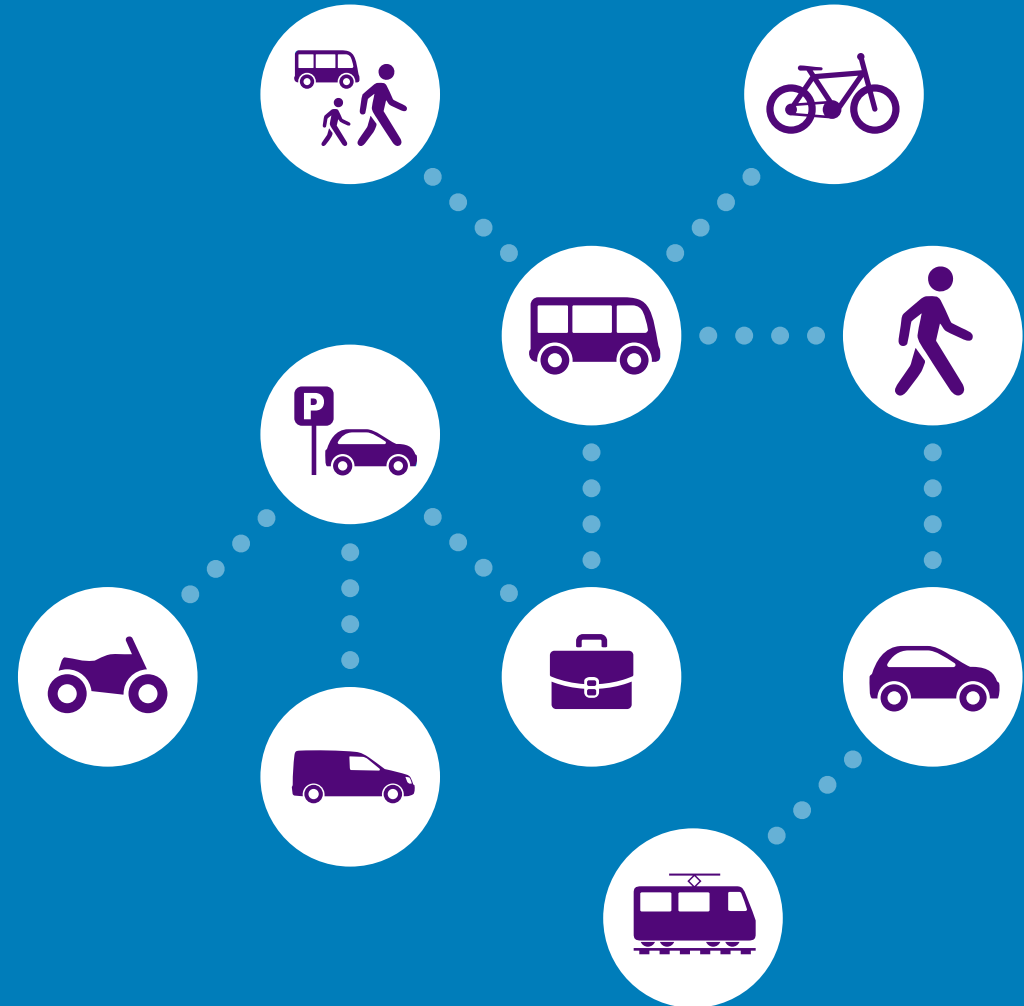




The Scottish Parliament
Pàrlamaid na h-Alba

Scottish Parliamentary Corporate Body Sustainable Travel Plan Plana Siubhal Seasmhach Buidheann Chorporra Pàrlamaid na h-Alba 2025-27

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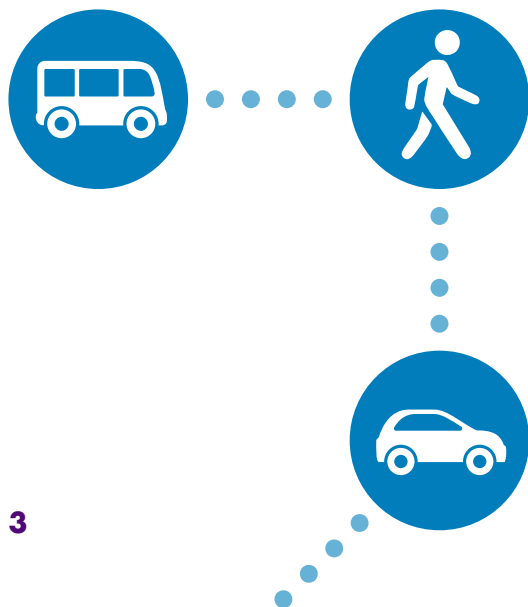
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Introduction

Ro-ràdh



The purpose of this document is to provide an updated travel plan aimed at lowering carbon emissions by encouraging sustainable commuter, business and visitor travel to the Scottish Parliament.

This plan covers 2025-26 and 2026-2027 and is a follow on from the [2023-24 SPCB Sustainable Travel Plan](#). The plan will be set out in four sections as follows:

The first introductory section will set out its purpose, objectives, how sustainable travel actions should be governed, and its associated responsibilities to ensure the plan is carried out effectively.

The second section provides an update from the 2023-24 Travel Plan, looking at any infrastructure changes within the parliament to encourage active travel, as well as any recently published government or council strategies.

The third will set out the action points for 2025-26 and 2026-27 covering commuter and visitor travel to the parliament.

The final section will provide guidance for 'climate conscious' business travel, encouraging the use of the Sustainable Travel Hierarchy to help reduce our business travel emissions.

This plan supports the Scottish Parliament's vision to become a leader in environmental performance best practice, and to embed sustainability into the heart of its operations.

Ro-ràdh Introduction

'S e adhbhar na sgrìobhainn seo plana siubhail ùraichte a libhrigeadh a tha ag amas air sgaoilidhean carboin a lùghdachadh le bhith a' brosnachadh siubhal seasmhach luchd-siubhail, luchd-gnothaich agus luchd-tadhail gu Pàrlamaid na h-Alba.

Buinidh am plana seo ri 2025-26 agus 2026-2027 agus tha e a' leantainn air [Plana Siubhal Seasmhach BCPA 2023-24](#). Bidh am plana ann an ceithir earrannan mar a leanas:

Bidh a' chiad earrann a' mìneachadh adhbhar agus amasan, mar a bu chòir gnìomhan siubhal seasmhach a riaghladh, agus na dleastanasan co-cheangailte ris a nì cinnteach gu bheil am plana air a chur an gnìomh gu h-èifeachdach.

Innsidh an dàrna earrann na chaidh ùrachadh bho Phlana Siubhail 2023-24, a' coimhead air atharrachaidhean sam bith air bun-structair

sa Phàrlamaid gus siubhal gnìomhach a bhrosnachadh, a bharrachd air ro-innleachdan a chaidh fhoillseachadh o chionn ghoirid leis an riaghaltas no leis a' chomhairle.

Bidh an treas earrann a' mìneachadh nam puingean gnìomha airson 2025-26 agus 2026-27 a' buntainn ri siubhal luchd-siubhail agus luchd-tadhail chun na Pàrlamaid.

Bheir an earrann mu dheireadh stiùireadh seachad airson siubhal gnìomhachais a tha 'mothachail air gnàth-shid', a' brosnachadh cleachdadh na Rangachd Siubhal Seasmhach gus ar sgaoilidhean bho shiubhal gnìomhachais a lùghdachadh.

Tha am plana seo a' toirt taic do lèirsinn Pàrlamaid na h-Alba a bhith air thùs ann an deagh chleachdadh àrainneachdail, agus gus seasmhachd a dhaingneachadh na gnìomhachdan.



Purpose Adhbhar



The Scottish Parliament Sustainable Travel Plan outlines our commitments to changing behaviour, operations and infrastructural developments towards more sustainable modes of travel.

Our strategic mission is to meet our vision through ambition and commitment in our response to the climate emergency, and innovation in sustainable development to support our goals as a Parliament.

Our vision
All staff in all roles across the Scottish Parliament are supported to be empowered and enabled to respond effectively to the climate and nature emergencies, underpinning the delivery of the Parliament’s statutory duties on sustainable development.

“The provision of services and infrastructure for the mobility of people and goods – advancing economic and social development to benefit today’s and future generations – in a manner that is safe, affordable, accessible, efficient, and resilient, while minimising carbon and other emissions and environmental impact.”

Definition of sustainable travel

UN Independent High-Level Advisory Group on Sustainable Transport

In line with the Scottish Government’s climate emergency declaration, it is important for the Scottish Parliament Corporate Body (SPBC) to act and have ambitious reduction targets in line with the global urgency to mitigate climate change. Combatting emissions related to travel will be a key part in this journey therefore it is important to have a sustainable travel plan in place to ensure travel is accessible, efficient, and resilient while minimising its negative environmental impacts.

Objectives

- To improve sustainable commuting and business travel options for staff at the Scottish Parliament.
- To minimise the environmental impacts of commuting and business travel.
- To reduce emissions from travel activities by encouraging the choice of lower emission transport modes and ways of working whenever possible.
- To promote the benefits of active travel and demonstrate how it can be adjusted to an individual’s daily routine.
- To create a positive contribution to the community by reducing congestion and road pollution, and improving road safety.
- To support Transport Scotland and the City of Edinburgh Council in achieving their sustainable transport targets.
- To share knowledge and best practice on sustainable transport.

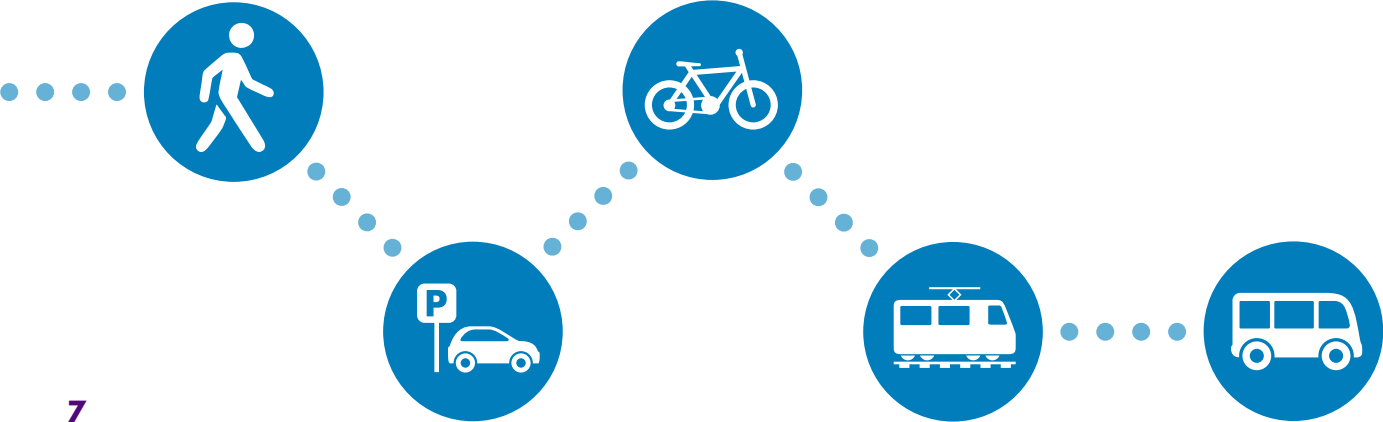
Governance and Responsibilities

The role of promoting sustainable travel in the Scottish Parliament is carried out by the Sustainability Team, interested individuals from the Sustain Network, Active Travel Champions and the Embedding and Engagement Workstream from the Sustainable Development programme.

To ensure its effectiveness, the Sustainable Development Performance Manager will be responsible for the implementation of the travel plan and the measures included in it.

The Sustainability Team, Sustain Network and others (yet to be appointed) will have quarterly meetings to coordinate and discuss the implementation and measurement of the travel plan.

The Sustainable Development Board will oversee the travel plan implementation, provide advice on high-level decisions, and secure top management support. The Board will have quarterly meetings to discuss the progress of the travel plan.



Updates from previous Travel Plan

Ùrachaidhean bhon Phlana Siubhail mu dheireadh



Electric parking spaces increased from 6 to 15



2024 travel survey with 572 responses



Raised awareness among staff around sustainable travel incentives and facilities with “Thank you” days



Provided free bike servicing for staff



Introduced e-bike charging facilities



Reviewed locker system and availability



Infrastructure changes to support sustainable travel (outlined in appendix)

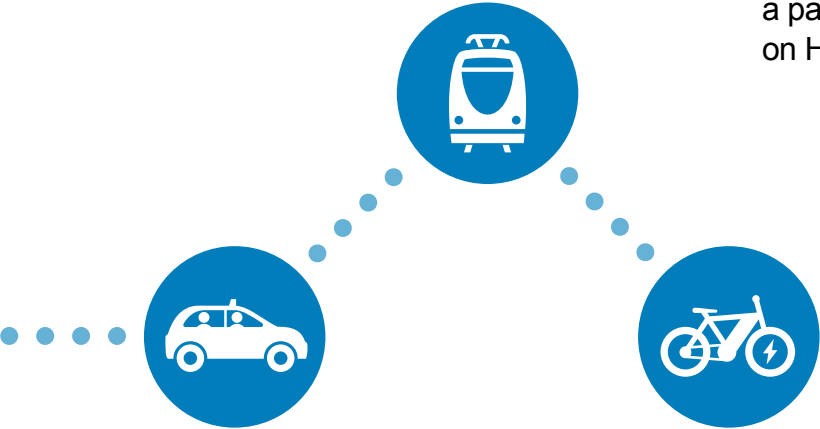
These areas continue to be our key focus in terms of delivering a sustainable travel approach. There are several external factors and stakeholder objectives which must also be considered in producing a comprehensive and inclusive plan.

Associated development plans

The City of Edinburgh Council, working to deliver the City Mobility Plan 2021-2030, has seen the successful roll-out of 20mph speed limits on most streets in the city, plus the opening of the tram line extension between Picardy Place and Newhaven. Several significant new active travel routes have also opened in the last couple of years, including the City Centre West East Link and the Union Canal to Roseburn route, plus the creation of a partially segregated west-bound cycleway on Holyrood Road.

The City Council also has plans to ‘filter’ the Cowgate – which would maintain vehicular access but close it as a through route to all but pedestrians and cyclists. These initiatives collectively deliver environmental, road safety and risk reduction benefits whilst promoting and providing active sustainable travel options.

Enforcement of Edinburgh’s Low Emission Zone (LEZ), which includes the Holyrood building, began on 1 June 2024.

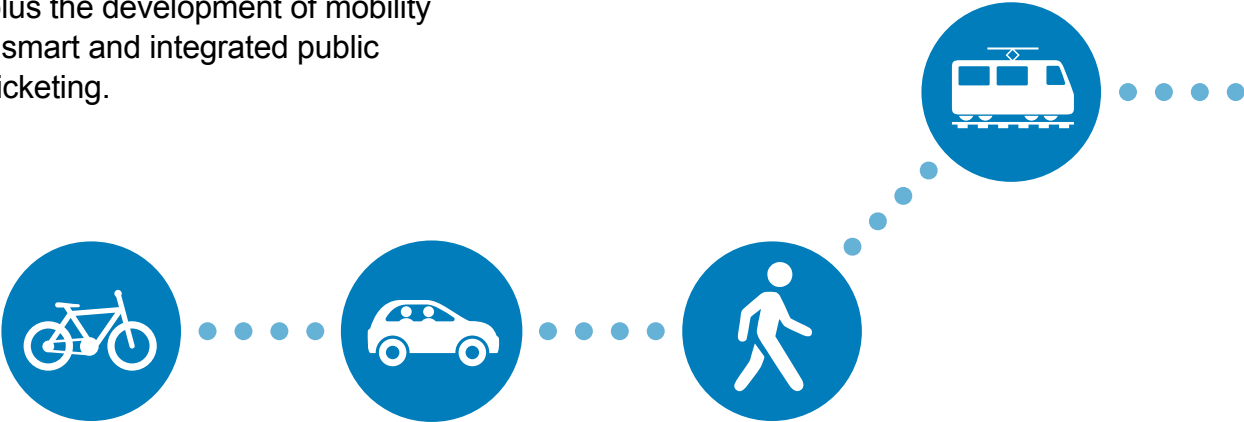


The National Transport Strategy presents a vision for Scotland’s transport system over the next 20 years, which is:

“We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.”

Sitting alongside the National Transport Strategy is the Strategic Transport Projects Review 2, which identifies Scottish Government priorities for investment in Scotland’s transport networks. This includes several projects that could impact on Parliamentary travel, including the development of an Edinburgh and south-east Scotland mass transit system, the development of strategic bus priority measures, rail infrastructure enhancements – including decarbonisation of the network by 2045, plus the development of mobility hubs, and smart and integrated public transport ticketing.

Separately, the Scottish Government has established a target to reduce the total distance travelled by car by 20% by 2030, from a baseline of 2019. That is an annual reduction of over seven billion kilometres. Complementing this goal is the Long-Term Vision for Active Travel for Scotland in 2030 that walking or cycling are by then the most popular choices for shorter journeys.





Commuting Patterns Pàtranan Coimiutaireachd

The Annual Staff Travel Survey helps to gain a better understanding of commuting patterns by all passholders and to find out what can be done to support sustainable travel to and from the Scottish Parliament.



This data shows 2024 commuting patterns that are representative of all passholders to the Scottish Parliament. This includes SPCB Staff, MSPs, MSP Staff, contractors and media.

572 respondents to survey.

Data from the survey was extrapolated over 3191 SP passholders. Home working calculated using data from survey and 2024 DEFRA emission factors. Further details on carbon can be found in our [Carbon Management Plan](#).

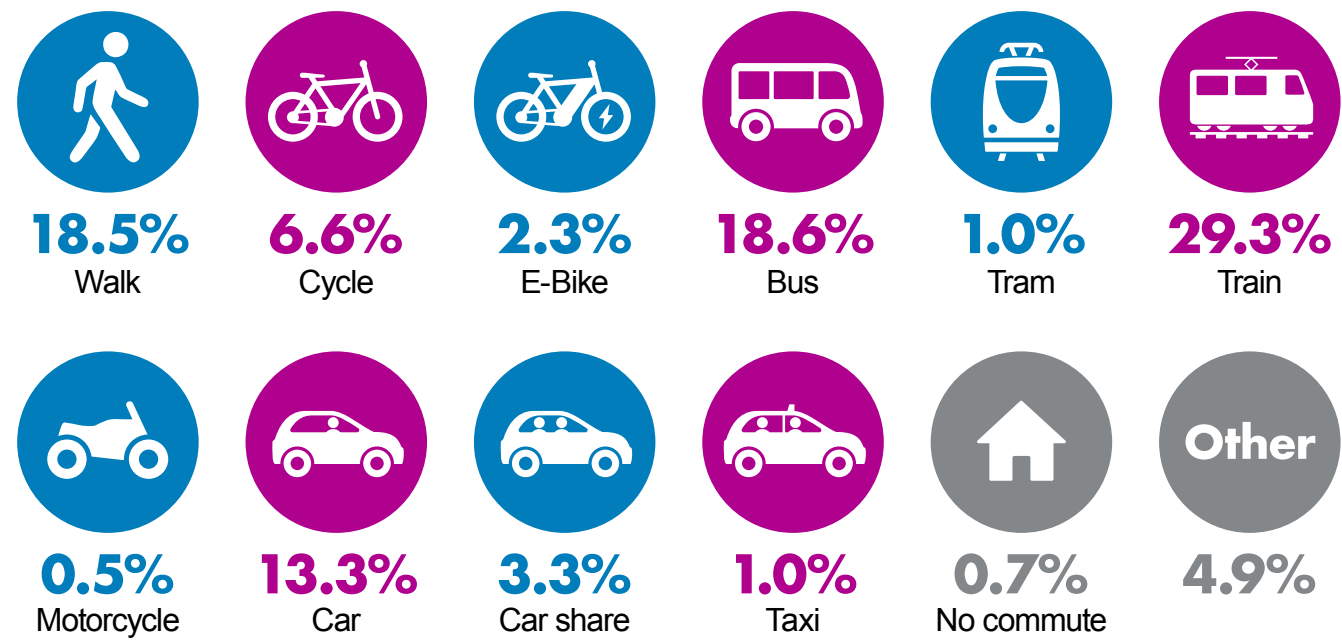
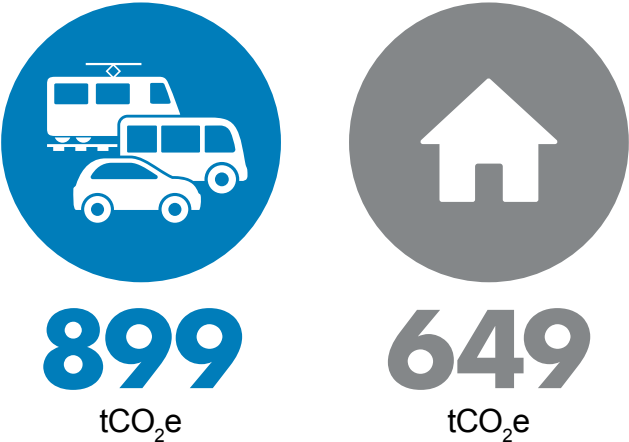


Figure 1. Main mode of transport to the Scottish Parliament

Scottish Parliament Travel Initiatives

- ✓ Active travel champions
- ✓ Bike repair sessions
- ✓ E-bike charging
- ✓ Showers and changing rooms
- ✓ Drying Rooms
- ✓ Cycle2Work scheme
- ✓ Online travel routes
- ✓ Season ticket loan

Figure 2. Annual commuting versus homeworking emissions across all passholderss (for context, the average person in the UK emits 13 tonnes of CO₂e per year).



“Flexible working lets me avoid busy times, making cycling to work easier and safer”

Member of SPCB Staff



Spread the cost of your bike purchase with the **Cycle2Work** scheme



Travel options and actions

Roghainnean agus gnìomhan siubhail

The following actions have been created taking into consideration with the previous travel plan, consultation with the City of Edinburgh Council, associated development plans and the results from the 2024 Staff Travel Survey. Discussions have also taken place with the staff Sustain Network, Active Travel Champions and the Sustainable Development Board programme Embedding and Engagement Workstream.

Commuter travel

In relation to sustainable travel and commuting patterns for 2023 and 2024 the following should be considered:

- Supporting working from home options for staff reduces the need for commuting. Since the pandemic in 2020, working from home has become common and flexible and hybrid working arrangements are now embedded.

For key workers:

- Flexible working time to reduce the use of public transport during peak times for those who are unable to work from home.
- Compressed working week.



Walking Coiseachd



18.5% of staff use walking as their main mode of transport to and from Holyrood.

Walking is a popular mode for commuting to and from the Scottish Parliament. People walk to work because of time and cost considerations, for health reasons and because they enjoy it.

Those who live within 3 miles of Holyrood are encouraged to walk to the Parliament if they are able. A pedestrian path is available around the Scottish Parliament building, the Royal Mile, Holyrood and Abbeyhill.

Continuing initiatives

- Changing rooms with lockers for wet weather gear
- Organised lunchtime walking tours with Historic Environment Scotland
- Promote and continue to raise awareness of walking routes, i.e. through online tools

Future actions

- Coordinate with active travel organisations on new walking routes.

Cycling Rothaireachd



6.6% of staff travelled to work by bicycle and 2.3% by e-bike in 2024.

The main reasons for cycling to work are that it is the quickest option, that people like travelling by bike, for health/fitness and because it is an environmentally friendly choice. Those who live less than 5 miles from the Parliament are encouraged to cycle to work if they are able.

Continuing initiatives

- Interest-free bike loan
- Internal bike parking and cyclist changing and shower facilities
- Cycle to work scheme
- Cycling for work purposes mileage (20p/mile)
- Bike repair sessions
- Installation of e-bike charging facilities

Future actions

- Continue to raise awareness about facilities, incentives, and cycling routes
- Review cycle parking demand and supply

Bus Bus



18.6% of staff travelling to Holyrood use bus as their main mode of transport.

The main reasons for people commuting by bus are that it is a cheap and quick option, because there is a lack of a suitable alternative or that people like travelling by bus. Barriers to using the bus include infrequent bus services, limited services to Holyrood and remote locations.

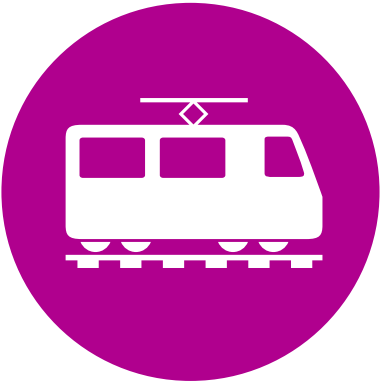
Continuing initiatives

- Link to bus information on Parliament website
- Real Time Passenger Information (RTTI) Boards within the building for bus routes
- Provision of a link to park and ride map; there are seven park and ride points around Edinburgh, connected to the rail and bus network
- Interest-free season ticket loans

Future actions

- Liaise with bus service provider (LRT) on improving service reliability, accessibility and on new routes
- Increase the awareness and uptake of interest-free season ticket loans

Train Trèana



29.3% of survey respondents use the train as their main form of transport.

The train remains the most popular form of public transport for commuting among Parliament building users.

Most people walk or drive to the local train station, then walk or cycle from Waverley station to the Parliament. The main reasons for people to commute by train are that it is the quickest option, because other modes are less convenient, because of a lack of suitable alternatives or because respondents like travelling by train. Barriers to using the train include the high cost, particularly during on-peak times. It was acknowledged that flexible working allows individuals to avoid on-peak times, making public transport more accessible.

Continuing initiatives
<ul style="list-style-type: none">• Interest-free season ticket loans
<ul style="list-style-type: none">• Flexible working arrangements to allow staff to get off-peak trains
<ul style="list-style-type: none">• Promote the interest-free season ticket loans
<ul style="list-style-type: none">• Promote the use of trains for business travel as opposed to car and plane

Motorcycle Motar-baidhc

0.5% of respondents used a motorcycle as their main form of transport to Holyrood.

This is a slight increase on previous years.

Continuing initiatives

- Provision of parking spaces for motorcycles within the car park

Future actions

- Increase awareness of safety and green driving for motorcycle users



Car
Càr



13.3% of survey respondents use car as their main mode of transport to the Parliament. 3.3% of respondents use car sharing.

According to the 2024 staff travel survey, there has been a decrease in those travelling to work by car compared to previous years.

Car commutes are chosen due to lack of suitable alternatives, to meet childcare responsibilities and due to activities during or after office hours. The cars initiative will focus on promoting a switch to electric vehicles and car sharing. The average electric vehicle costs around 2-3p/mile – a fifth of the average conventional vehicle fuel cost – thus will save money in the long term.

Continuing initiatives
<ul style="list-style-type: none">• Free membership of car club• Provisions of information on efficient and low emission cars• Encourage car sharing for those who are unable to use active or public transport• Provision of information on efficient and low-emission cars (for fuel and electric vehicles)
Future actions
<ul style="list-style-type: none">• Investigating the possibility of a salary sacrifice scheme for the purchase of electric vehicles

Parking management

Riaghladh pàircidh



Parking management can support the implementation of the sustainable travel management and incentivise walking, cycling, public transport and car-sharing journeys.

Continuing initiatives
<ul style="list-style-type: none">• 15 dedicated electric charging parking spaces• Cycle parking spaces
Future actions
<ul style="list-style-type: none">• Review car parking policy



Operational van Bhana- obrachaidh

In 2024, the diesel fuelled van was removed from operation, meeting the public sector requirement to move away from petrol and diesel by 2026. Investigations are currently underway to find a permanent replacement in line with strategic, sustainability goals. In the meantime, an electric van is being used for short journeys.

Future actions

- Review use of the Parliament van and permanent options



Visitor travel

Siubhal luchd-tadhail



The Scottish Parliament is open 6 days a week to visitors throughout the year, closing on pre-agreed dates such as over the Christmas period.

The Scottish Parliament does not provide parking spaces for visitors and encourages them to take active or sustainable travel. Coaches may stop in front of Our Dynamic Earth for up to 15 minutes to drop off and pick up passengers. Visitors can use nearby car parks at St John’s Hill (adjacent to Waverley station), and the public parking space on Horse Wynd, where limited disabled spaces are reserved. Car parks are available nearby at St Margaret’s Loch and Duddingston Loch, which are managed by Historic Scotland. Limited cycle racks for visitors are located at the entrance to the service yard (near the water features) and next to Holyrood lodge on Horse Wynd.

Continuing initiatives
<ul style="list-style-type: none">• All debates and committee meetings continue to be streamed online• Provide up to date information on the Scottish Parliament website about how to get to the Scottish Parliament using public transport, walking and cycling• Display public transport routes and times in the public foyer
Future actions
<ul style="list-style-type: none">• Provide links to sustainable transport apps and options• Review supply and demand for visitor’s bike parking• Carry out a visitors travel survey to investigate any barriers to sustainable visitors travel to Holyrood

Business travel

Siubhal gnìomhachais



Business Travel is one of the Parliament’s significant sources of carbon emissions and has a significant impact on the delivery of Net Zero.

Business travel emissions at the Parliament for the financial year 2023-24 were 187.54 tonnes of CO₂e.

There has been a significant increase in business travel since 2021-22. This has mainly been due to bounce back from post covid with staff returning to more business travel.

The emissions from various modes of travel breakdown are as follows:

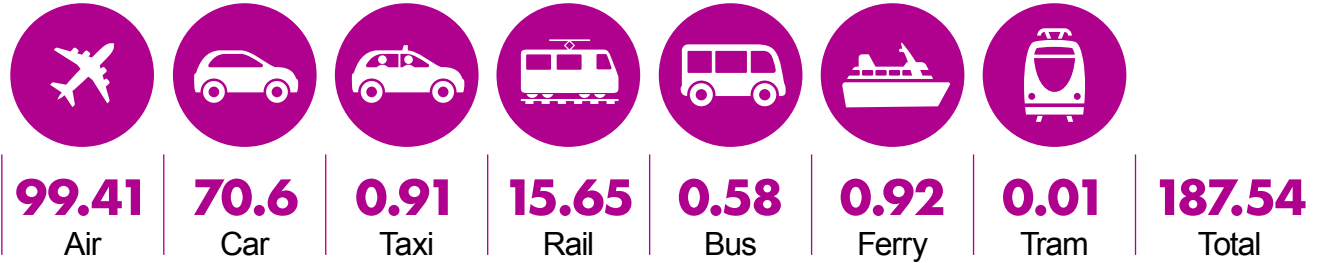


Figure 4. Business travel emission levels (tCO₂e)



Whilst travel can have numerous advantages in terms of delivering parliamentary operations, exchanging ideas and improving partnerships, the environmental impacts of travel need to be recognised and considered.

While certain travel may be vital for some Parliamentary services, the identification of opportunities to significantly reduce travel associated with some of our activities is vital.

A policy is in place whereby lower carbon transport options must be investigated as default and flying is only allowed when no practical alternative can be found.



Marketing and promotion

Margaidheachd agus sanasachd



To ensure implementation, it is imperative that people are familiar with and informed about the travel plan.

The following actions will be carried out to promote the travel plan:

- Dissemination of the travel plan through corporate bulletin, intranet and Scottish Parliament website and social media account
- Raising awareness of active travel health benefits (environment, health, money saving, better well-being)
- Using the Scottish Parliament social media account for sharing the active travel stories
- Regular provision of information and links related to the sustainable travel plan through the corporate bulletin
- Ensure the travel plan is accessible to those who are visually impaired
- Using our Climate Cafe® to discuss and promote active travel and public transport

Financial considerations

Cùisean ionmhasail



The sustainable travel plan may incur financial implications such as the following:

- Budget allocation for travel challenge or competition prizes
- Budget allocation for marketing and promotion activities

There are several sources of finance that can be considered:

- Sustainability Team budget
- Sustainable Development Programme budget
- Scottish Government grants

Summary of Action Points

Puingean Gnìomha 2024-25

Walking



- Coordinate with active travel organisations on new walking routes

Cycling



- Raise awareness about facilities, incentives, and cycling routes
- Review cycle parking demand and supply



Bus



- Liaise with bus service provider (LRT) on improving service reliability, accessibility and on new routes
- Increase the awareness and uptake of interest-free season ticket loans

Motorcycle



- Increase awareness of safety and green driving for motorcycle users

Car



- Investigating the possibility of a salary sacrifice scheme for the purchase of electric vehicles

Parking Management



- Review car parking policy

Operational van



- Review use of the Parliament van and permanent options

Visitor travel



- Provide links to sustainable transport apps and options
- Review supply and demand for visitor's bike parking
- Carry out a visitors travel survey to investigate any barriers to sustainable visitors travel to Holyrood



Marketing and promotion



- Dissemination of the travel plan through corporate bulletin, intranet and Scottish Parliament website and social media account
- Raising awareness of active travel health benefits (environment, health, money saving, better well-being)
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- Regular provision of information and links related to the sustainable travel plan through the corporate bulletin
- Ensure the travel plan is accessible to those who are visually impaired
- Using our Climate Cafe® to discuss and promote active travel and public transport

Appendix

Background information

Cùl-fhiosrachadh

There are up to 3191 Scottish Parliament passholders who can travel to Holyrood. This includes MSP's, MSP Staff (on average two staff per MSP), SPCB Staff, Scottish Government staff, media, and contractors. Members have four short and one long recess periods, which accounts for about 21 weeks a year. The SPCB employs around 500 staff, who are dedicated to supporting the work of the Parliament and its members. It also ensures that the Parliament building is accessible, environmentally friendly and welcoming to all.

The SPCB employs contractors and agencies to carry out some of its work. Around 400 people work for the SPCB as contractors and agencies. They are engaged in various activities, principally catering, workplace support services, cleaning and maintenance.

The SPCB and its contractors usually work five days a week for about 44 weeks a year, although security personnel are present on a continuous basis and some contractors also work on weekends.

Throughout the year, various people and organisations – for example the public and the media – visit the building for a variety of purposes. The building hosts numerous events, such as exhibitions, cultural weeks and summits. Around 300,000 people – approximately 25,000 per month – visit the Scottish Parliament per year.

Changes to building facilities since 2022.

Building facilities	2022 status	2024 status
Parking area	1900m ² use for cars for MSPs, MSP staff, SPCB staff only. All bike parking is in a separate area.	No change.
Car parking	65 spaces, 47 of which are bookable (including 6 accessible bays and 15 electric charging spaces). There are 7 spaces that are permanently allocated to party leaders, Presiding Officer and Chief Executive. There are a total of 15 electric charging spaces.	No change.
Motorcycle parking	Motorcyclists park at Dynamic Earth due to health and safety reasons.	8 parking spaces now available within the car park.
Cycle parking	Parking is available for approx. 100 cycles. Bike repair station featuring a bicycle rack and spare inner tubes.	Charging facilities for e-bikes available.
Changing facilities	Changing rooms are equipped with showers, lockers and towel drying cupboards.	No change.

Changes to building facilities since 2022 cont'd.

Building facilities	2022 status	2024 status
Digital meeting facilities	8 digital meeting rooms and 14 conventional meeting rooms available for MSPs and SPCB business activities.	There are now 30 digital meeting rooms available for MSPs and SPCB business activities that offer a consistent and easy-to-use experience. Upgraded video conference system for the debating system which allows dynamic two-way interventions between in Chamber and remote Members.
Sustainable working initiatives	Flexible working hours and working from home.	New Ways of Working policy established which allows for flexible and hybrid working arrangements.
	Active travel incentives and benefits; including claiming bike mileage for business travel, interest-free season tickets loan, and a cycle to work scheme.	No change.
	Information about active travel options and benefits on the Scottish Parliament website.	No change.



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info@parliament.scot

gaidhlig@parliament.scot