



Department for Transport

Driver and rider testing and instructor statistics: April-June 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 June 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 Jan-Mar 2016 [publication](#).

In this publication

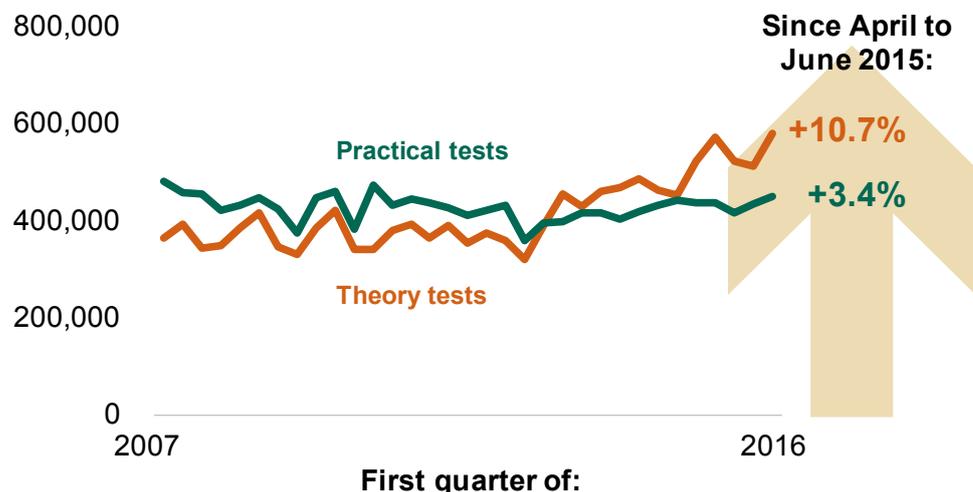
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Next published: **December 2016**

During April to June 2016, the number of driving tests increased across all vehicles types in comparison to the same quarter in 2015.

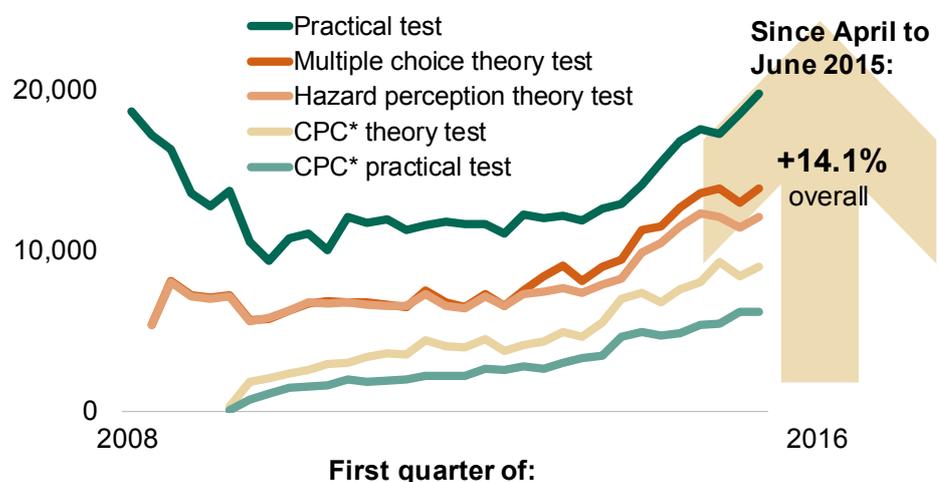
There were 579,136 theory and 450,748 practical tests conducted during April to June 2016 - an increase of 10.7% and 3.4% respectively on the year before.

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



Large Goods Vehicle tests continued to see the largest increases.

Practical and theory LGV tests: GB, quarterly, 2008-2016



*Certificate of professional competence

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All theory tests, April to June 2016

579,136 conducted
293,080 passed
51.0% pass rate

Compared to April to June 2015:

+10.7% +8.9% -1.63 percentage points

All practical tests, April to June 2016

450,748 conducted
223,037 passed
49.5% pass rate

Compared to April to June 2015:

+3.0% +3.4% +1.33 percentage points

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

	April to June 2016			Compared to: April to June 2015		
	Tests conducted	Tests passed	Pass rate (%)	Tests conducted	Tests passed	Pass rate (percentage points)
Car						
Theory	514,441	247,760	48.2	10.9%	8.2%	-1.8
Practical	396,764	187,781	47.3	2.8%	4.0%	1.3
Motorcycle						
Theory	23,500	16,923	72.0	19.6%	16.8%	0.5
Practical module 1	16,576	12,061	72.8	1.9%	2.8%	0.9
Practical module 2	15,244	10,747	70.5	3.9%	3.1%	-0.7
Large Goods Vehicle (LGV)						
Theory - multiple choice	13,892	8,917	64.2	9.4%	7.1%	-1.6
Theory - hazard perception	12,129	9,478	78.1	5.4%	6.8%	1.8
Theory - CPC*	9,017	5,895	65.4	18.3%	14.2%	-1.5
Practical - vocational	19,819	11,076	55.9	17.8%	17.6%	3.0
Practical - CPC*	6,196	5,497	88.7	27.6%	22.1%	0.6
Passenger carrying vehicle (PCV)						
Theory - multiple choice	2,364	1,602	67.8	7.2%	8.0%	1.4
Theory - hazard perception	2,093	1,675	80.0	3.4%	6.6%	3.6
Theory - CPC*	1,700	830	48.8	0.2%	-1.4%	-1.6
Practical - vocational	2,345	1,372	58.5	16.2%	17.3%	4.0
Practical - CPC*	884	779	88.1	12.0%	11.8%	1.2

*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](#)

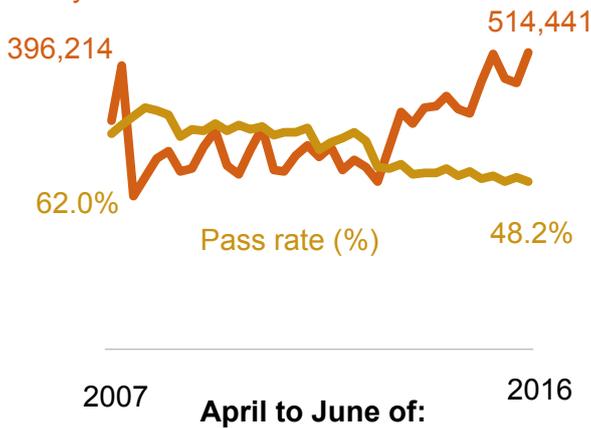


Car tests

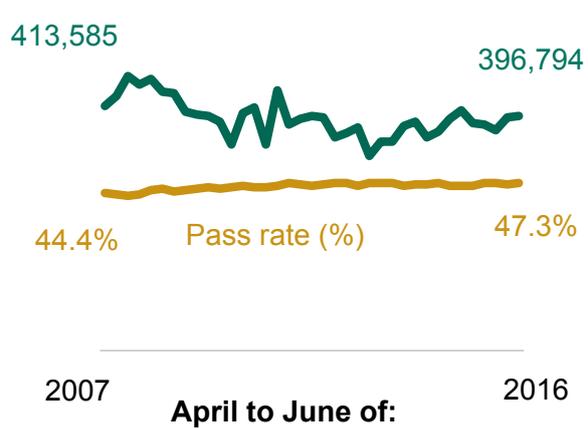
Car tests accounted for **89%** of all theory and **88%** of all practical tests during April to June 2016.

Figures 1 & 2. Car tests: GB, quarterly, April-June 2009 to April-June 2016

Theory tests conducted



Practical tests conducted



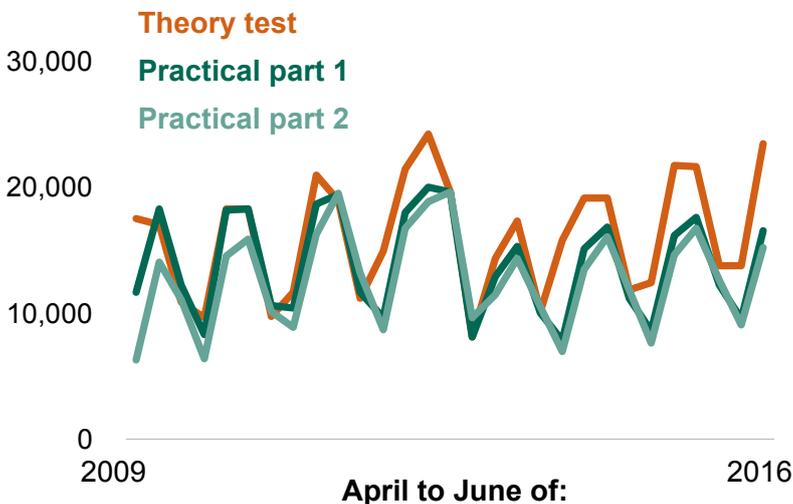
The number of theory tests taken started increasing in 2013, whilst pass rates declined. This is attributed to the introduction of new theory test questions that had not been published before. This lowered the pass rate and has led to more retakes.

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, April-June 2009 to April-June 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.

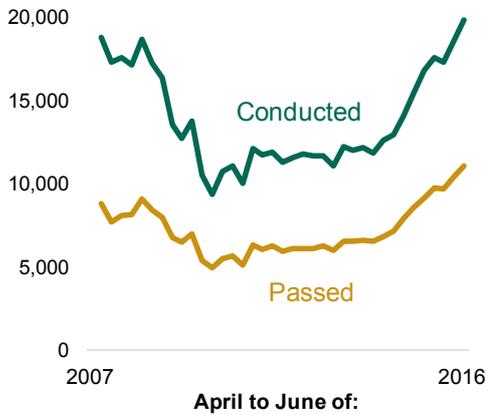
Numbers have been increasing annually since.



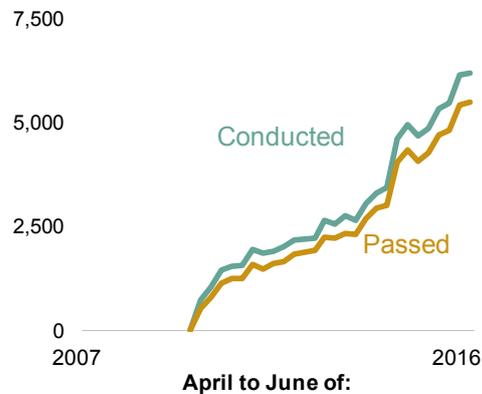
Large goods vehicle (LGV) tests

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

LGV practical tests (vocational)



LGV CPC practical tests



The number of LGV and PCV vocational practical tests conducted fell between 2008 and 2010, no doubt largely as a result of the recession. The last few years have seen a rapid rise in LGV vocational practical tests, with the number taken in April to June 2016 - 19,819 - the highest since the present series began.

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

Pass rates have remained stable over this time, which is illustrated by the mirror in trend of tests conducted and passed across all LGV and PCV practical tests. However, the pass rates are far lower for vocational compared to CPC practical tests for both vehicle types.

There are two types of practical LGV and PCV tests:

'Vocational' tests

LGV and PCV drivers receive a vocational license after passing two theory (multiple choice and hazard perception) and a practical test.

CPC tests

To drive a LGV or PCV professionally it is also necessary to pass an additional theory (case study) and practical (safety demonstration) test.

This additional qualification was implemented on 10 September 2008 for PCVs and 10 September 2009 for LGVs. Professional drivers who already held a vocational LGV licence before these dates qualified for Driver CPC automatically under 'acquired rights'.

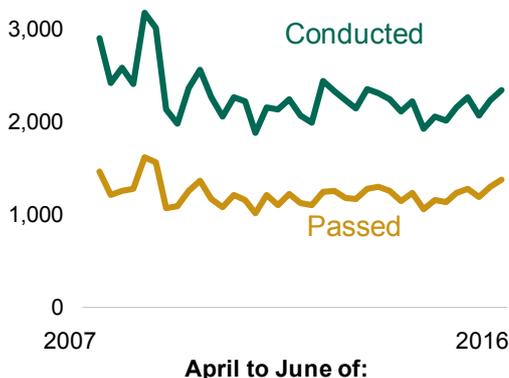
All professional drivers must also do 35 hours periodic training every 5 years to retain their CPC.



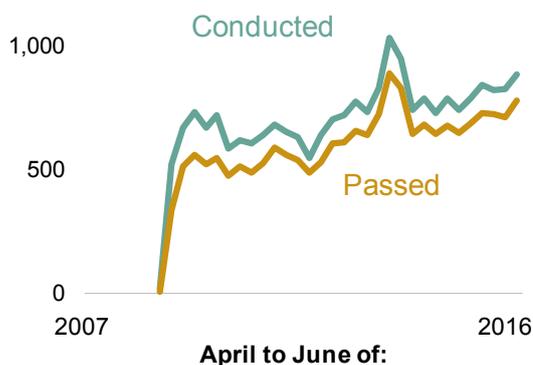
Passenger carrying vehicle (PCV) tests

Figures 6 & 7. PCV tests: GB, quarterly, 2007 to 2016

PCV practical tests (vocational)



PCV CPC practical tests



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 June 2016, there were:



39,719 ADIs on the statutory register



2,539 approved CBT motorcycle instructors

-3.2% compared to June 2015

-0.6% compared to Mar 2015

-9.9% compared to Mar 2013

-1.1% compared to Mar 2013

ADI tests

There was a large peak in theory tests around 2009, which 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.

Figure 8. ADI tests conducted: GB, monthly, 2008-2016

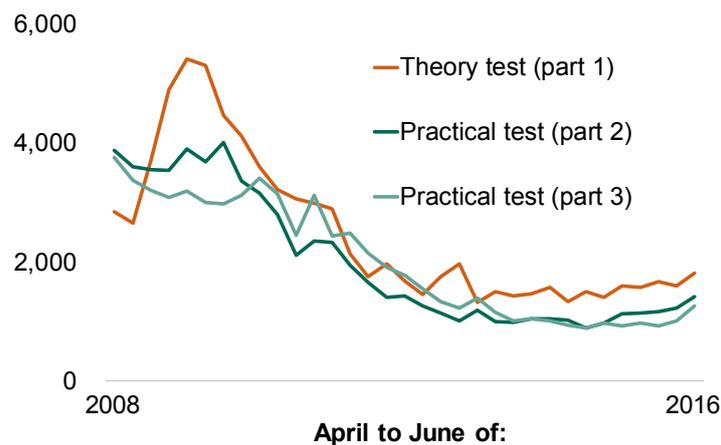
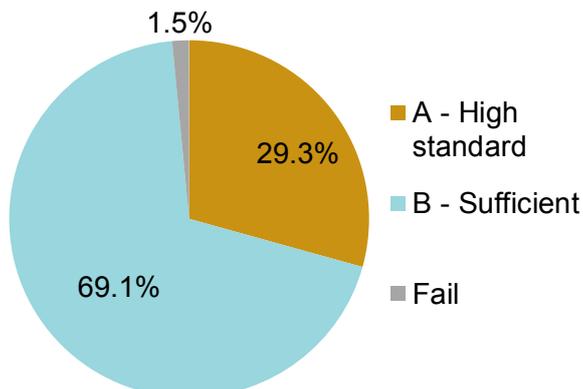


Figure 9. Grades of ADIs at most recent standards check: GB, June 2016



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.

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 a Compulsory Basic Test (CBT) before riding on the road.

To be a CBT motorcycle instructor applicants must 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.

Instructor data tables:

[ADI theory test:](#)
DRT5701

[ADI practical tests:](#)
DRT0701 & 0721

[ADI numbers:](#)
INS0101-0103

[CBT instructors:](#)
INS0501-0504

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 December 2016 and will provide information for the second quarter of the 2016 financial year (June to September 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. 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 - www.gov.uk/ride-motorcycle-moped/bike-categories-ages-and-licence-requirements.