

Travel to School in Scotland

**Hands Up Scotland Survey 2018:
National Summary Report**

May 2019



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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 modes¹. 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 2018. As 2010 was the first year all local authorities took part, this is used as the baseline year for the purpose of analysing trends.

In 2018



468,537 school pupils and **36,352 nursery children** took part. 462,940 state school pupils participated, which equates to 66.8% of all state school pupils enrolled in Scotland.

1,930 schools and **1,077 nurseries** took part. 1,917 state schools participated, which equates to 76.5% of all registered state schools in Scotland.

Between 2017 and 2018, there has been a 1 percentage point decrease in state school pupil response rate. The total number of state schools responding to the survey has decreased from 1,989 in 2017 to 1,917 in 2018, but remains higher than the lowest response of 1,811 schools in 2008. In 2018, 68.9% of registered state schools in Scotland returned data by class. This is the second highest proportion of schools returning data by class since the survey began, with the highest proportion being 75.2% in 2017.

Private motorised travel

24.8% of school pupils surveyed in 2018 said they normally travel to school using only a private motorised mode of transport.

Overall, this figure has changed little over the 10 years of the survey, ranging prior to 2018 between 24.5% in 2010 and 23.0% in 2013.

The proportion of pupils being driven to school in a car decreased steadily from 22.9% in 2010 to 21.4% in 2013, and has since increased to 23.1% in 2018.

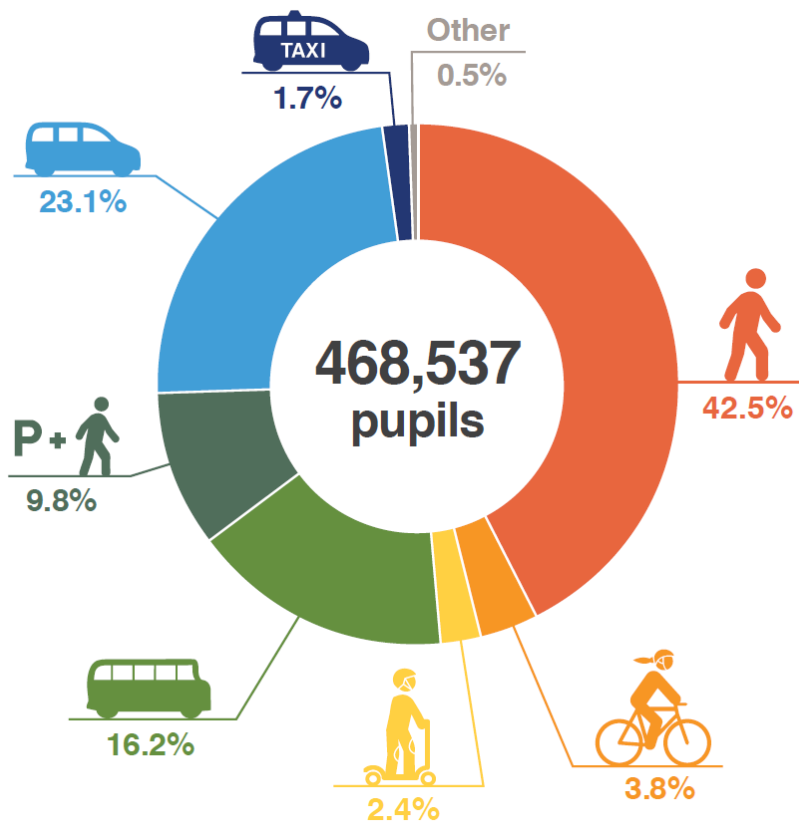
Pupils using a taxi to travel to school has remained stable, increasing from 1.6% in 2010 to 1.8% in 2016, and decreasing to 1.7% in 2018.

Active travel

48.7% of school pupils surveyed in 2018 said they normally travel to school in an active way, without any form of motorised transport.

Active travel has consistently remained the most frequently reported mode of travel to school in Scotland, from 49.3% in 2010, to a high of 50.4% in 2014.

Walking to school has decreased from 45.8% in 2010 to 42.5% in 2018, which is slightly higher than the low of 42.3% in 2017. Cycling to school has increased from 2.8% in 2010, to a high of 3.8% in 2018. Scootering or skating increased from 0.7% in 2010, to 2.9% in 2016, and has decreased to 2.4% in 2018.



Multi-mode travel

9.8% of school pupils surveyed in 2018 said they normally park and stride to school.

Overall, the percentage of pupils travelling to school by park and stride has increased from 7.4% in 2010, to a high of 9.8% in 2018.

Public sustainable travel

16.2% of school pupils surveyed in 2018 said they normally travel to school by bus.

Overall, the percentage of pupils travelling to school using the bus has decreased from 18.2% in 2010 to 16.2% in 2018.

1 Introduction

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

The specific aims of the survey are to:

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

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

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

2 The National Summary Report

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

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

A short summary of key national level results for the Hands Up Scotland Survey 2018 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 2018, 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 2018.

As 2010 was the first year all 32 local authorities took part in the survey, this is used as the baseline year for the purpose of analysing trends in the data.

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

3 Policy context for school travel in Scotland

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

The Scottish Government has outlined its overall purpose to ‘focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth’.⁸ This purpose is accompanied by five strategic objectives, which are designed to ensure the purpose is delivered: **‘wealthier and fairer’**; **‘healthier’**; **‘safer and stronger’**; **‘smarter’**; and **‘greener’**.⁹

The Hands Up Scotland Survey data provides information relevant to the ‘healthier’, ‘safer and stronger’ and ‘greener’ objectives set out in the National Performance Framework for Scotland,¹⁰ as evidenced below.

The Scottish Government’s *Long-Term Vision for Active Travel in Scotland 2030*¹¹ sets out a vision of more people walking and cycling for every day, shorter journeys, and where active travel is seen as the norm. The *Long-Term Vision* covers a number of objectives in line with the overarching strategic objectives outlined above. The Hands Up Scotland Survey serves a critical dataset for evidencing progress against several of these objectives, including ‘better health and safer travel for all’; ‘cutting carbon emissions and other pollution’ and ‘delivering liveable, more pleasant communities’.



3.1 Healthier

The Hands Up Scotland Survey data can be used to investigate progress towards ‘supporting healthier lifestyles and choices’,¹² through evidencing active travel (walking, cycling, scootering or skating) to school.

Active travel for health and wellbeing

2018-19 Programme for Government sets 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.

Scotland’s strategy for physical activity, *Let’s Make Scotland More Active*,¹³ and the UK Chief Medical Officers report, *Start Active, Stay Active*¹⁴ both recommend active travel as one way of making up the daily recommended 60 minutes of moderate to vigorous intensity physical activity for children.

A More Active Scotland: Building a Legacy from the Commonwealth Games sets out a number of objectives around active travel to school.¹⁵ 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*¹⁶ also acknowledges the important contribution active travel 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*.¹⁷ The profile aims to measure progress against the SHANARRI¹⁸ indicators of wellbeing of children and young people in Scotland,¹⁹ outlined in the *Children and Young People (Scotland) Act 2014*.²⁰ SHANARRI indicators of wellbeing are part of the *Getting It Right for Every Child (GIRFEC)*²¹ approach of The Scottish Government.

Promoting walking and cycling to school

The Scottish Government’s *National Walking Strategy*²² uses evidence from the Hands Up Scotland Survey to demonstrate current rates of walking to school and highlights the importance of walking in improving performance, concentration and learning.

The Hands Up Scotland Survey also provides data on levels of cycling to school. The *Cycling Action Plan for Scotland (2017)*²³ sets out a shared vision of ‘10% of everyday journeys to be made by bike, by 2020’. This includes working collaboratively across all policy areas to promote cycling and increase participation for young people of all abilities, through inclusive, community and school-focused active travel, health, sport and recreational cycling programmes, activities and events.

3.2 Safer and Stronger

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 2020*²⁶ targets a 50% reduction in fatal child casualties and 65% reduction in children seriously injured. Similarly the *Long Term Vision for Active Travel*¹¹ sets out a vision in which all schools have safe routes for pupils who are confident to walk or cycle to them. Data

revealing trends in how children travel to school can inform school travel planning, place making, road safety improvements and targeted road safety improvements such as 20 miles per hour zones.

3.3 Greener

The Hands Up Scotland Survey can also be used to investigate progress towards ‘reducing our greenhouse gas emissions’,²⁷ 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 (Scotland) Act 2009*.^{29, 30} Levels of motorised travel have implications for greenhouse gas emissions, and the Scottish Government has outlined the need for behaviour change to make more sustainable transport choices part of daily life in order to reduce Scotland’s carbon footprint.³¹

Levels of motorised travel also have implications for congestion, against which the Scottish Government has summarised its role to ‘set the framework for the provision of sustainable, integrated and cost-effective public transport, walking and cycling infrastructure as alternatives to the car’.³² The refreshed national *Transport Strategy (2016)*³³ set out a modal hierarchy with walking, cycling and then public transport priority modes to encourage as an alternative to car use.

4 Comparability with other sources

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

The *Scottish Household Survey* also provides information on travel to school in Scotland³⁴ and a list of the main statistical publications in relation to transport in Scotland is available from the Transport Scotland website.³⁵ The *Scottish Health Survey*³⁶ includes wider information on children's physical activity levels.

The *Pupil Level Annual School Census*³⁷ 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*³⁸ includes wider information on children's physical activity levels.

Other current sources of Official Statistics relating to travel to school in the UK include the *National Travel Survey*,³⁹ the *Travel Survey for Northern Ireland*,⁴⁰ and the *National Survey for Wales*.⁴¹

Inspired by the Hands Up Scotland Survey, The city of Lisbon have developed their own Hands Up Survey. In 2018, the local council of Lisbon surveyed more than 200 schools during the week 8-12 October.

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 2018, data collection took place between the 10th and 14th of September. Data collection is conducted by school staff, as instructed by their local authority officer, with support from Sustrans.

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

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

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

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

5.2 Data collation and analysis

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.⁴² The majority of local authorities opted to use the online survey platform.⁴³

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 2018 Results

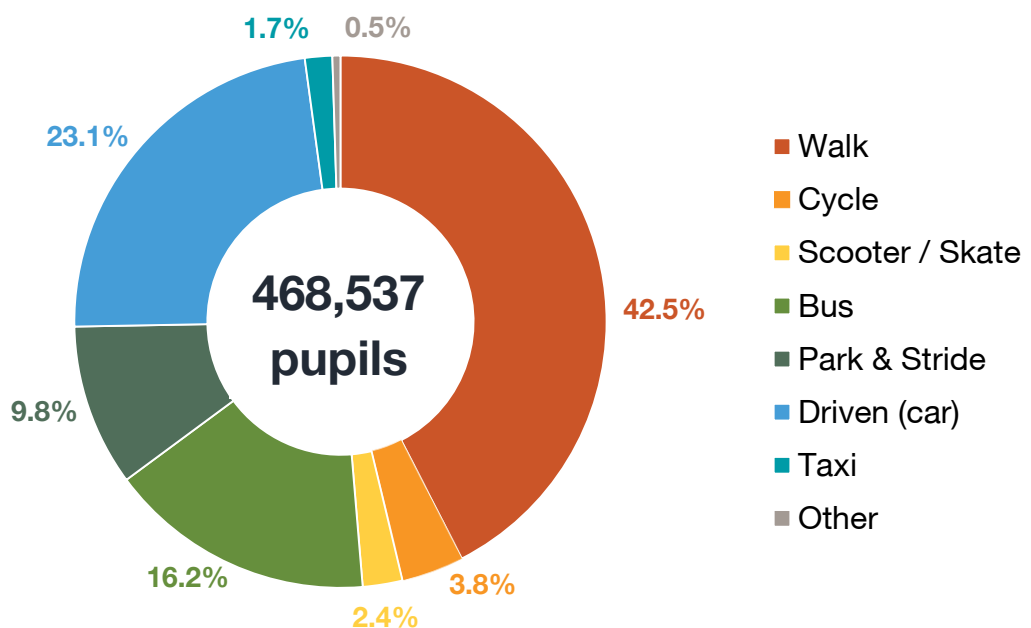
This section of the report details the results from the 2018 Hands Up Scotland Survey. Annual results highlight the extent of variation in travel behaviour between different school types. Care should be taken when interpreting results between school types due to considerable variation in pupil response numbers.

In our report, the category ‘all schools’ (468,537 pupils) includes primary (289,802 pupils), secondary (171,447 pupils), SEN (1,691 pupils) and independent (5,597 pupils) schools. Nursery data is presented separately as the number of nursery school respondents (36,352 children) has more than tripled since data was first collected (see technical note 8.3.3). In our report, the category ‘all state schools’ (462,940 pupils) includes primary, secondary, and SEN schools only.

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.

6.1 All school results

Chart 6-1: National travel modes: proportion of participating pupils travelling by different modes (all school pupil responses excluding nursery children), 2018.⁴⁴



Active travel

48.7% of pupils (228,026) across all schools⁴⁵ surveyed in 2018 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 42.5% of pupils (198,980) saying they normally walk to school. 3.8% of pupils (17,738) said they normally cycle to school and 2.4% (11,308) said they normally scooter or skate.

Public sustainable travel

16.2% of pupils (75,937) surveyed in 2018, said they normally travel to school by bus.

Multi-mode travel

9.8% of pupils (46,068) surveyed in 2018, said they normally park and stride to school.

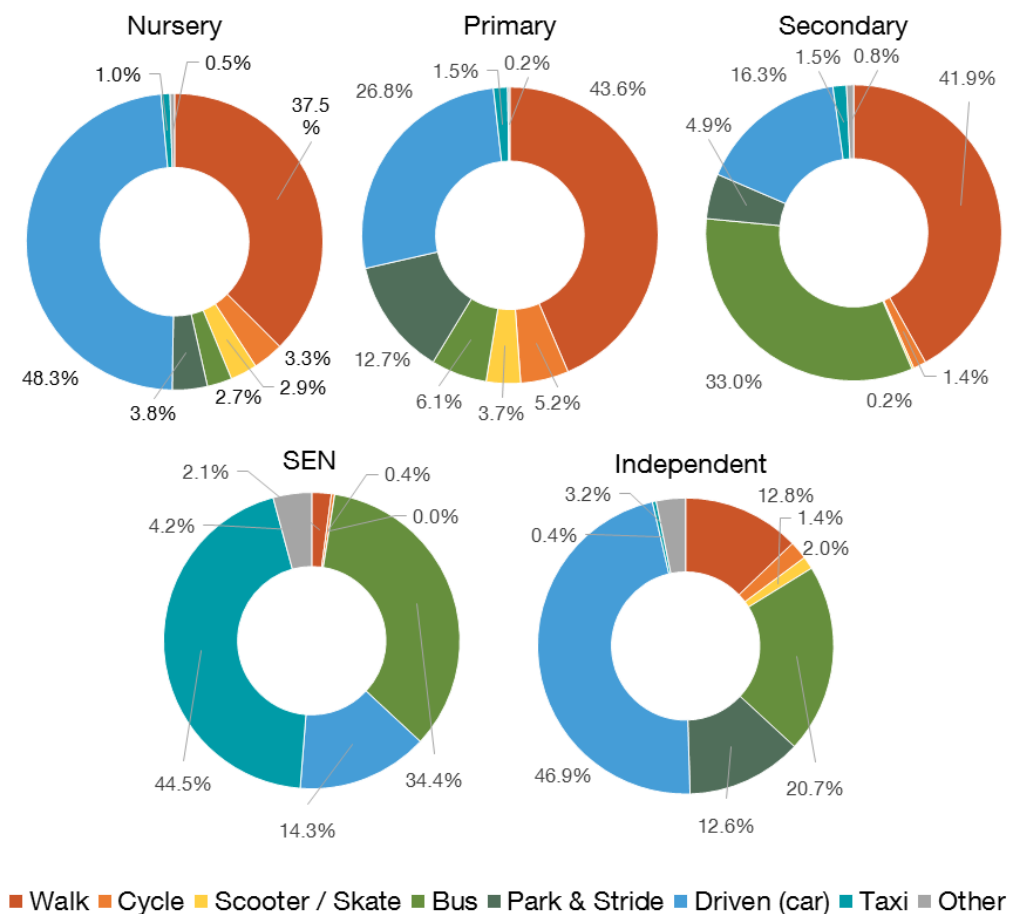
Private motorised travel

24.8% of pupils (116,221) surveyed in 2018 said they normally travel to school using only a private motorised mode of transport. 23.1% of pupils (108,442) said they are normally driven to school (via a private car), and 1.7% (7,779) normally travel to school by taxi.

Other

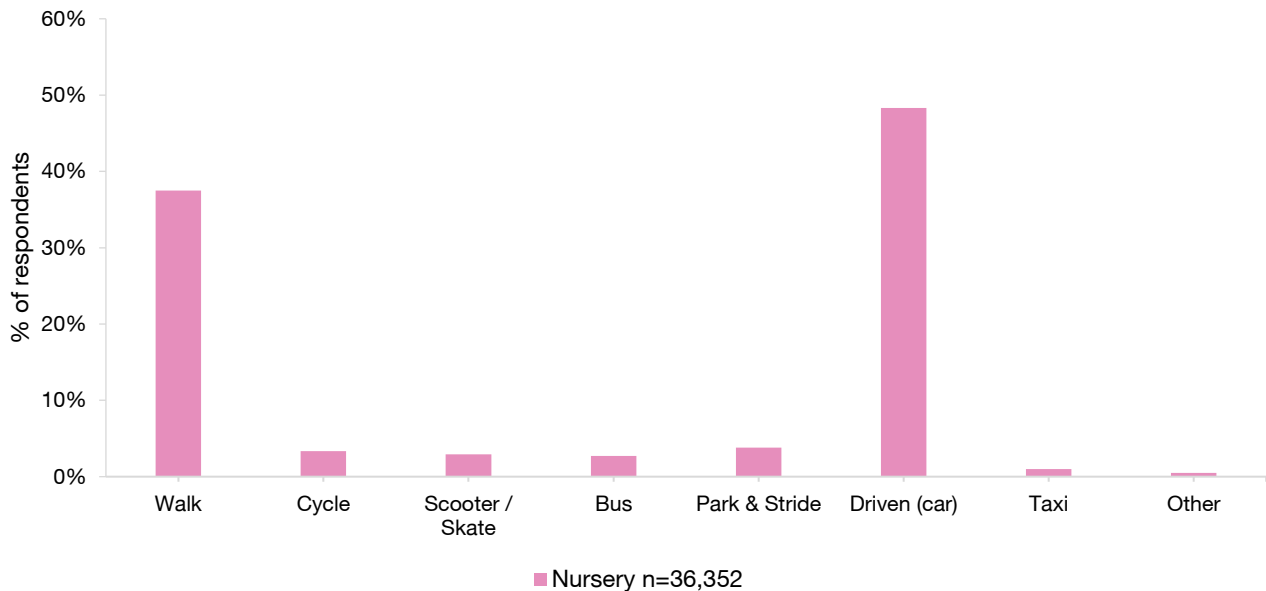
0.5% of pupils (2,285) indicated they travel to school by other means.⁴⁶

Chart 6-2: National travel modes: pupil responses by school type, 2018.⁴⁷



6.2 Nursery results

Chart 6-3: National travel modes: proportion of participating nursery children travelling by different modes, 2018.⁴⁸



Active travel

43.7% of nursery children surveyed in 2018 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 37.5% of nursery children. 3.3% of nursery children said they normally cycle to nursery, and 2.9% said they normally scooter or skate.

Public sustainable travel

2.7% of nursery children surveyed in 2018, said they normally travel to nursery by bus.

Multi-mode travel

3.8% of nursery children surveyed in 2018, said they normally park and stride to nursery.

Private motorised travel

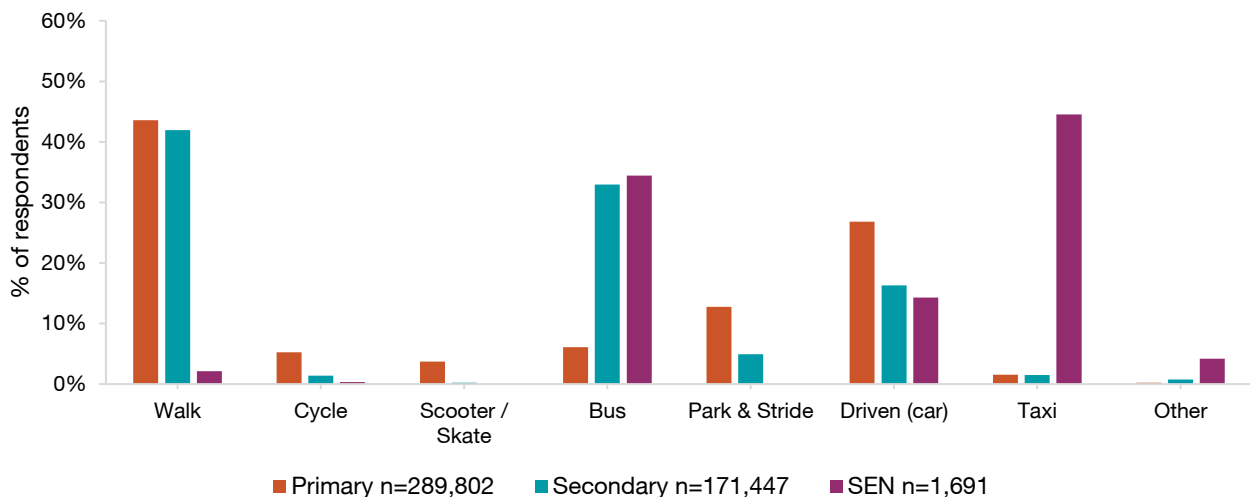
49.3% of nursery children surveyed in 2018, reported normally travelling to school by private motorised transport, 48.3% driven by car and 1.0% by taxi.

Other

0.5% of nursery children surveyed in 2018, indicated they travel to nursery by other means.⁴⁶

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), 2018.⁴⁸



Active travel

Primary school pupils in 2018 reported the highest level of active travel to school out of all school types, at 52.6%, followed by secondary school pupils at 43.6%.⁴⁹ 43.6% of primary school pupils reported normally walking to school compared to 41.9% of secondary and 2.1% of SEN school pupils. 5.2% of primary school pupils reported normally cycling to school compared to 1.4% of secondary school pupils and 0.4% of SEN school pupils. 3.7% of primary school pupils reported normally scootering or skating to school compared to 0.2% of secondary school pupils.⁴⁹

Public sustainable travel

The highest level of bus usage in 2018 is reported in SEN schools, at 34.4% of pupils, compared to 33.0% of secondary pupils and just 6.1% among primary school pupils.

Multi-mode travel

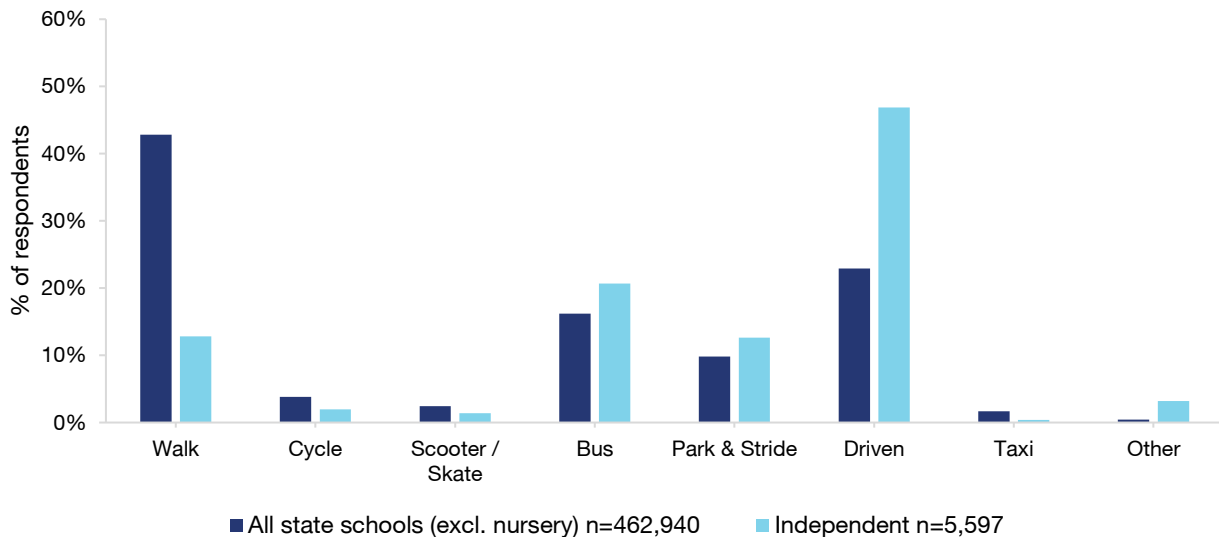
In 2018, 12.7% of primary school pupils reported park and stride as their usual mode of travelling to school, compared to 4.9% of secondary school pupils.⁴⁹

Private motorised travel

Secondary school pupils in 2018 reported the lowest levels of travel to school using private motorised transport of all school types, at 17.8%. This is less than the 28.3% of primary school pupils and 58.8% of SEN school pupils who reported normally doing so. 14.3% of SEN pupils are normally driven to school in a car, compared to 16.3% of secondary and 26.8% of primary school pupils. 44.5% of SEN pupils reported normally using a taxi to travel to school. Neither primary (1.5%) nor secondary (1.5%) school pupils reported high levels of normally using a taxi to travel to school in 2018.

6.4 State and independent school comparison

Chart 6-5: National travel modes: proportion of participating pupils travelling by different modes, by state schools (excluding nursery) and independent schools, 2018.⁵⁰



Active travel

In 2018, pupils in state schools reported higher active travel levels compared to independent schools, with 49.1% of state school pupils either walking, cycling, scootering or skating, compared to 16.2% of independent school pupils. This trend is true of each active mode of travel. 42.8% of state school pupils reported normally walking to school compared to 12.8% of independent school pupils. 3.8% of state school pupils reported normally cycling to school compared to 2.0% of independent school pupils. 2.4% of state school pupils reported normally scootering or skating to school, compared to 1.4% of independent school pupils.

Public sustainable travel

16.2% of state school pupils reported normally travelling to school by bus compared to 20.7% of independent school pupils.

Multi-mode travel

9.8% of state school pupils reported travelling to school using multiple modes, compared to 12.6% of independent school pupils.

Private motorised travel

22.9% of state school pupils normally travel to school using private motorised modes compared to 47.3% of independent school pupils. 22.9% of state school pupils reported normally travelling to school by car compared to 46.9% of independent school pupils. A higher proportion of state school pupils travel to school by taxi (1.7%) than independent school pupils (0.4%).

6.5 Response rates: schools

In 2018, a total of 3,007 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 (10th to 14th September 2018).

2,884 nurseries and 2,578 schools received the survey, either directly from their local authority officers or via an email link sent by the online survey platform. The survey was sent to 2,489 state schools,⁵¹ representing 99.3% of all state schools in Scotland.

A total of 1,077 nurseries and 1,930 schools responded to the survey. 1,917 state schools took part, representing 77.0% of state schools receiving the survey and 76.5% of all state schools in Scotland.

Table 6-1: National response rates: number and proportion of schools responding to the survey, 2018.⁵²

School type	Number of schools which received survey	% of all schools in Scotland which received survey ⁵³	Number of schools which returned data	% of schools receiving survey which returned data	% of all schools in Scotland which returned data
Nursery	2,884	N/A	1,077	37.3%	N/A
Primary	2,013	99.9%	1,603	79.6%	79.5%
Secondary	360	100.6%	283	78.6%	79.1%
SEN	116	87.2%	31	26.7%	23.3%
Independent	89	N/A	13	14.6%	N/A
All state schools (excluding nursery)	2,489	99.3%	1,917	77.0%	76.5%
All schools (excluding nursery)	2,578	N/A	1,930	74.9%	N/A

6.6 Response rates: pupils

Responses were received from 36,352 nursery children and 468,537 school pupils, amounting to 504,889 pupil responses overall. 462,940 state school pupils took part, which equates to 66.8% of all state school pupils enrolled in Scotland. The number of state school pupils responding has decreased by 0.9 percentage points from 466,956 in 2017.

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, 2018.⁵⁴

School type	Number of pupil respondents	% of Scottish state school roll
Nursery	36,352	N/A
Primary	289,802	72.4%
Secondary	171,447	59.9%
SEN	1,691	24.8%
Independent	5,597	N/A
All state schools (excluding nursery)	462,940	66.8%
All schools (excluding nursery)	468,537	N/A
All schools and nurseries	504,889	N/A

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

6.7 Data tables: 2018 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, 2018.⁴⁸

School type	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
Nursery	43.7%	2.7%	3.8%	49.2%	0.5%	36,352
Primary	52.6%	6.1%	12.7%	28.3%	0.2%	289,802
Secondary	43.6%	33.0%	4.9%	17.8%	0.8%	171,447
SEN	*	34.4%	*	58.8%	4.2%	1,691
Independent	16.2%	20.7%	12.6%	47.3%	3.2%	5,597

Table 6-4: National travel modes: by school type, 2018.⁴⁸

School type	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Nursery	37.5%	3.3%	2.9%	2.7%	3.8%	48.3%	1.0%	0.5%	36,352
Primary	43.6%	5.2%	3.7%	6.1%	12.7%	26.8%	1.5%	0.2%	289,802
Secondary	41.9%	1.4%	0.2%	33.0%	4.9%	16.3%	1.5%	0.8%	171,447
SEN	2.1%	0.4%	*	34.4%	*	14.3%	44.5%	4.2%	1,691
Independent	12.8%	2.0%	1.4%	20.7%	12.6%	46.9%	0.4%	3.2%	5,597

Table 6-5: National travel modes: by school type and year group, 2018.⁵⁵

School Type Year Group	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Primary									
P1-4	41.2%	4.9%	4.2%	5.9%	12.4%	29.6%	1.5%	0.3%	151,865
P5-7	46.5%	5.7%	3.1%	6.5%	13.6%	22.8%	1.5%	0.2%	110,775
Secondary									
S1-3	42.1%	1.7%	0.2%	33.7%	5.3%	14.8%	1.5%	0.8%	89,971
S4-6	40.5%	0.9%	0.3%	32.7%	4.3%	19.0%	1.3%	0.9%	60,902
SEN									
P1-4	2.9%	0.0%	*	33.3%	*	16.1%	42.7%	4.8%	417
P5-7	2.9%	0.0%	0.0%	28.6%	0.0%	21.8%	41.1%	5.7%	280
S1-3	*	*	0.0%	46.5%	0.0%	18.4%	30.1%	3.5%	282
S4-6	2.4%	*	0.0%	46.9%	*	15.4%	31.2%	3.8%	292
Independent									
P1-4	9.8%	4.4%	3.2%	6.3%	11.3%	64.4%	*	*	1,323
P5-7	12.5%	2.3%	2.6%	16.9%	19.0%	45.6%	*	*	853
S1-3	17.2%	1.6%	0.6%	30.4%	4.9%	40.4%	0.5%	4.5%	1,069
S4-6	20.0%	1.4%	*	34.2%	5.1%	35.5%	*	2.9%	831

7 Trends in the 2008-2018 results

A number of factors may impact on travel behaviour from year to year (e.g. weather conditions, school mergers, closures and relocations) as well as policies and schemes introduced by central government, local government or individual schools. Response rates may vary between years so that results are not directly comparable. As 2010 was the first year all local authorities took part, this is used as the baseline year for the purpose of analysing trends. Data from 2008 and 2009 is still displayed in graphs for reference, but is not included in the interpretation of the results.

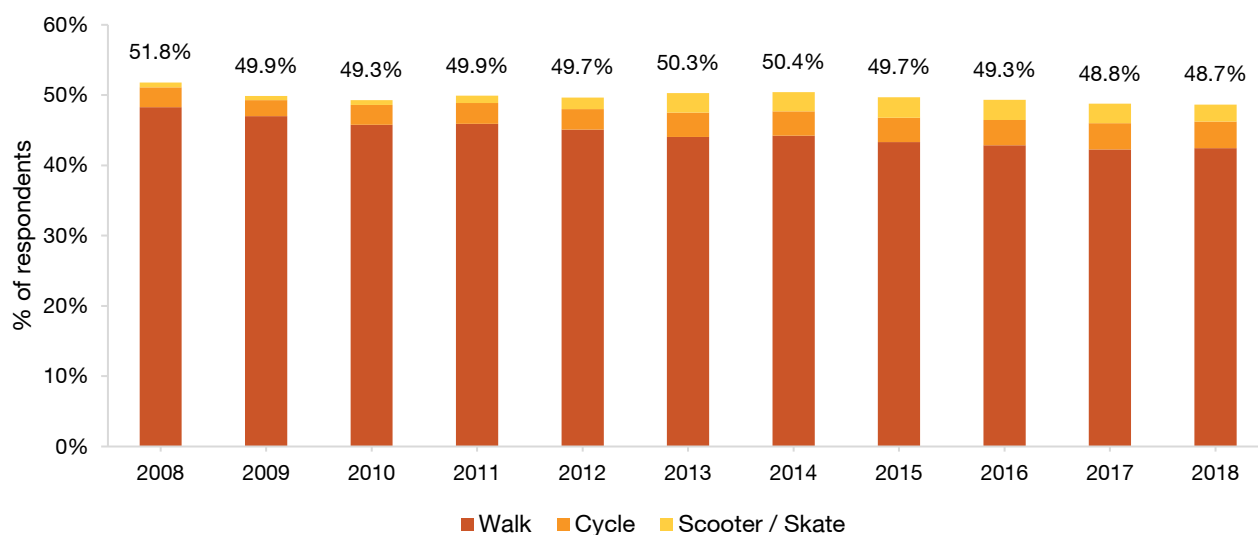
Percentage point change has been calculated based on the rounded figures presented in this summary report⁵⁶. Where the number of responses is low, care should be taken when interpreting results and fields with a small number of responses may see large changes in percentages between years. Therefore, caution should be taken when seeking to interpret annual variations.

For reference, with regard to national all school trends (primary, secondary, SEN and independent combined; 468,537), a 0.1 percentage point change is equivalent to roughly 500 pupils.

7.1 All school results

Active travel

Chart 7-1: Active travel mode share amongst participating pupils from all schools (excluding nursery), 2008-2018.⁴⁴



Since the survey started in 2008, active travel to school has remained the **most frequently reported mode of travel to school** in Scotland.

In 2010, 49.3% of pupils in all schools (excluding nursery) reported travelling actively to school. This percentage has fluctuated over the years with a high of 50.4% (2014) and a low of 48.7% (2018). **Overall there has been a steady decline in the proportion of pupils reporting walking to school, from 45.8% in 2010 to 42.5% in 2018.** However, walking has risen slightly from 42.3% in 2017, which

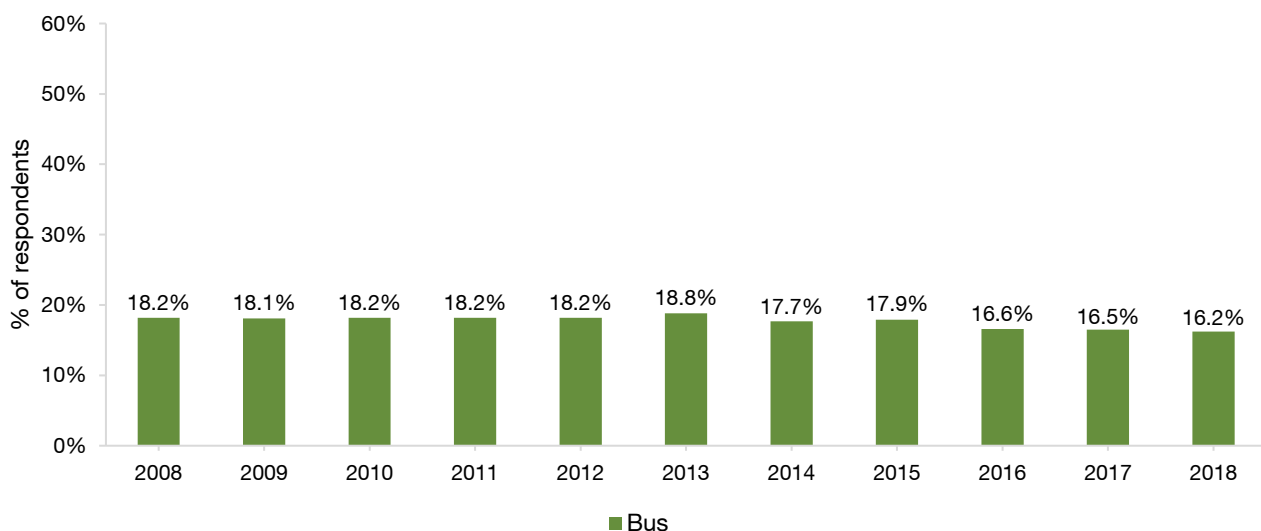
was the lowest ever recorded proportion of pupils walking. The greatest decrease in walking has been seen in primary schools (from 48.7% in 2010 to 43.6% in 2018) and independent schools (from 19.4% in 2010 to 12.8% in 2018).

The survey has recorded **an increasing trend in cycling** in all schools (excluding nursery) from 2.8% in 2010 to **the highest recorded levels of 3.8% in 2018**. There has been a 0.1 percentage point increase every year since 2014 (from 3.4% in 2014 to 3.8% in 2018). The greatest increase in cycling since 2010 has been seen in primary schools (from 3.7% in 2010 to 5.2% in 2018). However this has only increased by 0.1 percentage point between 2016 and 2018 (from 5.1% in 2016 to 5.2% in 2017 and 2018). The greatest increase in cycling between 2017 and 2018 is in independent schools, from 1.4% in 2017 to 2.0% in 2018.

The percentage of pupils who say they normally scooter or skate to school increased from 0.7% in 2010 to 2.8% in 2013. Between 2014 and 2017 the rate fluctuated between 2.8% and 2.9%. In 2018 the rate has fallen to 2.4%.

Public sustainable travel

Chart 7-2: Mode share amongst participating pupils from all schools (excluding nursery) within the public sustainable travel category, 2008-2018.⁴⁴

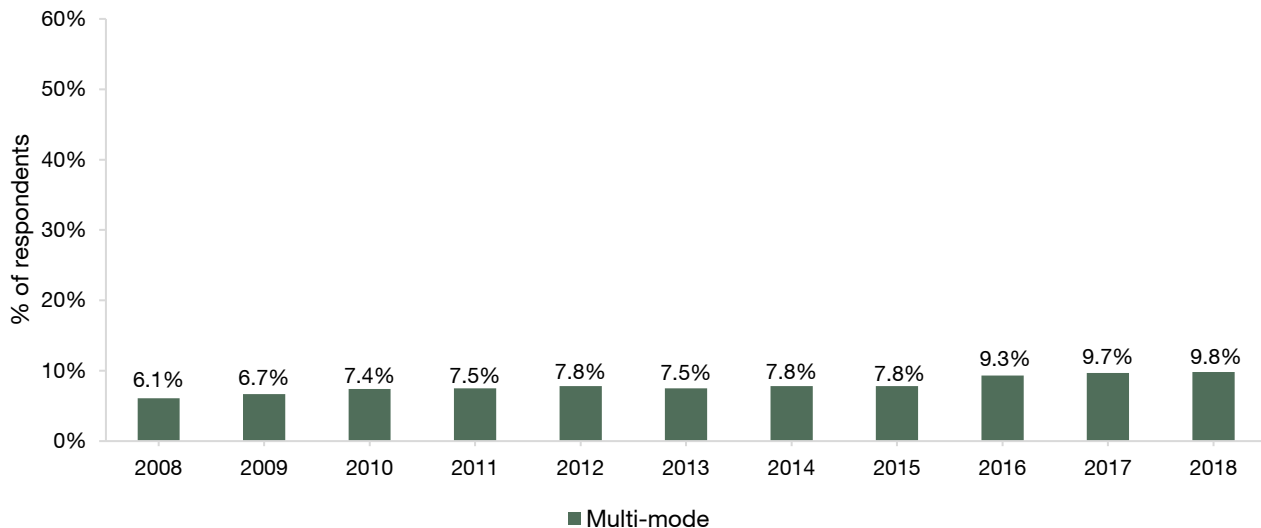


Overall, the proportion of pupils using the **bus has decreased** from 18.2% in 2010 to 16.2% in 2018. This is the lowest ever reported proportion of bus use, with a 0.3 percentage point decrease in bus use from 16.5% in 2017.

A decreasing trend in the proportion of pupils using the bus is seen amongst primary pupils from 8.0% in 2010 to 6.1% in 2018. There has been a 0.2 percentage point decrease since 2017 (6.3%). There has also been a decrease in the proportion of secondary pupils using the bus, from 36.0% in 2010 to 33.0% in 2018, a 1.5 percentage point decrease since 2017 (34.5%). Bus use has fluctuated between 2010 and 2018 for both SEN and independent school pupils.

Multi-mode travel

Chart 7-3: Mode share amongst participating pupils from all schools (excluding nursery) within the multi-mode travel category, 2008-2018.⁴⁴

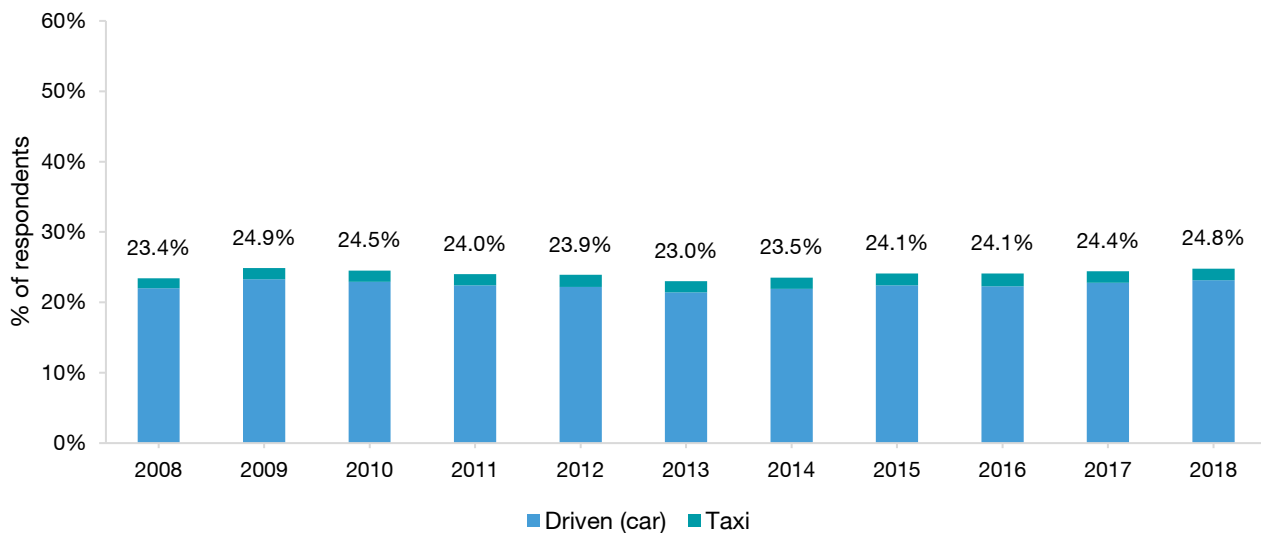


The percentage of pupils normally **travelling to school by park and stride has increased** from 7.4% in 2010 to a high of 9.8% in 2018. Between 2010 and 2015 park and stride use had risen slowly to 7.8%. Between 2015 and 2016, this increased by 1.5 percentage points (to 9.3% in 2016), and has increased by a further 0.5 percentage points in 2018.

Park and stride has increased from 2017 levels for secondary pupils by 0.4 percentage points to a high of 4.9% in 2018. Park and stride has steadily amongst primary pupils from 9.6% in 2010 to a high of 12.7% in 2018. The largest increases have been since 2015 onwards – from 10.0% in 2015, to 11.7% in 2016, 12.6% in 2017, and 12.7% in 2018. 12.6% of independent pupils in 2018 indicated they travelled to school by park and stride, an increase of 7.6 percentage points from 5.0% in 2010. However this is a 2.1 percentage point reduction from 2017 (14.7%).

Private motorised travel

Chart 7-4: Mode share amongst participating pupils from all schools (excluding nursery) within the private motorised travel category, 2008-2018. ⁴⁴



Levels of private motorised transport use have fluctuated slightly over the last nine years, from a low of 23.0% in 2013 to a high of 24.8% in 2018. **The proportion of pupils being driven to school in 2018 has increased from 2010 levels**, from 22.9% in 2010 to 23.1% in 2018. The proportion of pupils being driven to school had declined between 2010 and 2013, but has increased since 2013. Taxi use is the least frequently reported of the motorised travel modes and use has remained fairly consistent over the years of the survey with 1.8, 1.6% and 1.7% being reported in 2016, 2017, and 2018 respectively.

In 2018, SEN school pupils reported the highest proportion of use of private motorised travel at 58.8% with 44.5% travelling to school by taxi and 14.3% being driven by car. However, levels have fluctuated between years. Independent pupils have consistently reported high levels of private motorised travel in all years, with a high of 47.3% in 2018. Although secondary pupils consistently report the lowest use of private motorised travel, this does appear to be increasing. Private motorised travel amongst secondary school pupils has increased from 15.9% in 2010 to 17.8% in 2018. Reported use of private motorised transport has remained fairly consistent overall amongst primary pupils, from a high of 28.9% in 2010 to 28.3% in 2018.

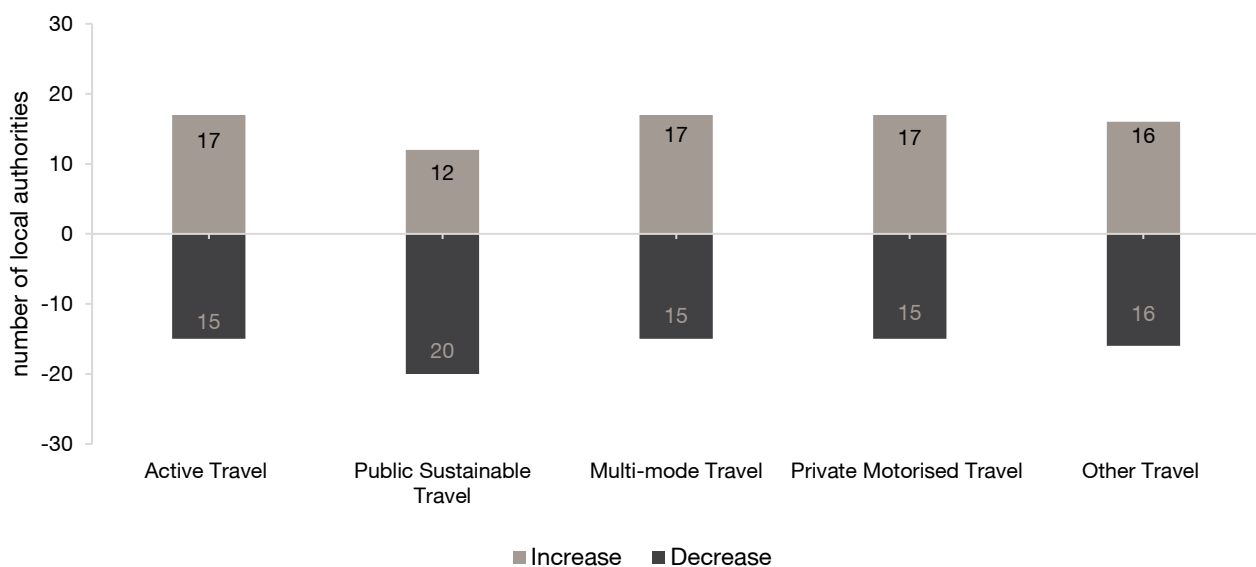
Other travel

The percentage of pupils travelling to school by other modes has fluctuated between a low of 0.3% in 2011 and a high of 0.6% in 2016. In 2018, 0.5% of pupils reported travelling by other modes. The percentage of SEN pupils that reported travelling by other means has decreased from 21.3% in 2010 to 4.2% in 2018. SEN pupils reporting travelling by other modes has fluctuated considerably across the years between a low of 1.1% in 2011 and a high of 21.3% in 2010. It is possible '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 2017 and 2018 is shown below. The statistics below cover all 32 local authorities that responded in both 2017 and 2018. The magnitude of change is not illustrated here. For more detailed information on local authority mode share, refer to table 3.1 onwards in the national excel summary report.⁵⁷

Chart 7-5: Change in pupil travel mode share between 2017 and 2018 at the local authority level.



Active travel: There was an increase in active travel levels in 17 local authorities, and a decrease in 15, between 2017 and 2018.

Public sustainable travel: There was an increase in public sustainable travel levels in 12 local authorities, and a decrease in 20, between 2017 and 2018.

Multi-mode travel: There was a increase in multi-mode travel levels in 17 local authorities, and a decrease in 15, between 2017 and 2018.

Private motorised travel: There was a increase in motorised travel levels in 17 local authorities, and a decrease in 15, between 2017 and 2018.

Other travel: There was a increase in other travel levels in 16 local authorities, and a decrease in 16, between 2017 and 2018.

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 is available for state primary, secondary and SEN schools. Pupil roll numbers are not published for state nursery or independent schools in Scotland. It is therefore not possible to calculate receipt or response rates for nursery or independent school types.

Local authority participation

All 32 local authorities in Scotland participated in the Hands Up Scotland Survey between 2010 and 2015 and again in 2017 and 2018. 29 local authorities participated in 2008 and 31 local authorities participated in 2009 and 2016.

School responses (excluding nursery)

The total number of state schools responding to the Hands Up Scotland Survey has decreased from 1,989 in 2017 to 1,917 in 2018. During the years the survey has been conducted, the highest number of state schools responded in 2015 (2,045).

State school responses as a proportion of all state schools in Scotland increased from 76.0% in 2010 to 81.1% in 2015. Levels fell to 76.0% in 2016 but rose again in 2017 to 79.1% and have decreased to 76.5% in 2018. This represents a 2.6 percentage point decrease in state schools in Scotland participating in 2018 compared to 2017.⁵¹

Table 7-1: National response rates: number of state and all schools (excluding nursery) responding to the survey, and state schools responding as a proportion of all state schools in Scotland, 2008-2018.⁵⁸

Year	Number of state schools responding	% of Scottish state schools	Number of schools responding
2008	1,811	67.6%	1,824
2009	1,928	72.5%	1,939
2010	1,977	76.0%	1,987
2011	1,885	73.1%	1,893
2012	1,969	77.0%	1,982
2013	2,004	78.7%	2,017
2014	2,036	80.5%	2,052
2015	2,045	81.1%	2,060
2016	1,923	76.0%	1,938
2017	1,989	79.1%	2,009
2018	1,917	76.5%	1,930

Pupil responses

The number and percentage of state school pupils responding to the Hands Up Scotland Survey has fluctuated year by year, but increased from 435,770 (64.9% of all state school pupils enrolled in Scotland) in 2010 to 462,940 (66.8%) in 2018. The highest pupil response rate of 480,155 (70.9%) was recorded in 2014.

The total number of pupils from all schools (excluding nursery) responding to the survey has followed a similar trend and has fluctuated year by year, from a low of 389,799 in 2008 to a high of 480,155 in 2014 decreasing again to 468,537 in 2018.

Chart 7-6: National response rates: number of responses from state school pupils and all school pupils (excluding nursery), 2008-2018.⁵⁹

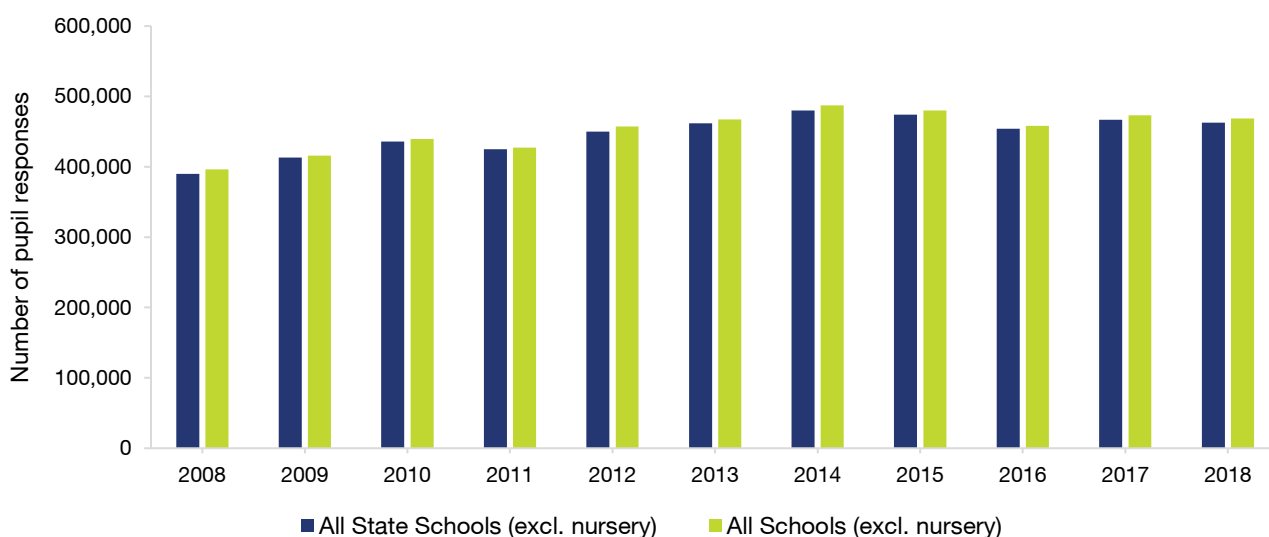


Table 7-2: National response rates: number of state and all school pupils (excluding nursery) responding to the survey, and state school pupils responding as a proportion of all pupils in Scotland, 2008-2018.

Year	Number of state school pupil respondents	% of Scottish state school roll	Number of school pupil respondents
2008	389,799	57.3%	396,377
2009	413,118	61.2%	415,804
2010	435,770	64.9%	439,401
2011	424,829	63.5%	427,104
2012	450,192	67.1%	457,488
2013	461,707	67.7%	467,397
2014	480,155	70.9%	487,147
2015	474,200	69.7%	480,161
2016	454,037	66.3%	458,145
2017	466,956	67.8%	473,160
2018	462,940	66.8%	468,537

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 238 in 2009 to 452 in 2016.

In 2017 and 2018, automated emails were 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. 1,077 nursery and day care of children establishments responded in 2018 and 1,225 in 2017.

In 2018, the number of nursery children responding to the survey was 36,352. This is fewer than in 2017 when there were 41,845 responses, the highest ever number of nursery children responding to the survey. However in 2018, responses are still more than three times the number of nursery children responding in 2009, when 7,999 responded, and more than double the number of nursery responses in 2016, when 17,933 responded.

Table 7-3: Nursery participation: number of nursery schools and children responding to the survey, 2008-2018.⁶⁰

Year	Number of nurseries responding	Number of nursery children respondents
2008	-	-
2009	238	7,999
2010	387	13,349
2011	423	14,038
2012	523	19,411
2013	540	19,737
2014	539	19,911
2015	590	21,398
2016	452	17,933
2017	1,225	41,845
2018	1,077	36,352

Schools returning data by class

There has been a decrease in the number of schools returning data by class. 95.0% of all schools that participated in the survey in 2017 returned data by class, compared with 90.2% in 2018. This is equivalent to a 4.8 percentage point decrease. However, the number of schools returning data by class in 2018 still remains substantially higher than in the years before 2017. The proportion of schools returning data by class had varied between a low of 62.9% in 2016 and a high of 83.1% in 2008.

Of state primary and secondary schools that returned data, 91.0% and 87.3% returned data by class respectively in 2018.⁶¹

7.4 Data tables: 2008-2018 results

These data tables contain a further breakdown of results presented throughout section 7.

Table 7-4: National travel categories: all schools (excluding nursery), 2008-2018.

Year	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
2008	51.8%	18.2%	6.1%	23.4%	0.5%	396,377
2009	49.9%	18.1%	6.7%	24.9%	0.4%	415,804
2010	49.3%	18.2%	7.4%	24.5%	0.5%	439,401
2011	49.9%	18.2%	7.5%	24.0%	0.3%	427,104
2012	49.7%	18.2%	7.8%	23.9%	0.5%	457,488
2013	50.3%	18.8%	7.5%	23.0%	0.4%	467,397
2014	50.4%	17.7%	7.8%	23.5%	0.5%	487,147
2015	49.7%	17.9%	7.8%	24.1%	0.4%	480,161
2016	49.3%	16.6%	9.3%	24.1%	0.6%	458,145
2017	48.8%	16.5%	9.7%	24.5%	0.5%	473,160
2018	48.7%	16.2%	9.8%	24.8%	0.5%	468,537

Table 7-5: National travel modes: all schools (excluding nursery), 2008-2018.⁶²

Year	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
2008	48.3%	2.8%	0.7%	18.2%	6.1%	22.0%	1.4%	0.5%	396,377
2009	47.0%	2.3%	0.6%	18.1%	6.7%	23.3%	1.6%	0.4%	415,804
2010	45.8%	2.8%	0.7%	18.2%	7.4%	22.9%	1.6%	0.5%	439,401
2011	45.9%	3.0%	1.0%	18.2%	7.5%	22.4%	1.6%	0.3%	427,104
2012	45.1%	2.9%	1.6%	18.2%	7.8%	22.2%	1.7%	0.5%	457,488
2013	44.1%	3.5%	2.8%	18.8%	7.5%	21.4%	1.6%	0.4%	467,397
2014	44.2%	3.4%	2.8%	17.7%	7.8%	21.9%	1.6%	0.5%	487,147
2015	43.3%	3.5%	2.9%	17.9%	7.8%	22.4%	1.7%	0.4%	480,161
2016	42.8%	3.6%	2.9%	16.6%	9.3%	22.3%	1.8%	0.6%	458,145
2017	42.3%	3.7%	2.8%	16.5%	9.7%	22.8%	1.6%	0.5%	473,160
2018	42.5%	3.8%	2.4%	16.2%	9.8%	23.1%	1.7%	0.5%	468,537

Table 7-6: National travel modes: all state schools (excluding nursery), 2008-2018.⁶³

Year	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
2008	48.7%	2.8%	0.7%	18.2%	6.1%	21.7%	1.4%	0.4%	389,799
2009	47.1%	2.4%	0.6%	18.1%	6.7%	23.1%	1.6%	0.4%	413,118
2010	46.0%	2.8%	0.7%	18.2%	7.5%	22.7%	1.6%	0.5%	435,770
2011	46.0%	3.0%	1.0%	18.2%	7.5%	22.3%	1.6%	0.3%	424,829
2012	45.6%	3.0%	1.7%	18.0%	7.7%	21.8%	1.7%	0.5%	450,192
2013	44.4%	3.5%	2.8%	18.7%	7.5%	21.1%	1.6%	0.4%	461,707
2014	44.7%	3.5%	2.8%	17.7%	7.8%	21.6%	1.7%	0.4%	480,155
2015	43.7%	3.5%	2.9%	17.8%	7.8%	22.1%	1.8%	0.4%	474,200
2016	43.1%	3.6%	2.9%	16.6%	9.3%	22.2%	1.8%	0.6%	454,037
2017	42.7%	3.8%	2.8%	16.5%	9.7%	22.5%	1.6%	0.5%	466,956
2018	42.8%	3.8%	2.4%	16.2%	9.8%	22.9%	1.7%	0.5%	462,940

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 2018, data collection took place between 10th and 14th 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. In 2019, data collection will take place between 9th and 13th September, with a grace period of one week either side.
- 8.1.2 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.
- 8.1.3 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.
- 8.1.4 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 An online survey platform was made available to schools and nurseries from 2016, as an alternative to sending paper survey forms to local authority officers. Local authority officers decided which method was most suitable to offer to schools in their area. The majority of local authorities opted to use the online survey platform but some continued with manual data entry by collecting paper survey forms. Between 2015 and 2018, the percentage of state schools responding to the survey decreased from 81.1% to 76.5%. It is not possible to ascertain whether this decrease in response rates was as a result of the change in data collation method, or other unrelated factors.

- 8.4.10 Percentage point changes have been calculated based on the rounded figures presented in this summary report. If users wish to calculate percentage point change based on unrounded figures, please refer to the relevant tables in the Hands Up Scotland Survey National Results data tables, available from Sustrans' website, available at: <https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

8.5 Confidentiality

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

8.6 Official Statistics Publication

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

8.7 Enquiries

- 8.7.1 For media enquiries relating to the information contained in this, or any other Hands Up Scotland Survey documents, please contact Sustrans' Press Office on 0131 346 3010 or email at press@sustrans.org.uk
- 8.7.2 Non-media enquiries about Hands Up Scotland Survey should be made to Sustrans' Hands Up Scotland Survey team, Sustrans Research & Monitoring Unit, 9 Haymarket Terrace, Edinburgh, EH12 5EZ or email: HandsUpScotland@sustrans.org.uk
- 8.7.3 Where users wish to undertake more detailed analyses for a specific project and these documents do not provide the required information or format, a data request may be submitted. To submit a data request, please read the information and download the data request form at: <https://www.sustrans.org.uk/scotland/hands-scotland-survey-data-request>

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:

<http://www.sustrans.org.uk/our-services/what-we-do/research-monitoring-and-evaluation>

Endnotes

- ¹ For more information regarding the Hands Up Scotland Survey questions, please refer to:
<https://www.sustrans.org.uk/hands-up/survey-packs>
- ² For more information regarding the policy context, please refer to section 3 (page 5).
- ³ For more information on the UK Statistics Authority Code of Practice, please refer to:
<http://www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html>
- ⁴ Official Statistics in Scotland are produced by the Scottish Government, Crown Bodies and a number of other public bodies named by Parliamentary Order in line with the UK Statistics Authority's Code of Practice for Official Statistics.
- ⁵ For more information on Official Statistics in Scotland, please refer to:
<http://www.gov.scot/Topics/Statistics/About/NatStats>
- ⁶ Email: HandsUpScotland@sustrans.org.uk / Telephone: 0131 346 1384
- ⁷ To submit a data request, please read the information and download the data request form at:
<https://www.sustrans.org.uk/scotland/hands-scotland-survey-data-request>
- ⁸ For more information on the Scottish Government's Purpose, please refer to:
<http://www.gov.scot/About/Performance/scotPerforms/purpose>
- ⁹ For more information on the Scottish Government's Strategic Objectives, please refer to:
<http://www.gov.scot/About/Performance/scotPerforms/objectives>
- ¹⁰ For more information on the Scottish Government's National Performance Framework, please refer to:
<http://www.gov.scot/About/Performance/scotPerforms/pdfNPF>
- 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 the Scottish Government's 'Healthier' Strategic Objective, please refer to:
<http://www.gov.scot/About/Performance/scotPerforms/objectives/healthier>
- ¹³ For more information on the Scottish Executive's 'Let's Make Scotland More Active' strategy, please refer to:
<http://www.gov.scot/resource/doc/47032/0017726.pdf>
- ¹⁴ For more information on The Chief Medical Officer's 'Start Active, Stay Active' report, please refer to:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/216370/dh_128210.pdf
- ¹⁵ 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>
- ¹⁶ For more information on the 'Curriculum for Excellence,' please refer to:
<https://education.gov.scot/Documents/health-and-wellbeing-pp.pdf%23>
- ¹⁷ For more information on the Children and Young People's Profile, please refer to:
<http://www.scotpho.org.uk/population-groups/children-and-young-people/useful-links>
- ¹⁸ The SHANARRI indicators of wellbeing of children and young people in Scotland are: 'Safe', 'Healthy', 'Achieving', 'Nurtured', 'Active', 'Respected', 'Responsible' and 'Included'.
- ¹⁹ For more information on the SHANARRI indicators, please refer to:
<http://www.gov.scot/Topics/People/Young-People/gettingitright/wellbeing>
- ²⁰ 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>
- ²¹ For more information on the GIRFEC approach, please refer to:
<http://www.gov.scot/Topics/People/Young-People/gettingitright>
- ²² For more information on the Scottish Government's 'National Walking Strategy' please refer to:
<http://www.gov.scot/Resource/0045/00452622.pdf>
- ²³ For more information on Transport Scotland's 'Cycling Action Plan for Scotland 2017-2020,' please refer to:
<https://www.transport.gov.scot/publication/cycling-action-plan-for-scotland-2017-2020/>
- 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 2020’, please refer to:
<https://www.transport.gov.scot/media/29622/j243698.pdf>
- ²⁷ For more information on the Scottish Government’s Greener Strategic Objective, please refer to:
<http://www.gov.scot/About/Performance/scotPerforms/objectives/greener>
- 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 (Scotland) Act 2009, please refer to:
http://www.legislation.gov.uk/asp/2009/12/pdfs/asp_20090012_en.pdf
- ³⁰ For more information on Scottish Government’s Low Carbon Scotland: Meeting our Emissions Reductions Targets 2013-2027, please refer to:
[Low Carbon Scotland: meeting our Emissions Reduction Targets 2013-2027: RPP2](#)
- ³¹ For more information on Scotland’s carbon footprint, please refer to:
<http://www.gov.scot/About/Performance/scotPerforms/indicator/carbon>
- ³² For more information on Scotland’s traffic congestion, please refer to:
<http://www.gov.scot/About/Performance/scotPerforms/indicator/congestion>
- ³³ For more information on Transport Scotland’s ‘National Transport Strategy,’ please refer to:
<https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf>
- ³⁴ For more information on Travel to School as measured by the Scottish Household Survey, please refer to:
<https://www.transport.gov.scot/media/43105/sct08183658301.pdf>
- ³⁵ 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>
- ³⁶ For more information on the Scottish Health Survey, please refer to:
<http://www.gov.scot/Publications/2017/10/2970>
- ³⁷ For more information on the Pupil Level Annual School Census in England, please refer to:
<https://www.gov.uk/government/collections/school-census>
- ³⁸ 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>
- ³⁹ For more information on the UK National Travel Survey, please refer to:
<https://www.gov.uk/government/collections/national-travel-survey-statistics>
- ⁴⁰ For more information on the Northern Ireland Travel Survey, please refer to:
<https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>
- ⁴¹ For more information on travel data from the National Survey for Wales, please refer to:
<https://gov.wales/national-survey-wales>
- ⁴² For considerations relating to response rates as a result of a change in data collection methodology, please see Technical Note 8.4.9.
- ⁴³ Aberdeenshire, Clackmannanshire, East Ayrshire, East Renfrewshire, Fife, Midlothian, North Ayrshire, North Lanarkshire and Scottish Borders opted for manual entry of the 2018 Hands Up Scotland Survey data by local authority officers and did not use the online survey platform.
- ⁴⁴ Table 2.1 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁵ All schools: primary, secondary, SEN and independent schools in Scotland, excluding nursery.
- ⁴⁶ Other modes of travel may include local authority transport and train, among others.
- ⁴⁷ Values for SEN pupils have been suppressed for scooter/ skate and park & stride and are therefore not presented here. Please see Technical Note 8.5.1.
- ⁴⁸ Table 2.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>
- ⁴⁹ Value(s) for SEN pupils has been suppressed and is therefore not presented here. Please see Technical Note 8.5.1.
- ⁵⁰ 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>
- ⁵¹ All state schools: primary, secondary and SEN schools in Scotland, excluding nursery.
- ⁵² Table 1.3 in supplementary National Results Excel file available to download from:
<https://www.sustrans.org.uk/scotland/hands-up-scotland-survey>

⁵³ 3 secondary schools not listed in Scottish Government education statistics were surveyed. 1 secondary school listed in Scottish Government education statistics was not surveyed.

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

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

⁵⁵ Table 2.4 in supplementary National Results Excel file available to download from:

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

⁵⁶ For considerations relating to calculations of percentage point change, please see Technical Note 8.4.10.

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

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

⁵⁸ Table 1.3 in supplementary National Results Excel file available to download from:

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

⁵⁹ Table 1.1 in supplementary National Results Excel file available to download from:

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

⁶⁰ 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>

⁶¹ 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>

⁶² Table 2.1 in supplementary National Results Excel file available to download from:

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

⁶³ Table 2.2 in supplementary National Results Excel file available to download from:

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