



Department  
for Transport

## Driver and rider testing and instructor statistics: April 2019 to March 2020

### About this release

This release presents the numbers and pass rates for driving and riding theory and practical tests conducted in Great Britain during the year to 31 March 2020, and Approved Driver Instructor (ADI) register statistics.

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

Summary across all vehicle types	<a href="#">1</a>
Car and motorcycle tests	<a href="#">3</a>
LGV and PCV tests	<a href="#">4</a>
Demographics and number of attempts for car tests	<a href="#">5</a>
Driving instructors	<a href="#">6</a>
Background information	<a href="#">7</a>

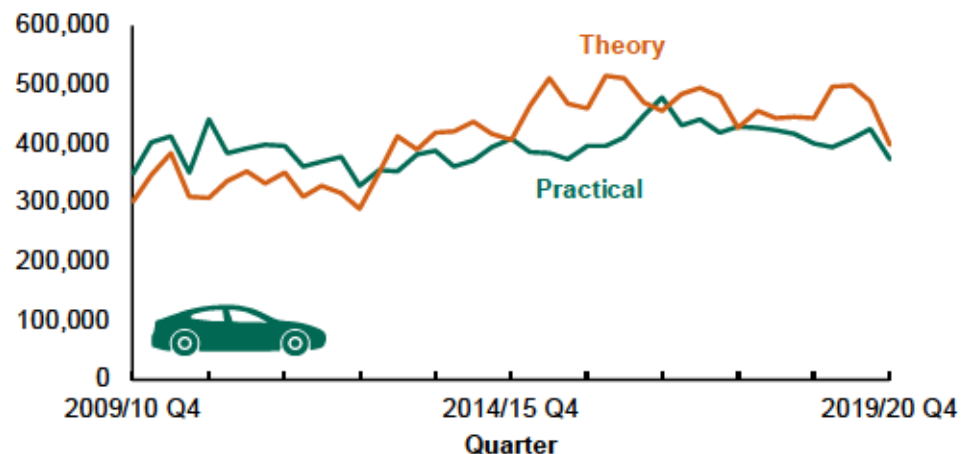
### Next published

Tables: September 2020  
Release: June 2021

**There were 1,865,740 car theory and 1,599,566 car practical tests conducted in Great Britain during April 2019 to March 2020.**

The number of car theory tests conducted increased by 4.4% but the number of car practical tests conducted fell by 3.9% from the previous year. The increase in the annual number of theory tests conducted was despite a decline of 10.3% in the last quarter of 2019/20 compared with the same quarter in the previous year.

Car tests conducted



### Car pass rates in 2019/20



**47.1%**

Car theory test pass rate

**-0.2 percentage points**  
Change from 2018/19



**45.9%**

Car practical test pass rate

**+0.1 percentage points**  
Change from 2018/19

### Impact of the coronavirus (COVID-19)

The coronavirus (COVID-19) pandemic affected these statistics.

[Driving tests were suspended](#) from 20 March 2020. Emergency tests could be booked for those [classified as a critical worker](#).



Across all vehicle types, there were 2,083,584 theory and 1,780,113 practical tests conducted during the period April 2019 to March 2020.



## Annual theory and practical tests: All vehicle types

### All theory tests, Apr 2019 to Mar 2020

**2,083,584** conducted    **1,030,406** passed    **49.5%** passed

#### Compared to Apr 2018 to Mar 2019

**3.4%**    **2.7%**    **-0.3** percentage points

### All practical tests, Apr 2019 to Mar 2020

**1,780,113** conducted    **854,075** passed    **48.0%** passed

#### Compared to Apr 2018 to Mar 2019

**-4.0%**    **-3.8%**    **0.1** percentage points

**Table 1: Theory and practical tests by test class compared to the previous year, Great Britain. April 2019 to March 2020**

	2019/20			Compared to: 2018/19		
	Tests conducted	Tests passed	Pass rate (%)	Tests conducted	Tests passed	Pass rate (percentage points)
<b>Car</b>						
Theory	1,865,740	878,903	47.1	4.4%	4.0%	-0.2
Practical	1,599,566	734,600	45.9	-3.9%	-3.6%	0.1
<b>Motorcycle</b>						
Theory	64,924	45,893	70.7	-3.5%	-4.7%	-0.9
Practical module 1	51,921	37,432	72.1	-6.0%	-6.2%	-0.1
Practical module 2	50,993	36,205	71.0	-6.0%	-5.8%	0.2
<b>Large Goods Vehicle (LGV)</b>						
Theory - multiple choice	55,110	33,469	60.7	-4.2%	-4.5%	-0.2
Theory - hazard perception	43,882	35,612	81.2	-4.3%	-4.9%	-0.5
Theory - CPC*	33,510	23,069	68.8	-7.2%	-5.7%	1.1
Practical - vocational	70,288	41,434	58.9	-4.9%	-3.8%	0.7
Practical - CPC*	9,148	8,552	93.5	-11.1%	-9.3%	1.8
<b>Passenger carrying vehicle (PCV)</b>						
Theory - multiple choice	8,210	5,164	62.9	-3.7%	-0.1%	2.3
Theory - hazard perception	6,874	5,487	79.8	1.1%	-1.3%	-1.9
Theory - CPC*	5,334	2,809	52.7	-6.8%	-0.7%	3.2
Practical - vocational	7,345	4,404	60.0	-0.1%	0.1%	0.1
Practical - CPC*	1,478	1,348	91.2	-9.2%	-7.8%	1.4

\*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).

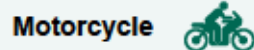
### Updated tables

All updated DRT tables can be found [here](#). For further summary information on all vehicles see tables DRT0101 and DRT0102. For specific vehicle tests:



**Theory:** DRT5201

**Practical:** DRT0201-03



**Theory:** DRT5401

**Practical:** DRT0401



**Theory:** DRT5501-02

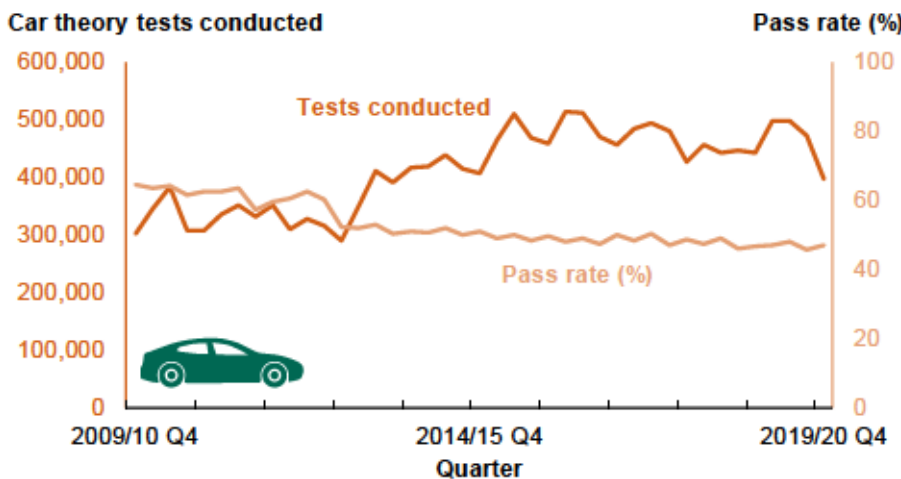
**Practical:** DRT0501-02



**Theory:** DRT5601-02

**Practical:** DRT0601-03

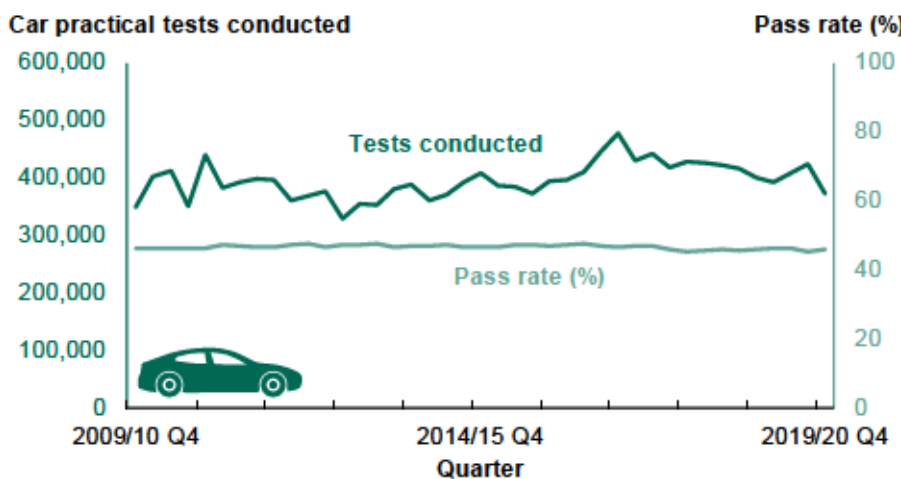
**Figure 1: Car theory tests conducted, Great Britain, quarterly, 2009/10 Q4 to 2019/20 Q4**



The number of theory tests taken has broadly increased annually since changes were made in 2013, whilst pass rates have declined, as illustrated in **Figure 1**.

During 2019/20, the number of tests conducted increased by 4.4%, despite a decline of 10.3% in 2019/20 Q4 compared to 2018/19 Q4. The annual pass rate fell by 0.2 percentage points.

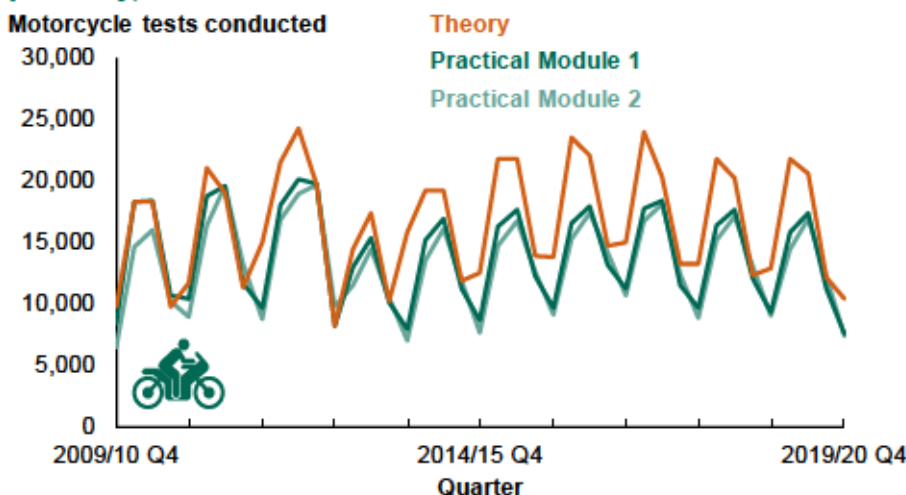
**Figure 2: Car practical tests conducted, Great Britain, quarterly, 2009/10 Q4 to 2019/20 Q4**



In 2019/20, the number of practical tests conducted continued to decline, down 3.9%, as illustrated in **Figure 2**. Since 2016/17, the number of annual tests conducted has reduced by 7.6%.

Recent trends might be affected by the introduction of the new driving test on 4 December 2017, although the pass rate has remained broadly similar to the level before the changes were introduced.

**Figure 3: Motorcycle tests conducted, Great Britain, quarterly, 2009/10 Q4 to 2019/20 Q4**



Motorcycle test numbers are highly seasonal, reflected in the big peaks during Q2 and Q3 (April-September) in **Figure 3**.

During 2019/20, the number of theory tests conducted fell 3.5% and for both practical modules 6.0% fewer tests were conducted.

There was a surge (and subsequent drop) in all tests before 19 January 2013, when additional restrictions were implemented.

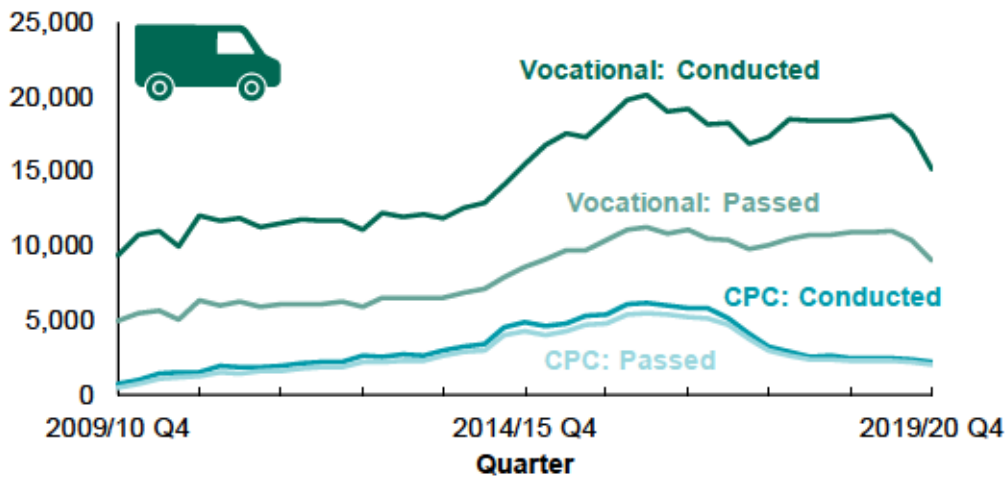




## Large Goods Vehicles (LGV)

Figure 4: LGV practical tests conducted and passed by type, Great Britain, quarterly, 2009/10 Q4 to 2019/20 Q4

### Number of LGV practical tests



During 2019/20, the number of vocational practical tests conducted for LGVs fell by 4.9% and the number of practical CPC tests conducted for LGVs fell by 11.1%, and is now 61.7% below the recent annual peak in 2016/17, as illustrated in **Figure 4**.

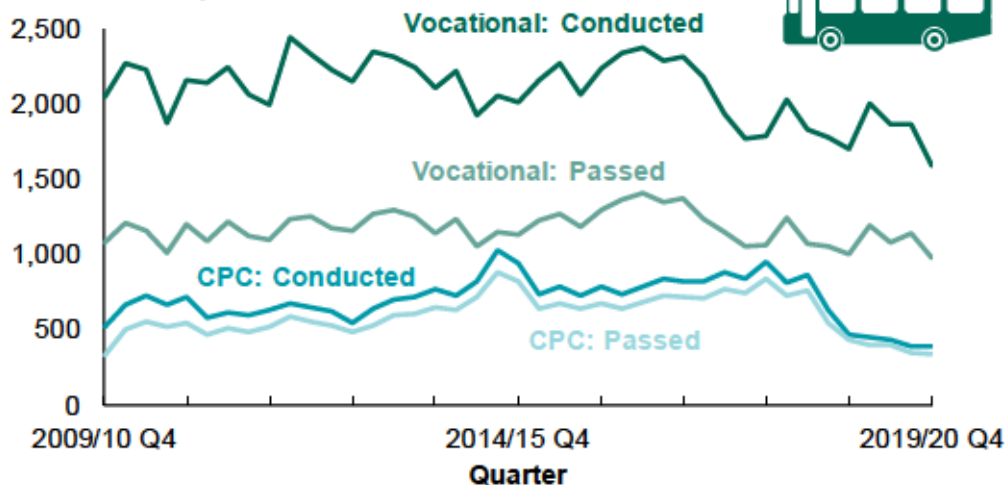
During 2019/20 Q4, the number of vocational practical tests conducted for LGVs fell by 17.7% compared to 2018/19 Q4.



## Passenger Carrying Vehicle (PCV)

Figure 5: PCV practical tests conducted and passed by type, Great Britain, quarterly, 2009/10 Q4 to 2019/20 Q4

### Number of PCV practical tests



During 2019/20, there was a slight decline in the number of vocational PCV tests conducted (-0.1%), with a decline of 6.7% in the latest quarter, 2019/20 Q4, compared to 2018/19 Q4, as illustrated in **Figure 5**.

There was a much larger annual decline in the number of CPC practical tests conducted (-9.2%), and there has been a 56.5% drop in CPC tests since the recent annual peak in 2016/17.

### Practical LGV and PCV tests

There are two types of practical LGV and PCV tests, depending on the intended use of the vehicle.

#### '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

To drive these vehicles **professionally**, it has been necessary to hold a Certificate of Professional Competence (CPC) since September 2009 for LGVs and 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.



## Demographics and number of attempts for car tests

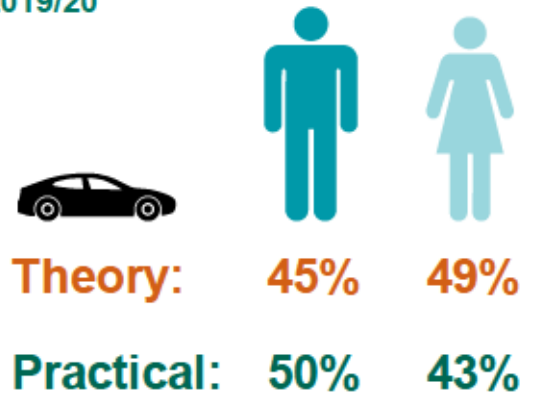
### Gender and age

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, as illustrated in **Figure 6**.

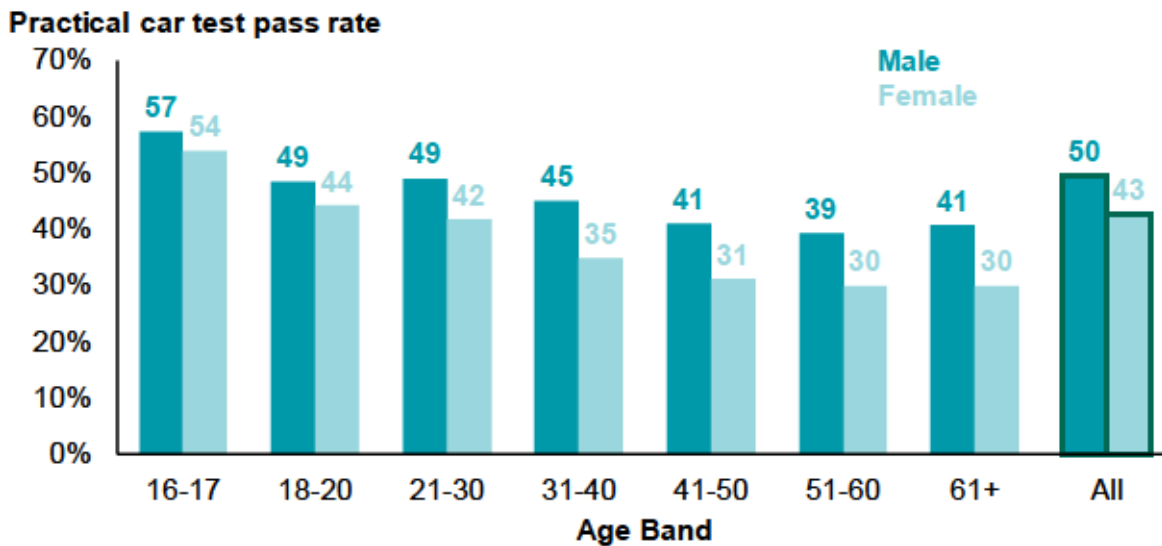
The pass rate for the practical car test decreased with age during 2019/20, with 16-17 year olds having the highest pass rate for both genders, as illustrated in **Figure 7**.

In 2019/20, 45.6% of candidates for car practical tests were aged between 16 and 20, slightly higher (+0.5 percentage points) than during 2018/19.

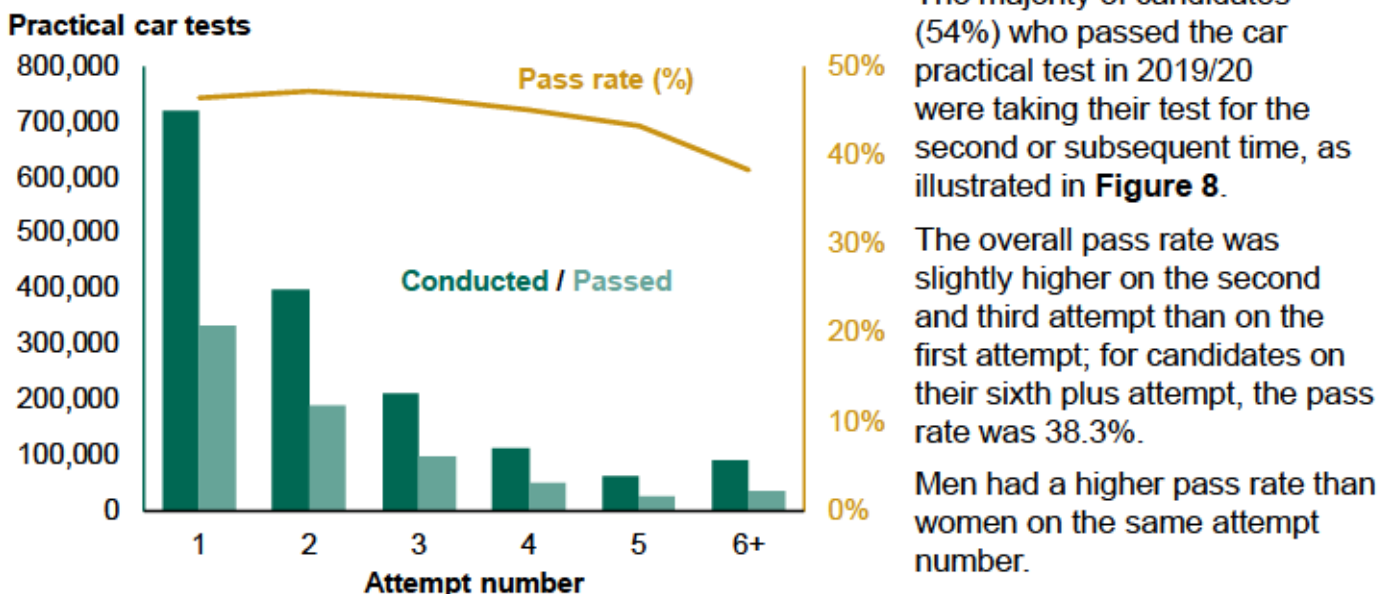
**Figure 6: Car test pass rates by gender and type, Great Britain, 2019/20**



**Figure 7: Practical car test pass rates by gender and age band, Great Britain, 2019/20**



**Figure 8: Practical car tests by attempt, with pass rate, Great Britain, 2019/20**



### Number of attempts

The majority of candidates (54%) who passed the car practical test in 2019/20 were taking their test for the second or subsequent time, as illustrated in **Figure 8**.

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 38.3%.

Men had a higher pass rate than women on the same attempt number.

### At the end of March 2020, there were:



**39,531** ADIs  
on the statutory  
register

**-0.5%** compared to the end  
of March 2019

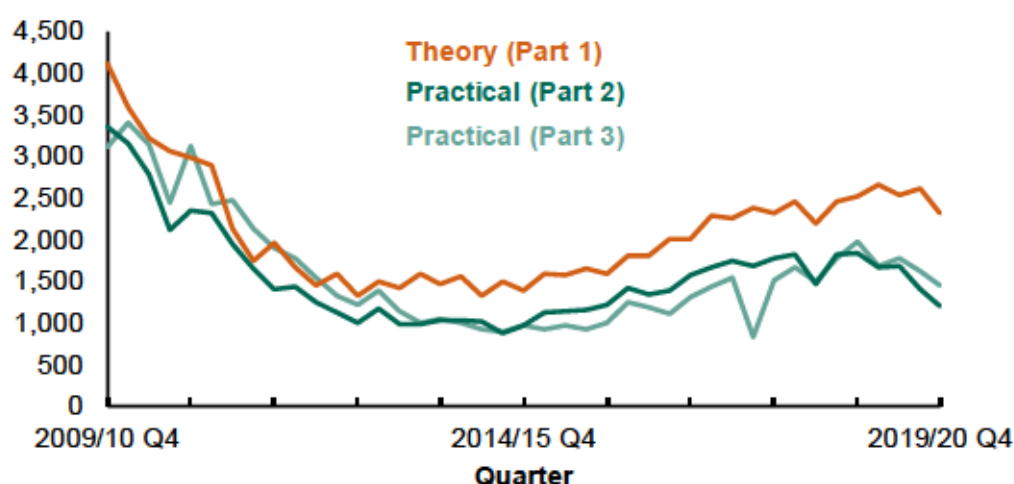


**2,056** approved  
CBT motorcycle  
instructors

**-8.7%** compared to the end  
of March 2019

**Figure 9: Approved Driving Instructor (ADI) tests conducted by type, Great Britain, 2019/20**

#### Number of ADI tests conducted



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 largely continued, as illustrated in **Figure 9**.

#### Updated tables

Tables relating to the number of ADIs: [INS0101 to 0103](#)

Tables relating to CBT and Incident Statistics: [INS0501 to 0504](#)

During 2019/20, the number of ADI theory (Part 1) tests conducted increased by 5.2% compared to 2018/19, whereas the practical tests, Parts 2 and 3, both declined over that period, by 14.1% and 5.4% respectively.

This decline might be attributed to the improvement of the two practical ADI tests, implemented from 23 December 2017.

#### 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.

CBT motorcycle instructors are required to pass a two-day DVSA assessment and then work for a motorcycle Approved Training Body (ATB).

CBT instructors must also undergo check tests every four years.

#### Grades of ADI

From 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 ([see table INS0102](#)) 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.





## Background information

### 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 collection page](#) provides further detail of the key findings presented in this statistical release, including detailed data tables and operational data by test centre.

Practical test categories included are B (car), B1 (tricycles and quadricycles), A, A1 and A2 (motorcycles), C, C1 (medium/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 professionally. Non-commercial use of these vehicles might include, for example, driving a horse box.

The LGV vocational test numbers include categories C1, C1E, C and CE. To gain a category CE licence a driver must first pass a category C test but will only need to take one CPC if they intend to drive professionally. Similar considerations apply to PCV vocational test numbers, which include categories D1, D1E, D and DE. A category 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](#).

### Ethnicity information

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 less than 30% 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

To hear more about DfT statistics publications as they are released, please follow us on Twitter via our [@DfTstats](https://twitter.com/DfTstats) account: <http://www.twitter.com/DfTstats>. TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates.

### Next release

Driver and Rider Testing and Instructor statistics are published quarterly as tables, with an annual statistical release.

The next set of statistical tables are due to be published in September 2020, with the next annual statistical release due in June 2021.