



Department for Transport

Driver and rider testing and instructor statistics: Quarter 1 2015/16 (April to June 2015)

About this release

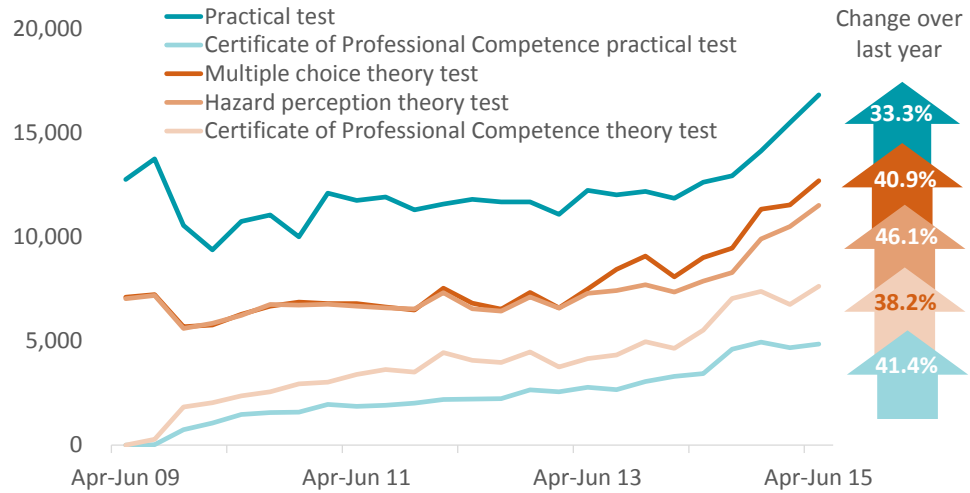
This publication presents information on the numbers and pass rates for driving and riding theory and practical tests conducted in Great Britain to 30 June 2015 and statistics from the ADI register and the Integrated Register of Driver Trainers.

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.

Amid year-on-year increases in the numbers of most types of test, Large Goods Vehicle (LGV) tests continue to see by far the most rapid increases.

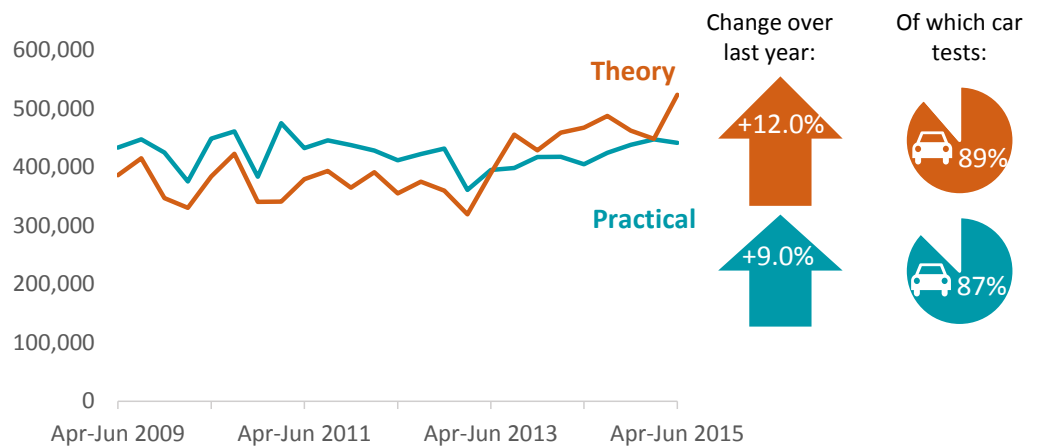
During April to June 2015, just under 53,600 LGV practical and theory tests of all types were conducted, 39% more than in the same quarter of 2014, reflecting high demand for drivers as a result of the improving economy.

LGV tests



More generally, during the three months April to June 2015, in Great Britain, 441,500 practical driving tests and 523,300 theory driving tests were conducted. Almost 90% of these were car driving tests.

All driving tests



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Car theory and practical tests

Car theory tests Key statistics Apr-Jun 15



Change on
Apr-Jun 14

Tests conducted	463,695	+ 10.4%
Tests passed	227,361	+ 6.9%
Pass rate	49.0 %	- 1.6 percentage points

What tests are there?

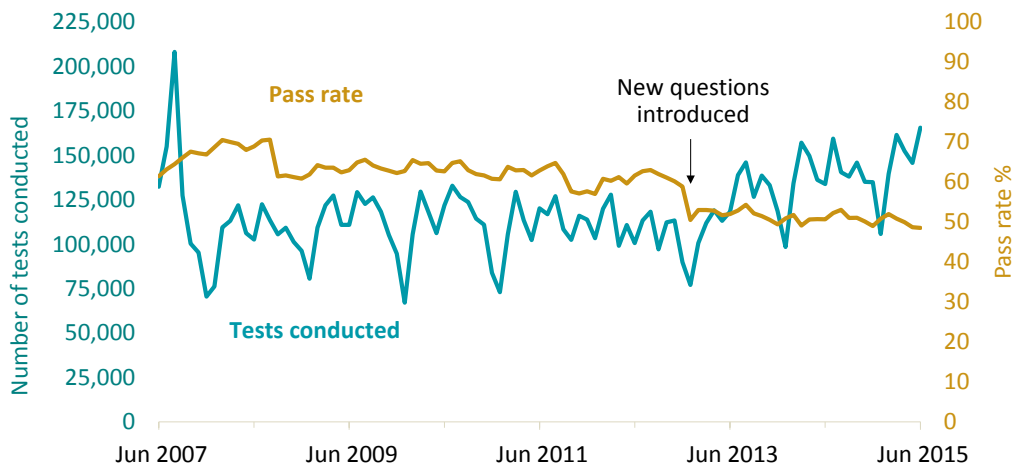
Candidates must pass both a theory and a practical test to obtain a full car driving licence.

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In January 2012, the car theory question bank was withdrawn from publication, and in January 2013, the first sets of questions that had never been published were introduced into the theory test.

From April 2014, the use of voiceovers and translators for foreign language tests was withdrawn.

Car theory tests



The pass rate for car theory tests dropped substantially at the beginning of 2013 with the question changes described to the right. From 1st October 2014, test fees decreased slightly.

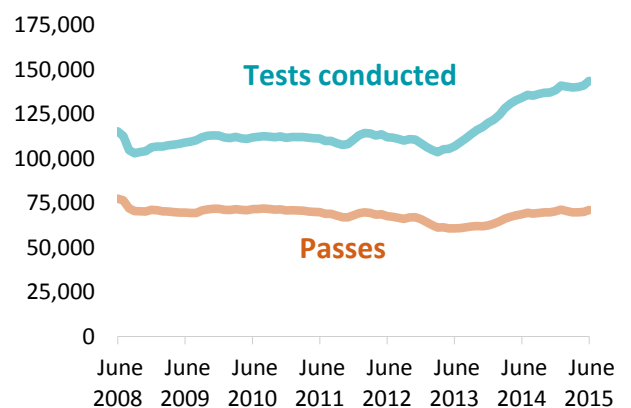
The long term trend in theory tests conducted was fairly level from 2008 until the beginning of 2013, then began to increase, continuing to do so over the following year. This increase was largely due to the increasing number of retakes associated with the drop in the pass rate, as illustrated by the fact that the number of passes continued relatively unchanged.

The number of theory tests conducted began to level off again in 2014, but is now showing increases unrelated to the increased need for retakes. The number of tests conducted during April - June 2015 was 10.4% higher than one year before.

Data tables

Car tests
drt0201
drt5201

Theory car tests: 12-month rolling averages



Car practical tests Key statistics Apr-Jun 15



Change on
Apr-Jun 14

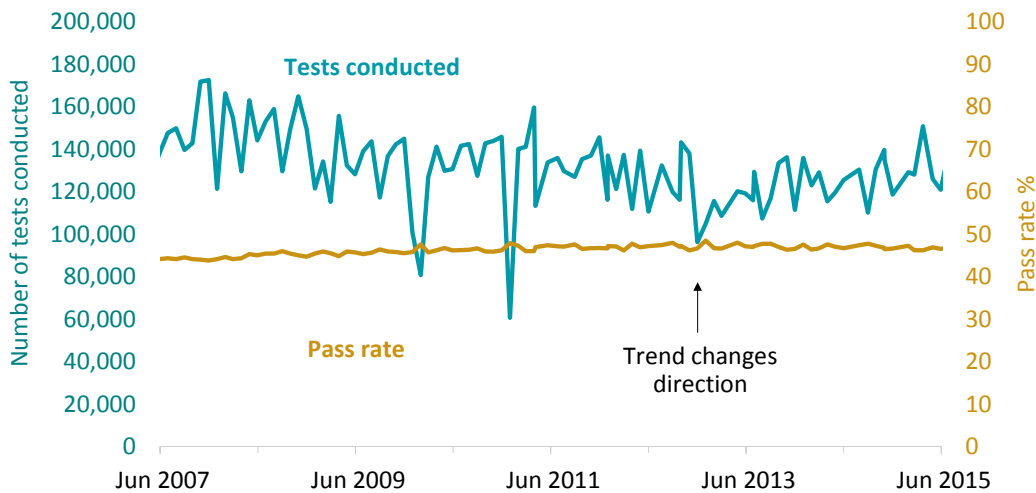
Tests conducted	385,929	+ 7.0 %
Tests passed	180,334	+ 6.2 %
Pass rate	46.7 %	- 0.3 % percentage points

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 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. The number of tests conducted in April to June 2015 was 7% higher than in the same quarter of 2014, but still 16% lower than in the corresponding quarter in 2008.

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

The practical car test pass rate in the last quarter was 43.3 per cent for women and 50.5 per cent for men.

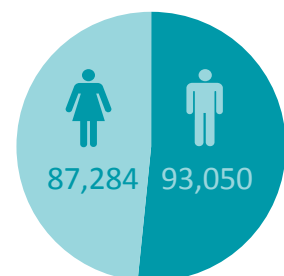
Women made up 48.4 per cent of successful candidates during April to June, although they took 52.2 per cent of the tests conducted.

Car practical pass rate

43.3%

50.5%

Car practical test passes



Motorcycle tests

Motorcycle theory tests Key statistics Apr-Jun 15

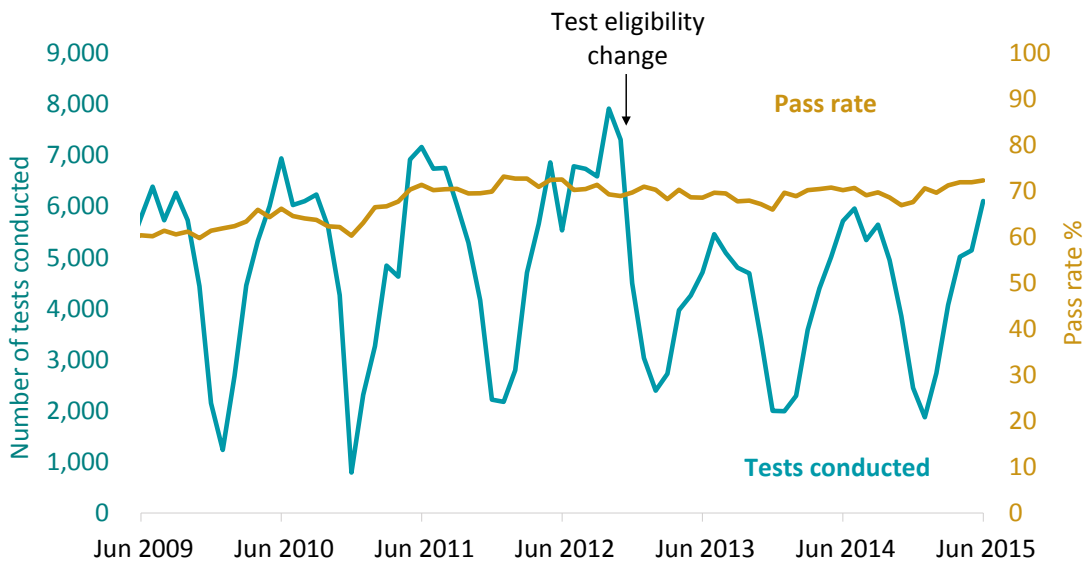


Change on
Apr-Jun 14

Tests conducted	21,788	+ 13.3 %
Tests passed	15,771	+ 8.8 %
Pass rate	72.4 %	- 3.0 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 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 to April to June 2015 is likely to be influenced by more general factors such as the improvement in the economic situation.

Motorcycle Module 1 practical tests



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.

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 Apr-Jun 15



Change on
Apr-Jun 14

Module 1

Tests conducted	16,260	+ 7.5 %
Tests passed	11,722	+ 10.0 %
Pass rate	72.1 %	+ 1.6 percentage points

Module 2

Tests conducted	14,674	+ 8.4 %
Tests passed	10,419	+ 10.9 %
Pass rate	71.0 %	+ 1.5 percentage points

Large Goods Vehicle (LGV) tests

LGV theory tests

Key statistics Apr-Jun 15



Change on
Apr-Jun 14

Multiple choice

Tests conducted	12,695	+ 40.9 %
Tests passed	8,280	+ 39.6 %
Pass rate	65.2 %	- 0.6 percentage points

Hazard perception

Tests conducted	11,510	+ 46.1 %
Tests passed	8,837	+ 39.6 %
Pass rate	76.8 %	- 3.9 percentage points

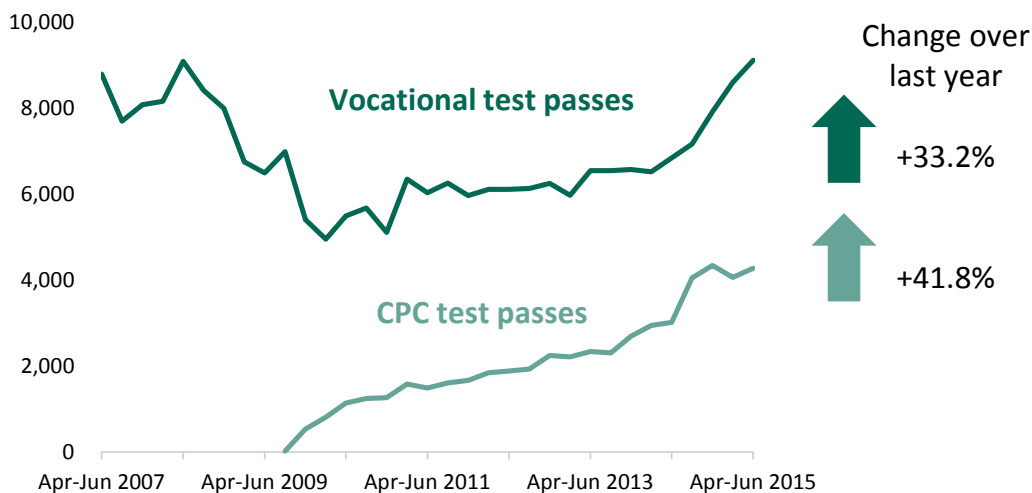
Certificate of Professional Competence (CPC)

Tests conducted	7,623	+ 38.2 %
Tests passed	5,057	+ 42.3 %
Pass rate	66.3 %	+ 1.9 percentage points

The number of LGV practical tests conducted fell sharply by 43% 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, with the number of practical tests conducted in April to June 2015 only 10% lower than in the same quarter of 2008. This reflects increasing demand for professional lorry drivers with the economic recovery.

LGV practical tests



LGV practical tests

Key statistics Apr-Jun 15



Change on
Apr-Jun 14

LGV practical

Tests conducted	16,820	+ 33.3 %
Tests passed	9,127	+ 33.2 %
Pass rate	54.3 %	No change

Certificate of Professional Competence (CPC)

Tests conducted	4,855	+ 41.4 %
Tests passed	4,280	+ 41.8 %
Pass rate	88.2%	+ 0.2 percentage points

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

Passenger Carrying Vehicle tests

PCV theory tests

Key statistics Apr-Jun 15



Change on
Apr-Jun 14

Multiple choice

Tests conducted	2,206	- 3.1 %
Tests passed	1,474	+ 2.2 %
Pass rate	66.8 %	- 0.6 percentage points

Hazard perception

Tests conducted	2,025	+ 2.8 %
Tests passed	1,564	+ 2.2 %
Pass rate	77.2 %	- 0.5 percentage points

Certificate of Professional Competence (CPC)

Tests conducted	1,697	- 4.2 %
Tests passed	842	+ 1.2 %
Pass rate	49.6 %	+ 2.7 percentage points

What tests are there?

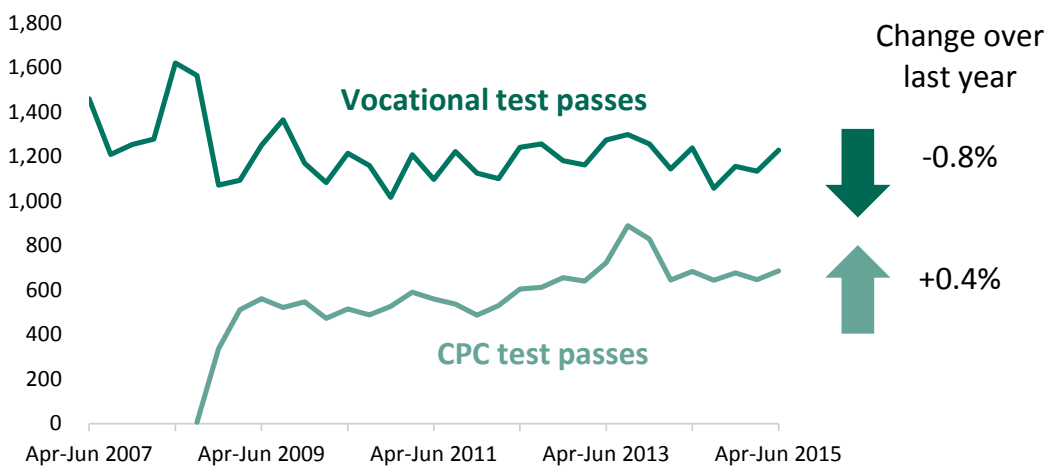
The types of test required for PCVs, including the CPC requirements, are similar to those described for LGVs above, except that the PCV CPC requirement was introduced a year earlier, on 10 September 2008.

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.

The number of PCV practical test passes has remained fairly stable over recent years. Although the numbers of passes have increased slightly over the last year, except for the PCV practical, the increases are lower than for any other vehicle test type.

PCV practical tests



Data tables

PCV tests

drt0601-drt0602
drt5601-drt5602

PCV practical tests

Key statistics Apr-Jun 15



Change on
Apr-Jun 14

PCV practical

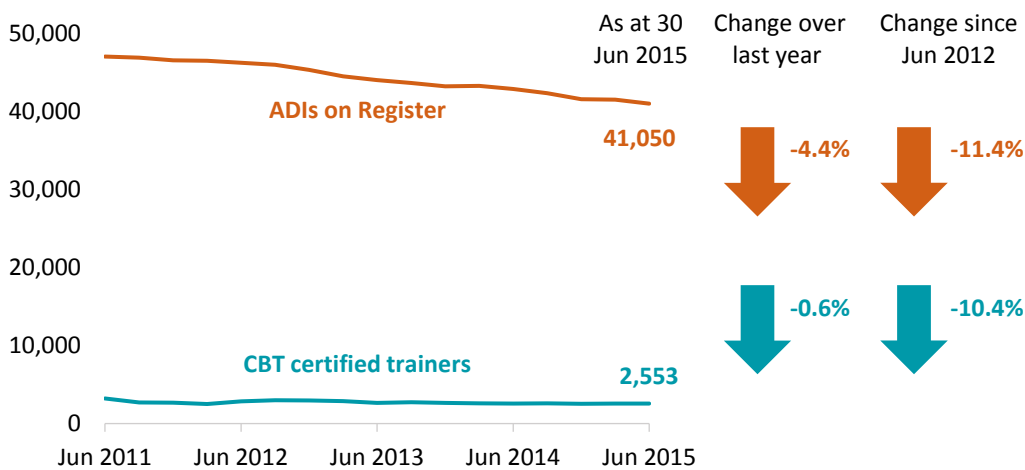
Tests conducted	2,162	- 2.8 %
Tests passed	1,229	- 0.8 %
Pass rate	56.8%	+ 1.2 percentage points

Certificate of Professional Competence (CPC)

Tests conducted	788	- 0.1 %
Tests passed	687	+ 0.4 %
Pass rate	87.2 %	+ 0.5 percentage points

Driver and riding instructors

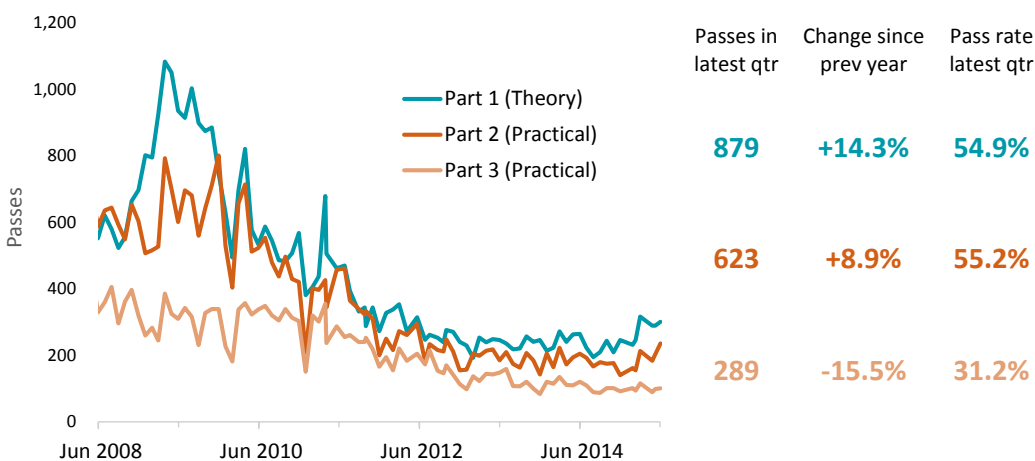
ADIs on Register and current CBT certified trainers



There has been a downward trend in the number of Approved Driving Instructors on the Register in recent years, and generally in the numbers applying. This may be linked to a reduced demand for instructors, related to what was until recently a reducing number 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 the theory test, but to complete the process is costly and requires a great investment of time and effort. There is some suggestion of an upturn in both the theory and part 2 tests in recent months.

ADI test passes



During April to June 2015, 2,622 standards checks were conducted on ADIs, taking the total with a grade under the new standards to 11,748. Of these, 28.2 per cent scored an A, 68.8 per cent a B and 2.9 per cent had failed.

Of 116 CBT instructor check tests conducted during April to June, 99 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).
5. The next release of statistics will be published in December 2015 and will provide information for the second quarter of the 2015 financial year (July to September 2015).
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 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.
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>.