

Large Goods Vehicle tests: Great Britain, quarterly, Oct 2009 - Dec 2015



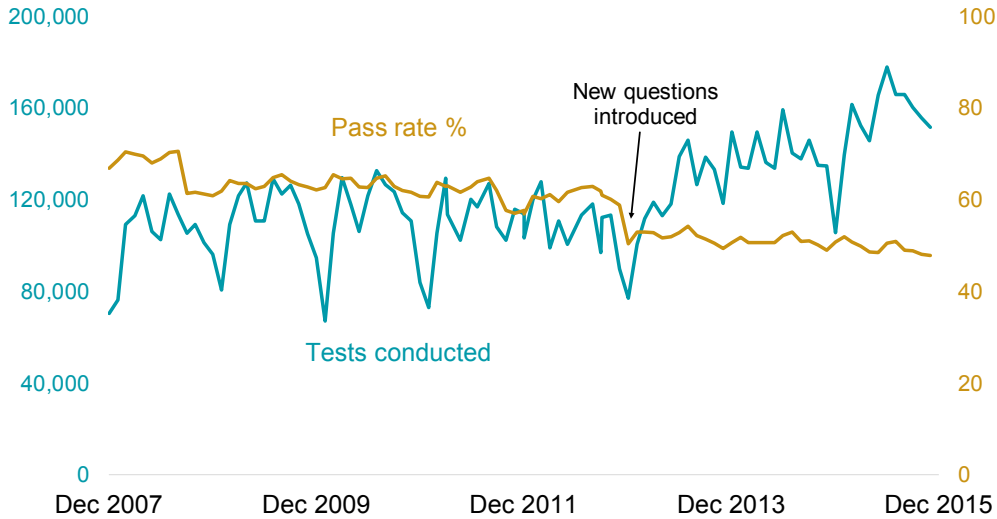
The number of Large Goods Vehicle practical and theory tests of all types conducted during October to December 2015 was 21 per cent higher than in the same quarter of 2014, reflecting increased demand for drivers in the economy.

RESPONSIBLE STATISTICIAN: Rachel Moyce 020 7944 4139

FURTHER INFORMATION: Media: 020 7944 3066 Public: 020 7944 3077 vehicles.stats@dft.gsi.gov.uk

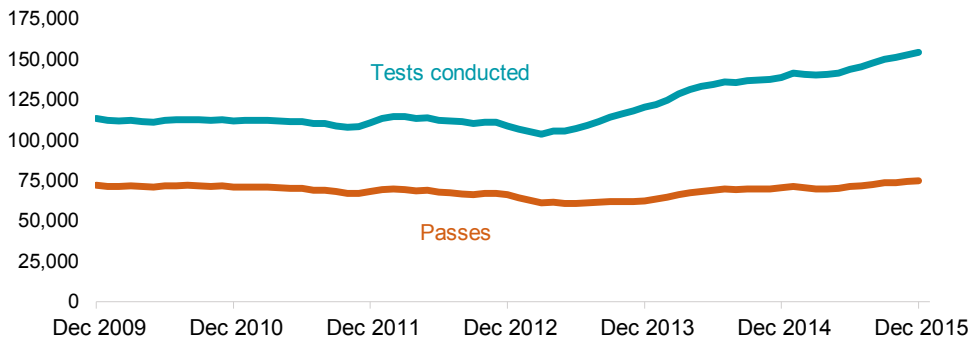
Car theory and practical tests

Car theory tests: Great Britain, monthly, Dec 2007 - Dec 2015



The number of car theory tests taken was fairly level from 2008 until the beginning of 2013, where it began to increase. This increase will initially have been influenced by the changes to the questions described in the panel to the right. These resulted in a drop in pass rates, and therefore more candidates taking retests - this is reflected in the relatively level trend for test passes shown in the chart below.

Theory car tests: Great Britain, 12-month rolling averages



The number of theory tests has continued to rise steadily, with a slight levelling off in 2014. There was an increase of 12.4 per cent during October - December 2015 compared with one year before.

The factor in this relatively large year-on-year increase may be a slight decrease in test fees from 1st October 2014. This may have encouraged candidates last year to delay tests they might otherwise have taken during July to September 2014 until after 1 October, to take advantage of the lower fees.

Tests needed to drive a car

Candidates must pass both a theory and a practical test to obtain a full car driving licence.

Changes

In January 2012, the car theory question bank was withdrawn from publication, and in January 2013, the first sets of questions that had never been published were introduced into the test.

From April 2014, the use of voiceovers and translators for foreign language tests was withdrawn.

Data tables

Theory car tests

drt5201

Practical car tests

drt0201

Car theory tests: Key statistics Oct-Dec 15



		Change on Oct-Dec 14
Tests conducted	467,607	+ 12.4 %
Tests passed	225,857	+ 8.5 %
Pass rate	48.3%	- 1.8 percentage points

Car practical tests: Key statistics Oct-Dec 15



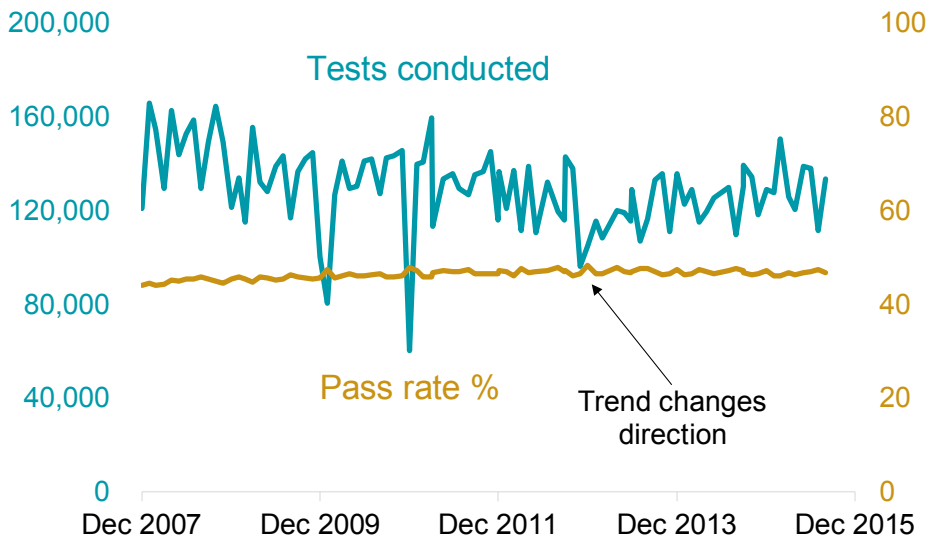
		Change on Oct-Dec 14
Tests conducted	372,957	-5.1 %
Tests passed	176,042	-3.9 %
Pass rate	47.2%	-3.9 percentage points

Factors influencing the car test trend

A demographic trend of declining birth rates during the 1990s means that there are now fewer young people in the peak age group for driving tests (17-20). Population data suggests this trend is likely to continue until late in the current decade, before reversing.

Data from the National Travel Survey show a clear downward trend in the proportion of young adults (aged 17-20) holding full licences since around 2007. The economic recession from 2008 may have discouraged some people from taking a test, but it has been suggested that this is also part of a wider, international social trend towards lower licence holding amongst the young.

Car practical tests: Great Britain, monthly, Dec 2007 - Dec 2015



There was a long-term downward trend in practical tests conducted of 18.5 per cent between 2007/08 and 2012/13. Several factors are likely to have influenced this, as discussed in the panel to the right. By contrast, in recent quarters there have been increases in the numbers of tests conducted, which were probably influenced by the upturn in the economy.

However, pre-recession figures have not been reached, with the number of tests conducted in October to December 2015 still 5.1% lower than the corresponding quarter in 2014. The low number of tests conducted in November and December 2015 is likely to be due to industrial action by examiners.

The practical test pass rate has changed very little over recent years, so the trend in test passes closely mirrors that for tests conducted.

Data tables

Theory car tests
drt5201
Practical car tests
drt0201

Number of practical car tests and pass rate, by sex



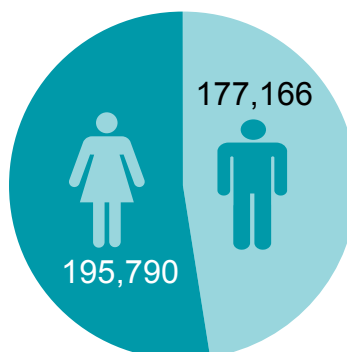
44.0%

The practical car test pass rate in the last quarter was 44.0 per cent for women and



50.8%

50.8 per cent for men.



Women made up 48.9 per cent of successful candidates during October to December, although they took 52.5 per cent of the tests conducted.

Motorcycle tests

Motorcycle practical tests: Key statistics Oct-Dec 15

Module 1



			Change on Oct-Dec 14
Tests conducted	12,257		+ 8.9 %
Tests passed	8,547		+ 12.0 %
Pass rate	69.7 %		- 1.9 percentage points

Module 2



Tests conducted	12,635		+ 6.4 %
Tests passed	9,021		+ 7.4 %
Pass rate	71.4 %		- 0.7 percentage points

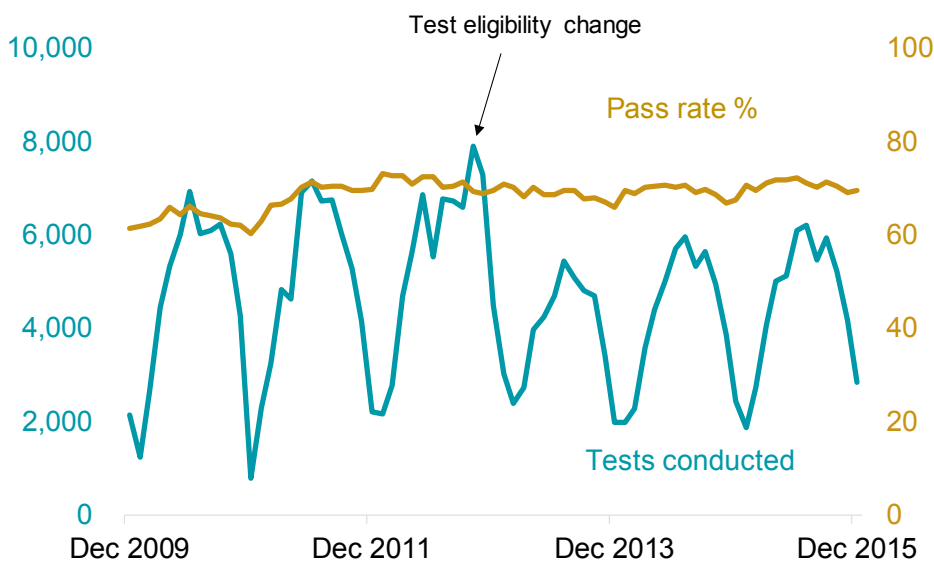
What tests are there?

Candidates must pass a theory test and both practical tests to obtain a motorcycle licence. Since April 2009 the practical test has consisted of two separate modules.

Changes

From 19 January 2013, a new EU Directive limited the engine size available to riders under the age of 24 at the date of attempting the practical test.

Motorcycle Module 1 practical tests: Great Britain, monthly



Data tables

Theory motorcycle tests

drt5401 drt0403

Practical motorcycle tests

drt0401 drt0421

There was a surge in both theory and practical motorcycle tests before 19 January 2013 as candidates attempted to pass before the rule changes described to the right, and a corresponding trough after this.

The increase in test numbers between 2013 and 2014 reflected a return to more normal patterns after this trough, but the continuing increase over the last year is likely to be influenced by more general factors such as the improvement in the economic situation.

All driving tests tend to be affected by the weather - with fewer tests during bad winter weather for example, but motorcycle tests numbers are far more seasonal than any others, with relatively few practical tests booked during the winter months.



Motorcycle theory tests: Key statistics Oct-Dec 15



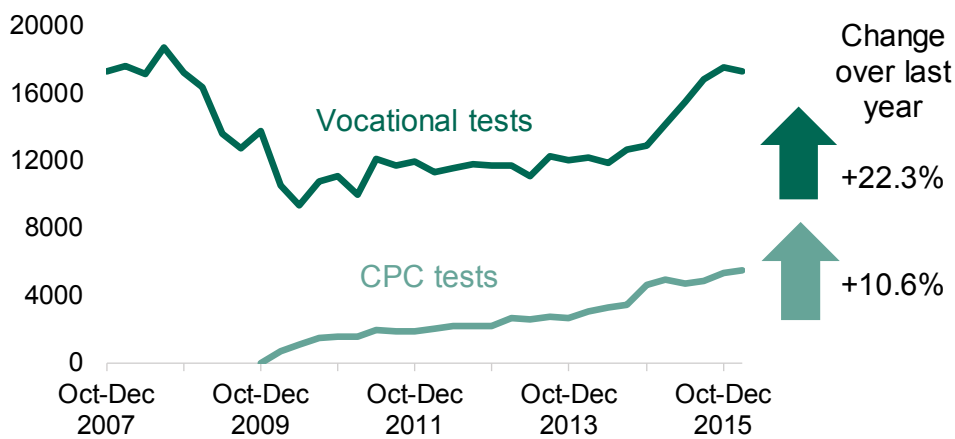
			Change on Oct-Dec 14
Tests conducted	13,843		+ 16.5 %
Tests passed	9,767		+ 13.6 %
Pass rate	70.6 %		- 1.8 percentage points

Large Goods Vehicle (LGV) tests

LGV practical tests: Key statistics Oct-Dec 15

LGV practical			Change on Oct-Dec 14
	Tests conducted	17, 286	+ 22.3 %
	Tests passed	9,693	+ 22.2 %
	Pass rate	56.1 %	No change
Certificate of Professional Competence (CPC)			
	Tests conducted	5,466	+ 10.6 %
	Tests passed	4,827	+ 11.1 %
	Pass rate	88.3 %	- 0.4 percentage points




LGV practical tests: Great Britain, quarterly



The number of LGV practical tests conducted fell sharply by 43 per cent between April to June 2008 and the same period in 2010, no doubt largely as a result of the recession.

In the last year, demand for all LGV testing has increased rapidly and is now 21 per cent higher than the number of tests conducted in the same quarter last year. This reflects increasing demand for professional lorry drivers with the economic recovery, and recruitment drives to replace the aging workforce of LGV drivers.

LGV theory tests: Oct-Dec 15

Multiple choice			
	Tests conducted	13,861	+ 22.4 %
	Tests passed	8,914	+ 20.0 %
	Pass rate	64.3 %	- 1.3 percentage points
Hazard perception			
	Tests conducted	12,132	+ 22.6 %
	Tests passed	9,341	+ 17.5 %
	Pass rate	77.0 %	- 3.3 percentage points
Certificate of Professional Competence			
	Tests conducted	9,288	+ 25.9 %
	Tests passed	6,185	+ 28.6 %
	Pass rate	66.6 %	+ 1.4 percentage

What tests are there?

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

Driver CPC

Since 10 September 2009, in order to drive an LGV professionally (i.e. as the main purpose of one's job) it has also been necessary to hold a Certificate of Professional Competence (CPC), which requires an additional theory (case study) and practical (safety demonstration) test. Professional drivers already holding a vocational LGV licence before this date 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.

Other changes

In May 2013, the Multiple Choice theory test started using questions that had not previously been published, leading to a drop in the pass rate.

Data tables

Theory LGV tests
drt5501 drt5502
Practical LGV tests
drt0501 drt0502

Passenger Carrying Vehicle tests

PCV practical tests: Key statistics Oct-Dec 15

Change on
Oct-Dec 14

PCV practical



Tests conducted	2,072	+ 0.5 %
Tests passed	1,193	+ 3.2 %
Pass rate	58.0 %	- 1.5 percentage points

Certificate of Professional Competence (CPC)



Tests conducted	823	+ 4.3 %
Tests passed	723	+ 6.3 %
Pass rate	88.0 %	- 1.7 percentage points

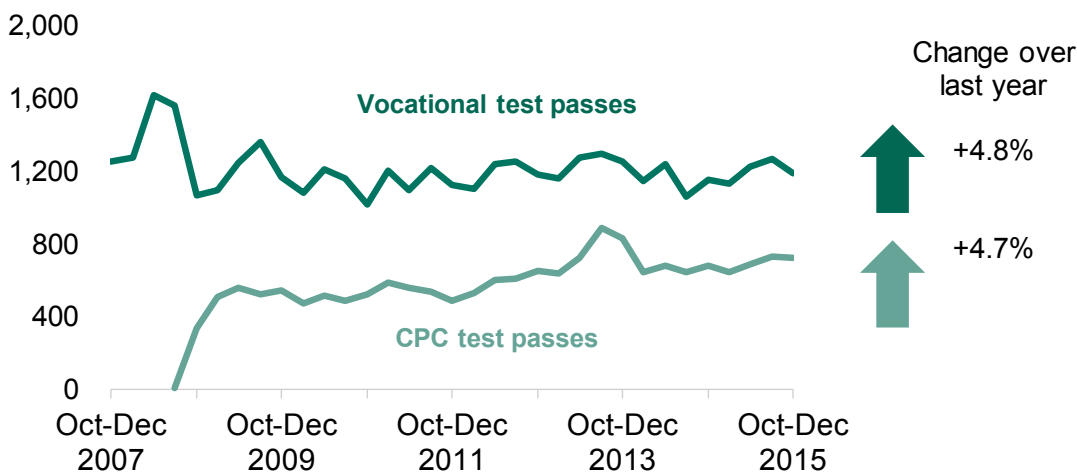
What tests are there?

The types of test required for PCVs, including the CPC requirements, are similar to those described for LGVs above, except that the PCV CPC requirement was introduced a year earlier, on 10 September 2008.

Other changes

In May 2013, the Multiple Choice theory test started using questions that had not previously been published, leading to a drop in the pass rate.

PCV practical tests: Great Britain, quarterly, Oct 2007 - Dec 2015



The number of PCV practical test passes has remained fairly stable over recent years, but the numbers of passes were higher in the last quarter than they were in the same quarter of the previous year.

Data tables

Theory PCV tests

drt5601 drt5602

Practical PCV tests

drt0601 drt0602

PCV theory tests: Key statistics Oct-Dec 15

Change on Oct-Dec 14

Multiple choice



Tests conducted	2,331	+ 1.0 %
Tests passed	1,489	- 1.5 %
Pass rate	63.9 %	- 2.1 percentage points

Hazard perception



Tests conducted	2,038	+ 0.5 %
Tests passed	1,542	- 2.5 %
Pass rate	75.7 %	- 1.7 percentage points

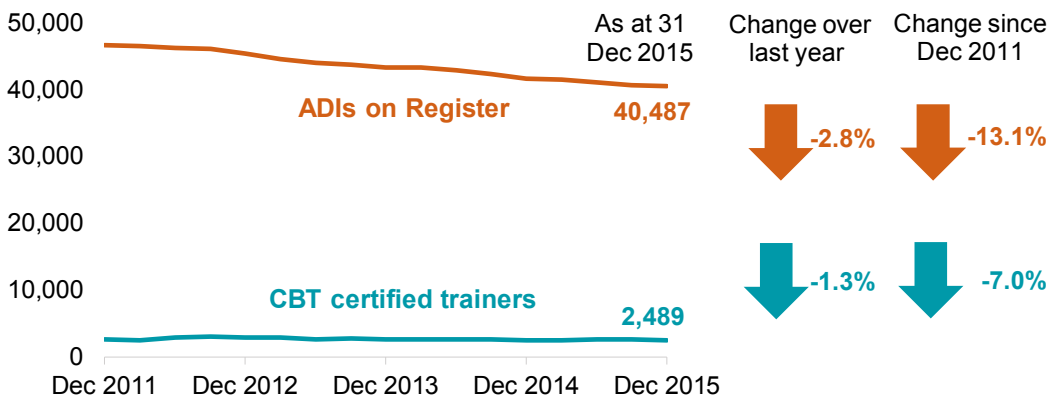
Certificate of Professional Competence (CPC)



Tests conducted	1,802	+ 2.6 %
Tests passed	900	+ 8.6 %
Pass rate	49.9 %	+ 2.7 percentage points

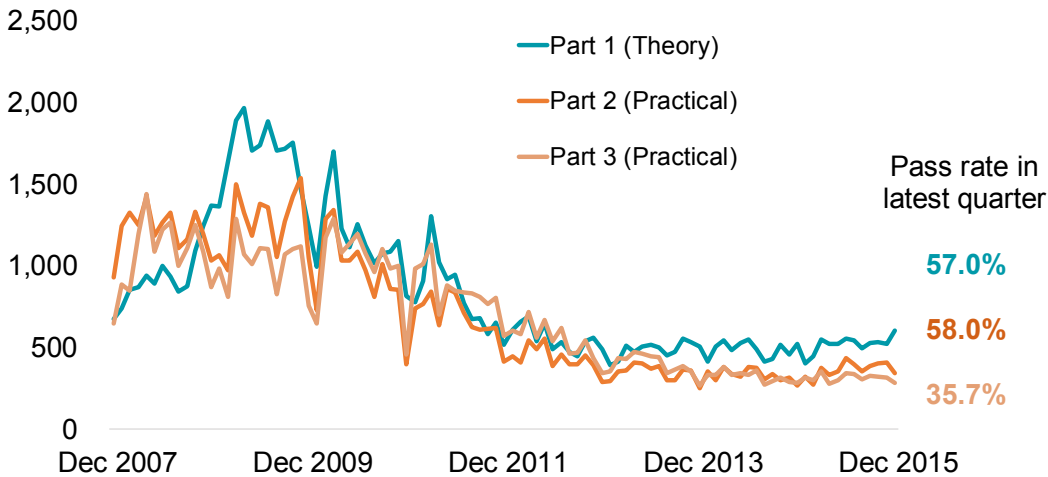
Driver and riding instructors

ADIs on Register and current CBT certified trainers: Great Britain, annually



There has been a downward trend in the number of Approved Driving Instructors on the Register in recent years.

ADI tests conducted: Great Britain, annually, Dec 2007 - Dec 2015



There was a large peak in ADI theory tests around 2009, which 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.

ADI standard check results: New standards, Oct 2015 - Dec 2015



During October to December 2015, 2,134 standards checks were conducted on ADIs, taking the total with a grade under the new standards to 15,558.

Of 132 Compulsory Basic Training (CBT) instructor check tests conducted during October to December 2015, 95 per cent had a satisfactory result.

What are ADIs and CBT?

To become an Approved Driving Instructor (ADI), candidates must complete one theory and two practical tests, after which they can apply to be added to the ADI statutory Register. Registration lasts for four years before renewal is required.

Compulsory Basic Training (CBT) must be undertaken by all learner motorcycle and moped riders before driving on the road, and can only be delivered by trainers holding a certificate issued by DVSA.

Standards checks

ADIs must undergo a standards check during each 4-year registration period. A new standards check was introduced on 7 April 2014, with a new grading structure, Grade A - an overall high standard of instruction, Grade B - a sufficient level of instruction, Fail - an unsatisfactory performance. Grades at last check test are still relevant for those ADIs who have yet to take the new standards check. The old grades ran from 1 (extremely poor overall performance) to 6 (very high overall performance). CBT instructors also undergo check tests.

Data tables

Instructors

drt0701-drt0721
drt5701
ins0101-ins0103
ins0501-ins0504

Background Notes

1. This statistical release is published by the Department for Transport based on statistics produced by the Driver and Vehicle Standards Agency.
2. 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.
3. 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).
4. The next release of statistics will be published in June 2016 and will provide information for the fourth quarter of the 2015 financial year (January to March 2016).
5. We are conducting a survey of those who use these statistics, we would welcome your participation. The survey can be found here - <https://www.gov.uk/government/collections/journey-time-statistics>
6. 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.
7. 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.
8. The Driver and Vehicle Standards Agency also publishes operational data by test centre - <https://www.gov.uk/government/collections/driving-test-operational-statistics>
9. 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.
10. 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>