

Travel to School in Scotland

Hands Up Scotland Survey 2016:
National Summary Report

June 2017



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Executive Summary

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

The Hands Up Scotland Survey has been designated an Official Statistic 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 provides evidence to inform school transport policies and initiatives.

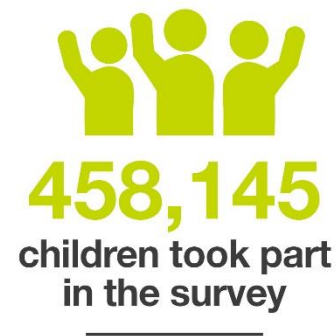
All 32 local authorities in Scotland participated in the survey between 2010 and 2015. 29 local authorities participated in 2008 and 31 participated in 2009 and 2016. As 2010 was the first year all local authorities took part, this is used as the baseline year for the purpose of analysing trends.

School response rates



Of this, 1,923 state schools participated, which equates to 76.0% of all registered state schools in Scotland.

Pupil response rates



Of this, 454,037 state school pupils participated, which equates to 66.3% of all state school pupils enrolled in Scotland.

Between 2015 and 2016, there has been an overall reduction in pupil response rates of 3.4%.

The survey

The question posed to all pupils is, 'How do you normally travel to school?' with a choice of travel modes. This year, 'motorised' has been re-categorised to distinguish between public sustainable and private motorised travel. This is intended to support more useful interpretation of results for policy areas, particularly with regards to active travel for health, air pollution, and CO² emissions.

These categories are:

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

Private motorised travel

24.1% of pupils surveyed in 2016 said they normally travel to school using only a private motorised mode of transport.

Overall, this figure has changed little over the 9 years of the survey, from 24.5% in 2010, to a low of 23.0% in 2013.

Pupils being driven to school in a car has decreased slightly from 22.9% in 2010, to 22.3% in 2016.

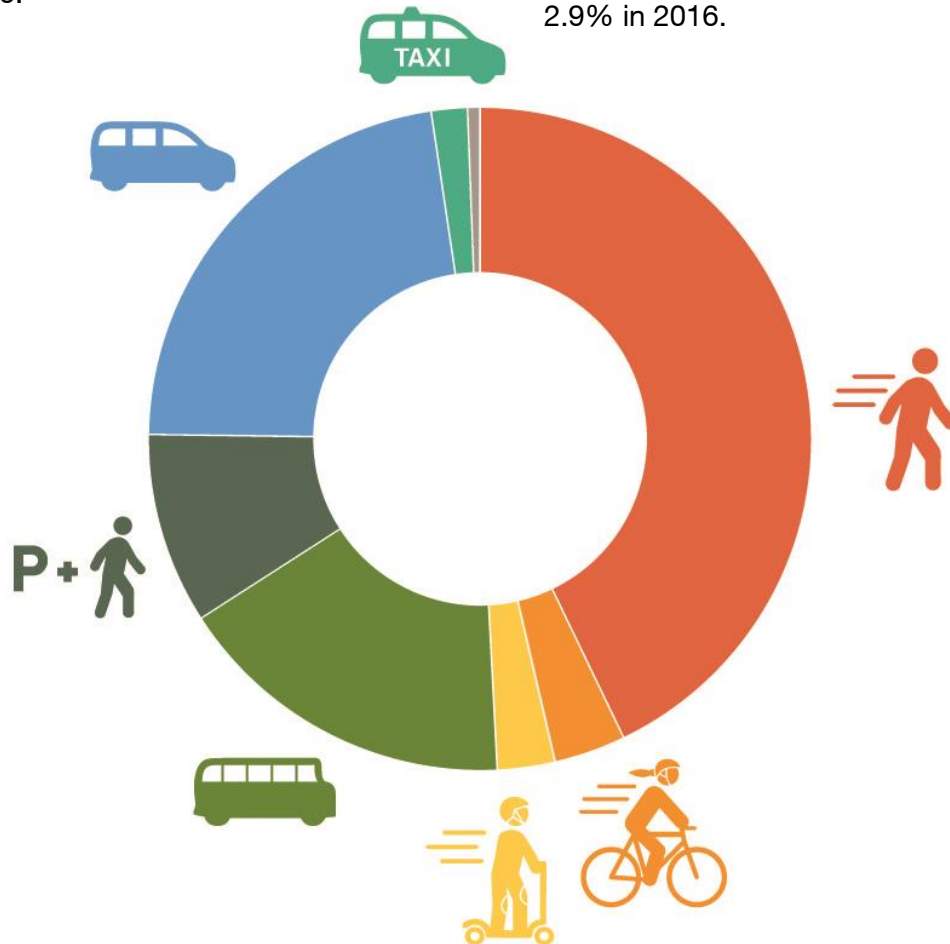
Pupils using a taxi to travel to school has increased slightly from 1.6% in 2010, to 1.8% in 2016.

Active travel

49.3% of pupils surveyed in 2016 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 42.8% in 2016. Cycling to school has increased from 2.8% in 2010, to 3.6% in 2016. Scootering or skating to school has increased from 0.7% in 2010, to 2.9% in 2016.



Multi-mode travel

9.3% of pupils surveyed in 2016 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 9.3% in 2016.

Public sustainable travel

16.6% of pupils surveyed in 2016 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 16.6% in 2016.

1 Introduction

The Hands Up Scotland Survey is an annual survey of pupils enrolled at schools 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.¹
- 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.²

A Parliamentary Order designates Sustrans as Official Statistics Provider³ 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.⁴

The Hands Up Scotland Survey is therefore 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.

The 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 2016 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 2016, are also available. These documents can be downloaded from Sustrans' website:

<http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

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 2016.

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 National Summary Report was reissued on 21 June 2017, with values from previous publication of the report (25 May 2017) updated to include primary school pupils omitted in error.

The Sustrans' Hands Up Scotland Survey team can be contacted with feedback or enquiries.⁵ 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.⁵

3 Policy context

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’.⁶ This purpose is accompanied by five strategic objectives, which are designed to ensure the purpose is delivered.⁷

The five objectives are:

- **Wealthier and Fairer:** Enable businesses and people to increase their wealth and more people to share fairly in that wealth.
- **Healthier:** Helping people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care.
- **Safer and Stronger:** Helping communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life.
- **Smarter:** Expanding opportunities to succeed from nurture through to lifelong learning ensuring higher and more widely shared achievements.
- **Greener:** Improving Scotland's natural and built environment and the sustainable use and enjoyment of it.

The Hands Up Scotland Survey can provide information relevant to the ‘Healthier’ and ‘Greener’ objectives outlined by the Scottish Government.

3.1 Healthier



The Hands Up Scotland Survey data can be used to investigate progress towards ‘supporting healthier lifestyles and choices,’⁸ through evidencing active travel (walking, cycling, scootering or skating) to school.

Active travel for health and wellbeing

Scotland’s strategy for physical activity, *Let’s Make Scotland More Active*,⁹ and the UK Chief Medical Officers report, *Start Active, Stay Active*¹⁰ 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.¹¹ 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. These aims are also reflected in the *Long-Term Vision for Active Travel in Scotland*

2030¹² and the *National Walking Strategy*¹³ which 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 *Curriculum for Excellence*¹⁴ acknowledges the important contribution active travel plays in promoting good physical health and mental wellbeing. Hands Up Scotland Survey data is also being used to evidence the ‘Active’ indicator that forms part of the *Children and Young People’s Profile*¹⁵, which is scheduled to be launched later this year. The profile aims to measure progress against the SHANARRI¹⁶ indicators of wellbeing of children and young people in Scotland,¹⁷ outlined in the *Children and Young People (Scotland) Act 2014*.¹⁸

Cycling

The survey also provides data on levels of cycling to school. The *Cycling Action Plan for Scotland (2017)*¹⁹ 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 Greener



The Hands Up Scotland Survey can also be used to investigate progress towards ‘reducing our greenhouse gas emissions,²⁰ through evidencing private motorised travel (car and taxi) to school.

Improving air quality

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*.^{21, 22} 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.²³

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 and walking and cycling infrastructure as alternatives to the car.’²⁴

As stated in the *Cleaner Air for Scotland* strategy²⁵ 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.

3.3 Further information

In light of the policy context, this year Hands Up Scotland Survey data has been re-categorised:

- **Active travel:** walking, cycling and scootering or skating,
- Public sustainable travel: bus,
- Multi-mode travel: park & stride,²⁶
- Private motorised travel: driven (car) and taxi.

This categorisation is intended to support more useful interpretation of results for policy areas, particularly with regards to health (levels of active travel) and air pollution, and CO² emissions (levels of private motorised travel).

As well as helping to evidence national policy areas, the results represent a large national dataset which provides potential for links to be made at a local level between mode of travel to school and school transport policies and initiatives.

4 Comparability with other sources

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

The *Scottish Household Survey* also provides information on travel to school in Scotland²⁷ and a list of the main statistical publications in relation to transport in Scotland is available from the Transport Scotland website.²⁸

The *Pupil Level Annual School Census*²⁹ 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. Data on travel to school is not currently collected as part of the school census for Northern Ireland or Wales.

Other current sources of Official Statistics relating to travel to school in the UK include the *National Travel Survey*,³⁰ and the *Travel Survey for Northern Ireland*.³¹

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 each year.

Sustrans' Research and Monitoring Unit is responsible for producing survey participation guidance and forms to circulate to local authority officers. Local authority officers are then responsible for distributing this to schools, and providing ongoing support where necessary.

5.1 Data collection

Data collection for the Hands Up Scotland Survey occurs annually in the second week of September. In 2016, data collection took place between the 12th and 16th of September. Data collection is conducted by school staff, 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 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

In 2016, an online survey platform was made available in addition to paper survey forms.³² Local authority officers were able to decide which method was most suitable to offer to schools in their area. The majority offered both options, whilst some opted for online only,³³ and some continued with paper survey forms.³⁴

Completed paper survey forms are returned by the school staff to their local authority officer, who input 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, data cleaning, analysis and reporting are conducted by Sustrans' Research and Monitoring Unit.

6 2016 Results

6.1 Response rates: schools

In 2016, 31 local authorities³⁵ in Scotland participated in the Hands Up Scotland Survey during the designated survey week (12 to 16 September 2016).

2,844 nurseries and 2,575 schools received the survey from their local authority officers. The survey was sent to 2,484 state schools,³⁶ representing 98.2% of all state schools in Scotland.

A total of 452 nurseries and 1,938 schools responded to the survey. 1,923 state schools took part, representing 77.4% of state schools receiving the survey and 76.0% of all state schools in Scotland.

Table 6-1: National response rates: number of schools responding to the survey, 2016.³⁷

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	2,844	N/A	452	15.9%	N/A
Primary ³⁸	2,006	98.8%	1,619	80.7%	79.7%
Secondary	352	98.1%	267	75.9%	74.4%
SEN	126	90.0%	37	29.4%	26.4%
Independent	91	N/A	15	16.5%	N/A
All State Schools ³⁸	2,484	98.2%	1,923	77.4%	76.0%
All Schools ³⁸	2,575	N/A	1,938	75.3%	N/A

6.2 Response rates: pupils

Responses were received from 17,933 nursery pupils and 458,145 school pupils. 454,037 state school pupils took part, which equates to 66.3% of all state school pupils enrolled in Scotland.

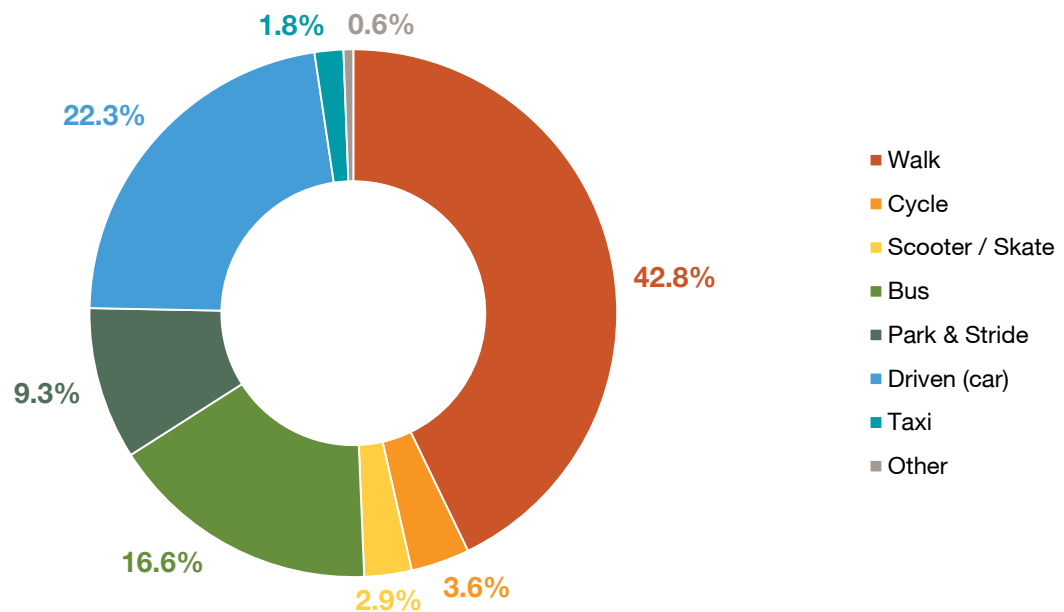
Table 6-2: National response rates: number and percentage of pupils responding to the survey, out of total Scottish state school roll for each school type 2016.³⁹

School Type	Number of pupil respondents	% of Scottish state school roll
Nursery	17,933	N/A
Primary ³⁸	293,360	74.0%
Secondary	158,826	56.5%
SEN	1,851	27.5%
Independent	4,108	N/A
All State Schools ³⁸	454,037	66.3%
All Schools ³⁸	458,145	N/A

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

6.3 All school results

Chart 6-1: National travel modes: all school pupil responses (excluding nursery), 2016.⁴⁰



Active travel

49.3% of pupils across all schools⁴¹ surveyed in 2016 said they normally travel to school in an active way, without any form of motorised transport. Walking was the most frequent mode of travel with 42.8% of pupils saying they normally walk to school. 3.6% of pupils said they normally cycle to school and 2.9% said they normally scooter or skate.

Public sustainable travel

16.6% of pupils surveyed in 2016 said they normally travel to school by bus.

Multi-mode travel

9.3% of pupils surveyed in 2016 said they normally park and stride to school.

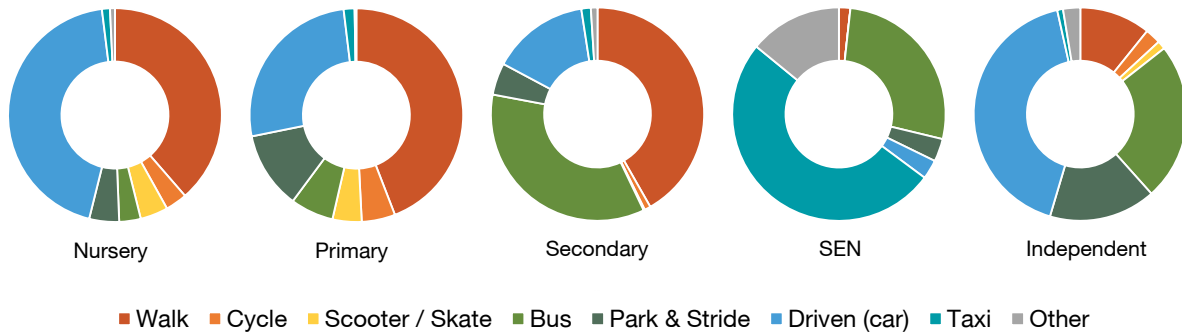
Private motorised travel

24.1% of pupils surveyed in 2016 said they normally travel to school using only a private motorised mode of transport. 22.3% of pupils said they are normally driven to school (via a private car), and 1.8% they normally travel to school by taxi.

Other

0.6 % of pupils indicated they travel to school by other means.⁴²

Chart 6-2: National travel modes: pupil responses by school type, 2016.



6.4 Nursery results

Active travel

The proportion of nursery school pupils normally travelling to school by an active mode is slightly more than those that travel to school using private motorised travel modes, at 46.1% and 45.4% respectively. Of the active modes, walking was the most frequent mode, reported by 38.6% of nursery pupils. 3.3% of nursery pupils said they normally cycle to nursery, and 4.2% said they normally scooter or skate.

Public sustainable travel

3.3% of nursery school pupils reported normally travelling to school by bus.

Multi-mode travel

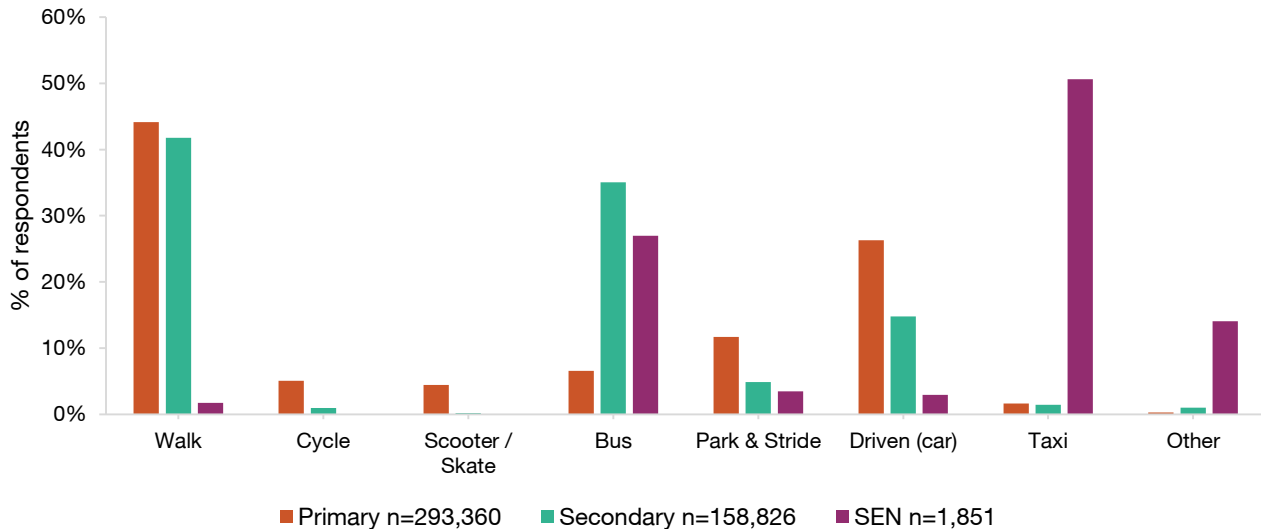
4.5% of nursery school pupils reported normally travelling to school by park and stride.

Private motorised travel

45.4% of nursery school pupils reported normally travelling to school by private motorised transport, 44.2% driven by car and 1.2% by taxi.

6.5 All state school comparison

Chart 6-3: National travel modes: all state schools (primary, secondary and SEN) comparison of travel modes, 2016.^{43,44}



Active travel

Primary school pupils in 2016 reported the highest level of active travel to school at 53.6% of all pupils, followed by secondary school pupils at 42.9%.⁴⁵

44.1% of primary school pupils report normally walking to school compared to 41.8% of secondary and 1.7% of SEN school pupils. 5.1% of primary school pupils report normally cycling to school compared to 0.9% of secondary school pupils. 4.4% of primary school pupils report normally scootering or skating to school compared to 0.2% of secondary school pupils.

Public sustainable travel

The highest levels of bus usage in 2016 is reported in secondary schools, at 35.1% of pupils, compared to 27.0% of SEN pupils and just 6.5% among primary school pupils.

Multi-mode travel

In 2016, 11.7% of primary school pupils reported park and stride as their usual mode of travelling to school, compared to 4.8% of secondary school pupils, and 3.5% of SEN pupils.

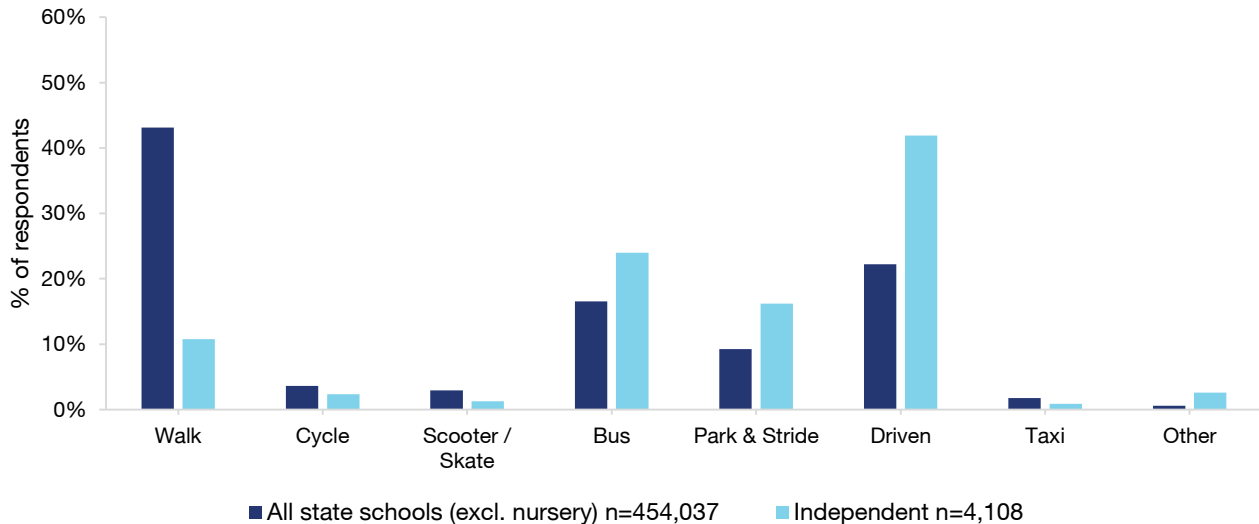
Private motorised travel

Secondary school pupils reported the lowest levels of travel to school using private motorised transport of all pupils in 2016, at 16.2%. This is less than the 27.9% of primary school pupils and 53.5% of SEN school pupils who reported normally doing so.

2.9% of SEN pupils are normally driven to school in a car, compared to 14.8% of secondary and 26.3% of primary school pupils. 50.6% of SEN pupils report normally using a taxi to travel to school. Neither primary nor secondary school pupils reported high levels of normally using a taxi to travel to school (1.6% and 1.4% respectively) in 2016.

6.6 State and independent school comparison

Chart 6-4: National travel modes: all state schools (excluding nursery) and independent comparison of travel modes, 2016.⁴⁶



Active travel

Pupils in state schools reported higher active travel levels compared to independent schools in 2016, with half of state school pupils (49.7%) either walking, cycling, scootering or skating, compared to 14.4% of independent school pupils.

This trend is true of each mode of travel within the active category. 43.1% of state school pupils report normally walking to school compared to 10.8% of independent school pupils. 3.6% of state school pupils report normally cycling to school compared to 2.4% of independent school pupils. 2.9% of state school pupils report normally scootering or skating to school, compared to 1.3% of independent school pupils.

Public sustainable travel

A lower percentage of state school pupils (16.6%) reported normally travelling to school by bus compared to 24.0% of independent school pupils.

Multi-mode travel

9.3% of state school pupils reported travelling to school using multiple modes, compared to 16.2% of independent school pupils.

Private motorised travel

A lower percentage of state school pupils normally travel using private motorised modes at 24.0% compared to 42.8% of independent school pupils.

22.2% of state school pupils report normally travelling to school by car compared to 41.9% of independent school pupils. However, more state school pupils (1.8%) travel to school by taxi, compared to 0.9% of independent school pupils.

6.7 Data tables: 2016 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, 2016.

School type	Active	Public sustainable	Multi-mode	Private motorised	Other	Total
Nursery	46.1%	3.3%	4.5%	45.4%	0.7%	17,933
Primary ³⁸	53.6%	6.5%	11.7%	27.9%	0.3%	293,360
Secondary	42.9%	35.1%	4.8%	16.2%	1.0%	158,826
SEN	*	27.0%	3.5%	53.5%	14.0%	1,851
Independent	14.4%	24.0%	16.2%	42.8%	2.6%	4,108

Table 6-4: National travel modes: by school type, 2016.⁴³

School Type	Walk	Cycle	Scooter/ Skate	Bus	Park & Stride ⁴⁴	Driven (car)	Taxi	Other	Total
Nursery	38.6%	3.3%	4.2%	3.3%	4.5%	44.2%	1.2%	0.7%	17,933
Primary ³⁸	44.1%	5.1%	4.4%	6.5%	11.7%	26.3%	1.6%	0.3%	293,360
Secondary	41.8%	0.9%	0.2%	35.1%	4.8%	14.8%	1.4%	1.0%	158,826
SEN	1.7%	*	*	27.0%	3.5%	2.9%	50.6%	14.0%	1,851
Independent	10.8%	2.4%	1.3%	24.0%	16.2%	41.9%	0.9%	2.6%	4,108

Table 6-5: National travel modes: by school type and year group, 2016.⁴⁷

School Type Year Group	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven (car)	Taxi	Other	Total
Primary									
P1-4 ³⁸	42.2%	4.4%	4.4%	5.7%	11.8%	29.6%	1.7%	0.2%	120,596
P5-7 ³⁸	47.5%	5.1%	3.8%	6.5%	13.0%	22.3%	1.5%	0.3%	83,010
Secondary									
S1-3	41.1%	0.9%	0.2%	35.3%	5.7%	14.4%	1.6%	0.8%	54,895
S4-6	39.8%	0.6%	0.2%	34.6%	4.8%	17.5%	1.6%	0.9%	38,468
SEN									
P1-4	*	0.0%	0.0%	58.7%	*	5.8%	3.6%	31.2%	138
P5-7	*	0.0%	0.0%	60.0%	0.0%	*	*	28.0%	75
S1-3	5.2%	*	0.0%	57.5%	0.0%	*	19.4%	15.7%	134
S4-6	*	*	0.0%	44.9%	0.0%	*	21.5%	25.2%	107
Independent									
P1-4	18.3%	2.4%	*	23.7%	2.7%	50.9%	*	*	338
P5-7	14.2%	1.6%	*	16.5%	10.8%	55.3%	*	0.9%	695
S1-3	18.3%	2.4%	*	23.7%	2.7%	50.9%	*	*	338
S4-6	9.2%	6.7%	*	28.3%	5.4%	47.1%	*	2.5%	240

7 Trends in the 2008-2016 results

7.1 Response rates

Local authority participation

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

In 2016, 6 local authorities⁴⁸ received survey responses from 100.0% of all primary schools, 11 local authorities⁴⁹ received responses from 100.0% of all secondary schools and 2 local authorities⁵⁰ received responses from 100.0% of all SEN schools.

In all cases, this is a decrease in school response rates in comparison to 2015, when 12 local authorities⁵¹ received survey responses from 100.0% of all primary schools, 18 local authorities⁵² received responses from 100.0% of all secondary schools and 4 local authorities⁵³ received responses from 100.0% of all SEN schools.

School responses (excluding nursery)

The total number of state schools responding to the Hands Up Scotland Survey has decreased from a maximum of 2,045 in 2015 to 1,923 in 2016.

State school responses as a proportion of all state schools in Scotland increased from 76.0% in 2010 to 81.1% in 2015, then decreased to 76.0% in 2016. This amounts to 5.1% fewer state schools in Scotland participating in 2016 as compared to 2015.³⁵

Similarly, the total number of schools (including independent) responding to the survey has increased fairly steadily from 1,987 in 2010 to 2,060 in 2015, but has decreased to 1,938 in 2016.

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, 2008-2016.⁵⁴

Year	Number of state schools responding	% of Scottish state schools ⁵⁵	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 ³⁸	1,923	76.0%	1,938

Pupil responses

Chart 7-1: National response rates: number of state and all school pupils (excluding nursery) responding to the survey, 2008-2016.⁵⁶



The number and percentage of state school pupils responding to the Hands Up Scotland Survey has fluctuated year on year, but increased from 435,770 (64.9% of all state school pupils enrolled in Scotland) in 2010 to 454,037 (66.3%) in 2016. Highest pupil response rates of 480,155 (70.9%) were recorded in 2014.

The total number of pupils from all schools responding to the survey has fluctuated year on year, however increased from 439,401 in 2010 to 458,145 in 2016.

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, 2008-2016.⁵⁶

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 ³⁸	454,037	66.3%	458,145

For considerations relating to response rates, please see Technical Notes 8.2 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 has increased from 238 nurseries in 2009 to 452 in 2016.

Since 2009, the number of nursery school pupils responding to the survey has more than doubled from 7,999 pupils in 2009 to 17,933 in 2016.

Table 7-3: Nursery participation: number of nursery schools and pupils participating in the survey, 2008 – 2016.⁵⁷

Year	Number of nurseries responding	Number of nursery pupil 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

7.2 All school results

Active travel

Across all years of the Hands Up Scotland Survey, active travel to school has consistently remained the most frequently reported mode of travel to school across Scotland.

In 2010, 49.3% of pupils in all schools (excluding nursery) reported travelling actively to school. This percentage has fluctuated between a low of 49.3% (2010 and 2016) and a high of 50.4% (2014). Overall there has been a steady decline in pupils reporting walking to school over the 9 years that the survey has been conducted, from 45.8% in 2010 to 42.8% in 2016. In particular, the proportion of independent school pupils reporting walking to school decreased from 19.4% in 2010 to 10.8% in 2016, while cycling has increased from 1.7% to 2.4%.

The survey has recorded an increasing trend in cycling from 2.8% in 2010 to the highest recorded levels of 3.6% in 2016. This has remained fairly consistent since 2013 (between 3.4% and 3.6%). The percentage of pupils who say they normally scooter or skate to school has increased from 0.7% in 2010, to 2.9% in 2016. As with cycling, the percentage of pupils who scooter or skate to school has remained fairly consistent since 2013 (between 2.8% and 2.9%).

Chart 7-2: Mode share amongst participating pupils from all schools (excluding nursery) within the active travel category, 2008-2016.



Public sustainable travel

Overall, bus use has decreased from 18.2% in 2010 to 16.6% in 2016. This is the lowest ever reported bus use, with a decrease in bus use of 1.3% from 2015.

This year, secondary pupils have overtaken SEN pupils in terms of bus travel to school, at 35.1% and 27.0% respectively. However this can in part be attributed to a decrease in reported bus travel by SEN pupils from 41.0% in 2015. This may be owing to the fact that more SEN pupils have been categorised as travelling by ‘other’ means this year (14.0% up from 4.6% in 2015).

Multi-mode travel

The percentage of pupils normally travelling to school by park and stride has increased from 7.4% in 2010 to 9.3% in 2016. Between 2010 and 2015 park and stride use had risen slowly to 7.8%, yet between 2015 and 2016 this has increased markedly by 1.5%.

Reported levels of park and stride have increase in all school types. 16.2% of independent pupils in 2016 indicated they travelled to school by park and stride, an increase of 5.9% from 10.3% in 2015. Similarly the number of primary school pupils has increased from 10.0% in 2015 to 11.7% in 2016, and secondary school pupils from 4.1% to 4.8%.

Private motorised travel

Levels of private motorised transport use have fluctuated over the last seven years, between a high of 24.5% in 2010 and a low of 23.0% in 2013. In 2016, 24.1% of pupils reported travelling by car or taxi.

Overall, sole car use has decreased from 22.9% in 2010 to 22.3% in 2016. However, there is no clear trend with responses, fluctuating between a 2010 levels to a low of 21.4% in 2013. Taxi use is the least frequently reported of the motorised travel modes, however this has been slowly increasing from 1.6% in 2010 to 1.8% in 2016.

The further division this year of the ‘motorised’ category to ‘public sustainable’ and ‘private motorised’, has facilitated comment around differences in motorised transport use by primary and secondary school children. In previous years, secondary pupils have been highlighted as reporting the highest motorised travel use, however it is now apparent that much of this is public sustainable travel. 16.2% of secondary school pupils report using private motorised transport, in comparison to 27.9% of primary school pupils, 53.5% of SEN pupils, and 42.8% of independent school pupils.

Other travel

The percentage of pupils travelling to school by other modes has fluctuated between 0.3% in 2011 and 0.6% in 2016.

This year there has been a large increase in SEN pupils reporting travel to school by other means, from 4.6% in 2015 to 14.0% in 2016. However this is not unusual and SEN pupils reporting travelling by other modes has fluctuated considerably 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.

7.3 Data tables: 2008-2016 results

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

Table 7-4: National travel categories: all schools (excluding nursery), 2008–2016.

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 ³⁸	49.3%	16.6%	9.3%	24.1%	0.6%	458,145

Table 7-5: National travel modes: all schools (excluding nursery), 2008-2016.⁵⁸

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 ³⁸	42.8%	3.6%	2.9%	16.6%	9.3%	22.3%	1.8%	0.6%	458,145

Table 7-6: National travel modes: all state schools (excluding nursery), 2008-2016.⁵⁹

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 ³⁸	43.1%	3.6%	2.9%	16.6%	9.3%	22.2%	1.8%	0.6%	454,037

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 2016 data collection took place between 12th and 16th September. In 2017 data collection will take place between 11th and 15th September.
- 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 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.

8.2 Response rates

- 8.2.1 There are limitations to the comparability of data across years; although survey design and methodology have remained consistent, response rates have varied considerably over the 9 years that the Hands Up Scotland Survey has been conducted.
- 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. As per 8.2.2, this is only available for state primary, secondary and SEN schools. It is therefore not possible to calculate these receipt or response rates from 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 doubled since data was first collected.

8.4 Interpreting results

- 8.4.1 The aggregated national-level results are not necessarily based on the same pupils each year 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 year on year comparison; 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, available at: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- 8.4.2 Where the number of responses is low (totalling less than 100), care should be taken when interpreting results. Moreover, fields with a small number of responses may see large changes in percentage between years.
- 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 and local government or individual schools. Therefore, caution should be applied when seeking to understand 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.
- 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 2013, a prize draw was offered to schools as an incentive for returning responses from all year groups by Sustrans Scotland. 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.
- 8.4.7 In 2016, an online survey platform was made available in addition to paper survey forms. Local authority officers were able to decide which method was most suitable to offer to schools in their local authority. The majority of local authorities offered both options,³² whilst some selected online only,³³ and some continued with paper survey forms.³⁴ Between 2015 and 2016, the percentage of state schools responding to the survey decreased from 81.1% to 75.5%. However, it is not possible to ascertain whether this decrease in response rates was a result of the change in data collation method, or other unrelated factors.
- 8.4.8 In 2016, schools in East Dunbartonshire took part during October, meaning that their results are not considered comparable with the rest of the data, and have therefore been excluded from all national level results for 2016. Sensitivity tests indicate that the exclusion of East Dunbartonshire responses cannot account for the total decrease in survey response rates between 2015 and 2016.

8.5 Confidentiality

- 8.5.1 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.

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.⁴
- 8.6.2 A Parliamentary Order was passed designating Sustrans as Official Statistics Providers as of 1st June 2012 prior to the publication of the Hands Up Scotland Survey 2011 results.³ 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.⁴
- 8.6.3 More information on the standards of Official Statistics in Scotland is available at: <http://www.scotland.gov.uk/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 and data requests should be made to Sustrans' Hands Up Scotland Survey team, Sustrans Research & Monitoring Unit, 2 Cathedral Square, College Green, Bristol, BS1 5DD or email: HandsUpScotland@sustrans.org.uk
- 8.7.3 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 policy context, please refer to section 3 (page 6).
- ² 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>
- ³ 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.
- ⁴ For more information on Official Statistics in Scotland, please refer to: <http://www.scotland.gov.uk/Topics/Statistics/About/NatStats>
- ⁵ Email: HandsUpScotland@sustrans.org.uk Telephone: 0117 9150 226
- ⁶ For more information on the Scottish Government's Purpose, please refer to: <http://www.gov.scot/About/Performance/scotPerforms/purpose>
- ⁷ For more information on the Scottish Government's Strategic Objectives, please refer to: <http://www.scotland.gov.uk/About/Performance/Strategic-Objectives>
- ⁸ For more information on the Scottish Government's 'Healthier' Strategic Objective, please refer to: <http://www.gov.scot/About/Performance/scotPerforms/objectives/healthier>
- ⁹ 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>
- ¹⁰ 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
- ¹¹ 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>
- ¹² 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>
- ¹³ For more information on the Scottish Government's 'National Walking Strategy' please refer to: <http://www.gov.scot/Resource/0045/00452622.pdf>
- ¹⁴ For more information on the 'Curriculum for Excellence,' please refer to: <https://education.gov.scot/Documents/health-and-wellbeing-pp.pdf%23>
- ¹⁵ 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>
- ¹⁶ The SHANARRI indicators of wellbeing of children and young people in Scotland are: Safe, Healthy, Achieving, Nurtured, Active, Respected, Responsible and Included.
- ¹⁷ For more information on the SHANARRI indicators, please refer to: <http://www.gov.scot/Topics/People/Young-People/gettingitright/wellbeing>
- ¹⁸ For more information on the Children and Young People (Scotland) Act 2014, please refer to: <http://www.legislation.gov.uk/asp/2014/8/section/96/enacted>
- ¹⁹ For more information on Transport Scotland's 'Cycling Action Plan for Scotland 2017-2020,' please refer to: <http://www.cyclingscotland.org/wp-content/uploads/2013/10/Transport-Scotland-Policy-Cycling-Action-Plan-for-Scotland-January-2017.pdf>
- ²⁰ For more information on the Scottish Government's Greener Strategic Objective, please refer to: <http://www.gov.scot/About/Performance/scotPerforms/objectives/greener>
- ²¹ 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
- ²² 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](http://www.gov.scot/Resource/0045/00452622.pdf)
- ²³ For more information on Scotland's carbon footprint, please refer to: <http://www.scotland.gov.uk/About/Performance/scotPerforms/indicator/carbon>
- ²⁴ For more information on Scotland's traffic congestion, please refer to: <http://www.scotland.gov.uk/About/Performance/scotPerforms/indicator/congestion>

- ²⁵ For more information on the Scottish Government's Cleaner Air for Scotland strategy, please refer to: <http://www.gov.scot/Resource/0048/00488493.pdf>
- ²⁶ Park and stride: driven part of the way by car and walk the rest.
- ²⁷ For more information on Travel to School as measured by the Scottish Household Survey, please refer to: <http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/TrendTraveltoSchool>
- ²⁸ 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>
- ²⁹ For more information on the Pupil Level Annual School Census in England, please refer to: <https://www.gov.uk/government/collections/school-census>
- ³⁰ For more information on the UK National Travel Survey, please refer to: <https://www.gov.uk/government/collections/national-travel-survey-statistics>
- ³¹ For more information on the Northern Ireland Travel Survey, please refer to: <https://www.infrastructure-ni.gov.uk/articles/travel-survey-northern-ireland>
- ³² For considerations relating to response rates as a result of a change in data collection methodology, please see Technical Note 8.4.6.
- ³³ Angus, Argyll & Bute, Dundee City, Highland, Moray, Renfrewshire and Stirling opted for online data entry of the 2016 Hands Up Scotland Survey results only.
- ³⁴ Clackmannanshire, Fife, Glasgow City, North Ayrshire, North Lanarkshire and Scottish Borders opted for paper data entry of the 2016 Hands Up Scotland Survey results only.
- ³⁵ Schools in East Dunbartonshire took part during October, meaning that their results are not considered comparable with the rest of the data, and have therefore been excluded from all National level results for 2016. Please see Technical Note 8.4.8.
- ³⁶ All state schools: primary, secondary and SEN schools in Scotland, excluding nursery.
- ³⁷ Table 1.3 in supplementary National Results Excel file available to download from: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- ³⁸ Values from previous publication of the report (25 May 2017) have been updated in this current publication to include primary school pupils omitted in error.
- ³⁹ Table 1.1 in supplementary National Results Excel file available to download from: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- ⁴⁰ Table 2.1 in supplementary National Results Excel file available to download from: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- 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 Table 2.3 in supplementary National Results Excel file available to download from: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- ⁴⁴ 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.
- ⁴⁵ Value(s) for SEN pupils has been suppressed and is therefore not presented here. Please see Technical Note 8.5.1.
- ⁴⁶ Table 2.2 and Table 2.3 in supplementary National Results Excel file available to download from: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- ⁴⁷ Table 2.4 in supplementary National Results Excel file available to download from: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- ⁴⁸ Clackmannanshire, East Ayrshire, East Renfrewshire, Fife, Orkney Islands and Scottish Borders received responses from all primary schools in 2016.
- ⁴⁹ Clackmannanshire, Dundee City, East Ayrshire, East Renfrewshire, Eilean Siar, Fife, Midlothian, North Lanarkshire, Orkney Islands, Scottish Borders and West Lothian received responses from all secondary schools in 2016.
- ⁵⁰ Dundee City and East Renfrewshire received responses from all SEN schools in 2016.
- ⁵¹ Angus, Clackmannanshire, East Lothian, Eilean Siar, Fife, Inverclyde, Midlothian, Orkney Islands, Perth & Kinross, Scottish Borders, Stirling and West Dunbartonshire received responses from all primary schools in 2015.
- ⁵² Aberdeenshire, Angus, Clackmannanshire, East Ayrshire, East Lothian, Eilean Siar, Fife, Inverclyde, Midlothian, Moray, North Ayrshire, North Lanarkshire, Orkney Islands, Perth & Kinross, Scottish Borders, Shetland Islands, Stirling and West Lothian received responses from all secondary schools in 2015.

⁵³ Aberdeenshire, East Ayrshire, East Renfrewshire and Perth & Kinross received responses from all SEN schools in 2015.

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

<http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

⁵⁵ 2008-2015 values from previous reports updated to ensure consistent calculation based on Scottish Government Education Statistics data.

⁵⁶ Table 1.1 in supplementary National Results Excel file available to download from:

<http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

⁵⁷ Table 1.1 and Table 1.3 in supplementary National Results Excel file available to download from:

<http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

⁵⁸ Table 2.1 in supplementary National Results Excel file available to download from:

<http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

⁵⁹ Table 2.2 in supplementary National Results Excel file available to download from:

<http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>