

Travel to School in Scotland

**Hands Up Scotland Survey 2022:
National Summary Report**

May 2023



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 national and local authority level as well as by school type and year group. The dataset informs and evidences school transport policies and initiatives.

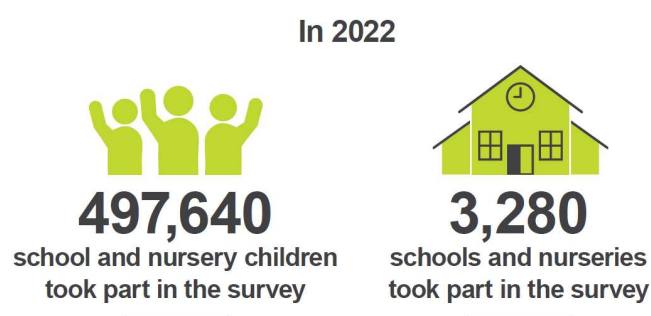
The survey

The question posed to all school pupils and nursery children is, 'How do you normally travel to school?' with a choice of travel mode options.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 2022. Trends in the data are analysed for the last ten years, with the baseline year in this report being 2013.



456,695 school pupils and **40,945 nursery children** took part. **449,376** state school pupils participated, which equates to 63.7% of all state school pupils enrolled in Scotland.²

1,973 schools and **1,307 nurseries** took part. 1,952 state schools participated, which equates to 79.3% of all registered state schools in Scotland.

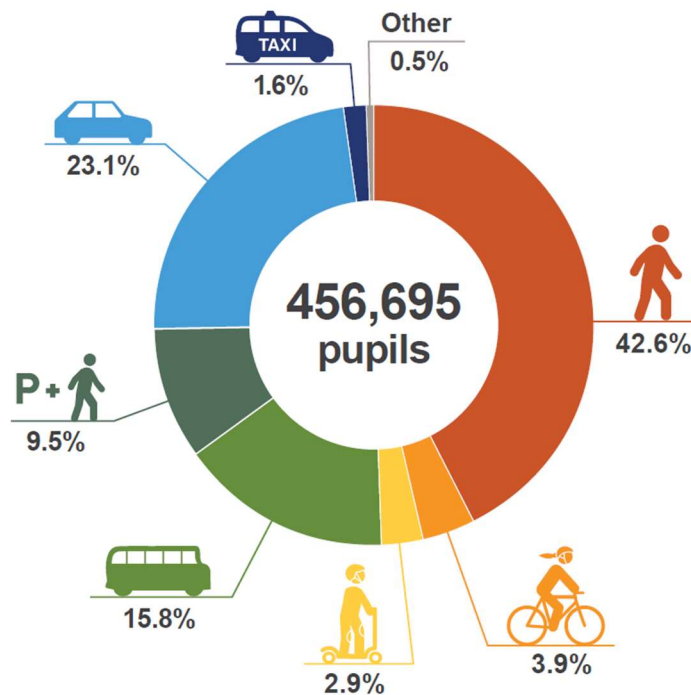
Between 2021 and 2022, there has been a 5 percentage point increase in state school pupil response rate, from 58.7% to 63.7%. The total number of state schools responding to the survey has increased from 1,861 in 2021 to 1,952 in 2022, and is now 0.4 percentage points higher than the pre-pandemic rates of 78.9% in 2019. Schools can return data for the whole school or broken down by class. In 2022, 71.1% of all registered state schools in Scotland returned data broken down by class. This is the second 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 2021, but remains higher than the pre-pandemic levels of 2019.

49.4% of school pupils surveyed in 2022 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. After a decreasing trend between 2014 and 2019, 2020 saw a 3.4 percentage point increase to 51.2%, making it the highest of the last ten survey years. Since then, levels have decreased to 50.3% in 2021, and 49.4% in 2022.

Walking to school decreased from 44.1% in 2013 to 42.6% in 2022, but shows an increase of 1.6 percentage points from the low of 41.0% in 2019. Cycling to school has increased from 3.5% in 2013 to 3.9% in 2022. Scootering or skating has shown little change from 2013 to 2022.



Multi-mode travel

9.5% of school pupils surveyed in 2022 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 2013 to 9.5% in 2022.

Private motorised travel

Private motorised travel to school has increased since 2021, but remains lower than the pre-pandemic levels of 2019.

24.8% of school pupils surveyed in 2022 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 showed an increasing trend from 2013 to 2019 where it reached a high of 23.8%. Since then it has fluctuated between 22.8% and 23.2%. In 2022 it fell by 0.1 percentage points to 23.1%. Travel to school by taxi has remained stable, varying between 1.5% and 1.8%. In 2022 it increased by 0.1 percentage points to 1.6%.

Public sustainable travel

15.8% of school pupils surveyed in 2022 said they normally travel to school by bus.

Overall, the percentage of pupils travelling to school using the bus has decreased from 18.8% in 2013 to 15.8% in 2022.

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 Scotland³
- 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.⁴

A Parliamentary Order designates Sustrans as an Official Statistics Provider⁵ 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.⁶

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

2 The National Summary Report

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

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

A shorter summary of key national level results for the Hands Up Scotland Survey 2022 is available in the form of an overview document. Supplementary National Results tables, including a breakdown of results at a local authority level and data collected from 2008 to 2022, 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 2022.

Trends in the data are analysed for the last ten years, with the baseline year in this report being 2013.

The Sustrans' Hands Up Scotland Survey team can be contacted with feedback or enquiries.⁷ 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.⁸

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 Scotland⁹.

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 Framework¹⁰ 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*¹¹. 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 Plan¹² detailing outcomes, actions and achievements in terms of the vision: 'A Scotland where more people are more active, more often.'

The Scottish Government's 2020 update on its *National Transport Strategy*¹³ highlights health and wellbeing improvement at one of its priorities, stating that Scotland's transport system should 'allow people to make active travel choices to improve their health and physical and mental wellbeing and seek to reduce health inequalities'.

The UK Chief Medical Officers' *Physical Activity Guidelines*¹⁴ recommends active travel as one way of making up the daily recommended 60 minutes of moderate to vigorous intensity physical activity for children.¹⁵

A More Active Scotland: Building a Legacy from the Commonwealth Games sets out a number of objectives around active travel to school.¹⁶ 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*¹⁷ also acknowledges the important contribution active 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*.¹⁸ The profile aims to measure progress against the SHANARRI¹⁹ indicators of wellbeing of children and young people in Scotland,²⁰ outlined in the *Children and Young People (Scotland) Act 2014*.²¹ SHANARRI indicators of wellbeing are part of the *Getting It Right for Every Child (GIRFEC)*²² approach of The Scottish Government.

Promoting active travel to school

The Scottish Government's *National Walking Strategy*²³ 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)*²⁴ 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)*²⁵, 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*²⁶ targets a 60% reduction in fatal child casualties and 60% 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 outcome²⁷ through evidencing private motorised travel (car and taxi) to school.

Improving air quality

As stated in the *Cleaner Air for Scotland* strategy²⁸ 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*.²⁹ Levels of motorised travel have implications for greenhouse gas emissions, and Transport Scotland's updated *National Transport Strategy* 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'.³⁰

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 Scotland³¹. The *Scottish Household Survey* typically receives responses from around 10,000 and 11,000 households per year, a smaller sample compared to the Hands Up Scotland Survey which typically receives between 400,000 and 500,000 school pupil responses per year. In addition the scope of the *Scottish Household Survey* is broader, capturing a wide range of transport and travel information about adults and households, as well as reasons for the method of children's transport to school. A list of the main statistical publications in relation to transport in Scotland is available from the Transport Scotland website.³² The *Scottish Health Survey*³³ includes wider information on children's physical activity levels.

The *Pupil Level Annual School Census*³⁴ 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*³⁵ 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*,³⁶ the *Travel Survey for Northern Ireland*,³⁷ and the *National Survey for Wales*.³⁸

5 Survey design

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

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

5.1 Data collection

Data collection for the Hands Up Scotland Survey occurs annually in the second week of September. In 2022, data collection took place between the 12th and 16th 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 (Special Educational Needs) 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 SEN school pupils by a parent, guardian or member of school staff when responding to the survey, depending on the level of support required.

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

School staff return completed paper survey forms to their local authority officer, who inputs data for each school before submitting responses to Sustrans. Results entered via the online survey platform are downloaded directly by Sustrans. Once all of the responses have been submitted, quality assurance, analysis and reporting are conducted by Sustrans' Research and Monitoring Unit.

6 2022 Results

This section of the report details the results from the 2022 Hands Up Scotland Survey. Annual results highlight the extent of variation in travel behaviour between different school types.

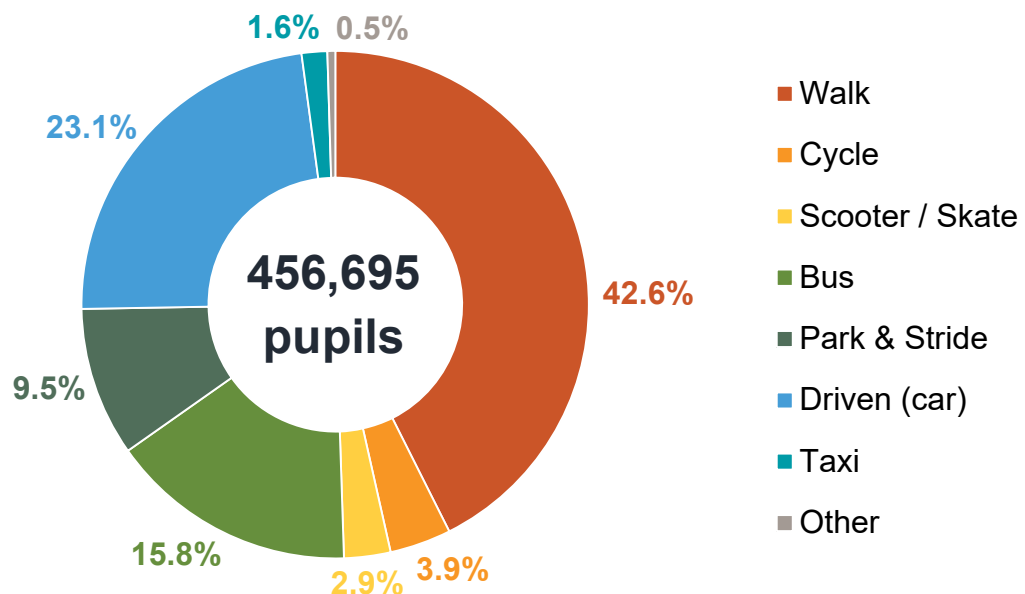
Care should be taken when interpreting results between school types due to considerable variation in pupil population size and response rate. For example, the category ‘all schools’ (456,695 pupils) includes primary (289,138 pupils), secondary (157,872 pupils), SEN (2,366 pupils) and independent (7,319 pupils) schools.

Nursery data is presented separately as the characteristics of nurseries are considered to be different to that of other school types. For example, nurseries have very different operating times compared to other school types (see technical note 8.3.3). The category ‘all state schools’ (449,376 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), 2022.⁴⁰



Active travel

49.4% of pupils (225,831) across all schools⁴¹ surveyed in 2022 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 42.6% of pupils (194,457) saying they normally walk to school. 3.9% of pupils (17,916) said they normally cycle to school and 2.9% (13,458) said they normally scooter or skate.

Public sustainable travel

15.8% of pupils (72,102) surveyed in 2022 said they normally travel to school by bus.

Multi-mode travel

9.5% of pupils (43,367) surveyed in 2022 said they normally park and stride to school.

Private motorised travel

24.8% of pupils (113,114) surveyed in 2022 said they normally travel to school using only a private motorised mode of transport. 23.1% of pupils (105,635) said they are normally driven to school (in a private car), and 1.6% (7,479) normally travel to school by taxi.

Other

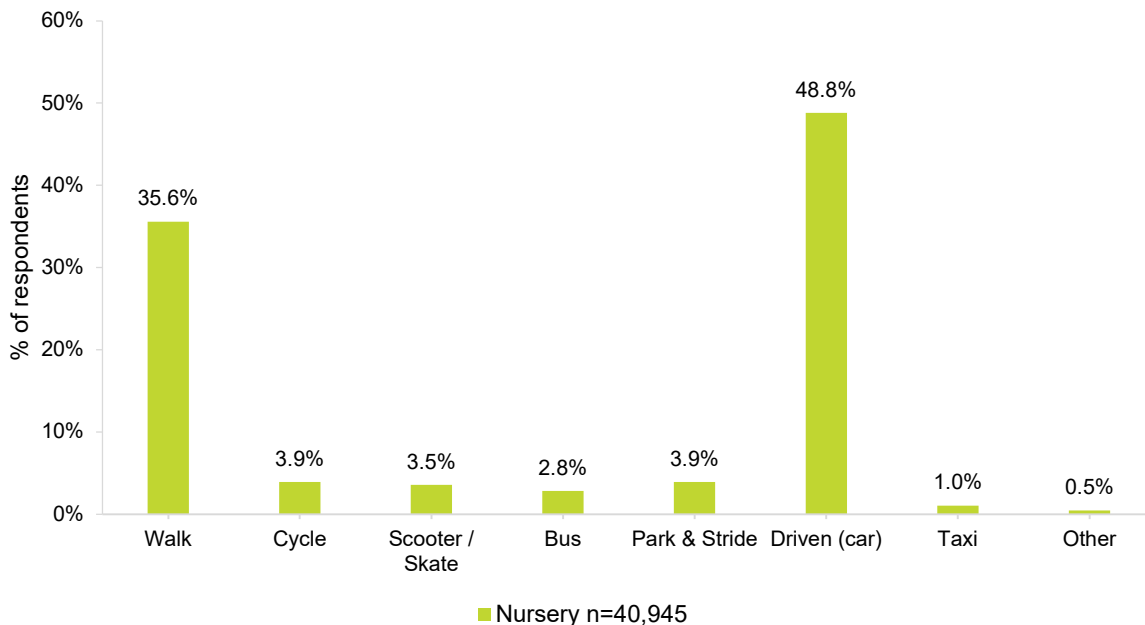
0.5% of pupils (2,281) indicated they travel to school by other means.⁴²

Chart 6-2: National travel modes: pupil responses by school type, 2022.⁴³



6.2 Nursery results

Chart 6-3: National travel modes: proportion of participating nursery children travelling by different modes, 2022. ⁴⁴



Active travel

43.0% of nursery children surveyed in 2022 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 35.6% of nursery children. 3.9% of nursery children said they normally cycle to nursery, and 3.5% said they normally scooter or skate.

Public sustainable travel

2.8% of nursery children surveyed in 2022 said they normally travel to nursery by bus.

Multi-mode travel

3.9% of nursery children surveyed in 2022 said they normally park and stride to nursery.

Private motorised travel

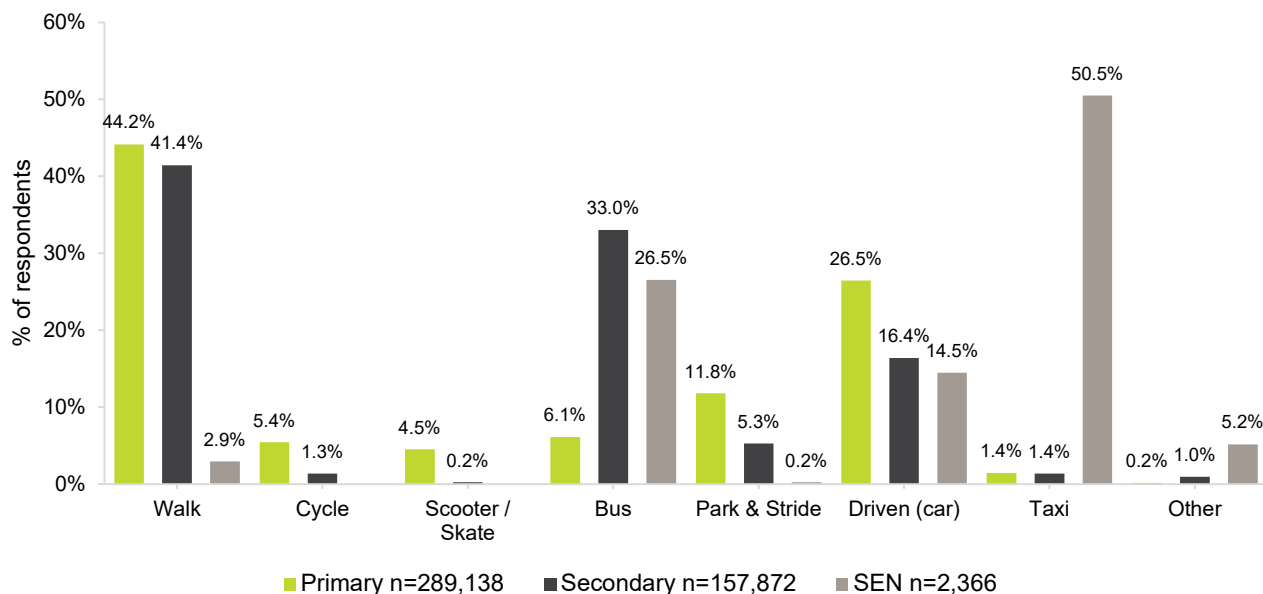
49.8% of nursery children surveyed in 2022 reported normally travelling to school by private motorised transport, 48.8% driven by car and 1.0% by taxi.

Other

0.5% of nursery children surveyed in 2022 indicated they travel to nursery by other means.⁴²

6.3 All state school comparison

Chart 6-4: National travel modes: proportion of participating pupils travelling by different modes, by state school type (primary, secondary and SEN), 2022.⁴⁴



Active travel

In 2022, primary school pupils reported the highest level of active travel to school out of all school types, at 54.1%, followed by secondary school pupils at 43.0%. 44.2% of primary school pupils reported normally walking to school compared to 41.4% of secondary and 2.9% of SEN school pupils. 5.4% of primary school pupils reported normally cycling to school compared to 1.3% of secondary school pupils. 4.5% of primary school pupils reported normally scootering or skating to school compared to 0.2% of secondary school pupils.

Public sustainable travel

In 2022, secondary school pupils reported the highest levels of bus usage, at 33.0% of pupils, compared to 26.5% of SEN pupils and just 6.1% of primary school pupils.

Multi-mode travel

In 2022, 11.8% of primary school pupils reported park and stride as their usual mode of travelling to school, compared to 5.3% of secondary school pupils and 0.2% of SEN school pupils.⁴³

Private motorised travel

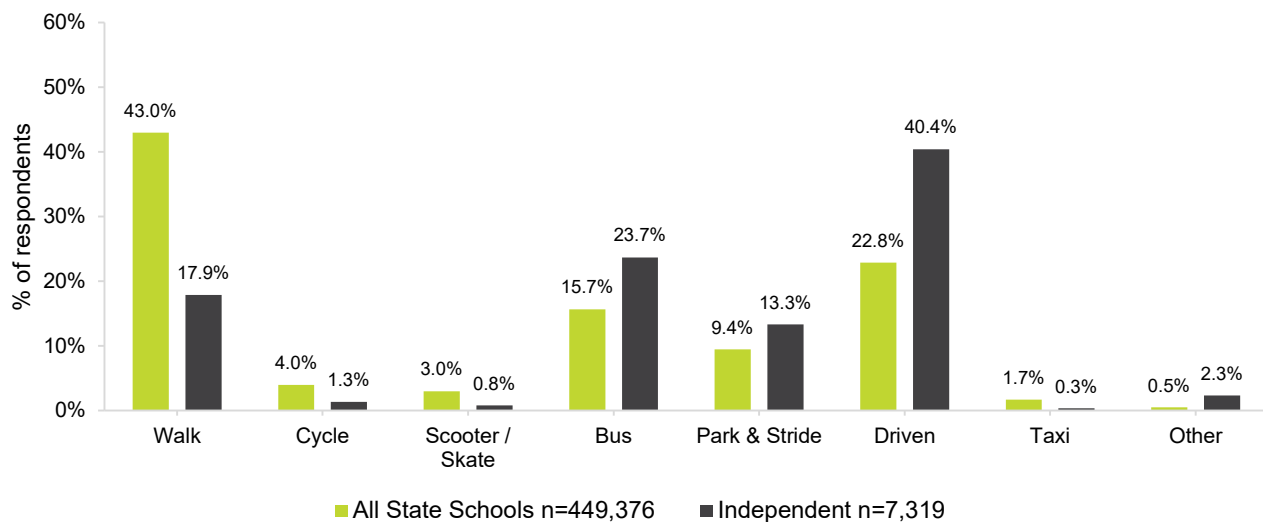
Secondary school pupils in 2022 reported the lowest levels of travel to school using private motorised transport of all school types, at 17.7%. This is less than the 27.9% of primary school pupils and 65.0% of SEN school pupils who reported normally doing so. 14.5% of SEN pupils are normally driven to school in a car, compared to 16.4% of secondary and 26.5% of primary school pupils. 50.5% of SEN pupils reported normally using a taxi to travel to school. Neither primary (1.4%) nor secondary (1.4%) school pupils reported high levels of normally using a taxi to travel to school in 2022.

Other

5.2% 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 1.0%, respectively.⁴²

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, 2022.⁴⁵



Active travel

In 2022, state school pupils reported higher active travel levels compared to independent school pupils, with 49.9% of state school pupils either walking, cycling, scootering or skating, compared to 20.0% of independent school pupils. This trend is consistent among each active mode of travel. For state schools, 43.0%, 4.0% and 3.0% of pupils reported normally travelling to school by walking, cycling and scootering or skating, respectively, compared to 17.9%, 1.3% and 0.8% of independent school pupils.

Public sustainable travel

15.7% of state school pupils reported normally travelling to school by bus compared to 23.7% of independent school pupils.

Multi-mode travel

9.4% of state school pupils reported normally travelling to school using multiple modes, compared to 13.3% of independent school pupils.

Private motorised travel

24.5% of state school pupils normally travel to school using private motorised modes compared to 40.7% of independent school pupils. A higher proportion of independent school pupils normally travel to school by car (40.4%) than state school school pupils (22.8%). 1.7% of state school pupils reported normally travelling to school by taxi compared to 0.3% of independent school pupils.

Other

0.5% of state school pupils indicated that they travel by other means, compared to 2.3% of independent school pupils.

6.5 Response rates: schools

In 2022, a total of 3,280 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 (12th to 16th September 2022).

2,854 nurseries and 2,556 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 2,468 state schools⁴⁶, representing 100.3% of all state schools in Scotland⁴⁷.

A total of 1,307 nurseries and 1,973 schools responded to the survey. 1,952 state schools took part, representing 79.1% of state schools receiving the survey and 79.3% of all state schools in Scotland.

Table 6-1: National response rates: number and proportion of schools responding to the survey, 2022.⁴⁸

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	2,854	N/A	1,307	45.8%	N/A
Primary	2,000	100.3%	1,647	82.4%	82.6%
Secondary	357	99.7%	270	75.6%	75.4%
SEN	111	101.8%	35	31.5%	32.1%
Independent	88	N/A	21	23.9%	N/A
All state schools (exc. nursery)	2,468	100.3%	1,952	79.1%	79.3%
All schools (exc. nursery)	2,556	N/A	1,973	77.2%	N/A

6.6 Response rates: pupils

Responses were received from 40,945 nursery children and 456,695 school pupils, amounting to 497,640 pupil responses overall. 449,376 state school pupils took part, which equates to 63.7% 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, 2022.⁴⁹

School type	Number of pupil respondents	% of Scottish state school roll
Nursery	40,945	N/A
Primary	289,138	74.3%
Secondary	157,872	51.1%
SEN	2,366	30.3%
Independent	7,319	N/A
All state schools (exc. nursery)	449,376	63.7%
All schools (exc. nursery)	456,695	N/A
All schools and nurseries	497,640	N/A

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

6.7 Data tables: 2022 results

These data tables contain a more detailed 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, 2022.⁴⁴

School type	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
Nursery	43.0%	2.8%	3.9%	49.8%	0.5%	40,945
Primary	54.1%	6.1%	11.8%	27.9%	0.2%	289,138
Secondary	43.0%	33.0%	5.3%	17.7%	1.0%	157,872
SEN	*	26.5%	0.2%	65.0%	5.2%	2,366
Independent	20.0%	23.7%	13.3%	40.7%	2.3%	7,319

Table 6-4: National travel modes: by school type, 2022.⁴⁴

School type	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Nursery	35.6%	3.9%	3.5%	2.8%	3.9%	48.8%	1.0%	0.5%	40,945
Primary	44.2%	5.4%	4.5%	6.1%	11.8%	26.5%	1.4%	0.2%	289,138
Secondary	41.4%	1.3%	0.2%	33.0%	5.3%	16.4%	1.4%	1.0%	157,872
SEN	2.9%	*	*	26.5%	0.2%	14.5%	50.5%	5.2%	2,366
Independent	17.9%	1.3%	0.8%	23.7%	13.3%	40.4%	0.3%	2.3%	7,319

Table 6-5: National travel modes: by school type and year group, 2022.⁵⁰

School Type Year Group	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Primary									
P1-4	41.6%	4.9%	5.2%	5.7%	11.9%	29.1%	1.4%	0.2%	146,628
P5-7	47.2%	6.0%	3.4%	6.5%	11.9%	23.4%	1.3%	0.2%	115,599
Secondary									
S1-3	40.7%	1.3%	0.2%	34.6%	5.9%	15.1%	1.4%	0.8%	78,201
S4-6	40.8%	1.0%	0.2%	32.9%	4.8%	17.9%	1.4%	0.9%	52,062
SEN									
P1-4	4.4%	0.0%	*	25.8%	*	18.4%	43.9%	6.6%	472
P5-7	4.2%	0.0%	*	26.8%	*	18.2%	46.1%	4.5%	358
S1-3	2.9%	*	0.0%	36.1%	*	15.6%	40.6%	4.5%	559
S4-6	4.6%	*	0.0%	26.2%	*	18.6%	42.1%	7.6%	328
Independent									
P1-4	13.6%	2.3%	1.9%	7.9%	15.8%	57.3%	0.5%	0.7%	1,498
P5-7	16.8%	1.7%	1.2%	18.2%	16.4%	44.2%	0.3%	1.2%	1,629
S1-3	19.6%	0.8%	*	33.8%	11.6%	30.9%	*	2.9%	2,048
S4-6	22.1%	0.6%	*	32.7%	10.5%	29.3%	*	4.3%	1,811

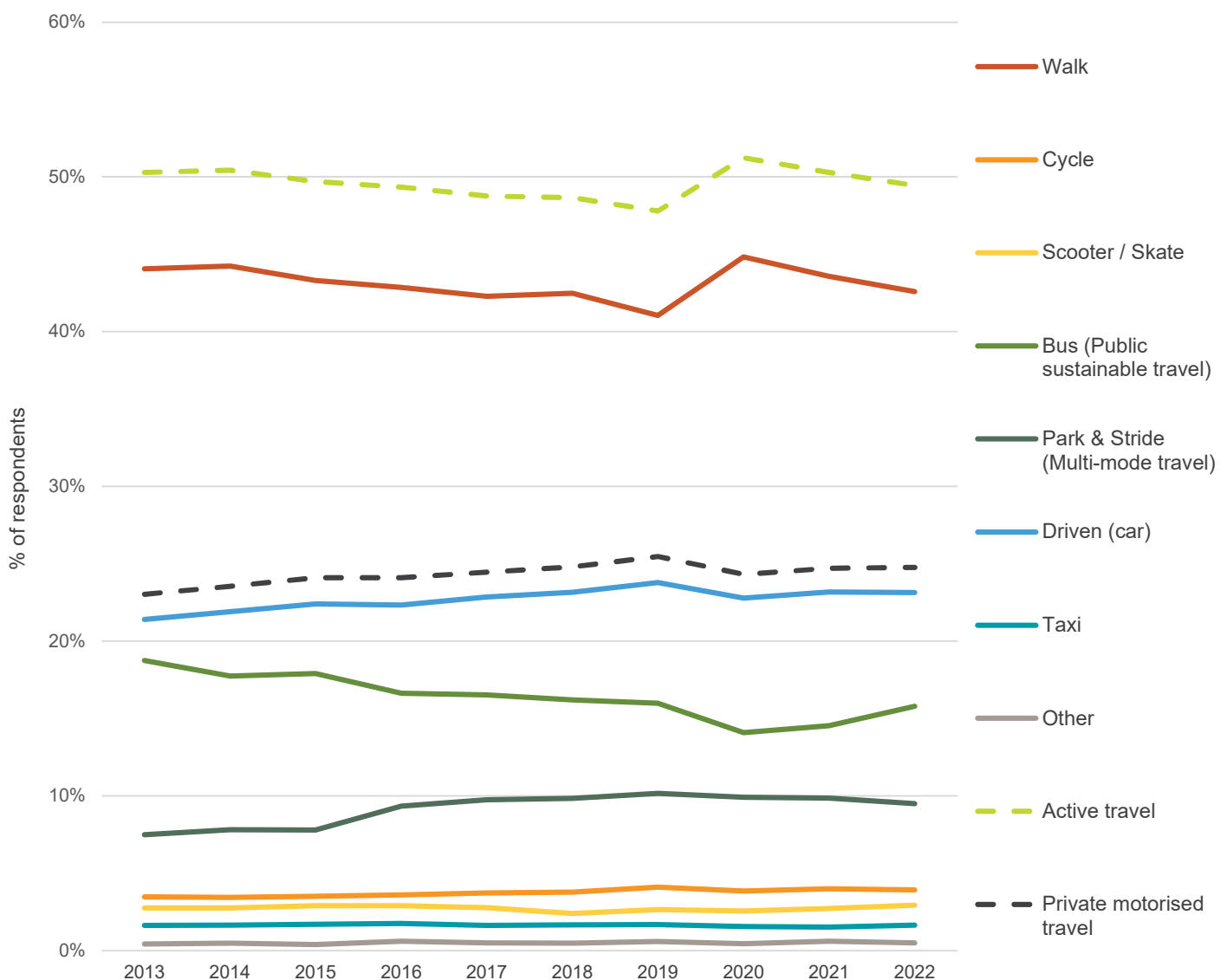
7 Trends in the 2013-2022 results

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, the impact of the coronavirus pandemic on schools was a substantial additional factor.

Percentage point (pp) change has been calculated based on the rounded figures presented in this summary report.⁵¹ 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.

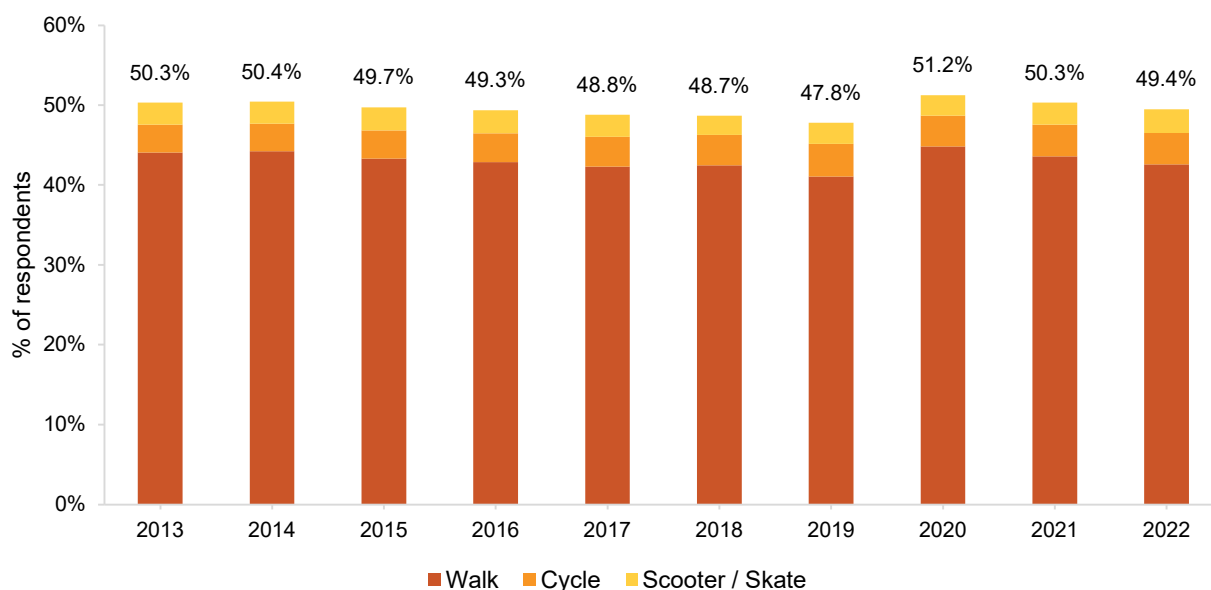
7.1 All school results

Chart 7-1: National travel modes and categories: all schools (exc. nursery), 2013-2022⁵²



Active travel

Chart 7-2: Active travel mode share amongst participating pupils from all schools (exc. nursery), 2013-2022.⁴⁰



Since 2013, active travel to school has remained the **most frequently reported mode of travel to school** in Scotland.

In 2013, 50.3% of pupils in all schools (exc. nursery) reported travelling actively to school. This percentage has fluctuated, peaking at 51.2% in 2020. Active travel to school has since decreased. Between 2021 and 2022 it decreased by 0.9pp from 50.3% to 49.4%, though remains higher than the pre-pandemic levels of 2019 (47.8%).

- After falling by 4.8pp in 2021, active travel in nurseries increased by the greatest percentage of all school types in 2022, with a 1.5pp increase to 43.0%
- In primary schools active travel decreased by 0.2pp since 2021, to 54.1% in 2022 - the fifth lowest of the last ten survey years, but only 1.3pp lower than the highest recorded level in 2013
- Since 2021, active travel in secondary and independent schools decreased by 1.3pp and 0.9pp, respectively, to 43.0% and 20.0%. For secondary schools this is the fourth lowest annual level during the previous ten years, whereas for independent schools this is the fourth highest
- Active travel in SEN schools has been fairly consistent over the past ten survey years⁵³.

Walking

After a sharp increase to 44.8% in 2020, walking has returned to levels similar to the levels before the pandemic. Walking levels fell by 1.0pp from 43.6% in 2021 to 42.6% in 2022.

- After falling by 4.6pp in 2021, the number of nursery children walking has increased slightly in 2022, increasing by 0.1pp from 35.5% in 2021 to 35.6% in 2022
- Primary schools have seen a downward trend in walking since the sharp rise seen in 2020. Walking fell from 44.8% in 2021 to 44.2% in 2022, a decrease of 0.6pp

- Walking levels in secondary schools have remained fairly consistent, but have fallen 1.1pp since 2021, to 41.4%
- Walking levels in independent schools have increased since 2021 by 1.5pp, to 17.9% in 2022, while SEN schools have experienced an increase of 1.0pp since 2021, up to 2.9% in 2022. This is the highest level recorded for both school types in the past 10 years.

Cycling

The survey has recorded an increasing trend in cycling over the past ten survey years, from 3.5% in 2013 to a high of 4.1% in 2019. In 2022, cycling is at its third highest annual level at 3.9%, 0.1pp lower than the previous year.

- Among nursery children, cycling levels have increased over the past ten survey years, from 2.8% in 2013 to 3.9% in 2022. This is the same as in 2019, and the highest level of the past ten years
- Cycling levels among primary pupils have also increased over the past ten survey years, from 5.0% in 2013 to 5.4% in 2022. 2022 levels are 0.1pp higher than in 2021 and are the second highest of the past ten survey years
- Independent schools saw an increasing trend between 2018 and 2020 reaching a high of 3.1% in 2021. However, this fell by 1.8pp in 2022 to 1.3%. This is the lowest level recorded of the last ten years and is the same as in 2015
- Cycling levels in secondary schools have seen an increasing trend in cycling over the past ten survey years. However, levels have decreased in 2022 for the second year in a row, decreasing by 0.3pp since 2021, to 1.3%.

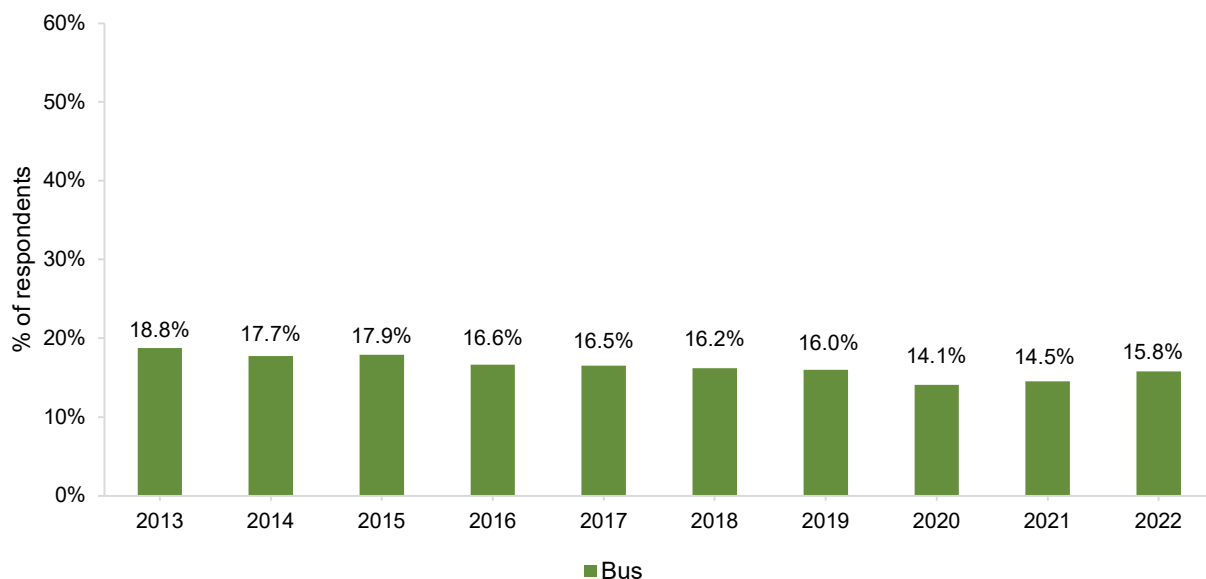
Scooter/skate

The percentage of pupils who say they normally scooter or skate to school has varied very little over the past 10 years. Levels dipped to their lowest in 2018 when only 2.4% reported that they scoot or skate to school. The proportion of pupils reporting to scoot or skate to school has increased by 0.2pp from 2.7% in 2021 to 2.9% in 2022, matching the highest levels experienced in 2015 and 2016.

- Scootering or skating levels among nursery children and primary pupils have fluctuated over the past ten survey years. In 2022, both school types saw an increase. Nursery children saw a 0.9pp increase from 2021, up to 3.5%. Primary pupils saw a 0.4pp increase from 2021, up to 4.5%, the joint highest level over the past ten years
- 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%. In 2022, scootering or skating was at its lowest level of the past ten years at 0.8%, a decrease of 0.7pp compared to 2021.

Public sustainable travel

Chart 7-3: Mode share amongst participating pupils from all schools (exc. nursery) within the public sustainable travel category, 2013-2022.⁴⁰

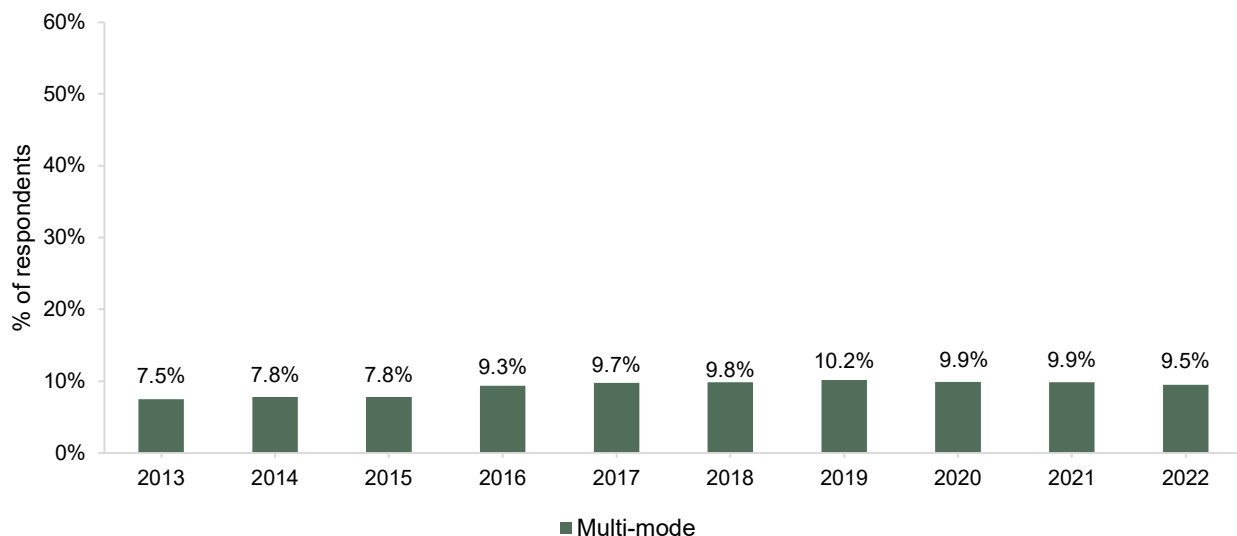


Overall, the proportion of pupils travelling to school by bus has decreased over the past ten survey years, from 18.8% in 2013 to 15.8% in 2022. However, bus use increased in 2022 for the second year in a row, increasing by 1.3% from 14.5% in 2021.

- Bus use in primary, secondary, and independent schools has been decreasing over the past ten survey years. However, between 2021 and 2022, all three school types reported an increase for the second year in a row, with primary schools at 6.1% (up 0.6pp), secondary schools at 33.0% (up 1.7pp) and independent schools rising sharply by 9.6pp to 23.7%
- Bus use among pupils attending SEN schools and children attending nurseries has varied over the past ten survey years. Bus use by children attending nurseries increased in 2022, rising 0.5pp to 2.8%. Bus use among pupils attending SEN schools remained the same at 26.5%.

Multi-mode travel

Chart 7-4: Mode share amongst participating pupils from all schools (exc. nursery) within the multi-mode travel category, 2013-2022.⁴⁰

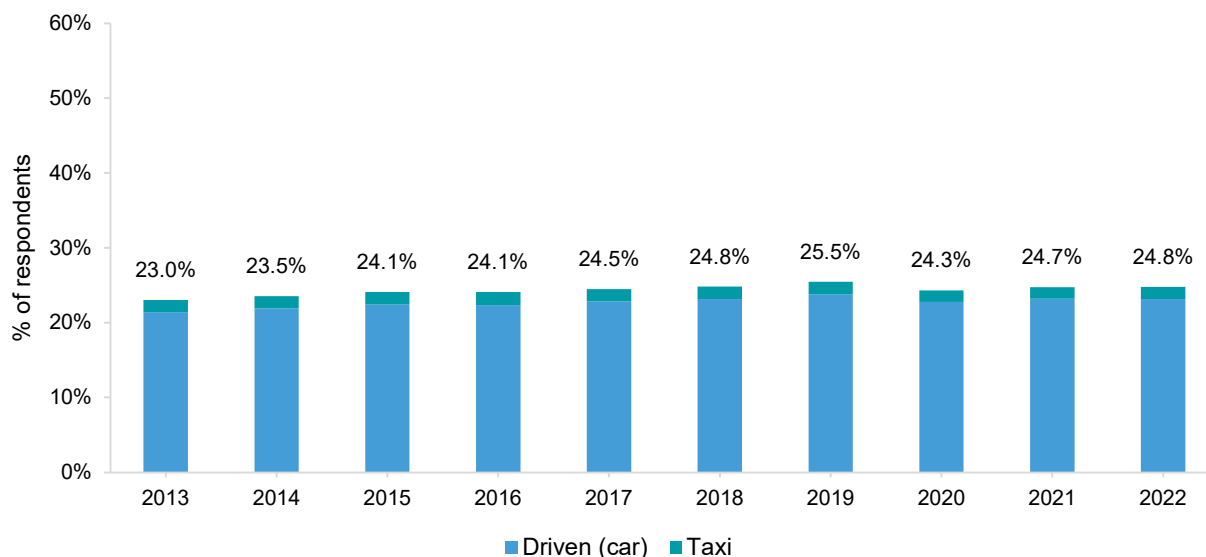


The proportion of pupils travelling to school by park and stride has shown an overall upward trend over the past ten survey years from 7.5% in 2013 to 9.5% in 2022. However, annual levels have decreased by 0.4pp since 2021 and are 0.7pp lower than the high recorded in 2019 (10.2%).

- 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 2022, park and stride decreased by 0.3pp, to 3.9%
- Following a steady increase in park and stride among primary school pupils, from 9.6% in 2013 to 13.1% in 2019, levels have slowly decreased. A 0.3pp drop was recorded in 2022, from 12.1% in 2021 to 11.8% in 2022. This is the lowest level since 2016
- Despite some fluctuations, there has been an overall increasing trend in the number of secondary pupils using park and stride since 2013. In secondary schools park and stride has risen from 4.1% in 2013 to 5.3% in 2022. Despite decreasing by 0.1 pp since 2021 it remains at its second highest level of the past ten survey years
- The proportion of independent school pupils using park and stride has fluctuated and was at its highest in 2020 at 23%. Since then, levels have dropped to 20.8% in 2021 and 13.3% in 2022.

Private motorised travel

Chart 7-5: Mode share amongst participating pupils from all schools (exc. nursery) within the private motorised travel category, 2013-2022.⁴⁰



Levels of pupils in all schools (exc. nursery) travelling to school using private motorised transport have increased from 23.0% in 2013 to 24.8% in 2022, up 0.1pp since 2021 (24.7%).

- The proportion of children travelling to nursery using private motorised transport was at a high in 2021 (51.4%). This has fallen to 49.8% in 2022, but is at the third highest level of the past ten survey years
- Among primary school pupils, reported use of private motorised transport in 2022 has stayed the same as in 2021 at 27.9%. This is the fourth highest level of the past ten survey years
- Private motorised travel among secondary school pupils has increased from 15.1% in 2013 to 17.7% in 2022. 2022 saw a 0.1pp decrease on 2021 levels
- Between 2013 and 2022, levels of private motorised travel to independent schools have fluctuated. However, levels decreased from 40.9% in 2021 to 40.7% in 2022, the lowest level of the past ten years
- SEN school pupils reported the highest proportion of private motorised travel at 65.0% in 2022. This is the highest reported level in the past ten survey years and 2.6pp higher than the second highest score seen in 2020 (62.4%).

Driven (car)

The proportion of pupils being driven to school has increased by 1.7pp from 21.4% in 2013 to 23.1% in 2022. From its highest point over the last ten survey years of 23.8% in 2019, it has dropped by 0.7pp in 2022 to 23.1%. This is a 0.1pp decrease since 2021 (23.2%).

- The proportion of nursery children being driven to school has fluctuated. It reached its highest level of the last ten survey years in 2021 (50.5%). In 2022, this fell by 1.7pp to 48.8%, but remains the third highest level recorded in this time period

- The proportion of primary pupils being driven to school in 2022 remained the same as in 2021, at 26.5%. With the exception of the level reached in 2019 (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 pupils being driven to school has decreased slightly between 2021 and 2022, down 0.2pp to 16.4%. This is the second annual decrease, following an increasing trend between 2013 and 2020
- The proportion of SEN and independent school pupils being driven to school have both increased since 2021, up 6.2pp to 14.5% and 0.9pp to 40.4%, respectively. For SEN schools, there have been large fluctuations between years, but levels are currently at their highest of the past ten survey years. For Independent schools, levels fluctuated between 2013 and 2018, and subsequently saw a decreasing trend until 2022.

Taxi

Taxi use has remained fairly consistent over the past ten survey years, typically ranging between 1.5% and 1.8% between 2013 and 2022. After remaining at 1.5pp for 2020 and 2021, levels increased by 0.1pp to 1.6pp in 2022.

- The proportion of nursery children travelling to school by taxi has been low since 2013, with a high of 1.2% in 2016 and low of 0.6% in 2020. Since 2021, levels have increased by 0.1pp from 0.9% to 1.0%
- In primary schools and independent schools, the proportion of pupils travelling to school by taxi were at their lowest level of the past ten survey years in 2022 at 1.4% and 0.3%, respectively. For primary schools, this is the third consecutive year that 1.4% of pupils recorded travelling by taxi. For independent schools, the levels have fluctuated, with a drop of 1.0pp since 2021
- The proportion of secondary pupils travelling to school in a taxi has fluctuated since 2013. Levels have increased by 0.2pp since 2021, to 1.4% in 2022. This level was also recorded in 2019 and 2016, and is the second highest level recorded in 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 50.5%. Taxi use in SEN schools has fluctuated substantially over the past ten survey years, with 2022 showing a rise of 3.3pp from 2021 levels, but is 5.6pp lower than the highest recorded levels in 2017 (56.1%).

Other travel

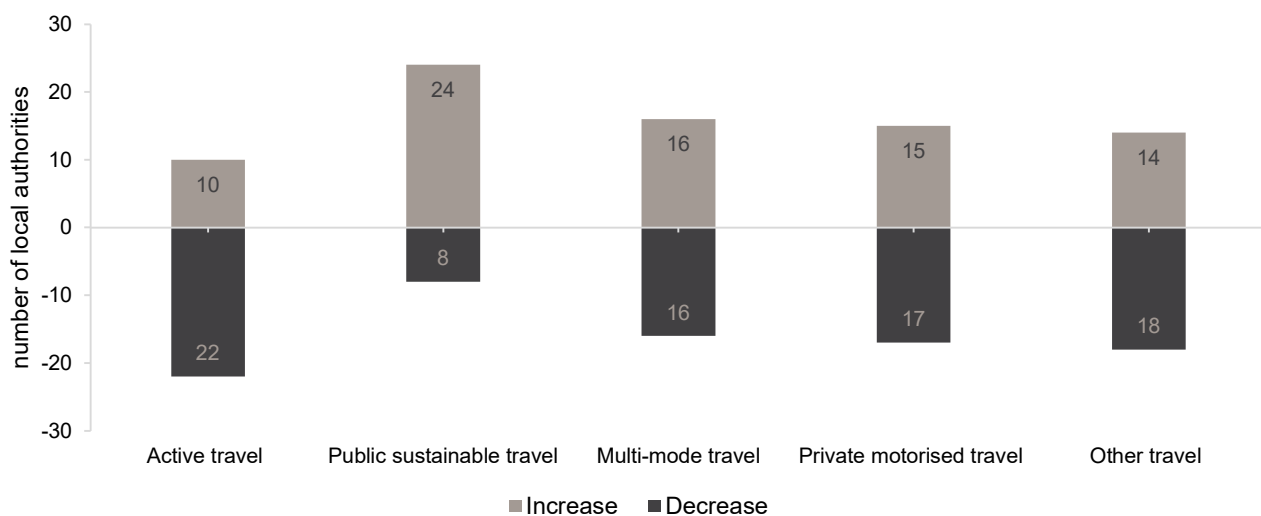
The percentage of pupils in all schools (exc. nursery) travelling to school by other modes has remained consistent, varying only between 0.4% and 0.6% over the past ten survey years. In 2022 it was 0.5%, a 0.1pp decrease since 2021.

- 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. After an increase of 11.1pp in 2021 to 15.9%, levels fell by 10.7pp to 5.2% in 2022. 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 2021 and 2022 is shown below. The statistics below cover all 32 local authorities that responded in both 2021 and 2022. The full individual local authority results are not shown here. For more detailed information on individual local authority mode share, refer to table 3.1 onwards in the national excel summary report.⁵⁴

Chart 7-6: Change in pupil travel mode share between 2021 and 2022 at the local authority level.



Active travel: There was an increase in active travel levels in 10 local authorities, and a decrease in 22, between 2021 and 2022.

Public sustainable travel: There was an increase in public sustainable travel levels in 24 local authorities, and a decrease in 8, between 2021 and 2022.

Multi-mode travel: There was an increase in multi-mode travel levels in 16 local authorities, and a decrease in 16, between 2021 and 2022.

Private motorised travel: There was an increase in private motorised travel levels in 15 local authorities, and a decrease in 17, between 2021 and 2022.

Other travel: There was an increase in other travel levels in 14 local authorities, and a decrease in 18, between 2021 and 2022.

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 2022 than in 2021, and is more in line with pre-pandemic response rates. The coronavirus pandemic is expected to have influenced the drop in response rate since 2020.

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 2022. 31 local authorities participated in 2016.

School responses (exc. nursery)

A total of 1,973 schools took part in this year’s survey. This represents 94 more schools than in 2021.

The total number of state schools responding to the Hands Up Scotland Survey increased by 91 schools to 1,952. This is 196 more schools than in 2020, when the lowest response rate of the last ten years was recorded.

State school responses as a proportion of all state schools in Scotland increased from 78.7% in 2013 to 81.1% in 2015. From 2016 to 2021 levels fluctuated between 70.9% and 79.1%.⁴⁶ In 2022, the state school response rate increased for the second year running, from 75.3% in 2021 to 79.3%, and was the third highest level over the last ten survey years.

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, 2013-2022.⁴⁸

Year	Number of state schools responding	% of Scottish state schools	Number of schools responding
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
2022	1,952	79.3%	1,973

Pupil responses

Responses were received from 456,695 school pupils in 2022. This represents 38,548 more school pupils than in 2021.

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 467,397 in 2013 to 456,695 pupils in 2022. 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.

449,376 state school pupils took part in the 2022 survey, which equates to 63.7% 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 461,707 (67.7%) in 2013 to 449,376 (63.7%) in 2022, 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), 2013-2022.⁴⁹

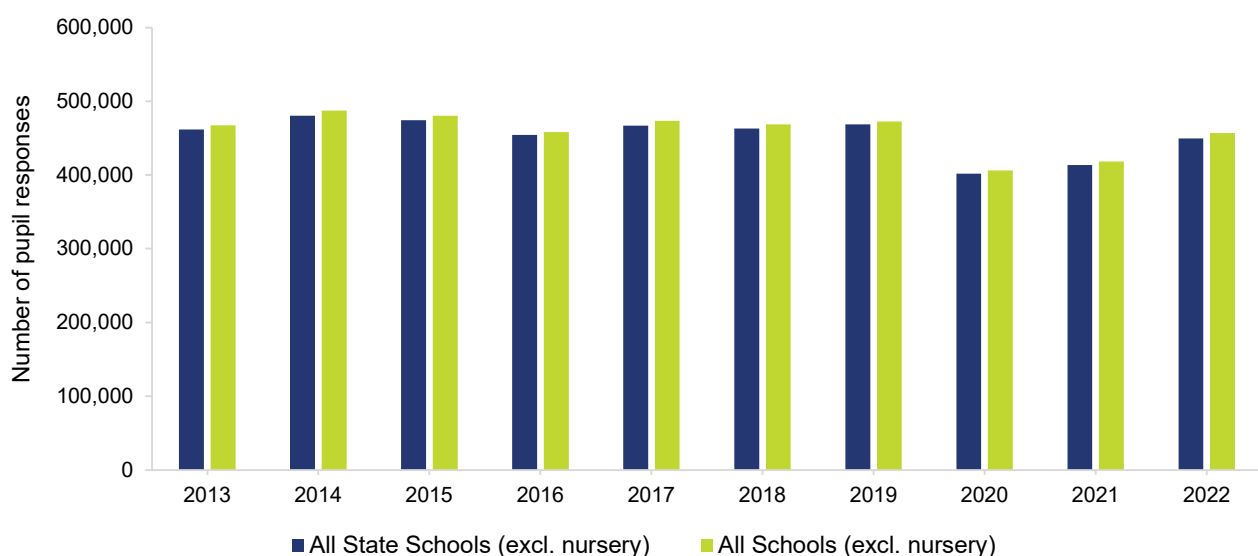


Table 7-2: National response rates: number of state and all school pupils (exc. nursery) responding to the survey, and state school pupils responding as a proportion of all pupils in Scotland, 2013-2022.

Year	Number of state school pupil respondents	% of Scottish state school roll	Number of school pupil respondents
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
2022	449,376	63.7%	456,695

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 1,307 in 2022. The number of nurseries responding has increased by 33 since 2021.

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. 2022 saw the second highest number of responses of the past ten survey years, with 40,945 nursery children responding - an increase of 3,874 since 2021.

Table 7-3: Nursery participation: number of nursery schools and children responding to the survey, 2013-2022.⁵⁵

Year	Number of nurseries responding	Number of nursery children respondents
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
2022	1,307	40,945

Schools returning data by class

In 2022, 89.7% of schools returned data by class compared to a high of 95.0% in 2017, a 5.3pp decrease. However, the proportion of schools returning data by class in 2022 is still the fourth 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, 91.0% and 83.7% returned data by class, respectively, in 2022.⁵⁶

7.4 Data tables: 2013-2022 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), 2013-2022.⁴⁰

Year	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
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
2021	43.6%	4.0%	2.7%	14.5%	9.9%	23.2%	1.5%	0.6%	418,147
2022	42.6%	3.9%	2.9%	15.8%	9.5%	23.1%	1.6%	0.5%	456,695

Table 7-5: National travel categories: all schools (exc. nursery), 2013-2022.

Year	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
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
2021	50.3%	14.5%	9.9%	24.7%	0.6%	418,147
2022	49.4%	15.8%	9.5%	24.8%	0.5%	456,695

8 Technical notes

8.1 Data collection

- 8.1.1 Hands Up Scotland Survey data is collected every year in the second week of September. In 2022, data collection took place between 12th and 16th 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 characteristics of nurseries are considered to be different to that of other school types. For example, some nursery children only attend mornings, afternoons, and part of the week, whereas those aged primary and up are in full time education. In addition to this, the number of nursery school respondents has more than quadrupled 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.

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, 1 Exchange Crescent, Conference Square, Edinburgh, EH3 8RA 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 response rates, please refer to section 7.3 (page 26).
- ³ For more information regarding the policy context, please refer to section 3 (page 5).
- ⁴ For more information on the UK Statistics Authority Code of Practice, please refer to: <https://code.statisticsauthority.gov.uk/the-code/>
- ⁵ 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.
- ⁶ For more information on Official Statistics in Scotland, please refer to: <https://www.gov.scot/publications/producing-official-statistics/>
- ⁷ Email: HandsUpScotland@sustrans.org.uk / Telephone: 0131 346 1384
- ⁸ 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>
- ⁹ For more information on the Scottish Government's National Performance Framework, please refer to: <http://nationalperformance.gov.scot>
- ¹⁰ For more information about Transport Scotland's Active Travel Outcomes Framework, please refer to: <https://www.transport.gov.scot/publication/active-travel-framework-1/>
- ¹¹ 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>
- ¹² 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>
- ¹³ 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>
- ¹⁴ 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>
- ¹⁵ 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.
- ¹⁶ 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>
- ¹⁷ For more information on the 'Curriculum for Excellence' please refer to: <https://education.gov.scot/Documents/health-and-wellbeing-eo.pdf>
- ¹⁸ 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/>
- ¹⁹ The SHANARRI indicators of wellbeing of children and young people in Scotland are: 'Safe', 'Healthy', 'Achieving', 'Nurtured', 'Active', 'Respected', 'Responsible' and 'Included'.
- ²⁰ For more information on the SHANARRI indicators, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright/wellbeing>
- ²¹ 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>
- ²² For more information on the GIRFEC approach, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright>
- ²³ For more information on the Scottish Government's 'National Walking Strategy' please refer to: <http://www.gov.scot/Resource/0045/00452622.pdf>
- ²⁴ 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
- ²⁵ For more information on 'Designing Streets' please refer to: <http://www.gov.scot/Publications/2010/03/22120652/0>

- ²⁶ 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/>
- ²⁷ 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>
- ²⁸ For more information on the Scottish Government’s ‘Cleaner Air for Scotland strategy’, please refer to:
<http://www.gov.scot/Resource/0048/00488493.pdf>
- ²⁹ 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/>
- ³⁰ 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/>
- ³¹ 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>
- ³² 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>
- ³³ For more information on the Scottish Health Survey, please refer to:
<https://www.gov.scot/publications/scottish-health-survey-2021-volume-1-main-report/>
- ³⁴ For more information on the Pupil Level Annual School Census in England, please refer to:
<https://www.gov.uk/government/collections/school-census>
- ³⁵ 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>
- ³⁶ For more information on the UK National Travel Survey, please refer to:
<https://www.gov.uk/government/collections/national-travel-survey-statistics>
- ³⁷ For more information on the Northern Ireland Travel Survey, please refer to:
<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>
- ³⁸ For more information on travel data from the National Survey for Wales, please refer to:
<https://gov.wales/national-survey-wales>
- ³⁹ Clackmannanshire, East Renfrewshire, Fife and Midlothian opted for manual entry of the 2022 Hands Up Scotland Survey data by local authority officers and did not use the online survey platform.
- ⁴⁰ Table 2.1 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴¹ All schools: primary, secondary, SEN and independent schools in Scotland, excluding nursery.
- ⁴² Other modes of travel may include local authority transport and train, among others.
- ⁴³ Values for SEN pupils have been suppressed for cycle and scooter/ skate and are therefore not presented here. Please see Technical Note 8.5.1.
- ⁴⁴ Table 2.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁵ 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>
- ⁴⁶ All state schools: primary, secondary and SEN schools in Scotland, excluding nursery.
- ⁴⁷ 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.
- ⁴⁸ Table 1.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁹ Table 1.1 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁵⁰ Table 2.4 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

- ⁵¹ For considerations relating to calculations of percentage point change, please see Technical Note 8.4.9.
- ⁵² Active travel is the combination of Walk, Cycle and Scooter / Skate. Private motorised travel is the combination of Driven (car) and Taxi.
- ⁵³ Specific values are are not reported here due to there being several years of suppressed data for cycling and scooter/skate for SEN schools
- ⁵⁴ Tables 3.1 onwards in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁵⁵ 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>
- ⁵⁶ 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>