



Department for Transport

# Driver and rider testing and instructor statistics: July-September 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 30 September 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 last quarters [publication](#).

## In this publication

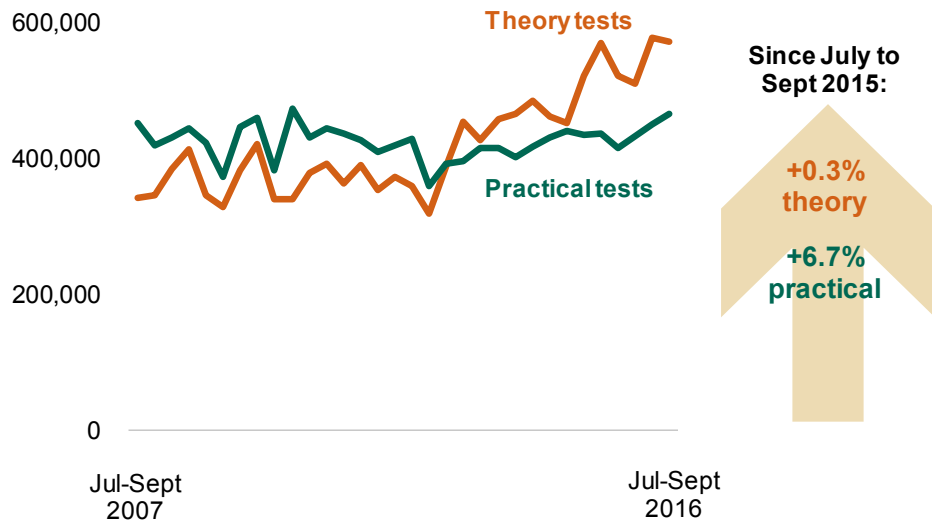
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Next published:

March 2017

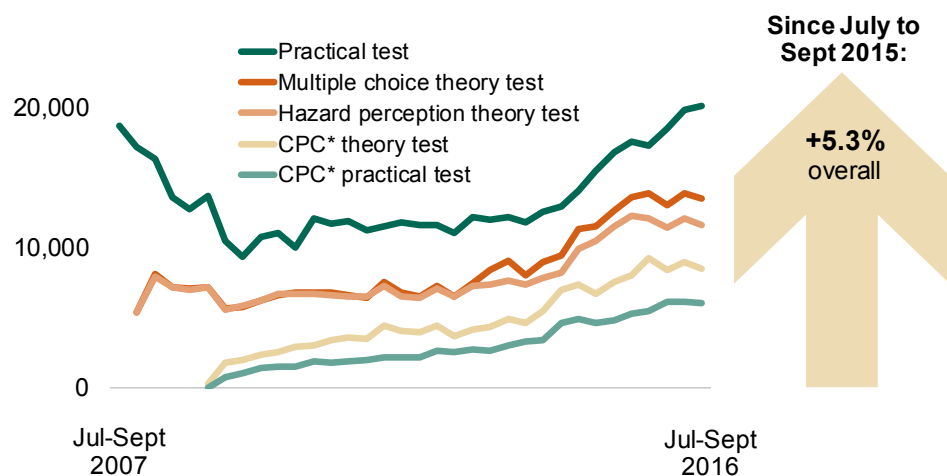
Over a million practical and theory driving tests were conducted during July to September 2016, an increase of 3.0% from the same period in 2015.

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



The largest increases were for Large Goods Vehicle practical tests, with vocational tests increasing by 14.8% and CPC tests by 12.8% in July to September 2016, compared with the same period in 2015.

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



\*Certificate of professional competence

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## Theory and practical tests: All vehicle types

### All theory tests, July to Sept 2016

**573,163** conducted  
**293,583** passed  
**51.2%** pass rate

#### Compared to July to Sept 2015:

+0.3%    -1.8%    -1.1 percentage points

### All practical tests, July to Sept 2016

**467,408** conducted  
**232,432** passed  
**49.7%** pass rate

#### Compared to July to Sept 2015:

+6.7%    +7.3%    +0.3 percentage points

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

	July to September 2016			Compared to: July to September 2015		
	Tests conducted	Tests passed	Pass rate (%)	Tests conducted	Tests passed	Pass rate (percentage points)
<b>Car</b>						
Theory	511,708	250,805	49.0	0.3%	-2.0%	-1.2
Practical	409,616	194,457	47.5	6.7%	7.4%	0.3
<b>Motorcycle</b>						
Theory	22,060	15,695	71.1	1.4%	0.6%	-0.6
Practical module 1	17,879	12,897	72.1	1.4%	3.1%	1.2
Practical module 2	17,381	12,355	71.1	3.7%	3.1%	-0.4
<b>Large Goods Vehicle (LGV)</b>						
Theory - multiple choice	13,485	8,570	63.6	-0.8%	-3.6%	-1.9
Theory - hazard perception	11,652	9,196	78.9	-5.5%	-2.4%	2.5
Theory - CPC*	8,561	5,541	64.7	6.3%	3.0%	-2.1
Practical - vocational	20,154	11,308	56.1	14.8%	15.7%	0.5
Practical - CPC*	6,033	5,420	89.8	12.8%	15.4%	2.0
<b>Passenger carrying vehicle (PCV)</b>						
Theory - multiple choice	2,166	1,422	65.7	-0.6%	-1.0%	-0.3
Theory - hazard perception	1,911	1,565	81.9	-9.1%	-1.4%	6.4
Theory - CPC*	1,620	789	48.7	-2.8%	-1.1%	0.8
Practical - vocational	2,378	1,415	59.5	4.6%	11.2%	3.5
Practical - CPC*	847	749	88.4	0.2%	2.5%	1.9

\*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](#)

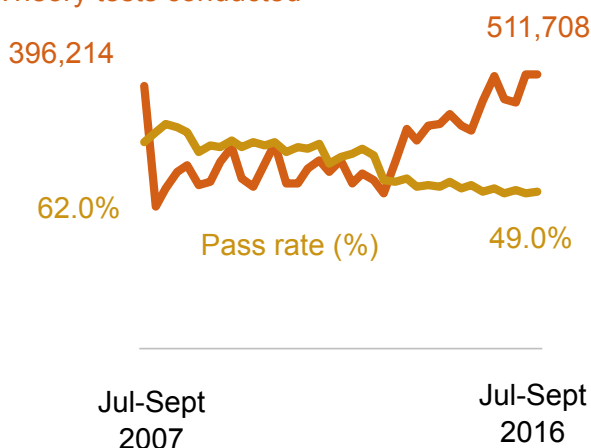


## Car tests

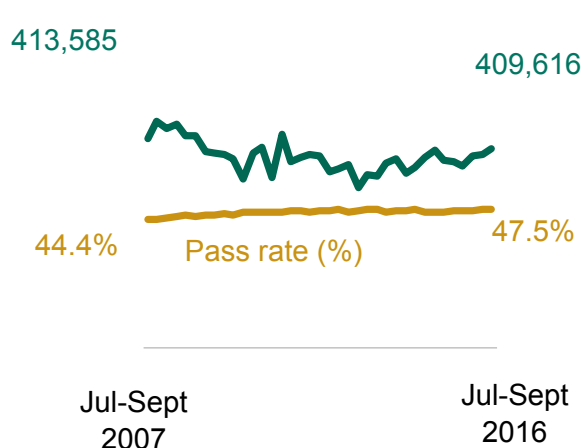
Car tests accounted for **89%** of all theory and **88%** of all practical tests during July to September 2016.

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

### Theory tests conducted



### Practical tests conducted



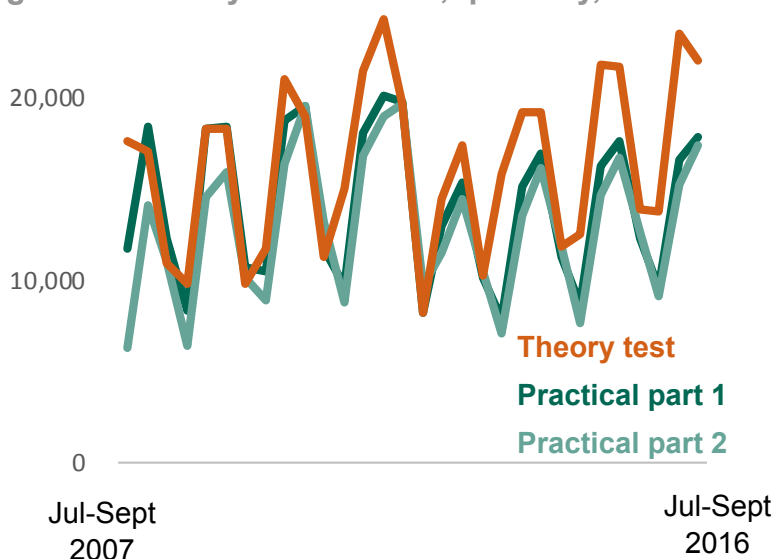
The number of theory tests taken started increasing in 2013, whilst pass rates declined. This is attributed mainly to the introduction of new theory test questions that had not been published before. This lowered the pass rate and has led to more retakes.

The number of practical tests conducted decreased leading up to 2013, likely due to the economic recession. The numbers started increasing in 2013 alongside the upturn of the economy, but have not yet reached pre-recession levels. Pass rates have changed very little over this period.



## Motorcycle tests

Figure 3. Motorcycle tests: GB, quarterly, 2009 to 2016



Motorcycle test numbers are highly seasonal, reflected in the big peaks and troughs in Figure 3.

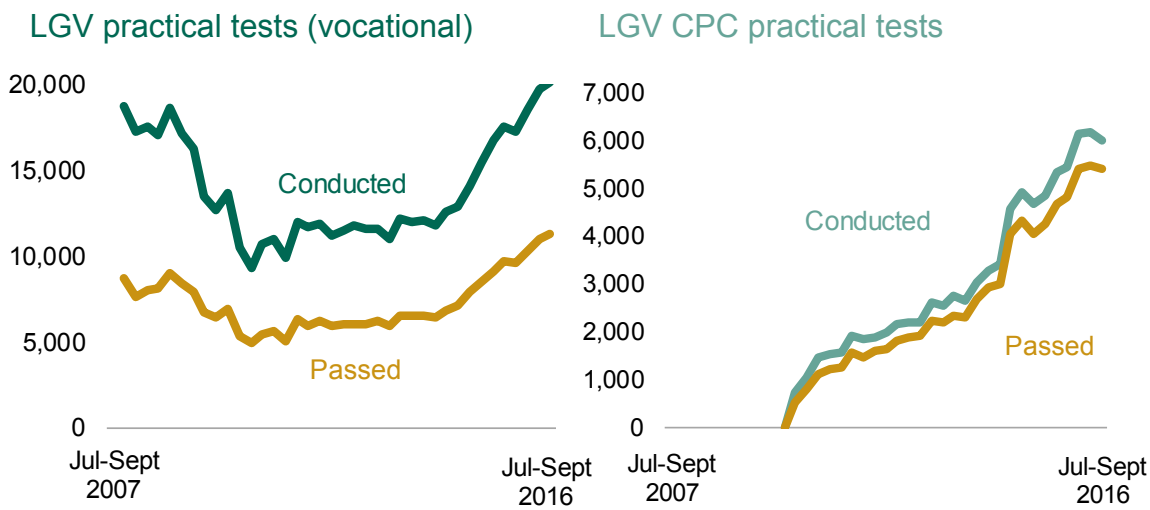
There was a surge (and subsequent drop) in all tests before 19 Jan 2013, when restrictions on engine sizes for riders under 24 were implemented.

Numbers have been increasing annually since.



## Large Goods Vehicle (LGV) tests

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



The numbers of both LGV and PCV vocational practical tests conducted fell between 2008 and 2010, no doubt largely as a result of the recession. The drop for LGVs was particularly marked, but the last few years have seen a rapid rise in LGV vocational practical tests, with the number taken in July to September 2016, the highest since the present series began at 20,154.

The numbers of LGV CPC practical tests have steadily increased since their introduction. PCV CPC tests have risen slowly.

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.

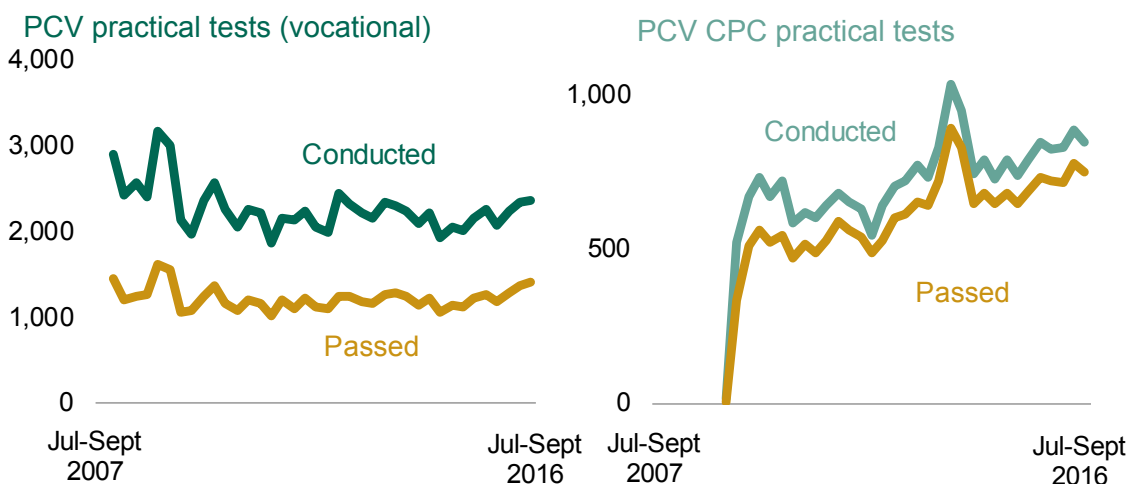
Professional drivers already holding a vocational LGV licence before these dates qualified for Driver CPC automatically under 'acquired rights'.

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 30th September 2016, there were:



**39,625** ADIs on the statutory register



**2,492** approved CBT motorcycle instructors

**-2.6%** compared to Sept 2015

**-2.8%** compared to Sept 2015

**-15.6%** compared to Sept 2011

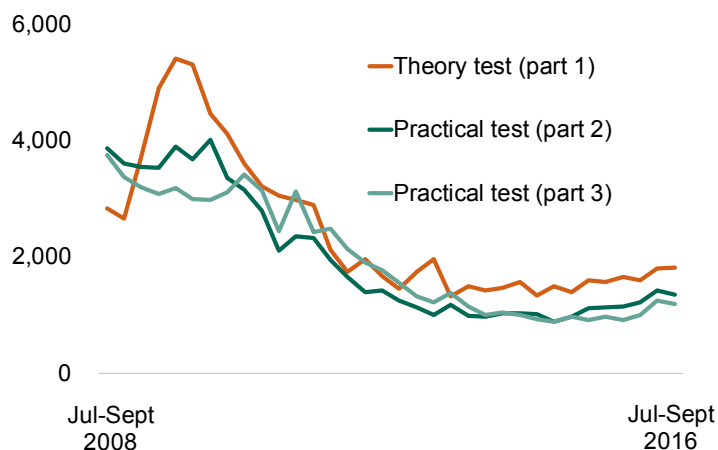
**-7.7%** compared to Sept 2011

### 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.



### 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.

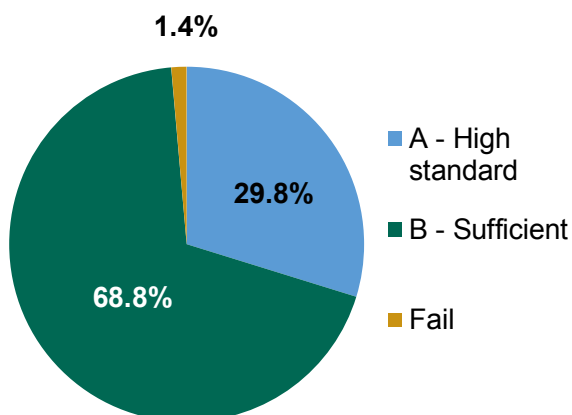
#### CBT

Most learner motorcycle and moped riders must take Compulsory Basic Training (CBT) before riding on the road.

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.

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

## 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 March 2017 and will provide information for the third quarter of the 2016 financial year (October to December 2016).
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](http://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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