



Department for Transport

# Driver and rider testing and instructor statistics: April 2018 to March 2019

## About this release

This release presents the numbers and pass rates for driving and riding theory and practical tests conducted in Great Britain to 31 March 2019, and Approved Driver Instructor (ADI) register statistics. This is the first annual release covering the financial year; prior releases were quarterly.

These statistics are derived from data held by the Driver and Vehicle Standards Agency (DVSA). Detailed [data tables](#) are available from the web site.

For further details please refer to the Background Information section below and the separate [Technical guidance](#).

## In this publication

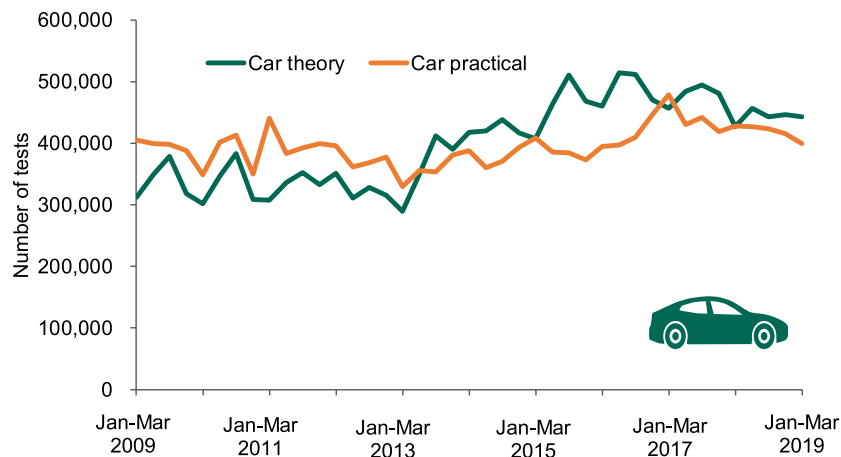
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**Next Published: June 2020**

**There were 1,787,773 car theory and 1,664,219 car practical tests conducted during April 2018 to March 2019.**

The numbers of both types of test have fallen, by 5% and 3% respectively, from the previous year.

**Car practical and theory tests: GB, quarterly, 2009-2019**



## During 2018/19

**47.3%**

Car theory test pass rate

**-1.4 percentage points**

Change from 2017/18



**45.8%**

Car practical test pass rate

**-0.5 percentage points**

Change from 2017/18



Over all types of vehicle there were 2,015,624 theory and 1,866,908 practical tests conducted during April 2018 to March 2019.

## Annual theory and practical tests: All vehicle types

### All theory test, Apr 2018 to Mar 2019

**2,015,624** conducted    **1,003,682** passed    **49.8%** pass rate

### Compared to Apr 2017 to Mar 2018:

↓ **-4.6%**    ↓ **-6.7%**    ↓ **-1.1** percentage points

### All practical tests, Apr 2018 to Mar 2019

**1,866,908** conducted    **898,653** passed    **48.1%** pass rate

### Compared to Apr 2017 to Mar 2018:


↓ **-3.2%**    ↓ **-4.3%**    ↓ **-0.5** percentage points

**Table 1: Theory and practical tests: GB, Apr 2018-Mar 2019 compared to the previous year**

	2018/19			Compared to: 2017/18		
	Tests conducted	Tests passed	Pass rate (%)	Tests conducted	Tests passed	Pass rate (percentage points)
<b>Car</b>						
Theory	1,787,773	845,028	47.3	↓ -5.2%	↓ -8.0%	↓ -1.4
Practical	1,664,219	761,972	45.8	↓ -3.2%	↓ -4.3%	↓ -0.5
<b>Motorcycle</b>						
Theory	67,283	48,142	71.6	↓ -4.9%	↓ -4.7%	↑ 0.2
Practical module 1	55,263	39,885	72.2	↓ -3.5%	↓ -3.0%	↑ 0.3
Practical module 2	54,264	38,437	70.8	↓ -3.3%	↓ -4.0%	↓ -0.5
<b>Large Goods Vehicle (LGV)</b>						
Theory - multiple choice	57,549	35,041	60.9	↑ 6.6%	↑ 4.2%	↓ -1.4
Theory - hazard perception	45,853	37,442	81.7	↑ 5.1%	↑ 4.6%	↓ -0.4
Theory - CPC*	36,118	24,472	67.8	↑ 1.3%	↑ 5.3%	↑ 2.5
Practical - vocational	73,895	43,065	58.3	↑ 4.6%	↑ 5.5%	↑ 0.5
Practical - CPC*	10,286	9,434	91.7	↓ -33.4%	↓ -33.3%	↑ 0.1
<b>Passenger carrying vehicle (PCV)</b>						
Theory - multiple choice	8,525	5,168	60.6	↓ -0.4%	↓ -2.9%	↓ -1.5
Theory - hazard perception	6,801	5,559	81.7	↓ -2.1%	↓ -2.6%	↓ -0.4
Theory - CPC*	5,722	2,830	49.5	↓ -7.9%	↓ -4.1%	↑ 1.9
Practical - vocational	7,353	4,398	59.8	↓ -4.3%	↓ -2.8%	↑ 0.9
Practical - CPC*	1,628	1,462	89.8	↓ -33.3%	↓ -32.4%	↑ 1.2

\*Certificate of professional competency (CPC) test passes are required in addition to all other LGV or PCV tests to drive professionally (i.e. as the main purpose of one's job).

For further information on all vehicles see tables [DRT0101](#) (this table does not include CPC tests) 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](#)

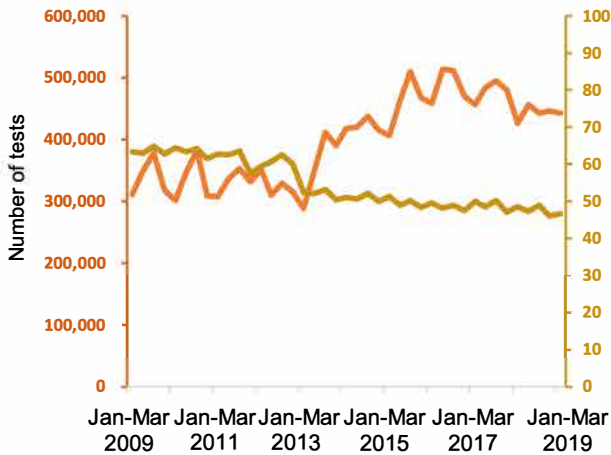


**Theory PCV**  
[DRT5601-02](#)  
**Practical PCV**  
[DRT0601-03](#)

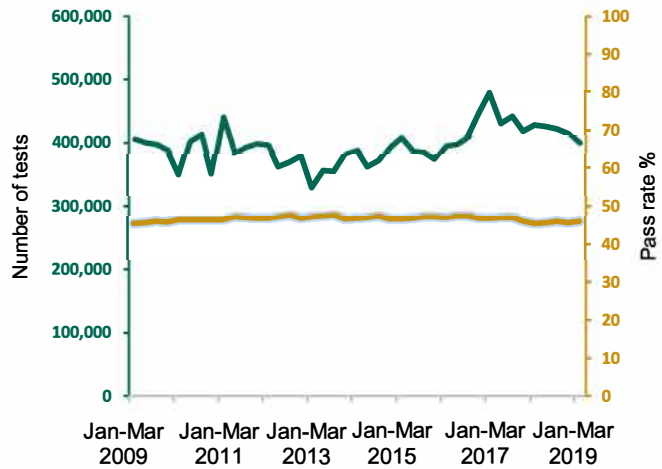


Figures 1 & 2. Car tests: GB, quarterly, 2009 to 2019

Theory tests conducted



Practical tests conducted

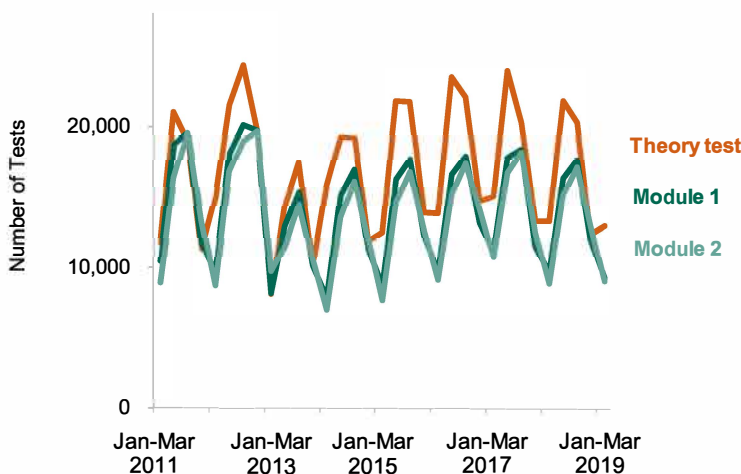


The number of theory tests taken has increased since changes made in 2013, whilst pass rates have declined. During 2018/19 the number of tests has fallen by 3.2% and the pass rate has fallen by 1.4 percentage points (Figure 1).

In 2018/19 there was a continued decline in the number of practical tests conducted. This change might be due to the introduction of the new driving test on 4 December 2017, although the pass rate is similar to that before the changes were introduced (Figure 2).



Figure 3. Motorcycle tests: GB, quarterly, 2009 to 2019



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 January 2013, when restrictions on engine sizes for riders aged under 24 were implemented.

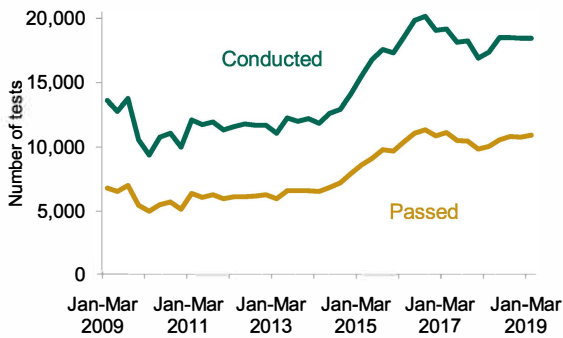
During 2018/19 the numbers of all three types of test showed a fall of between 3-5%.



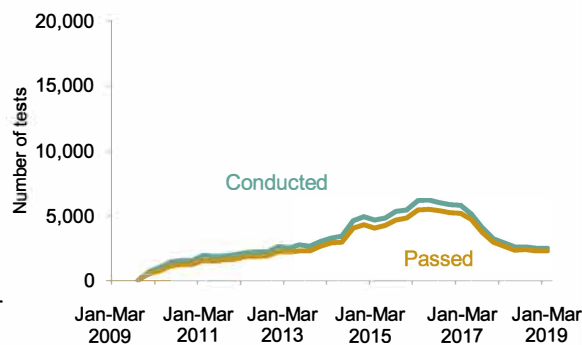
## Large Goods Vehicle (LGV)

### Figures 4 & 5. Practical LGV tests: GB, quarterly, 2009 to 2019

LGV practical tests (vocational)



LGV CPC practical tests



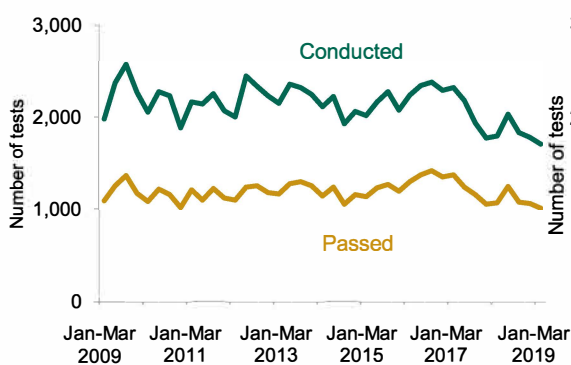
During 2018/19 vocational practical tests for LGVs remained relatively high compared to previous years. Practical CPC tests have declined from a peak in 2016/17. This reflects a change in the delivery model for these tests from early 2017, with most now being delivered by approved third-party contractors. (See background note.)



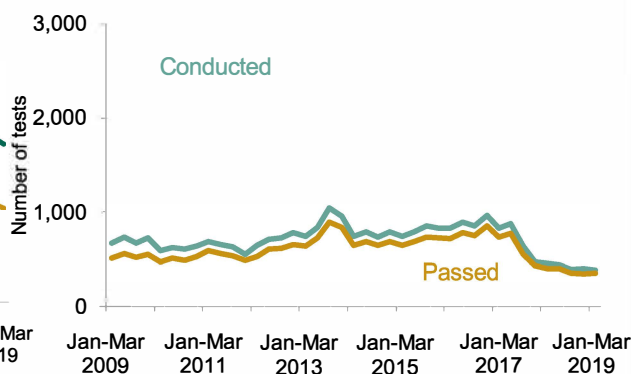
## Passenger Carrying Vehicle (PCV)

### Figures 6 & 7. PCV tests: GB, quarterly, 2009 to 2019

PCV practical tests (vocational)



PCV CPC practical tests



During 2018/19, the PCV tests showed a small decrease in both vocational and CPC practical tests, although test numbers are generally small. This reflects a change in the delivery model for these tests from early 2017, with most now being delivered by approved third-party contractors. (See background note.)

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 2016

It has also been necessary to hold a Certificate of Professional Competence to drive professionally since 10 September 2009 for LGVs and 10 September 2008 for PCVs. This requires an additional theory (case study) and practical (safety demonstration) test.

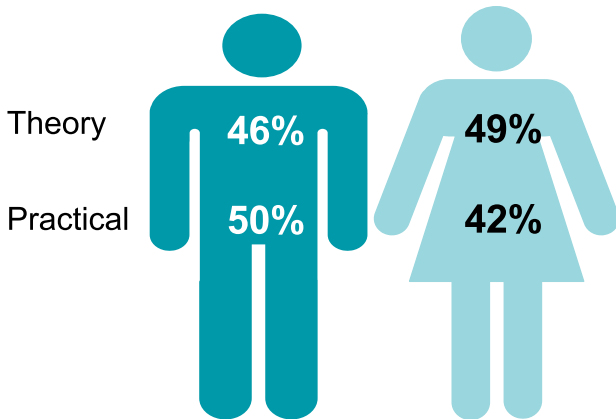
Professional drivers already holding a vocational LGV licence before these dates qualified for Driver CPC automatically under 'acquired rights'.

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

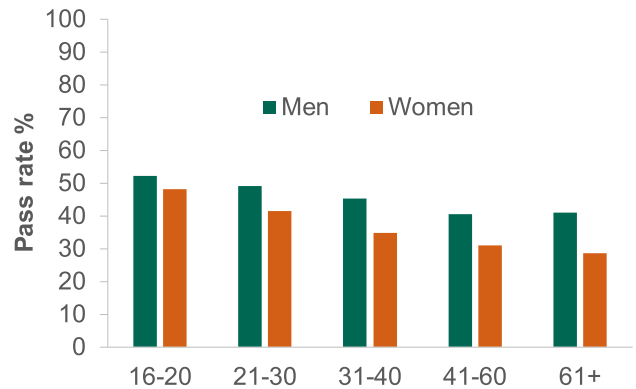


## Car theory and practical tests

**Figure 8. Car pass rates, by gender: GB, 2018/19**



**Figure 9. Practical car test candidates, by age group: GB, 2018/19**

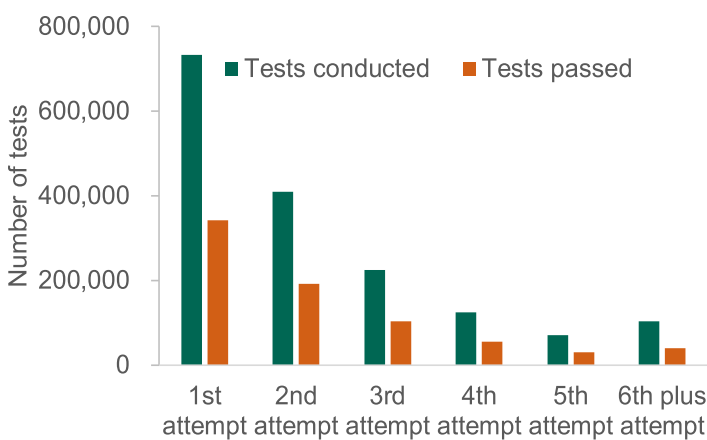


Car pass rates vary between men and women and the type of test. Overall, women have a higher pass rate in the theory test, whilst men have higher rate of success in the practical test (Figure 8). In 2018/19, 45.1% of candidates for car practical tests were aged between 16 and 20, 0.3 percentage points lower than during 2017/18 (Figure 9).

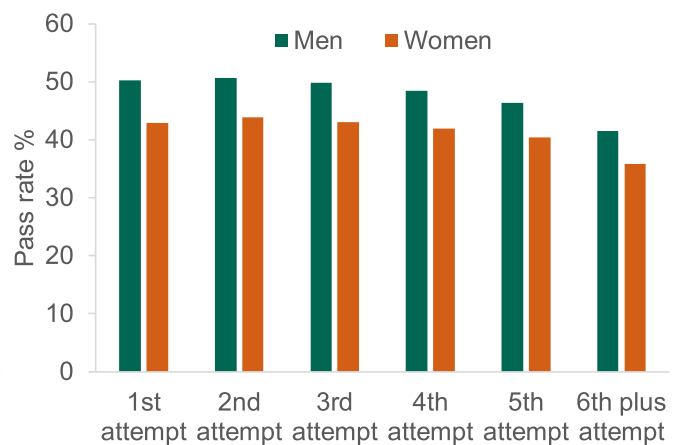
The majority of candidates who passed the car practical test in 2018/19 were taking their test for the second or subsequent time (Figure 10). The overall pass rate was slightly higher on the second and third attempt than on the first attempt; for candidates on their sixth plus attempt, the pass rate was 38.0% (Figure 11).

Men had a higher pass rate than women at every attempt.

**Figure 10. Practical car driving tests by attempt: GB, 2018/19**



**Figure 11. Pass rate car by attempt and gender: GB, 2018/19**



## Driving instructors and motorcycle instructors

As at 31 March 2019, there were:



**39,710** ADIs on the statutory register

**+1.2%** compared to March 2018

As at 31 March 2019, there were:

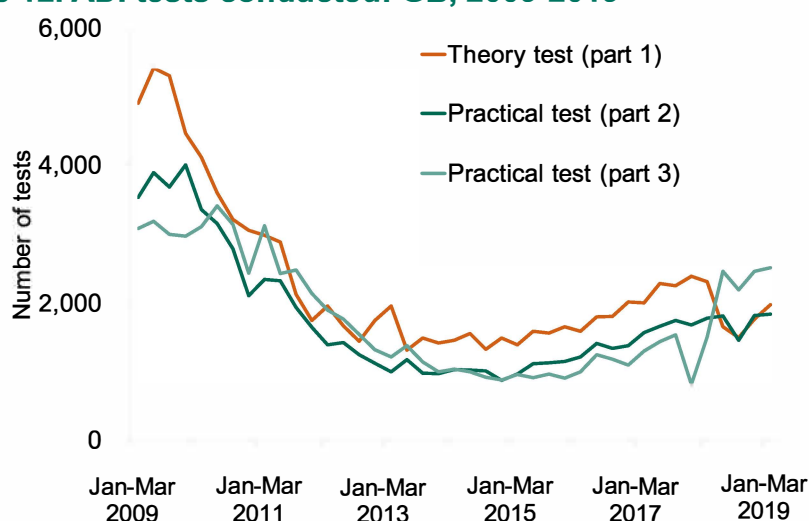


**2,252** approved CBT motorcycle instructors

**-6.6%** compared to March 2018

### ADI tests

**Figure 12. ADI tests conducted: GB, 2009-2019**



Prospective driving instructors must pass all three parts of the ADI test to be approved and registered. 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 and practical tests began and has continued.

During January to March 2018, ADI tests increased compared with the same period in 2017. This might be attributed to the improvement of the ADI part 2 test and ADI part 3 test, from 23 December 2017.

### Grades of ADIs

From the 7 April 2014, ADIs have to undertake a standards check where they will receive a Grade A, Grade B or Fail result.

The Grades of ADIs statistics represent a snapshot of the latest grade held by current instructors. They cannot be compared with the total number of check tests conducted which includes tests taken by some instructors more than once. (Table INS0102)

### 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 four years 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 two days DVSA assessment and then work for a motorcycle Approved Training Body (ATB).

CBT instructors must also undergo check tests every four years.

For further information on the number of ADIs see tables [INS0101-03](#) and on CBT and Incident Statistics see tables [INS01-04](#).



## Background information

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### About these statistics

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. 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.

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).

### LGV and PCV vocational and CPC practical test discrepancies

LGV and PCV practical vocational test figures are always higher than the corresponding CPC practical test figures, although both are needed to drive these vehicles commercially.

The LGV vocational test numbers include categories C1, C1E, C and CE. To gain a category CE licence a driver must first pass a cat C test but will only need to take one CPC if they intend to drive professionally. Some of these tests will be taken by people who do not intend to drive professionally such as those who wish to drive a horsebox which could be cat C1 or C depending on the size.

Similar considerations apply to PCV vocational test numbers, which include categories D1, D1E, D and DE. A D licence must be held before taking a DE test.

### Official Statistics

These official statistics are not designated National Statistics. They are produced to high professional standards set out in the Code of Practice for Statistics. They undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference.

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.

### Next release

The driver and rider testing and instructor statistical releases are published annually and the statistical tables are updated quarterly. The next statistical release is due in June 2020. The next statistical tables will be published in September 2019 and will provide information for the first quarter of the 2019 financial year (April 2019 to June 2019). If you wish to comment on this proposal, please use the email address: [vehicles.stats@dft.gov.uk](mailto:vehicles.stats@dft.gov.uk).

## Additional Information

The Driver and Vehicle Standards Agency also publishes operational data by test centre: <https://www.gov.uk/government/collections/driving-tests-and-instructors-statistics>.

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. For further information on the impact of the EU third Directive to rider licensing please visit <https://www.gov.uk/ride-motorcycle-moped/bike-categories-ages-and-licence-requirements>.

## Release of DfT statistics publications

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