

Travel to School in Scotland

Hands Up Scotland Survey 2019:
National Summary Report

June 2020



About Sustrans

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Executive Summary

The Hands Up Scotland Survey is an annual survey of school pupils and nursery children in Scotland. The survey is funded by Transport Scotland and is a joint project between Sustrans and Scottish local authorities. The survey has been designated an Official Statistic for Scotland by Parliamentary Order.

The survey is designed to provide reliable and up to date information on mode of travel to school in Scotland, both at a national and local authority level as well as by school type and year group. The dataset informs and evidences school transport policies and initiatives.

The survey

The question posed to all school pupils and nursery children is, 'How do you normally travel to school?' with a choice of travel modes.¹ The number of pupils present is recorded, and pupils are asked to raise their hand for one of the modes only. Each of these modes falls into one of four categories:

- **Active travel:** walking, cycling, and scootering or skating
- **Public sustainable travel:** bus
- **Multi-mode travel:** park & stride (driven part of the way by car and walk the rest)
- **Private motorised travel:** driven (car) and taxi.

Response rates

All 32 local authorities in Scotland participated in the survey in 2019. Trends in the data are analysed for the last ten years, with the baseline year in this report being 2010.

In 2019



472,617 school pupils and **35,552 nursery children** took part. 468,588 state school pupils participated, which equates to 67.2% of all state school pupils enrolled in Scotland.

1,981 schools and **1,128 nurseries** took part. 1,968 state schools participated, which equates to 78.9% of all registered state schools in Scotland.

Between 2018 and 2019, there has been a 0.4 percentage point (pp) increase in state school pupil response rate. The total number of state schools responding to the survey has increased from 1,917 in 2018 to 1,968 in 2019. The highest number of state schools responding was recorded in 2015, when 2,045 state schools took part. Schools can return data for the whole school or split by class. In 2019, 70.2% of registered state schools in Scotland returned data split by class. This is the second highest proportion of schools returning data split by class since the survey began, with the highest proportion being 75.2% in 2017.

Private motorised travel

25.5% of school pupils surveyed in 2019 said they normally travel to school using only a private motorised mode of transport.

This is the highest proportion of private motorised travel since the survey began.

Previously, this figure had ranged from a low of 23.0% in 2013, to a high of 24.8% in 2018.

The proportion of pupils being driven to school in a car decreased steadily from 22.9% in 2010 to 21.4% in 2013, and has since increased to 23.8% in 2019.

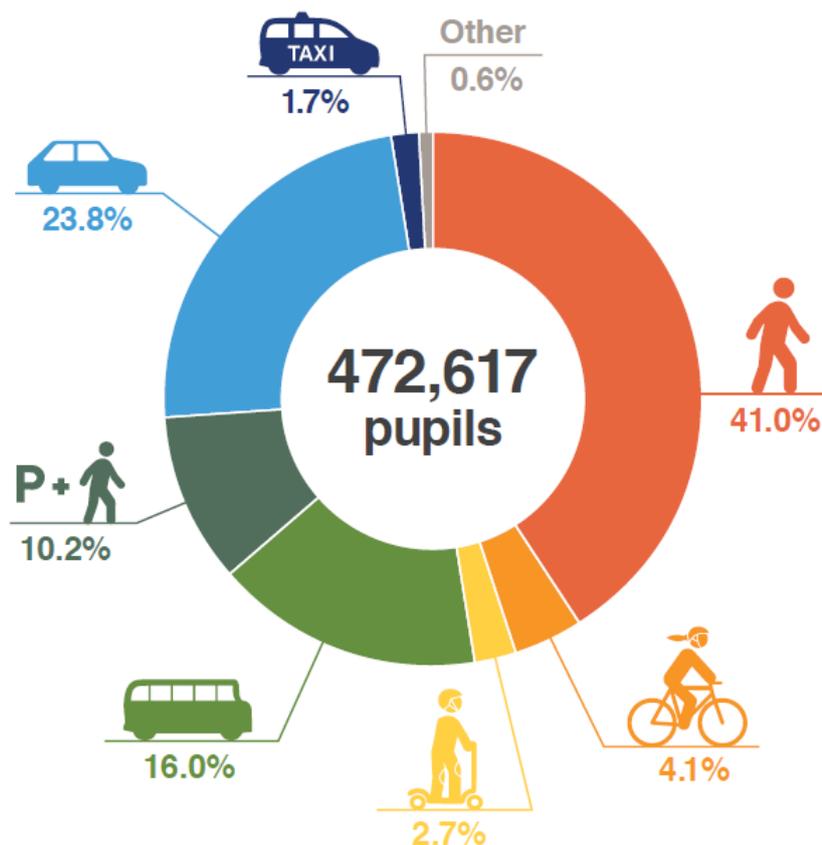
Travel to school by taxi has remained stable, increasing from 1.6% in 2010 to 1.8% in 2016, and decreasing to 1.7% in 2019.

Active travel

47.8% of school pupils surveyed in 2019 said they normally travel to school in an active way, without any form of motorised transport.

Active travel has consistently remained the most frequently reported mode of travel to school in Scotland, from 49.3% in 2010, to a high of 50.4% in 2014. **Since 2014, active travel has steadily decreased to a low of 47.8% in 2019.**

Walking to school has decreased from 45.8% in 2010 to a low of 41.0% in 2019. Cycling to school has increased from 2.8% in 2010, to a high of 4.1% in 2019. Scootering or skating has increased from 0.7% in 2010, to 2.7% in 2019, which is close to the highest recorded levels of 2.9% in 2015 and 2016.



Multi-mode travel

10.2% of school pupils surveyed in 2019 said they normally park and stride to school.

Overall, the percentage of pupils travelling to school by park and stride has increased from 7.4% in 2010, to a high of 10.2% in 2019.

Public sustainable travel

16.0% of school pupils surveyed in 2019 said they normally travel to school by bus.

Overall, the percentage of pupils travelling to school using the bus has decreased from 18.2% in 2010 to a low of 16.0% in 2019.

1 Introduction

The Hands Up Scotland Survey is an annual survey of school pupils and nursery children in Scotland. The survey is funded by Transport Scotland and is a joint project between Sustrans and Scottish local authorities.

The specific aims of the survey are to:

- Meet central and local government needs for policy relevant data on mode of travel to school in Scotland.²
- Be understandable and useful to stakeholders and so lead to a high level of use of the Hands Up Scotland Survey data.
- Produce high quality data in accordance with the UK Statistics Authority's Code of Practice for Official Statistics.³

A Parliamentary Order designates Sustrans as Official Statistics Provider⁴ as of 1st June 2012. The Hands Up Scotland Survey is guided by the three pillars laid out in the updated 2018 Code of Practice for Official Statistics, which are **'trustworthiness'**, **'quality'** and **'value'**. The primary aim of Official Statistics in Scotland is to provide an accurate, up-to-date, comprehensive and meaningful picture of the economy and society to support the formulation and monitoring of economic and social policies by government and others.⁵

The Hands Up Scotland Survey is designed to provide reliable annual information on mode of travel to school in Scotland, both nationally and at a local authority level as well as by school type and year group.

2 The National Summary Report

The Hands Up Scotland Survey is conducted each September, and has been running since 2008. Results are reported annually, with publication towards the end of the academic year.

This National Summary Report is designed to act as an introduction to the survey, presenting the results at a national level, as well as the policy context that the survey results can be used to evidence.

A short summary of key national level results for the Hands Up Scotland Survey 2019 is available in the form of a Statistical News Release. Supplementary National Results tables, including a breakdown of results at a local authority level and data collected from 2008 to 2019, are also available. These documents can be downloaded from Sustrans' website:

<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

Each local authority also receives their results in a comprehensive range of tables, including breakdown by school. These local authority reports contain all data collected between 2008 and 2019.

Trends in the data are analysed for the last 10 years, with the baseline year in this report being 2010.

The Sustrans' Hands Up Scotland Survey team can be contacted with feedback or enquiries.⁶ Where users wish to undertake more detailed analyses for a specific project and the national level documents do not provide the required information or format, a data request for local authority reports may be submitted to Sustrans' Hands Up Scotland Survey team.⁷

3 Policy context for school travel in Scotland

The Hands Up Scotland Survey is an important dataset for evidencing and informing decision making, policy and practice in a number of areas, including health, transport and the environment.

The Scottish Government has outlined its purpose as being to focus on creating a more successful country, with opportunities for all of Scotland to flourish, through increased wellbeing and sustainable and inclusive economic growth. It should also reduce inequalities and give equal importance to economic, environmental and social progress. This purpose is set out within the National Performance Framework for Scotland⁸.

The Hands Up Scotland Survey data provides information relevant to a number of outcomes in the National Performance Framework as evidenced below. The most relevant National Performance Framework outcomes are:

- We are healthy and active
- We live in communities that are inclusive, empowered, resilient and safe
- We value, enjoy, protect and enhance our environment.

The Scottish Government’s Active Travel Framework⁹ brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel. The Active Travel Framework draws on the *Long-Term Vision for Active Travel in Scotland 2030*¹⁰. Developed in 2014, the long-term vision sets out an ambition that, by 2030, Scotland’s communities are shaped around people and place, enabling walking and cycling to be the most popular mode of travel for short, everyday journeys. The Active Travel Framework also links into a number of National Performance Framework outcomes.

The Hands Up Scotland Survey serves as a critical dataset for evidencing progress against several of the objectives of the long-term vision, including ‘better health and safer travel for all’; ‘cutting carbon emissions and other pollution’, and ‘delivering liveable, more pleasant communities’.

3.1 Healthy and Active



The Hands Up Scotland Survey data can be used to investigate progress towards a number of health outcomes and indicators in the National Performance Framework and the Active Travel Framework through evidencing active travel (walking, cycling, scootering or skating) to school.

Active travel for health and wellbeing

The 2018-19 Programme for Government set out the vision to build an Active Nation, boosting investment in walking and cycling, and putting active travel at the heart of transport planning. Active Nation actions include making Scottish towns and cities friendlier and safer spaces for pedestrians and cyclists by increasing investment that supports active travel and delivering world-class active

travel infrastructure, as well as delivering projects which help people benefit from new and existing walking and cycling routes. In 2018, the Scottish Government launched Scotland’s Physical Activity Delivery Plan¹¹ detailing outcomes, actions and achievements in terms of the vision: ‘A Scotland where more people are more active, more often.’

The UK Chief Medical Officers *Physical Activity Guidelines*¹² recommends active travel as one way of making up the daily recommended 60 minutes of moderate to vigorous intensity physical activity for children.

A More Active Scotland: Building a Legacy from the Commonwealth Games sets out a number of objectives around active travel to school.¹³ These include more children and students using active travel to get to their places of learning by 2019, and active travel as the norm for short, everyday journeys by 2024.

The *Curriculum for Excellence*¹⁴ also acknowledges the important contribution travel such as walking and cycling plays in promoting good physical health and mental wellbeing. Health and Wellbeing is a cross-cutting theme across the Curriculum for Excellence with specific health and wellbeing experiences and outcomes on travelling safely.

Hands Up Scotland Survey data is being used to evidence the ‘Active’ indicator that forms part of the *Children and Young People’s Profile*.¹⁵ The profile aims to measure progress against the SHANARRI¹⁶ indicators of wellbeing of children and young people in Scotland,¹⁷ outlined in the *Children and Young People (Scotland) Act 2014*.¹⁸ SHANARRI indicators of wellbeing are part of the *Getting It Right for Every Child (GIRFEC)*¹⁹ approach of The Scottish Government.

Promoting walking and cycling to school

The Scottish Government’s *National Walking Strategy*²⁰ uses evidence from the Hands Up Scotland Survey to demonstrate current rates of walking to school and highlights the importance of walking in improving performance, concentration and learning.

The Hands Up Scotland Survey also provides data on levels of cycling to school. The *Cycling Action Plan for Scotland (2017)*²¹ sets out a shared vision of ‘10% of everyday journeys to be made by bike, by 2020’. This includes working collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focussed active travel, health, sport and recreational cycling programmes, activities and events.

3.2 Inclusive, Empowered, Resilient and Safe Communities

The Hands Up Scotland Survey can also be used to inform place making and road safety interventions, and assist national government and local authorities to help communities flourish, become stronger, safer places to live, offering improved opportunities and a better quality of life.



Well-designed, sustainable places

The *Strategic Road Safety Plan (2016)*²² sets out how Transport Scotland delivers road safety on the trunk road network. The policy is based on the assertion that death and injury is avoidable and unacceptable. As a trunk roads policy it is informed by *Designing Streets (2010)*²³, and the proximity of a trunk road to a school should provide additional rationale for design based on place and location, rather than a need to move vehicles.

*Scotland's Road Safety Framework to 2020*²⁴ targets a 50% reduction in fatal child casualties and 65% reduction in children seriously injured. Similarly the *Long Term Vision for Active Travel*¹¹ sets out a vision in which all schools have safe routes for pupils who are confident to walk or cycle to them. Data revealing trends in how children travel to school can inform school travel planning, place making, road safety improvements and targeted road safety improvements such as 20 miles per hour zones.

3.3 Value, Enjoy, Protect and Enhance our Environment

The Hands Up Scotland Survey can also be used to investigate progress towards the 'we value, enjoy, protect and enhance our environment' national outcome²⁵ through evidencing private motorised travel (car and taxi) to school.

Improving air quality



As stated in the *Cleaner Air for Scotland* strategy²⁶ published in November 2015, active travel is inextricably linked to improving air quality, reducing environmental noise and easing congestion. In addition, the strategy states that the promotion of public transport use over private motorised travel is key to reducing congestion and air pollution.

Reducing the number of car related school trips and associated congestion (particularly related to the school run) can have a positive impact in terms of contributing to the reduction in emissions of atmospheric pollutants. These emissions not only cause poor air quality in the local area but also add to greenhouse gases that lead to global climate change.

Scottish Ministers have a duty to report on proposals and policies setting out specific measures for reducing greenhouse gas emissions under the *Climate Change (Emissions Reductions Targets) (Scotland) Act 2019*.²⁷ Levels of motorised travel have implications for greenhouse gas emissions, and Transport Scotland's updated *National Transport Strategy*²⁸ recognises that transport is currently the largest contributor to Scottish carbon emissions and that 'this will be tackled through a range of actions including an ambition to phase out the need for new petrol and diesel cars and vans by 2032, changing people's travel behaviour and managing demand'.²⁹

Levels of motorised travel also have implications for congestion, and the updated *National Transport Strategy* states 'protecting our climate and improving lives' as a core priority for transport in Scotland for the next 20 years. The Strategy sets out a modal hierarchy with walking, cycling, and then public transport priority modes to encourage as an alternative to car use.

4 Other relevant data sources

The Hands Up Scotland Survey is not directly comparable with any other relevant sources of National or Official Statistics in the UK.

The *Scottish Household Survey* also provides information on travel to school in Scotland³⁰ and a list of the main statistical publications in relation to transport in Scotland is available from the Transport Scotland website.³¹ The *Scottish Health Survey*³² includes wider information on children's physical activity levels.

The *Pupil Level Annual School Census*³³ in England published data for usual mode of travel to school until 2011. Data was available at a school level and this question was made mandatory for schools with an approved School Travel Plan in January 2007. In 2011, the mandatory use of this question was discontinued. The *Health Survey for England*³⁴ includes wider information on children's physical activity levels.

Other sources of Official Statistics relating to travel to school in the UK include the *National Travel Survey*,³⁵ the *Travel Survey for Northern Ireland*,³⁶ and the *National Survey for Wales*.³⁷

Inspired by the Hands Up Scotland Survey, the city of Lisbon have developed their own Hands Up Survey (*Mãos ao Ar Lisboa*). The second year of data collection, in which more than 180 schools completed the survey, was conducted between the 7th and 11th of October 2019.³⁸

5 Survey design

The Hands Up Scotland Survey is a joint project, managed by Sustrans and officers from each local authority in Scotland. The survey was first conducted in 2008 and has followed a consistent survey design and methodology since then.

Sustrans' Research and Monitoring Unit is responsible for producing survey participation guidance and forms, an email link for the online survey platform and distributing them to local authority officers. Local authority officers are then responsible for onward distribution to schools, and providing support where required.

5.1 Data collection

Data collection for the Hands Up Scotland Survey occurs annually in the second week of September. In 2019, data collection took place between the 9th and 13th of September. Data collection is conducted by school staff, as instructed by their local authority officer, with support from Sustrans.

All 32 local authorities in Scotland are invited to take part in the Hands Up Scotland Survey. The survey is designed to record information about any and all pupils enrolled in nursery, primary, secondary, SEN and independent schools in Scotland.

The question asked is, 'How do you normally travel to school?' with the following 8 response options:

- Walk
- Cycle
- Scooter/skate
- Bus
- Park & stride
- Driven (car)
- Taxi
- Other.

The survey can be conducted on a class-by-class or whole-school basis. The number of pupils present is recorded, and pupils are asked to raise their hand for one of the response options only.

All pupils of primary and secondary school age are asked to respond to the Hands Up Scotland Survey themselves. Assistance may be provided to nursery children or Special Educational Needs (SEN) school pupils by a parent, guardian or member of school staff when responding to the survey, depending on the level of support required.

Since 2016, an online survey platform has been made available to schools, in addition to the provision of paper survey forms to local authority officers for manual data entry. The majority of local authorities opted to use the online survey platform.³⁹

School staff return completed paper survey forms to their local authority officer, who inputs data for each school before submitting responses to Sustrans. Results entered via the online survey platform

are downloaded directly by Sustrans. Once all of the responses have been submitted, quality assurance, analysis and reporting are conducted by Sustrans' Research and Monitoring Unit.

6 2019 Results

This section of the report details the results from the 2019 Hands Up Scotland Survey. Annual results highlight the extent of variation in travel behaviour between different school types.

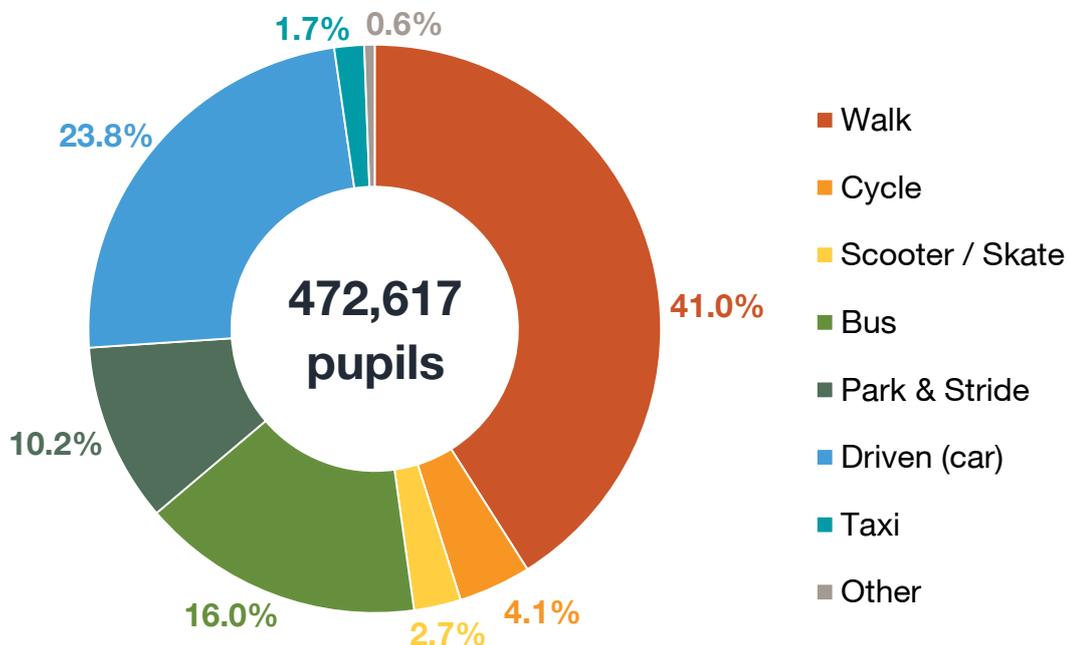
Care should be taken when interpreting results between school types due to considerable variation in pupil response numbers. For example, in our report, the category ‘all schools’ (472,617 pupils) includes primary (298,555 pupils), secondary (167,448 pupils), SEN (2,585 pupils) and independent (4,029 pupils) schools.

Nursery data is presented separately as the number of nursery school respondents (35,552 children) has more than tripled since data was first collected (see technical note 8.3.3). In our report, the category ‘all state schools’ (468,588 pupils) includes primary, secondary, and SEN schools only.

Due to rounding, row percentages may not always add up to 100%, and category totals may not always add up to the values presented for individual travel modes.

6.1 All school results

Chart 6-1: National travel modes: proportion of participating pupils travelling by different modes (all school pupil responses excluding nursery children), 2019.⁴⁰



Active travel

47.8% of pupils (225,908) across all schools⁴¹ surveyed in 2019 said they normally travel to school in an active way, without any form of motorised transport. Of the active modes, walking was the most frequent mode of travel with 41.0% of pupils (193,984) saying they normally walk to school. 4.1% of

pupils (19,395) said they normally cycle to school and 2.7% (12,529) said they normally scooter or skate.

Public sustainable travel

16.0% of pupils (75,525) surveyed in 2019, said they normally travel to school by bus.

Multi-mode travel

10.2% of pupils (48,039) surveyed in 2019, said they normally park and stride to school.

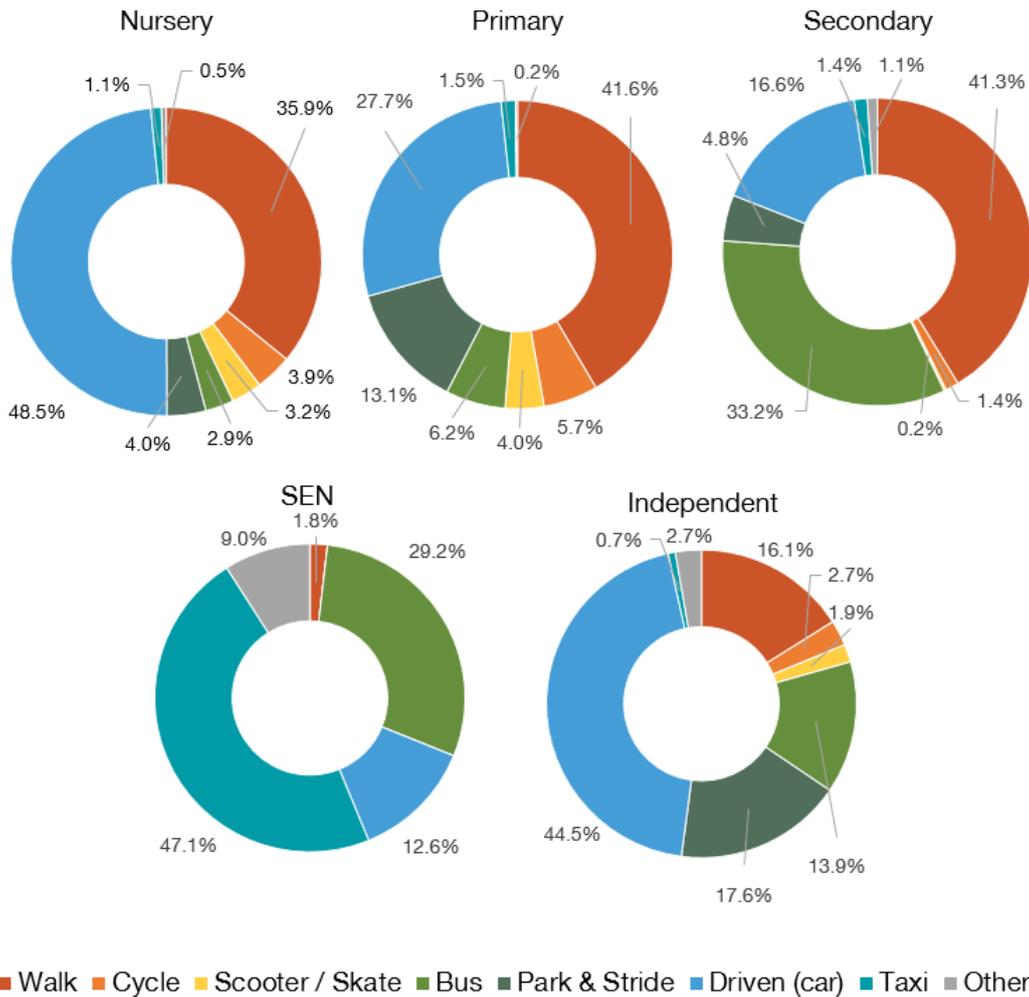
Private motorised travel

25.5% of pupils (120,390) surveyed in 2019 said they normally travel to school using only a private motorised mode of transport. 23.8% of pupils (112,440) said they are normally driven to school (via a private car), and 1.7% (7,950) normally travel to school by taxi.

Other

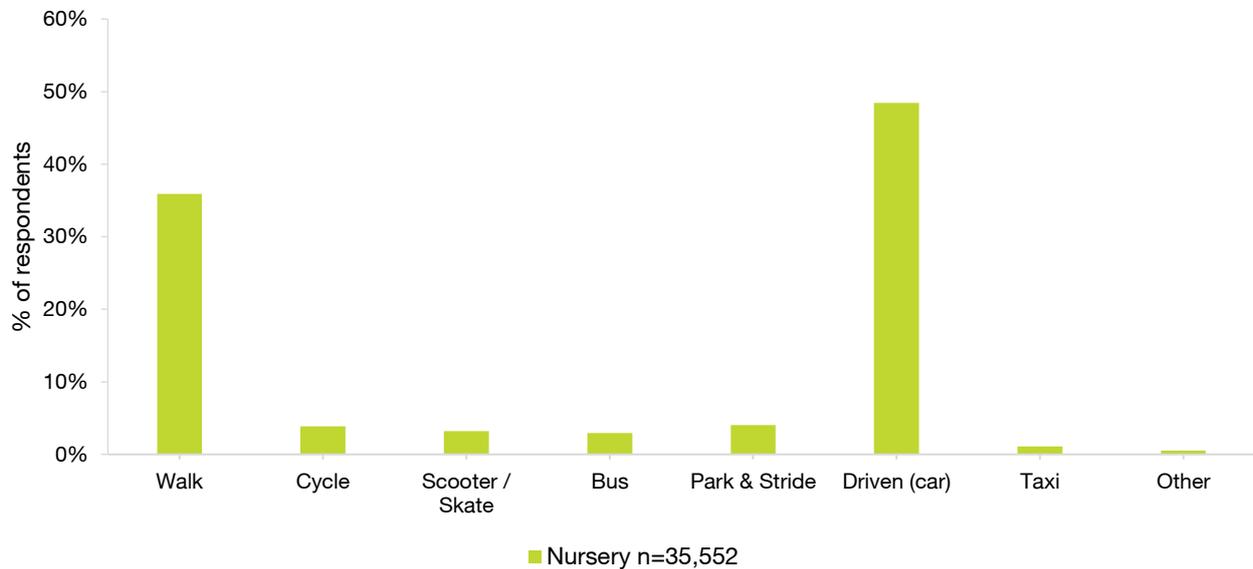
0.6% of pupils (2,755) indicated they travel to school by other means.⁴²

Chart 6-2: National travel modes: pupil responses by school type, 2019.⁴³



6.2 Nursery results

Chart 6-3: National travel modes: proportion of participating nursery children travelling by different modes, 2019.⁴⁴



Active travel

43.0% of nursery children surveyed in 2019 said they normally travel to nursery in an active way, without any form of motorised transport. Of the active modes, walking was the most frequent mode, reported by 35.9% of nursery children. 3.9% of nursery children said they normally cycle to nursery, and 3.2% said they normally scooter or skate.

Public sustainable travel

2.9% of nursery children surveyed in 2019, said they normally travel to nursery by bus.

Multi-mode travel

4.0% of nursery children surveyed in 2019, said they normally park and stride to nursery.

Private motorised travel

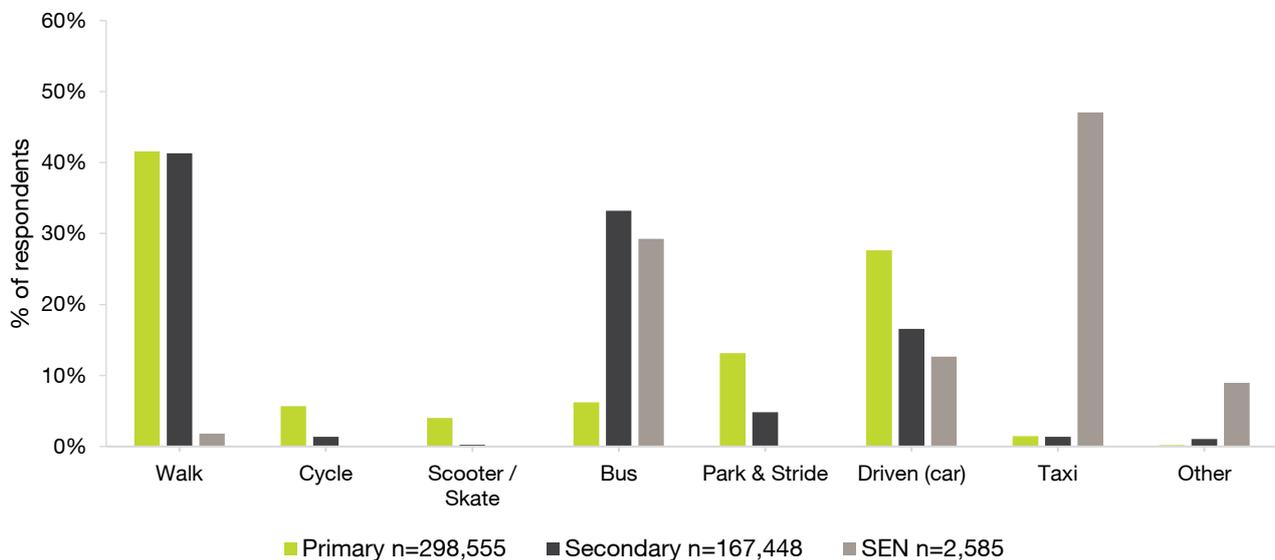
49.5% of nursery children surveyed in 2019, reported normally travelling to school by private motorised transport, 48.5% driven by car and 1.1% by taxi.

Other

0.5% of nursery children surveyed in 2019, indicated they travel to nursery by other means.⁴²

6.3 All state school comparison

Chart 6-4: National travel modes: proportion of participating pupils travelling by different modes, by state school type (primary, secondary and SEN), 2019.⁴⁴



Active travel

Primary school pupils in 2019 reported the highest level of active travel to school out of all school types, at 51.3%, followed by secondary school pupils at 42.9%.⁴⁵ 41.6% of primary school pupils reported normally walking to school compared to 41.3% of secondary and 1.8% of SEN school pupils. 5.7% of primary school pupils reported normally cycling to school compared to 1.4% of secondary school pupils.⁴⁴ 4.0% of primary school pupils reported normally scootering or skating to school compared to 0.2% of secondary school pupils.⁴⁴

Public sustainable travel

The highest level of bus usage in 2019 is reported in secondary schools, at 33.2% of pupils, compared to 29.2% of SEN pupils and just 6.2% among primary school pupils.

Multi-mode travel

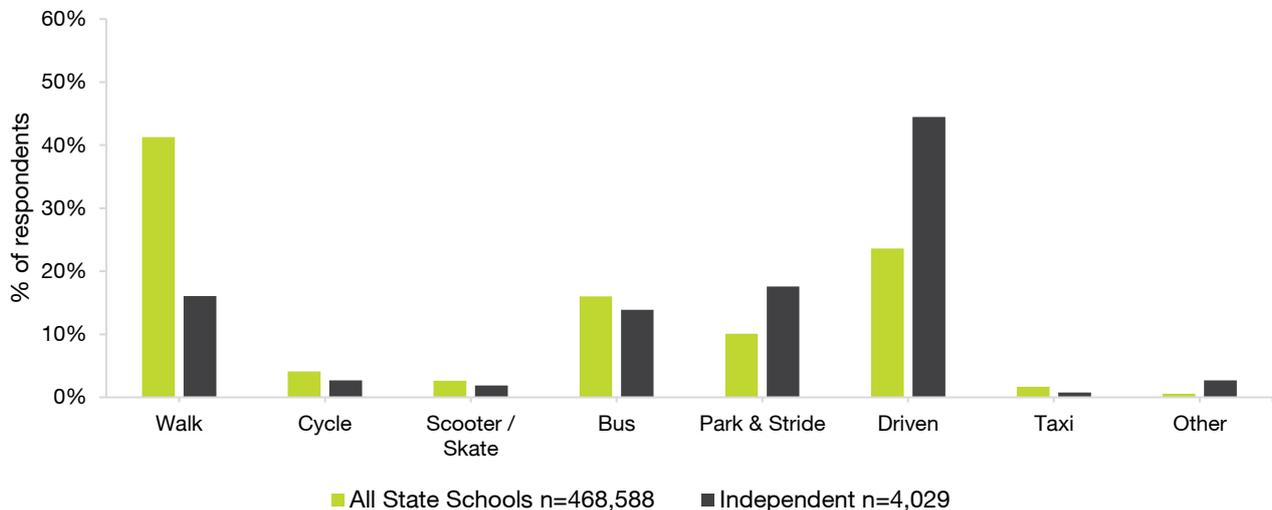
In 2019, 13.1% of primary school pupils reported park and stride as their usual mode of travelling to school, compared to 4.8% of secondary school pupils.⁴⁴

Private motorised travel

Secondary school pupils in 2019 reported the lowest levels of travel to school using private motorised transport of all school types, at 18.0%. This is less than the 29.1% of primary school pupils and 59.7% of SEN school pupils who reported normally doing so. 12.6% of SEN pupils are normally driven to school in a car, compared to 16.6% of secondary and 27.7% of primary school pupils. 47.1% of SEN pupils reported normally using a taxi to travel to school. Neither primary (1.5%) nor secondary (1.4%) school pupils reported high levels of normally using a taxi to travel to school in 2019.

6.4 State and independent school comparison

Chart 6-5: National travel modes: proportion of participating pupils travelling by different modes, by state schools (excluding nursery) and independent schools, 2019.⁴⁶



Active travel

In 2019, pupils in state schools reported higher active travel levels compared to independent schools, with 48.0% of state school pupils either walking, cycling, scootering or skating, compared to 20.6% of independent school pupils. This trend is true of each active mode of travel. For state schools, 41.3%, 4.1% and 2.7% of pupils reported normally travelling to school by walking, cycling and scootering or skating, respectively, compared to 16.1%, 2.7% and 1.9% of independent school pupils.

Public sustainable travel

16.0% of state school pupils reported normally travelling to school by bus compared to 13.9% of independent school pupils.

Multi-mode travel

10.1% of state school pupils reported normally travelling to school using multiple modes, compared to 17.6% of independent school pupils.

Private motorised travel

25.3% of state school pupils normally travel to school using private motorised modes compared to 45.2% of independent school pupils. A higher proportion of independent school pupils normally travel to school by car (44.5%) than state school school pupils (23.6%). 1.7% of state school pupils reported normally travelling to school by taxi compared to 0.7% of independent school pupils

6.5 Response rates: schools

In 2019, a total of 3,109 schools and nurseries took part in the survey. All 32 local authorities in Scotland participated in the Hands Up Scotland Survey during the designated survey week (9th to 13th September 2019).

2,841 nurseries and 2,561 schools received the survey, either directly from their local authority officers or via an email link sent by the online survey platform. The survey was sent to 2,481 state schools⁴⁷, representing 99.5% of all state schools in Scotland.

A total of 1,128 nurseries and 1,981 schools responded to the survey. 1,968 state schools took part, representing 79.3% of state schools receiving the survey and 78.9% of all state schools in Scotland.

Table 6-1: National response rates: number and proportion of schools responding to the survey, 2019.⁴⁸

School type	Number of schools which received survey	% of all schools in Scotland which received survey ⁴⁹	Number of schools which returned data	% of schools receiving survey which returned data	% of all schools in Scotland which returned data
Nursery	2,841	N/A	1,128	39.7%	N/A
Primary	2,008	100.1%	1,648	82.1%	82.2%
Secondary	357	99.7%	273	76.5%	76.3%
SEN	116	89.2%	47	40.5%	36.2%
Independent	80	N/A	13	16.3%	N/A
All state schools (excluding nursery)	2,481	99.5%	1,968	79.3%	78.9%
All schools (excluding nursery)	2,561	N/A	1,981	77.4%	N/A

6.6 Response rates: pupils

Responses were received from 35,552 nursery children and 472,617 school pupils, amounting to 508,169 pupil responses overall. 468,588 state school pupils took part, which equates to 67.2% of all state school pupils enrolled in Scotland.

Table 6-2: National response rates: number of pupils responding to the survey by school type, and proportion of respondents from the total roll by each school type, 2019.⁵⁰

School type	Number of pupil respondents	% of Scottish state school roll
Nursery	35,552	N/A
Primary	298,555	74.9%
Secondary	167,448	57.3%
SEN	2,585	37.5%
Independent	4,029	N/A
All state schools (excluding nursery)	468,588	67.2%
All schools (excluding nursery)	472,617	N/A
All schools and nurseries	508,169	N/A

For further information on response rates, please see Technical Notes 8.2, 8.3 and 8.4.

6.7 Data tables: 2019 results

These data tables contain a further breakdown of results presented throughout section 6.

Where a percentage represents a value of between one and four pupils, it has been suppressed to maintain anonymity of respondents and replaced with an asterisk (*). Where suppressed data is included in the mode category calculation, the value for that category has also been suppressed.

Table 6-3: National travel categories: by school type, 2019.⁴⁴

School type	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
Nursery	43.0%	2.9%	4.0%	49.5%	0.5%	35,552
Primary	51.3%	6.2%	13.1%	29.1%	0.2%	298,555
Secondary	42.9%	33.2%	4.8%	18.0%	1.1%	167,448
SEN	1.8%	29.2%	*	59.7%	9.0%	2,585
Independent	20.6%	13.9%	17.6%	45.2%	2.7%	4,029

Table 6-4: National travel modes: by school type, 2019.⁴⁴

School type	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Nursery	35.9%	3.9%	3.2%	2.9%	4.0%	48.5%	1.1%	0.5%	35,552
Primary	41.6%	5.7%	4.0%	6.2%	13.1%	27.7%	1.5%	0.2%	298,555
Secondary	41.3%	1.4%	0.2%	33.2%	4.8%	16.6%	1.4%	1.1%	167,448
SEN	1.8%	*	*	29.2%	*	12.6%	47.1%	9.0%	2,585
Independent	16.1%	2.7%	1.9%	13.9%	17.6%	44.5%	0.7%	2.7%	4,029

Table 6-5: National travel modes: by school type and year group, 2019.⁵¹

School Type Year Group	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Primary									
P1-4	39.6%	5.1%	4.3%	6.1%	12.8%	30.4%	1.5%	0.2%	154,579
P5-7	44.0%	6.5%	3.7%	6.5%	13.9%	23.9%	1.3%	0.2%	115,781
Secondary									
S1-3	40.4%	1.5%	0.2%	34.7%	5.3%	15.7%	1.4%	1.0%	85,109
S4-6	39.2%	1.0%	0.3%	33.7%	4.4%	18.9%	1.4%	1.1%	56,628
SEN									
P1-4	2.0%	0.0%	*	28.8%	*	22.9%	38.8%	7.3%	510
P5-7	2.3%	0.0%	*	33.3%	*	16.0%	43.0%	4.6%	474
S1-3	2.0%	*	0.0%	27.5%	*	13.9%	48.3%	8.2%	404
S4-6	2.6%	*	0.0%	31.7%	*	12.3%	44.0%	9.1%	341
Independent									
P1-4	12.3%	3.3%	3.1%	6.1%	20.9%	53.2%	*	*	1,119
P5-7	16.7%	2.3%	0.5%	12.6%	19.1%	47.4%	0.5%	1.0%	1,139
S1-3	18.4%	1.1%	*	23.2%	15.7%	34.9%	*	5.5%	750
S4-6	19.9%	1.3%	0.0%	26.0%	9.9%	33.8%	1.4%	7.8%	628

7 Trends in the 2010-2019 results

A number of factors may impact on travel behaviour from year to year (e.g. weather conditions, school mergers, closures and relocations) as well as policies and schemes introduced by central government, local government or individual schools. Response rates may vary between years so the results are not directly comparable.

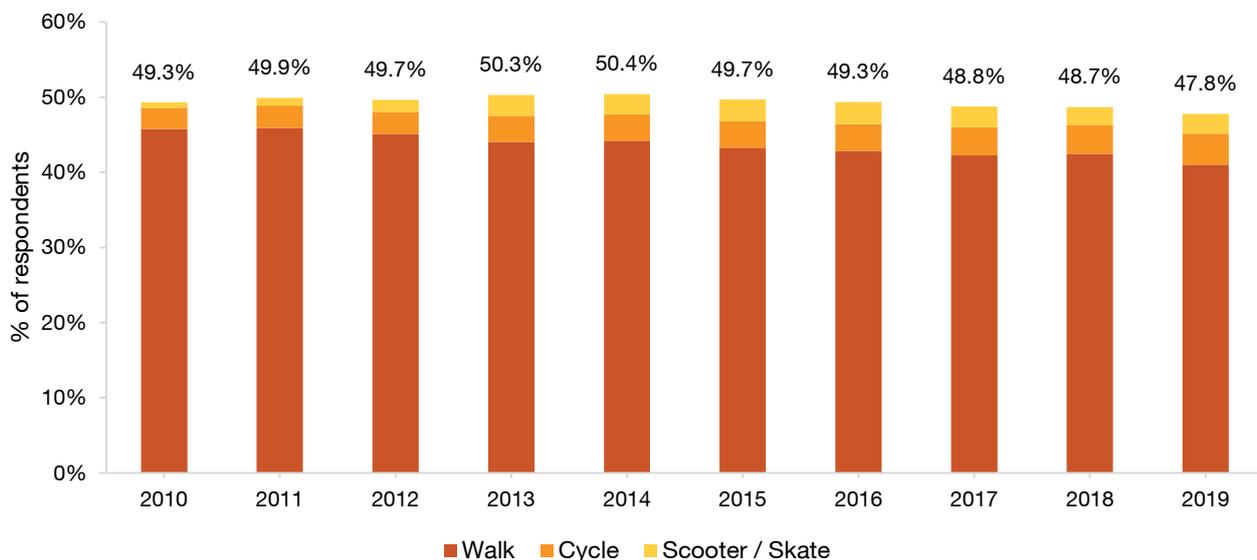
Percentage point change has been calculated based on the rounded figures presented in this summary report.⁵² Where the number of responses is low, care should be taken when interpreting results and fields with a small number of responses may see large changes in percentages between years.

For reference, with regard to national all school trends (primary, secondary, SEN and independent combined; 472,617 pupils), a 0.1pp change is equivalent to roughly 500 pupils.

7.1 All school results

Active travel

Chart 7-1: Active travel mode share amongst participating pupils from all schools (excluding nursery), 2010-2019.⁴⁰



Since 2010, active travel to school has remained the **most frequently reported mode of travel to school** in Scotland.

In 2010, 49.3% of pupils in all schools (excluding nursery) reported travelling actively to school. This percentage has fluctuated over the past ten years with a high of 50.4% (2014) and a low of 47.8% (2019), but has followed a declining trend since 2014. Primary and nursery schools show a downward trend since 2014. Independent schools have seen increases over the past few years, and secondary and SEN schools have only had small fluctuations in levels of active travel to school over the past ten years.

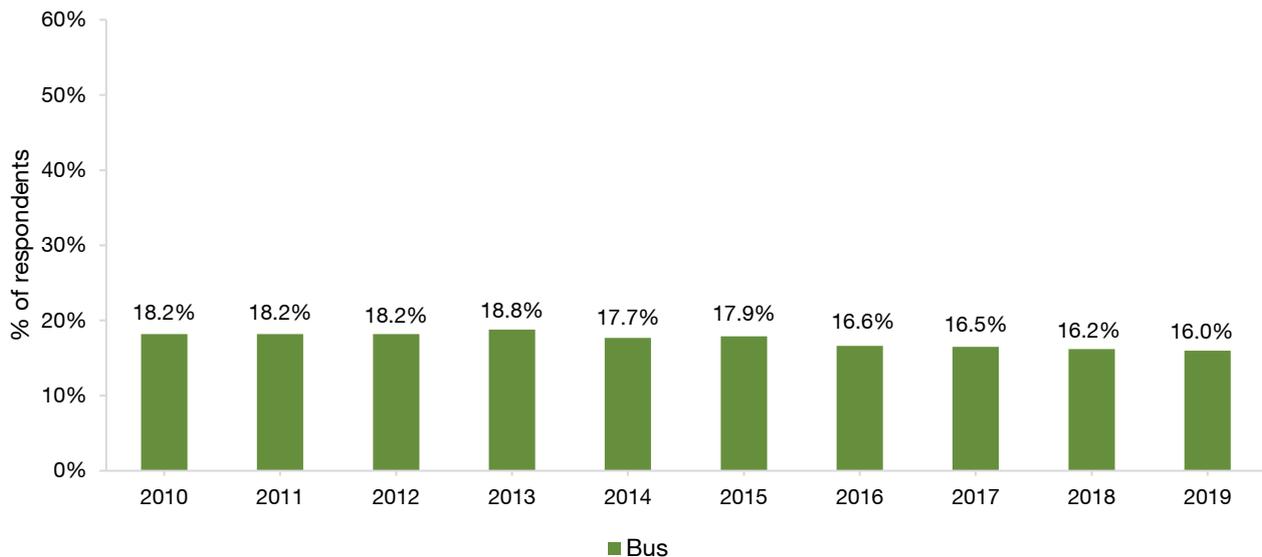
Overall there has been a steady decline in the proportion of pupils reporting walking to school, from 45.8% in 2010 to the lowest recorded level of 41.0% in 2019. Of the school types surveyed, primary schools have shown the largest decrease in walking levels (from 48.7% in 2010 to 41.6% in 2019).

The survey has recorded **an increasing trend in cycling** in all schools (excluding nursery) from 2.8% in 2010 **to the highest recorded levels of 4.1% in 2019.** Every year between 2014 and 2018 survey years, there was an increase of 0.1pp, with a further 0.3pp increase between 2018 and 2019 (from 3.8% to 4.1%). The largest increase in cycling since 2010 has been seen in primary schools (from 3.7% in 2010 to 5.7% in 2019). Between 2018 and 2019, cycling in independent schools increased from 2.0% to 2.7%.

The percentage of pupils who say they normally scooter or skate to school increased from 0.7% in 2010 to 2.8% in 2013. Between 2014 and 2019 levels have remained fairly stable ranging from 2.7% to 2.9%, although there was a fall to 2.4% in 2018.

Public sustainable travel

Chart 7-2: Mode share amongst participating pupils from all schools (excluding nursery) within the public sustainable travel category, 2010-2019.⁴⁰



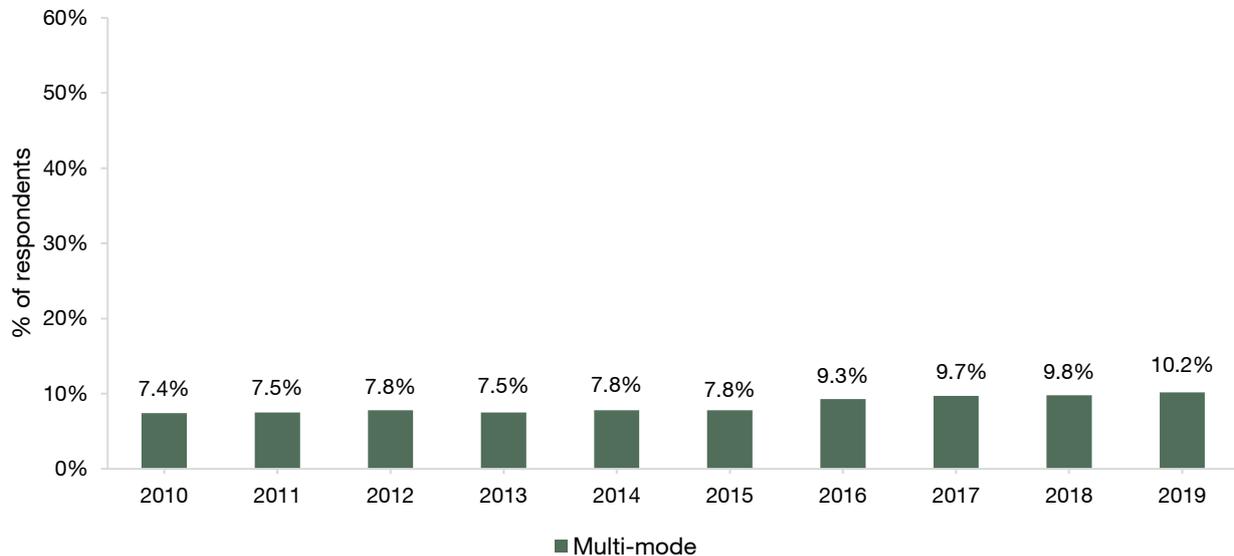
Overall, the proportion of pupils using the **bus has decreased** from 18.2% in 2010 to 16.0% in 2019. Since 2015, the reported proportion of bus use has fallen every year, with 2019 showing the lowest ever reported proportion of bus use.

A decreasing trend in the proportion of pupils using the bus is seen amongst primary pupils, from 8.0% in 2010 to 6.2% in 2019, however, levels have risen very slightly between 2018 and 2019 (from 6.1% in 2018). There has also been a decrease in the proportion of secondary pupils using the bus, from 36.0% in 2010 to 33.2% in 2019, however, levels have risen very slightly since 2018 (from 33.0% in 2018 to 33.2% in 2019).

The overall fall in bus use between 2018 and 2019 is a result of decreased bus use reported amongst independent and SEN schools. In independent schools, bus use fell by 6.8pp from 20.7% in 2018 to 13.9% in 2019, which is the lowest ever reported level. In SEN schools, bus use fell by 5.2pp, between 2018 and 2019, to 29.2%.

Multi-mode travel

Chart 7-3: Mode share amongst participating pupils from all schools (excluding nursery) within the multi-mode travel category, 2010-2019.⁴⁰

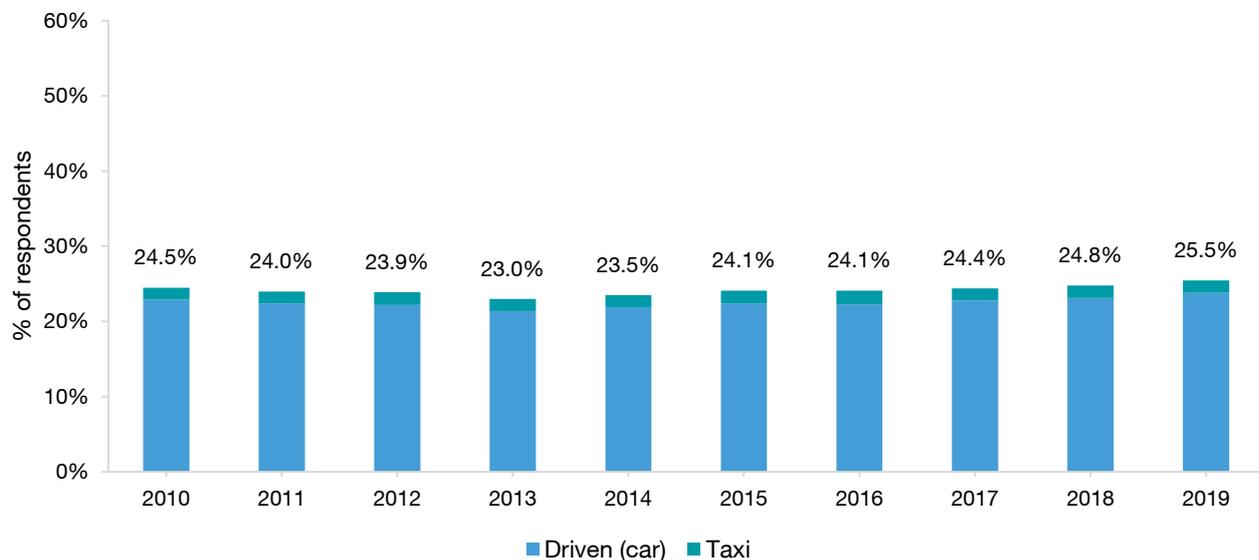


The percentage of pupils normally **travelling to school by park and stride has increased** from 7.4% in 2010 to a high of 10.2% in 2019. Between 2010 and 2015, park and stride use rose slowly to 7.8%. Between 2015 and 2016, this increased by 1.5pp (to 9.3% in 2016), and has since increased by a further 0.8pp in 2019.

Park and stride has steadily risen amongst primary pupils from 9.6% in 2010 to a high of 13.1% in 2019. The largest increases have been from 2015 to 2017, increasing from 10.0% in 2015, to 11.7% in 2016 and 12.6% in 2017. 17.6% of independent pupils in 2019 indicated they travelled to school by park and stride; an increase of 12.6pp from 5.0% in 2010. This is the highest ever reported level of park and stride use amongst independent pupils. Park and stride levels saw a rise between 2010 and 2016 amongst secondary pupils, from 4.1% to 4.8%. Since 2016, levels have remained fairly stable.

Private motorised travel

Chart 7-4: Mode share amongst participating pupils from all schools (excluding nursery) within the private motorised travel category, 2010-2019.⁴⁰



Levels of pupils in all schools (excluding nursery) travelling to school using private motorised transport have fluctuated over the last ten years, and since the low of 23.0% in 2013 **there has been a trend of increasing private motorised transport use, with a high of 25.5% in 2019.**

The proportion of pupils being driven to school in 2019 has increased from 2010 levels, from 22.9% in 2010 to the highest recorded level of 23.8% in 2019. The proportion of pupils being driven to school had declined between 2010 and 2013, but has increased since 2013. Between 2018 and 2019, the proportion of pupils being driven increased by 0.6pp, from 23.1% to 23.8%. Taxi use is the least frequently reported of the motorised travel modes and use has remained fairly consistent over the past ten years of the survey, ranging between 1.6% and 1.8%.

In 2019, SEN school pupils reported the highest proportion of use of private motorised travel at 59.7%, with 47.1% travelling to school by taxi and 12.6% being driven by car. The use of private motorised travel by SEN school pupils has increased by 9.7pp since 2010, however, levels have fluctuated largely between years. Independent school pupils have consistently reported high levels of private motorised travel, with levels fluctuating over the past ten years. Between 2010 and 2019 private motorised travel in independent schools has increased from 43.7% to 45.2%, though there has been a drop from 47.3% in 2018. Secondary school pupils consistently report the lowest use of private motorised travel, but the levels have been increasing. Private motorised travel amongst secondary school pupils has increased from 15.9% in 2010 to 18.0% in 2019. Amongst primary school pupils, reported use of private motorised transport is slightly lower in 2019 (29.1%) compared to 2010 (28.9%). Following a low of 27.3% in 2013, there has been a general pattern of increased use of private motorised travel by primary school pupils.

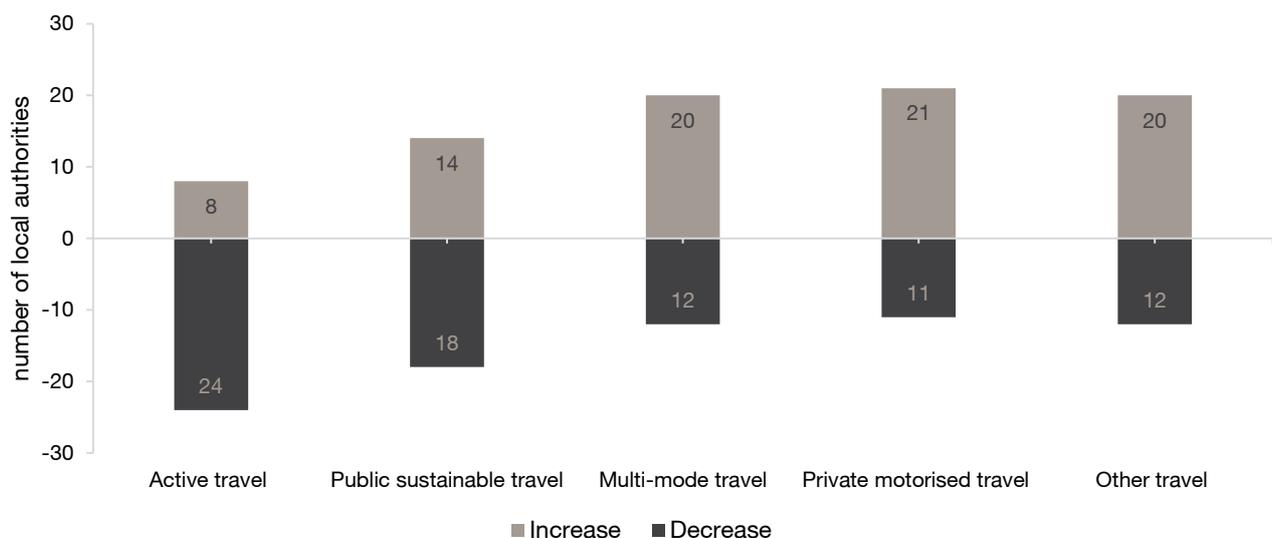
Other travel

The percentage of pupils travelling to school by other modes has fluctuated between a low of 0.3% in 2011 and a high of 0.6% in 2016 and 2019. The percentage of SEN pupils that reported travelling by other means has decreased from 21.3% in 2010 to 9.0% in 2019. SEN pupils reporting travelling by other modes has fluctuated considerably across the years, between a low of 1.1% in 2011 and a high of 21.3% in 2010. It is possible that 'other' in the context of SEN schools refers to local authority taxis or other transport provided by the local authority or school.

7.2 Changes in mode share at local authority level

The number of local authorities experiencing an increase or decrease in the proportion of pupils travelling by each mode type between 2018 and 2019 is shown below. The statistics below cover all 32 local authorities that responded in both 2018 and 2019. The magnitude of change is not illustrated here. For more detailed information on local authority mode share, refer to table 3.1 onwards in the national excel summary report.⁵³

Chart 7-5: Change in pupil travel mode share between 2018 and 2019 at the local authority level.



Active travel: There was an increase in active travel levels in eight local authorities, and a decrease in 24, between 2018 and 2019.

Public sustainable travel: There was an increase in public sustainable travel levels in 14 local authorities, and a decrease in 18, between 2018 and 2019.

Multi-mode travel: There was an increase in multi-mode travel levels in 20 local authorities, and a decrease in 12, between 2018 and 2019.

Private motorised travel: There was an increase in motorised travel levels in 21 local authorities, and a decrease in 11, between 2018 and 2019.

Other travel: There was an increase in other travel levels in 20 local authorities, and a decrease in 12, between 2018 and 2019.

7.3 Response rates

Survey receipt and response rates as a percentage of all schools in Scotland and Scottish school roll are calculated using the Scottish Government Education Statistics. Data on both the number of schools and their pupil roll are available for state primary, secondary and SEN schools. Pupil roll numbers are not published for state nursery or independent schools in Scotland. It is therefore not possible to calculate receipt or response rates for nursery or independent school types.

Local authority participation

All 32 local authorities in Scotland participated in the Hands Up Scotland Survey between 2010 and 2015 and again from 2017 to 2019. 29 local authorities participated in 2008 and 31 local authorities participated in 2009 and 2016.

School responses (excluding nursery)

The total number of state schools responding to the Hands Up Scotland Survey has increased from 1,917 in 2018 to 1,968 in 2019. During the years the survey has been conducted, the highest number of state schools responded in 2015 (2,045).

State school responses as a proportion of all state schools in Scotland increased from 76.0% in 2010 to 81.1% in 2015. Since 2016, levels have fluctuated between 76.0% and 79.1%, with 78.9% of all state schools responding in 2019.⁴⁷

Table 7-1: National response rates: number of state and all schools (excluding nursery) responding to the survey, and state schools responding as a proportion of all state schools in Scotland, 2010-2019.⁴⁸

Year	Number of state schools responding	% of Scottish state schools	Number of schools responding
2010	1,977	76.0%	1,987
2011	1,885	73.1%	1,893
2012	1,969	77.0%	1,982
2013	2,004	78.7%	2,017
2014	2,036	80.5%	2,052
2015	2,045	81.1%	2,060
2016	1,923	76.0%	1,938
2017	1,989	79.1%	2,009
2018	1,917	76.5%	1,930
2019	1,968	78.9%	1,981

Pupil responses

The number and percentage of state school pupils responding to the Hands Up Scotland Survey has fluctuated year by year, but increased from 435,770 (64.9% of all state school pupils enrolled in Scotland) in 2010 to 468,588 (67.2%) in 2019. The highest pupil response rate of 480,155 (70.9%) was recorded in 2014.

The total number of pupils from all schools (excluding nursery) responding to the survey has followed a similar trend and has fluctuated year by year, from a low of 427,104 in 2011 to a high of 487,147 in 2014, decreasing again to 472,617 in 2019.

Chart 7-6: National response rates: number of responses from state school pupils and all school pupils (excluding nursery), 2010-2019.⁵⁰

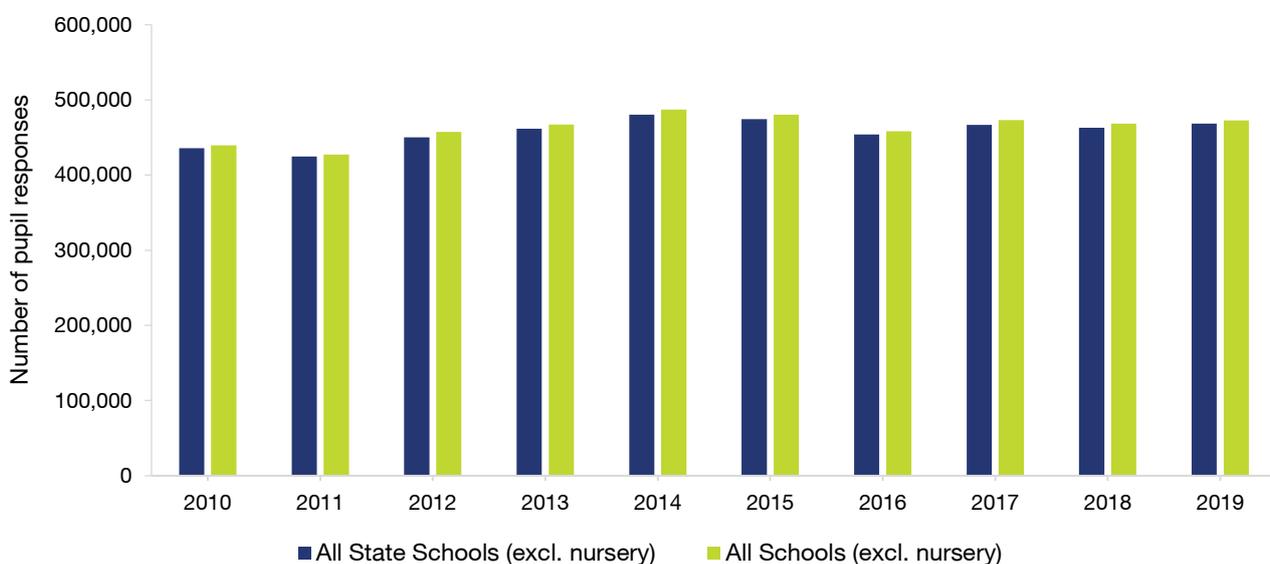


Table 7-2: National response rates: number of state and all school pupils (excluding nursery) responding to the survey, and state school pupils responding as a proportion of all pupils in Scotland, 2010-2019.

Year	Number of state school pupil respondents	% of Scottish state school roll	Number of school pupil respondents
2010	435,770	64.9%	439,401
2011	424,829	63.5%	427,104
2012	450,192	67.1%	457,488
2013	461,707	67.7%	467,397
2014	480,155	70.9%	487,147
2015	474,200	69.7%	480,161
2016	454,037	66.3%	458,145
2017	466,956	67.8%	473,160
2018	462,940	66.8%	468,537
2019	468,588	67.2%	472,617

For considerations relating to response rates, please see Technical Notes 8.2, 8.3 and 8.4.

Nursery schools responses

No nursery schools were approached to participate in the first Hands Up Scotland Survey in 2008. Since then, a concerted effort has been made to increase participation among nursery schools. The total number of nurseries responding to the Hands Up Scotland Survey increased from 387 in 2010 to 1,128 in 2019.

Since 2017 automated emails have been sent to nurseries and day care of children establishments, inviting them to participate in the survey and providing them with a link to access the survey.

The greatest number of nursery children responding was recorded in 2017, with 41,845 responses. However 2019 levels still remain high with 35,552 nursery children responding.

Table 7-3: Nursery participation: number of nursery schools and children responding to the survey, 2010-2019.⁵⁴

Year	Number of nurseries responding	Number of nursery children respondents
2010	387	13,349
2011	423	14,038
2012	523	19,411
2013	540	19,737
2014	539	19,911
2015	590	21,398
2016	452	17,933
2017	1,225	41,845
2018	1,077	36,352
2019	1,128	35,552

Schools returning data by class

Since 2017, there has been a decrease in the proportion of all schools returning data by class. In 2019, 89.0% of schools returned data by class compared to a high of 95.0% in 2017, a 6.0pp decrease. However, the number of schools returning data by class in 2019 still remains substantially higher than in the years before 2017. The proportion of schools returning data by class had varied between a low of 62.9% in 2016 and a high of 77.9% in 2015.

Of state primary and secondary schools that returned data, 90.1% and 85.7% returned data by class respectively in 2019.⁵⁵

7.4 Mode comparison: 2010-2019 results

The charts and tables in this section provide a further breakdown of results presented throughout section 7. This allows for a comparison of travel modes over time in all schools (excluding nursery) and all state schools (excluding nursery).

Chart 7-7: National travel modes: all schools (excluding nursery), 2010-2019.

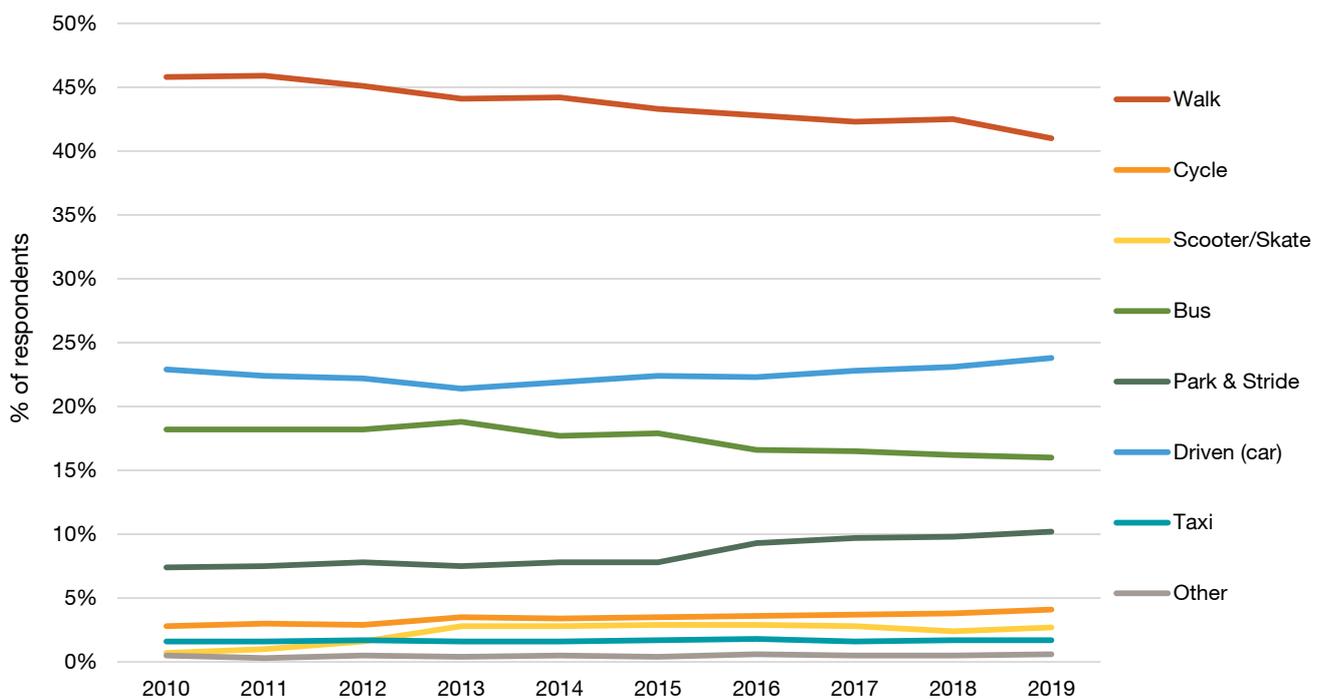
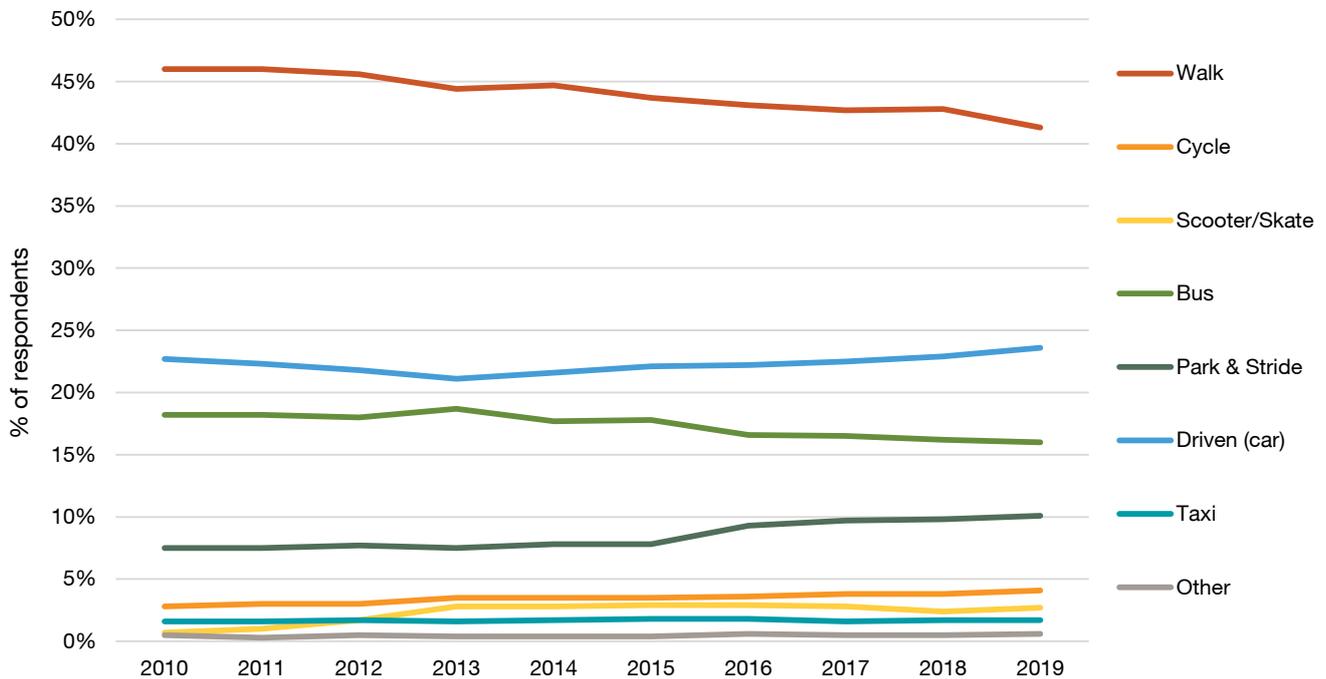


Chart 7-7 presents the modes of travel to school used over the past ten years across all schools (excluding nursery). Since 2010, there has been a steady decline in walking (-4.8pp) and bus use (-2.2pp), coupled with increasing levels of cycling (+1.3pp), scootering or skating (+2.0pp), and using park and stride (+2.8pp) to get to school. Pupils being driven to school by car has increased by 0.9pp since 2010. Taxi and other mode use has remained fairly stable.

Table 7-4: National travel modes: all schools (excluding nursery), 2010-2019.⁴⁰

Year	Walk	Cycle	Scooter/Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
2010	45.8%	2.8%	0.7%	18.2%	7.4%	22.9%	1.6%	0.5%	439,401
2011	45.9%	3.0%	1.0%	18.2%	7.5%	22.4%	1.6%	0.3%	427,104
2012	45.1%	2.9%	1.6%	18.2%	7.8%	22.2%	1.7%	0.5%	457,488
2013	44.1%	3.5%	2.8%	18.8%	7.5%	21.4%	1.6%	0.4%	467,397
2014	44.2%	3.4%	2.8%	17.7%	7.8%	21.9%	1.6%	0.5%	487,147
2015	43.3%	3.5%	2.9%	17.9%	7.8%	22.4%	1.7%	0.4%	480,161
2016	42.8%	3.6%	2.9%	16.6%	9.3%	22.3%	1.8%	0.6%	458,145
2017	42.3%	3.7%	2.8%	16.5%	9.7%	22.8%	1.6%	0.5%	473,160
2018	42.5%	3.8%	2.4%	16.2%	9.8%	23.1%	1.7%	0.5%	468,537
2019	41.0%	4.1%	2.7%	16.0%	10.2%	23.8%	1.7%	0.6%	472,617

Chart 7-8: National travel modes: all state schools (excluding nursery), 2010-2019.



Comparing Chart 7-7 and Chart 7-8, there is little difference in the distribution of mode share for travel to school, over the last ten years, between the all schools (excluding nursery) and the all state schools (excluding nursery) data subsets.

Table 7-5: National travel modes: all state schools (excluding nursery), 2010-2019.⁵⁶

Year	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
2010	46.0%	2.8%	0.7%	18.2%	7.5%	22.7%	1.6%	0.5%	435,770
2011	46.0%	3.0%	1.0%	18.2%	7.5%	22.3%	1.6%	0.3%	424,829
2012	45.6%	3.0%	1.7%	18.0%	7.7%	21.8%	1.7%	0.5%	450,192
2013	44.4%	3.5%	2.8%	18.7%	7.5%	21.1%	1.6%	0.4%	461,707
2014	44.7%	3.5%	2.8%	17.7%	7.8%	21.6%	1.7%	0.4%	480,155
2015	43.7%	3.5%	2.9%	17.8%	7.8%	22.1%	1.8%	0.4%	474,200
2016	43.1%	3.6%	2.9%	16.6%	9.3%	22.2%	1.8%	0.6%	454,037
2017	42.7%	3.8%	2.8%	16.5%	9.7%	22.5%	1.6%	0.5%	466,956
2018	42.8%	3.8%	2.4%	16.2%	9.8%	22.9%	1.7%	0.5%	462,940
2019	41.3%	4.1%	2.7%	16.0%	10.1%	23.6%	1.7%	0.6%	468,588

Chart 7-9: National travel categories: all schools (excluding nursery), 2010-2019.

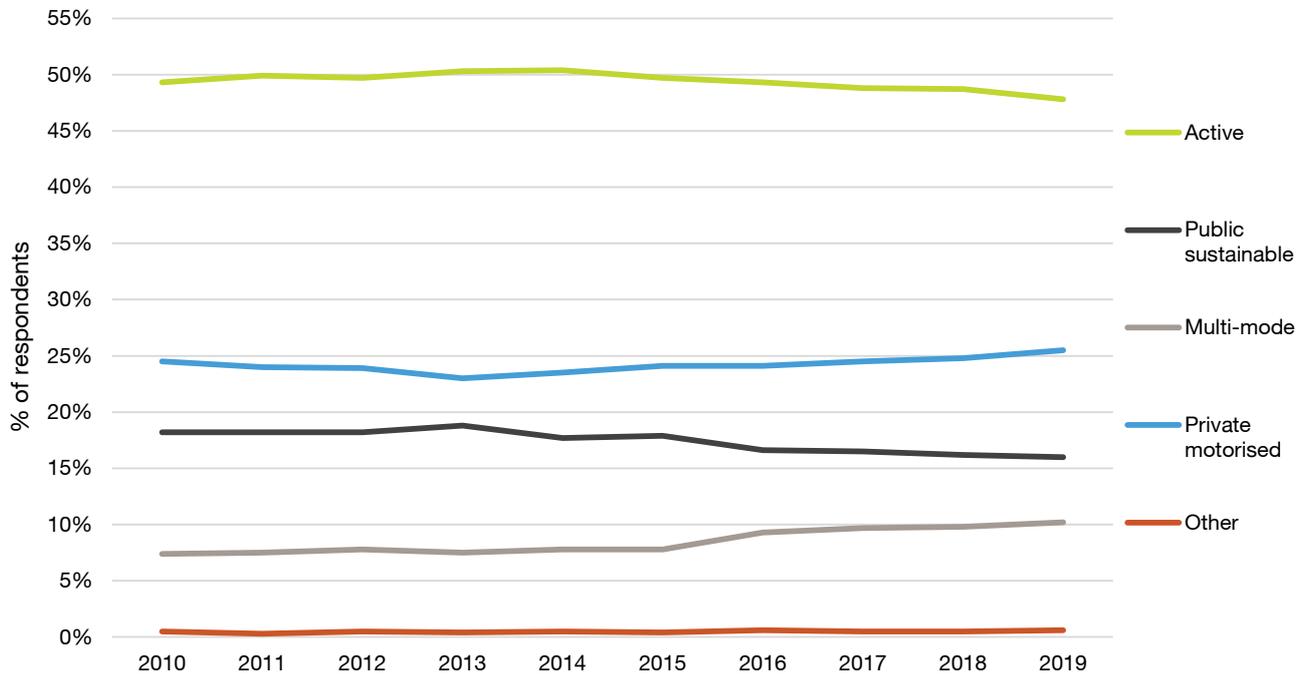


Chart 7-9 presents the broad mode of travel to school categories used over the past ten years in all schools (excluding nursery). Since 2010, there has been a steady decline in active travel (-1.5pp) and public sustainable travel use (-2.2pp), coupled with increasing levels of private motorised transport (+1pp) and multi-mode travel (+2.8pp) to get to school.

Table 7-6: National travel categories: all schools (excluding nursery), 2010-2019.

Year	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
2010	49.3%	18.2%	7.4%	24.5%	0.5%	439,401
2011	49.9%	18.2%	7.5%	24.0%	0.3%	427,104
2012	49.7%	18.2%	7.8%	23.9%	0.5%	457,488
2013	50.3%	18.8%	7.5%	23.0%	0.4%	467,397
2014	50.4%	17.7%	7.8%	23.5%	0.5%	487,147
2015	49.7%	17.9%	7.8%	24.1%	0.4%	480,161
2016	49.3%	16.6%	9.3%	24.1%	0.6%	458,145
2017	48.8%	16.5%	9.7%	24.5%	0.5%	473,160
2018	48.7%	16.2%	9.8%	24.8%	0.5%	468,537
2019	47.8%	16.0%	10.2%	25.5%	0.6%	472,617

8 Technical notes

8.1 Data collection

- 8.1.1 Data collection for the Hands Up Scotland Survey occurs on an annual basis in the second week of September. In 2019, data collection took place between 9th and 13th September. However, data from schools conducting the survey within a grace period of 1 week either side of the official survey date was accepted and included in the analysis.
- 8.1.2 This approach is designed to produce a large national dataset which can be used to examine information on mode of travel to school in detail at a national, local authority and school level as well as by school type and year group.
- 8.1.3 Pupils of primary and secondary school age are asked to respond to the Hands Up Scotland Survey themselves. Assistance may be provided to nursery children or SEN school pupils by a parent, guardian or member of school staff.

8.2 Response rates

- 8.2.1 There are limitations to the comparability of data between years and school types because whilst survey design and methodology have remained consistent, response rates have varied considerably between years and also between school types.
- 8.2.2 Survey receipt and response rates as a percentage of equivalent schools in Scotland and equivalent Scottish school roll are calculated using the Scottish Government Education Statistics. Data on both the number of schools and their pupil roll is available for state primary, secondary and SEN schools from the Scottish Government. Pupil roll numbers are not published for state nursery or independent schools in Scotland.
- 8.2.3 Survey receipt and response rates as a percentage of Scottish/local authority school roll and as a percentage of all schools in Scotland/local authority are calculated using Scottish Government Education Statistics. This is available only for state primary, secondary and SEN schools. It is therefore not possible to calculate receipt or response rates for nursery or independent school types.

8.3 School type

- 8.3.1 'All state schools' includes primary, secondary and SEN schools only.
- 8.3.2 'All schools' includes primary, secondary, SEN and independent schools only.
- 8.3.3 Nursery data is presented separately as the number of nursery school respondents has more than tripled since data was first collected. This large increase in nursery pupils participating over a short space of time, had the potential to skew the national statistic in favour of nursery pupil travel and potentially present drastic changes in school travel modes over the years. In addition to this, nurseries have very different operating times compared to the other school types. For example, some nursery pupils only attend mornings, afternoons, and part of the week. Whereas those aged primary and up are in full time education.

8.4 Interpreting results

- 8.4.1 The aggregated national level results do not necessarily include the same pupils over time as the same local authorities/schools/pupils might not respond to the survey each year. The survey data is not weighted to take this into account. This may have implications for inter-year comparisons; particular caution should be applied when attempting to draw conclusions from small percentage point changes. For further information regarding school participation please refer to Table 1.5 *Local authority response rates: number of schools surveyed*, and Table 1.6 *Local authority response rates: number of schools returning data*, in the Hands Up Scotland Survey National Results data tables, available from Sustrans' website at: <http://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- 8.4.2 Where the number of responses is low (less than 100), care should be taken when interpreting results. Percentage statistics based on a small number of responses may see large annual fluctuations.
- 8.4.3 A number of variables may impact on travel behaviour from year to year (e.g. weather conditions, school mergers, closures and relocations) as well as policies and schemes introduced by central government, local government or individual schools. Therefore, caution should be applied when seeking to interpret annual variations.
- 8.4.4 As the Hands Up Scotland Survey is carried out over a one week period, weather conditions may differ considerably from year to year. It should be noted that weather conditions have an impact on travel choices and may influence pupil response to the survey, although the phrasing of the survey question aims to overcome this limitation as much as possible ('How do you normally travel to school?').
- 8.4.5 Due to rounding, row percentages may not always add up to 100.0%, and category totals may not always add up to the values presented for individual travel modes.
- 8.4.6 In 2008, the first year of the survey, Sustrans Scotland offered a prize draw as an incentive for school participation.
- 8.4.7 In 2013, Sustrans Scotland offered a prize draw as an incentive to receive responses from all year groups. Between 2012 and 2013, the percentage of state schools responding to the survey increased from 77.0% to 78.7%. However, it is not possible to ascertain whether a proportion of these schools were encouraged by the incentive or whether this increase in school responses was the continuation of an overall trend.
- 8.4.8 It is not possible to ascertain whether the survey mode options were read out in the same order in each school or class that participated between 2008 and 2015, as the mode options presented on the survey form were tabulated. The order of presentation was consistent between 2008 and 2012, and 2013 to 2015, but inconsistent between these two time periods. Since 2016, the modes have been listed, removing any ambiguity. It is not possible to ascertain whether any observed differences in mode share between these years were as a result of these changes, or other unrelated factors.
- 8.4.9 Percentage point changes have been calculated based on the rounded figures presented in this summary report. If users wish to calculate percentage point change based on unrounded figures, please refer to the relevant tables in the Hands Up Scotland Survey National Results data tables, available from Sustrans' website, available at: <https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

8.5 Confidentiality

- 8.5.1 Where a percentage represents a value of between one and four pupils, the statistic has been suppressed to maintain anonymity of respondents and the figure is replaced with an asterisk (*). Where suppressed data is included in the mode category calculation, the value for that category has also been suppressed.

8.6 Official Statistics Publication

- 8.6.1 The Hands Up Scotland Survey has been designated an Official Statistic in Scotland by Parliamentary Order and is produced in line with the UK Statistics Authority Code of Practice for Official Statistics. The code covers a range of measures, such as relevance, integrity, quality, accessibility, value for money and freedom from political influence.⁵
- 8.6.2 A Parliamentary Order was passed designating Sustrans as Official Statistics Providers as of 1st June 2012.⁴ The primary aim of Official Statistics in Scotland is to provide an accurate, up-to-date, comprehensive and meaningful picture of the economy and society to support the formulation and monitoring of economic and social policies by government and others.⁵
- 8.6.3 More information on the standards of Official Statistics in Scotland is available at: <http://www.gov.scot/Topics/Statistics/About>

8.7 Enquiries

- 8.7.1 For media enquiries relating to the information contained in this, or any other Hands Up Scotland Survey documents, please contact Sustrans' Press Office on 0131 346 3010 or email at press@sustrans.org.uk
- 8.7.2 Non-media enquiries about Hands Up Scotland Survey should be made to Sustrans' Hands Up Scotland Survey team, Sustrans Research & Monitoring Unit, 9 Haymarket Terrace, Edinburgh, EH12 5EZ or email: HandsUpScotland@sustrans.org.uk
- 8.7.3 Where users wish to undertake more detailed analyses for a specific project and these documents do not provide the required information or format, a data request may be submitted. To submit a data request, please read the information and download the data request form at: <https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- 8.7.4 Sustrans' Research and Monitoring Unit assesses the impacts of Sustrans' work and evaluates the interventions of partners and clients across the UK, including extensive work with schools and young people. More information is available at: <https://www.sustrans.org.uk/for-professionals/research-monitoring-and-evaluation/>

Endnotes

- ¹ For more information regarding the Hands Up Scotland Survey questions, please refer to: <https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ² For more information regarding the policy context, please refer to section 3 (page 5).
- ³ For more information on the UK Statistics Authority Code of Practice, please refer to: <http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html>
- ⁴ Official Statistics in Scotland are produced by the Scottish Government, Crown Bodies and a number of other public bodies named by Parliamentary Order in line with the UK Statistics Authority's Code of Practice for Official Statistics.
- ⁵ For more information on Official Statistics in Scotland, please refer to: <https://statistics.gov.scot/home>
- ⁶ Email: HandsUpScotland@sustrans.org.uk / Telephone: 0131 346 1384
- ⁷ To submit a data request, please read the information and download the data request form at: <https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁸ For more information on the Scottish Government's National Performance Framework, please refer to: <http://nationalperformance.gov.scot>
- ⁹ For more information about Transport Scotland's Active Travel Framework, please refer to: <https://www.transport.gov.scot/publication/active-travel-framework/key-policy-approaches-to-improving-the-uptake-of-walking-and-cycling-in-scotland-for-travel/>
- ¹⁰ For more information on Transport Scotland's 'A Long-Term Vision for Active Travel in Scotland 2030,' please refer to: <https://www.transport.gov.scot/media/33649/long-term-vision-for-active-travel-in-scotland-2030.pdf>
- ¹¹ For more information on Scotland's physical activity delivery plan, please refer to: <https://www.gov.scot/binaries/content/documents/govscot/publications/strategy-plan/2018/07/active-scotland-delivery-plan/documents/00537494-pdf/00537494-pdf/govscot%3Adocument/00537494.pdf>
- ¹² For more information on The UK Chief Medical Officers' physical activity guidelines, please refer to: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>
- ¹³ For more information on 'A more active Scotland: Building a Legacy from the Commonwealth Games,' please refer to: <http://www.gov.scot/Resource/0044/00444577.pdf>
- ¹⁴ For more information on the 'Curriculum for Excellence' please refer to: <https://education.gov.scot/Documents/health-and-wellbeing-eo.pdf>
- ¹⁵ For more information on the Children and Young People's Profile, please refer to: <https://www.scotpho.org.uk/population-groups/children-and-young-people/key-points/>
- ¹⁶ The SHANARRI indicators of wellbeing of children and young people in Scotland are: 'Safe', 'Healthy', 'Achieving', 'Nurtured', 'Active', 'Respected', 'Responsible' and 'Included'.
- ¹⁷ For more information on the SHANARRI indicators, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright/wellbeing>
- ¹⁸ For more information on the Children and Young People (Scotland) Act 2014, please refer to: <http://www.legislation.gov.uk/asp/2014/8/section/96/enacted>
- ¹⁹ For more information on the GIRFEC approach, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright>
- ²⁰ For more information on the Scottish Government's 'National Walking Strategy' please refer to: <http://www.gov.scot/Resource/0045/00452622.pdf>
- ²¹ For more information on Transport Scotland's 'Cycling Action Plan for Scotland 2017-2020,' please refer to: <https://www.transport.gov.scot/publication/cycling-action-plan-for-scotland-2017-2020/>
- ²² For more information on Transport Scotland's 'Strategic Road Safety Plan,' please refer to: https://www.transport.gov.scot/media/10323/ts_strategic_road_safety_plan_2016_digital_sep_2016.pdf
- ²³ For more information on 'Designing Streets' please refer to: <http://www.gov.scot/Publications/2010/03/22120652/0>
- ²⁴ For more information on 'Scotland's Road Safety Framework to 2020', please refer to: <https://www.transport.gov.scot/media/29622/j243698.pdf>
- ²⁵ For more information on the 'Environment' outcome in the Scottish Government's National Performance Framework, please refer to:

- <https://nationalperformance.gov.scot/national-outcomes/environment>
- ²⁶ For more information on the Scottish Government’s ‘Cleaner Air for Scotland strategy’, please refer to:
<http://www.gov.scot/Resource/0048/00488493.pdf>
- ²⁷ For more information on the Climate Change (Emissions Reductions Targets) (Scotland) Act 2019 and the Climate Change Plan: third report on proposals and policies 2018-2032 (RPP3) please refer to:
<http://www.legislation.gov.uk/asp/2019/15/contents/enacted>;
<https://www.gov.scot/publications/scottish-governments-climate-change-plan-third-report-proposals-policies-2018/>
- ²⁸ For more information on Transport Scotland’s National Transport Strategy and the National Transport Strategy 2 in detail, please refer to:
<https://www.transport.gov.scot/our-approach/national-transport-strategy/>;
<https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>
- ²⁹ For more information on Transport Scotland’s National Transport Strategy priority ‘Takes Climate Action’, please refer to:
<https://www.transport.gov.scot/our-approach/national-transport-strategy/national-transport-strategy-takes-climate-action/>
- ³⁰ For more information on Travel to School as measured by the Scottish Household Survey, please refer to:
<https://www.transport.gov.scot/media/45852/sct09199889061.pdf>
- ³¹ A list of the main statistical publications in relation to transport in Scotland is available from the Transport Scotland website:
<https://www.transport.gov.scot/publications/?publicationtype=1271>
- ³² For more information on the Scottish Health Survey, please refer to:
<https://www.gov.scot/publications/scottish-health-survey-2018-volume-1-main-report/>
- ³³ For more information on the Pupil Level Annual School Census in England, please refer to:
<https://www.gov.uk/government/collections/school-census>
- ³⁴ For more information on the Health Survey for England, please refer to:
<https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england>
- ³⁵ For more information on the UK National Travel Survey, please refer to:
<https://www.gov.uk/government/collections/national-travel-survey-statistics>
- ³⁶ For more information on the Northern Ireland Travel Survey, please refer to:
<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>
- ³⁷ For more information on travel data from the National Survey for Wales, please refer to:
<https://gov.wales/national-survey-wales>
- ³⁸ For more information on Mãos ao Ar Lisboa, please refer to:
https://www.lisboa.pt/fileadmin/cidade_temas/mobilidade/documentos/Relatorio_Maos_ao_Ar_2019.pdf
- ³⁹ Aberdeenshire, Clackmannanshire, East Ayrshire, East Renfrewshire, Fife, Midlothian, North Ayrshire and Scottish Borders opted for manual entry of the 2019 Hands Up Scotland Survey data by local authority officers and did not use the online survey platform.
- ⁴⁰ Table 2.1 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴¹ All schools: primary, secondary, SEN and independent schools in Scotland, excluding nursery.
- ⁴² Other modes of travel may include local authority transport and train, among others.
- ⁴³ Values for SEN pupils have been suppressed for cycle, scooter/ skate and park & stride and are therefore not presented here. Please see Technical Note 8.5.1.
- ⁴⁴ Table 2.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁵ Value(s) for SEN pupils have been suppressed and are therefore not presented here. Please see Technical Note 8.5.1.
- ⁴⁶ Table 2.2 and Table 2.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁷ All state schools: primary, secondary and SEN schools in Scotland, excluding nursery.
- ⁴⁸ Table 1.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁹ 7 primary schools not listed in Scottish Government education statistics were surveyed. 4 primary schools listed in Scottish Government education statistics were not surveyed.
- ⁵⁰ Table 1.1 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

⁵¹ Table 2.4 in supplementary National Results Excel file available to download from:

<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

⁵² For considerations relating to calculations of percentage point change, please see Technical Note 8.4.9.

⁵³ Tables 3.1 onwards in supplementary National Results Excel file available to download from:

<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

⁵⁴ Table 1.1 and Table 1.3 in supplementary National Results Excel file available to download from:

<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

⁵⁵ Further details of data returned by class can be found in tables 1.4, 1.7, 2.4 and 3.4 in supplementary National Results Excel file available to download from:

<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

⁵⁶ Table 2.2 in supplementary National Results Excel file available to download from:

<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>