

Travel to School in Scotland

Hands Up Scotland Survey 2020:
National Summary Report

June 2021



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 2020. Trends in the data are analysed for the last ten years, with the baseline year in this report being 2011.

In 2020



405,917 school pupils and **32,688 nursery children** took part. 401,656 state school pupils participated, which equates to 57.2% of all state school pupils enrolled in Scotland.

1,771 schools and **1,108 nurseries** took part. 1,756 state schools participated, which equates to 70.9% of all registered state schools in Scotland.

Between 2019 and 2020, there has been a 10.0 percentage point (pp) decrease in state school pupil response rate. The total number of state schools responding to the survey has decreased from 1,968 in 2019 to 1,756 in 2020. The coronavirus pandemic is expected to have influenced this decrease.

Schools can return data for the whole school or broken down by class. In 2020, 65.2% of all registered state schools in Scotland returned data broken down by class. This is the fourth highest proportion of registered state schools returning data broken down by class since the survey began, with the highest proportion being 75.2% in 2017.

Private motorised travel

Private motorised travel to school has dropped for the first time in four years.

24.3% of school pupils surveyed in 2020 said they normally travel to school using only a private motorised mode of transport. This figure has ranged from a low of 23.0% in 2013, to a high of 25.5% in 2019.

The proportion of pupils being driven to school in a car decreased steadily from 22.4% in 2011 to 21.4% in 2013, then showed an increasing trend to 23.8% in 2019, before dropping to 22.8% in 2020.

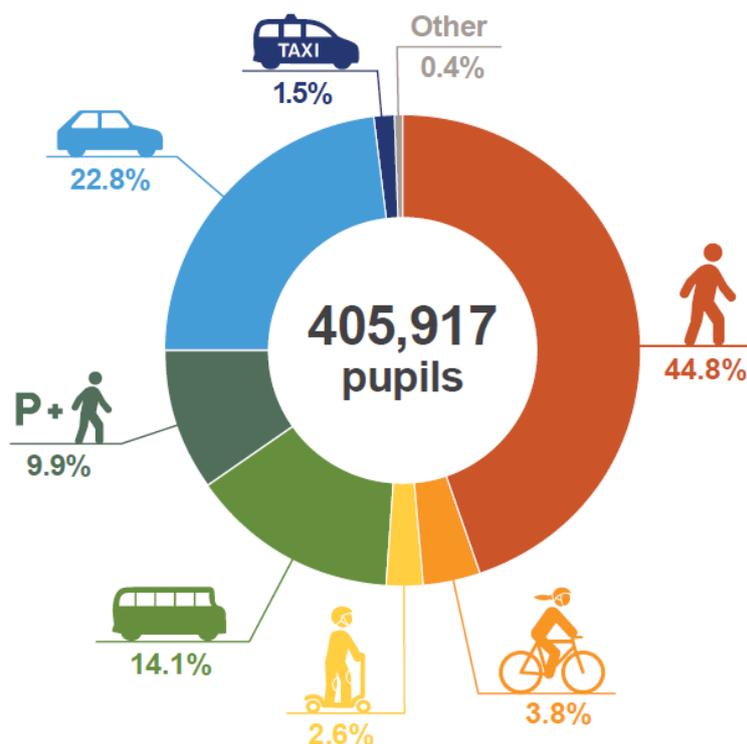
Travel to school by taxi has remained stable, increasing from 1.6% in 2011 to 1.8% in 2016, but decreasing to 1.5% in 2020.

Active travel

Active travel to school is at its highest level of the last ten years.

51.2% of school pupils surveyed in 2020 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. It increased from 49.9% in 2011 to 50.4% in 2014. Since 2014, active travel had steadily decreased to a low of 47.8% in 2019, but shows a 3.4pp increase in 2020.

Walking to school has decreased from 45.9% in 2011 to 44.8% in 2020, but shows an increase of 3.8pp from the low of 41.0% in 2019. Cycling to school has increased from 3.0% in 2011 to 3.8% in 2020. Scootering or skating has increased from 1.0% in 2011 to 2.6% in 2020.



Multi-mode travel

9.9% of school pupils surveyed in 2020 said they normally park and stride to school.

Overall, the percentage of pupils travelling to school by park and stride has increased from 7.5% in 2011 to 9.9% in 2020.

Public sustainable travel

14.1% of school pupils surveyed in 2020 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 2011 to a low of 14.1% in 2020.

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 an 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.

In 2020, the data collection was conducted within the context of the coronavirus pandemic. Full time schooling resumed from the 11th of August, with all schools open by the time of the data collection in September. Over August and September an increasing number of services across a variety of sectors were re-opening, however, there were localised coronavirus outbreaks during these months where greater restrictions were applied than elsewhere in the country.

The coronavirus pandemic prompted some changes to guidance on conducting the Hands Up Scotland Survey in 2020. These changes are described in section 5.2 (Changes to data collection in 2020) of this report.

A provisional release of the Hands Up Scotland Survey 2020 results was published on the 25th February 2021. This was the first time that the Hands Up Scotland Survey results have undergone a provisional release. The provisional release of the results was to enable users to have early access to the dataset to help understand the impact of the coronavirus pandemic on travel to school at a national and local authority level.

The Hands Up Scotland Survey 2020 results have not changed since the provisional release. However, the response rates have undergone some changes due to the publication, and application, of more recent school census information since the provisional release.

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 shorter summary of key national level results for the Hands Up Scotland Survey 2020 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 2020, 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 2020.

Trends in the data are analysed for the last ten years, with the baseline year in this report being 2011.

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.¹³

A More Active Scotland: Building a Legacy from the Commonwealth Games sets out a number of objectives around active travel to school.¹⁴ 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*¹⁵ 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*.¹⁶ The profile aims to measure progress against the SHANARRI¹⁷ indicators of wellbeing of children and young people in Scotland,¹⁸ outlined in the *Children and Young People (Scotland) Act 2014*.¹⁹ SHANARRI indicators of wellbeing are part of the *Getting It Right for Every Child (GIRFEC)*²⁰ approach of The Scottish Government.

Promoting active travel to school

The Scottish Government's *National Walking Strategy*²¹ 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.

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 2020²⁴ 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

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 2020, data collection took place between the 7th and 11th 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
- Scooter/skate
- Park & stride
- Taxi
- Cycle
- Bus
- Driven (car)
- 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.³⁸

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.

5.2 Changes to data collection in 2020

The coronavirus pandemic prompted the following changes to guidance on conducting the Hands Up Scotland Survey:

- Schools and local authorities were instructed that survey materials and completed forms be shared electronically (e.g. digital copies sent by email) with, and within, schools rather than sharing physical paper copies. This was to prevent the risk of transmission of coronavirus, and to align with Scottish government guidance³⁹.
- We clarified that, when asking “How do you normally travel to school?”, the question is referring to travel to school since returning to school in August 2020, rather than how they travelled prior to lockdown. It was advised that if a pupil/group of pupils feel unable to answer the question “How do you normally travel to school?”, they could be prompted with “Since you have been back to school, which way do you travel to school most of the time?”, but that the prompt should only be used if it is clear that they have not understood the “How do you normally travel to school?” question.
- This guidance was added in response to the fact that travel to school had ceased at the end of 20th March 2020⁴⁰ and resumed from the 11th August 2020⁴¹, with all schools fully open by the time of data collection in September.

6 2020 Results

This section of the report details the results from the 2020 Hands Up Scotland Survey. Annual results highlight the extent of variation in travel behaviour between different school types.

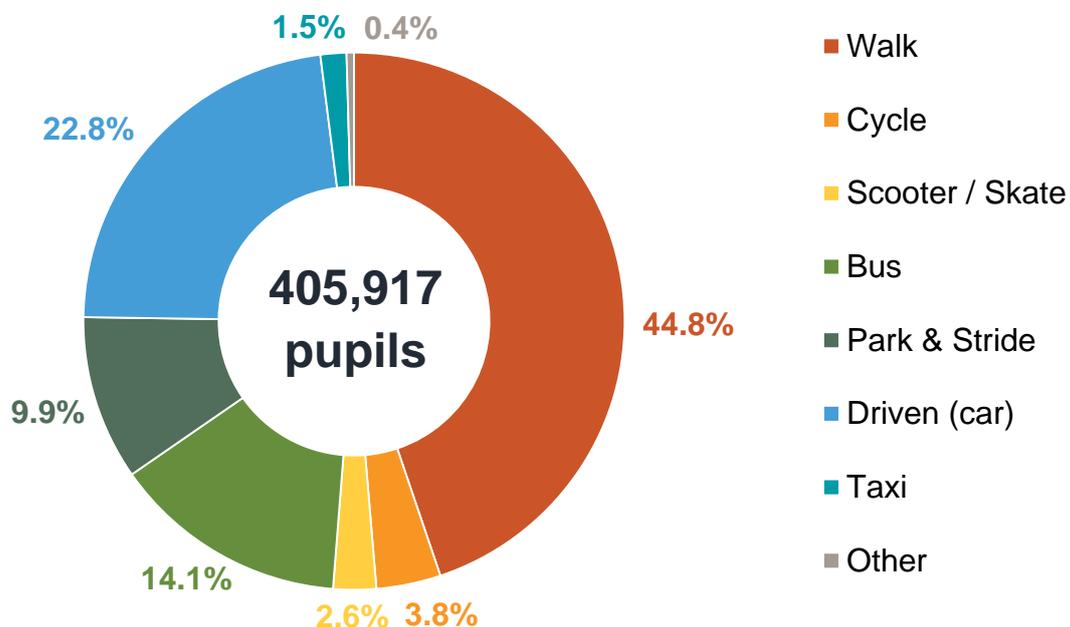
Care should be taken when interpreting results between school types due to considerable variation in pupil response numbers. For example, in our report, the category ‘all schools’ (405,917 pupils) includes primary (263,399 pupils), secondary (136,922 pupils), SEN (1,335 pupils) and independent (4,261 pupils) schools.

Nursery data is presented separately as the number of nursery school respondents (32,688 children) has more than tripled since data was first collected (see technical note 8.3.3). In our report, the category ‘all state schools’ (401,656 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 exc. nursery children), 2020.⁴²



Active travel

51.2% of pupils (207,993) across all schools⁴³ surveyed in 2020 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 44.8% of pupils (181,978) saying they normally walk to school. 3.8% of pupils (15,622) said they normally cycle to school and 2.6% (10,393) said they normally scooter or skate.

Public sustainable travel

14.1% of pupils (57,207) surveyed in 2020, said they normally travel to school by bus.

Multi-mode travel

9.9% of pupils (40,208) surveyed in 2020, said they normally park and stride to school.

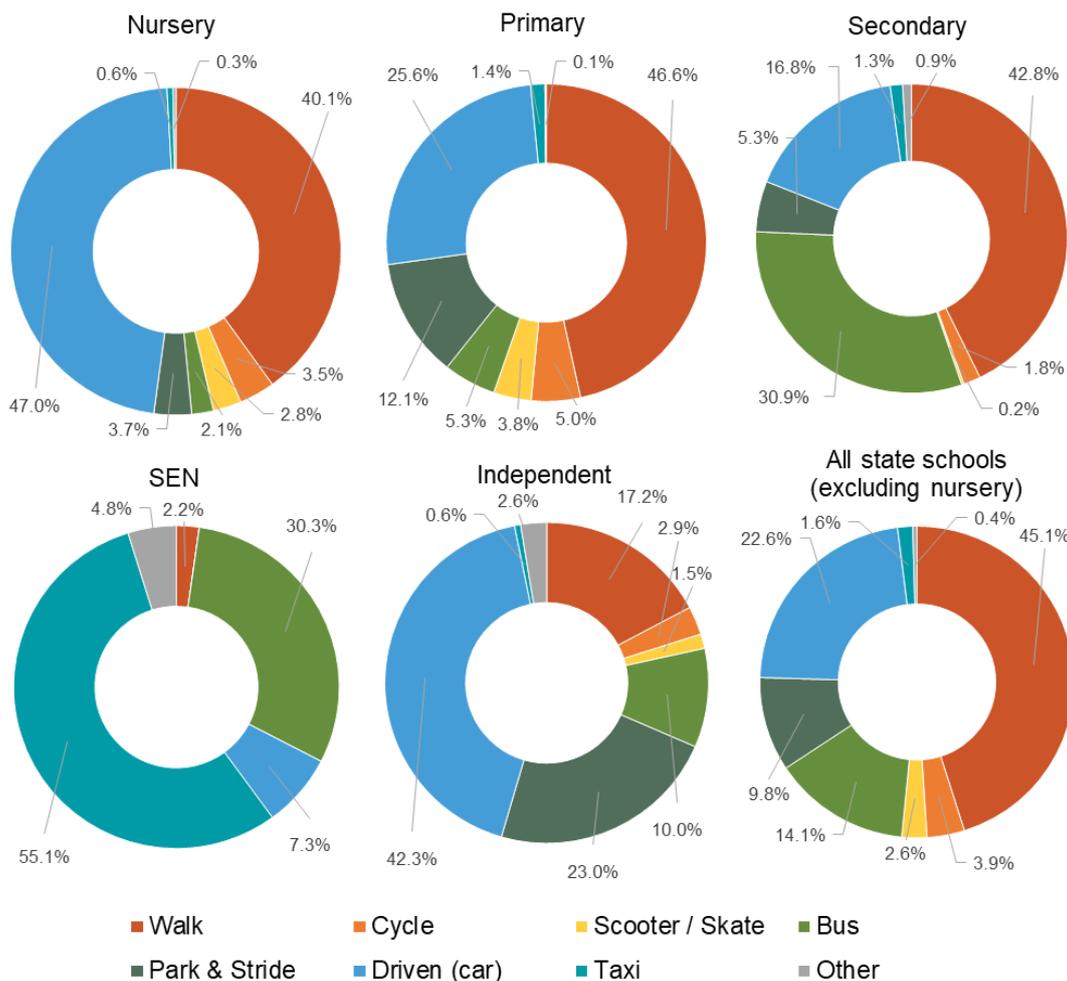
Private motorised travel

24.3% of pupils (98,712) surveyed in 2020 said they normally travel to school using only a private motorised mode of transport. 22.8% of pupils (92,426) said they are normally driven to school (via a private car), and 1.5% (6,286) normally travel to school by taxi.

Other

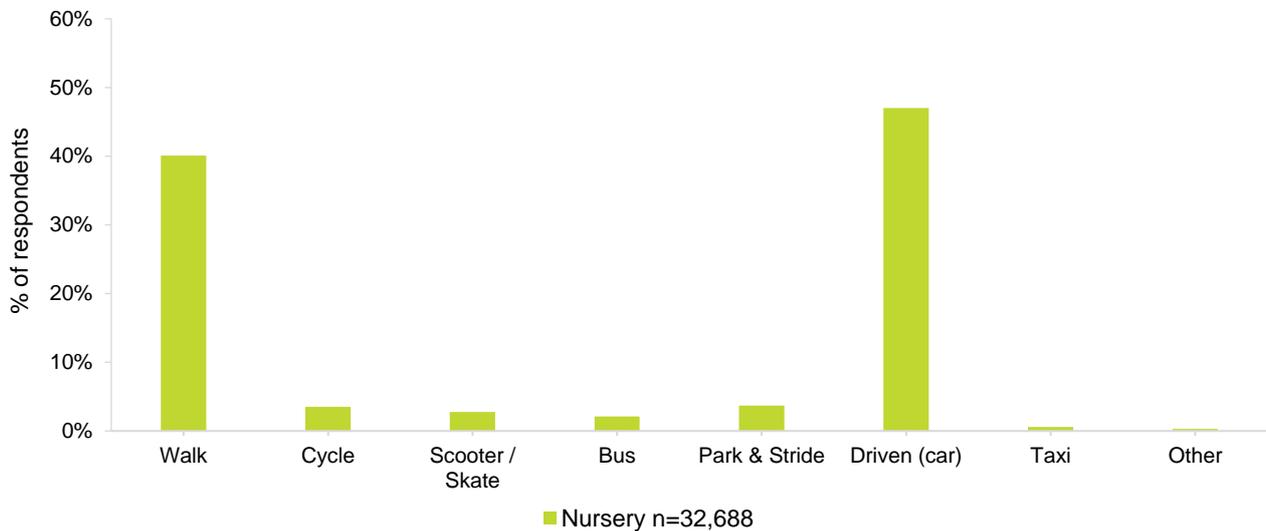
0.4% of pupils (1,797) indicated they travel to school by other means.⁴⁴

Chart 6-2: National travel modes: pupil responses by school type, 2020.⁴⁵



6.2 Nursery results

Chart 6-3: National travel modes: proportion of participating nursery children travelling by different modes, 2020.⁴⁶



Active travel

46.3% of nursery children surveyed in 2020 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 40.1% of nursery children. 3.5% of nursery children said they normally cycle to nursery, and 2.8% said they normally scooter or skate.

Public sustainable travel

2.1% of nursery children surveyed in 2020, said they normally travel to nursery by bus.

Multi-mode travel

3.7% of nursery children surveyed in 2020, said they normally park and stride to nursery.

Private motorised travel

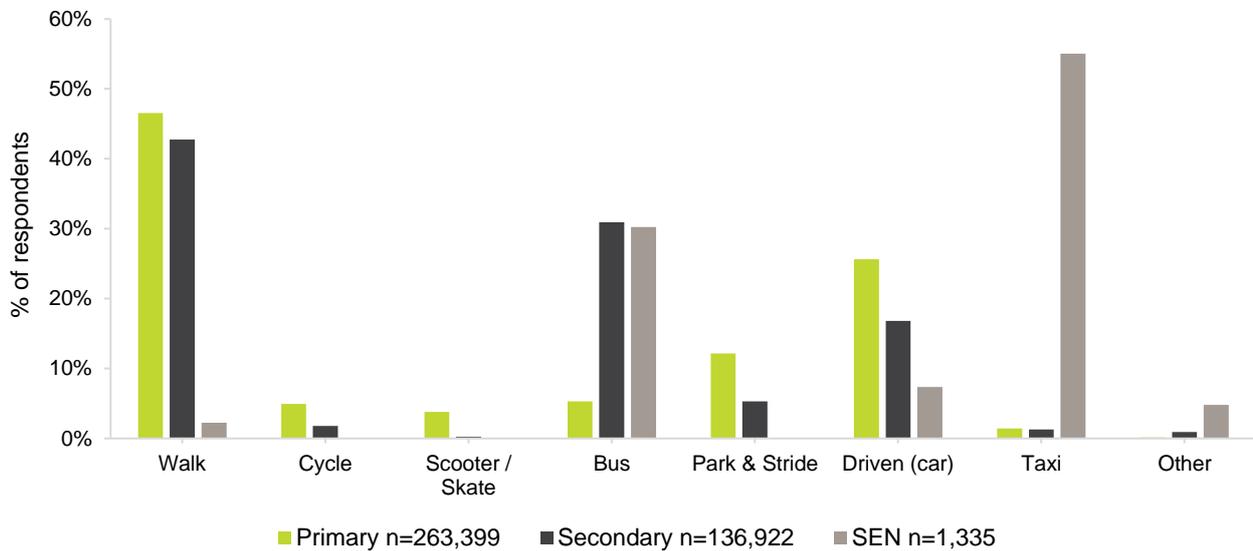
47.6% of nursery children surveyed in 2020, reported normally travelling to school by private motorised transport, 47.0% driven by car and 0.6% by taxi.

Other

0.3% of nursery children surveyed in 2020, indicated they travel to nursery by other means.⁴⁴

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), 2020.⁴⁶



Active travel

In 2020, primary school pupils reported the highest level of active travel to school out of all school types, at 55.3%, followed by secondary school pupils at 44.8%.⁴⁷ 46.6% of primary school pupils reported normally walking to school compared to 42.8% of secondary and 2.2% of SEN school pupils. 5.0% of primary school pupils reported normally cycling to school compared to 1.8% of secondary school pupils. 3.8% of primary school pupils reported normally scootering or skating to school compared to 0.2% of secondary school pupils and 0.0% of SEN school pupils.

Public sustainable travel

In 2020, secondary school pupils reported the highest levels of bus usage, at 30.9% of pupils, compared to 30.3% of SEN pupils and just 5.3% of primary school pupils.

Multi-mode travel

In 2020, 12.1% of primary school pupils reported park and stride as their usual mode of travelling to school, compared to 5.3% of secondary school pupils.⁴⁷

Private motorised travel

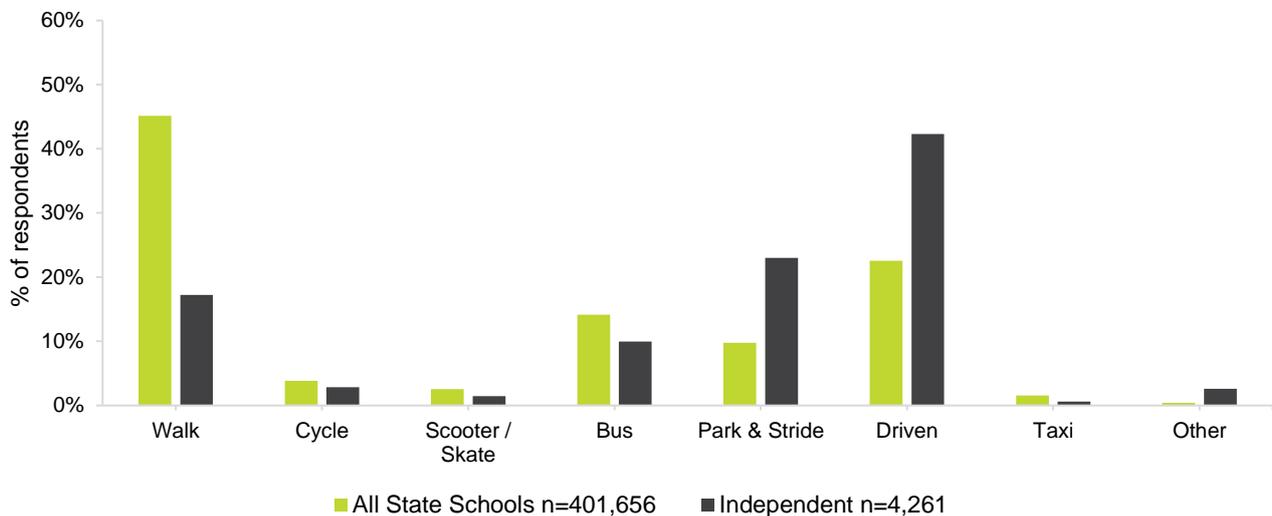
Secondary school pupils in 2020 reported the lowest levels of travel to school using private motorised transport of all school types, at 18.1%. This is less than the 27.1% of primary school pupils and 62.4% of SEN school pupils who reported normally doing so. 7.3% of SEN pupils are normally driven to school in a car, compared to 16.8% of secondary and 25.6% of primary school pupils. 55.1% of SEN pupils reported normally using a taxi to travel to school. Neither primary (1.4%) nor secondary (1.3%) school pupils reported high levels of normally using a taxi to travel to school in 2020.

Other

4.8% of SEN pupils indicated that they travel by other means. Primary and secondary pupils reported lower levels of travel by other means at 0.1% and 0.9%, respectively.

6.4 State and independent school comparison

Chart 6-5: National travel modes: proportion of participating pupils travelling by different modes, by state schools (exc. nursery) and independent schools, 2020.⁴⁸



Active travel

In 2020, pupils in state schools reported higher active travel levels compared to independent schools, with 51.6% of state school pupils either walking, cycling, scootering or skating, compared to 21.5% of independent school pupils. This trend is true of each active mode of travel. For state schools, 45.1%, 3.9% and 2.6% of pupils reported normally travelling to school by walking, cycling and scootering or skating, respectively, compared to 17.2%, 2.9% and 1.5% of independent school pupils.

Public sustainable travel

14.1% of state school pupils reported normally travelling to school by bus compared to 10.0% of independent school pupils.

Multi-mode travel

9.8% of state school pupils reported normally travelling to school using multiple modes, compared to 23.0% of independent school pupils.

Private motorised travel

24.1% of state school pupils normally travel to school using private motorised modes compared to 42.9% of independent school pupils. A higher proportion of independent school pupils normally travel to school by car (42.3%) than state school school pupils (22.6%). 1.6% of state school pupils reported normally travelling to school by taxi compared to 0.6% of independent school pupils.

Other

0.4% of state school pupils indicated that they travel by other means, compared to 2.6% of independent school pupils.

6.5 Response rates: schools

In 2020, a total of 2,879 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 (7th to 11th September 2020).

2,973 nurseries and 2,574 schools received the survey, either directly from their local authority officers (electronically) or via an email link sent by the online survey platform. The survey was sent to 2,492 state schools⁴⁹, representing 100.6%⁵⁰ of all state schools in Scotland.

A total of 1,108 nurseries and 1,771 schools responded to the survey. 1,756 state schools took part, representing 70.5% of state schools receiving the survey (revised from 70.4% in the provisional release) and 70.9% of all state schools in Scotland (revised from 70.4% in the provisional release).

Table 6-1: National response rates: number and proportion of schools responding to the survey, 2020.⁵¹

| School type | Number of schools which received survey | % of all schools in Scotland which received survey ⁵⁰ | Number of schools which returned data | % of schools receiving survey which returned data | % of all schools in Scotland which returned data |
|---|---|--|---------------------------------------|---|--|
| Nursery | 2,973 | N/A | 1,108 | 37.3% | N/A |
| Primary | 2,005 | 100.0% | 1,502 | 74.9% | 74.9% |
| Secondary | 357 | 100.0% | 226 | 63.3% | 63.3% |
| SEN | 130 | 114.0% | 28 | 21.5% | 24.6% |
| Independent | 82 | N/A | 15 | 18.3% | N/A |
| All state schools (exc. nursery) | 2,492 | 100.6% | 1,756 | 70.5% | 70.9% |
| All schools (exc. nursery) | 2,574 | N/A | 1,771 | 68.8% | N/A |

6.6 Response rates: pupils

Responses were received from 32,688 nursery children and 405,917 school pupils, amounting to 438,605 pupil responses overall. 401,656 state school pupils took part, which equates to 57.2% of all state school pupils enrolled in Scotland (revised from 57.6% in the provisional release).

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, 2020.⁵²

| School type | Number of pupil respondents | % of Scottish state school roll |
|---|-----------------------------|---------------------------------|
| Nursery | 32,688 | N/A |
| Primary | 263,399 | 66.9% |
| Secondary | 136,922 | 45.5% |
| SEN | 1,335 | 18.3% |
| Independent | 4,261 | N/A |
| All state schools (exc. nursery) | 401,656 | 57.2% |
| All schools (exc. nursery) | 405,917 | N/A |
| All schools and nurseries | 438,605 | N/A |

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

6.7 Data tables: 2020 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, 2020.⁴⁶

| School type | Active | Public sustainable | Multi-mode | Private motorised | Other | Total |
|-------------|--------|--------------------|------------|-------------------|-------|----------------|
| Nursery | 46.3% | 2.1% | 3.7% | 47.6% | 0.3% | 32,688 |
| Primary | 55.3% | 5.3% | 12.1% | 27.1% | 0.1% | 263,399 |
| Secondary | 44.8% | 30.9% | 5.3% | 18.1% | 0.9% | 136,922 |
| SEN | * | 30.3% | * | 62.4% | 4.8% | 1,335 |
| Independent | 21.5% | 10.0% | 23.0% | 42.9% | 2.6% | 4,261 |

Table 6-4: National travel modes: by school type, 2020.⁴⁶

| School type | Walk | Cycle | Scooter/ Skate | Bus | Park & Stride | Driven (car) | Taxi | Other | Total |
|-------------|-------|-------|----------------|-------|---------------|--------------|-------|-------|----------------|
| Nursery | 40.1% | 3.5% | 2.8% | 2.1% | 3.7% | 47.0% | 0.6% | 0.3% | 32,688 |
| Primary | 46.6% | 5.0% | 3.8% | 5.3% | 12.1% | 25.6% | 1.4% | 0.1% | 263,399 |
| Secondary | 42.8% | 1.8% | 0.2% | 30.9% | 5.3% | 16.8% | 1.3% | 0.9% | 136,922 |
| SEN | 2.2% | * | 0.0% | 30.3% | * | 7.3% | 55.1% | 4.8% | 1,335 |
| Independent | 17.2% | 2.9% | 1.5% | 10.0% | 23.0% | 42.3% | 0.6% | 2.6% | 4,261 |

Table 6-5: National travel modes: by school type and year group, 2020.⁵³

| School Type Year Group | Walk | Cycle | Scooter /Skate | Bus | Park & Stride | Driven (car) | Taxi | Other | Total |
|---------------------------|-------|-------|----------------|-------|---------------|--------------|-------|-------|----------------|
| Primary | | | | | | | | | |
| P1-4 | 44.9% | 4.5% | 4.1% | 5.1% | 11.8% | 27.9% | 1.5% | 0.2% | 141,348 |
| P5-7 | 48.7% | 5.6% | 3.4% | 5.6% | 12.9% | 22.3% | 1.3% | 0.1% | 106,412 |
| Secondary | | | | | | | | | |
| S1-3 | 43.2% | 2.0% | 0.2% | 31.4% | 5.9% | 15.2% | 1.1% | 1.0% | 68,910 |
| S4-6 | 41.7% | 1.4% | 0.3% | 31.0% | 4.9% | 18.5% | 1.2% | 1.1% | 47,395 |
| SEN | | | | | | | | | |
| P1-4 | 2.3% | 0.0% | 0.0% | 38.7% | 0.0% | 6.9% | 35.0% | 17.1% | 217 |
| P5-7 | * | 0.0% | 0.0% | 40.0% | * | 6.9% | 36.6% | 15.4% | 175 |
| S1-3 | * | * | 0.0% | 29.1% | 0.0% | 6.5% | 62.8% | 0.0% | 309 |
| S4-6 | 2.9% | 0.0% | 0.0% | 24.4% | 0.0% | 10.1% | 62.6% | 0.0% | 238 |
| Independent | | | | | | | | | |
| P1-4 | 13.0% | 4.5% | 2.5% | 5.8% | 21.6% | 52.2% | * | * | 1,410 |
| P5-7 | 17.9% | 1.9% | * | 9.9% | 23.4% | 43.0% | * | 2.2% | 1,490 |
| S1-3 | 20.2% | 1.3% | * | 15.7% | 27.2% | 30.3% | * | 4.3% | 677 |
| S4-6 | 22.9% | 3.0% | * | 14.2% | 20.3% | 30.4% | * | 8.7% | 507 |

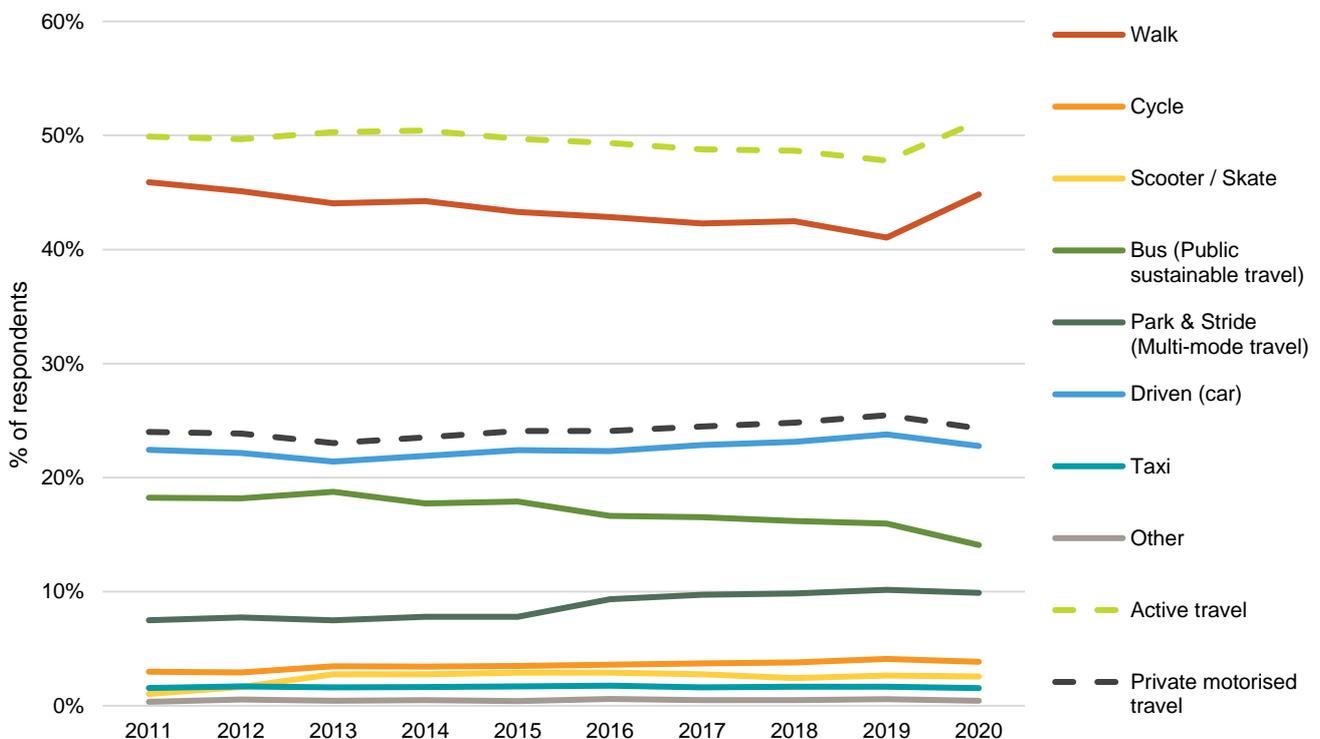
7 Trends in the 2011-2020 results

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. In 2020, coronavirus was a significant additional factor.

Percentage point change has been calculated based on the rounded figures presented in this summary report.⁵⁴ 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.

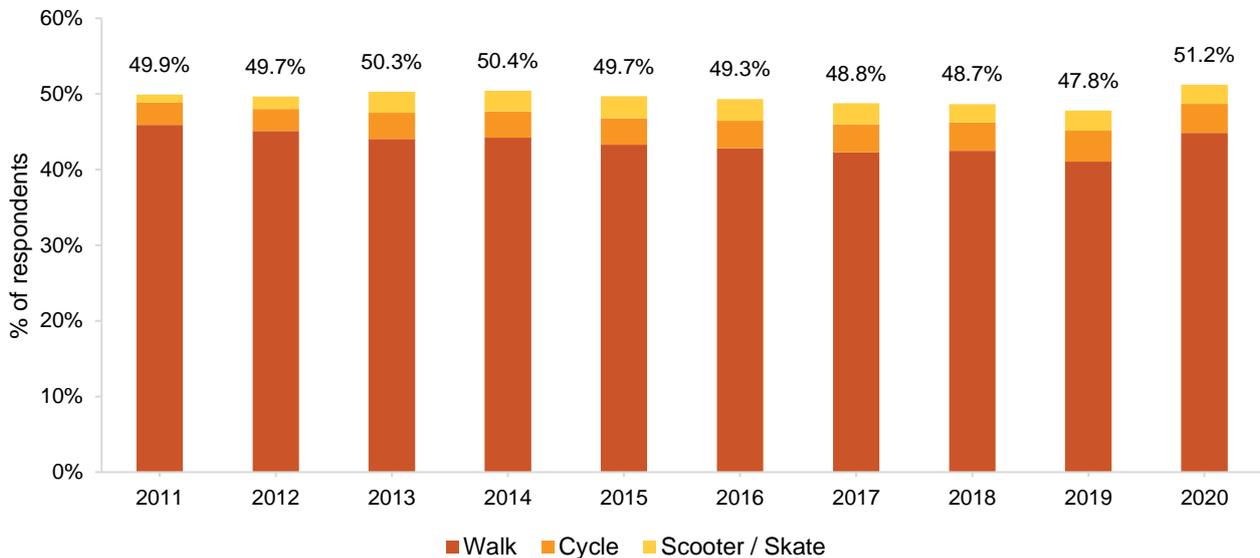
7.1 All school results

Chart 7-1: National travel modes and categories: all schools (exc. nursery), 2011-2020⁵⁵



Active travel

Chart 7-2: Active travel mode share amongst participating pupils from all schools (exc. nursery), 2011-2020.⁴²



Since 2011, active travel to school has remained the **most frequently reported mode of travel to school** in Scotland.

In 2011, 49.9% of pupils in all schools (exc. nursery) reported travelling actively to school. This percentage has fluctuated, reaching 50.4% in 2014, falling to 47.8% in 2019 and rising to 51.2% in 2020, the highest level of the last ten survey years.

- Nursery and primary schools showed a downward trend in active travel between 2014 and 2019, but in 2020 both have increased by 3.3pp and 4.0pp respectively from 2019.
- In secondary schools active travel increased by 1.9pp from 2019, up to 44.8% in 2020. Independent schools have increased by 0.9pp from 2019, up to 21.5% in 2020. Both school types show their highest levels of active travel to school of the past ten survey years, rising from 43.3% and 18.5% respectively since 2011.
- Active travel in SEN schools has been fairly consistent over the past ten survey years⁵⁶.

Walking

Following a steady decline from 45.9% in 2011 to 41.0% in 2019, there has been a 3.8pp increase in the proportion of pupils walking to school in 2020 (44.8%).

- Nursery and primary schools showed a downward trend in walking between 2011 and 2019, but in 2020 both have increased by 4.2pp and 5.0pp from 2019, up to 40.1% and 46.6% respectively.
- Walking levels in secondary schools have remained fairly consistent, but are at their highest level of the past ten survey years in 2020, at 42.8%.

- Walking levels in independent schools have increased 1.1pp from 2019, up to 17.2% in 2020, and SEN schools have seen an increase of 0.4pp from 2019, up to 2.2% in 2020. Levels of walking have fluctuated over the past ten survey years within both school types.

Cycling

The survey has recorded an increasing trend in cycling over the past ten survey years, from 3.0% in 2011 to 3.8% in 2020. However, in 2020, cycling has decreased by 0.3pp from 2019 (4.1%).

- Among nursery children, cycling levels have increased over the past ten survey years, from 1.8% in 2011 to 3.5% in 2020, however this is a 0.4pp reduction from a high of 3.9% in 2019.
- Cycling levels among primary pupils have also increased over the past ten survey years, from 4.0% in 2011 to 5.0% in 2020, though this is a 0.7pp reduction from a high of 5.7% in 2019.
- Both secondary and independent schools saw an increase in cycling levels in 2020, with secondary schools up 0.4pp from 2019 to a high of 1.8% and independent schools up 0.2pp from 2019 to a high of 2.9%.

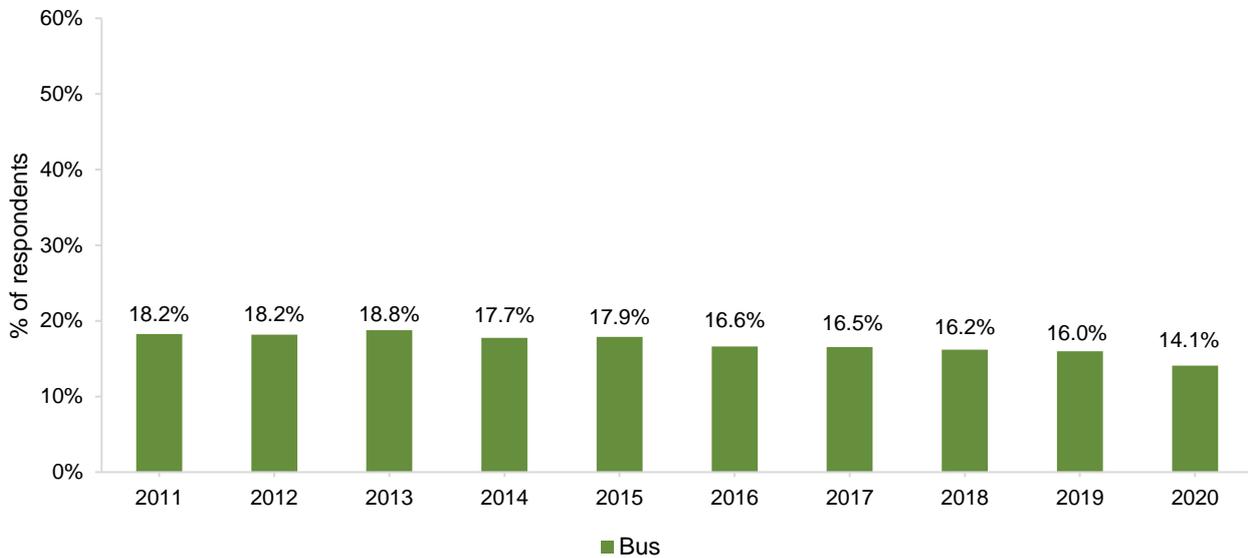
Scooter/skate

The percentage of pupils who say they normally scooter or skate to school increased from 1.0% in 2011 to 2.9% in 2015. Since 2016 there has been a decreasing trend. The proportion of pupils reporting to scoot or skate to school has dropped 0.1pp from 2.7% in 2019 to 2.6% in 2020.

- Scootering or skating levels among nursery and primary pupils have increased since 2011 but have fluctuated over the past ten survey years. In 2020 nursery pupils saw a 0.4pp decrease from 2019, down to 2.8% of pupils scooting or skating to school and primary pupils saw a 0.2pp decrease from 2019, down to 3.8%.
- Levels of scootering or skating among secondary pupils have remained consistent at 0.2% over the past ten survey years.
- Scootering or skating levels among independent pupils have remained under 2.0% over the past ten survey years. 2020 saw a 0.4pp decrease to 1.5%, down from a high of 1.9% in 2019.

Public sustainable travel

Chart 7-3: Mode share amongst participating pupils from all schools (exc. nursery) within the public sustainable travel category, 2011-2020.⁴²

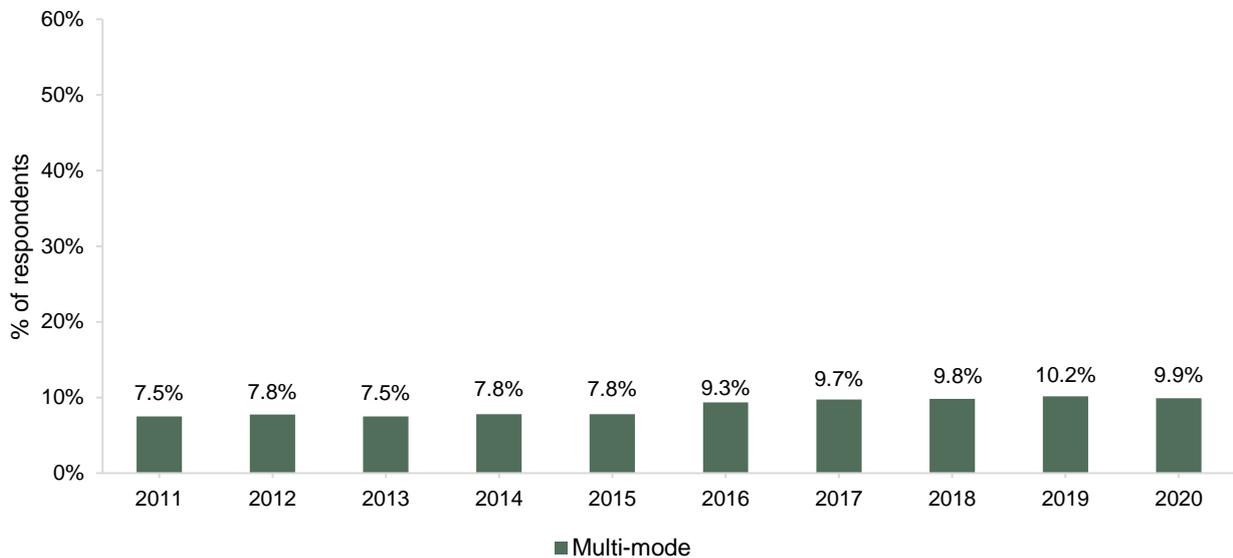


Overall, the proportion of pupils travelling to school by bus has steadily decreased over the past ten survey years, from 18.2% in 2011 to 14.1% in 2020. Since 2015, bus use has fallen every year, with 2020 levels dropping by 1.9pp compared to 2019, and showing the lowest reported bus use of the last ten survey years.

- Bus use in primary, secondary, and independent schools has been declining over the past ten survey years. This decrease has continued between 2019 and 2020, with primary schools at 5.3% (-0.9pp), secondary schools at 30.9% (-2.3pp) and independent schools at 10.0% (-3.9pp) in 2020.
- Bus use in SEN and nursery settings has varied over the past ten survey years. Since 2019 bus use in nurseries has decreased by 0.8pp to 2.1% in 2020, and has increased by 1.1pp to 30.3% in SEN schools.
- All individual school types, except for SEN schools, recorded their lowest levels of bus use of the past ten survey years.

Multi-mode travel

Chart 7-4: Mode share amongst participating pupils from all schools (exc. nursery) within the multi-mode travel category, 2011-2020.⁴²

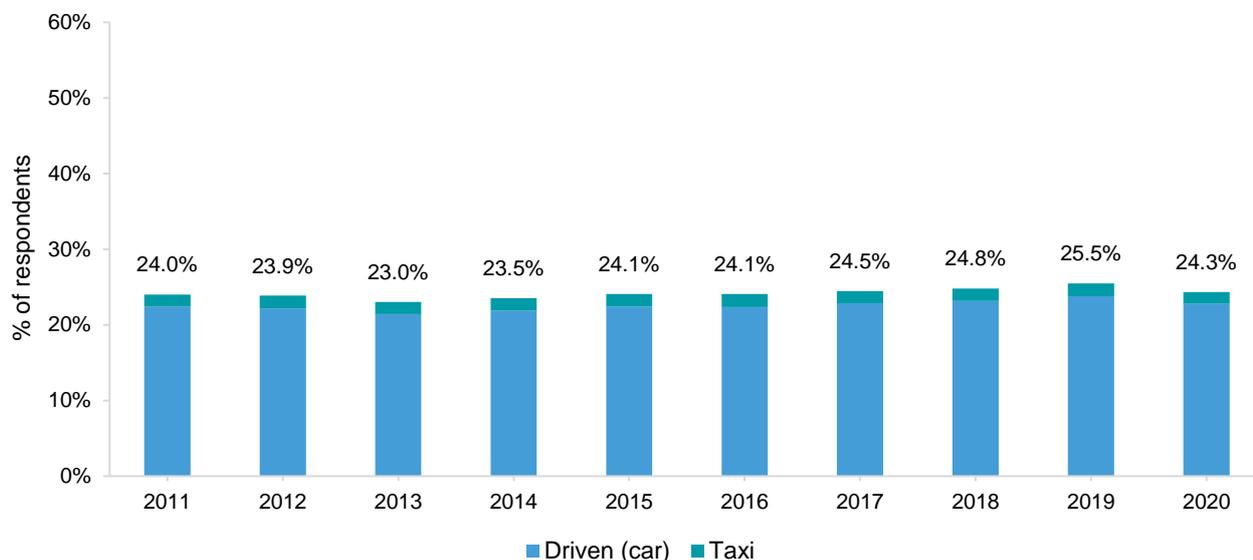


The proportion of pupils travelling to school by park and stride has shown an overall upward trend over the past ten survey years from 7.5% in 2011 to 9.9% in 2020. However, this has decreased by 0.3pp since 2019 (10.2%).

- Levels of park and stride among nursery children have fluctuated between a high of 4.5% (in 2016) and a low of 3.7% (2020) over the past ten survey years.
- Following a steady rise in park and stride among primary school pupils, from 9.6% in 2011 to 13.1% in 2019, there has been a 1.0pp drop to 12.1% in 2020.
- Since 2011, the proportion of secondary and independent school pupils using park and stride has fluctuated but overall shows a general increasing trend. In secondary schools park and stride has risen from 4.0% in 2011 to 5.3% in 2020, up 0.5pp from 2019. In independent schools it has risen from 3.9% in 2011 to 23.0% in 2020, up 5.4pp since 2019.

Private motorised travel

Chart 7-5: Mode share amongst participating pupils from all schools (exc. nursery) within the private motorised travel category, 2011-2020.⁴²



Levels of pupils in all schools (exc. nursery) travelling to school using private motorised transport have increased from 24.0% in 2011 to 24.3% in 2020, down 1.2pp since 2019 (25.5%).

- The proportion of nursery children travelling to nursery using private motorised transport is higher in 2020 (47.6%) than in 2011 (47.1%), but has dropped by 1.9pp since 2019 (49.5%).
- Among primary school pupils, reported use of private motorised transport is at its lowest level of the last ten survey years at 27.1%, a 2.0pp decrease since 2019.
- Private motorised travel among secondary school pupils has increased from 16.6% in 2011 to 18.1% in 2020, a 0.1pp increase on 2019 levels and the highest of the past ten survey years.
- Between 2011 and 2020, levels of private motorised travel in independent schools have fluctuated. However, this has decreased by 2.3pp between 2019 (45.2%) and 2020 (42.9%).
- In 2020, SEN school pupils reported the highest proportion of private motorised travel at 62.4%. This is a 23.0pp increase since 2011 (39.4%) and a 2.7pp increase since 2019 (59.7%), however, levels have varied considerably between years.

Driven (car)

The proportion of pupils being driven to school has increased from 22.4% in 2011 to 22.8% in 2020. Although there was a decline in the proportion of pupils being driven to school between 2011 and 2013, there has since been an increasing trend, up to 23.8% in 2019. In 2020, this declined for the first time in four years, reducing by 1.0pp.

- The proportion of pupils being driven to school has decreased between 2019 and 2020 for nursery children, primary pupils and independent pupils, down 1.5pp for nursery children to 47.0%, down 2.1pp for primary pupils to 25.6% and down 2.2pp for independent pupils to 42.3%. In primary schools there had been an increasing trend of pupils being driven to school between

2016 and 2019, whereas in nursery and independent schools there has not been a clear pattern of change over time.

- Levels of being driven to school among secondary school pupils has increased from 15.3% in 2011 to 16.8% in 2020, a 0.2pp increase on 2019 levels and the highest of the past ten survey years.
- The proportion of SEN pupils being driven to school has fluctuated over the past ten survey years. In 2020 it decreased 5.3pp to 7.3%, down from 12.6% in 2019.

Taxi

Taxi use has remained fairly consistent over the past ten survey years, typically ranging between 1.6% and 1.8%. However, in 2020 this has dropped to 1.5%, a 0.2pp decrease from 2019.

- The proportion of nursery and primary pupils travelling to school by taxi has shown little variation since 2011, however within both school types the levels of travel to school by taxi are at their lowest of the past ten survey years, and have decreased by 0.5pp and 0.1pp since 2019, to 0.6% and 1.4%, respectively.
- The proportion of secondary and independent pupils travelling to school in a taxi has fluctuated since 2011, and both have seen a decrease of 0.1pp from 2019, to 1.3% and 0.6%, respectively.
- In 2020, SEN school pupils reported the highest proportion of travel to school by taxi of all of the school types at 55.1%. Taxi use in SEN schools has fluctuated largely over the past ten survey years. 2020 shows an increase on 34.6% in 2011, and an 8.0pp increase on 2019 levels.

Other travel

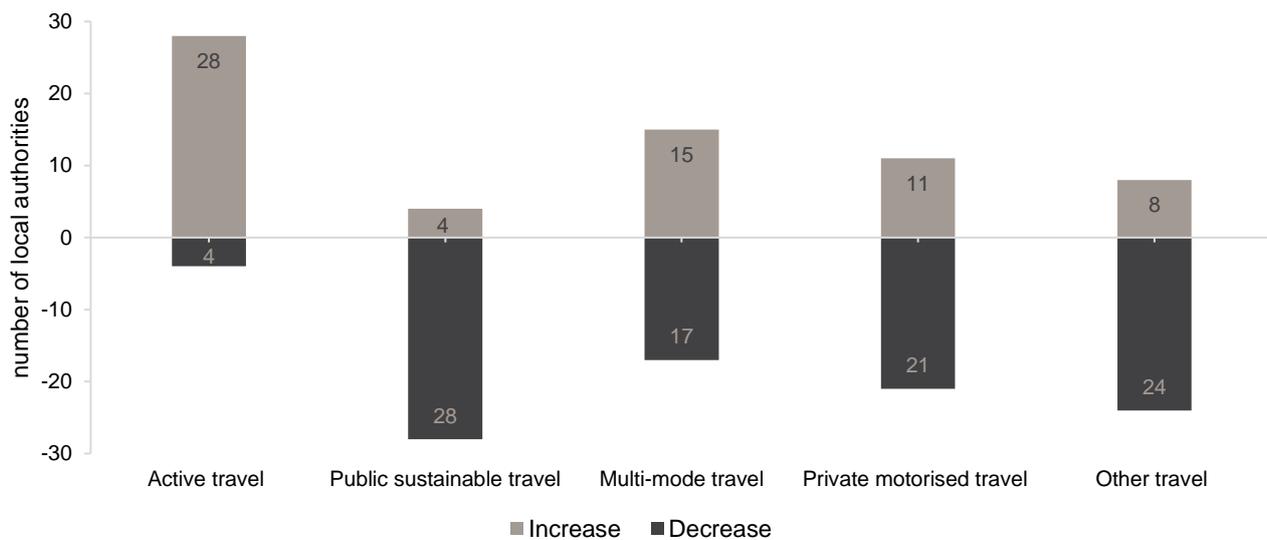
The percentage of pupils in all schools (exc. nursery) travelling to school by other modes has varied between 0.3% and 0.6% over the past ten survey years. In 2020 it is 0.4%, a 0.2pp drop from 2019.

- The percentage of SEN pupils that reported travelling by other means has increased from 1.1% in 2011 to 4.8% in 2020 (a 4.2pp decrease from 2019), however levels have varied considerably. 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 2019 and 2020 is shown below. The statistics below cover all 32 local authorities that responded in both 2019 and 2020. 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.⁵⁷

Chart 7-6: Change in pupil travel mode share between 2019 and 2020 at the local authority level.



Active travel: There was an increase in active travel levels in 28 local authorities, and a decrease in four, between 2019 and 2020.

Public sustainable travel: There was an increase in public sustainable travel levels in four local authorities, and a decrease in 28, between 2019 and 2020.

Multi-mode travel: There was an increase in multi-mode travel levels in 15 local authorities, and a decrease in 17, between 2019 and 2020.

Private motorised travel: There was an increase in private motorised travel levels in 11 local authorities, and a decrease in 21, between 2019 and 2020.

Other travel: There was an increase in other travel levels in eight local authorities, and a decrease in 24, between 2019 and 2020.

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.

The survey received fewer responses overall in 2020, but we still believe this dataset to be comparable with previous years. The coronavirus pandemic is expected to have influenced this drop in response rate, but the full extent of its impact is not known.

Local authority participation

All 32 local authorities in Scotland participated in the Hands Up Scotland Survey between 2011 and 2015 and again from 2017 to 2020. 31 local authorities participated in 2016.

School responses (exc. nursery)

A total of 1,771 schools took part in this year's survey. This represents 210 fewer schools than in 2019 and is the lowest number of schools responding of the last ten survey years.

The total number of state schools responding to the Hands Up Scotland Survey is also at its lowest level of the last ten survey years, decreasing from 1,968 in 2019 to 1,756 in 2020.

State school responses as a proportion of all state schools in Scotland increased from 73.1% in 2011 to 81.1% in 2015. From 2016 to 2019, levels fluctuated between 76.0% and 79.1%, but there has been a considerable drop to 70.9% in 2020 (revised from 70.4% in the provisional publication), from 78.9% in 2019.⁴⁹

Table 7-1: National response rates: number of state and all schools (exc. nursery) responding to the survey, and state schools responding as a proportion of all state schools in Scotland, 2011-2020.⁵¹

| Year | Number of state schools responding | % of Scottish state schools | Number of schools responding |
|------|------------------------------------|-----------------------------|------------------------------|
| 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 |
| 2020 | 1,756 | 70.9% | 1,771 |

Pupil responses

Responses were received from 405,917 school pupils in 2020. This represents 66,700 fewer school pupils than in 2019.

The total number of pupils from all schools (exc. nursery) responding to the Hands Up Scotland Survey has varied year by year, but has decreased from 427,104 in 2011 to 405,917 pupils in 2020. Of the past ten survey years, the highest number of pupil responses was 487,147 in 2014, and the lowest number of responses was that in 2020.

401,656 state school pupils took part in the 2020 survey, which equates to 57.2% (revised from 57.6% in the provisional release) of all state school pupils enrolled in Scotland. The number and proportion of state school pupils responding to the survey follows a similar trend to the total number of pupils from all schools (exc. nursery), and has fluctuated year by year, decreasing from 424,829 (63.5%) in 2011 to 401,656 (57.2%) in 2020, with a high of 480,155 (70.9%) in 2014.

Chart 7-7: National response rates: number of responses from state school pupils and all school pupils (exc. nursery), 2011-2020.⁵³

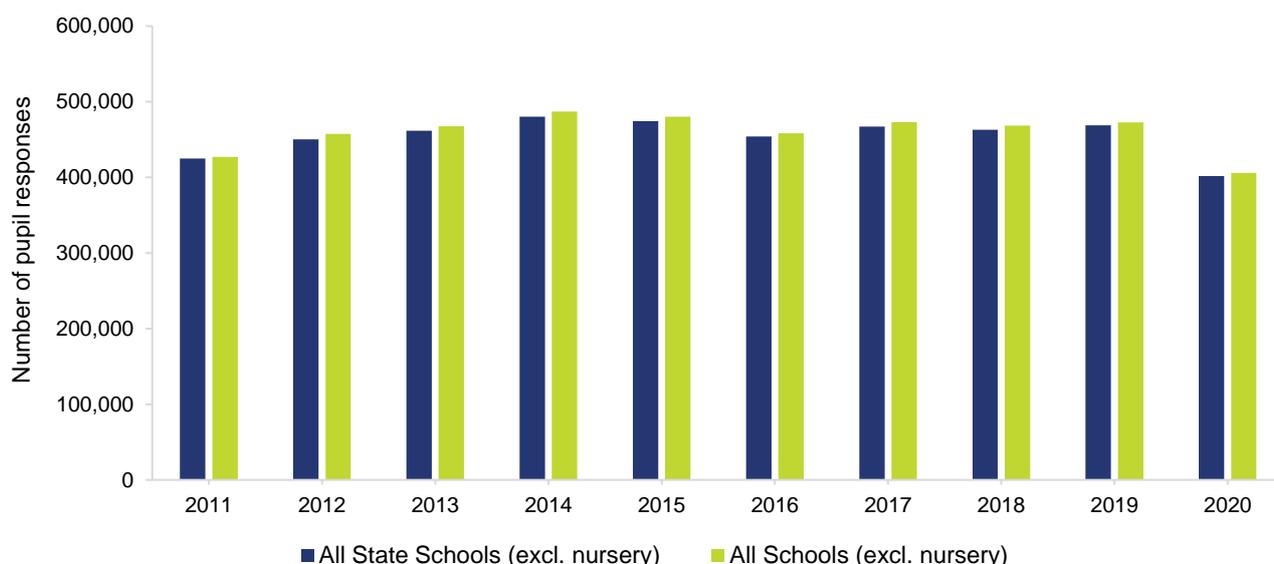


Table 7-2: National response rates: number of state and all school pupils (exc. nursery) responding to the survey, and state school pupils responding as a proportion of all pupils in Scotland, 2011-2020.

| Year | Number of state school pupil respondents | % of Scottish state school roll | Number of school pupil respondents |
|------|--|---------------------------------|------------------------------------|
| 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 |
| 2020 | 401,656 | 57.2% | 405,917 |

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 423 in 2011 to 1,108 in 2020. The number of nurseries responding has decreased by 20 since 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 2020 levels still remain high with 32,688 nursery children responding, 2,864 fewer than in 2019. 2020 had the fourth highest number of responses of the past ten survey years.

Table 7-3: Nursery participation: number of nursery schools and children responding to the survey, 2011-2020.⁵⁸

| Year | Number of nurseries responding | Number of nursery children respondents |
|------|--------------------------------|--|
| 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 |
| 2020 | 1,108 | 32,688 |

Schools returning data by class

In 2020, 91.9% of schools returned data by class compared to a high of 95.0% in 2017, a 3.1pp decrease. However, the proportion of schools returning data by class in 2020 is still the second highest of the last ten survey years, and is much higher than the years prior to 2017, which varied between a low of 62.9% in 2016 and a high of 77.9% in 2015.

Of the state primary and secondary schools that returned data, 93.6% and 84.1% returned data by class, respectively, in 2020.⁵⁹

7.4 Data tables: 2011-2020 results

These data tables contain the full set of travel mode (and category) share values for the last ten survey years for all schools (exc. nursery).

Table 7-4: National travel modes: all schools (exc. nursery), 2011-2020.⁴²

| Year | Walk | Cycle | Scooter /Skate | Bus | Park & Stride | Driven (car) | Taxi | Other | Total |
|------|-------|-------|----------------|-------|---------------|--------------|------|-------|----------------|
| 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 |
| 2020 | 44.8% | 3.8% | 2.6% | 14.1% | 9.9% | 22.8% | 1.5% | 0.4% | 405,917 |

Table 7-5: National travel categories: all schools (exc. nursery), 2011-2020.

| Year | Active | Public sustainable | Multi-mode | Private motorised | Other | Total |
|------|--------|--------------------|------------|-------------------|-------|----------------|
| 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 |
| 2020 | 51.2% | 14.1% | 9.9% | 24.3% | 0.4% | 405,917 |

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 2020, data collection took place between 7th and 11th 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.
- 8.6.2 A Parliamentary Order was passed designating Sustrans as Official Statistics Providers as of 1st June 2012. 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.
- 8.6.3 More information on the standards of Official Statistics in Scotland is available at: <https://www.gov.scot/publications/producing-official-statistics/>

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: <https://code.statisticsauthority.gov.uk/the-code/>
- 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-1/>
- 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 The Hands Up Scotland Survey is not a direct measure of the achievement of the Chief Medical Officers' recommended level of physical activity, but may inform evidence of this in conjunction with other sources of data.
- ¹⁴ 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>
- ¹⁵ For more information on the 'Curriculum for Excellence' please refer to: <https://education.gov.scot/Documents/health-and-wellbeing-eo.pdf>
- ¹⁶ 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/>
- ¹⁷ The SHANARRI indicators of wellbeing of children and young people in Scotland are: 'Safe', 'Healthy', 'Achieving', 'Nurtured', 'Active', 'Respected', 'Responsible' and 'Included'.
- ¹⁸ For more information on the SHANARRI indicators, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright/wellbeing>
- ¹⁹ 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>
- ²⁰ For more information on the GIRFEC approach, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright>
- ²¹ For more information on the Scottish Government's 'National Walking Strategy' please refer to: <http://www.gov.scot/Resource/0045/00452622.pdf>
- 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 Aberdeenshire, Clackmannanshire, East Ayrshire, East Renfrewshire, Fife, Midlothian and North Ayrshire opted for manual entry of the 2020 Hands Up Scotland Survey data by local authority officers and did not use the online survey platform.
- ³⁹ For more information on coronavirus guidance, please refer to 'Coronavirus (COVID-19): Guidance on preparing for the start of the new school term in August 2020' (<https://www.eis.org.uk/Content/images/corona/preparing-start-new-school-term-august-2020.pdf/>)
- ⁴⁰ Please refer to <https://www.gov.scot/news/update-on-school-closures-and-exams/>
- ⁴¹ Please refer to <https://www.gov.scot/news/schools-to-re-open-full-time/>
- ⁴² Table 2.1 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴³ All schools: primary, secondary, SEN and independent schools in Scotland, excluding nursery.
- ⁴⁴ Other modes of travel may include local authority transport and train, among others.
- ⁴⁵ 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.
- ⁴⁶ Table 2.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁷ Value(s) for SEN pupils have been suppressed and are therefore not presented here. Please see Technical Note 8.5.1.
- ⁴⁸ 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>
- ⁴⁹ All state schools: primary, secondary and SEN schools in Scotland, excluding nursery.
- ⁵⁰ 18 SEN departments not listed in Scottish Government education statistics were surveyed. These schools are not listed in the Scottish Government education statistics as they have a school roll of zero but are listed in the Scottish Government school contacts from January 2021. 2 SEN departments listed in Scottish Government education statistics were not surveyed.
- ⁵¹ Table 1.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁵² Table 1.1 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

⁵³ Table 2.4 in supplementary National Results Excel file available to download from:

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

⁵⁴ For considerations relating to calculations of percentage point change, please see Technical Note 8.4.9.

⁵⁵ Active travel is the combination of Walk, Cycle and Scooter / Skate. Private motorised travel is the combination of Driven (car) and Taxi.

⁵⁶ Specific values are not reported here due to there being several years of suppressed data for cycling and scooter/skate for SEN schools

⁵⁷ Tables 3.1 onwards in supplementary National Results Excel file available to download from:

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

⁵⁸ 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>

⁵⁹ 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>