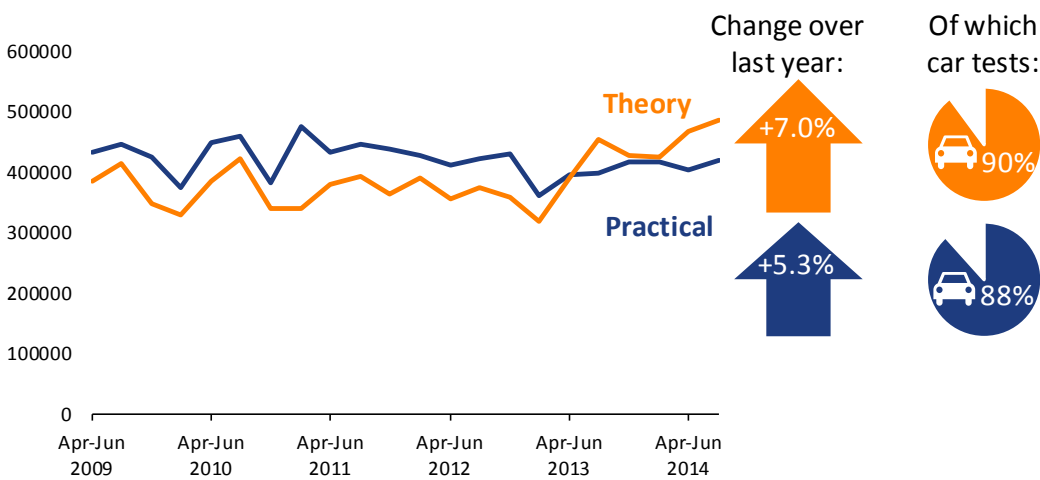




Driver and rider testing and instructor statistics: Quarter 2 2014/15 (July to September 2014)

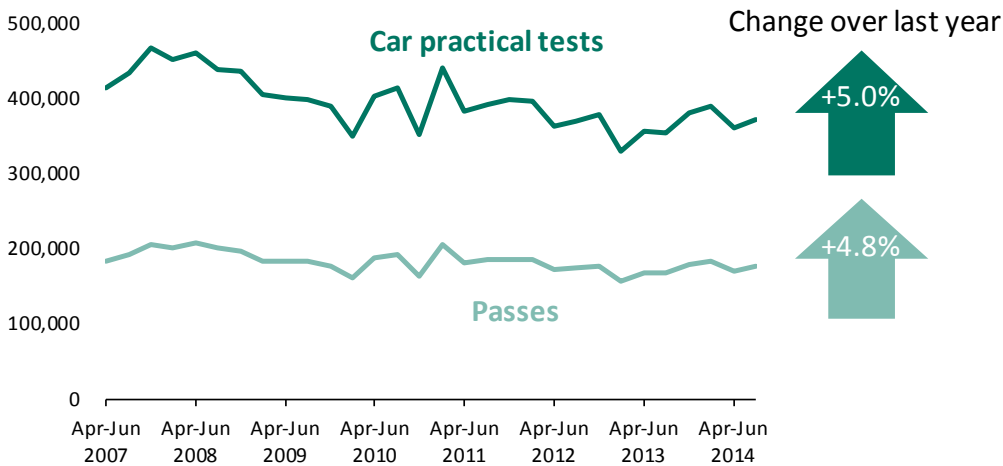
During the three months July to September, 424.2 thousand practical driving tests were conducted in Great Britain, and 487.2 thousand driving theory tests. The great majority of these were car driving tests.

All driving tests



There were 370,995 car practical tests conducted between July and September 2014, 5.0 per cent more than in the same quarter of the previous year. Set against a longer downward trend in practical tests, this increase may be related to the upturn in the economy.

Practical car tests



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 30 September 2014 and statistics from the 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

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Car theory and practical tests

Car theory tests Key statistics Jul-Sep 14



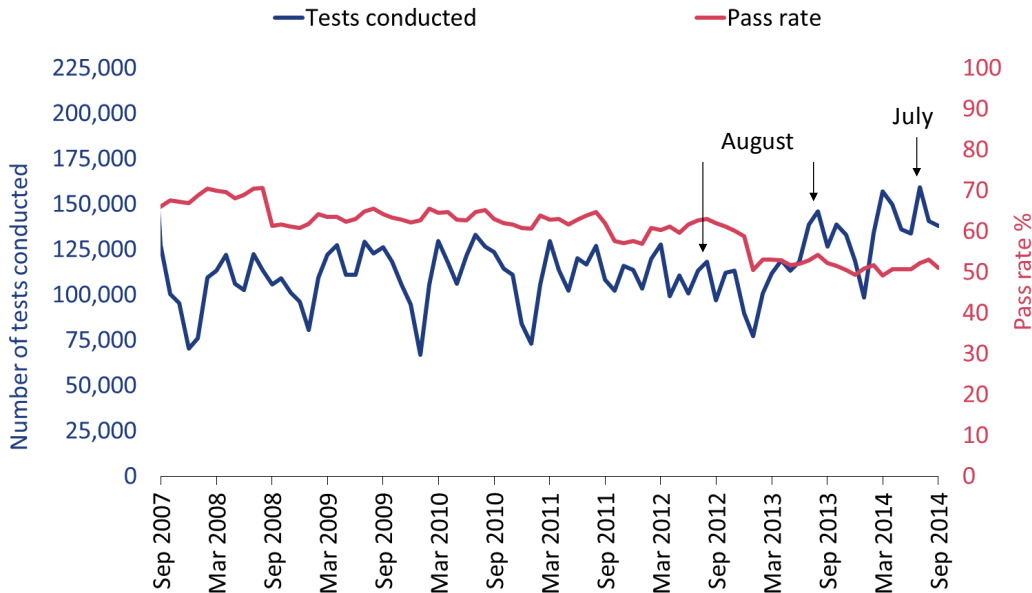
Change on
Jul-Sep 13

Tests conducted	437,836	+ 6.4 %
Tests passed	228,044	+ 4.3 %
Pass rate	52.1 %	- 1.1 percentage points

What tests are there?

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

Car theory tests



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In January 2012, the car theory question bank was withdrawn from publication, and in January 2013, the first sets of questions that had never been published were introduced into the theory test.

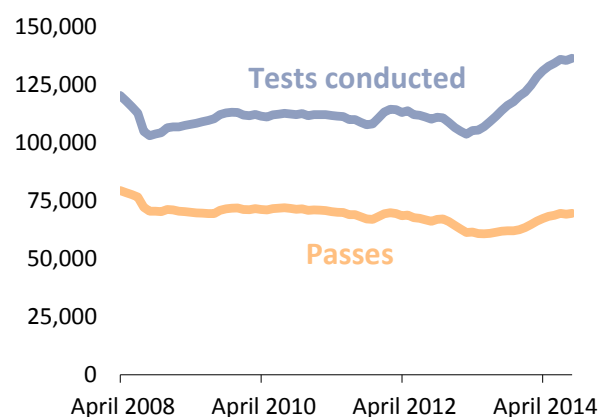
From April 2014, the use of voiceovers and translators for foreign language tests was withdrawn.

The pass rate for car theory tests dropped substantially at the beginning of 2013 with the question changes described to the right.

August has historically been the peak month in the quarter for theory tests, but in 2014 it was July. This may have resulted from candidates delaying their bookings to take advantage of a reduction in the test fee from 1st October.

The long term trend in theory tests conducted was fairly level from 2008 until the beginning of 2013, but since then there has been an increase. This increase was largely due to the increasing number of retakes associated with the drop in the pass rate, as illustrated by the fact that the number of passes has continued relatively unchanged.

Theory car tests: 12-month rolling averages



Data tables

Car tests
drt0201
drt5201

Car practical tests Key statistics Jul-Sep 14



Change on
Jul-Sep 13

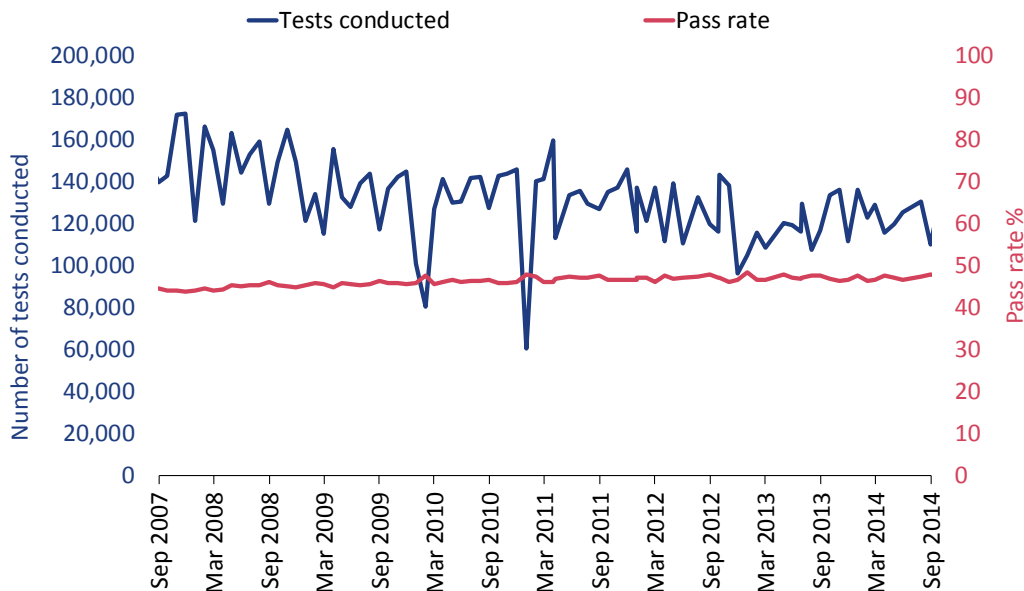
Tests conducted	370,995	+ 5.0 %
Tests passed	176,043	+ 4.8 %
Pass rate	47.5 %	- 0.1 percentage points

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



There has been 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.

The contrasting 5.0 per cent increase in tests conducted in the latest quarter compared with the year before is likely to be influenced by the upturn in the economy.

The practical test pass rate has been very stable over recent years, so the trend in test passes closely mirrors that for tests conducted, as illustrated in the chart on the front page of this release.

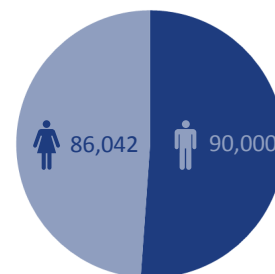
The practical car test pass rate in the last quarter was 44.2 per cent for women and 51.0 per cent for men.

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

Car practical pass rate



Car practical test passes



Motorcycle tests

Motorcycle theory tests Key statistics Jul-Sep 14



Change on
Jul-Sep 13

Tests conducted	19,182	+ 10.2 %
Tests passed	14,370	+ 9.2 %
Pass rate	74.9 %	- 0.7 percentage points

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 substantial increases in test numbers in the latest quarter since the same period in the previous year reflect a return to more normal patterns after this trough, but may also be influenced by the improvement in the economic situation.

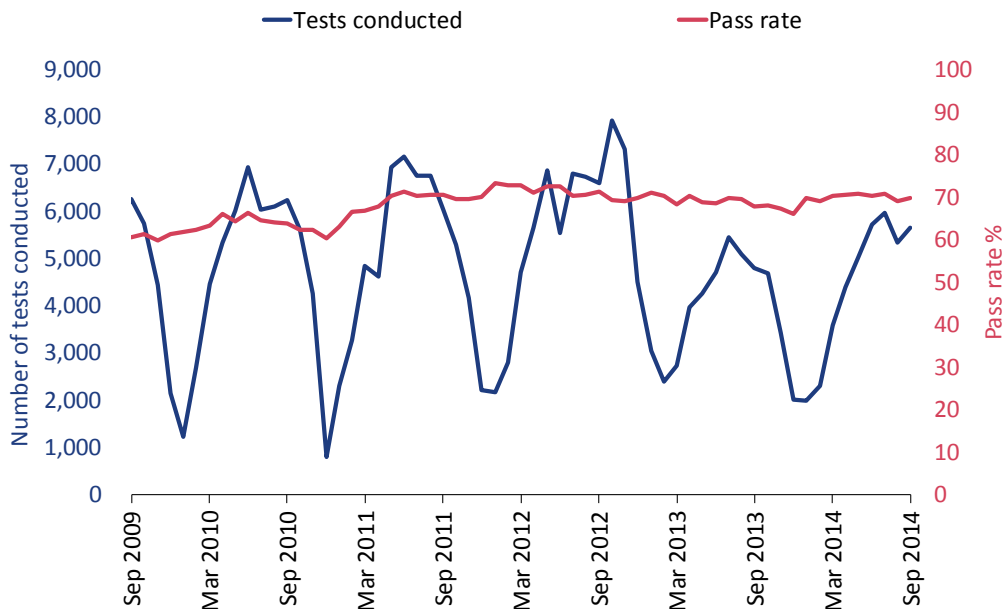
What tests are there?

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



Data tables

Motorcycle tests
drt0401-drt0421
drt5401

All driving tests tend to be affected by the weather - there tend to be far 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 practical tests Key statistics Jul-Sep 14



Change on
Jul-Sep 13

Module 1

Tests conducted	16,944	+ 10.4 %
Tests passed	11,839	+ 11.8 %
Pass rate	69.9 %	+ 0.9 percentage points

Module 2

Tests conducted	16,122	+ 11.9 %
Tests passed	11,234	+ 11.5 %
Pass rate	69.7 %	- 0.2 percentage points

Large Goods Vehicle (LGV) tests

LGV theory tests

Key statistics Jul-Sep 14



Change on
Jul-Sep 13

Multiple choice

Tests conducted	9,458	+ 12.0 %
Tests passed	6,259	+ 13.7 %
Pass rate	66.2 %	+ 1.0 percentage points

Hazard perception

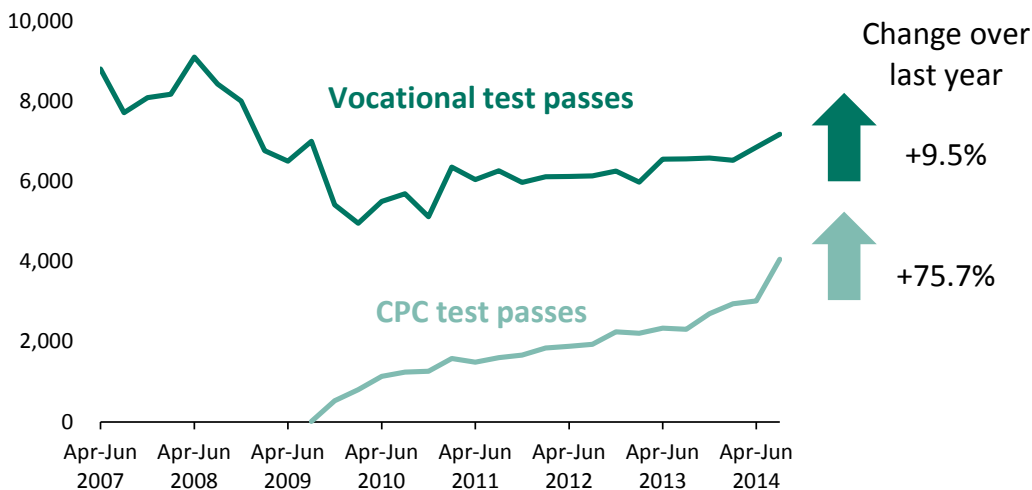
Tests conducted	8,282	+ 11.5 %
Tests passed	6,639	+ 10.9 %
Pass rate	80.2 %	- 0.4 percentage points

Certificate of Professional Competence (CPC)

Tests conducted	7,040	+ 62.9 %
Tests passed	4,553	+ 60.4 %
Pass rate	64.7 %	- 1.0 percentage points

The number of LGV practical test passes fell quite markedly up to the beginning of 2009, no doubt largely as a result of the recession. Since then there has been a slow but fairly steady increase, while the number of CPC passes has also increased steadily, and somewhat faster. This is likely to reflect increasing demand for professional lorry drivers with the economic recovery.

LGV practical tests



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

LGV tests

drt0501, drt0502
drt5501, drt5502

LGV practical tests

Key statistics Jul-Sep 14



Change on
Jul-Sep 13

LGV practical

Tests conducted	12,929	+ 7.6 %
Tests passed	7,178	+ 9.5 %
Pass rate	55.5 %	+ 0.9 percentage points

Certificate of Professional Competence (CPC)

Tests conducted	4,608	+ 73.0 %
Tests passed	4,057	+ 75.7 %
Pass rate	88.0 %	- 1.3 percentage points

Passenger Carrying Vehicle tests

PCV theory tests

Key statistics Jul-Sep 14



Change on
Jul-Sep 13

Multiple choice

Tests conducted	1,996	+ 6.9 %
Tests passed	1,316	+ 10.4 %
Pass rate	65.9 %	+ 2.6 percentage points

Hazard perception

Tests conducted	1,825	+ 8.4 %
Tests passed	1,427	+ 9.7 %
Pass rate	78.2 %	- 1.1 percentage points

Certificate of Professional Competence (CPC)

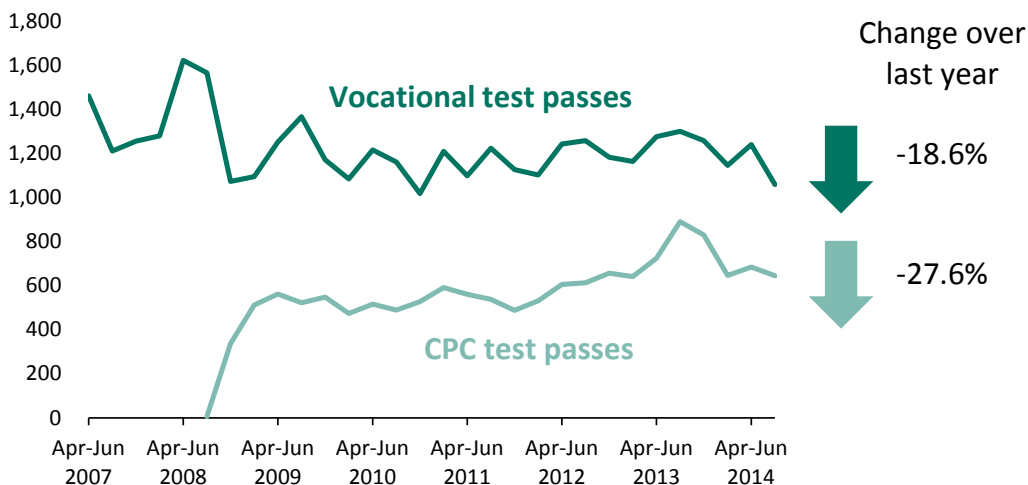
Tests conducted	1,613	+ 26.1 %
Tests passed	749	+ 24.8 %
Pass rate	46.4 %	- 0.8 percentage points

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.

The number of PCV practical test passes has remained fairly stable over recent years.

PCV practical tests



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

PCV tests
drt0601, drt0602
drt5601, drt5602

PCV practical tests

Key statistics Jul-Sep 14



Change on
Jul-Sep 13

LGV practical

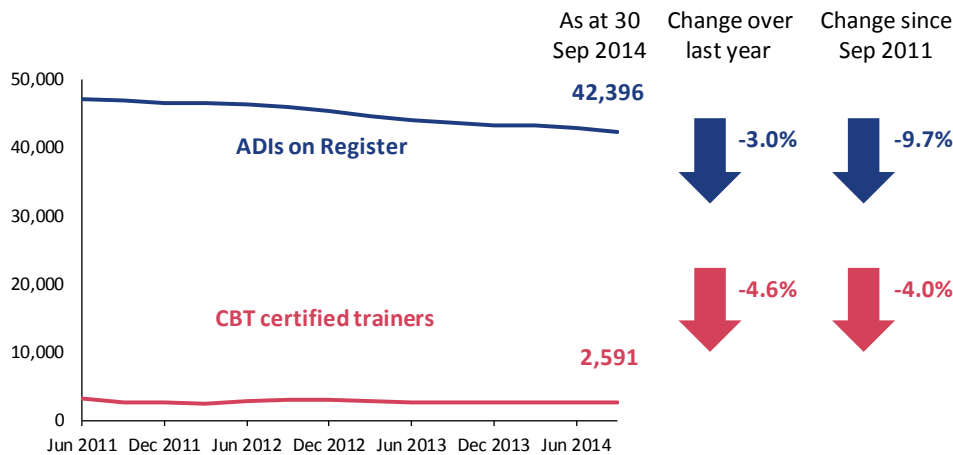
Tests conducted	1,927	+ 16.8 %
Tests passed	1,058	+ 18.6 %
Pass rate	54.9 %	- 1.2 percentage points

Certificate of Professional Competence (CPC)

Tests conducted	727	+ 29.6 %
Tests passed	644	+ 27.6 %
Pass rate	88.6 %	- 2.4 percentage points

Driver and riding instructors

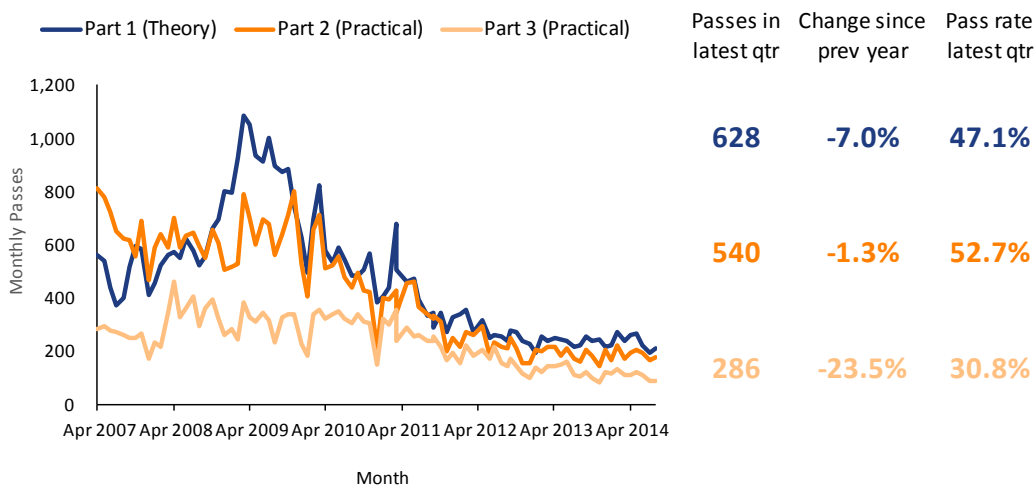
ADIs on Register and current CBT certified trainers



There has been an underlying downward trend in the number of Approved Driving Instructors on the Register in recent years, and also generally in the numbers applying. This may be linked to a reduced demand for instructors, related to the reducing numbers of car practical tests.

There was a large peak in ADI theory test passes around 2009, which was only slightly reflected in increased practical test passes. This may have been due to individuals considering a career change during the recession but not continuing through the full process - it would have been relatively easy to pursue this as far as theory test, but to complete the process is costly and requires a great investment of time and effort.

ADI test passes



During July to September 2014, 3,458 standards checks were conducted on ADIs, taking the total with a grade under the new standards to 5,254. Of these, 26.1 per cent scored an A, 65.3 per cent a B and 8.6 per cent had failed.

Of 193 CBT instructor check tests conducted during July - September, 170 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

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).
5. The next release of statistics will be published in March 2015 and will provide information for the third quarter of the 2014 financial year (October to December 2014).
4. 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.
6. 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.
7. The Driver and Vehicle Standards Agency also publishes operational data by test centre - <https://www.gov.uk/government/collections/driving-test-operational-statistics>.
8. 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 30 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.
9. 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>.
10. Table **INS0101**. Discrepancies have been found in some of the information published up until September 2014 in this table. These figures will be left off the table until they can be corrected. Since last publication the extent of the work involved in correcting the source queries has now come to light and the table will be updated as soon as possible.