



Department for Transport

Driver and rider testing and instructor statistics: October to December 2016

About this release

This summary release presents the numbers and pass rates for driving and riding theory and practical tests conducted in Great Britain to 31 December 2016, and Approved Driver Instructor (ADI) register statistics.

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

For more detail see the annual [publication](#).

In this publication

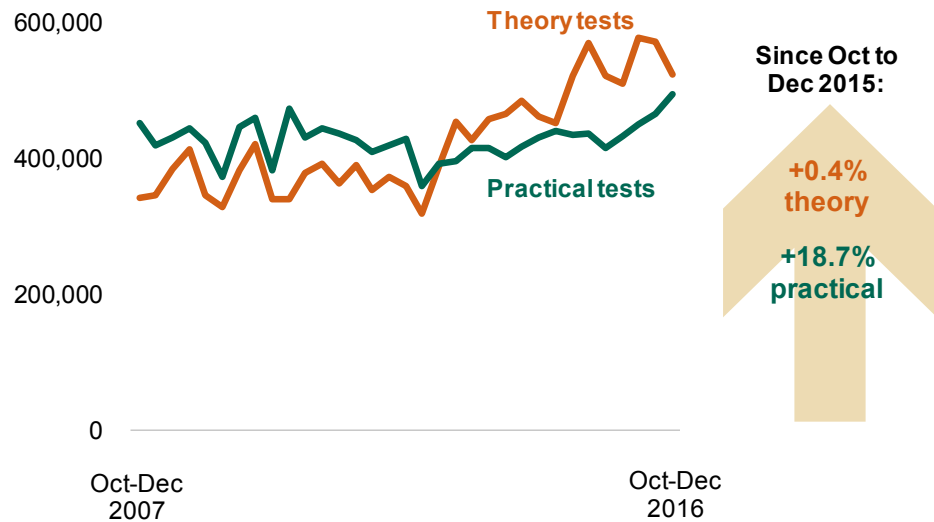
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June 2017

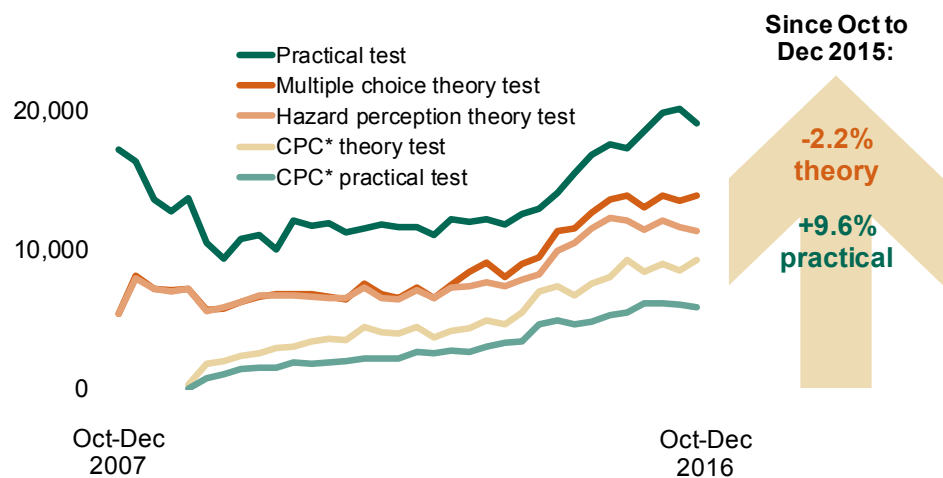
Over a million practical and theory driving tests were conducted during October to December 2016, an increase of 8.5% from the same period in 2015.

Practical and theory tests: GB, quarterly, 2007-2016



Large Goods Vehicle practical tests are still increasing, with vocational tests increasing by 10.4% and CPC* tests by 6.9% in October to December 2016, compared with the same period in 2015.

Practical and theory LGV tests: GB, quarterly, 2007-2016



*Certificate of professional competence

Theory and practical tests: All vehicle types

All theory tests, Oct to Dec 2016

524,794 conducted
261,310 passed
49.8% pass rate

Compared to Oct to Dec 2015:

+0.4% +1.0% -0.7 percentage points

All practical tests, Oct to Dec 2016

495,111 conducted
240,629 passed
48.6% pass rate

Compared to Oct to Dec 2015:

+18.7% +17.7% -0.4 percentage points

Table 1. Theory and practical tests: GB, Oct-Dec 2016 compared to same quarter 2015

	October to December 2016			Compared to: October to December 2015			
	Tests conducted	Tests passed	Pass rate (%)	Tests conducted	Tests passed	Pass rate (percentage points)	
Car							
Theory	469,803	223,018	47.5	0.5%	-1.3%	-0.8	
Practical	446,490	209,158	46.8	19.7%	18.8%	-0.4	
Motorcycle							
Theory	14,706	10,334	70.3	6.2%	5.8%	-0.3	
Practical module 1	13,133	9,379	71.4	7.1%	9.7%	1.7	
Practical module 2	14,113	9,892	70.1	11.7%	9.6%	-1.3	
Large Goods Vehicle (LGV)							
Theory - multiple choice	13,879	8,981	64.7	0.1%	0.8%	0.4	
Theory - hazard perception	11,355	9,282	81.7	-6.4%	-0.6%	4.7	
Theory - CPC*	9,280	5,949	64.1	-0.1%	-3.8%	-2.5	
Practical - vocational	19,085	10,849	56.8	10.4%	11.9%	0.8	
Practical - CPC*	5,843	5,235	89.6	6.9%	8.5%	1.3	
Passenger carrying vehicle (PCV)							
Theory - multiple choice	2,243	1,445	64.4	-3.8%	-3.0%	0.5	
Theory - hazard perception	1,787	1,471	82.3	-12.3%	-4.6%	6.7	
Theory - CPC*	1,741	830	47.7	-3.4%	-7.8%	-2.3	
Practical - vocational	2,290	1,351	59.0	10.5%	13.2%	1.4	
Practical - CPC*	954	846	88.7	15.9%	17.0%	0.8	

*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](#)

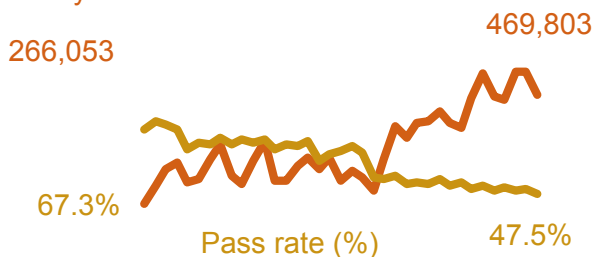


Car tests

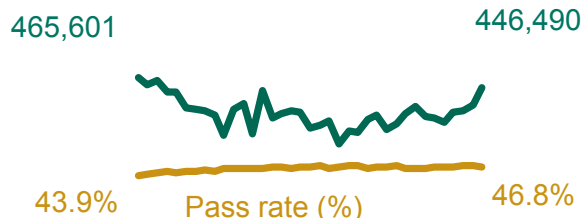
Car tests made up **90%** of both theory and practical tests during October to December 2016.

Figures 1 & 2. Car tests: GB, quarterly, 2007 to 2016

Theory tests conducted



Practical tests conducted



Oct-Dec
2007

Oct-Dec
2016

Oct-Dec
2007

Oct-Dec
2016

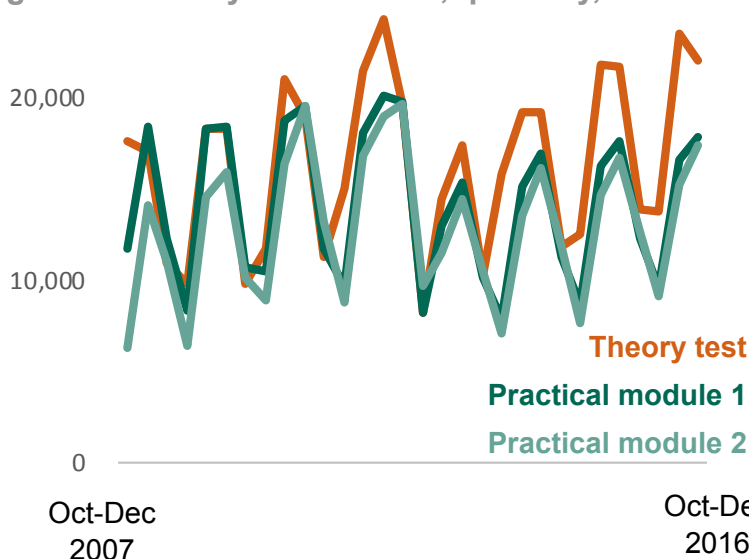
The number of theory tests taken started increasing in 2013, whilst pass rates declined. This is attributed initially to the introduction of new theory test questions and no longer publishing the questions. This lowered the pass rate and has led to more retakes, with the pass rate continuing a slow decline.

Practical test numbers increased from 2013 alongside the upturn of the economy, but have not yet reached pre-recession levels. The 19.7% increase this quarter on the same period in 2015 was, in part, due to industrial action, which would have lowered the number of tests taken in that quarter. Examiner resource has also increased over 2016 in order to reduce waiting times.



Motorcycle tests

Figure 3. Motorcycle tests: GB, quarterly, 2007 to 2016



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.

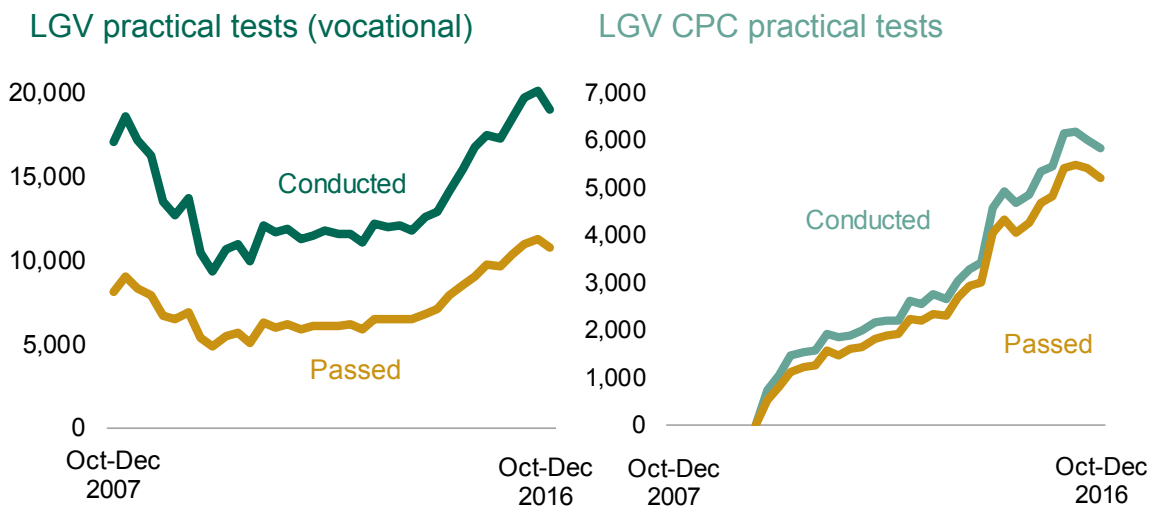
Oct-Dec
2007

Oct-Dec
2016



Large Goods Vehicle (LGV) tests

Figures 4 & 5. Practical LGV tests: GB, quarterly, 2007 to 2016



The drop in LGV tests due to the recession was particularly marked, but the last few years have seen a rapid rise in LGV vocational and CPC practical tests, with the total number taken in October to December 2016 the highest since the present series began, at 24,928.

PCV practical test numbers have risen slowly, but in the last year they have increased more quickly. While both CPC and vocational practical tests have risen by more than 10% year-on-year, absolute numbers of these tests are still quite small.

Pass rates for LGV and PCV practical tests have remained stable over this time, though the pass rates are far higher for CPC tests than for vocational.

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.

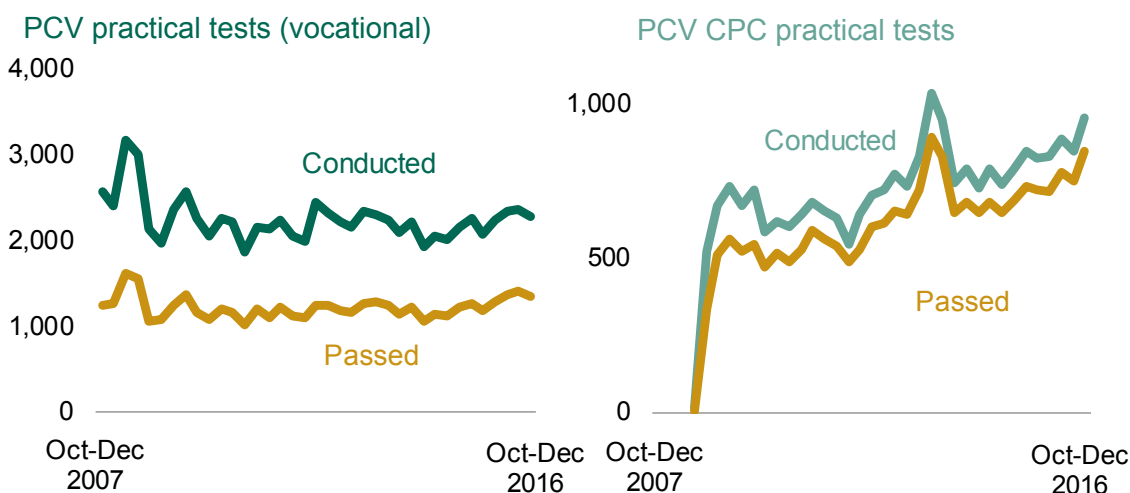
Professional drivers already holding a vocational LGV licence before these dates qualified for Driver CPC automatically under 'acquired rights'.

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



Passenger Carrying Vehicle (PCV) tests

Figures 6 & 7. PCV tests: GB, quarterly, 2007 to 2016



Driving Instructors

This section presents information on the total number of ADIs and CBT instructors, as well as test results of candidates applying to be ADI instructors and current instructor standard checks.

Total numbers of instructors

As at 31st December 2016, there were:



39,467 ADIs on the statutory register



2,410 approved CBT motorcycle instructors

-1.9% compared to Dec 2015

-3.2% compared to Dec 2015

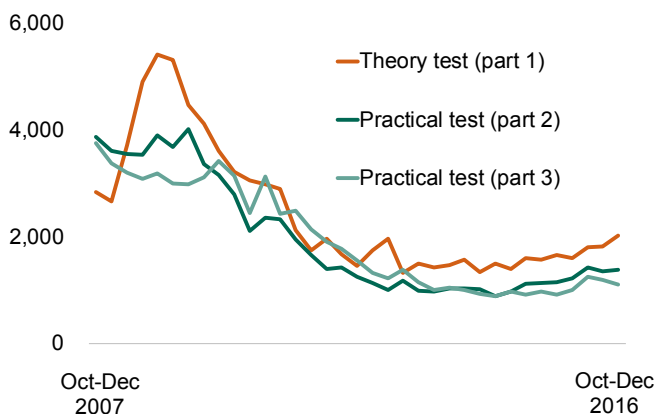
-15.3% compared to Dec 2011

-10.0% compared to Dec 2011

ADI tests

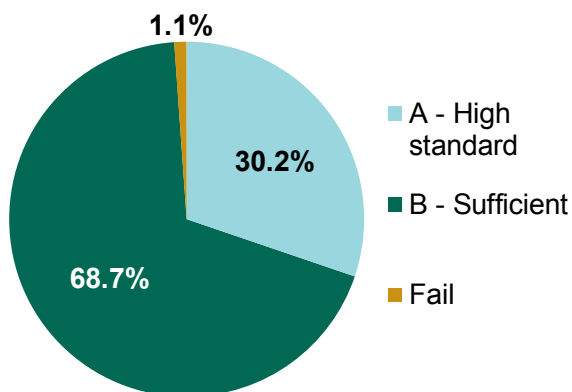
Figure 8. ADI tests conducted: GB, monthly, 2008-2016

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.

Figure 9. Grades of ADIs at most recent standards check: GB, December 2016



ADI standards checks

The current grading structure was introduced on 7 April 2014 (A, B, Fail).

The statistics shown here refer to those ADIs who have taken a check test since this date.

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.

Background Notes

1. 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.
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 2017 and will provide information for the fourth quarter of the 2016 financial year (January to March 2017).
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>

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