

Driving and Rider Testing and Instructor Statistics

Notes and definitions



Driver and rider testing and instructor statistics: notes and definitions

This note provides definitions used in practical and theory tests and instructor/trainer statistics. It also includes useful information on test categories and changes to the testing structure in Great Britain and what effect these have had on the statistics.

1. Source

The majority of practical test statistics are derived from two main sources, the Testing and Registration System (TARS) and the Road Safety Information System (RSIS), both held and maintained by the Driving Standards Agency (DSA). TARS is the core system for administering the booking and delivery of practical driving tests, the register of approved driving instructors (ADIs) and the register of driver trainers. The RSIS database holds a record of the data captured for each practical driving test by driving examiners using the driving test report form.

The DSA TARS database creates a new record every time a driving or riding test is booked. New records are also created or updated as part of our obligation to maintain a register of instructors and trainers. The RSIS database holds a record of the data captured on every practical test. Full details of what is collected and how this information is used can be found in the privacy statement at: <http://www.dft.gov.uk/publications/dsa-privacy-statement>

Theory test data are held by the theory test provider. The information supplied to DSA is an aggregation of individual driving test records collected on the theory test provider's database.

Incident statistics for compulsory basic training, direct access

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FURTHER INFORMATION

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scheme and other training is contained within and extracted from excel and access databases along with details of DL196 (certificates of completion of compulsory basic training for motorcyclists) issued to approved training bodies (ATBs).

Individual details for candidates are automatically obtained from DVLA's driver records at the time of booking a theory or practical test.

Further information about the DSA TARS and RSIS databases is provided in the Statement of Administrative Sources, available at www.dft.gov.uk/statistics/corporate/standards/statement-admin-sources/.

2. Compilation of the statistics

The DSA TARS database is regarded as an authoritative source of practical driving test bookings, potential and approved driving and riding instructors and driver trainers. RSIS is an authoritative source for the results and associated fault markings for the driving test. The statistics presented are aggregations of the information held in both databases.

Theory test statistics are based on data submitted monthly DSA by the company contracted to deliver theory tests on DSA's behalf.

3. Definitions

Practical Testing

The table below shows the categories for which statistics about practical driving tests can be produced. Tests are conducted from a driving test centre (DTC), multi-purpose test centre (MPTC) or customer site by a driving examiner (DE). Practical test statistics are grouped by type of vehicle, e.g. car, motorcycle, lorry or bus. Each table on testing will contain information relating to one or more of these categories. Each table contains a footnote explaining which category/ies are included.

Category	Description
P	Mopeds
A	Motorcycles
B	Car
B auto	Car with automatic transmission
B+E	Car and trailer
C	Lorry or large vehicle
C+E	Lorry or large vehicle with a trailer
D	Bus or coach

D+E	Bus or coach with a trailer
F	Agricultural tractors
G	Road rollers
H	Tracked vehicles
K	Mowing machine or vehicle controlled by a pedestrian

Theory Testing

The table below shows the categories for which statistics about theory driving tests can be produced. Tests are conducted from a test centre (DTC). Theory test statistics are grouped by type of vehicle, e.g. car, motorcycle, lorry or bus. Each table on testing will contain information relating to one or more of these categories. Unlike practical tests, there are not subcategories (e.g. cars do not have subcategories B, B auto and B + E)

Category	Description
MC	Multiple choice element of the theory test
HPT	Hazard perception element of the theory test
Abridged car theory test	This can be taken by candidates who have a 'Safe Road User' award and they only have to complete 35 instead of 50 multiple choice questions. They still have to complete the full HPT element of the test.
Driver CPC	Driver Certificate of Professional Competence taken by lorry and bus drivers
Driver CPC Part 1	Theory test consisting of MC and HPT
Driver CPC Part 2	Driver CPC case studies
ADI Part 1	Theory test for those wishing to become an approved driving instructor
Conversion test	<p>The conversion test is for those holding a PCV licence who now wish to drive an LGV and vice versa. Rather than taking a Module 2 test, they will take the conversion test.</p> <p>Candidates are still required to complete all 4 CPC Modules.</p>

Instructors, Trainers and Training

The table below shows the classifications of trainers and instructors and the training categories delivered on which we can produce statistics:

Category	Description
ADI	Approved Driving Instructor

ADI standards check	These are checks conducted to ensure that ADIs show a 'continued ability and fitness to give instruction' during their period of registration. ADI performance will be graded between level 1 and 6. The highest grade is six. Grades one, two and three are substandard and a further check will be required for an ADI to show they meet the required standard or a process will be considered to begin removing them from the ADI register. The educational grade refers to newly qualified instructors
ATB	Approved Training Body that is authorised by the Secretary of State to provide specified training courses such as CBT and DAS courses. A trainer can be approved to conduct one or both forms of training
CBT	Compulsory Basic Training must be completed by all learner motorcycle and moped riders before riding on the road and can only be delivered by an ATB authorised motorcycle instructor holding the appropriate certificate issued by DSA
CBT Cardington assessed	Cardington Qualified instructor – a person who fulfils the relevant criteria and has successfully attended DSA's two-day instructor assessment. Subject to the application being successful, a certificate (CBT1C) will be issued allowing the instructor to deliver CBT courses and to down-train other potential instructors
CBT downtrained	Down Trained instructor – a person who fulfils the relevant criteria and has been trained by a Cardington Qualified instructor within the ATB. Subject to the application being successful, a certificate (CBT1) will be issued
CBT instructor standards check	DSA monitors the standard of instruction. The instructor will be assessed on the standard of instruction delivered and whether any breaches of regulations took place. Results of these checks are recorded as satisfactory or unsatisfactory and if an instructor fails to reach the required standard, a further assessment will be required. If an instructor fails to meet standards required during the further assessment, DSA will consider withdrawing the instructor's authority to conduct courses on behalf of that or any other ATB
CBT off road site	Elements B and C of the CBT course must be delivered in an off road environment on a site approved by DSA. Any specific conditions imposed by DSA on the site approval must be observed during training
CPD	Continuing professional development
DAS assessed	Direct Access Qualified Instructor - a person who fulfils the relevant criteria and has successfully attended, in addition to the two-day CBT assessment, DSA's half day instructor assessment. Subject to the application being successful, a certificate (CBT1D) will be issued allowing the instructor to deliver CBT courses, down-train other potential instructors and conduct Direct Access courses
DAS	Direct Access Scheme allows a person over the age of 21 to avoid the two year/25 kiloWatt (kW) restriction by taking a test on a machine of at least 35 kW (46.6 brake horse power (bhp)). A pass allows you to ride any size of bike. DAS can only be delivered by an authorised motorcycle instructor holding the appropriate certificate issued by DSA
DL196	Certificate of course completion issued to a trainee once they have successfully completed CBT training
Incident Reports	These are incidents which occur either during CBT and DAS. The impact level of the incident is dependent upon the injuries sustained by the candidate and is recorded as: High – e.g. broken bones Medium – e.g. scrapes and cuts Low – e.g. bruises
IRDT	Integrated Register of Driver Trainers
Pass Plus	This is a practical scheme aimed at new drivers to help them develop better driving skills

PDI	Potential Driving Instructor
Removals	Registrar's decision – this is where the Registrar has decided to remove the instructor due to poor instruction or not meeting 'fit and proper' reasons such as driver penalty points or convictions Lapsed – instructor has not renewed registration Resigned – notification has been received that the instructor is no longer delivering approved training

3. Stages to becoming a driving instructor

To become an approved driving instructor, individuals must complete a series of tests. Part 1 is a theory test, part 2 covers driving ability and part 3 covers instructional ability.

- Individuals may initially apply online or by post. Those who are accepted and go on to pass part 2 of the approved driving instructor tests can apply for a trainee licence but must be registered with a training school and be able to show that they have undertaken training.
- PDIs must pass parts 2 and 3 of the test to become ADIs. They can then apply to be added to the ADI statutory Register.
- Registration lasts for a period of four years after which renewal is required. If an ADI has not applied to renew or re-registration within 12 months of their registration expiring, they must re-qualify by passing all three ADI tests.
- ADIs must take a standards check test during each period of registration.
- Participation in the continuing professional development scheme for ADIs is voluntary.

4. Stages to becoming a lorry or bus driver

To become a lorry or bus driver, individuals must complete a series of tests.

- Candidates must pass both the multiple choice and hazard perception theory tests. Since in the 2008/09 financial year, the multiple choice and hazard perception elements of the theory test were un-coupled and could be taken separately. It doesn't matter which order these are taken in, but must be passed within two years of each other. Once both parts are passed, a candidate is given a theory test pass certificate which is needed to book a practical test; the theory test certificate is valid for two years.
- Once a candidate has passed their theory test, they then need to pass the practical test.
- If a candidate wishes to drive a lorry or bus professionally, they must also hold a driver certificate of professional competence. This involves an additional theory test called driver CPC 2 which includes case studies and also an additional practical test called

driver CPC 4 which is a practical demonstration test.

- Further information about the process to become a lorry or bus driver is available at <https://www.gov.uk/become-lorry-bus-driver>.

5. Changes to the driving and riding tests and training delivered.

With effect from 19 January 2013, the following changes to motorcycle and moped rider testing were introduced as part of implementing the EU 3rd Driving Licence Directive:

- Four new categories of motorcycle licence:
 - A1 (up to 125cc) minimum age 17
 - A2 (at least 400cc and engine power of 25kW) minimum age 19
 - A (unlimited) minimum age 24
 - AM (moped, formerly category P, now includes light quadricycles and tricycles).
- New system of Progressive Access to progress from the lowest to the highest capacity machines. Candidates must have at least 2 years experience on a lower powered motorcycle before taking the practical riding test on a more powerful machine. e.g. candidate could take an A2 test at 19 and after 2 years experience take a category A test at 21.
- Raised the minimum age for Direct Access to the most powerful motorcycles (category A) to 24.
- Tricycles brought within category A. Light tricycles (4kW) fall within category AM; up to 15kW fall within category A1; over 15kW fall within category A.

European Commission Directive 2000/56/EC introduced higher standards for driving tests, the requirements were introduced to harmonise and improve standards of driving test throughout Europe. DSA implemented the requirements of the Directive with effect from April 2009. The single event practical motorcycle test was replaced by a two-part modular test:

- Module 1 contains the specified manoeuvres element of the test including exercises designed to assess the rider's ability to control their machine safely, including avoidance and emergency stop exercises.
- Module 2 includes an eyesight test and at least 30 minutes of on road riding, assessing the rider's ability to safely interact with other road users.

Statistics about tests conducted since this date will record whether it was a module 1 or module 2 test. No statistics are provided in the *Driver and Rider Test and Instructor Statistics* for motorcycle tests carried out before the module 1 and 2 requirement was introduced in April 2009. However, historical data are available at www.dft.gov.uk/publications/dsa-practical-riding-test-statistics-motorcycle/.

5. Factors affecting statistics and accuracy of the TARS database

Statistics will not be released when there is the possibility they could be used to reveal the identity of an individual candidate, driving examiner or instructor/trainer. Statistics produced about the number of tests conducted at each test centre will not show the details of centres where only one examiner conducted all the tests. However, these tests will be included in any grand total or national figure.

The following factors may affect the statistics:

- Practical driving test results are largely reliant upon manual entry and any information we produce is dependent upon the accurate and timely entry of this data. To allow for sufficient time to record results, official statistics are not produced until at least six weeks after the end of the reporting period. This lag means that the test statistics produced are 99% accurate. It should also be noted that owing to an ongoing data anomaly ADI part three tests are estimated to be 86% to 93% accurate. Work is being undertaken to address this issue.
- Changes to a driver's licence number will affect statistics run on the number of individuals in a specific category. The reports are based on driver licence number; when running a statistical report, a single individual who has changed licence number could be reported multiple times.
- Any age based statistics (such as oldest person to pass) are based on recorded information. In the case of GB licence holders, details of dates of birth are reliant upon the correct information being held on the DVLA database as this is our source. Age details about licence holders from other countries (such as Northern Ireland) are reliant upon information being captured accurately at the time of booking a test.
- Any gender based statistics are based on recorded information. In the case of GB licence holders, details of gender are reliant upon the correct information being held on the DVLA database as this is our source. Gender details about licence holders from other countries (such as Northern Ireland) are reliant upon information being captured accurately at the time of booking a test. In some cases, gender will not have been captured and these are recorded in statistics produced as unidentified. There will also be other cases where conflicting information has been entered (e.g. title entered as Mr but gender entered as female); as these entries are optional, reports are run based on both of these options to establish whether a gender has been supplied and there will be small anomalies where the totals of gender do not match overall totals.
- Statistics produced about the ethnicity of candidates is based on a voluntary declaration given at the end of their theory test. For approximately 70% of tests, the ethnicity of the candidate is not declared. As such, DSA would not rely upon these

figures to show a true reflection of the ethnicity of candidates taking tests. Where a candidate has indicated that they would prefer not to supply details of their ethnicity or whether they have failed to complete these details, they are recorded as 'unknown'

- Statistics on the sale of DL196 certificates do not include any adjustments for certificates returned by the ATB to DSA for a refund. Under 1% of DL196 certificates are returned.
- Statistics for practical tests are only available for time periods after 1 April 2004. Data held on the Testing and Registration System (TARS) was periodically archived up until August 2009 which restricts what historical statistics can be produced prior to this date. All other data will be removed in line with DSA's data retention schedules so it will not be possible to produce any new statistical reports for data which are over seven years of age.
- The ADI/IRDT database that is used to produce statistics about the number of approved driving instructors and other trainer statistics is a live system and can only be used to produce statistics that show a snapshot on the date that reports are run. Therefore it is not possible to produce historical register statistics. Information about the number of CBT and DAS incidents is held since the third quarter of the 2011/12 financial year.

6. Symbols and conventions used

Symbols and conventions:

- (i) Unless otherwise stated, all tables refer to Great Britain.
- (ii) Metric units are generally used.

Units: Figures are shown in italics when they represent percentages, indices or ratios.

Rounding of figures: In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Symbols: The following symbols have been used throughout.

.. = not available	. = not applicable
- = Negligible (less than half the final digit shown)	0 = Nil
* = Sample size too small for reliable estimates.	ow = of which
{ = subsequent data is disaggregated	} = subsequent data is aggregated
= break in the series	P = provisional data
F = forecast expenditure	e = estimated outturn
n.e.s = not elsewhere specified	TSO = The Stationery Office