



## About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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## Private motorised travel

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

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

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

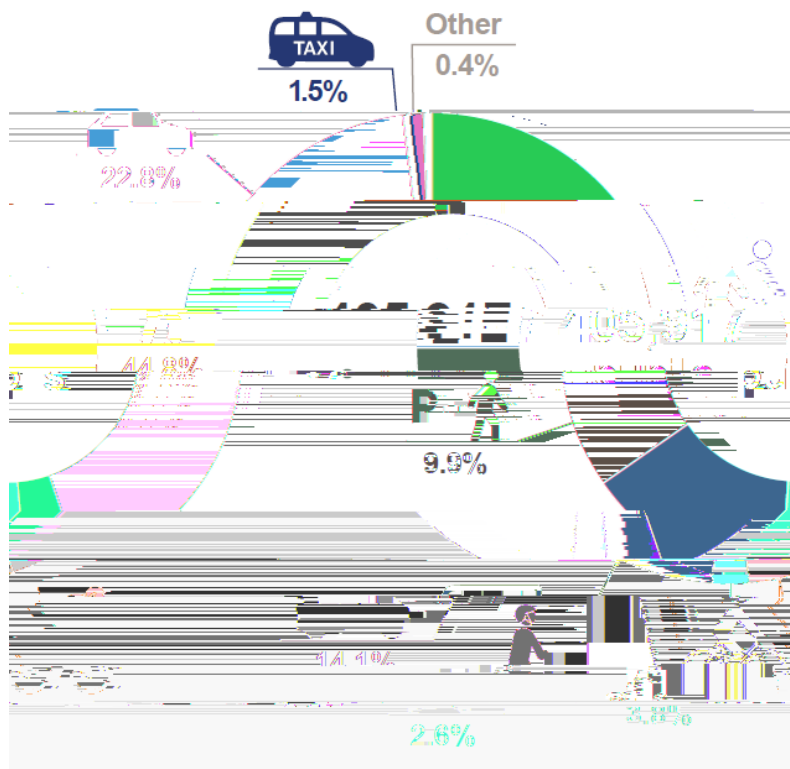
Travel to school by taxi has remained stable, increasing from 1.6% in 2011 to 1.8% in 2016, but decreasing to 1.5% in 2020.

## Active travel

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

51.2% of school pupils surveyed in 2020 said they normally travel to school in an active way, without any form of motorised transport. Active travel has consistently remained the most frequently reported mode of travel to school in Scotland. It increased from 49.9% in 2011 to 50.4% in 2014. Since 2014, active travel had steadily decreased to a low of 47.8% in 2019, but shows a 3.4pp increase in 2020.

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



## Multi-mode travel

## Public sustainable travel

14.1% of school pupils surveyed in 2020 said they normally travel to school by bus.

**Overall, the percentage of pupils travelling to school using the bus has decreased from 18.2% in 2011 to a low of 14.1% in 2020.**







## 2 The National Summary Report

The Hands Up Scotland Survey is conducted each September,urvey

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Scotland's Road Safety Framework to 2020<sup>24</sup> targets a 50% reduction in fatal child casualties and 65% reduction in children seriously injured. Similarly the *Long Term Vision for Active Travel*<sup>11</sup> sets out a vision in which all schools have safe routes for pupils who are confident to walk or cycle to them. Data revealing trends in how children travel to school can inform school travel planning, place making, road safety improvements and targeted road safety improvements such as 20 miles per hour zones.

### 3.3 Value, Enjoy, Protect and Enhance our Environment

The Hands Up Scotland Survey can also be used to investigate progress towards the 'we value, enjoy, protect and enhance our environment' national outcome<sup>25</sup> through evidencing private motorised travel (car and taxi) to school.

#### Improving air quality

As stated in the *Cleaner Air for Scotland* strategy<sup>26</sup> published in November 2015, active travel is inextricably linked to improving air quality, reducing environmental noise and easing congestion. In addition, the strategy states that the promotion of public transport use over private motorised travel is key to reducing congestion and air pollution.

Reducing the number of car related school trips and associated congestion (particularly related to the school run) can have a positive impact in terms of contributing to the reduction in emissions of atmospheric pollutants. These emissions not only cause poor air quality in the local area but also add to greenhouse gases that lead to global climate change.



Scottish Ministers have a duty to report on proposals and policies setting out specific measures for reducing greenhouse gas emissions under the *Climate Change (Emissions Reductions Targets) (Scotland) Act 2019*.<sup>27</sup> Levels of motorised travel have implications for greenhouse gas emissions, and Transport Scotland's updated *National Transport Strategy*<sup>28</sup> recognises that transport is currently the largest contributor to Scottish carbon emissions and that 'this will be tackled through a range of actions including an ambition to phase out the need for new petrol and diesel cars and vans by 2032, changing people's travel behaviour and managing demand'.<sup>29</sup>

Levels of motorised travel also have implications for congestion, and the updated *National Transport Strategy* states 'protecting our climate and improving lives' as a core priority for transport in Scotland for the next 20 years. The Strategy sets out a modal hierarchy with walking, cycling, and then public transport priority modes to encourage as an alternative to car use.



## 4 Other relevant data sources





## 5.2 Changes to data collection in 2020

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

Schools and local authorities were instructed that survey materials and completed forms be shared electronically (e.g. digital copies sent by email) with, and within, schools rather than sharing physical paper copies. This was to prevent the risk of transmission of coronavirus, and to align with Scottish government guidance<sup>39</sup>.

We clarified that, when asking “How do you normally travel to school?”, the question is referring to travel to school since returning to school in August 2020, rather than how they travelled prior





### **Public sustainable travel**

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

### **Multi-mode travel**

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

### **Private motorised travel**

24.3% of pupils (98,712) surveyed in 2020 said they normally travel to school using only a private

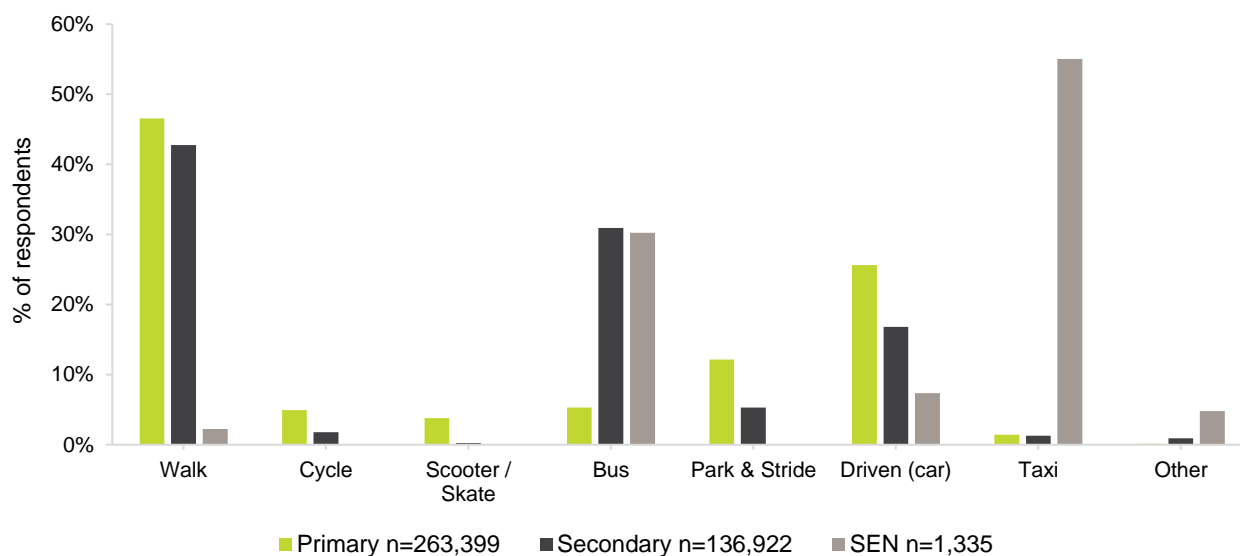


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## 6.3 All state school comparison

**Chart 6-4: National travel modes: proportion of participating pupils travelling by different modes, by state school type (primary, secondary and SEN), 2020.<sup>46</sup>**



### Active travel

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

### Public sustainable travel

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

### Multi-mode travel

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

### Private motorised travel

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





## 6.5 Response rates: schools

In 2020, a total of 2,879 schools and nurseries took part in the survey. All 32 local authorities in Scotland participated in the Hands Up Scotland Survey during the designated survey week (7<sup>th</sup> to 11<sup>th</sup> September 2020).

2,973 nurseries and 2,574 schools received the survey, either directly from their local authority officers (electronically) or via an email link sent by the online survey platform. The survey was sent to 2,492 state schools<sup>49</sup>, representing 100.6%<sup>50</sup> of all state schools in Scotland.

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

**Table 6-1: National response rates: number and proportion of schools responding to the survey, 2020.<sup>51</sup>**

School type	Number of schools which received survey	% of all schools in Scotland which received survey <sup>50</sup>	Number of schools which returned data	% of schools which returned data	% of all schools in Scotland which returned data
Nursery	2,973	N/A	1,108	37.3%	N/A

## 6.7 Data tables: 2020 results

These data tables contain a further breakdown of results presented throughout section 6.

Where a percentage represents a value of between one and four pupils, it has been suppressed to

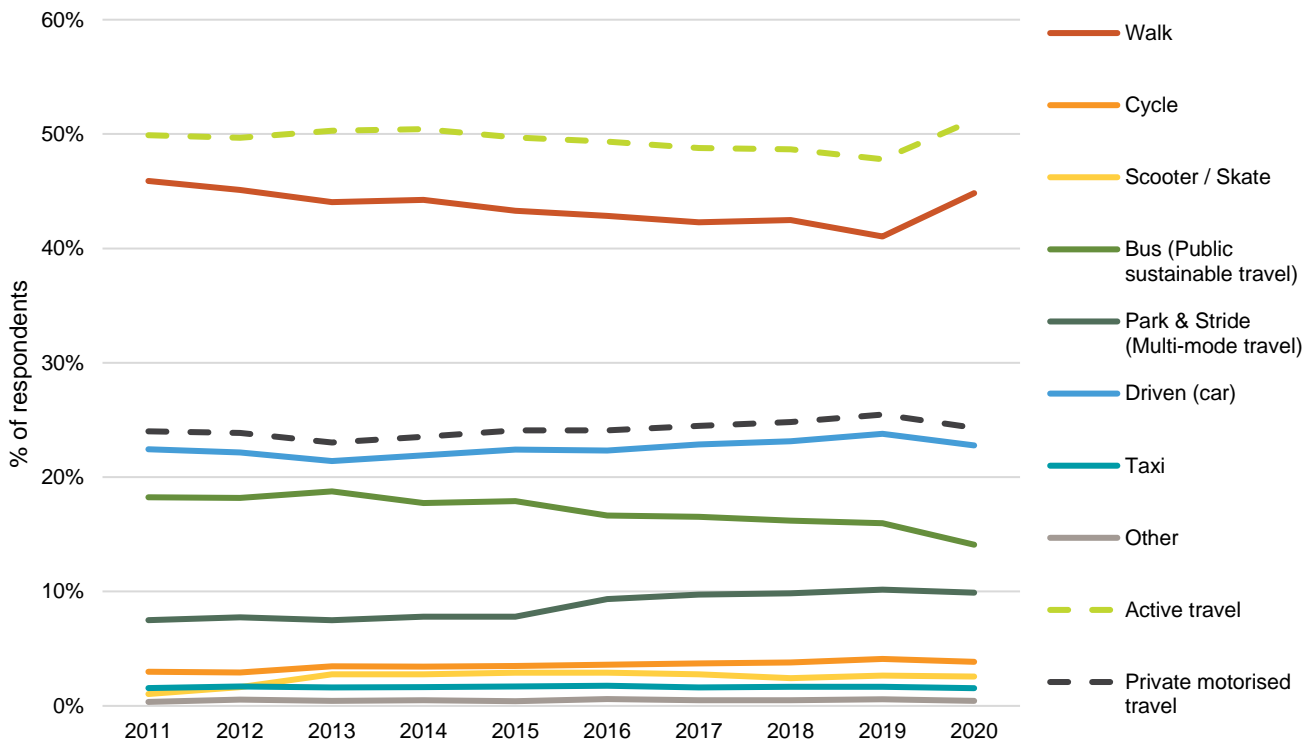
## 7 Trends in the 2011-2020 results

A number of factors may impact on travel behaviour from year to year (e.g. weather conditions, school mergers, closures and relocations) as well as policies and schemes introduced by central government, local government or individual schools. In 2020, coronavirus was a significant additional factor.

Percentage point change has been calculated based on the rounded figures presented in this summary report.<sup>54</sup> Where the number of responses is low, care should be taken when interpreting results and fields with a small number of responses may see large changes in percentages between years.

### 7.1 All school results

**Chart 7-1: National travel modes and categories: all schools (exc. nursery), 2011-2020<sup>55</sup>**







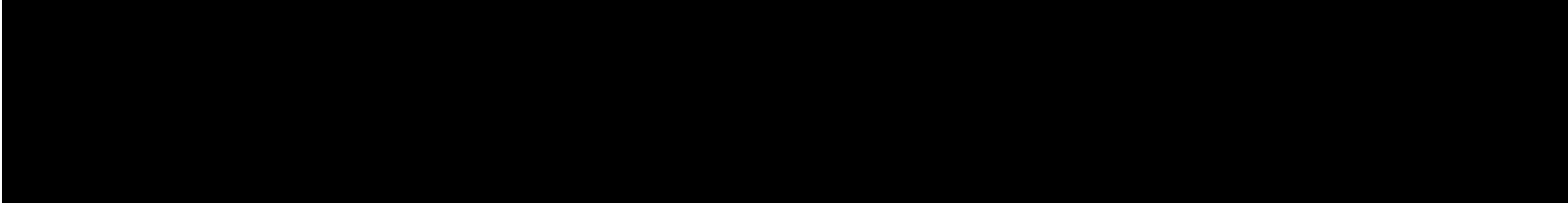




## Public sustainable travel

### Chart 7-3





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

Levels of being driven to school among secondary school pupils has increased from 15.3% in 2011 to 16.8% in 2020, a 0.2pp increase on 2019 levels and the highest of the past ten survey years.

The proportion of SEN pupils being driven to school has fluctuated over the past ten survey years. In 2020 it decreased 5.3pp to 7.3%, down from 12.6% in 2019.

## Taxi

Taxi use has remained fairly consistent over the past ten survey years, typically ranging between 1.6% and 1.8%.

## 7.2 Changes in mode share at local authority level

The number of local authorities experiencing an increase or decrease in the proportion of pupils travelling by each mode type between 2019 and 2020 is shown below. The statistics below cover all 32 local authorities that responded in both 2019 and 2020. hey



## 7.3 Response rates

Survey receipt and response rates as a percentage of all schools in Scotland and Scottish school roll are calculated using the Scottish Government Education Statistics. Data on both the number of schools and their pupil roll are available for state primary, secondary and SEN schools. Pupil roll numbers are not published for state nursery or independent schools in Scotland. It is therefore not possible to calculate receipt or response rates for nursery or independent school types.

The survey received fewer responses overall in 2020, but we still believe this dataset to be comparable with previous years. The coronavirus pandemic





For considerations relating to response rates, please see Technical Notes 8.2, 8.3 and 8.4.

### **Nursery schools responses**

No nursery schools were approached to participate in the first Hands Up Scotland Survey in 2008. Since then, a concerted effort has been made to increase participation among nursery schools. The total number of nurseries responding to the Hands Up Scotland Survey increased from 423 in 2011 to 1,108 in 2020.



## 7.4 Data tables: 2011-2020 results

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

**Table 7-4: National travel modes: all schools (exc. nursery), 2011-2020.<sup>42</sup>**

Year	Walk	Cycle	Scooter /Skate	Bus	Park & Stride	Driven
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## 8 Technical notes

### 8.1 Data collection

- 8.1.1 Data collection for the Hands Up Scotland Survey occurs on an annual basis in the second week of September. In 2020, data collection took place between 7th and 11th September.









<http://www.gov.scot/Resource/0048/00488493.pdf>

<sup>27</sup> For more information on the Climate Change (Emissions Reductions Targets) (Scotland) Act 2019 and the Climate Change Plan: third report on proposals and policies 2018-2032 (RPP3) please refer to:

<http://www.legislation.gov.uk/asp/2019/15/contents/enacted>;

<https://www.gov.scot/publications/scottish-governments-climate-change-plan->





<sup>53</sup> Table 2.4 in supplementary National Results Excel file available to download from:

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

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

<sup>55</sup>