

# Travel to School in Scotland

Hands Up Scotland Survey 2021:  
National Summary Report

May 2022



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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.<sup>1</sup> 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 2021. Trends in the data are analysed for the last ten years, with the baseline year in this report being 2012.

#### In 2021



**418,147 school pupils** and **37,071 nursery children** took part. 413,616 state school pupils participated, which equates to 58.7% of all state school pupils enrolled in Scotland<sup>2</sup>.

**1,879 schools** and **1,274 nurseries** took part. 1,861 state schools participated, which equates to 75.3% of all registered state schools in Scotland.

Between 2020 and 2021, there has been a 1.5 percentage point (pp) increase in state school pupil response rate. The total number of state schools responding to the survey has increased from 1,756 in 2020 to 1,861 in 2021, and remains 3.6pp lower than the pre-pandemic rates of 2019.

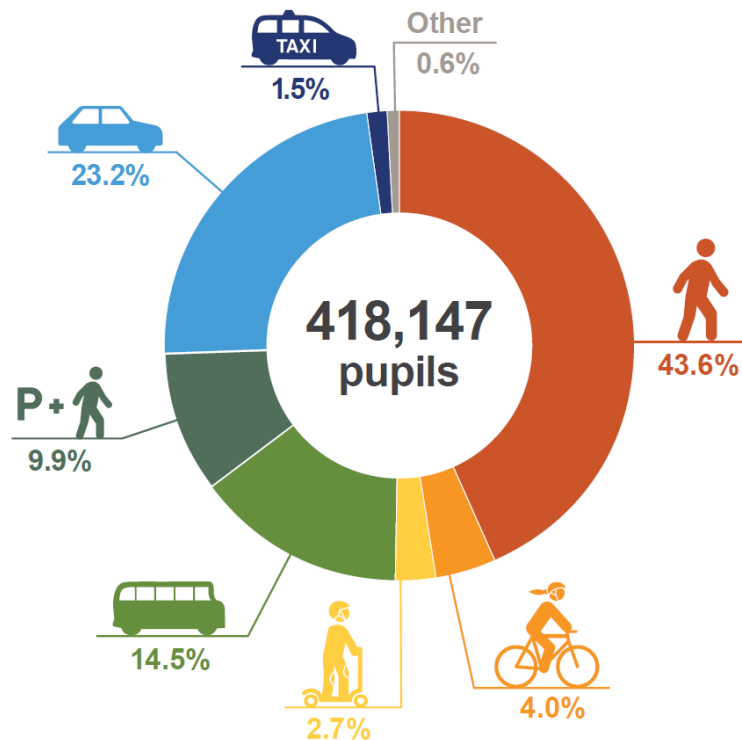
Schools can return data for the whole school or broken down by class. In 2021, 67.9% of all registered state schools in Scotland returned data broken down by class. This is the fourth highest proportion of registered state schools returning data broken down by class since the survey began, with the highest proportion being 75.2% in 2017.

## Active travel

**Active travel to school has declined since 2020, but remains higher than the pre-pandemic levels of 2019.**

50.3% of school pupils surveyed in 2021 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 49.7% in 2012 to 50.4% in 2014, but then steadily decreased to a low of 47.8% in 2019. Following a 3.4pp increase in 2020 to 51.2%, the highest of the last ten survey years, 2021 saw a 0.9pp decrease to 50.3%.

Walking to school decreased from 45.1% in 2012 to 43.6% in 2021, but shows an increase of 2.6pp from the low of 41.0% in 2019. Cycling to school has increased from 2.9% in 2012 to 4.0% in 2021. Scootering or skating has increased from 1.6% in 2012 to 2.7% in 2021.



## Multi-mode travel

9.9% of school pupils surveyed in 2021 said they normally park and stride to school.

**Overall, the percentage of pupils travelling to school by park and stride has increased from 7.8% in 2012 to 9.9% in 2021.**

## Private motorised travel

**Private motorised travel to school has increased, and remains lower than the pre-pandemic levels of 2019.**

24.7% of school pupils surveyed in 2021 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 from 22.2% in 2012 to 21.4% in 2013, then showed an increasing trend to 23.8% in 2019. It dropped to 22.8% in 2020, but has increased again in 2021 to 23.2%. Travel to school by taxi has remained stable, increasing from 1.7% in 2012 to 1.8% in 2016, but decreasing to 1.5% in 2020, where it remained in 2021.

## Public sustainable travel

14.5% of school pupils surveyed in 2021 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 2012 to 14.5% in 2021.**

# 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.<sup>3</sup>
- 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.<sup>4</sup>

A Parliamentary Order designates Sustrans as an Official Statistics Provider<sup>5</sup> as of 1<sup>st</sup> 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.<sup>6</sup>

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 2021, the data collection was conducted within the context of the coronavirus pandemic. During the data collection period there were no coronavirus prompted restrictions in place across Scotland.

The coronavirus pandemic prompted some changes to guidance on conducting the Hands Up Scotland Survey in 2020. Some of these changes were carried over into the 2021 data collection. Specifically, 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 guidance<sup>7</sup>.



## 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 2021 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 2021, 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 2021.

Trends in the data are analysed for the last ten years, with the baseline year in this report being 2012.

The Sustrans' Hands Up Scotland Survey team can be contacted with feedback or enquiries.<sup>8</sup> 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.<sup>9</sup>

## 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 Scotland<sup>10</sup>.

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 Outcomes Framework<sup>11</sup> brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel. The Active Travel Outcomes Framework draws on the *Long-Term Vision for Active Travel in Scotland 2030*<sup>12</sup>. 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 Outcomes 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 Outcomes 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 Plan<sup>13</sup> 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*<sup>14</sup> recommends active travel as one way of making up the daily recommended 60 minutes of moderate to vigorous intensity physical activity for children.<sup>15</sup>

*A More Active Scotland: Building a Legacy from the Commonwealth Games* sets out a number of objectives around active travel to school.<sup>16</sup> 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*<sup>17</sup> 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*.<sup>18</sup> The profile aims to measure progress against the SHANARRI<sup>19</sup> indicators of wellbeing of children and young people in Scotland,<sup>20</sup> outlined in the *Children and Young People (Scotland) Act 2014*.<sup>21</sup> SHANARRI indicators of wellbeing are part of the *Getting It Right for Every Child (GIRFEC)*<sup>22</sup> approach of The Scottish Government.

### Promoting active travel to school

The Scottish Government's *National Walking Strategy*<sup>23</sup> 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)*<sup>24</sup> 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)*<sup>25</sup>, 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 2030*<sup>26</sup> targets a 60% reduction in fatal child casualties and 60% reduction in children seriously injured. Similarly the *Long Term Vision for Active Travel*<sup>11</sup> 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 outcome<sup>27</sup> through evidencing private motorised travel (car and taxi) to school.

#### Improving air quality

As stated in the *Cleaner Air for Scotland* strategy<sup>28</sup> 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*.<sup>29</sup> Levels of motorised travel have implications for greenhouse gas emissions, and Transport Scotland's updated *National Transport Strategy*<sup>30</sup> 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'.<sup>31</sup>

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 Scotland<sup>32</sup> and a list of the main statistical publications in relation to transport in Scotland is available from the Transport Scotland website.<sup>33</sup> The *Scottish Health Survey*<sup>34</sup> includes wider information on children's physical activity levels.

The *Pupil Level Annual School Census*<sup>35</sup> 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*<sup>36</sup> 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*,<sup>37</sup> the *Travel Survey for Northern Ireland*,<sup>38</sup> and the *National Survey for Wales*.<sup>39</sup>



## 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 2021, data collection took place between the 13<sup>th</sup> and 17<sup>th</sup> 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.<sup>40</sup>

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 2021 Results

This section of the report details the results from the 2021 Hands Up Scotland Survey. Annual results highlight the extent of variation in travel behaviour between different school types.

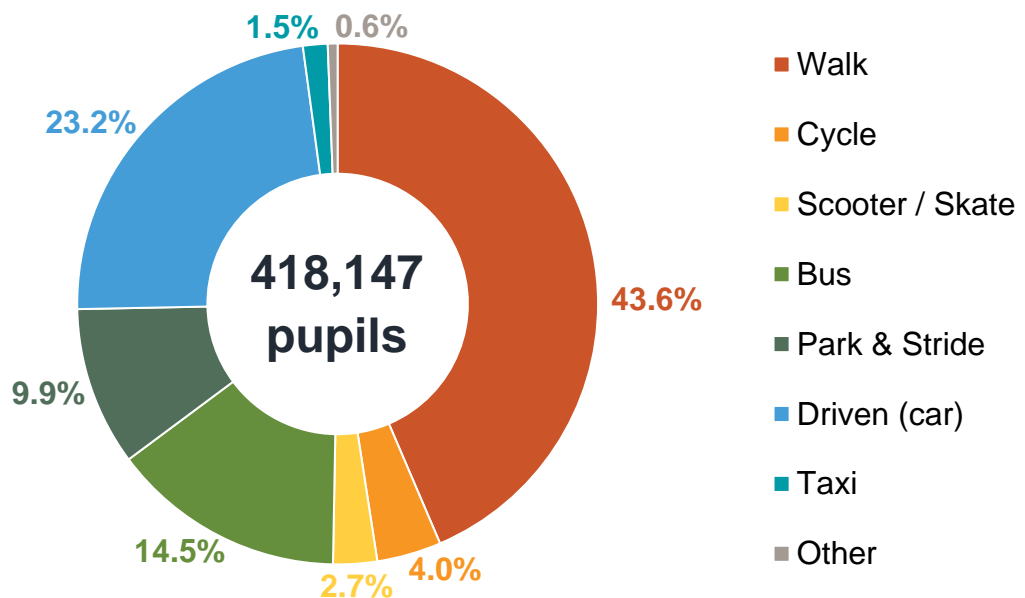
Care should be taken when interpreting results between school types due to considerable variation in pupil response numbers. For example, in our report, the category ‘all schools’ (418,147 pupils) includes primary (268,855 pupils), secondary (143,118 pupils), SEN (1,643 pupils) and independent (4,531 pupils) schools.

Nursery data is presented separately as the number of nursery school respondents (37,071 children) has more than tripled since data was first collected (see technical note 8.3.3). In our report, the category ‘all state schools’ (413,616 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), 2021.<sup>41</sup>**



#### Active travel

50.3% of pupils (210,267) across all schools<sup>42</sup> surveyed in 2021 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 43.6% of pupils (182,160) saying they normally walk to school. 4.0% of pupils (16,706) said they normally cycle to school and 2.7% (11,401) said they normally scooter or skate.

## Public sustainable travel

14.5% of pupils (60,782) surveyed in 2021, said they normally travel to school by bus.

## Multi-mode travel

9.9% of pupils (41,240) surveyed in 2021, said they normally park and stride to school.

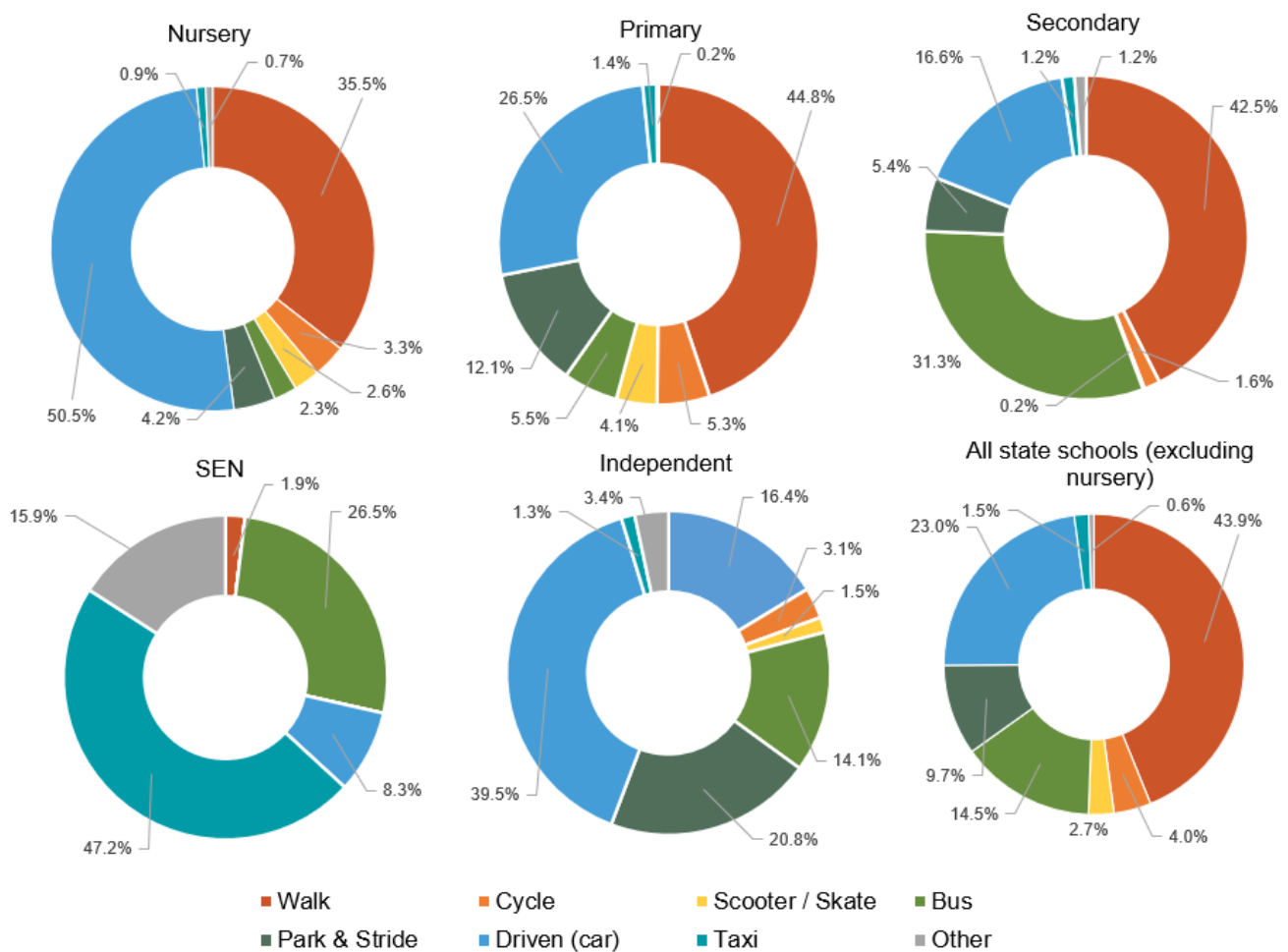
## Private motorised travel

24.7% of pupils (103,313) surveyed in 2021 said they normally travel to school using only a private motorised mode of transport. 23.2% of pupils (96,919) said they are normally driven to school (via a private car), and 1.5% (6,394) normally travel to school by taxi.

## Other

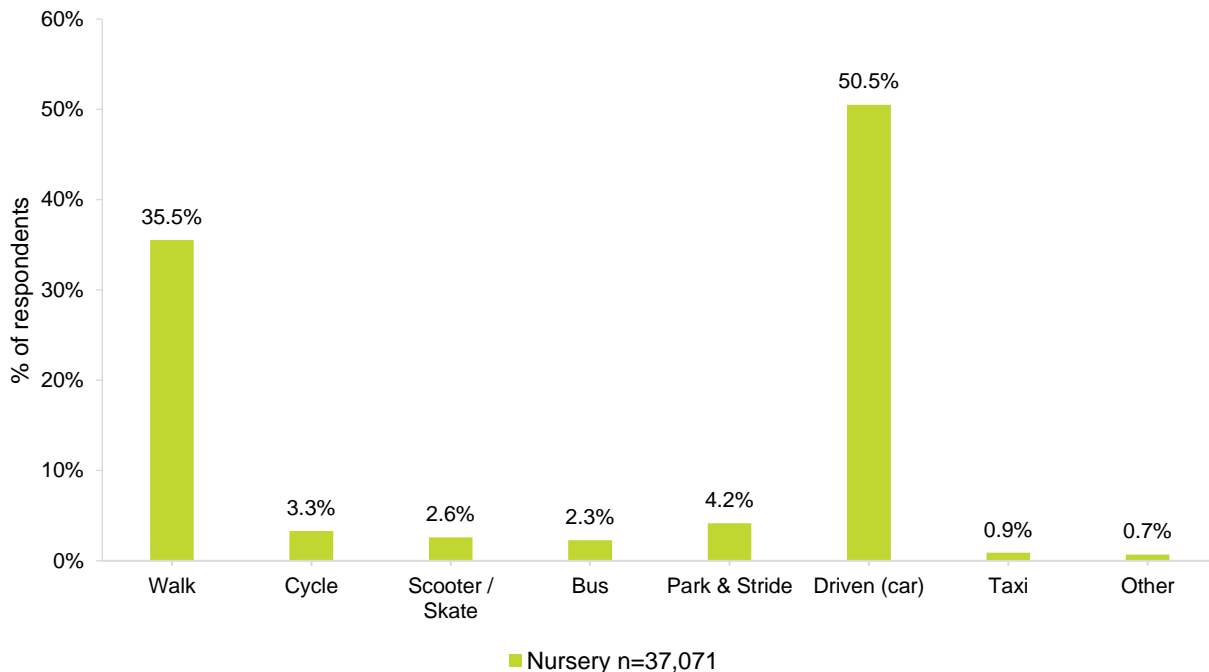
0.6% of pupils (2,545) indicated they travel to school by other means.<sup>43</sup>

**Chart 6-2: National travel modes: pupil responses by school type, 2021.<sup>44</sup>**



## 6.2 Nursery results

**Chart 6-3: National travel modes: proportion of participating nursery children travelling by different modes, 2021.<sup>45</sup>**



### Active travel

41.5% of nursery children surveyed in 2021 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 35.5% of nursery children. 3.3% of nursery children said they normally cycle to nursery, and 2.6% said they normally scooter or skate.

### Public sustainable travel

2.3% of nursery children surveyed in 2021, said they normally travel to nursery by bus.

### Multi-mode travel

4.2% of nursery children surveyed in 2021, said they normally park and stride to nursery.

### Private motorised travel

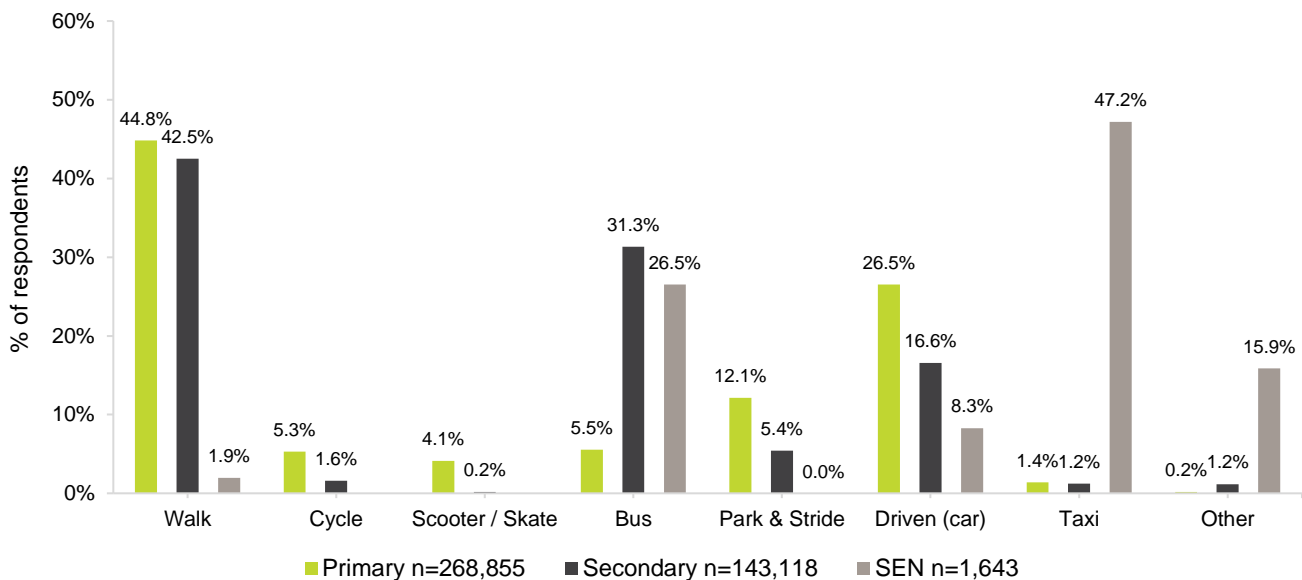
51.4% of nursery children surveyed in 2021, reported normally travelling to school by private motorised transport, 50.5% driven by car and 0.9% by taxi.

### Other

0.7% of nursery children surveyed in 2021, indicated they travel to nursery by other means.<sup>43</sup>

## 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), 2021.<sup>45</sup>**



### Active travel

In 2021, primary school pupils reported the highest level of active travel to school out of all school types, at 54.3%, followed by secondary school pupils at 44.3%. 44.8% of primary school pupils reported normally walking to school compared to 42.5% of secondary and 1.9% of SEN school pupils. 5.3% of primary school pupils reported normally cycling to school compared to 1.6% of secondary school pupils. 4.1% of primary school pupils reported normally scootering or skating to school compared to 0.2% of secondary school pupils.

### Public sustainable travel

In 2021, secondary school pupils reported the highest levels of bus usage, at 31.3% of pupils, compared to 26.5% of SEN pupils and just 5.5% of primary school pupils.

### Multi-mode travel

In 2021, 12.1% of primary school pupils reported park and stride as their usual mode of travelling to school, compared to 5.4% of secondary school pupils and 0.0% of SEN school pupils.<sup>44</sup>

### Private motorised travel

Secondary school pupils in 2021 reported the lowest levels of travel to school using private motorised transport of all school types, at 17.8%. This is less than the 27.9% of primary school pupils and 55.4% of SEN school pupils who reported normally doing so. 8.3% of SEN pupils are normally driven to school in a car, compared to 16.6% of secondary and 26.5% of primary school pupils. 47.2% of SEN pupils reported normally using a taxi to travel to school. Neither primary (1.4%) nor secondary (1.2%) school pupils reported high levels of normally using a taxi to travel to school in 2021.

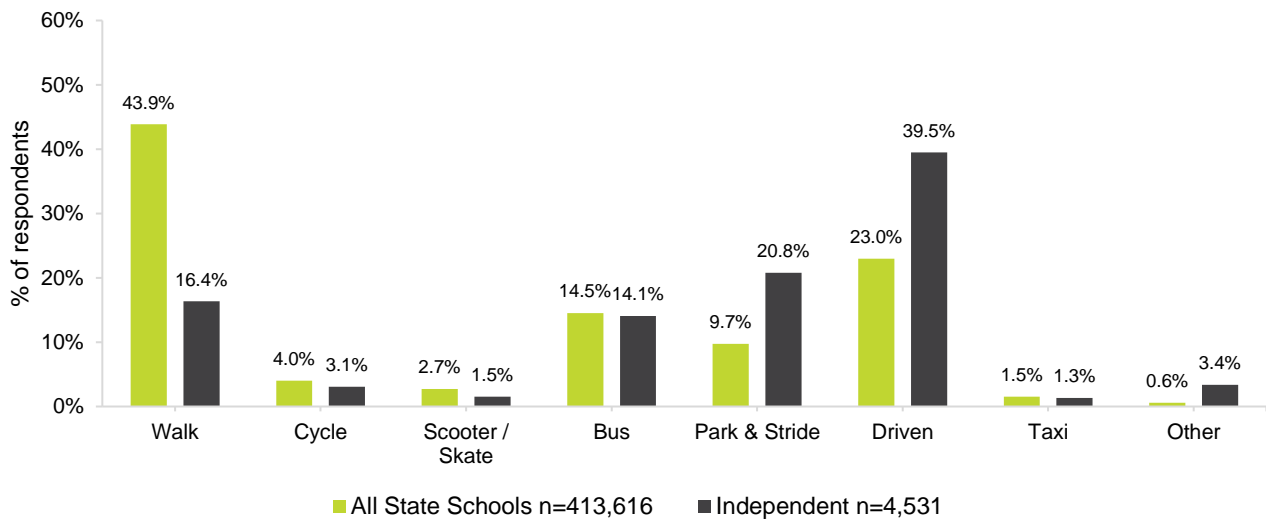


## **Other**

15.9% of SEN pupils indicated that they travel by other means. Primary and secondary pupils reported lower levels of travel by other means at 0.2% and 1.2%, 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, 2021.<sup>46</sup>**



### Active travel

In 2021, pupils in state schools reported higher active travel levels compared to independent schools, with 50.6% of state school pupils either walking, cycling, scootering or skating, compared to 20.9% of independent school pupils. This trend is consistent among each active mode of travel. For state schools, 43.9%, 4.0% and 2.7% of pupils reported normally travelling to school by walking, cycling and scootering or skating, respectively, compared to 16.4%, 3.1% and 1.5% of independent school pupils.

### Public sustainable travel

14.5% of state school pupils reported normally travelling to school by bus compared to 14.1% of independent school pupils.

### Multi-mode travel

9.7% of state school pupils reported normally travelling to school using multiple modes, compared to 20.8% of independent school pupils.

### Private motorised travel

24.5% of state school pupils normally travel to school using private motorised modes compared to 40.9% of independent school pupils. A higher proportion of independent school pupils normally travel to school by car (39.5%) than state school school pupils (23.0%). 1.5% of state school pupils reported normally travelling to school by taxi compared to 1.3% of independent school pupils.

### Other

0.6% of state school pupils indicated that they travel by other means, compared to 3.4% of independent school pupils.

## 6.5 Response rates: schools

In 2021, a total of 3,153 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 (13<sup>th</sup> to 17<sup>th</sup> September 2021).

2,871 nurseries and 2,549 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 2,465 state schools<sup>47</sup>, representing 99.8% of all state schools in Scotland<sup>48</sup>.

A total of 1,274 nurseries and 1,879 schools responded to the survey. 1,861 state schools took part, representing 75.5% of state schools receiving the survey and 75.3% of all state schools in Scotland

**Table 6-1: National response rates: number and proportion of schools responding to the survey, 2021.**<sup>49</sup>

School type	Number of schools which received survey	% of all schools in Scotland which received survey	Number of schools which returned data	% of schools receiving survey which returned data	% of all schools in Scotland which returned data
Nursery	2,871	N/A	1,274	44.4%	N/A
Primary	2,003	100.0%	1,586	79.2%	79.2%
Secondary	354	99.2%	247	69.8%	69.2%
SEN	108	97.3%	28	25.9%	25.2%
Independent	84	N/A	18	21.4%	N/A
<b>All state schools (exc. nursery)</b>	2,465	99.8%	1,861	75.5%	75.3%
<b>All schools (exc. nursery)</b>	2,549	N/A	1,879	73.7%	N/A

## 6.6 Response rates: pupils

Responses were received from 37,071 nursery children and 418,147 school pupils, amounting to 455,218 pupil responses overall. 413,616 state school pupils took part, which equates to 58.7% 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, 2021.**<sup>50</sup>

School type	Number of pupil respondents	% of Scottish state school roll
Nursery	37,071	N/A
Primary	268,855	68.9%
Secondary	143,118	46.6%
SEN	1,643	21.6%
Independent	4,531	N/A
<b>All state schools (exc. nursery)</b>	413,616	58.7%
<b>All schools (exc. nursery)</b>	418,147	N/A
<b>All schools and nurseries</b>	455,218	N/A

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

## 6.7 Data tables: 2021 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, 2021.<sup>45</sup>**

School type	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
Nursery	41.5%	2.3%	4.2%	51.4%	0.7%	<b>37,071</b>
Primary	54.3%	5.5%	12.1%	27.9%	0.2%	<b>268,855</b>
Secondary	44.3%	31.3%	5.4%	17.8%	1.2%	<b>143,118</b>
SEN	*	26.5%	0.0%	55.4%	15.9%	<b>1,643</b>
Independent	20.9%	14.1%	20.8%	40.9%	3.4%	<b>4,531</b>

**Table 6-4: National travel modes: by school type, 2021.<sup>45</sup>**

School type	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Nursery	35.5%	3.3%	2.6%	2.3%	4.2%	50.5%	0.9%	0.7%	<b>37,071</b>
Primary	44.8%	5.3%	4.1%	5.5%	12.1%	26.5%	1.4%	0.2%	<b>268,855</b>
Secondary	42.5%	1.6%	0.2%	31.3%	5.4%	16.6%	1.2%	1.2%	<b>143,118</b>
SEN	1.9%	*	*	26.5%	0.0%	8.3%	47.2%	15.9%	<b>1,643</b>
Independent	16.4%	3.1%	1.5%	14.1%	20.8%	39.5%	1.3%	3.4%	<b>4,531</b>

**Table 6-5: National travel modes: by school type and year group, 2021.<sup>51</sup>**

School Type Year Group	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
<b>Primary</b>									
P1-4	42.6%	4.5%	4.4%	5.6%	12.1%	29.3%	1.4%	0.2%	<b>140,764</b>
P5-7	47.8%	6.2%	3.4%	5.8%	12.4%	23.0%	1.3%	0.1%	<b>107,317</b>
<b>Secondary</b>									
S1-3	41.6%	1.8%	0.1%	32.6%	6.1%	15.3%	1.3%	1.1%	<b>72,054</b>
S4-6	41.3%	1.2%	0.2%	31.6%	4.8%	18.0%	1.2%	1.6%	<b>48,926</b>
<b>SEN</b>									
P1-4	*	0.0%	*	28.1%	0.0%	9.9%	38.7%	21.9%	<b>274</b>
P5-7	*	0.0%	0.0%	34.5%	*	9.2%	29.9%	25.9%	<b>174</b>
S1-3	2.0%	0.0%	0.0%	16.1%	0.0%	6.6%	50.7%	24.5%	<b>347</b>
S4-6	4.4%	*	0.0%	24.9%	*	10.5%	41.0%	18.3%	<b>229</b>
<b>Independent</b>									
P1-4	11.5%	4.9%	2.9%	6.6%	20.1%	52.9%	*	*	<b>1,464</b>
P5-7	16.9%	2.5%	1.6%	13.2%	24.4%	36.6%	0.5%	4.4%	<b>1,537</b>
S1-3	17.5%	*	*	22.2%	19.4%	32.1%	3.2%	3.7%	<b>783</b>
S4-6	23.6%	1.9%	0.0%	21.8%	16.1%	27.2%	3.6%	5.9%	<b>747</b>

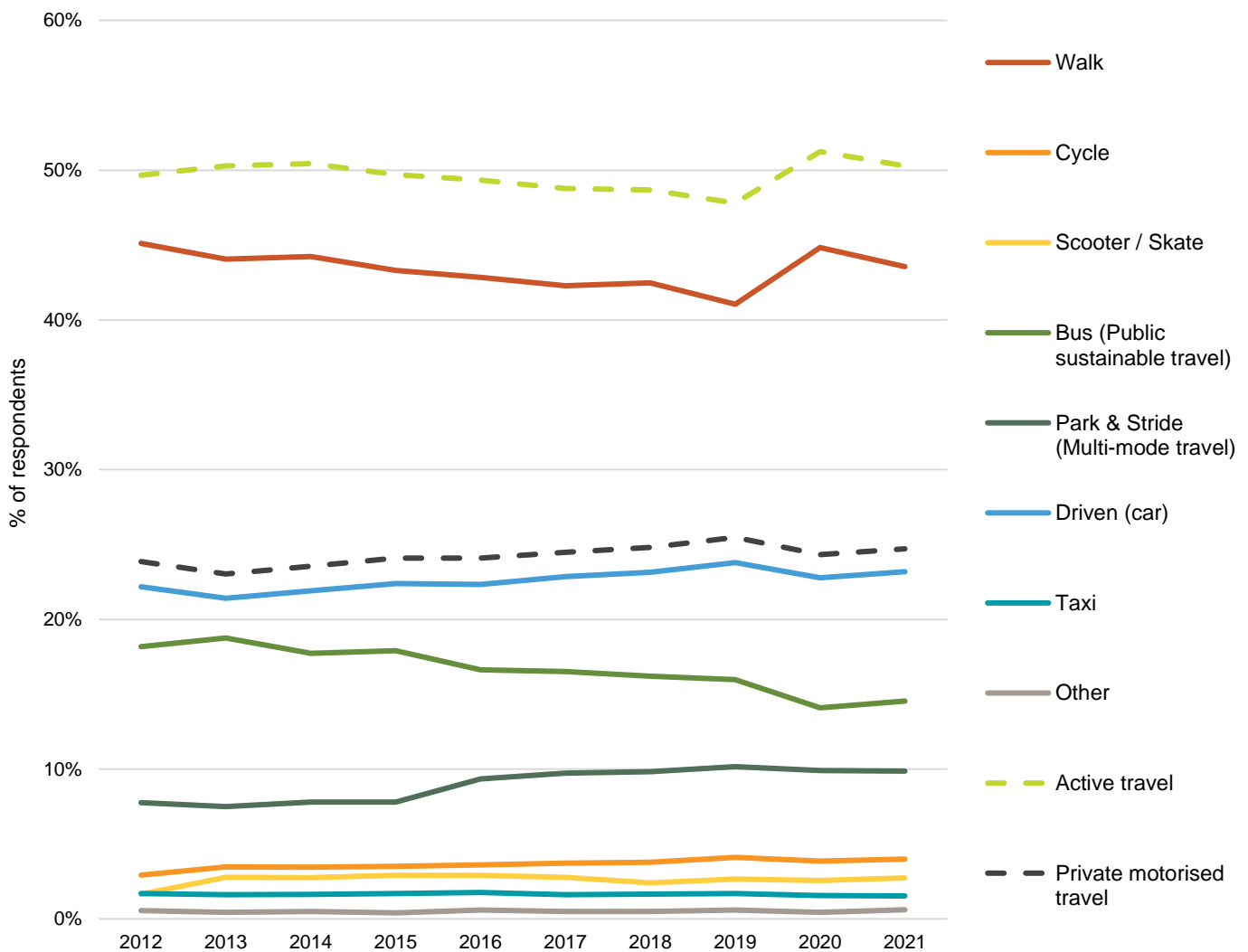
## 7 Trends in the 2012-2021 results

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 and 2021, coronavirus was a substantial additional factor.

Percentage point change has been calculated based on the rounded figures presented in this summary report.<sup>52</sup> 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

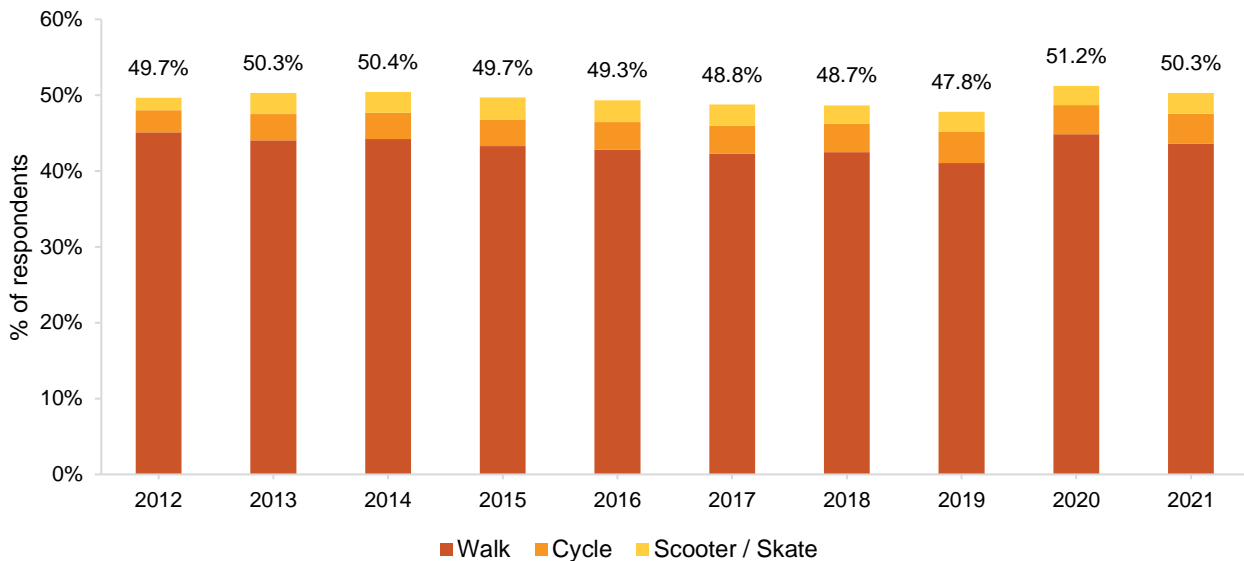
Chart 7-1: National travel modes and categories: all schools (exc. nursery), 2012-2021<sup>53</sup>





## Active travel

**Chart 7-2: Active travel mode share amongst participating pupils from all schools (exc. nursery), 2012-2021.<sup>41</sup>**



Since 2012, active travel to school has remained the **most frequently reported mode of travel to school** in Scotland.

In 2012, 49.7% 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. Active travel to school decreased 0.9pp from 51.2% in 2020 to 50.3% in 2021, though remains higher than the pre-pandemic levels from 2015-2019.

- Active travel in nurseries fell by the greatest percentage of all school types in 2021, with a 4.8pp decrease since 2020 to 41.5% - the lowest level of the last ten survey years.
- In primary schools active travel decreased by 1.0pp from 2020, to 54.3% in 2021 - the fifth highest of the last ten survey years and only 1.1pp lower than the highest recorded level in 2013.
- Since 2020, active travel in secondary and independent schools decreased by 0.5pp and 0.6pp, respectively, to 44.3% and 20.9%. Both school types show their second highest level of the last ten survey years.
- Active travel in SEN schools has been fairly consistent over the past ten survey years<sup>54</sup>.

## Walking

Following a steady decline from 45.1% in 2012 to 41.0% in 2019, and then a sharp increase to 44.8% in 2020, there has been a 1.2pp decrease in the proportion of pupils walking to school in 2021 (43.6%).

- Nursery and primary schools have shown a downward trend in walking since 2012. Following a sharp increase in 2020, both school types have seen a decrease of 4.6pp and 1.8pp, respectively, down to 35.5% and 44.8%.

- Walking levels in secondary schools have remained fairly consistent, but have fallen 0.3pp from their highest level of the past ten survey years in 2020, to 42.5%.
- Walking levels in independent schools have decreased to 16.4% in 2021, down 0.8pp since 2020, while SEN schools have seen a decrease of 0.3pp since 2020, down to 1.9% in 2021. 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 a low of 2.9% in 2012 to 4.0% in 2021, the second highest level after 2019 (4.1%).

- Among nursery children, cycling levels have increased over the past ten survey years, from 3.0% in 2012 to 3.3% in 2021, however this is a 0.6pp reduction from a high of 3.9% in 2019, and a 0.2pp reduction since 2020.
- Cycling levels among primary pupils have also increased over the past ten survey years, from 4.1% in 2012 to 5.3% in 2021. 2021 levels are 0.3pp higher than in 2020 and are the second highest of the past ten survey years.
- Independent schools also saw an increase in cycling levels in 2021, up 0.2pp from 2020 to a high of 3.1%
- Cycling levels in secondary schools have seen an increasing trend in cycling over the past ten survey years. Although levels have decreased by 0.2pp since 2020, to 1.6%, they are at the second highest level of the last ten survey years.

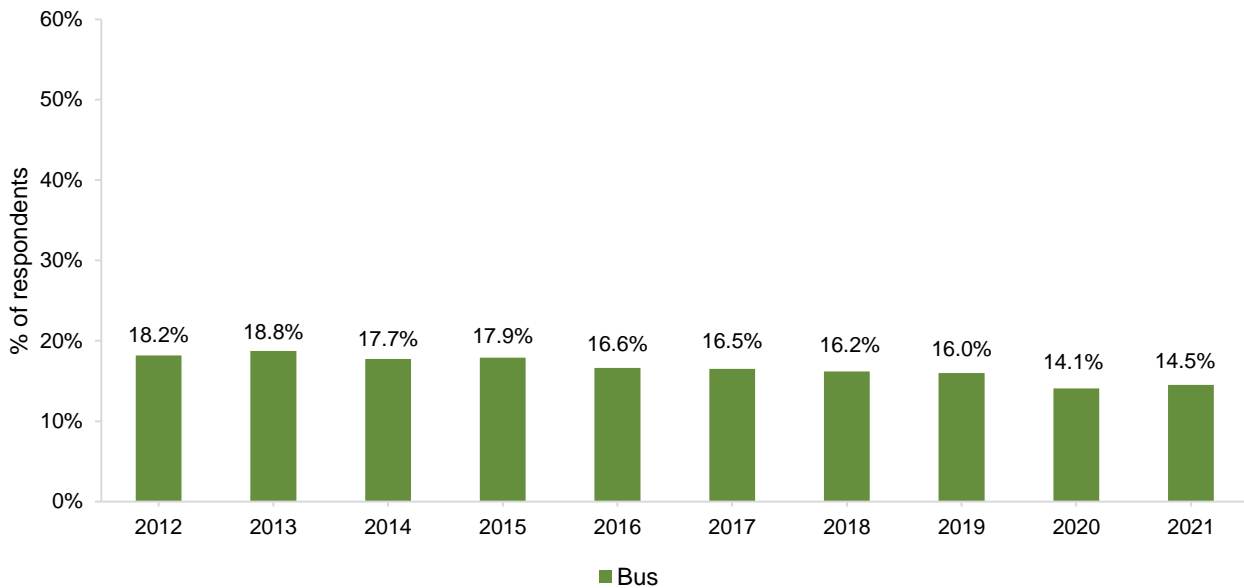
## Scooter/skate

The percentage of pupils who say they normally scooter or skate to school increased from 1.6% in 2012 to 2.8% in 2013. This percentage subsequently varied very little, but since 2016 there has been a slight decreasing trend. However, the proportion of pupils reporting to scoot or skate to school has increased by 0.1pp from 2.6% in 2020 to 2.7% in 2021.

- Scootering or skating levels among nursery and primary pupils have fluctuated over the past ten survey years. In 2021, nursery pupils saw a 0.2pp decrease from 2020, down to 2.6% and primary pupils saw a 0.3pp increase from 2020, up to 4.1%.
- 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. In 2021, scootering or skating remained the same as in 2020 (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, 2012-2021.<sup>41</sup>**

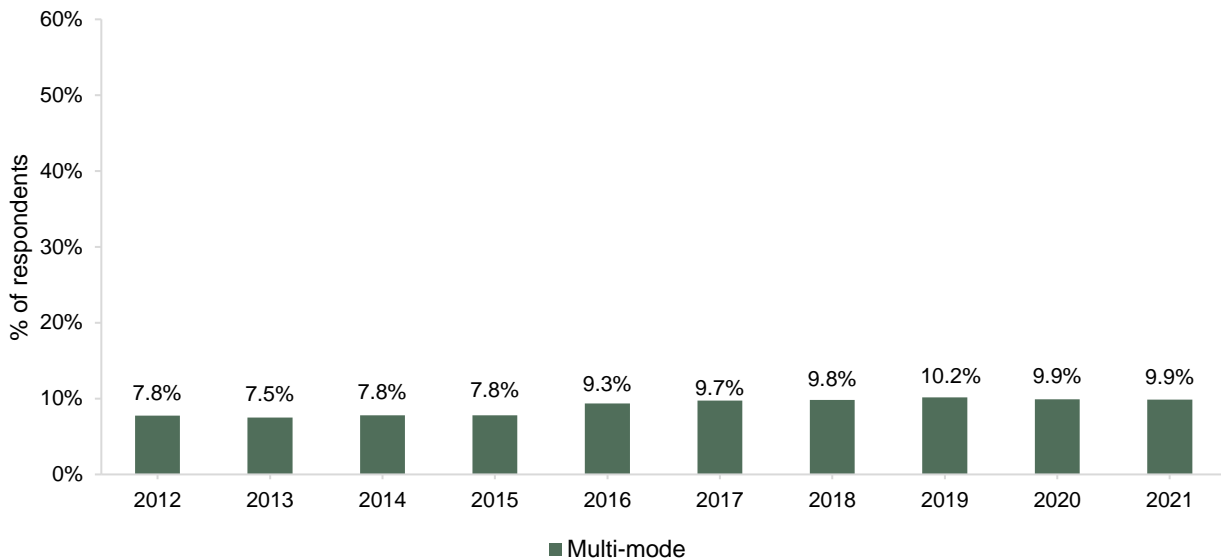


Overall, the proportion of pupils travelling to school by bus has declined over the past ten survey years, from 18.2% in 2012 to 14.5% in 2021. A 1.9pp drop in 2020 recorded the lowest level of the last ten survey years, but in 2021 bus use increased for the first time since 2015, by 0.4pp.

- Bus use in primary, secondary, and independent schools has been declining over the past ten survey years. Between 2020 and 2021, all three school types reported an increase with primary schools at 5.5% (up 0.2pp), secondary schools at 31.3% (up 0.4pp) and independent schools at 14.1% (up 4.1pp).
- Bus use among pupils attending SEN schools and children attending nurseries has varied over the past ten survey years. Between 2020 and 2021, bus use in nurseries increased by 0.2pp to 2.3%, while in SEN schools bus use decreased by 3.8pp to its second lowest level of the past ten survey years (26.5%).

## Multi-mode travel

**Chart 7-4: Mode share amongst participating pupils from all schools (exc. nursery) within the multi-mode travel category, 2012-2021.<sup>41</sup>**

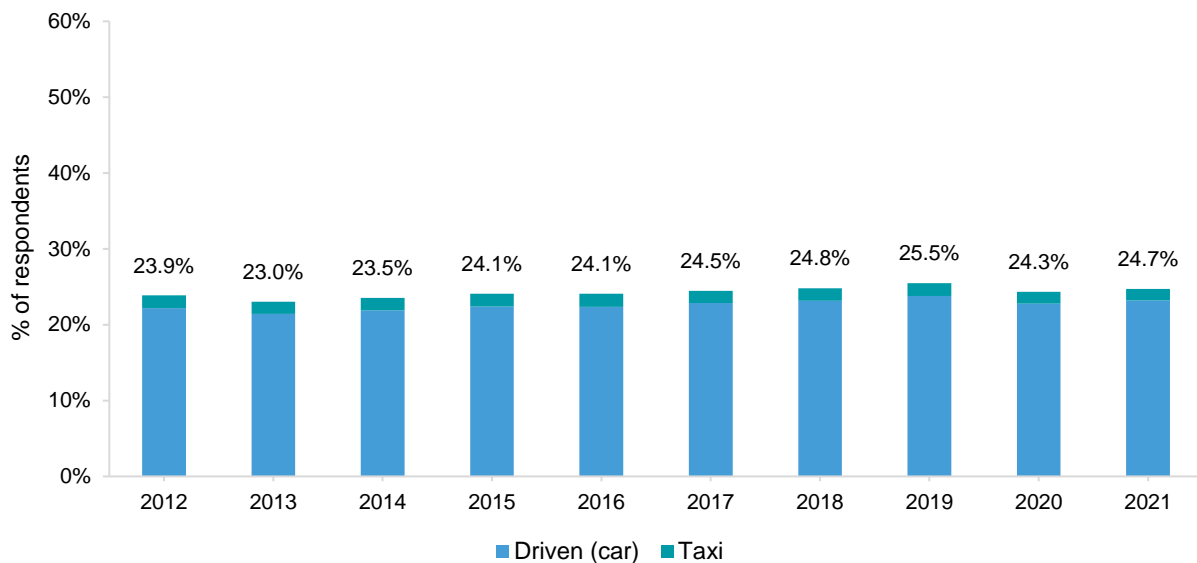


The proportion of pupils travelling to school by park and stride has shown an overall upward trend over the past ten survey years from 7.8% in 2012 to 9.9% in 2021. However, this remains 0.3pp lower than the high recorded in 2019 (10.2%).

- Levels of park and stride among nursery children have fluctuated between a high of 4.5% (in 2016) and a low of 3.7% (in 2020) over the past ten survey years. In 2021, park and stride increased by 0.5pp, to 4.2%.
- Following a steady rise in park and stride among primary school pupils, from 9.8% in 2012 to 13.1% in 2019, the 1.0pp drop recorded in 2020 has remained into 2021, with 12.1% of primary pupils traveling by this mode.
- Since 2012, 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 4.3% in 2012 to 5.4% in 2021, up 0.1 pp from 2020, and the highest level of the past ten survey years. In independent schools it has risen from 11.0% in 2012 to 20.8% in 2021, though this is down 2.2pp since 2020.

## Private motorised travel

**Chart 7-5: Mode share amongst participating pupils from all schools (exc. nursery) within the private motorised travel category, 2012-2021.<sup>41</sup>**



Levels of pupils in all schools (exc. nursery) travelling to school using private motorised transport have increased from 23.9% in 2012 to 24.7% in 2021, up 0.4pp since 2020 (24.3%).

- The proportion of nursery children travelling to nursery using private motorised transport is at a high in 2021 (51.4%), up by 3.8pp from 2020 (47.6%).
- Among primary school pupils, reported use of private motorised transport has increased by 0.8pp from its lowest level of the last ten survey years in 2020, to 27.9% in 2021.
- Private motorised travel among secondary school pupils has increased from 15.4% in 2012 to 17.8% in 2021. 2021 saw a 0.3pp decrease on 2020 levels, which were the highest of the past ten survey years.
- Between 2012 and 2021, levels of private motorised travel to independent schools have fluctuated. However, this has decreased by 2.0pp between 2020 (42.9%) and 2021 (40.9%).
- SEN school pupils reported the highest proportion of private motorised travel at 55.4% in 2021. Levels have fluctuated over the last ten survey years, however this is a 7.2pp decrease on 2012 (62.6%) and a 7.0pp decrease on 2020 (62.4%).

### Driven (car)

The proportion of pupils being driven to school has increased by 1.0pp from 22.2% in 2012 to 23.2% in 2021. From its highest point over the last ten survey years of 23.8% in 2019, it dropped by 1.0pp in 2020. In 2021, this figure has increased once more by 0.4pp.

- The proportion of nursery children being driven to school has fluctuated, but overall has increased from 43.9% in 2012 to the highest level of the last ten survey years in 2021 (50.5%) - a 3.5pp increase on 2020 levels.

- There has been a 0.9pp increase in primary pupils being driven to school from 25.6% in 2020 to 26.5% in 2021, the same figure recorded in 2012. With the exception of 2019 levels (27.7%), in the last ten survey years the proportion of primary pupils being driven to school has not fluctuated more than 1.0pp from its current level.
- The proportion of secondary and independent school pupils being driven to school has decreased between 2020 and 2021, down 0.2pp to 16.6% and 2.8pp to 39.5%, respectively. For secondary schools, this is the first decrease in being driven to school since 2016, while independent schools have seen a decreasing trend since 2018.
- The proportion of SEN pupils being driven to school has fluctuated over the past ten survey years, from a low of 2.9% in 2016 and a high of 14.3% in 2018. In 2021 it increased 1.0pp to 8.3%, up from 7.3% in 2020.

## Taxi

Taxi use has remained fairly consistent over the past ten survey years, typically ranging between 1.6% and 1.8% between 2012 and 2019. From 2020 to 2021, it has remained the same at 1.5%, a 0.2pp decrease from 2019.

- The proportion of nursery children travelling to school by taxi has been consistently low since 2012, with a high of 1.2% in 2016 and low of 0.6% in 2020. Since 2020, levels have increased by 0.3pp to 0.9%.
- In primary schools the proportion of pupils travelling to school by taxi has shown little variation since 2012, however, for a second consecutive year, it is at its lowest level of the last ten survey years (1.4%).
- The proportion of secondary and independent pupils travelling to school in a taxi has fluctuated since 2012. In secondary schools this has decreased by 0.1pp since 2020, to 1.2% in 2021. Independent schools however have seen an increase in taxi use of 0.7pp up to 1.3%, the highest level of the past ten survey years.
- In 2021, SEN school pupils reported the highest proportion of travel to school by taxi of all of the school types at 47.2%. Taxi use in SEN schools has fluctuated substantially over the past ten survey years, with 2021 showing a drop of 11.9pp from the highest recorded levels in 2012 and a 7.9pp drop on 2020 levels.

## Other travel

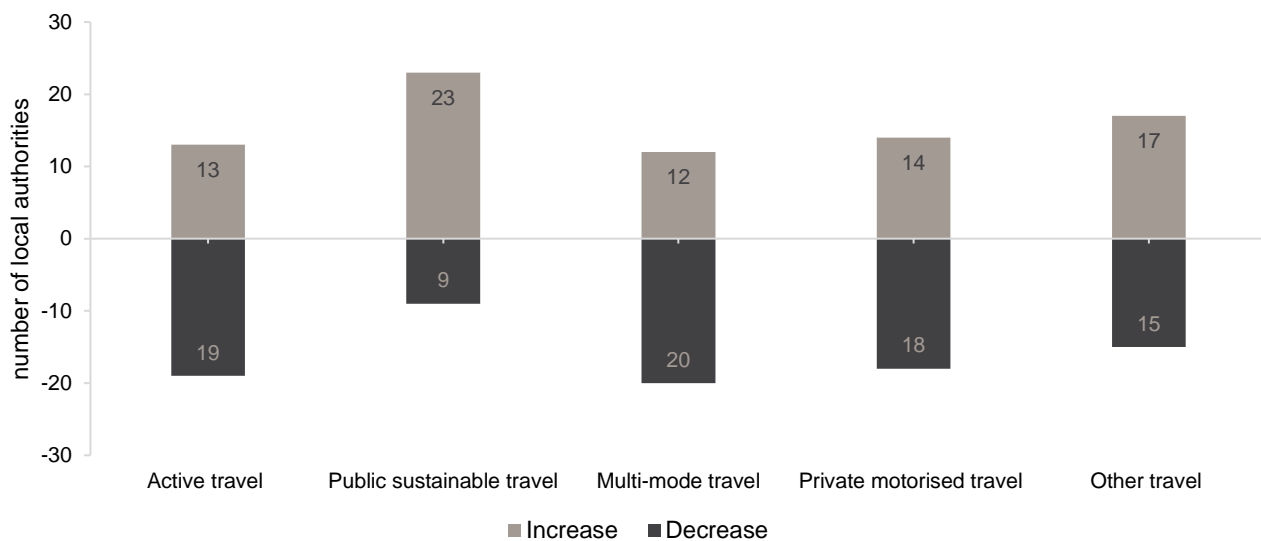
The percentage of pupils in all schools (exc. nursery) travelling to school by other modes has varied between 0.3% and 0.6% over the past ten survey years. In 2021 it is 0.6%, a 0.2pp increase from 2020.

- The percentage of SEN pupils that reported travelling by other means has varied considerably over the last ten survey years, from a low of 3.9% in 2017 to a high of 15.9% in 2021. This year saw an increase of 11.1pp, from 4.8% in 2020. 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 2020 and 2021 is shown below. The statistics below cover all 32 local authorities that responded in both 2020 and 2021. 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.<sup>55</sup>

**Chart 7-6: Change in pupil travel mode share between 2020 and 2021 at the local authority level.**



**Active travel:** There was an increase in active travel levels in 13 local authorities, and a decrease in 19, between 2020 and 2021.

**Public sustainable travel:** There was an increase in public sustainable travel levels in 23 local authorities, and a decrease in nine, between 2020 and 2021.

**Multi-mode travel:** There was an increase in multi-mode travel levels in 12 local authorities, and a decrease in 20, between 2020 and 2021.

**Private motorised travel:** There was an increase in private motorised travel levels in 14 local authorities, and a decrease in 18, between 2020 and 2021.

**Other travel:** There was an increase in other travel levels in 17 local authorities, and a decrease in 15, between 2020 and 2021.



## 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 more responses overall in 2021 than in 2020, but was still lower than pre-pandemic response rates. The coronavirus pandemic is expected to have influenced the drop in response rate since 2020, 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 2012 and 2015 and again from 2017 to 2021. 31 local authorities participated in 2016.

### School responses (exc. nursery)

A total of 1,879 schools took part in this year's survey. This represents 108 more schools than in 2020 and is the second 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 second lowest level of the last ten survey years, having increased from 1,756 in 2020 to 1,861 in 2021.

State school responses as a proportion of all state schools in Scotland increased from 77.0% in 2012 to 81.1% in 2015. From 2016 to 2019 levels fluctuated between 76.0% and 79.1%, with a considerable drop of 8.0pp to 70.9% in 2020.<sup>47</sup> In 2021, this increased by 4.2pp to 75.3% of state schools.

**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, 2012-2021.<sup>49</sup>**

Year	Number of state schools responding	% of Scottish state schools	Number of schools responding
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
2021	1,861	75.3%	1,879

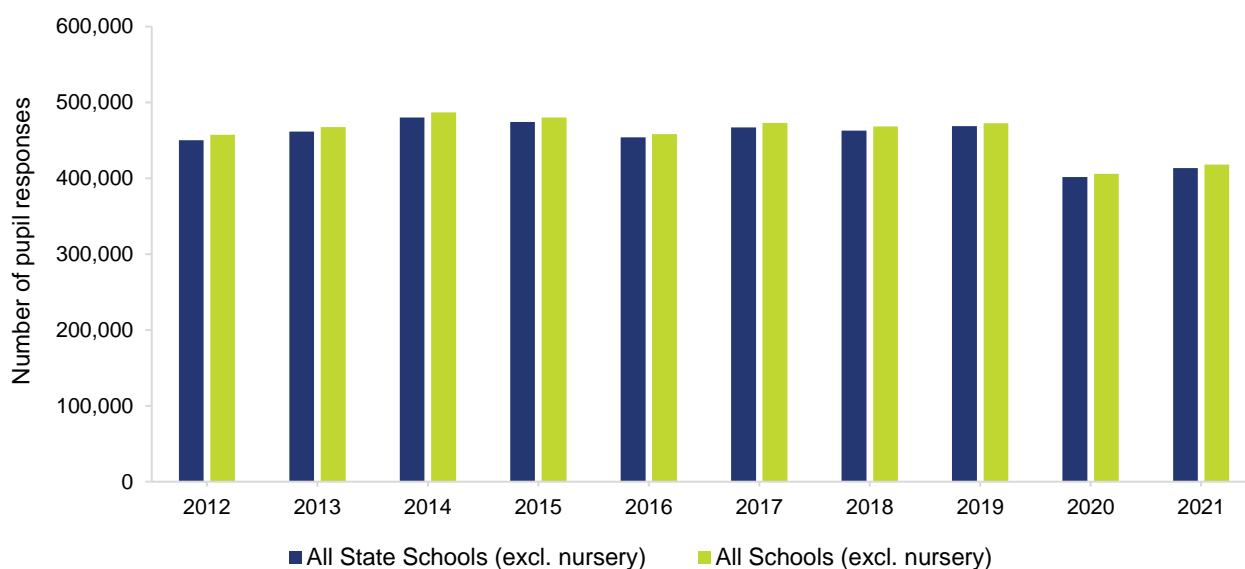
## Pupil responses

Responses were received from 418,147 school pupils in 2021. This represents 12,230 more school pupils than in 2020.

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 457,488 in 2012 to 418,147 pupils in 2021. Of the past ten survey years, the highest number of pupil responses was 487,147 in 2014, and the lowest number of responses was 405,917 in 2020.

413,616 state school pupils took part in the 2021 survey, which equates to 58.7% 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 450,192 (67.1%) in 2012 to 413,616 (58.7%) in 2021, 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), 2012-2021.<sup>50</sup>**



**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, 2012-2021.**

Year	Number of state school pupil respondents	% of Scottish state school roll	Number of school pupil respondents
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
2021	413,616	58.7%	418,147

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 523 in 2012 to 1,274 in 2021. The number of nurseries responding has increased by 166 since 2020.

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. 2021 saw the second highest number of responses of the past ten survey years, with 37,071 nursery children responding - an increase of 4,383 since 2020.

**Table 7-3: Nursery participation: number of nursery schools and children responding to the survey, 2012-2021.**<sup>56</sup>

Year	Number of nurseries responding	Number of nursery children respondents
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
2021	1,274	37,071

### Schools returning data by class

In 2021, 90.3% of schools returned data by class compared to a high of 95.0% in 2017, a 4.7pp decrease. However, the proportion of schools returning data by class in 2021 is still the third 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, 91.4% and 84.6% returned data by class, respectively, in 2021.<sup>57</sup>

## 7.4 Data tables: 2012-2021 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), 2012-2021.<sup>41</sup>**

Year	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
2012	45.1%	2.9%	1.6%	18.2%	7.8%	22.2%	1.7%	0.5%	<b>457,488</b>
2013	44.1%	3.5%	2.8%	18.8%	7.5%	21.4%	1.6%	0.4%	<b>467,397</b>
2014	44.2%	3.4%	2.8%	17.7%	7.8%	21.9%	1.6%	0.5%	<b>487,147</b>
2015	43.3%	3.5%	2.9%	17.9%	7.8%	22.4%	1.7%	0.4%	<b>480,161</b>
2016	42.8%	3.6%	2.9%	16.6%	9.3%	22.3%	1.8%	0.6%	<b>458,145</b>
2017	42.3%	3.7%	2.8%	16.5%	9.7%	22.8%	1.6%	0.5%	<b>473,160</b>
2018	42.5%	3.8%	2.4%	16.2%	9.8%	23.1%	1.7%	0.5%	<b>468,537</b>
2019	41.0%	4.1%	2.7%	16.0%	10.2%	23.8%	1.7%	0.6%	<b>472,617</b>
2020	44.8%	3.8%	2.6%	14.1%	9.9%	22.8%	1.5%	0.4%	<b>405,917</b>
2021	43.6%	4.0%	2.7%	14.5%	9.9%	23.2%	1.5%	0.6%	<b>418,147</b>

**Table 7-5: National travel categories: all schools (exc. nursery), 2012-2021.**

Year	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
2012	49.7%	18.2%	7.8%	23.9%	0.5%	<b>457,488</b>
2013	50.3%	18.8%	7.5%	23.0%	0.4%	<b>467,397</b>
2014	50.4%	17.7%	7.8%	23.5%	0.5%	<b>487,147</b>
2015	49.7%	17.9%	7.8%	24.1%	0.4%	<b>480,161</b>
2016	49.3%	16.6%	9.3%	24.1%	0.6%	<b>458,145</b>
2017	48.8%	16.5%	9.7%	24.5%	0.5%	<b>473,160</b>
2018	48.7%	16.2%	9.8%	24.8%	0.5%	<b>468,537</b>
2019	47.8%	16.0%	10.2%	25.5%	0.6%	<b>472,617</b>
2020	51.2%	14.1%	9.9%	24.3%	0.4%	<b>405,917</b>
2021	50.3%	14.5%	9.9%	24.7%	0.6%	<b>418,147</b>

## 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 2021, data collection took place between 13th and 17th 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](mailto: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, 1 Exchange Crescent, Conference Square, Edinburgh, EH3 8RA or email: [HandsUpScotland@sustrans.org.uk](mailto: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

- <sup>1</sup> For more information regarding the Hands Up Scotland Survey questions, please refer to: <https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- <sup>2</sup> For more information regarding response rates, please refer to section 7.3 (page 26).
- <sup>3</sup> For more information regarding the policy context, please refer to section 3 (page 5).
- <sup>4</sup> For more information on the UK Statistics Authority Code of Practice, please refer to: <https://code.statisticsauthority.gov.uk/the-code/>
- <sup>5</sup> 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.
- <sup>6</sup> For more information on Official Statistics in Scotland, please refer to: <https://statistics.gov.scot/home>
- <sup>7</sup> For more information on coronavirus guidance, please refer to 'Coronavirus (COVID-19): Guidance on reducing the risks from COVID-19 in schools': <https://lasswadehsc.mgfl.net/wp-content/uploads/ReducingRisksinSchoolsguidance-version6.0-August2021-finalversion.pdf>
- <sup>8</sup> Email: HandsUpScotland@sustrans.org.uk / Telephone: 0131 346 1384
- <sup>9</sup> 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>
- <sup>10</sup> For more information on the Scottish Government's National Performance Framework, please refer to: <http://nationalperformance.gov.scot>
- <sup>11</sup> For more information about Transport Scotland's Active Travel Outcomes Framework, please refer to: <https://www.transport.gov.scot/publication/active-travel-framework-1/>
- <sup>12</sup> 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>
- <sup>13</sup> 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>
- <sup>14</sup> 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>
- <sup>15</sup> 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.
- <sup>16</sup> 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>
- <sup>17</sup> For more information on the 'Curriculum for Excellence' please refer to: <https://education.gov.scot/Documents/health-and-wellbeing-eo.pdf>
- <sup>18</sup> 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/>
- <sup>19</sup> The SHANARRI indicators of wellbeing of children and young people in Scotland are: 'Safe', 'Healthy', 'Achieving', 'Nurtured', 'Active', 'Respected', 'Responsible' and 'Included'.
- <sup>20</sup> For more information on the SHANARRI indicators, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright/wellbeing>
- <sup>21</sup> 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>
- <sup>22</sup> For more information on the GIRFEC approach, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright>
- <sup>23</sup> For more information on the Scottish Government's 'National Walking Strategy' please refer to: <http://www.gov.scot/Resource/0045/00452622.pdf>
- <sup>24</sup> 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](https://www.transport.gov.scot/media/10323/ts_strategic_road_safety_plan_2016_digital_sep_2016.pdf)
- <sup>25</sup> For more information on 'Designing Streets' please refer to: <http://www.gov.scot/Publications/2010/03/22120652/0>
- <sup>26</sup> For more information on 'Scotland's Road Safety Framework to 2030', please refer to:

- <https://www.transport.gov.scot/news/scotland-s-road-safety-framework-to-2030/>
- <sup>27</sup> 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>
- <sup>28</sup> For more information on the Scottish Government's 'Cleaner Air for Scotland strategy', please refer to:  
<http://www.gov.scot/Resource/0048/00488493.pdf>
- <sup>29</sup> 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/>
- <sup>30</sup> 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>
- <sup>31</sup> 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/>
- <sup>32</sup> 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>
- <sup>33</sup> 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>
- <sup>34</sup> For more information on the Scottish Health Survey, please refer to:  
<https://www.gov.scot/publications/scottish-health-survey-2018-volume-1-main-report/>
- <sup>35</sup> For more information on the Pupil Level Annual School Census in England, please refer to:  
<https://www.gov.uk/government/collections/school-census>
- <sup>36</sup> 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>
- <sup>37</sup> For more information on the UK National Travel Survey, please refer to:  
<https://www.gov.uk/government/collections/national-travel-survey-statistics>
- <sup>38</sup> For more information on the Northern Ireland Travel Survey, please refer to:  
<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>
- <sup>39</sup> For more information on travel data from the National Survey for Wales, please refer to:  
<https://gov.wales/national-survey-wales>
- <sup>40</sup> Aberdeenshire, Clackmannanshire, East Ayrshire, East Renfrewshire, Fife, Midlothian and North Ayrshire opted for manual entry of the 2021 Hands Up Scotland Survey data by local authority officers and did not use the online survey platform.
- <sup>41</sup> Table 2.1 in supplementary National Results Excel file available to download from:  
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- <sup>42</sup> All schools: primary, secondary, SEN and independent schools in Scotland, excluding nursery.
- <sup>43</sup> Other modes of travel may include local authority transport and train, among others.
- <sup>44</sup> Values for SEN pupils have been suppressed for cycle and scooter/ skate and are therefore not presented here. Please see Technical Note 8.5.1.
- <sup>45</sup> Table 2.3 in supplementary National Results Excel file available to download from:  
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- <sup>46</sup> 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>
- <sup>47</sup> All state schools: primary, secondary and SEN schools in Scotland, excluding nursery.
- <sup>48</sup> This percentage may be less or more than 100% due to variation in the number of schools listed in Scottish Government Education Statistics, between years. In addition, there are occasions on which a school may not be sent the survey by accident.
- <sup>49</sup> Table 1.3 in supplementary National Results Excel file available to download from:  
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- <sup>50</sup> Table 1.1 in supplementary National Results Excel file available to download from:

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

<sup>51</sup> Table 2.4 in supplementary National Results Excel file available to download from:

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

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

<sup>53</sup> Active travel is the combination of Walk, Cycle and Scooter / Skate. Private motorised travel is the combination of Driven (car) and Taxi.

<sup>54</sup> Specific values are not reported here due to there being several years of suppressed data for cycling and scooter/skate for SEN schools

<sup>55</sup> Tables 3.1 onwards in supplementary National Results Excel file available to download from:

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

<sup>56</sup> 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>

<sup>57</sup> 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>