

One-Page Summary: Travel to School & Home (Years 5 & 6 Only)

General comparison between the 2023 and 2026 pupil surveys – Travel Journey Focus

Overview

The 2026 class-count travel survey shows that **Year 5 and 6 pupils tend to travel to and from school more independently**, with higher levels of walking and cycling than seen in the earlier (2023) survey.

However, **car use remains a consistent fallback**, especially for the journey home. Because the 2023 and 2026 respondents are different pupils, the findings reflect **age-related trends**, not progression of the same cohort.

Travel to School – General Findings

2026 (Yr5 & Yr6 class counts)

- **Walking is the dominant mode** in nearly every Yr5 & Yr6 class.
- Cycling appears regularly and consistently across classes.
- A smaller but stable number arrive using scooters.
- A **minority still arrive by car**, often due to unavoidable family or distance factors.

2023 (previous Yr5 & Yr6 individual survey)

- Many pupils walked, but **car use was more prominent** than seen in the 2026 tallies.
- More pupils reported using multiple modes (walk on some days, car on others).
- Some pupils used public transport in 2023, which is almost absent in 2026.

General Insight (age-related trend, not a direct cohort shift)

Older KS2 pupils (Years 5 and 6) typically:

- Walk more independently as confidence increases.
 - Begin to cycle more regularly, particularly after Bikeability.
 - Still rely on the car when distance or time constraints affect the family.
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Travel Home from School – General Findings

2026 PM travel (where recorded)

- **Walking remains high**, but
- **Car use increases for the journey home**, compared with the morning.
- This is usually linked to:
 - After-school clubs
 - Parent work patterns
 - Pick-up convenience

2023 PM travel (from individual responses)

- Many pupils reported **walking home**, even if they arrived by car.
- Some mixed-mode patterns existed (e.g., bus in morning, walk home).
- Reasons often related to:
 - More time available in the afternoon
 - Feeling safe walking home with friends
 - Parents unable to collect earlier

General Insight

Across both surveys, PM travel tends to be **less active than AM**, with a noticeable pattern of:

- **Higher walk-to-school rates**
- **Higher car pick-up rates**
This reflects KS2 family routines rather than changes in pupil behaviour over time.

Key Patterns (Not Cohort-Specific)

1. Independence Increases with Age

Yr5–6 pupils in both datasets:

- Walk more often without an adult.
- Cycle more confidently.

This is a stable upper-KS2 trend.

2. Car Use Persists for a Proportion of Pupils

This occurs consistently regardless of year because:

- Some pupils live too far to walk or cycle.
- Family logistics require car travel.
- Sibling drop-offs influence timing.

3. Public Transport Has Minimal Use in 2026

2023 had a small number using bus/coach.

2026 shows almost none—likely due to:

- Current pupils living within walking/cycling distance
- Fewer bus routes used by families
- Preference for active travel

4. Afternoon Travel Is Less Active

Both surveys show **greater reliance on cars in the PM**, reflecting pick-up arrangements rather than a decline in willingness to walk/cycle.

Summary Statement

While the 2023 and 2026 pupils are different groups, the overall patterns show that **older KS2 pupils are increasingly likely to walk or cycle to school**, with a consistent minority still relying on cars due to distance or family routines. Morning active travel is strong across both surveys, but **afternoon car pick-ups remain common**. The 2026 survey shows particularly high levels of active travel on the *journey to school*, suggesting that active modes are well established among current Yr5 and Yr6 pupils—even without knowing exactly how far they live from the site.