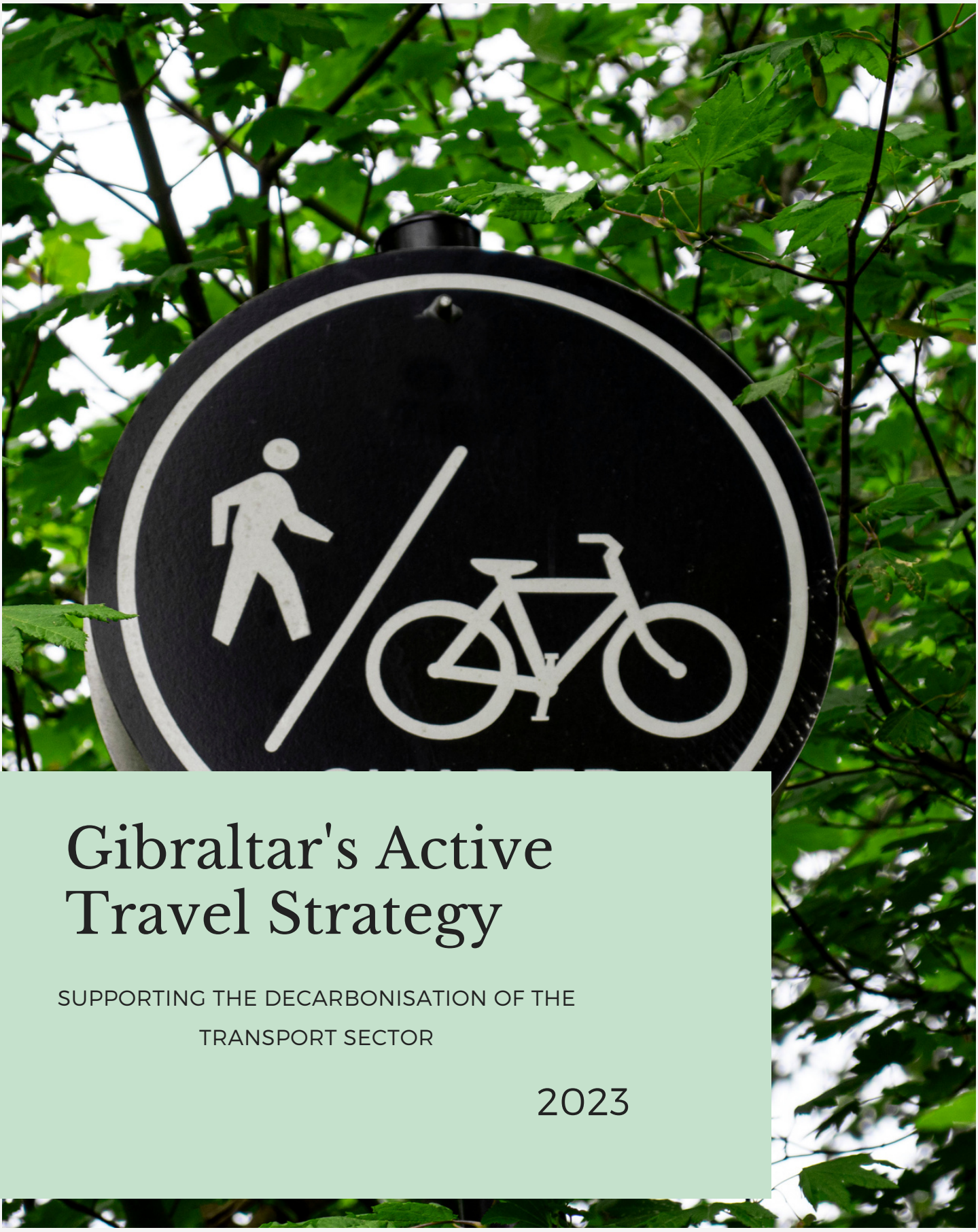
HM Government of Gibraltar

Ministry for Transport



Gibraltar's Active Travel Strategy

SUPPORTING THE DECARBONISATION OF THE TRANSPORT SECTOR

2023

Foreword

It gives me great pleasure to be able to present HM Government of Gibraltar's vision for the future of active travel.

Active travel encompasses walking and cycling which are the most sustainable and healthy ways of moving. This Strategic Plan builds on the fundamental foundations, as described in Chapter 6 of the Sustainable Traffic, Transport and Parking Plan (STTPP) published in March 2017.

This document is intended to sit within the auspices of Town Planning and Urban Development, and our new and forthcoming Development Plan, as a reference to the community as a whole, but it also lays down expectations on architects, developers and Town Planners, for all future developments to be commensurate with a healthy, sustainable and green way of thinking.

Modern cities are now focusing on alternative ways of getting to places providing citizens with choices. This initiative is about trying to provide these alternatives, allowing people to choose for themselves whether they prefer to continue enduring ever busier traffic ridden streets driving in their car or would rather consider catching the bus, walking, or cycling. This strategy focuses on the latter two, walking and cycling, as active modes of transport.

We aim to involve children through education and by cementing strong ties with schools. Children are the future heirs of our city, they should be able to enjoy a child-friendly city today and a truly liveable city for themselves and their children tomorrow. Changes in the way we move and in the way we are seen to move by younger generations will forge the way to instilling change. This will have vast positive effects on our physical and mental health, our air quality and our environment, and will help mitigate and protect our planet from the effects of Climate Change.

We have worked very closely with the Ministry for the Environment to ensure that we work in a manner which is coherent and one that merges our common aims and aspirations for a better tomorrow.

We will show case a beautiful vision for active travel in Gibraltar, one to enjoy with our families creating opportunities to enjoy areas, by improvements to our pedestrian thoroughfares, and the introduction of cycle lanes, to get us where we need to go, or simply to exercise safely.

This strategy document will remain fluid and will be adapted over time to accommodate for advances and changes in thinking for both pedestrian and cycling infrastructure in the future.

Although some designs have been engineered to a high degree, some are still artistic impressions which will require further design work before being finalised, others are merely concepts and potential ideas for the future. This strategy will deliver a greener, more sustainable vision, for the future of urban mobility within Gibraltar.

I am most grateful to everyone that has been involved in this exciting project, not least my technical team at the Ministry for Transport.

“My view is that we have left behind the city of the future. We need to go back in time to arrive at our future. A smart city is a human, green and liveable city.”

Paul J. Balban MP
Minister for Transport

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1. Introduction

The Strategy puts forward ambitious, yet practical proposals, for the creation of a sustainable alternative to the motorcar, by introducing dedicated cycle routes and improving pedestrian areas across Gibraltar, to encourage active travel. With the introduction of this scheme, we are confident that the creation of cycling infrastructure and better footways, will assist in creating an even greener, healthier and more prosperous Gibraltar.

Our vision for Gibraltar's transportation system supports quality of life and economic vitality, through safe, efficient and connected movement of people and goods, using a range of modes and sustainable infrastructure. This policy is in-line with the recommendations of the Sustainable Traffic, Transport and Parking Plan (STTPP) and supports the targets of the Gibraltar Climate Change Strategy.

In March 2022, the United Nations General Assembly unanimously adopted a resolution urging governments to integrate cycling into their transport systems, to ensure sustainable development and reduce transport emissions. Walkable communities are also vital, as pedestrians are an integral part of every community's transport system. Every trip, each and every day you travel or commute, begins and ends with walking, and therefore everyone is a pedestrian on a city's street at some point.

Increasing levels of traffic congestion, air pollution and poor health associated with inactivity, require new approaches to transport planning. Towns and cities around the world are embracing walking and cycling, as vital components of their sustainable transport policies. Our road network is under ever increasing pressure from the continuous demand from local and foreign traffic. This will continue to be a challenge, particularly with future large scale development projects as Gibraltar continues to grow and progress. Improving accessibility by non-car modes of transport, is a key aspect of our strategic transport solutions to mitigate the impact of such factors.

The Government has a clear vision for the future of our transport system, one that will benefit us all and aspires to:

- Create a healthier, happier and a greener community.
- Create convenient and accessible travel.
- Create safer streets.
- Place people at the heart of transport decision-making.

OUR VISION FOR ACTIVE TRAVEL

A community shaped around people, with walking or cycling, the most popular choice for shorter everyday journeys.

2. Changing Gears

Our Upper Town and city centre was never designed for motorised vehicles, whilst the rest of the city has in the past century been over-designed for motor vehicles. As a result, our dense and predictable road networks make private car use very convenient (although traffic congestion has become a major issue). This needs to be reassessed to advocate for a transport re-design of our city, one that incorporates active and sustainable modes of travel, like walking, cycling, new mobility devices, and public transport. Moving forward, Gibraltar needs its transport infrastructure and service to be more attractive and versatile, to get Gibraltar moving differently and sustainably.

Encouraging and increasing levels of walking and cycling can help tackle some of the most challenging issues we face as a society – improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on our roads. With a clear ambition we can tackle these challenges and see a change in transport behaviours in the coming years. The built environment should be accessible to all, including the young, the older generation and mobility impaired people - the concept of 'inclusive design' underpins this document.

Road transport is a primary source of many air pollutants, particularly in towns and cities. The ever more stringent EU vehicle emissions standards were predicted to deliver cleaner air, but levels of key pollutants remain high. Air pollution can have serious short-term and long-term effects on people's health, triggering respiratory illness, lung disease and heart conditions.

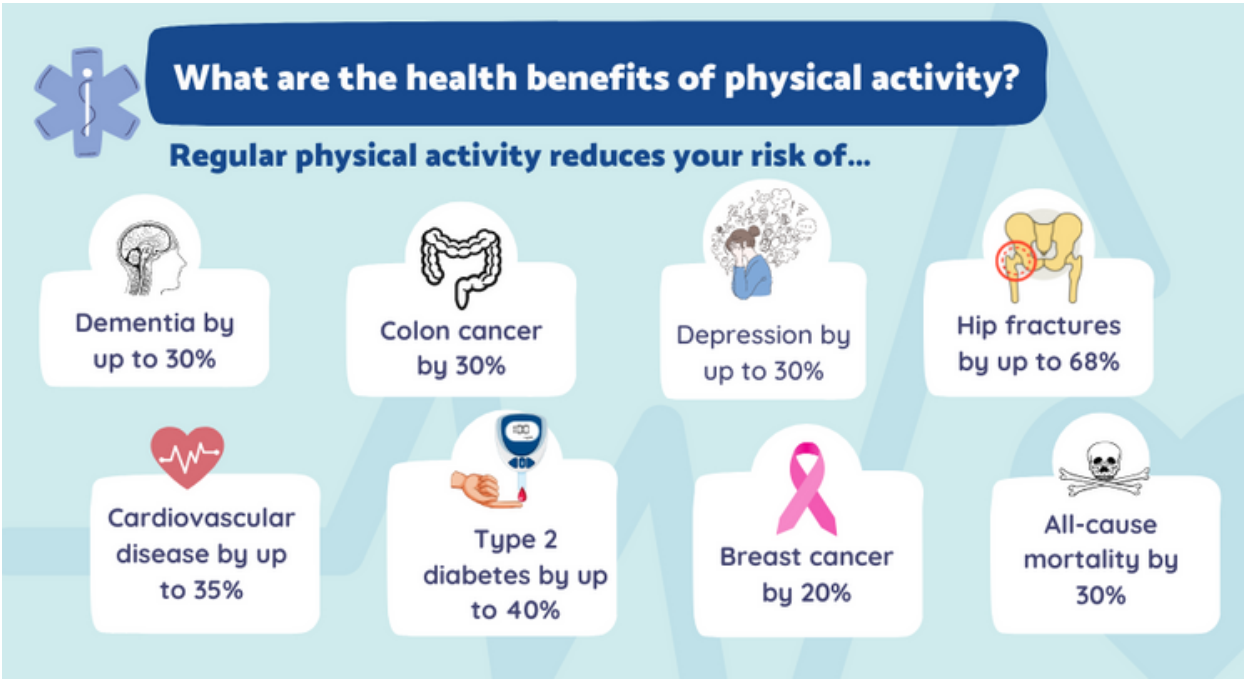
The bicycle was invented over 200 years ago - having retained very much the same form - and remains a great way to travel. Many shorter journeys could be shifted from using the car to cycling, if suitable, safe infrastructure were to be provided.

Physical activity, like walking and cycling, can help to prevent and manage over 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression. Cycling and walking brings many economic benefits, reducing some of the external costs of congestion, highway infrastructure maintenance and pollution associated with motor traffic, as well as reducing the healthcare costs associated with physical inactivity, poor air quality and costs of absenteeism.

Increased cycling also decreases noise pollution, which studies have shown to be just as harmful as air pollution. As noise produced by traffic, often exceeds acceptable levels and can carry negative impacts on human health, especially in built up areas.

Transport emissions account for around a 1/3 of emissions in Gibraltar, or just over 20%, if excluding emissions from aviation.

Source: Gibraltar Climate change Strategy



Daily traffic issues during peak times in Gibraltar.

Climate Change - Mode shift to active transport is one of the most cost effective ways of reducing traffic emissions.

3. Aim

Gibraltar's Active Travel Strategy sets a clear ambition to make cycling and walking the natural choices for short journeys. This policy document proposes a network of cycle routes and improvements to pedestrian areas to deliver this objective, and reflects current good practice, standards and legal requirements.

Our Key Goals

01

BETTER STREETS FOR WALKING

Pedestrian-friendly designed streets, ensuring continuity, safety, comfort, convenience and visual appeal, to encourage more people to walk.

02

BETTER STREETS FOR CYCLING

Creation of continuous, direct routes for cycling across Gibraltar, and where possible physically separated from pedestrians and traffic.

03

PLACING CYCLING & WALKING AT THE HEART OF TRANSPORT POLICY

We have developed a long-term cycling strategy, which will help ensure that new road schemes include appropriate provision for cycling. We will work to improve existing pedestrian areas for all users and we will strive to ensure that all new housing and business developments are built around sustainable travel, including walking, cycling and public transport.

04

ENABLING PEOPLE TO CYCLE & PROTECT THEM WHEN THEY CYCLE

We will make legal changes to protect vulnerable road users. The Highway Code has been updated to strengthen and improve safety for all road users.

Our goals can be achieved by ensuring:

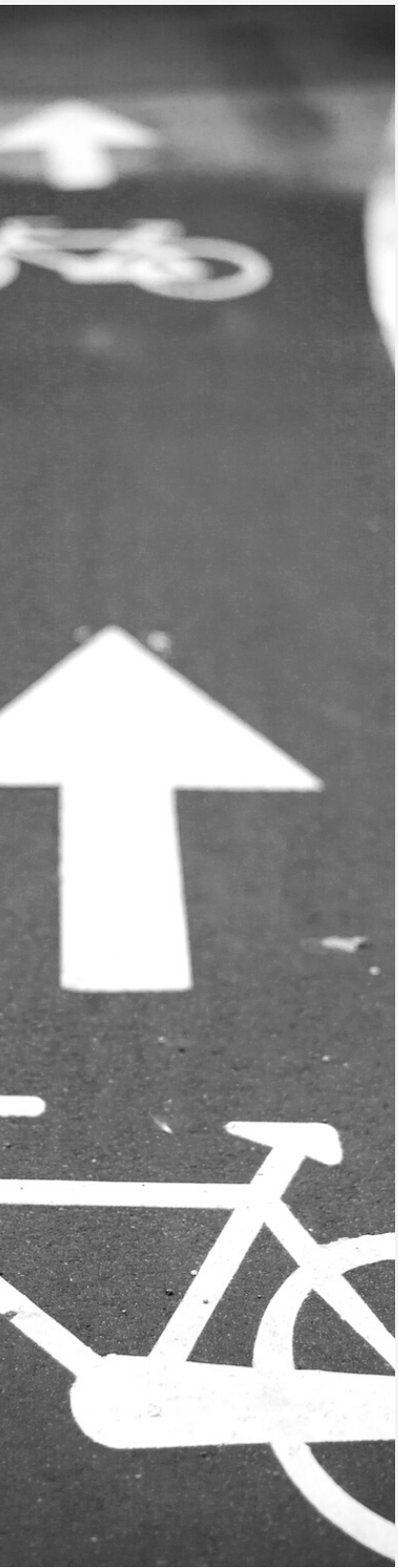
- Walking and cycling infrastructure are of high quality, safe, accessible, well maintained, integrated, appropriately signed and promoted.
- There are more opportunities for sustainable travel to work, school and key services, and reliance on cars is reduced.
- Drivers are more aware of and considerate towards cyclists and pedestrians.
- Cyclists and pedestrians are more aware of their rights and responsibilities to other road and path users.
- Cycling and walking contribute to the visitor economy.
- A significant modal shift from cars to cycling and walking, to reduce air pollution and carbon emissions and improve overall air quality.

The Ministry of Transport's vision for this Active Travel Strategy is to make walking and cycling a normal part of everyday life in Gibraltar, by creating a safe and welcoming environment for pedestrians and cyclists of all ages and abilities.

No cycle infrastructure as existing

4. Transitioning to Active, Net-Zero Transport

The UN Climate Change Conference (COP26) Transport Ministers underscored that "a sustainable future for road transport will require wider system transformation, including support for active travel."

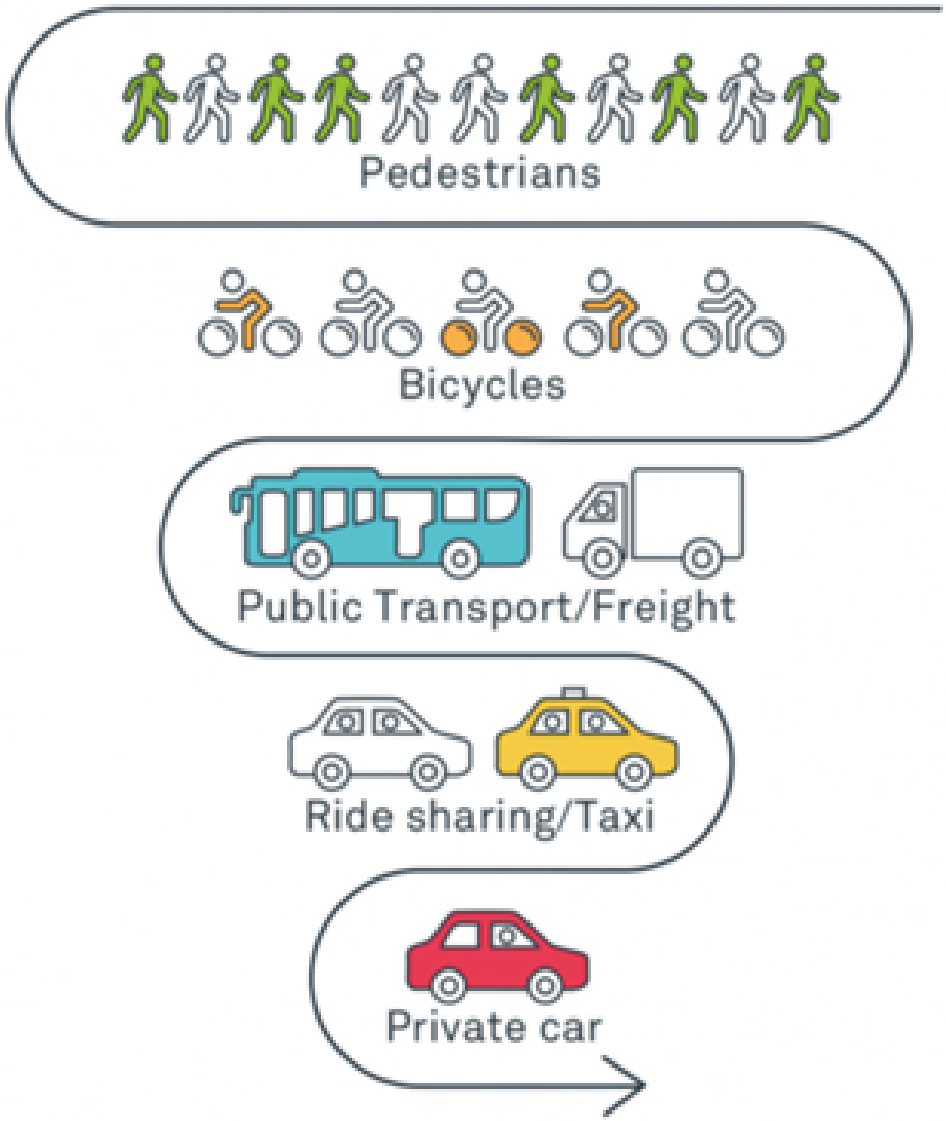


To make Gibraltar an active travel community, we need to tackle the main barriers preventing and deterring people from walking and cycling. These include Gibraltar's strong car culture and a poor perception of alternatives to the private car. Successfully changing travel behaviour can only be achieved through the integration of various initiatives.

Research has shown that providing well-designed and well-maintained pedestrian areas encourages walking and promotes greater levels of pedestrian travel. The same can be said for cycling. Noted in countries such as the Netherlands, Denmark and Germany, countries which have lead in making cycling safe, comfortable and attractive.

Active travel is about getting people moving from A to B, in ways that do not use fossil fuels. Active travel not only improves your health and wellbeing, but helps reduce your carbon footprint and saves you money. The sustainable travel hierarchy is a useful tool to help us think about the impact of our journeys. The higher up the hierarchy, the more sustainable and greener the travel option.

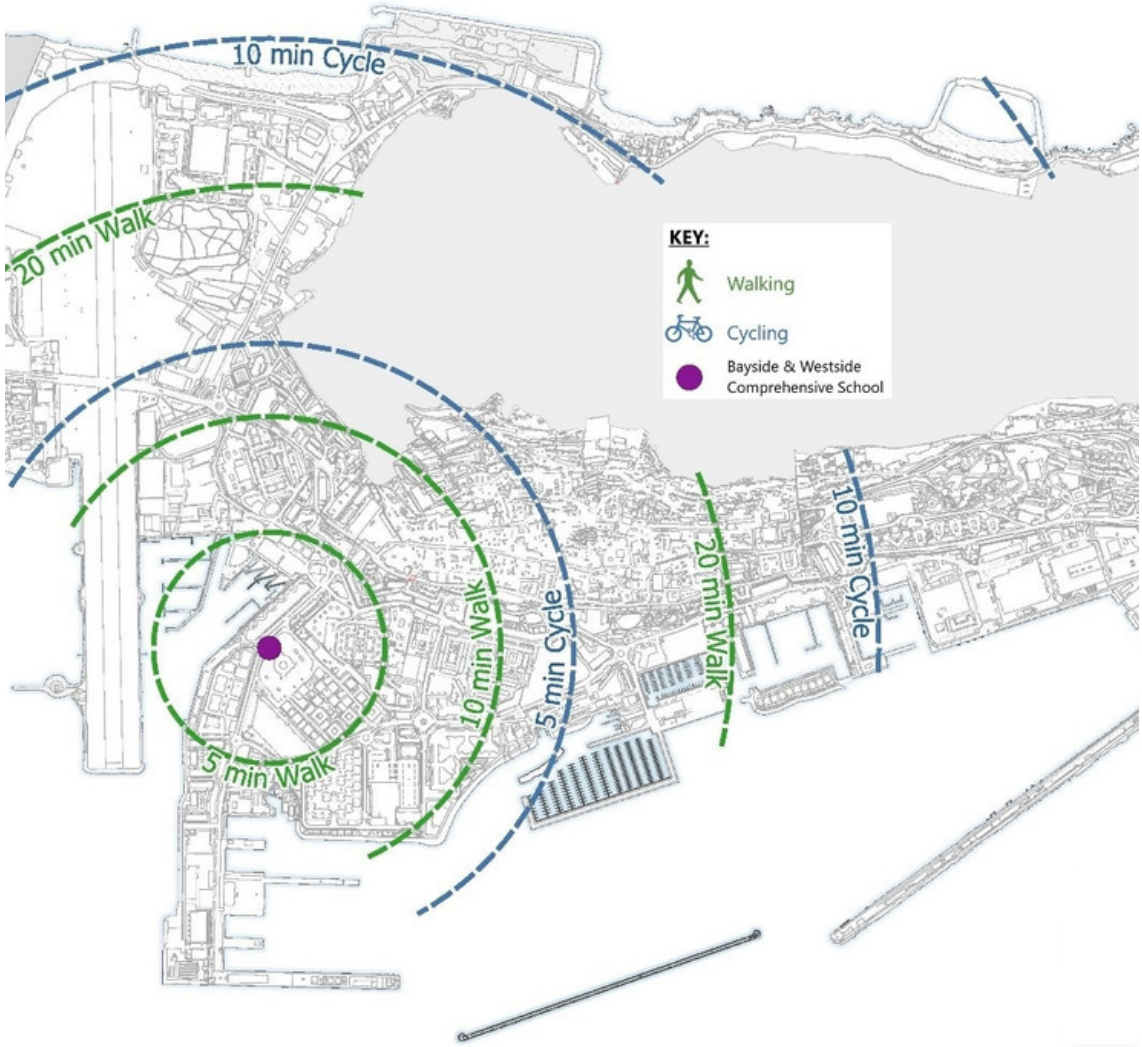
5. Sustainable Travel Hierarchy



The hierarchy prioritises active modes, encouraging a modal shift, to help minimise demand, optimise system efficiency and increase capacity. The most sustainable option is walking, where you are the only resource required, followed by cycling, which requires some equipment. Along with wheeling (the term used for wheelchair users). These methods are classed as active travel.

We will seek to encourage, support and empower people, to adopt active travel by building adequate infrastructure, and transforming and improving the streetscape for everyone, in order to help people feel safe and confident whilst cycling and walking.

6. Gibraltar as a 15-Minute City



The role of walking and cycling in helping to create liveable towns and cities, and promoting health and social inclusion, has not always been fully acknowledged or appreciated. The 15-Minute City is a residential urban concept, in which most daily necessities can be carried out by either walking or cycling. It is derived from historical ideas about proximity and walkability, in which residents can fulfil six essential functions - living, working, commerce, healthcare, education and entertainment - within a 15-minute walk or bike ride from their homes.

Gibraltar due to its geography is naturally, and in most part, a 15-minute city already, and one which we hope to complement with adequate cycling infrastructure and improvements to streetscapes. We also already have a free bus transport service that enables individuals to transit to the town centre, where most necessities are within a 15-minute walk.

A 15-minute city offers many benefits, including:

- The need for transportation is minimised, which leads to less traffic and noise, reduced air pollution and fewer carbon emissions.
- It encourages human-powered transportation, such as cycling and walking, which have proven health benefits.
- The easy accessibility to services improves the quality of life and promotes equality and diversity in the community.
- It can help alleviate loneliness by making it easier to meet and interact with neighbours.
- Short commutes mean more time for recreation and family.

Walking is the most environmentally and socially sustainable form of transport. It is an integral part of living in urban areas, as it is ideal for undertaking most short journeys, particularly in Gibraltar where key services are located within relatively short distances from residential areas. Our vision for a new streetscape will look to increase the number of pedestrianised areas and improve the quality of existing ones.

7. Encouraging Cycling as a Sustainable Mode of Transport

We believe that there is a high unmet demand from those who wish to cycle, but due to barriers and/ or perceived barriers, they do not do so. This Strategy seeks to overcome these barriers, which primarily include:

- **Lack of confidence:** we will seek to offer bike handling and road awareness skills.
- **Lack of knowledge:** we will offer information on cycle routes and bicycle parking facilities.
- **Fear of traffic:** we will tackle road safety concerns through campaigns, publicity and/ or engineering measures to slow down the speed on our roads as necessary.
- **Lack of infrastructure:** the ethos behind this strategy is to provide dedicated cycle routes and secure cycle parking.
- **Change of Perception:** cycling and walking should be lauded and incentives offered to businesses and communities to challenge the desire to use the car for all journeys.

Many people have cycled as children, predominantly for recreation, but as adults they only do so very occasionally or not at all. Accessible, continuous and safely designed cycle routes, are vital to encourage more people to return to cycling or take up cycling for the first time. It is recognised that Gibraltar lacks a cycling network, this Strategy therefore seeks to develop a comprehensive and holistic cycling network for Gibraltar, which is accessible, direct and safe.

People are motivated to cycle for many reasons, because its:

Faster – cycling is often a faster mode of transport especially for shorter journeys and can be more convenient, especially in congested urban environments. It also helps to reduce the number of single occupancy and short car journeys.
Cheaper – cycling is a low-cost transport option and is therefore, accessible to most people. Cycling can help reduce or remove the costs of car ownership, give young people independence and increase access to employment.
Fun – cycling is a positive social activity which is fun and provides opportunity for social interaction, as well as for exercise and recreation.

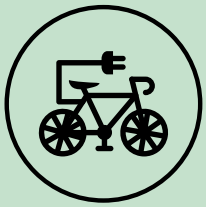
Cycling saves a 1/3 of road space compared to driving, helping to cut congestion.

britishcycling.org.uk

7.1. Electric Bicycles/ 'E-Bikes'

Electric bicycles are growing in popularity and are a good option for longer journeys /steep hills or those who may be less physically able to use standard bikes.

Advantages to electric bikes

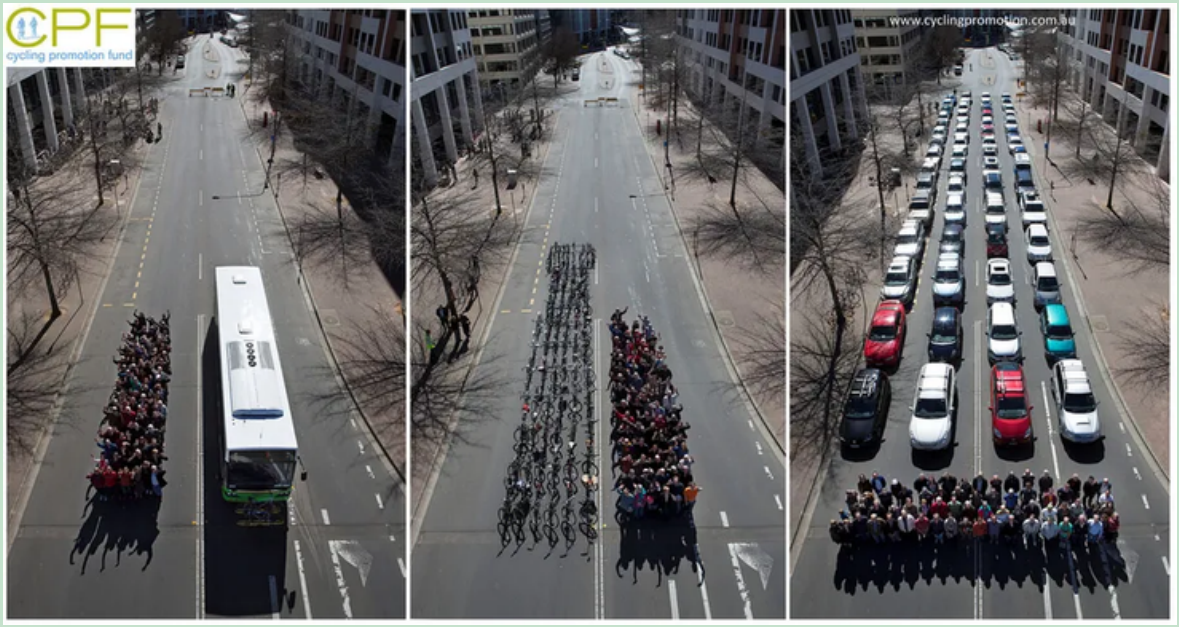


- They keep you active.
- Good for the environment (compared to traditional fuel-powered car use).
- They make hills easier to cycle.
- You do not need a license to ride one.
- They boost your mental health.
- They are easy to own and maintain.
- They are inexpensive to run.
- You can ride faster and further.
- They extend a cyclists ability to keep cycling by up to 10 years.

8. Walkability

Pedestrians include people of all abilities and ages, sitting, walking, pausing, and resting within urban streets. Walkability is one of the most important components of a healthy community. Walkable communities encourage pedestrian activity, expand transportation options, and have safe and inviting pedestrian infrastructure, which is accessible, and serves people of all ages and abilities.

Streets should be designed to serve different modes of transport, and provide multiple mobility options for its users. Multi-modal streets provide options for safe, attractive and convenient travel, for pedestrians, cyclists, public transport users and motorised vehicles. Great street designs, incorporating the principles identified, also move, hold, and serve more people within the same space.



(©Cycling Promotion Fund)

SHAPING GREAT STREETS

- Streets for Everyone
- Streets for Safety
- Streets as Multi-Dimensional Spaces
- Streets for Health
- Streets as public spaces
- Streets as ecosystems

9. Tourism

Promoting walking and cycling tourism, benefits related businesses, such as restaurants and shops and local attractions, such as museums. It can also lead to the promotion of local businesses catering for the needs of cyclists.

Cycle tourism is on the rise in many parts of Europe, and even in Gibraltar. This consists of touring the city on a bicycle, visiting landmarks across Gibraltar whilst using a sustainable mode of transport. The advent of e-bikes has allowed this tourism sector to expand, allowing those who may not have been able to cycle previously to do so. The creation of cycling infrastructure will no doubt increase this sustainable mode of sightseeing in Gibraltar.

E-Bike Tours to the top of the Rock
(©Gibraltar.com)

10. Proposed Measures to encourage walking in Gibraltar

10.1 Pedestrian Design

Cities around the world are implementing pedestrian-friendly initiatives and pushing for car-free spaces, as seen in Paris, Bogota, Milan and San Francisco. The quality of the pedestrian experience cannot be underestimated, people will walk for longer distances if the walk they have embarked upon is pleasant.

(c) De minimis... I'Urbanismo Tattico in via Pacini, Sport & Impianti

Pedestrian needs and facilities should be considered at the inception of all public and private projects and addressed as part of the whole design. The following design principles represent a set of ideals for pedestrian thoroughfares, creating a marriage between pedestrians and road vehicles.

10.2 Footways & Footpaths

We shall take a holistic approach to planning and future-proofing our streetscapes, to ensure the various demands on our pedestrian areas, such as lamp-posts, benches, bins, fire hydrants, greenery, etc., are all met in a cohesive manner, to maximise the available space and make our footpaths attractive and accessible for all users.

We shall ensure footpaths are wide enough for wheelchairs, double buggies and mobility scooters to use comfortably. Pedestrian walkways shall have a minimal width of 1.2m (where possible). Beside bus stops and shelters the minimum width should be 2.4m. Pedestrian footpaths should also be elevated from vehicular traffic where possible.

10.3 Pedestrian Crossings

We shall strive to standardise our pedestrian crossings, using best practice, to ensure inclusivity and the safety of all users. Including level access at all road crossings, which is essential, particularly for wheelchair users, whether by a dropped kerb or a raised crossing. As well as installing tactile paving at crossings to convey information that vision impaired people can detect with their feet or with a cane. Contrasts in colour and tone, should also be used to accentuate the presence of key features for vision impaired people who have sufficient residual vision to be able to detect this.

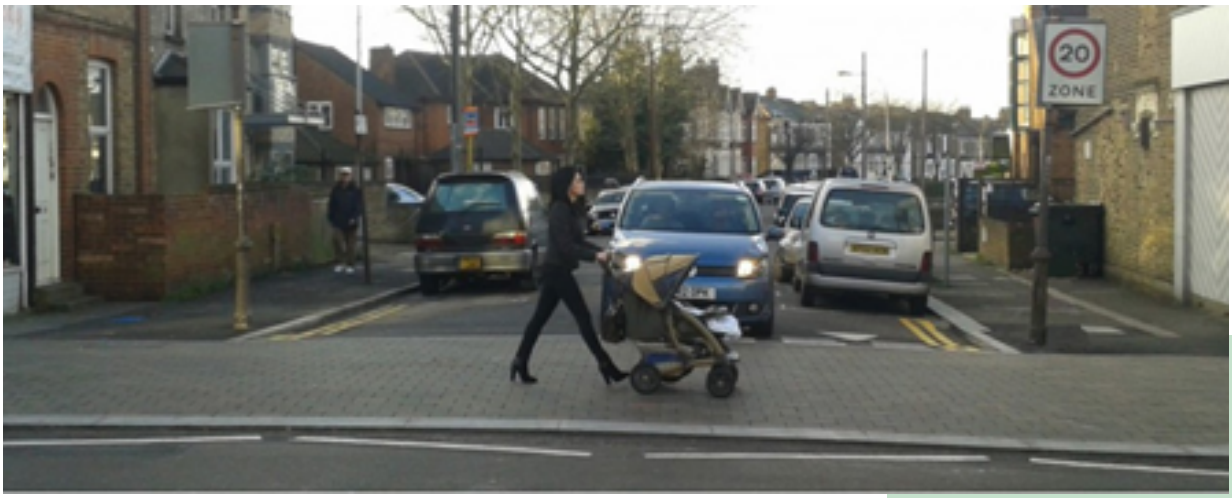
Tactile paving at crossing by British Memorial Steps.

This will be implemented on new pedestrian crossings and improved in existing areas during on-going, maintenance and modernisation schedules.

Where road maintenance is taking place, efforts will be made where possible to also improve pedestrian crossings on entries where vehicles intersect pedestrian thoroughfare, see entry way to Varyl Begg Estate as an example. Improvements such as these will make crossing road junctions safer and easier for pedestrians.

Raised crossing by Mid-Town.

Entry way to Varly Begg Estate, highlighting vehicle over pedestrian priority - as existing.



(c) Sustrans. Continous footway across road in Cardiff - as proposed.

10.4 Timed Wayfinding Signs

Wayfinding systems in cities are essential, especially for tourists, as they give information about key locations and enable a smooth and coherent walk, helping to streamline the flow of people. Wayfinding signs placed at strategic points in walkable places, can direct people to nearby destinations, including points of interest, parks and other attractions, increasing rates of active transportation by creating a clear and attractive network that is easy to understand, allowing people to build a mental map of an area.

(c) Thames Path Sign - Geograph

Research indicates that signs are an effective motivator for behaviour change involving point-of-prompt decisions, like choosing between the stairs or the lift. The introduction of timed wayfinding signs will encourage people to walk, by informing them of the time it will take them to reach their destination – which in the case of Gibraltar might be a lot less than people think!

10.5 Increasing Pedestrian Areas

Where possible, pedestrianised areas will be created or expanded upon – this is one of the most effective tools at tackling air pollution in cities, as well as boosting economic activity. Earlier initiatives to pedestrianize areas have been very well received, as demonstrated in Main Street, Commonwealth Park and Campion Park. So much so, that the community could not envisage these areas going back to how they used to be.

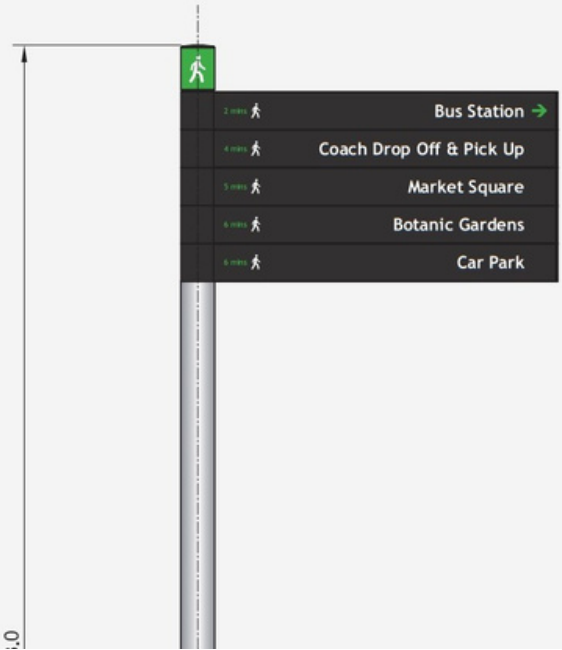
Main Street 1967 (c) historicgibraltar

Main Street today

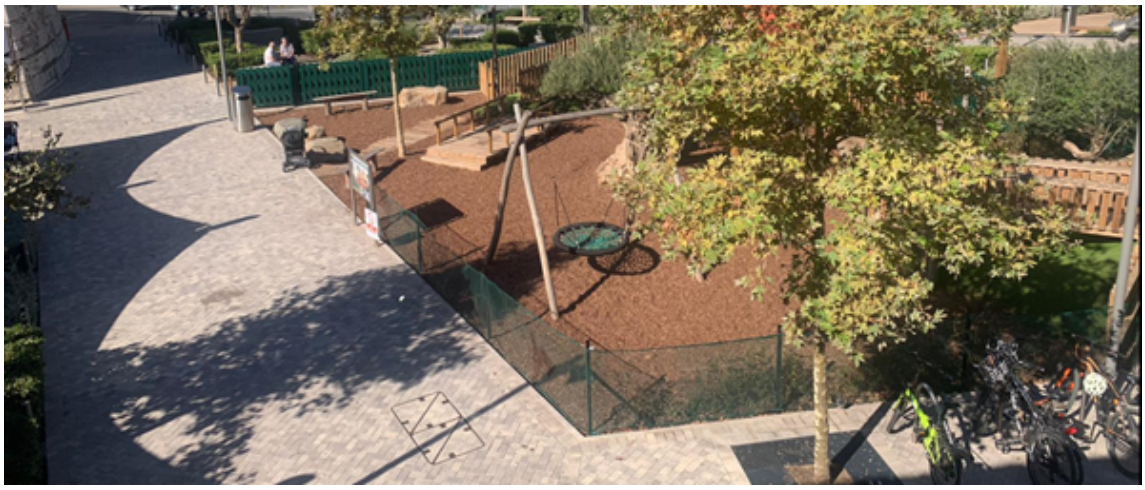
The below illustrates the proposed design for the wayfinding signs and Appendix B highlights their proposed locations.

Main Street 1967 (c) historicgibraltar

FINGERPOST - PROPOSED DESIGN



Reclamation Road (before)



Reclamation Road now - Campion Park

11. Proposed Cycling Routes for Gibraltar

It is recognised that in order to develop a network of routes - segregated, shared use and on carriageway cycle lanes - need to be considered. It will not be possible to provide dedicated cycling infrastructure in all circumstances, due to physical constraints presented by the built environment and available space, but where continuous dedicated infrastructure cannot be delivered, we will endeavour to implement measures to provide a safer environment for cyclists.

Cycle route assessments have been undertaken to inform the agreed route priorities set out in this Strategy. The purpose of the assessment process was to identify opportunities, constraints and other issues from a cyclist's and other road user's perspective, and to suggest ideas for improvements. All following proposed routes are indicative and subject to change through design and consultation.

11.1 Development of a Core Cycle Network

A network plan is a vital component of infrastructure development, setting out the connections between origins and destinations, providing a basis for prioritisation in investment programmes, and informing design teams about the routes likely to carry higher volumes of cycle traffic. Existing data, such as traffic counts, school runs, accident ‘black spots’, census journey to work information, can help build up a picture of the routes to focus on.

Cycle traffic has its own characteristics that are distinct from motor traffic and pedestrian traffic. These will be recognised and incorporated from the outset of the planning and design process. Improved road design is an important part of encouraging a switch to alternative modes of transport. When designing new roads and improvement schemes, planning for cycling from the outset will help ensure that sufficient land is acquired to accommodate optimum designs.

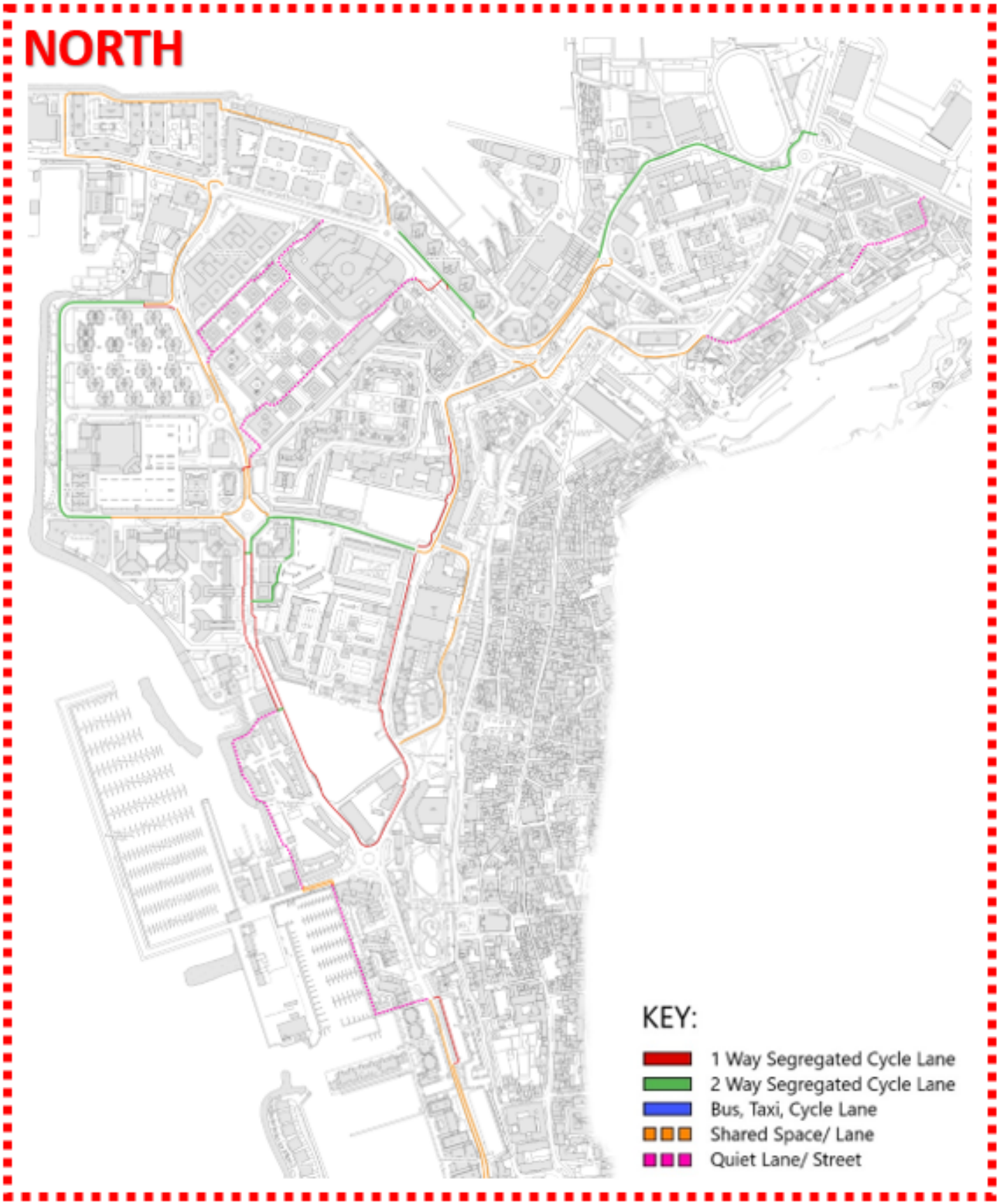
Targeted investment in infrastructure, proactive promotion and improved co-ordination will help push the necessary steps and generational change in behaviour and attitude towards transport choice, encouraging the demand for active travel and low carbon transport options. We believe that the more people who travel by bike, the more it will help to promote cycling as a viable means of travel.

An ‘access for all’ approach will be applied to routes as far as possible, to maximise usage and accommodate the needs of pedestrians, cyclists, and the mobility impaired. Facilities that provide physical protection for cyclists are preferable to cycle lanes. It might be necessary to reallocate some road space from moving and/or parked motor vehicles to allow good quality cycle facilities to be installed. Cycle routes in all forms should be clearly distinguishable from the footway, i.e. level difference, colour and tonal contrasts, and different surface materials and tactile paving should be applied wherever footways/ footpaths cross cycle tracks.

Achieving lower traffic flows or speeds may require physical and legal measures, such as narrow carriageways, traffic calming, reduced speed limits and parking restrictions. As well as enabling cycling, such measures can bring wider environmental benefits by reducing noise, air pollution and traffic danger. There should be appropriate definition for all road users to recognise the boundaries between the footway, the cycle routes and the carriageway. It is essential that the needs of cyclists are taken into account in the design of all new and improved road junctions, not just those on designated cycle routes, and that crossings are provided where cycle routes continue across busy roads.

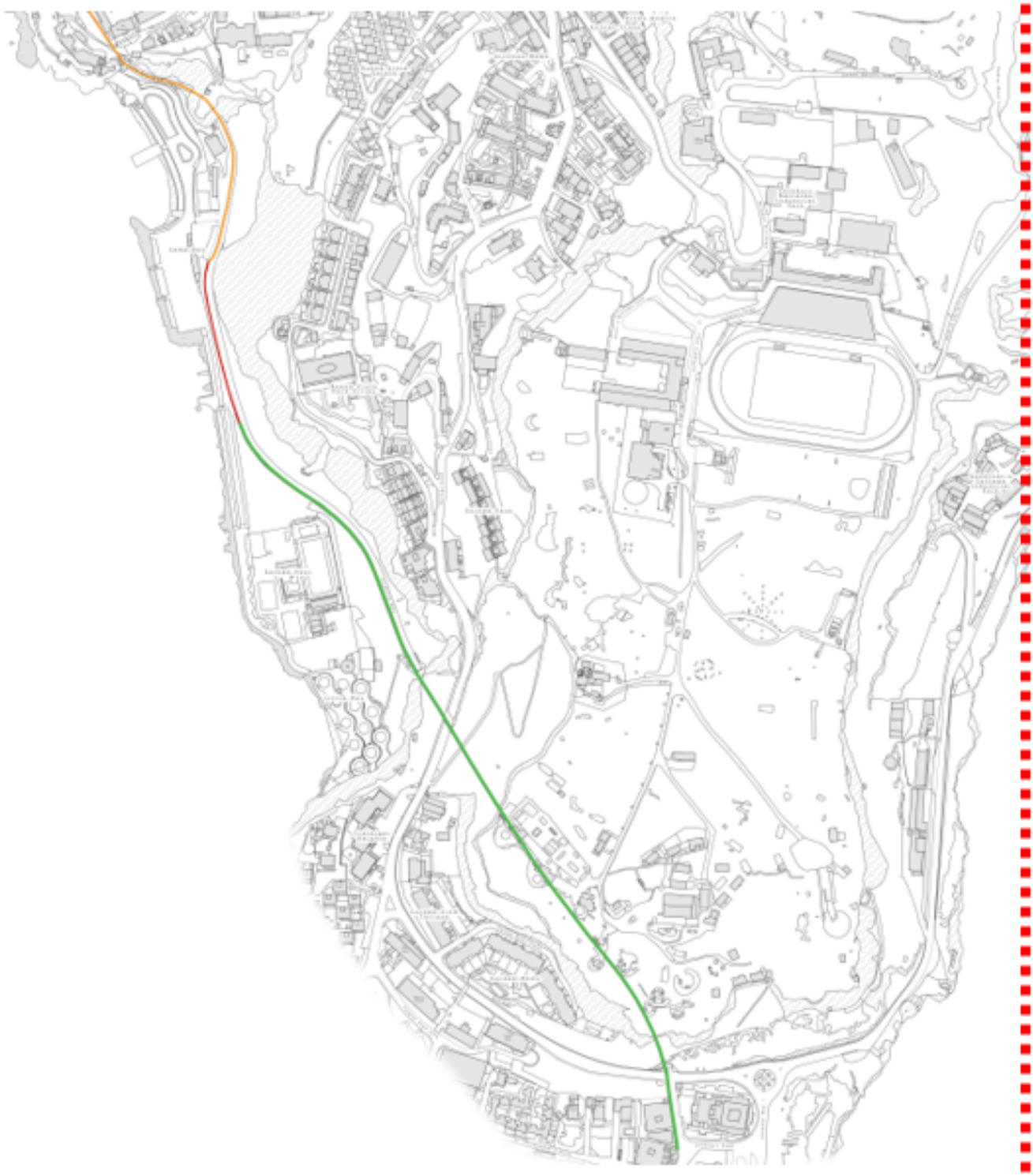
12. Proposed Core Cycle Network

(SEE APENDIX A FOR FURTHER DETAILS



CENTRAL

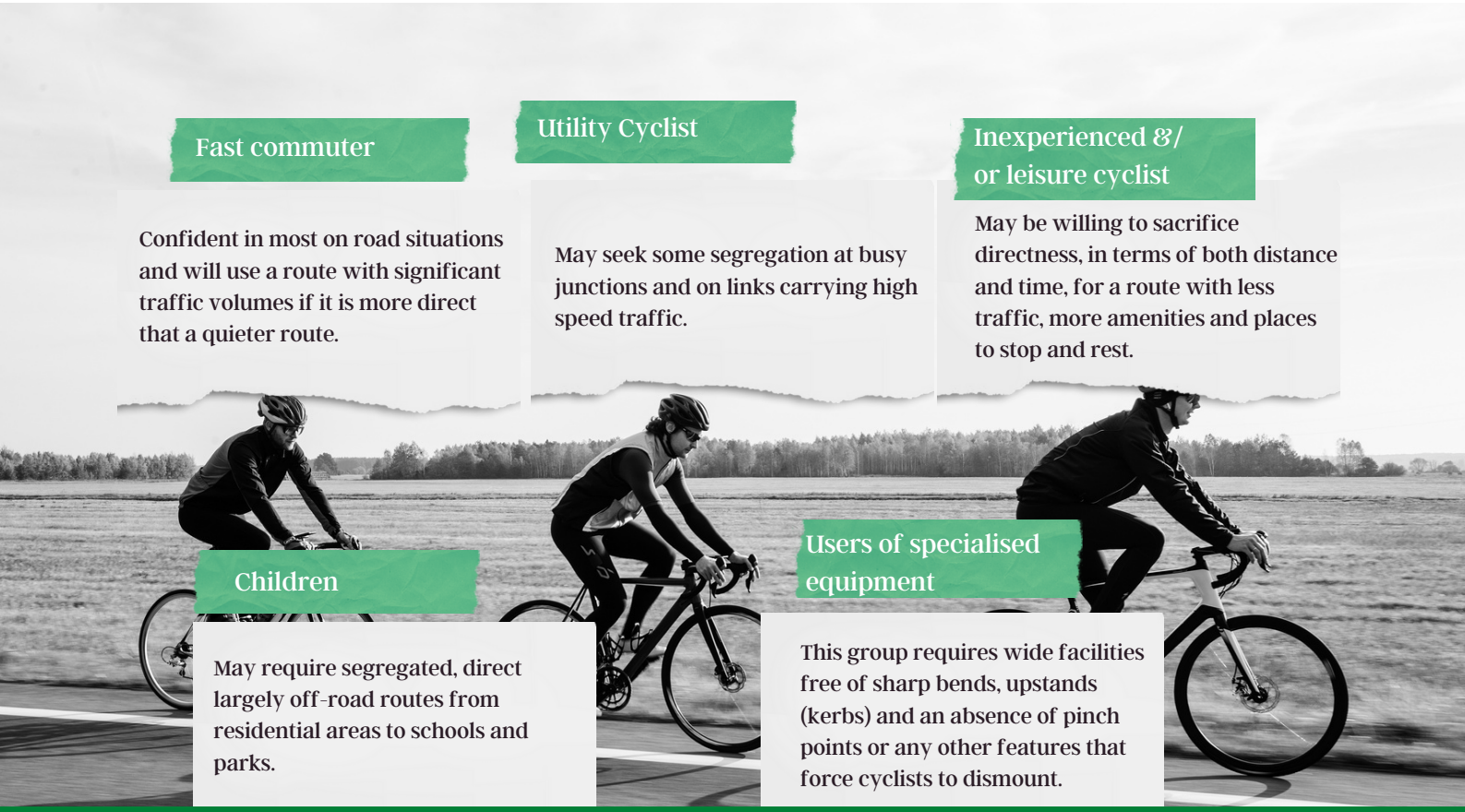

KEY:
1 Way Segregated Cycle Lane
2 Way Segregated Cycle Lane
Bus, Taxi, Cycle Lane
Shared Space/ Lane
Quiet Lane/ Street


KEY:
1 Way Segregated Cycle Lane
2 Way Segregated Cycle Lane
Bus, Taxi, Cycle Lane
Shared Space/ Lane
Quiet Lane/ Street

SOUTH

13. Safer Cycling

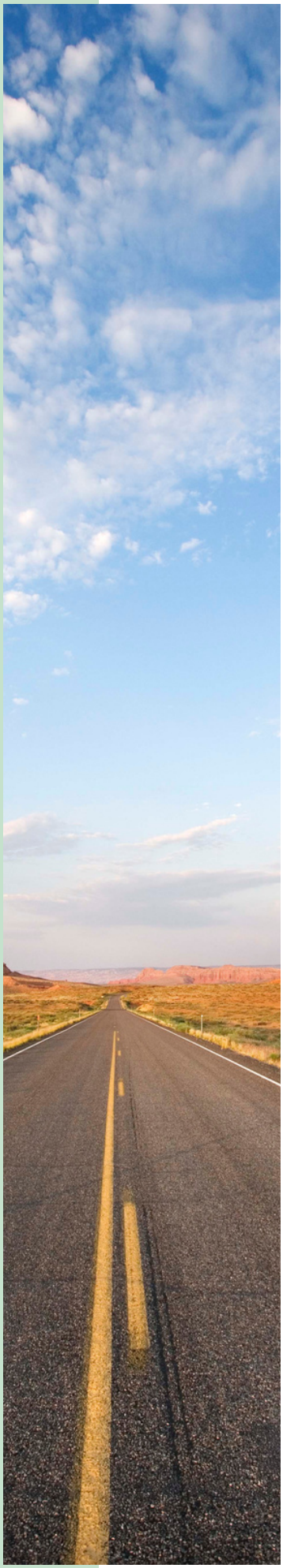
Concerns over safety can be a significant deterrent from cycling. When identifying and designing new routes, our aim is always to maximise safety. We recognise that cyclists have different levels of experience and that in developing routes, a balance must be struck between the needs of different users. There are different categories of cyclists, each of which require a different level of support and encouragement.



As well as working to improve the enforcement of speed limits, and assess proposals for speed limit reduction at appropriate locations, we will consider improved street lighting if required on a route by route basis. Improvements in safety will also be pursued through road safety education. We will continue to promote road safety amongst the various road users including young drivers, motorcyclists, and pedestrians. This information will be targeted towards raising mutual awareness amongst all road users.

A new dedicated cyclist wayfinding strategy will be provided, this will include cycle specific direction and destination signs, with distance and time where necessary, to destination, to ensure cyclists are aware of the routes and how long it will take to get to where they want to be.

A safety audit will be carried out on all new routes so that any potential hazards can be assessed and a solution identified, both during the design stage and after construction of all new routes and facilities. A cycle audit will operate in parallel with the safety audit, to ensure adherence to appropriate and high quality design standards.



14. Revisions to the Highway Code

The revised version of the highway code introduces a Hierarchy of Road Users. This concept places those road users most at risk in the event of a collision at the top of the hierarchy, but does not remove the need for everyone to behave responsibly.

Road users most likely to be injured in the event of a collision are pedestrians, cyclists and motorcyclists, with children, older adults and persons with disabilities, being most at risk. None of this detracts from the responsibility of ALL road users, including pedestrians, cyclists and Personal Light Electric Transporter (PLET) users, to have regard for their own and other road users' safety.

At a junction, drivers and motorcyclists should give way to pedestrians crossing, or waiting to cross a road, into which they are turning. They must also give way to pedestrians on a zebra crossing. Pedestrians have priority when on a zebra crossing, or at light controlled crossings, when they have a green signal.

Drivers and motorcyclists should not cut across cyclists going ahead when they are turning into or out of a junction, or changing direction or lane. This applies whether they are using a cycle lane, a cycle track, or riding ahead on the road.

Drivers and motorcyclists should not turn at a junction, if to do so would cause the cyclist going straight ahead to stop or swerve. They should stop and wait for a safe gap in the flow of cyclists if necessary. This includes when cyclists are approaching, passing or moving off from a junction, moving past or waiting alongside stationary, or slow-moving traffic, and/or travelling around a roundabout.

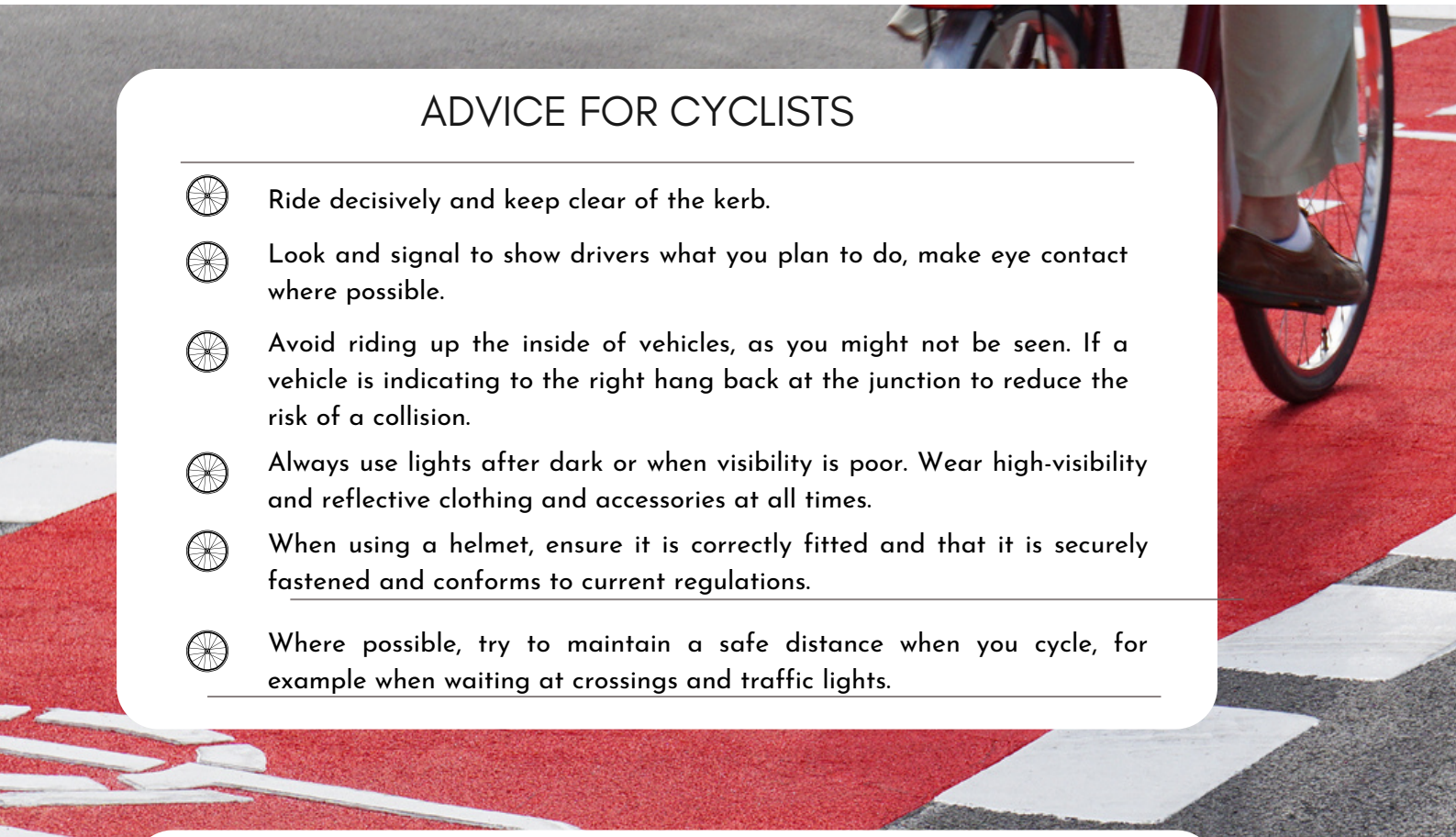
Ultimately, pedestrians are the most vulnerable of the road users and in the interests of safety, drivers, motorcyclists and cyclists, should prioritise those most at risk when encountering them on the road and on their intended path of travel, by slowing down and allowing them to cross or turn safely.

14.1 Overtaking distance for cyclists

When driving near cyclists, the law when overtaking is a minimum safe distance of 1.5 metres for overtaking in slow moving traffic. If you cannot allow the minimum distance, do not overtake until you can.

(c) Look Out Road Safety UK

GIVE CYCLISTS AT LEAST AS MUCH ROOM AS YOU WOULD WHEN OVERTAKING A CAR.



ADVICE FOR CYCLISTS

- Ride decisively and keep clear of the kerb.
- Look and signal to show drivers what you plan to do, make eye contact where possible.
- Avoid riding up the inside of vehicles, as you might not be seen. If a vehicle is indicating to the right hang back at the junction to reduce the risk of a collision.
- Always use lights after dark or when visibility is poor. Wear high-visibility and reflective clothing and accessories at all times.
- When using a helmet, ensure it is correctly fitted and that it is securely fastened and conforms to current regulations.
- Where possible, try to maintain a safe distance when you cycle, for example when waiting at crossings and traffic lights.

ADVICE FOR DRIVERS

- If driving, anticipate more cyclists than usual, especially at peak times of day.
- Look out for cyclists. Make eye contact where possible to show you have seen them. Use your indicators to signal intentions and look out for their signals.
- Give cyclists plenty of space when overtaking them.
- Always check for cyclists when opening your car door, pulling out at a junction, or when doing a manoeuvre.
- Where present, advanced stop lines at lights allow vulnerable road users (e.g. cyclists) to get to the front and increase their visibility. You must stop at the first white line reached if the lights are amber or red. When the green signal shows allow the other road user time and space to move off.

14.3 The Dutch Reach

The Dutch Reach is a simple change of habit to open your door in a manner safe for cyclists. Simply instead of using the hand closest to the door, it means reaching across to open the door with the hand furthest from the door. This naturally turns your body towards the window, helping you spot approaching cyclists or motorcycles.

The Dutch reach will help prevent injuries to cyclists, from drivers opening the car door into their path without looking. If we want better safety for cyclists, we need everyone to make this simple technique an everyday habit.

15. The Network's Core Design Principles

- Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.
- Cycle routes should be as direct as possible.
- Cycle infrastructure must not only be safe, but be perceived as such so that more people feel able to cycle.
- Cycle networks require routes with good quality, smooth surfaces with good slip/skid resistance, adequate width and minimal stopping / conflict points with pedestrian walkways and carriageways.
- Cycle infrastructure will compliment public spaces, creating places that people want to use including installation / improvements to cycle parking / storage areas.
- Cycle network must be clearly and comprehensively marked and signposted.
- The Cycle Routes shall be well maintained, free from errant parking and continuously developed based on patronage and user needs.

15.1 Cycle Infrastructure

Cycle lanes allocate and define the available space for cycle users within a carriageway. They are delineated within the carriageway only by road markings. Two types of cycle lane can be provided:

- **Mandatory Cycle Lanes** (delineated by a continuous white line): Motor vehicles are prevented by law (Traffic Order) to enter the cycle lane. These are generally provided where space permits and crossings are limited.
- **Advisory Cycle Lanes** (delineated by a dashed white line): Motor vehicles can enter the cycle lane if necessary (turning / side access etc), on road parking may be removed.

Physically protected cycle-ways will provide a higher level of service than cycle lanes, due to the greater level of protection and the resulting level of safety and attractiveness of the facility for users. Therefore, cycle lanes should only be considered where cycle-ways cannot reasonably be provided, and where the conditions on the adjacent road are deemed to apply a low level of risk to cycle users.

Cycle lanes can increase drivers' awareness of cycle users but they also encourage cycle users to take up a secondary position in the road carriageway where, in most circumstances, it will be far better to provide a protected cycle-way. Where used, careful consideration of cycle lanes within the overall network is needed to ensure that less confident cycle users are not suddenly 'exposed' to short sections of cycle lane, having been more comfortably protected by cycle-ways earlier in their journey.

On carriageway cycle lanes should follow the direction of traffic wherever possible. However, in some circumstances the cycle lane can be 'contra-flow' if the desired route is preferable and considered safe.

EVEN WHEN CYCLE LANES ARE MARKED BY A SOLID WHITE LINE THE 1.5M OVERTAKING RULE MUST STILL BE OBSERVED.

15.2 Standard Criteria

Where possible we will follow the standard design criteria adopted from UK standards:

- The desirable minimum width of a one-way cycle lane should be 2.0m.
- The absolute minimum width of a one-way cycle lane should be 1.5m.
- The desirable minimum width of a two-way cycle lane should be 3.0m.
- The absolute minimum width of a two-way cycle lane should be 2.0m.

Where gullies are present on the cycle lane, they should be provided with a tighter mesh covering that is suitable for cycle wheels to cross, or the width of the cycle lane should be increased by the width of the gully where possible. Parking should also be strictly controlled and enforced to ensure that no motor vehicles stop or wait within the cycle lane.

THIS CRITERIA WILL BE IMPLEMENTED WHEREVER POSSIBLE BUT MAY NEED TO BE ADJUSTED IN CERTAIN AREAS WHERE THERE ARE RESTRICTIONS/ CONSTRAINTS.

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

(c) Department of Transport: Cycle Infrastructure Design, Local Transport Note 1/20, July 2020

15.3 Cycle Friendly Design

Most cycle journeys use ordinary roads for at least part of their length. Therefore, to encourage cycling as much as possible, the road network must be cycle friendly. To achieve this, we will give high priority to assisting cyclists in all traffic management and traffic calming schemes, in the design of new developments and any new road construction. Cycle paths and cycle friendly areas, need to be designed to accommodate future growth in the number of cyclists.

To guide the development of new cycling routes and infrastructure, the following level design considerations are proposed where physical constraints allow the implementation of:

15.3.1 Segregated Cycle Lanes (1-way or 2-way) Routes

Most cyclists prefer routes away from heavy traffic, due to perceived and actual safety concerns. Cycle routes which can be created fully segregated from traffic will provide a more comfortable and lower risk environment to the users. Where routes are included within the highway, dedicated cycle lanes are preferred over shared use provision with either pedestrians or buses. Where possible, physical segregation will be incorporated, especially to reinforce on-road cycle lanes and prevent encroachment by vehicular traffic. Different methods of segregation will be required to complement different highways designs and layouts.

Concept Montage for Europort Avenue

Concept Montage for Europort Road

A carriageway cycle-lane is typically one-way and 1.5m wide and at crossings, cyclists are allowed to cross only when the green signal is shown. These routes are physically protected or located away from motor traffic. Cycleway may run alongside footways and are separated by a feature such as a change of material, a verge, kerb or white line.

A double (two way) cycle lane is typically 3m wide. The specification is the same as the single lane. The two-way cycle lane edge is delineated by a continuous white line and flexible bollards where required, the centre of the lane is only demarcated by a white dotted line.

AT A PEDESTRIAN CROSSING CYCLISTS MUST CEDE TO PEDESTRIANS.

Existing View – Bayside Road

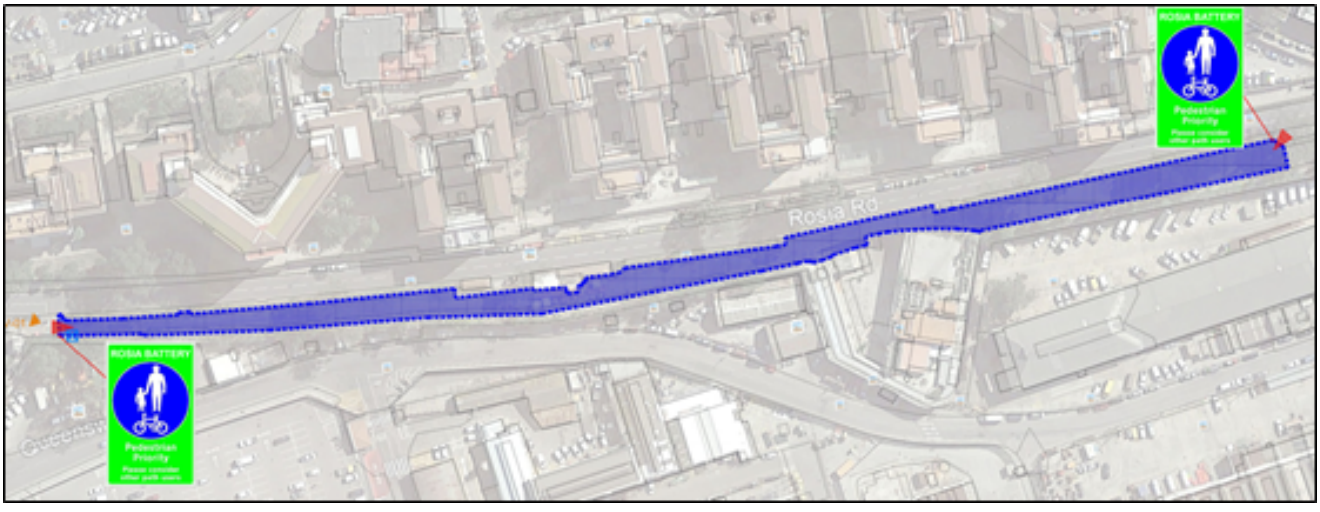
Initial Concept Montage – Bayside Road (Phase 3)
Artist's Impression

Conceptual drawing for Bayside Road

15.3.2 Shared Spaces/ Lanes on Promenades and Wide Footpaths (Pedestrian Priority)

A shared space is a cycle route that is used either in a single or both directions by cyclists. These routes have no central demarcation and normally form part of a wide footpath, footway or promenade, with priority ALWAYS given to the pedestrian. Where shared use routes are the most suitable option, these will ideally be a minimum of 2.5 metres wide (and ideally 3 metres wide) to allow pedestrians and cyclists to pass safely.

Conceptual drawing for proposed shared space at Saluting Battery



Existing View - Keightley Way

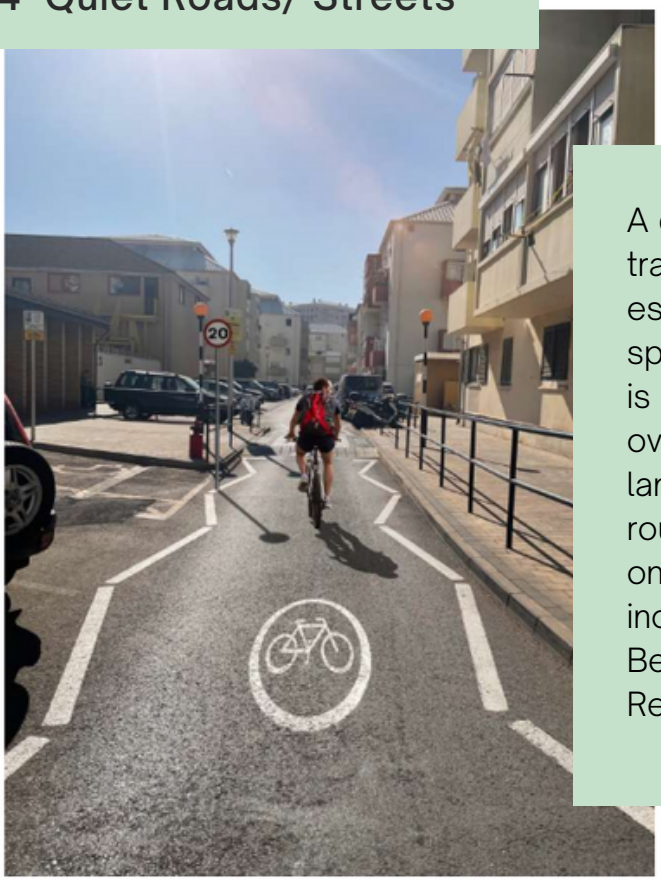
Initial Concept Montage - Keightley Way (Phase 1)

15.3.3 Shared Roads (with Motorised Users)

Where dedicated cycle infrastructure is not a viable proposition or considered inappropriate due to patronage, traffic speed and volume, drivers should be made aware that cyclists will have priority. In some circumstances it may be preferable to reduce traffic speeds to 30 kph in addition to road markings and signs. A lower speed environment can increase safety, allowing road users time to negotiate and share space. This can be achieved through design as well as mandatory speed reductions. Where possible, cyclists should be given priority at junctions, and where cycle lanes and paths pass side turnings and entrances.

Shared road with cyclists at Europort Avenue by GASA

15.3.4 Quiet Roads/ Streets



Initial Concept Montage– Varyl Begg Road
Artist's Impression

A quiet road, is a minor road that has low traffic volumes, such as a residential / estate road and relatively low traffic speed. For these roads, the preference is given to the cyclists and pedestrians over motor vehicles. No specific cycle lanes are required, but advisory cycle roundel road markings are to be painted on the carriageway. Quiet roads would include areas like Laguna Estate, Varyl Begg, Mid Harbour Estate and Reclamation Road.

Mixed traffic streets allow cycle traffic to mix with motor traffic and bring the following potential benefits:

- Freedom of movement for cycle users for access and egress.
- Space efficiency and flexibility of the street's function and use.
- Increased driver awareness of cycle users, particularly where the design enables more cycle users to use the street, supporting the control of traffic speed.
- Easier and less expensive to provide and maintain.

15.3.5 Advanced Stop Lines (ASLs)

An ASL enables cyclists to take up the appropriate position in the waiting area between two stop lines, for their intended manoeuvre ahead of general traffic, before the signal changes to green. Vehicles other than pedal cycles must stop at the first stop line when signalled to do so. Cyclists may cross the first stop line at any point but must stop at the second. ASLs only provide benefit to cyclists on a signal approach when the traffic signals are on red. A 2.0 m minimum depth cycle 'reservoir' should be provided between the two stop lines.

Proposed ASLs at Regal House Light Controlled Junction

15.3.6 Innovative Design

Gibraltar's limited land space and dense road network means that ultimately there will be pinch points where it will be difficult to introduce cycling infrastructure. In such circumstances, innovative designs will be considered such as bridges or underpasses (please see Appendix C.

15.3.7 Signage

RECOMMENDED CYCLE ROUTE

PEDAL CYCLE ROUTE CROSSING OR JOINING ROAD AHEAD

SEGREGATED PATH (Cycles/Pedestrians)

ROUTE FOR PEDAL CYCLES ONLY

PARKING PLACE FOR PEDAL CYCLES SIGN

NO VEHICLES

NO CYCLING

END OF CYCLE LANE, TRACK OR ROUTE

REMINDER FOR PEDESTRIANS TO LOOK OUT FOR CYCLISTS APPROACHING FROM THE LEFT, APPROACHES FROM THE RIGHT APPLICABLE FOR SOME ONE WAY ROADS (This sign will mainly be applicable at zebra crossings)

CYCLIST DISMOUNT AT END OF ROUTE

PEDESTRIAN RESTRICTED ZONE, No Cycling except designated times (Note that designated times shown are indicative and therefore subject to confirmation from authorities)

'WITH-FLOW BUS LANE AHEAD THAT CAN ALSO BE USED BY PEDAL CYCLES & TAXIS' SIGN. LOCAL APPLIES TO BUSES THAT RUN A LOCAL SERVICE. LANE TO ALSO BE USED BY EMERGENCY SERVICES

MANDATORY WITH-FLOW PEDAL CYCLE LANE SIGN

PEDESTRIAN PRIORITY OVER CYCLISTS

CYCLE LANE ON ROAD AT JUNCTION AHEAD

START OF WITHFLOW CYCLE LANE (applicable to mandatory one way cycle lane section at existing run-way crossing)

Traffic signs and road markings must comply with existing regulations. There is a balance to be struck, between providing enough signs for people to be able to understand and adhere to the information, and ensuring that signs themselves do not create confusion or street clutter.

16. Phased Approach

The roll-out of the cycling infrastructure will be carried out in sections and in some areas using a phased approach that allows the Ministry of Transport to start implementing change, whilst still allowing the lanes to be reconfigured to maximise its final construction.

a) PHASE ONE

Installation of 'pop up' lanes as preliminary trials. A pop up lane is the rudimentary marking of the cycle lane, by flexible bollards, segregate from traffic by a single white line. This allows for changes to the infrastructure on usage and road user behaviour data acquired since the inception of the route. Temporary signage can be used to indicate the route.

Existing View – Harbour Views Road

Initial Concept Montage– Harbour Views Road (Phase 1)
Artist's Impression

b) PHASE TWO

Once the pop up lane is installed and is considered a success, the lane can be painted in a different colour to the carriageway to make the track stand out. More permanent safety measures are installed, such as segregation of the lanes by creating verges, kerbs or placing sturdier bollards. More permanent signage is installed at this stage.

Existing View – Harbour Views Road

Initial Concept Montage– Harbour Views Road (Phase 2)
Artist's Impression

c) PHASE THREE

The final stage of the route is the aesthetics for the route. For instance, the placing of planters and other embellishments around the routes, as well as the incorporation of pedestrian crossings etc.

Photomontage of beautification project for Queensway
along Chiltern Court and Edinburgh Estate

We will encourage cycling as an alternative to the private car for short journeys through a comprehensive network of cycle friendly routes and cycle related improvements.

17. Funding

Implementing the measures identified in this policy document will be dependent on securing the necessary funding. However, having an agreed Active Travel Strategy in place can be a useful tool when seeking both private and public sector funding. As well as ensuring that a coherent and comprehensive network is developed over time and those opportunities for inclusion and improvements are not missed.

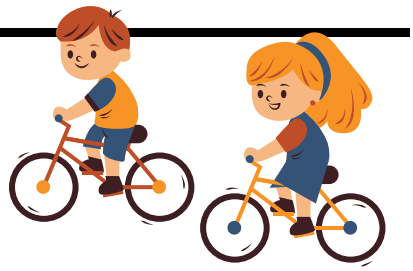
18. Further Initiatives

The proposed Active Travel Strategy's infrastructure programme primarily focuses on the western side of Gibraltar. There are initiatives to create routes on the eastern side, which will be designed once the impact of the traffic due to the opening of the airfield tunnel is known. Other projects that will have an impact on the cycling and pedestrian routes on the eastern side, will be the development of the East Side reclamation and the Hilton Hotel project. Plans to also give back the sea and harbour views to the local pedestrian and bicycle users are also underway.

18.1 Promoting Cycling

Many people, who have not ridden a bicycle since childhood, have forgotten how easy, pleasant and convenient travelling by bike can be. The introduction of Electric 'E' Bikes, will also make the bicycle more accessible for all users. Therefore, awareness raising is vital for encouraging more trips by bicycle. Cyclists can enjoy sights and sounds not fully appreciated when travelling by car, making a person more aware of their surroundings.

We will work to support cycling promotion organisations and help to develop ride to work schemes, as well as introducing other cycling incentives. The Government will also increase the grant provision for purchasers to 20% of the cost of an electric bicycle, up to a maximum of £500.



18.2 Pedal Ready

Pedal Ready was relaunched, in partnership with the GSLA, during their 2022 summer sports programme and will hopefully be available during school term also in future. Pedal Ready prepares children for cycling by using games to develop their bicycle handling and awareness skills. Such a scheme offers our future generation the skills needed to adopt more sustainable travel options both now and in the future.

The Level 1 training course is primarily geared for children aged 10 to 11, but can be tailored to other age groups. The summer programme was adapted to children aged 6 to 13, to offer to programme to all children who had expressed an interest in taking part. The course gives children the skills to make safer choices when cycling and to enjoy the freedom of riding a bike. Pedal Ready comprises three levels of competency-based cycle training.

Level 3 tackles busy traffic situations and complex junctions.

Level 2 is delivered on quiet roads and teaches participants the skills necessary to take a basic on-road journey and includes a variety of junctions.

Level 1 is aimed at the basic bicycle control skills that are required to cycle safely in any environment.

Cyclists will likely need to cycle on roads with other vehicles for part of their journey. It is therefore, important that cyclists are equipped to cycle on the road, are confident and have good bike handling skills. It is also important that cyclists and drivers look out for and respect each other.

Pedal Ready Course Summer 2022

19. Cycle Parking & Storage

Cycle parking / storage is an essential component of cycle infrastructure and a lack of secure parking can be a significant deterrent to choosing to cycle. Sufficient and convenient cycle parking enables people to choose cycling over driving. We will seek opportunities to provide improved and additional cycle parking across Gibraltar. In identifying locations for such facilities, the rationale will be to enable to cycle to work, and cycle and improve access to key services. Therefore, parking will be maximised at strategic locations, including the town centre and residential properties, and along the developing cycle route network.

Car shaped bicycle racks installed at Europort Road.

Existing bicycle parking around Gibraltar.

Cycle parking, and routes to and from it, will be clearly marked, well-maintained, well-lit, and integrated into the built environment. We will also encourage the provision of innovative and secure parking and storage facilities in new developments. Existing cycle parking provision are identified in Appendix D.

We will also seek to install e-bicycle e-hubs, to encourage the uptake of electric bicycles in Gibraltar. As well as encouraging private business to incorporate such facilities within their premises for employees.

BICYCLE PARKING TAKES UP 8 TO 10 TIMES LESS SPACE THAN CARS, HELPING TO FREE UP SPACE.

19.1 Bicycle Disposal

When bicycles have reached the end of its life, they should be disposed of correctly. Bicycles from households should be taken to the Civic Amenities Site, located at Europa Advance Road. Disposal of bicycles from commercial entities should be taken to the Eco-Park, located at Devil's Tower Road.

20. Promotion and Encouragement

The promotion of cycling and related facilities is required to increase awareness of the opportunities for cycling. We recognise that improving cycling facilities alone will not dramatically increase the level of cycling in Gibraltar, and that the promotion of cycling and its health, environmental and economic benefits is also required. Therefore, a social media campaign will run alongside the development of cycling routes. We will also continue to work with and support individuals, employers, and other organisations, such as the Department of Education, to support and facilitate sustainable travel choices as part of our stakeholder engagement programme.

21. Maintenance

Routine and seasonal maintenance plays a major role in cycle safety. Cyclists are particularly vulnerable to defects and debris on the road surfaces, which can present hazards to cyclists, resulting in punctured tyres, compromised route alignments or obstacles, all of which could risk the safety of cyclists, and put them in conflict with other road users. Cycle routes require specific maintenance, including the regular cleansing of gullies and kerb lines, as well as the cutting back of vegetation. We will design and build cycling infrastructure to ensure longevity and ease of maintenance, thereby minimising maintenance costs. Regular inspections will be carried out to ensure any necessary maintenance work is cost effectively programmed and prioritised.

22. Major Refurbishments & New Developments

In the future pedestrian needs and facilities should be considered at the inception of all public and private projects, and addressed as part of the total design solution.

Similarly, there are significant and cost-effective opportunities to provide cycle infrastructure during the construction and maintenance of road networks, particularly in new developments. It is important that cycling infrastructure is embedded into our planning, design and road policies and processes. This will ensure that good quality cycle infrastructure is delivered in all new developments, new roads and road improvement schemes. In particular, new developments should also provide appropriate levels of cycle parking and charging infrastructure of e-bikes.

This policy document, alongside the new forthcoming Development Plan, will aid all future developers for the integration of pedestrian and cycle infrastructure as part of their designs, as well as enhancing the proposed cycle network, providing the fundamental blue print to adhere to, as part of the Government's vision for its Active Travel Strategy.

23. Proposed Timeframes for Cycling Initiatives

Short term goals

- Re-launching of the pedal ready scheme, an initiative which prepares children for cycling, by using games to develop their cycle handling and awareness skills. Such a scheme offers the next generation the skills needed to adopt more sustainable travel options both now and in the future.
- Implementation of an adult cycle training programme.
- Introduction of Advanced Cycle Stops.
- Introduction of Phase 1 cycle lanes (trials) at key areas across Gibraltar.
- Increase grant provision for electric bicycles.
- Expansion of bicycle parking infrastructure at key locations.
- Continue to investigate the use of bridges, existing infrastructure and tunnels for cycle routes.

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Medium & longer term goals

- Continued roll out of cycling infrastructure across Gibraltar, Phase 2 and Phase 3.
- Development of secure cycle parking, including charging infrastructure for e-bikes.
- Toucan crossings instead of Pelican crossings.
- Introduction of smart traffic measures, such as smart traffic lights.
- Introduction of digital cycle counters.
- Increasing and improvement of pedestrian areas.
- Introduction of timed wayfinding signs across Gibraltar.
- Implementation of cycle training in workplaces (as part of employer travel plans).
- Implementation of cycle training initiatives in school (as part of school travel plans).

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24. Data Collection

The Ministry of Transport will aim to introduce digital cycle counters on the new primary cycle routes, to gauge a real time total of cyclists per day or per year, to provide a visual nudge/ reminder that cycling infrastructure is a key part of the transport system, and communicates to cyclists that they are valued. They provide evidence of the level of use of a facility, or particular route, which can help inform future decisions.

25. Monitoring & Review

Feedback will be critical to the evolution and success of this policy. It is important to be able to monitor the effects of introducing these schemes, in order to assess progress towards the achievement of the Active Travel Strategy's objectives. This will include monitoring of pedestrian and cycle traffic flows, the observed behaviour of cyclists, reported accidents and monitoring of complaints about perceived traffic danger and reduction in traffic, as a result of increases in the number of individuals walking and cycling.

Meeting or exceeding the requirements set by this guidance, is key to ensuring that future pedestrian and cycling infrastructure provides a high level of service and is attractive to all potential users, (particularly new or less confident cycle users). We will monitor the results of the strategy and use this information to guide future revisions of this document. It will remain under continual review and will be updated to reflect emerging best practice. We will also continue to work closely with local cyclists and other key stakeholders during the review and implementation process.