

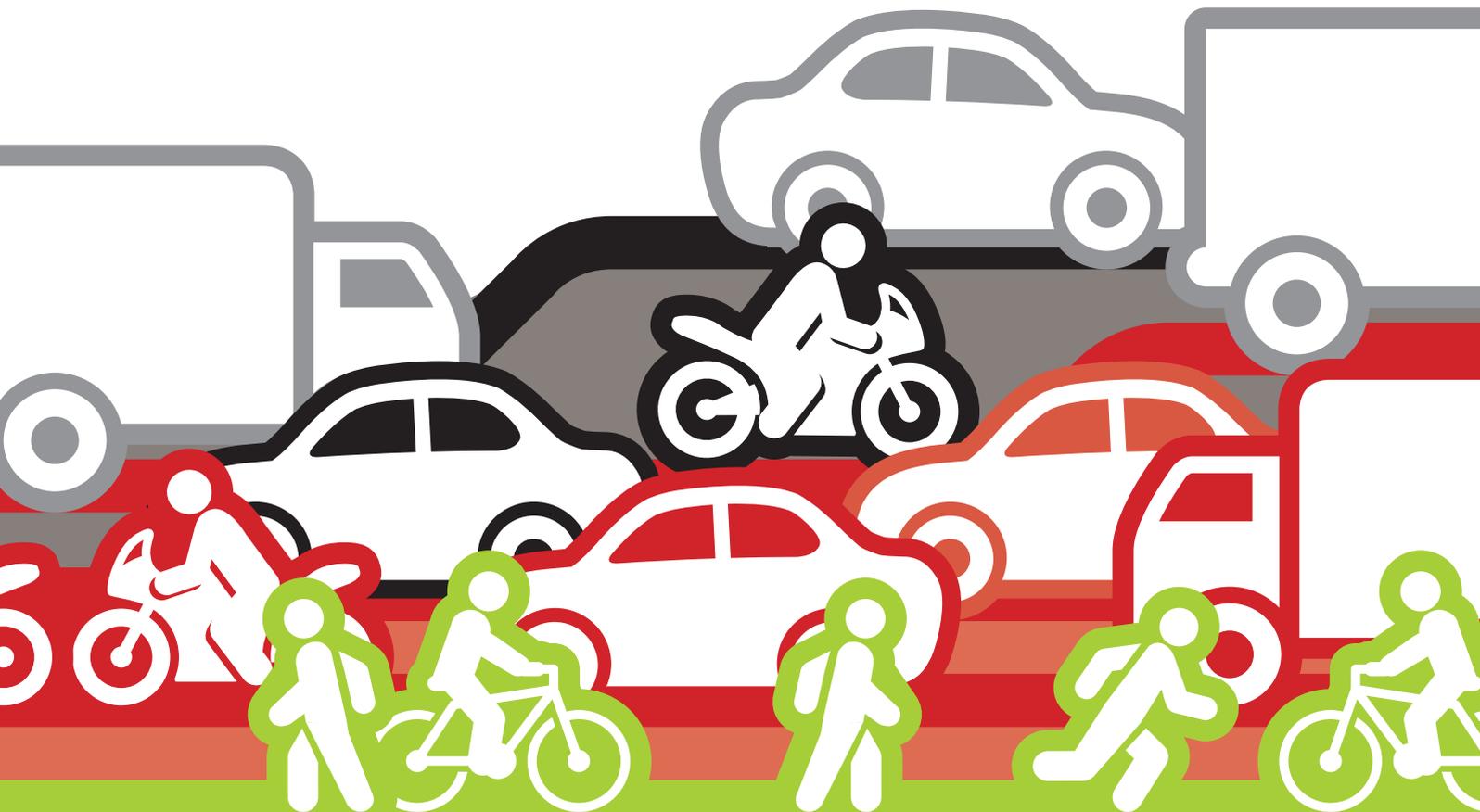


HM Government of Gibraltar

Sustainable Traffic, Transport and Parking Plan (STTPP)

Summary Document

March 2017



Document available for download from:

<https://www.gibraltar.gov.gi>

CONTENTS

SUSTAINABLE TRAFFIC, TRANSPORT AND PARKING PLAN (STTPP)

SUMMARY

| | | |
|----|--|----|
| 1 | Introduction | 2 |
| 2 | Context for Travel & Transport in Gibraltar | 3 |
| 3 | A New Transport Vision & Strategy for Gibraltar | 7 |
| 4 | Parking & Demand Management | 9 |
| 5 | Public Transport in Gibraltar | 15 |
| 6 | Sustainable Travel (Walking/Cycling) and Smarter Choices | 22 |
| 7 | Environmental Enhancements | 31 |
| 8 | Road Safety & Traffic Management | 34 |
| 9 | Forward Planning & Urban Design | 40 |
| 10 | STTPP Implementation Plan and Performance Management | 42 |
| | Further Information | 44 |



FOREWARD

The Hon. Fabian Picardo MP, Chief Minister of Gibraltar



I am delighted to introduce Gibraltar's Sustainable Traffic, Transport and Parking Plan (STTPP). I truly believe that making these important changes to the way we move around the Rock are the future if we want to safeguard the environment, encourage a healthier lifestyle and enjoy the benefits of greater traffic flow. The Government is determined to reduce the impact of transport operations on the environment. The health of our nation is also my concern. Using alternative transport, such as cycling or by walking, as I do to work daily, helps to promote a better wellbeing.

The STTPP is a real plan – an all-encompassing plan. It is an authoritative and well-researched document covering all aspects of the effects that transport will have on our lives and our environment. It is also a plan that will evolve with us, just as our lifestyles evolve. This is a plan that should be embraced by us all as it is important for Gibraltar, its economy and our health.

The Hon. Paul J. Balban MP, Minister for Infrastructure and Planning



It gives me great pleasure to be able to present HM Government of Gibraltar's Sustainable Traffic, Transport and Parking Plan (STTPP). A study of this magnitude has never been conducted locally with regards to Traffic and Transport together with its effects on our environment as a whole in a way that is scientific and solid in its grounding. The work has encompassed a very wide consultation process across the board. Opinions and feedback was sought from a wide sector of the community including members of the public, NGO's, commercial entities and associations, Tenant's Associations, other interest groups, schoolchildren, essential services and of course the road user, often each with competing interests. This plan is clearly a live document, one that will evolve and grow with us.

As Gibraltar grows and our needs change, so will it too. But, change is change, and human nature does not adapt easily to change at first. With time, I trust that we as a Community will all be able to appreciate the bigger picture and will begin to understand that things have to change if we are to make inroads into our health, our environment and our wellbeing making Gibraltar an attractive place to live, work, visit and do business in, in the future.

The Hon. Dr John Cortes MP, Minister for Education, Heritage, Environment, Energy and Climate Change



Our quality of life and our health are hugely influenced by what we do with transport. While the use of vehicles clearly improves our mobility and hence our access to work, services and recreation, emissions from burning fuel just as clearly adversely affect our health. We need to strike a balance. We must all make a conscious decision to change our behaviour. We must be willing to use alternative forms of transport more than we do, be it public transport, cycling or walking. We should consider making our next car a hybrid or electric car.

We should ponder whether the best response to having difficulty in finding parking is to shout for more spaces, or to use the car less. We should encourage friends and family to do the same.

As our power generation is set shortly to become much cleaner, emissions from vehicles will become the most significant source of air pollution in our urban areas. We must all be willing to assume responsibility for this, and play our part. The sound guidance provided in the Plan will help us along this journey.

01

INTRODUCTION

Welcome to Gibraltar's new Sustainable Traffic, Transport and Parking Plan (STTPP). This plan is a result of the Government's manifesto commitment to address congestion and movement problems throughout Gibraltar. Of particular concern is the level of rising traffic congestion and its contribution to air quality problems.

The Government appointed a global consultancy firm, Mott MacDonald to help develop the new plan bringing with them extensive international transport experience and best practice.

Over the past few years, work has been ongoing to collect data and obtain information on transport and travel characteristics throughout Gibraltar, seeking views from a wide range of stakeholders including residents, businesses and tourists on the key transport issues and problems. This information has been used to develop a new transport policy and strategy serving the next 10 years and beyond. A series of new transport policies and proposals are set out within this document which will help meet Gibraltar's future travel needs in a sustainable way. This summary outlines the main features of the STTPP. Details of how to access the full plan and supporting documents can be found online at:

<https://www.gibraltar.gov.gi>

The key aims of the new Sustainable Traffic, Transport and Parking Plan are to provide an efficient transport network, improve environmental conditions and encourage healthier, sustainable travel choices for residents and tourists alike. The plan also supports other wider quality of life objectives including improving accessibility to facilities and services and improving transport security and safety.

At the heart of the plan are significant enhancements to the public transport system that will enable people to travel throughout Gibraltar on higher quality vehicles whilst benefitting from the latest technologies available. Up-to-date travel information will be available via phone apps initially and realtime displays will be considered at bus stops in the near future.

New pedestrian and cycle routes would provide sustainable connections between local communities and key destinations within the town centre such as Main Street and the Cable Car at Grand Parade, as well as the Frontier. New cycle facilities are proposed to encourage more cycling activity and pedestrian crossings and footways improved.

Recognising the high level of car ownership and use within Gibraltar, it is essential that new parking controls are introduced to manage and control parking activity more effectively in the future. New proposals to introduce both on-street and off-street parking charges and controls are included in the plan – building on the pilot schemes recently introduced at Waterport Road and Line Wall Road.

We will be introducing new pilot Residents Parking Schemes throughout Gibraltar where appropriate, following consultation with key stakeholders aimed at improving local parking and access. The Plan recommends a thorough review of the Gibraltar Blue Badge Scheme to reduce dishonest use and improve the parking opportunities for people with genuine special needs.

The congestion and parking problems associated with school travel are well known in Gibraltar. To help address this, proposals for the development of sustainable transport measures at schools could be developed. The pilot scheme at St Joseph's School introduced more effective parking arrangements, better drop-off facilities and improved access for bus services. We have now monitored how these changes have worked and will be looking at developing further schemes at other schools throughout Gibraltar.

This plan will ensure that Gibraltar can continue to grow and prosper and that new environmentally-friendly transport solutions will create a cleaner, healthier and safer environment for us all to enjoy.

02

CONTEXT FOR TRAVEL & TRANSPORT
IN GIBRALTARPRIMARY GOAL OF
GOVERNMENT

- Address increasing levels of congestion and its associated impacts on the environment (meeting air quality standards).
- Supporting the economy (attracting inward investment and supporting tourism).
- Meeting social needs (access to key facilities).

VISITORS

- Approximately 12,000 people cross the border each working day including 2.5m vehicles a year.
- 350,000 cruise visitors disembark a year.
- 220,000 air passengers land each year.

CAR OWNERSHIP

Gibraltar has one of the highest car ownerships in the world. Perhaps because of:

- Low fuel costs.
- No road tax.
- Low parking fines.
- Low insurance rates.
- Free/low cost parking.

Introduction

Concerns raised by residents, businesses and tourists show that congestion is increasingly becoming a regular and sustained part of daily life in Gibraltar. This includes frontier queues and traffic associated with the Airport causing significant traffic congestion and circulation problems on a regular basis. The knock-on effect has a major impact on Gibraltar's internal highway network at peak times, not just in the north around the airport or on the approach to the Frontier. In the Old Town, parking pressures are increasing as a lack of off street parking results in tourists and commuters using residential streets as day time parking.

Large numbers of visitors throughout the year from the land border, cruise ships and the airport merely add to the congestion levels experienced on an already strained transport system. These challenges are set to continue with future planned developments adding to transport pressures. Therefore, tackling congestion on Gibraltar's transport network is a key objective that is being addressed by this new transport strategy.

Despite the limited road capacity and increasing congestion it is generally acknowledged that there is a 'car culture' in Gibraltar, often originating from the desire to own a scooter as soon as legally allowed, rapidly followed by purchasing a first car and too often a second car. Possibly stemming from the days of a closed border and compounded by the relatively cheap cost of owning and operating a car, breaking this trend will be a challenge requiring education, persuasion and intervention.

The Government is committed to taking affirmative action to improve air quality in line with European limits and requirements. An assessment of local air quality has revealed that EU targets for both PM10 and NO2 concentrations will not be met unless more action is taken. The Gibraltar Air Quality Action Plan (AQAP) sets out how Government will encourage other organisations and the business community to take action to improve air quality. Within the AQAP there is reference to a range of measures to control and manage emissions from road transport, several of which are already being implemented. The increasing problems of traffic congestion and air quality highlight the need to strengthen the policy framework to focus on improving sustainable transport options and establishing a blueprint for future transport. Therefore, this new Sustainable Traffic, Transport and Parking Plan (STTPP) has been developed which sets out a new approach for delivering sustainable transport solutions.

A new policy framework is proposed and a programme of interventions aimed at delivering a 'step change' in the level and quality of sustainable travel options that meets future travel demands. The Plan is based on extensive research of travel and transport characteristics in Gibraltar as well as the views and suggestions of the general public and many different stakeholder groups and organisations.

Gibraltar transport and development statistics

When developing the STTPP, a wide range of transport-related surveys were undertaken which revealed:

- 61% of car journeys involved single occupancy car trips.
- Over 40% of vehicles parked on-street stay all day, compared with 23% for off-street vehicles.

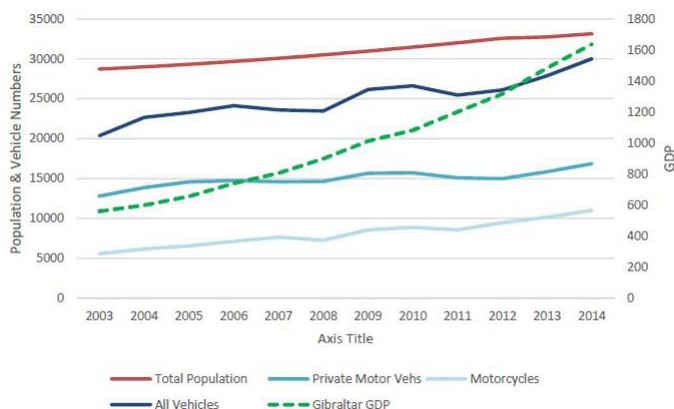
KEY CHANGES

- 1982 - population 29,350 with 11,650 jobs in the economy.
- 2014 - slight rise in population 31,140 people but doubling of jobs to 24,422 jobs.
- Rapid cross border growth in traffic movement.
- During 2000-2010 cross border vehicle volume increased by 75%.
- Extensive delays from border to town centre can be expected even after the new Airport Access Tunnel is open.

- More than half of primary school children were found to walk to school.
- There is a heavy demand for most bus services during the morning peak, often with over-crowding whilst other times of the day buses were not so well used.

Gibraltar demographic statistics

There is strong correlation between economic growth, jobs and vehicle ownership, resulting in continuing growth in locally registered vehicles. However, limits on the availability of residential property in Gibraltar means that the expanding economy is reliant on the daily influx of commuters from Spain further adding to the strain on the transport network. Looking ahead, in terms of Gibraltar's population, it is unlikely that current trends will alter and so it is anticipated that the total population will increase by around 6.5% by the year 2025. The scale of new housing projects proposed by the Government will be in line with this level of increase to cater for demand. However, there will still be significant commuter movements from Spain each day. Statistics are demonstrated in the chart below:



| Issues raised by the public and stakeholders | How this response has been taken on board in STTPP |
|--|--|
| Public Transport Aspects: | |
| Concerns about coverage of bus services (full north-south route) and hours of operation (limited options after 9pm). | A new night-time bus service has been introduced on Fridays/Saturdays and use of the service is being monitored. If successful and well used, the service will continue and may be extended. |
| There are a number of poor interchange points such as Market Place in the city centre which are too busy and unsafe. | It is proposed to replace Market Place as the main interchange point and establish a series of smaller interchange hubs as part of new bus network approach. |
| Numerous comments were received regarding the shortcomings of the local taxi service. | An improved management system for monitoring taxis has already been introduced and further opportunities to provide improved access and facilities for taxi services are addressed by the Plan. |
| Enforcement of parking restrictions at bus stops needs to be improved so that they are fully accessible to bus vehicles without obstruction. | Parking strategy includes greater emphasis on enforcement and in longer term new technology will support this (greater use of CCTV enforcement and control room in partnership with the Police). |
| Better access for coaches in terms of facilities and integration with the cruise terminal. | The new Midtown Coach and Car Park has now been constructed and is much closer to the main tourist areas. |
| Sustainable Travel Modes (Walking & Cycling): | |
| Pedestrian safety issues for vulnerable road users - with poor crossing points and conflicts between pedestrians/vehicles. | New pedestrian route network is being proposed with improved access/crossing points and more accessible 'gateways' into the city centre. |

| Issues raised by the public and stakeholders | How this response has been taken on board in STTPP |
|--|---|
| There is limited infrastructure to encourage cycling – aim to use existing infrastructure more fully (for example, the City Walls) to provide better links. | New cycle strategy framework developed including new routes, new secure cycle parking and refresh bike-hire scheme, integrating with other modes such as the bus. |
| Pedestrian crossing facilities often create delays for vehicles in particular locations with heavy pedestrian demand (for example, from cruise terminal and airport into the city centre). | Pedestrian flows have been analysed and key pedestrian routes proposed. Key crossing points identified with an emphasis on improving access to city centre. |
| Town Centre Access Issues: | |
| Concerns over access to Main Street with vehicle access (deliveries) and local air quality. | New parking and traffic management controls in the town centre (as part of new controlled delivery zone) will improve access for deliveries – including low emission vehicles. |
| Within the city centre, loading bays are poorly enforced – reducing access to commercial vehicles. | Parking strategy includes stronger enforcement control and regulation with better facilities for parking and loading within the city centre. |
| Land-use Planning Issues: | |
| Particular problems are experienced during major events. | Strengthening planning requirements in terms of sustainable modes and public transport will reduce traffic levels and encourage more use of sustainable modes. |
| Parking & Traffic Management Issues: | |
| Cross-border traffic is a long-standing problem that fluctuates in magnitude - with problems caused by existing traffic management arrangements. | A package of measures has been identified to improve movement to/from the Frontier including bus/taxi enhancements, improved pedestrian facilities. In the medium term, improved access to the city needs to be addressed once the new Airport Access Tunnel is open, with future potential options such as consideration of a new pedestrian route or public transport connection under the runway could be considered in the future, if feasible. |
| Parking provision in the Westside District is inadequate to cater for local demand. Some areas are not used which could create additional parking spaces. | The new parking strategy proposes the rollout of a number of controlled parking zones, which could be implemented following consultation with residents/estates. Such controlled parking zones will help to better protect local parking/amenities. |
| There is a lack of adequate signage for drivers, pedestrians and bus users. | A review of all signage and way finding will be carried out to rationalise the number of signs, remove street clutter and standardise the format, colours and information for different types of uses. In addition, Variable Message Signing (VMS) linked to on/off street parking facilities to reduce drivers searching for spaces will be considered. |
| There is a need for better co-ordination of street works to reduce delays on the road network. | There will be a greater emphasis on developing more efficient street works management system using available technology to ensure that planned events have a reduced impact on the local highway network and that alternative routes are kept free of roadworks. |

TRANSPORT ISSUES - SCHOOL SECTOR

- School parking - primary concern. Traffic congestion at schools is reflected in proposals to promote and encourage school travel plans.
- Cycling to school is not presently an option due to safety issues and lack of safe and secure cycle facilities, otherwise children would be willing to cycle.
- Options for new school bus service to help reduce peak period car trips should be investigated fully.
- Extended school drop off times in the morning should be considered to help improve safety of children and prevent traffic build-up within the very narrow 15 minute window for drop-off.

Stakeholder views on transport issues

Stakeholder engagement has played a key role in the development of the policies and proposals contained within the Plan. A range of stakeholder activities were undertaken including discussions with businesses, transport providers and a variety of community interest groups to obtain their views on transport issues and provide feedback on emerging ideas and concepts that could be included within the new transport strategy for Gibraltar. A summary of issues raised is presented below together with how these have been addressed in the new transport plan.

Key transport issues relating to the school sector were discussed with representatives from the Department of Education as well as Head Teachers. It is considered important to address the 'car culture' issue in Gibraltar more fully and encourage more sustainable travel activity in school, not least the need to encourage healthier, active travel by pupils.

An online questionnaire obtained further details of issues and problems experienced by pupils and staff, as well as identifying opinions on the types of measures that would encourage a change in behaviour towards more sustainable transport modes.

Modelling strategic transport policy options

To underpin the new transport strategy, a new purpose-built strategic transport model was developed using extensive traffic data collected. This transport model has helped to predict areas of future traffic congestion on the highway network, which need to be addressed as part of the new transport strategy.

A range of different policy options were developed (from unconstrained car growth to restrictive demand management) and tested to see the impact on future car trips levels as well as public transport. The preferred option was a 'balanced' set of measures, which sought to include a mix of network changes (including capacity enhancements) as well as the possible introduction of parking charges and investment in sustainable travel options.

The balanced package of measures provided the best results in terms of an overall reduction in the level of car use, with a significant increase in the level of public transport patronage and an increase in the proportion of walking/cycling trips.



ST JOSEPHS SCHOOL - BEFORE AND AFTER

03

A NEW TRANSPORT VISION & STRATEGY FOR GIBRALTAR



TRAFFIC CONGESTION ON WINSTON CHURCHILL AVENUE CONTINUES TO BE A PROBLEM

The STTPP will create a sustainable transport system by addressing the following objectives:

- Ensuring the transport system is accessible to all.
- Reducing air and noise pollution, greenhouse gas emissions and energy consumption.
- Improving safety and security.
- Improving the efficiency and cost-effectiveness of the transportation of persons and goods.
- Contributing to enhancing the attractiveness and quality of the urban environment and urban design.

Introduction

Over the next 10 years, local changes such as employment and population growth, together with other international changes such as the development of tourism and cross-border travel will place considerable pressures on Gibraltar's transport network. This new Sustainable Traffic, Transport and Parking Plan (STTPP) covers this period as well as longer term implementation aspirations. Gibraltar is fortunate that many local factors suggest that travelling by sustainable modes should be a realistic option for the majority of residents and visitors. The favourable climate, compact urban area, much of which is on flat terrain all support non-motorised travel opportunities. The pedestrian priority zone in the town centre is already popular with residents and visitors and supports the local retail and tourism sectors.

However, there are also several challenges and constraints which hinder sustainable movement, the most significant of which are:

- The very high levels of vehicle ownership within Gibraltar.
- The high quantity of cross border traffic.
- The influx of visitors wishing to experience the many unique sights and tourist attractions.
- Severe congestion and delays for all road users due to the high traffic flows on the main road network, particularly the access to and from the frontier and airport.

Congestion on the principal road network deters cycling, creates a barrier for pedestrian movement and affects bus journey reliability. Levels of pollution from vehicle emissions have led to an Air Quality Management Area (AQMA) being declared and the challenge is to constrain the level of vehicular growth in Gibraltar whilst at the same time encouraging people to consider alternative modes of travel. Population and employment levels within Gibraltar are expected to grow over the coming years, increasing the pressure on the transport network. The population demographic will also change over this period with an increase in older and dependent people who will need to be provided with access to key services.

What we want to achieve

The STTPP has a key role in meeting the wider needs and aspirations of Gibraltar over the coming years to enable everyone to undertake their activities in the most sustainable way and to create a transport system that:

- Addresses the transport-related climate change and local air quality issues in Gibraltar.
- Encourages people to consider walking, cycling and using public transport as viable alternatives to using the car.
- Improves overall mobility in and around Gibraltar with sustainable links between residential areas and the town centre, with good access to opportunities for employment, education, training.
- Enables people to travel safely, securely and in comfort.

The new vision for transport in Gibraltar

Transport has a major influence on life in Gibraltar but with a growing economy and environmental pressures, there is a need to look even further ahead to ensure that the STTPP for Gibraltar is delivered in a sustainable way.



IT IS IMPORTANT THAT THERE IS A RELIABLE BUS NETWORK AT THE HEART OF THE TRANSPORT STRATEGY

Gibraltar’s STTPP sets out a long-term sustainable transport strategy from now and in the longer term, building on the views of residents, local business and stakeholders who live in and contribute to the economy of Gibraltar. The policies and measures defined in the Gibraltar STTPP cover all modes of transport including public and private, passenger and freight, motorised and non-motorised, moving and parking.

VISION STATEMENT

‘Gibraltar’s future transport system will be one in which users are able to move around in a safe, reliable and sustainable manner increasing its attractiveness as a place to live, work, visit and do business. There will be a real choice to meet travel needs with good access to employment, health, education, retail and leisure and encourage more sustainable travel behaviour. Sustainable modes of travel will be developed that minimise adverse impacts on the environment and promote healthier lifestyles.’

Meeting the challenges

To achieve this vision and address the different transport challenges which face Gibraltar, the strategy has been developed taking account of a number of key themes:

- Providing quality alternatives to the car, to offer more choice and enable more trips to be undertaken by sustainable means.
- Improving strategic links to enhance the wider connections with the key residential and employment areas across Gibraltar.
- Encouraging behavioural change and uptake of smarter travel choices to maximise the use of walking, cycling and public transport and continue improving road safety.
- Tackling transport emissions to reduce the release of pollutants harmful to health and the environment.



The objectives of the STTPP

It is important to identify a number of objectives to set out how to achieve Gibraltar’s new vision for transport which are as follows:

- To manage the transport network effectively to provide network efficiency, reduce unnecessary delays and traffic congestion.
- To improve environmental conditions for communities in Gibraltar by reducing the adverse effects of transport on the local environment.
- To maintain and improve accessibility to facilities and services for all – including pedestrians, cyclists and bus users, and particularly for disadvantaged people.
- To promote and encourage healthier and more sustainable travel choices and improved ‘quality of life’.
- To reduce road accidents, particularly for vulnerable road users.
- To maintain and improve transport and community safety and security, including reducing perceived danger.
- To maintain and improve the transport infrastructure.



ARTIST’S IMPRESSION OF PEDESTRIAN IMPROVEMENTS ON GOVERNOR’S STREET

The following sections set out the issues, strategic approach and actions proposed within the STTPP.

04

PARKING & DEMAND MANAGEMENT

STRATEGY

The strategy includes several complementary objectives:

- Discouraging unnecessary use of private cars.
- Allocating space for those with priority needs.
- Providing short term space to support retail and evening economy.
- Deterring abuse through effective enforcement.
- Generating income for further investment in transport and environmental schemes.

DERELICT VEHICLES

It is proposed that the identification, removal and disposal of derelict vehicles is regularly undertaken.

STREET CLEANING

Implementation of a systematic street cleaning campaign which will improve turnover of vehicles using free parking spaces.

PARKING CONTROLS

It is recommended that there is a gradual introduction of new parking controls via a phased programme starting with the core town centre area which seeks to better manage parking.

Introduction

The parking strategy for Gibraltar forms part of the demand management approach for the STTPP within an integrated transport system. To be effective, it needs to be complemented by other policies, which provide good quality alternatives to private vehicles. This includes provision and control of off-street parking, on-street parking (including Residents' Parking Zones), Private Non-Residential Parking (PNR), as well as motorcycle parking and disabled parking.

Summary of key issues

- **High levels of car ownership:** car ownership levels and the demand for car parking are higher than would be expected for an area and population comparable with Gibraltar. In 2016 there was statistically, 1 registered vehicle per person compared to between 0.3 and 0.6 in other EU countries. There are currently approx. 19,000 registered vehicles and 11,000 motorcycles registered in Gibraltar with more vehicles crossing the frontier each day.
- **High demands for parking in the Town Centre:** research has shown a high demand for car parking in the centre of town and other highly populated residential areas. In particular, parking demand is greater for on-street spaces than for off-street car parks, where no time limits are in place. Parking demand increases significantly at certain times of the year and during inclement weather.
- **The cost of parking:** car parking is predominantly free in Gibraltar with only a limited, although increasing number of public spaces imposing a charge. Much of the parking is not time restricted, most notably for on-street locations in the core retail centre such as Fish Market Road. Elsewhere, such as in La Linea in Spain, parking charges currently operate for on and off-street parking.
- **Enforcement issues:** enforcement is a key requirement of any successful parking strategy and there is a need to improve this by looking into the use of modern technologies.

Strategy elements

The approach taken within the parking strategy is to maximise opportunities from the existing transport network and managing existing assets more effectively to reduce impacts of vehicle congestion on the network. Effective demand management plays a key role in this approach to help manage growth in traffic and to encourage people to consider other alternatives and thereby supporting more sustainable travel options, complementing other aspects of the Plan.

The principal aims of the parking strategy are as follows:

- To help maintain and promote the economic and commercial viability of Gibraltar's economy and tourism sector.
- To contribute to a balanced and sustainable integrated transport system including helping to achieve modal split and traffic reduction targets.

These aims will be met through the following mechanisms:

- Using the pricing controls in the town centre to control the demand for parking for both on and off-street parking.
- Improving the efficiency of parking through the designation of use.
- Enforcing parking regulations effectively.
- Providing Residents' parking schemes.

PARKING ENFORCEMENT - BENEFITS

- It is essential to ensure that parking policies are effectively implemented and enforced, with associated benefits in terms of improved traffic and public transport flow, road safety improvements, maximising the use of parking places and environmental benefits.
- Integrating enforcement and parking control provides opportunities for better monitoring enabling it to become more responsive to public needs and the Government's requirements in terms of community engagement.



PAY & DISPLAY ZONE

Parking supply and pricing

In relation to parking management the overarching aim is to support the local economy and facilitate sustainable development growth through:

- Meeting residents' needs for car parking near their homes, thereby giving residents a fair opportunity to park on the streets where they live.
- Managing future on-street parking controls to reduce traffic conflicts, obstructions and delays.
- Support businesses, especially in the town centre, to thrive and prosper through appropriate parking provision and management.
- Ensuring that a suitable enforcement regime is in place to manage the parking supply and regulations effectively.

It is recommended that the introduction of new parking controls be delivered in a phased programme. The recommended approach is to accommodate essential demand through the re-designation of parking and increase capacity by reallocating rental spaces to other suitable locations. The introduction of charges for parking (Pay & Display, cash/credit card and telephone payment) is considered the most effective mechanism for ensuring parking turnover is achieved in key areas such as in the town centre, to support the local economy. Pricing structure needs to be adjusted to achieve the desired level of parking occupancy.

On-street parking charges

It is recommended that a gradual introduction of on-street parking controls is undertaken which will include the following key features:

- **Removal of limited numbers of parking spaces:** the space created will help to expand bus stop capacity at particular locations and also improve pedestrian access on the key access routes into the town centre.
- **Introduction of charges for on-street parking:** parking charge rates should be higher than any off-street charges, with a maximum stay of between 2 and 4 hours during the day, which may revert to residential use overnight and at weekends in some locations. It may be considered appropriate to reduce the duration of stay to 1 hour or even 30 minutes in certain locations. A charging structure should be considered, where rates increase significantly in relation to parking duration and location.
- **Pilot on-street parking scheme:** a new scheme has been introduced at Line Wall Road aimed at improving daytime and evening access to the commercial and retail sector in Main Street as well as Irish Town.

Later stages of the on-street parking review should consider extending the charged on-street parking in the central area to incorporate additional roads including Waterport Road, Bayside Road and Corral Road as well as Main Street South.

Residential Parking Scheme (RPS)

The significant growth in vehicle ownership and lack of parking facilities has resulted in the Government considering establishing residential parking schemes throughout Gibraltar. This was one of the most salient points raised during the public consultation exercise by residents and is viewed as a key solution to tackle parking problems, which are intrinsic to highly populated areas where private parking spaces are not commonly provided with dwellings. It is also recommended to introduce new residents parking zones to cater for residents living in Irish Town/Main Street and allow use of some spaces on Line Wall Road and Orange Bastion free of charge at defined periods.

Off-street parking controls

It is also recommended to introduce parking controls at a limited number of off-street car parks, to improve turnover at key locations in the town centre to



BLUE BADGES

benefit local businesses by encouraging more retail activity. It is also suggested to increase the number of spaces dedicated to disabled drivers and commercial deliveries if and where appropriate.

Gibraltar Disabled Blue Badge Scheme

Many complaints have been received reporting inappropriate use of Disabled Persons' Badges (DPB). The misuse of DPB has a detrimental effect on the credibility of the scheme in general but also, directly impedes less mobile DPB holders. As a result, there are several areas of the scheme which will be reviewed in more detail including:

- **The application and issue process:** it is essential that a greater level of information be obtained from respective applicants to ensure that only genuine deserving cases are issued with DPB in accordance with the legislative provisions. The policy on the frequency required for renewing applications may also be re-considered with the issue of short period DPB for transient disability and mobility issues.
- **Location of disabled bays and the use of DPB permits:** it is essential that DPB holders understand the rules governing acceptable and responsible use, ensuring that opportunities to park close to destinations and places of residence are realistically maximised to ensure real benefits are afforded to those who are most in need of assistance. DPB holders should always opt for a regular parking space when available leaving Blue Bays free for other DPB users. Blue Bays should not be utilised as private parking spaces for individual DPB holders as per popular belief.
- **Enforcement and prosecution:** it is essential that an effective enforcement operation is established and that a prosecution process is operated with clear responsibilities that are transparent, fair and reasonable. At present the pursuance of penalties and cases is inconsistent.

A new Disabled Blue Badge Scheme is being considered for Gibraltar. This includes the establishment of a national badge for local residents who are driver disabled which will be time exempt. All blue badge holders including non-Gibraltarian nationals who have an EU badge will have to use a time-clock system in parking bays assigned for this purpose that is, short stay.

Disabled parking spaces in commercial areas where high turnover is required, should be time limited. In residential areas where high turnover is not required disabled parking spaces could be unrestricted or long stay spaces.

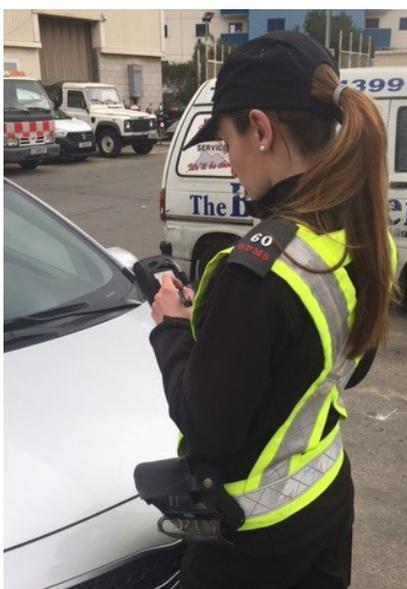
Parking enforcement

Enforcement of parking controls and regulations is a key element of the STTPP. It is proposed that the current approach to enforcement is continuously monitored and reviewed to ensure that adequate resources are devoted to enforcing parking and traffic management measures. In the past, stakeholders had identified the lack of credible enforcement as being a key issue to be addressed within the STTPP and the effectiveness of the Plans' proposals is highly dependent on having a successful enforcement body to control parking areas throughout Gibraltar.

Existing available technology is capable of being expanded to cover the pilot on/off-street parking schemes as well as residential parking scheme(s). Longer-term options exist for upgrading the system to accommodate more automated systems including space allocation and payment mechanisms.

Parking enforcement can also be enhanced with the introduction of a new traffic control centre with CCTV and co-ordinated control. The benefits of introducing a new parking organisation in Gibraltar responsible for parking operational management and control include the following:

- Ensuring that parking policies are effectively implemented and enforced, with



IMPROVED ENFORCEMENT WILL BE ESSENTIAL TO SUPPORT NEW PARKING CONTROLS IN GIBRALTAR



PARKING ISSUES CONTINUE TO BE A PROBLEM WHICH AFFECT BOTH PEDESTRIANS AND LOCAL RESIDENTS



THERE ARE A RANGE OF PARKING ENFORCEMENT TECHNOLOGIES AVAILABLE FOR CONSIDERATION SUCH AS ROVING MACHINES AS USED IN THE UK

associated benefits in terms of improved traffic and public transport flow, road safety, use of parking spaces and environmental benefits.

- Integration of all enforcement and parking policy provides opportunities for better monitoring and use of enforcement, enabling it to become more responsive to public needs and the Government's requirements in terms of community engagement.

A number of other ways to tackle parking problems in Gibraltar exist such as:

- **Initiating more street cleaning campaigns:** these campaigns are useful in tackling indiscriminate long-term parking. It is recommended that cleaning campaigns are planned regularly within different areas to address this problem supported by strong policing.
- **Tackling the issue of derelict vehicles:** it is common for vehicle owners to leave old cars abandoned on the public highway, which often result in cars remaining on the highway for months, if not years taking up valuable space on the public highway. It is recommended that the legislation pertaining to derelict vehicles be reviewed to make it an offence to leave a vehicle abandoned on the road. Possibly the vehicle could be classified as "litter" and dealt with under environmental legislation pertaining to the dumping of litter.

Marketing and promotion approach – parking management

The introduction of new parking controls, regulations and on-street charges will require a strong marketing and communication strategy in advance to ensure that residents, businesses and visitors are fully aware of the changes and schemes that are being implemented. The marketing approach will need to explain the rationale and principles regarding on-street and off-street parking charges and expansion plans where appropriate. Key actions will include:

- Preparing a communication strategy for parking.
- Develop a website to include a parking section dedicated to disseminating information, informing residents' and businesses of the parking principles and plan, and answering frequently asked questions (FAQs).
- Production of newsletter informing the local community, as well as press releases and using social media to inform the public of progress and measures being proposed for implementation.

Introduction of parking technology

Whilst existing Pay and Display technology and Parking Management Officer (PMO) equipment is suitable for current on/off street parking controls and residential zones, there are a number of recommendations to enhance parking management across Gibraltar. These include:

- Development of a new equipment specification that is capable of up-grading to cashless payment options.
- Undertaking a longer term review of the need for more automated enforcement, space allocation and payment processes.
- Further consideration of the development of a control centre with CCTV and coordinated control, in conjunction with the RGP.
- Introducing strategically placed smart signs for off-street car parks and on-street parking facilities aimed at reducing circuitous traffic movement and encouraging a more efficient use of existing parking capacity.
- Considering the adoption of Automatic Number Plate Recognition (ANPR) technology to improve the monitoring and enforcement of both on and off-street parking zones as part of a package of improvements aimed at strengthening the enforcement function.
- Building on existing parking technology to link the car parking permit system to the Gibraltar ID card scheme.



PART OF LINE WALL ROAD ON-STREET PARKING HAS RECENTLY BEEN CONVERTED INTO A 'PAY AND DISPLAY' (P&D) ZONE, TO HELP IMPROVE THE CIRCULATION OF PARKED VEHICLES AS WELL AS TACKLE INDISCRIMINATE PARKING WITHIN THIS AREA OF THE TOWN CENTRE



WATERGARDENS PAY & DISPLAY (WATERPORT ROAD)



ZOCA FLANK PARKING ENHANCEMENTS, PAY AND DISPLAY PARKING

Recent developments

A number of initiatives set out in the strategy have recently been introduced to address parking problems in Gibraltar. These include:

- **New parking enforcement operations:** Parking Management Officers (PMO's) are now in place since July 2016.
- **Parking charges:** these are operated through Pay and Display (P&D) machines in a number of strategic locations, as well as demarcation of separate parking areas for motorcycles.
- **Implementation of private rented residential off-street parking garages:** these include most recently Willis Road, South Pavilion, Engineer Lane, Theatre Royal, Arengo's Car Park's and Ragged Staff. The allocation policy within these car parks has been aimed at renting to residents within the relevant catchment area of the car park on a strictly one per household basis, thus reducing on-street car parking demand.
- **The new Midtown coach and car park:** this provides parking facilities for over 1000 cars, together with space for 40 large coaches and 44 mini-coaches. Within the new car park, there is provision for free day-time parking for local residents with a reduced charge overnight.
- **Watergardens pay & display (Waterport Road):** this pilot P&D Parking Scheme was recently completed to address problems of poor circulation of vehicles and problematic access to local businesses in the area. There are still policing challenges in this area to prevent cars parking on the dual carriageway and so it is recommended that a bus and taxi lane is considered along this road and that red lines are considered along this route to prohibit this dangerous parking trend.
- **Zoca Flank parking enhancements, pay and display parking:** as part of the Line Wall Road P&D parking scheme, Zoca Flank was converted into a motorcycle parking area with only a very limited amount of parking for cars remaining available to the north. The area is now well kept and provides easy access for motorbikes to park in a convenient location in the centre of town whilst allowing unrestricted access for commercial deliveries.
- **Waterport Terrace parking scheme:** there is a proposed scheme at Waterport Terraces to increase the level of parking capacity at North Mole Road with the introduction of additional parking bays in an angled configuration adjacent to the pavement in order to improve parking opportunities for visitors/residents of the area.
- **Peter Isola Promenade pay and display parking:** the recently completed Small Boats Marina has also included an element of parking management and control within the scheme. A series of P&D parking bays have been provided to allow both boat owners and visitors alike to park their vehicles for a reasonable amount of time.

Other parking management measures have been introduced in the town centre including the construction of a planter outside Duke of Kent House to prevent indiscriminate parking on the central reservation. Elsewhere, the Orange Bastion P&D scheme will supplement Line Wall Road's parking scheme. This scheme is in its final design stages and is expected to be launched as part of the overall Resident's Parking scheme for the centre of town.

Proposed timeframes for initiatives

| Currently being considered | To be considered for medium term | Will be considered for the future |
|--|--|--|
| <ul style="list-style-type: none"> ● Introduce Gibraltar Environmental Zones. ● New charges for on-street (Waterport Road, Line Wall Road). ● New charges for off-street (Landport Ditch, Fish Market Road, Orange Bastion and Reclamation Road). ● Review residents' parking permit scheme criteria. ● Commence a review and update of the Disabled Blue Badge scheme. ● Commence review of Gibraltar's parking legislation. ● In parallel, consider the merits of decriminalisation of parking enforcement. ● Prepare a marketing strategy and action plan (ongoing). ● Review of South Pavilion Car Park in conjunction with Rosia Lane. | <ul style="list-style-type: none"> ● Review designation and charging for other car parks including Devil's Tower Road, Romney Huts and Grand Parade. ● Review central area residents' parking area. ● Introduce Bayside Road and Corral Road parking measures. ● Depending on outcomes, action findings from the parking legislation review. ● Implement Disabled Blue Badge Scheme review. ● If supported, progress with decriminalisation of parking enforcement legislative changes. ● Explore the adoption of new technology including ANPR enforcement at car parks and links to the Gibraltar ID cards. | <ul style="list-style-type: none"> ● Review existing residential parking areas. ● Explore the introduction of new residents' parking zones. ● Adopt Automatic Number Plate Recognition (ANPR) car park technology with strategic signing to car parks. ● Link car parking permits/ payments to Gibraltar ID cards initiative. ● Depending on outcomes, finalise parking legislation review. |

05

PUBLIC TRANSPORT IN GIBRALTAR

PUBLIC TRANSPORT - OBJECTIVES

- To encourage greater use of public transport in preference to car use through providing a high quality customer 'offer' of a reliable, stable and well-maintained network which provides good journey times and high levels of punctuality.
- To ensure an adequate supply of taxis at all times especially at peak periods and late evenings.



BUS AT COMMONWEALTH PARK



MARKET PLACE BUS STOPS ARE OFTEN CONGESTED AND DANGEROUS TO PEDESTRIANS AND BUS USERS.

Introduction

A good public transport system is of fundamental importance to support people's quality of life and economic well-being, in particular connecting people to schools and the college as well as employment and training opportunities. The primary objective is to encourage greater use of public transport in preference to car use through providing a high quality customer 'offer' of a reliable, stable and well-maintained network, which provides good journey times, and high levels of punctuality.

Good connectivity to key services and destinations is particularly important for the economic prosperity of Gibraltar. The emphasis of the strategy is to support cross-border bus movement and integration of local bus services to encourage more trips by these modes, whilst recognising that car travel will still be important for certain trips.

Over the last two years, the GBCL fleet has been gradually renewed, replacing old buses with more accessible, high quality, low emission vehicles. This investment illustrates the commitment to public transport to be reinforced by STTPP proposals.

Summary of key issues

- **Lack of integrated bus services:** in terms of public transport, it is important to ensure that the local bus network continues to cater for local travel demand, reflecting changes in land use development. Many bus users arriving at the Frontier have a destination beyond the scope of Route 5, which terminates in the town centre. Currently local bus services are not coordinated in terms of fares or timetabling and users requiring onward destinations pay more, incur additional travel time and/or walk for part of their journey. A more cohesive system would bring benefits to both operators if undertaken systematically.
- **Reliability of bus services:** increasing levels of traffic congestion, particularly during the morning and evening peak travel periods is creating problems for bus services in terms of the ability to run on time according to the scheduled timetable. This uncertainty makes it difficult for passengers to plan their journeys to school, work or shopping and at times people waiting at bus stops are uncertain when their next bus is due to arrive. During peak travel periods there is often little space on buses due to the demand from school trips.
- **Requirement to improve taxi services:** public feedback and complaints received clearly demonstrate a taxi service which is severely lacking, at best, in the view of its users. It can be argued that a serious taxi service does not exist locally based on user opinion. Whilst a new system for monitoring taxi services has been implemented in Gibraltar, there is still the perception amongst the travelling public that few taxis are operating during the evenings and peak times, especially during the busy summer months or when a cruise liner is in port. A lack of advance booking service limits travel options by this mode.
- **Need for better information on bus services:** for many local residents, employees and visitors to Gibraltar it is difficult to understand the current bus network, with many different services and destinations served and the problems of understanding timetables.
- **Lack of evening/night bus services:** previously, the limited evening bus services detracted from the attractiveness of this mode with this considered by many stakeholders as a lack of travel choice outside peak travel times.



Strategy elements

Bus network improvements

Improvements to bus services in Gibraltar will be a critical element of ensuring that as many people as possible can travel by more sustainable means. The aim is to enhance, improve and if possible in the longer term, re-structure bus services to establish a new core network serving key destinations throughout Gibraltar. These core bus services could be supported by a complementary network of social bus services that would help improve access to public transport for the elderly and mobility impaired passengers.

PROPOSED NEW BUS LOGO



WEB BASED BUS TRACKER APPLICATION

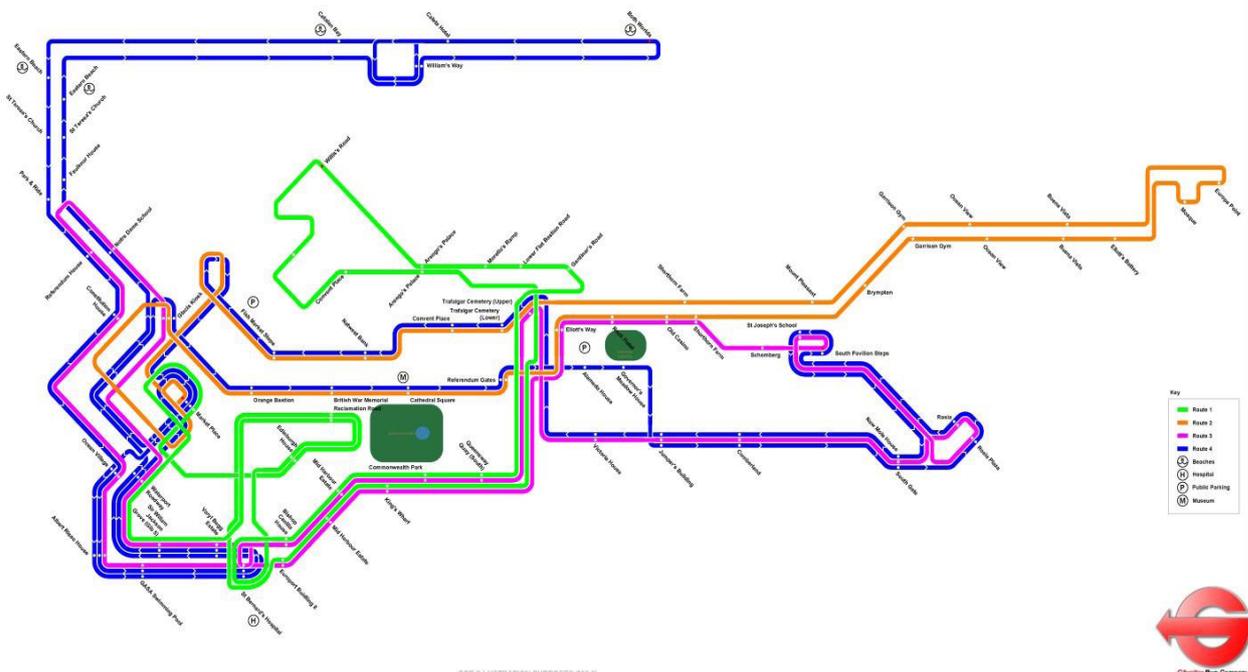
Surveys and feedback has shown that there is significant resistance to changing buses especially by elderly users. Rarely, do buses in other countries carry users to their final destination without the need to make at least one change of service. The resistance by users to change buses, severely hampers the ability to progress and find real improvements to the bus service for those that need to get to their destinations quicker eg the working population. This results in routes becoming convoluted and inefficient. Improvements in information systems would help to bring the bus service into the 21st Century and would then provide a platform to be able to consider further refinements in the future.

Bus service information systems

Service information for GBCL routes is currently displayed at bus stops in a standard format, replicating the information found on the Company’s website (www.gibraltarbuscompany.gi). Users need to know where the bus goes and when, how long the journey will take and how much it will cost. These simple messages need to be conspicuous before and during the journey. A co-ordinated approach to identification and marketing of the network will help improve passengers’ understanding of the service.

While this is straightforward in setting out routes and times, there is no comprehensive map of the whole network, which would help people less familiar with the area to plan journeys. There is a need to include route maps so that potential users can better relate to the bus routes and have clear information presented in an “all routes map”, as illustrated below.

Gibraltar Bus Company Routes



FOR ILLUSTRATION PURPOSES ONLY

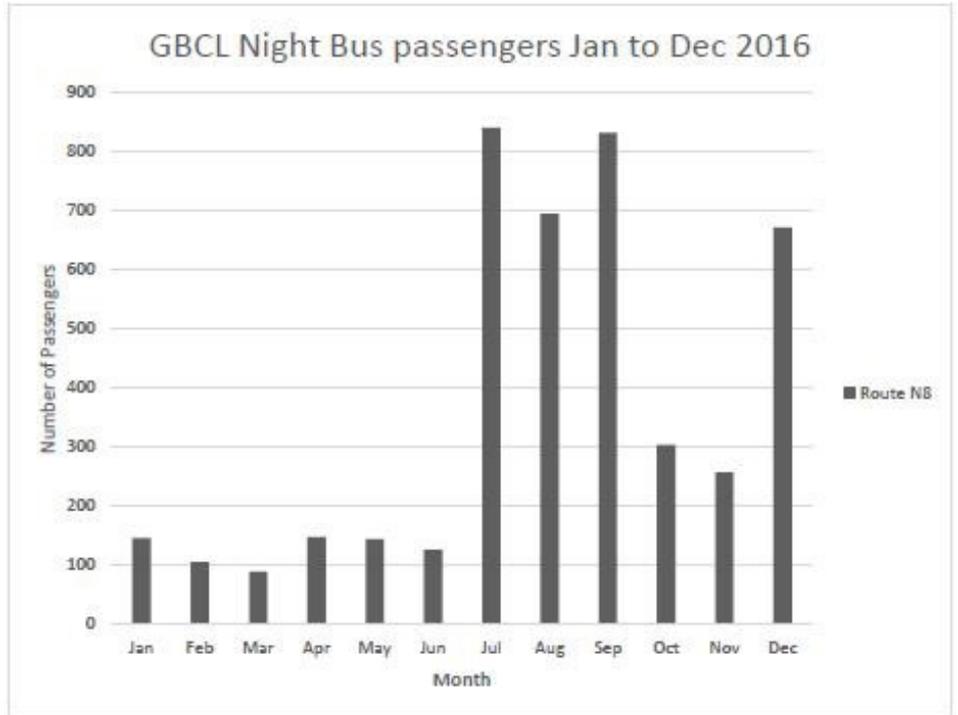




NIGHT BUS

In addition, the use of real time passenger service information provides confidence to users in the event of any delays. This can involve the use of electronic displays linked to a bus location system or replicating the display available through other media.

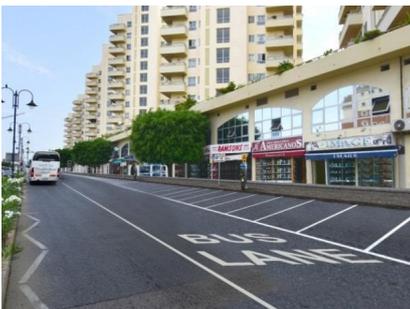
The introduction of the new BusTracker app for mobile phones has helped improve information for passengers substantially. However, it needs to be fully reliable, must display information for all bus routes and be readily available in both iOS/Android formats for smartphone use.



Evening and night bus services

One of the key issues raised by stakeholders in Gibraltar is the limited bus service at night. The introduction of evening bus services and a new night bus service was identified as one of the STTPP pilot projects and on 28 August 2015 an extended service was introduced by Gibraltar Bus Company covering Friday and Saturday evenings between 2100hrs and 0145hrs. Two circular routes were operating, the N8A and N8B, which together provided route coverage for the East Side, South District and central areas of Gibraltar. A £2 fare was introduced per person, with children under eight years of age entitled to travel for free.

This night bus service has now been successfully updated whereby the previous two routes have been merged into one route called the N8. This service covers Friday and Saturday evenings between the hours of 2115hrs and 0145hrs. Continued review of the night bus service is still underway in order to assess any further adjustments/upgrades that may need to be considered in the future.



BUS LANE UNDER CONSIDERATION

Bus service frequency and capacity

Some of the current services operate frequently, others less so. If services are regular, then users can be confident that they will not have to wait for extended periods and that space will be available on the bus. Enhancing frequencies relies very much on traffic delays being minimal and requires more resources which may be a constraint given the limited fleet size. More buses on Route 2 in particular would relieve overcrowding and provide a stronger core route.



ARTISTS IMPRESSION OF PROPOSED BUS TICKETING MACHINES

The size of the buses cannot be increased because of the physical constraints of the routes so the only way of increasing capacity is by increasing service frequency. Although purchasing and introducing more vehicles may be a costly option in general, this can be categorized as a short-term measure as little or no modifications are required in terms of the service structure. The acquisition of extra buses in a phased approach that is directly linked to funding arrangements can be planned. These new vehicles can then be immediately introduced into service as soon as they are available.

Bus ticketing and payment arrangements

Local residents do not pay for buses, which represents a substantial cost to THE Government but encourages all local users to consider bus use in preference to car use as a free alternative. However, there are instances when delays occur when fare-paying passengers purchasing tickets take up a disproportionate amount of the journey time. If payment is faster, then services can be speeded up. This can be addressed through information about pricing, how the payment system works and through the streamlining of the transaction process. Pre-payment before boarding the bus can help significantly and this can therefore be introduced at the most frequently used bus stops.

A new bus payment mechanism is currently being investigated that will make it easier and quicker to use local services and reduce boarding times that will improve bus journey times.

The current development of the Gibraltar ID card provides a good opportunity to integrate this scheme with the bus smart card technology that can be used for concessionary travel and for the payment of bus journeys. The potential for this to also include taxi fares and car parking payments can also be explored. On-street bus ticket machines are used in many cities in order to speed up boarding times at very busy bus stops. Alternatively, e-tickets could be purchased by means of a bus app. It would be very useful to introduce bus ticket machines displaying similar information to that of the smart phone app. Options exist for introducing such machines in busy locations such as Market Place.

There may be some merit in considering the gradual introduction of a bus fare scheme in place of the current free travel regime should the subsidy become unsustainable in the future. Old age pensioners (OAPs) and children under 16 could continue to be exempt from fares but new fares could be introduced on stages, for example working towards a £1.00 charge for a return trip, £0.50 for a single trip (with its equivalent in euros).

Bus stopping arrangements

The arrangements for bus stops are being reviewed to remove the need for buses to stop when there are no passengers to board. This would also help speed up services. Request bus stops increase efficiency and this arrangement supports a service that runs on time. Care must nevertheless be taken not to leave passengers behind at bus stops especially in view of the poor visibility as a result of bus shelter tinted windows. This is particularly problematic at night and in bad weather.

Priority access measures

While the road network is severely constrained, it is possible to introduce a range of improvements to help bus movements, particularly within the town centre as part of other 'gateway' improvement schemes. In addition to improvements at stops (including extensions to accommodate more than one bus), short lengths of bus lanes may be worthwhile as a medium/longer-term option. However, this would need to be introduced at the expense of losing on-street car parking to enable a reallocation of road space in favour of buses. There may be scope to



BUS SHELTER AND NEW PROPOSED SIGNAGE



BUS AT REFERENDUM HOUSE BUS STOP

introduce bus lanes of reduced width that would accommodate smaller GBCL vehicles rather than adhering strictly to conventional international design criteria. Key locations where it is recommended that priority measures might be introduced after studying their viability, are as follows:

- At Waterport Road, there may be sufficient space to provide priority to buses at traffic signal junctions especially where the current arrangements have been superseded to improve traffic flow at the junction of Glacis Road/Waterport Road.
- Bus (and access only) roads at Corral Road, Reclamation Road and Main Street (South) where it is proposed that priority access to the town centre could be provided for buses, cyclists and pedestrians as well as local access for residents and businesses in these areas.

Bus stop enhancements

As part of the STTPP, a programme of bus stop enhancements will be studied to improve accessibility to bus services and conditions for buses serving particular stops throughout Gibraltar. This includes providing improved facilities such as real-time information and clear bus route maps and signage. Modifications will also be considered to improve kerbside accessibility to buses where required and to create platform extensions to bus stops to facilitate better access by mobility impaired users.

A programme of bus shelter enhancements is currently being considered and the installation of new solar lighting panels has helped to improve safety and security for passengers. Further enhancements being considered include replacing some tinted glass screens with clear glass to improve the visibility for both bus drivers and passengers.

For the future

Bus network improvements

The recommended approach for a new bus service in Gibraltar is to simplify the network and make it easy for the travelling public to understand. It is proposed that this can be achieved through the introduction of a new 'core' bus network that has been developed to provide a faster, more frequent service. This will in turn attract greater numbers of customers, accompanied with a new design approach for the main interchange locations ('hubs') to create additional capacity and ease of movement for passengers with minimum delay between services. In addition to new core services that are proposed, another level of service is recommended, termed 'ribbon' services to help address the travel needs of elderly and mobility impaired people.

The ribbon routes are proposed to operate at a lower frequency but will serve a number of key locations such as the hospital, local retail centres and other key destinations. Within the new network other areas such as Elliot's Battery and the Shrine will also be served.

Development of new series of interchange 'hubs'

Every journey that is made, be it a commute, a business trip, a visit to family and friends, or a long distance flight, passes through a transport hub of some kind. Transport hubs are locations at which a journey may either begin, end, or where people change their mode of travel. As part of the proposed longer term bus network a series of interchange points or hubs are proposed. These would create more travel opportunities for the travelling public, aimed at coordinating bus timetables to minimise waiting times between services.



BUS HUB FUTURE - UNDER CONSIDERATION

The Market Place bus stops are considered inappropriate for a modern bus interchange and there are safety concerns resulting from the mix of pedestrians,



BUS AT EUROPA POINT

taxis and bus movements in such a constrained space. Facilities for bus users are restricted and all require passengers to cross the carriageway without suitable pedestrian crossings. Both bus operators are of the view that the current Market Place arrangement is becoming increasingly unsuitable as a bus interchange. A number of options exist to resolve the problems of Market Place including:

- Market Place bus station to be removed and the primary function of a bus station (interchange between different bus services) would be devolved to a series of new interchanges.
- Pedestrianise Market Place area between certain hours of the day (allowing bus and taxi services to continue operating under one large terminus relocated away from Market Place.)
- Introducing one large shelter that encompasses a spacious and easy access design. Better waiting facilities for users with centralised pay-as-you-go bus ticket dispensers and other required amenities. This would improve the existing setup of individual shelters, which often become overcrowded, congested and problematic.

Some of the proposed hub locations would require bus stop improvements/enhancements to provide additional capacity for services and also more capacity for passengers. These interchange points have been proposed at the following locations:

- **Frontier/Airport:** with the re-development of the old air terminal and the new airport access tunnel, travel patterns in this area will fundamentally change in the near future. A new plan for buses, taxis and parking in this area will need to be developed.
- **Waterport Road/Glacier Road Junction:** there will need to be an enhanced bus stop facility and a new pedestrian crossing facility to accommodate additional bus services if the Market Place stops are removed. It is proposed that the enhanced bus stop facility is able to accommodate at least two buses at any one time in each direction. As part of the junction reconfiguration, bus gate facilities will be provided together with improved pedestrian access to Market Place.
- **Reclamation Road:** following the establishment of the new Midtown Coach Park, new bus stop facilities are recommended at this location to allow for interchange between different bus services and also improved accessibility into Main Street and Irish Town. Enhanced bus stop facilities will be required to accommodate a total of four buses at any one time.
- **Trafalgar Junction:** an improved junction arrangement is proposed here that will improve access to Grand Parade/Cable Car and also to Main Street (South) with an altered junction layout and bus bays allowing good interchange between multiple services.
- **South Barrack Parade:** new bus stop facilities to create a high quality interchange and providing good access to the local school.
- **Europa Point:** enhanced bus stop facilities at the Europa Point terminus.



TAXI RANK - CASEMATES HILL AND SCREENSHOT OF PROPOSED APP

Further refinement and testing of the individual bus routes would be required to ensure that timings/frequencies are robust and that additional views of passengers, as well as local residents and businesses are taken on board. Similarly, more study will be required on each bus route to assess and determine any other specific improvements required for each bus stop.

Taxi services

There are currently 112 taxis in Gibraltar and 8 private hire licences. The number of taxi licences issued are considered more than sufficient for the population the size of Gibraltar if they were used as conventional taxis and not as tourist minibuses. The Gibraltar Taxi Service has evolved to cater for some unique local circumstances in particular the regular border disruption and the cruise ship market. It is widely felt that the number of taxis available at any given moment

in time are considered insufficient for the community’s needs in Gibraltar, with the service geared more towards the daily cross-border commuter and tourist market than it is to local residents’ needs and that of the airport. The environmental initiative of closing the Upper Rock to non-residents has seen an increased demand for Rock Tours from persons who may have otherwise entered the Nature Reserve using their own private or rental vehicles hence reducing city service taxi availability especially during peak tourist times.

The introduction of a new control system may have improved response times somewhat although there is still a perceived poor level of availability at many times of the day especially when cruise ships are in port at weekends, during the evenings and at night. There are also issues with the advance booking service as it limits travel options out of peak periods of demand. A further problem especially during the evenings and at night, occurs when taxis are observed parking in taxi ranks but are not actually available for hire. This creates confusion and reduces the rank space available to drivers that are working.

The establishment of new priority access points to the town centre (via Corral Road, Reclamation Road and Main Street) provide opportunities to establish dedicated access for both bus and taxi services as well as new taxi drop off points (e.g. at Market Place where the option exists to remove the existing bus interchange facility). It is recommended that the new control system introduced by the Taxi Association is utilised more fully to monitor availability of the City Service and evening provision and that in addition, a new advance booking system is similarly introduced.

Several enhancements to help tackle the issues and upgrade the current service are available. These include the development of a GPS linked taxi App for iOS and Android platforms similar to those that already exist within the wider market. This would allow users to book taxis instantly in real-time or book taxis in advance via their GPS enabled devices.

Proposed timeframes for initiatives

| Currently being considered | To be considered for medium term | Will be considered for the future |
|--|---|--|
| <ul style="list-style-type: none"> ● Improvements of bus service information systems on bus shelters. ● Implement Bus Tracker iOS/Android app. ● Redesign the existing bus route maps with improved graphical illustrations for better spatial awareness. ● Consider implementation of improved bus payment systems and better ticketing facilities. ● Address deficiencies in taxi availability by increasing the number of taxis in each City Service shift. ● Increase transparency by providing Taxi User Charter, adequate taxi signage and having tariffs displayed. | <ul style="list-style-type: none"> ● Introduce Real time passenger information and bus stop access improvements. ● Study and develop scheme to introduce bus priority routes throughout Gibraltar. ● Enhance mobility impairment access at existing bus stop locations. ● Implement features that streamline the existing bus stopping arrangements. ● Investigate further use of Bus App. ● Development of transport system from Frontier to town area (post-Airport and Frontier Tunnel opening). | <ul style="list-style-type: none"> ● Electric vehicle fleet replacement on core routes. ● Consideration of schemes i.e. Personalised Rapid Transit (PRT) system linking airport to Sun Dial junction (longer-term post-GAFAR scheme). ● Improve taxi advance booking system. ● Introduce enhanced Frontier taxi facilities (pick- up point) including shelter and waiting facilities. ● Implement other taxi enhancement measures. ● Implementation of new bus network and hubs. |

06

SUSTAINABLE TRAVEL (WALKING/ CYCLING) AND SMARTER CHOICES

HOW TO ENCOURAGE 'ACTIVE' TRAVEL

- Develop improved pedestrian routes as well as introduce new facilities to encourage a greater take-up of cycling in Gibraltar.
- Promoting non-motorised modes of transport also provides health benefits as well as reduce congestion and carbon emissions.



MAIN STREET'S PEDESTRIANISATION IS A SUCCESSFUL EXAMPLE OF IMPROVING THE CITY CENTRE FOR SHOPPING AND TOURISM

Introduction

Encouraging more active travel and developing high quality cycling and walking networks will contribute to the improvement of health and address social inclusion for people who have no other alternative. The aim is to achieve increases in walking and cycling activity to and from key facilities such as schools, public transport hubs, areas of high employment density, green and recreational spaces.

Promoting walking in Gibraltar

Summary of key issues - pedestrians

- **Poor quality pedestrian routes:** there are a large proportion of trips in Gibraltar made on foot, particularly from the Frontier, which see a number of trips to work across the border with Spain. In addition, the significant tourism sector generates large volumes of pedestrians entering the Town/Upper Rock, from both air and cruise terminals. The state of some of the main pedestrian routes into the town centre are in a poor condition with insufficient footway width to cater for large pedestrian volumes, inaccessible kerbs and a lack of directional signing and crossing points.
- **Safety issues for pedestrians in the town centre:** the success of the centralised pedestrianised zone in Gibraltar, with Main Street as the primary route, continues to cater for the majority of pedestrian activity in the town centre. However, conflict between vehicles and pedestrians continues to pose safety problems, as well as barriers to accessibility in some locations, particularly at crossing points, which are heavily trafficked (e.g. the junction between John Mackintosh Square and City Mill Lane). During the morning peak period, congestion is evident in the town centre due to the large amount of commercial and delivery vehicles that are servicing local shops and businesses during the morning between 0700-1030hrs.
- **Improving pedestrian connectivity to other modes of travel:** establishing good links to public transport facilities, car parks, taxis and cycle parking facilities are essential in terms of improving overall accessibility for people and the development of 'seamless travel' between modes.

Strategy elements

The key aims include ensuring that the pedestrian environment is friendly, safe and accessible to use, that more people are able to walk (and more frequently), and all pedestrians are able to move about with ease and confidence.

In order to maximise the attractiveness of walking to users, it is important to improve the overall quality of pedestrian routes to key destinations. Therefore, a 'network' of high quality pedestrian routes (a Pedestrian Route Network), should be developed and implemented. This should include routes to schools/college, places of employment, retail centres, tourist attractions and public transport facilities.

Analysis of the main pedestrian movements has identified that the primary focus of pedestrian activity remains on these key routes:

- Winston Churchill Avenue (from Frontier/Airport).
- Waterport Road (from Cruise Terminal).
- Main Street (to Grand Parade/Cable Car).



LARGE VOLUMES OF PEDESTRIANS AND CYCLISTS USE THE FRONTIER TO COME INTO GIBRALTAR



ENHANCED CROSSING AT TRAFALGAR INTERCHANGE

A new pedestrian priority route concept has been developed that identifies priority routes where enhanced infrastructure and facilities should be provided to improve accessibility, safety and journey quality. This will be further assessed and developed as part of the STTPP implementation.

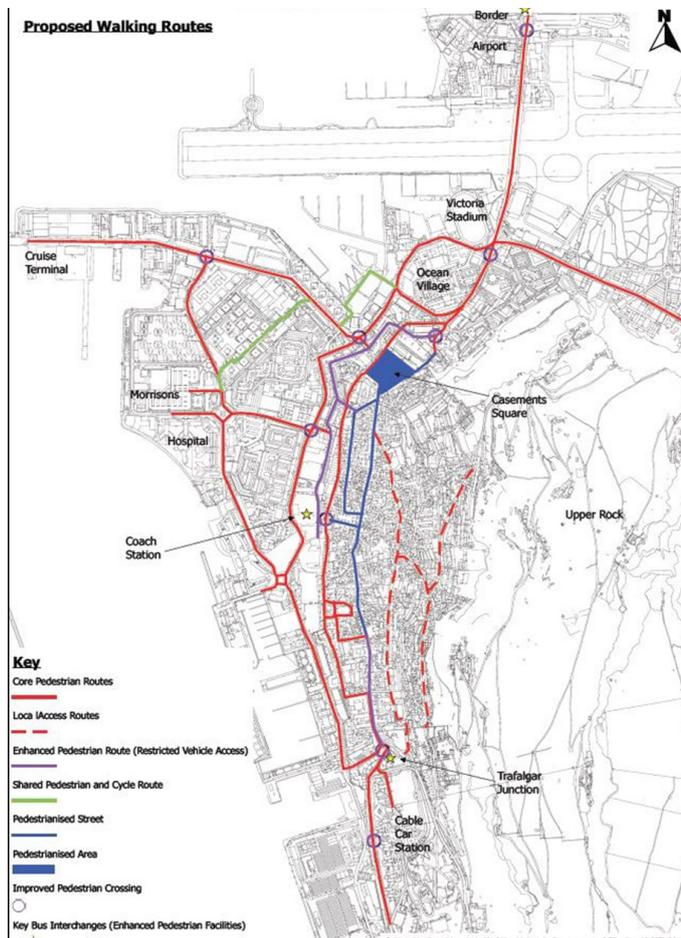
It is important to develop high quality pedestrian routes that link into public transport interchange points and new developments, together with improved accessibility to town centre’s pedestrian priority zone (Main Street and adjoining streets) and providing shaded paths by means of planting trees where practical.

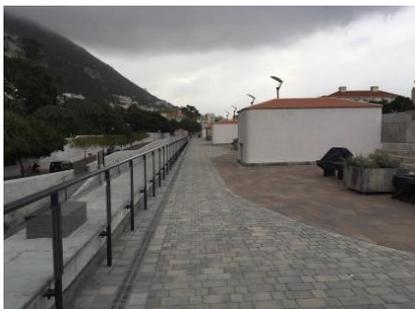
Pedestrianisation of Market Place

Market Place is currently the main bus hub; the junction between Fish Market Lane/Corral Road/Waterport Road and; one of the main tourist pedestrian routes between the Cruise Terminal/Ocean Village to the Town Centre. These activities often conflict with a dangerous, unattractive and uncontrolled mix of pedestrians and vehicles. In addition the restricted manoeuvring space and bus stop capacity results in delays to the bus service schedules.

Preliminary studies have examined the relocation of the bus stops to nearby Waterport Road and the partial pedestrianisation of Market Square. This scheme would provide an attractive ‘gateway’ to the town centre and Casemates Square for people arriving via the Frontier or cruise terminal.

New facilities could be provided for pedestrians/cyclists and traffic management measures introduced (such as retractable bollards) to restrict traffic on Fish Market Road and Corral Road. This would enable access to be provided to emergency vehicles if required and delivery vehicles when required. Additional taxi parking facilities could be provided in both Fish Market Road and Corral Road.





IMPROVED PEDESTRIAN ACCESS

Pedestrian route enhancements

Consideration should also be given to the enhancement of various pedestrian routes throughout Gibraltar. In support of this network wide approach, it is recommended that design guide principles are developed and adopted which will contain a set of minimum standards for pedestrian routes (covering signing, width, surfacing, safety and security).

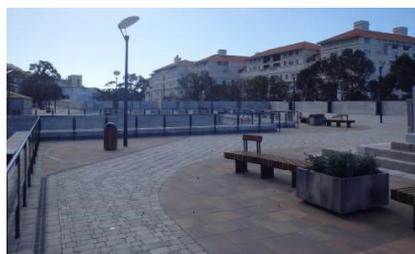
It is also recommended that such guidelines consider the inclusion of pedestrian audits to help assess walking conditions along a route and identify the problems and locations that require the most attention, as well as the measures that seem most feasible and beneficial for implementation. It is also recommended that there is a continued assessment of pedestrian routes on key routes to/from the town centre and between district centres to identify programmes of improvement, taking into account the needs of different groups of users. This includes commuters, shoppers, leisure walkers, tourists, disabled people and children, which will help develop a programme of improvement measures according to user need.

The historic defensive walls around the town are an underused asset offering routes segregated from traffic, accessible at many locations and great views in all directions as well as their intrinsic military past. Opening up the walls to pedestrians and cyclists could deliver many additional attractive routes around the town centre.

Recently delivered

Recent progress in introducing new facilities to help improve walking and cycling including:

- Trafalgar Interchange Pedestrian Crossing (Zebra Crossing).
- Pedestrian Crossing Countdown Timers in certain locations.
- Wellington Front Restoration Works. The first stage of implementing alternative walking and cycling routes along the historic walls.
- Ragged Staff Road Pedestrian Crossing (Pelican Crossing).
- Catalan Bay Access Bridge from Car Park to Village.
- Europa Road Pedestrian Route (Buena Vista to Trafalgar Heights).
- Governor’s Street Pedestrian Improvements.



WORK HAS BEEN UNDERTAKEN ON THE WELLINGTON FRONT RESTORATION SCHEME TO ESTABLISH A LONGER PEDESTRIAN ROUTE EXTENDING FROM ORANGE BASTION TO THE AREA OF NEW HARBOURS. THE WHOLE AREA IS ALSO BEING LOOKED AT WITH A VIEW TO PROVIDING A SAFE CYCLE ROUTE AS WELL.

ARTISTS IMPRESSION OF WELLINGTON FRONT WITH IMPROVED FACILITIES FOR PEDESTRIANS AND CYCLISTS.

Proposed timeframes for initiatives - walking

| Currently being considered | To be considered for medium term | Will be considered for the future |
|--|---|--|
| <ul style="list-style-type: none"> Consider enhanced pedestrian facilities at the Frontier and across the runway. Governor’s Street pedestrianisation project is now completed. This has included re-allocation of motor vehicles to Governor’s Parade and pavement extension along Governor’s Street. Continued assessment of pedestrian routes. | <ul style="list-style-type: none"> Consider extension and enhancement of central pedestrian priority zone including better signage in local area, maps highlighting key destinations, routes and distances etc. Consider pavement improvements in Governors Lane. Rosia Road (North) - access to Alameda Estate Promenade. Winston Churchill Avenue/ Sundial Pedestrian Crossing (Zebra Crossing). Coaling Island Pedestrian Route Improvements. | <ul style="list-style-type: none"> Consider pedestrian access route under the runway such as a traveller. Consider further extensions to the pedestrian priority zone including Market Place, Keightley Way and Dudley Ward and restriction on through-traffic (except in emergencies). Limit/control the traffic through Governors Street. Consider development and adoption of prioritised pedestrian route network including: shared space routes i.e. Corral Road, Fish Market Road, Reclamation Road and Main Street (South). Investigate and develop better pedestrian and cycle facilities utilising the city walls. Consider Winston Churchill Avenue Pedestrian Bridge Enhancements. Consider Rosia Road footbridge. |

KEY ISSUES:

- Road safety issues for cyclists.
- Lack of dedicated cycle facilities (including cycle parking).
- Limited provision for cyclists in planning requirements of new developments

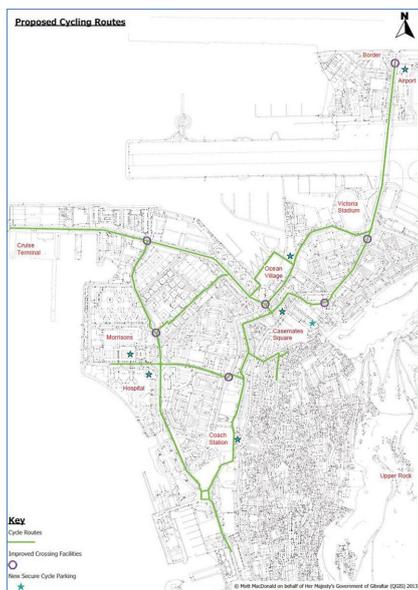
Promoting cycling in Gibraltar

Encouraging more people to cycle is increasingly being seen as an essential part of any plan to address congestion problems, improve air quality, promote physical activity and improve accessibility. Cycling is often convenient and practical for many journeys and encouraging more people to take up cycling can help deliver a broad range of transport outcomes and wider environment and health goals. It is the most efficient form of transport and unlike car use it has no impact on the environment, consumes virtually no energy, is inexpensive for the user and does not impose external costs on other road users. Cycling has many benefits both for those who cycle and other road users including:

- Reducing traffic congestion with car drivers switching to cycling especially for short distance trips.
- No atmospheric pollution and low noise levels.
- Promotes active lifestyles, improving people’s health and fitness.
- Time efficient, especially when roads are congested.
- Inexpensive to purchase, operate and maintain compared to the private car.
- Parking is easier and requires less space.
- Flexible and convenient.

Summary of key issues – cycling

- Safety issues for cyclists:** cycling is not currently seen as a viable means of transport in Gibraltar, primarily due to concerns about safety due to the volume of motorised traffic and also the topography of the peninsular means that parts of Gibraltar are relatively inaccessible by most. There is limited road and footway capacity to introduce segregated cycle lanes to allay safety concerns and whilst there are some cycle-parking facilities, these are not secure/covered nor provided at all major destinations. Consultation with local residents revealed



PROPOSED CORE CYCLING NETWORK

that 25% of respondents would cycle more if there were more and better cycle facilities (including cycle lanes). A similar proportion also wish to see better conditions of road surfaces to make it easier to cycle.

- **Lack of dedicated cycle facilities (including cycle parking):** there are few dedicated cycle lanes or other priority measures to improve safety for cyclists (such as advanced cycle stop lines and toucan crossings) in Gibraltar, with the exception of the cycle lane that extends across the runway on the approach to Sundial Roundabout. The construction of segregated routes will remove the potential of cycle/vehicle conflicts especially for new cyclists and children.
- **Cycle infrastructure can enhance accessibility:** accessibility can be improved by providing better cycling links for work, school, healthcare, retail and leisure trips. Integration between cycling/buses should be addressed with new links and better cycle parking at interchanges, plus cycle carrying facilities on buses.
- **Limited provision for cyclists in planning requirements of new developments:** cycling/walking will be addressed with better cycle parking throughout the city. Careful planning of new mixed-use development sites and linking these into the cycle route network will help reduce the need to travel and help promote travel by sustainable modes.
- **Cycling can enhance quality of life opportunities and also the local economy:** quality of life will be increased by improvements to health levels as a result of increased physical activity. Better cycling access to new developments will give residents or employees better travel options from the outset allowing them realistic alternatives to the car. The local economy will also be enhanced by providing cycle routes and cycle parking at key destinations such as employment sites, retail sites and leisure sites, which also reduces demand for valuable space, particularly car parking requirements.

Strategy elements - cycling

The Government is keen to promote and encourage more cycling activity as part of its integrated transport planning and has begun to develop a cycle route network as part of the wider STTPP process. Key aims of the strategy are to increase the absolute number of cycle trips and increase the modal share of cycling. Improving facilities and conditions for travel by cycle are not, on their own, likely to generate significant numbers of new cycle trips. Promotional activities are likely to have a significant influence on actual levels of cycle use, however to successfully encourage greater uptake of this mode requires good quality facilities to be introduced as a starting point.

Development of core cycle route network

In terms of the strategic aims to encourage a greater emphasis on cycling, it is important to consider how best to improve the attractiveness and convenience of cycling as a realistic alternative to the private car for all types of trips. This requires the development and implementation of cycle schemes that create dedicated routes for cyclists, including reallocation of road space to cyclists, as well as shared space opportunities. It is important to address the hazards confronting cyclists when designing safety schemes to improve the actual and perceived safety and security of cycling.



PROPOSED CYCLE LANES

Recognising the current low level of cycling activity in Gibraltar, the emphasis is on achieving a gradual increase in the share of journeys to work and school on bicycle. The approach will be to deliver an incremental build up of cycle routes, with initial 'pilot' projects to clearly demonstrate the advantages of the strategy and approach.

In the short-term, the aim is to establish a core cycle route extending from the Frontier through the town centre to the southern end of town via the Saluting Battery, Rosia and Camp Bay to Europa Point.



BICYCLE PARKING AT EUROTOWERS

This will form the ‘spine’ of the cycle route network, with key sections established as ‘shared space’ routes such as Corral Road, Market Place and Fish Market Road. Other routes have been identified that seek to link key parts of Gibraltar including potential waterfront development opportunities.

Proposed schemes include the Alameda Estate/Saluting Battery Bicycle Lane, with the intention to consider Saluting Battery more fully as a potential segregated bicycle lane. This scheme would complement further pedestrian alterations proposed at Rosia Road on the approach to the Trafalgar Interchange, and improve connectivity to the town centre for local residents.

Other schemes under consideration include a new route through Keightley Way tunnel which is a popular route used by the public, especially tourists in order to access Europa Point from Rosia Bay and also Little Bay.

Cycle parking

The absence of convenient, secure cycle parking facilities deters potential cyclists from making trips and so a comprehensive programme of cycle parking facilities is to be provided at key destinations across Gibraltar, including interchange points with bus services and other key destinations such as Market Place, Main Street (South), and the Hospital among others. The revitalisation of the bicycle hire scheme with new cycle parking facilities will help promote cycling and provide those without access to a bicycle the opportunity to take up cycling.

A new bicycle sharing system is soon to be launched in Gibraltar under the name “RediBikes”. This scheme will provide Gibraltar with a reliable and efficient bicycle sharing service where users can pick up a bicycle at any “RediBike” docking station and cycle them throughout Gibraltar before dropping the bike off at any of the other docking stations provided.

Core design principles for cycle infrastructure

It is recommended that the following core design principles be considered more fully in relation to the ongoing development and implementation of the cycle route network in Gibraltar:

- **Convenience:** the network should serve all the main destinations, and new facilities should offer an advantage in terms of directness and/or reduced delay compared with existing trip patterns.
- **Coherence:** cycling networks should link trip origins and key destinations, including public transport access points, with routes being continuous with an identified cycle network character.
- **Safety:** not only must cycle infrastructure be safe, but it should also be perceived to be safe by potential users. It is important to minimise danger for cyclists, pedestrians and other users, and provide a feeling of security, by reducing traffic volumes and speeds where possible.
- **Comfort:** the implementation of cycle infrastructure should aim to meet specific design standards for width, gradient, road surface quality and providing access for all types of user. It is important to provide a comfortable flow of cycle traffic and facilities that are easy to use.
- **Attractiveness:** improving the aesthetics, reducing levels of noise and integrating facilities with surrounding areas is important to create an attractive environment.



REDIBIKES

Proposed timeframes for initiatives - cycling

| Currently being considered | To be considered for medium term | Will be considered for the future |
|--|--|--|
| <ul style="list-style-type: none"> • New Gibraltar Bicycle Hire Scheme. • Development of new secure cycle parking at Europort Road, Waterport Road, Fish Market Lane and Trafalgar junction. • Continue to investigate the use of Walls and Tunnels for cycle routes. • Development of cycle training programmes for schools, workplaces and adults. • The introduction of Advanced Cycle Stops at junctions. | <ul style="list-style-type: none"> • Delivery of new cycle routes including on and off-road routes. • Saluting Battery Bicycle Lane Proposal • Implementation of cycle training initiatives in schools (as part of school travel plans). • Implementation of cycle training in workplaces (as part of employer travel plans). • Implementation of adult cycle training programme. • Engage with Town Planners and Developers to review existing planning conditions to include cycle parking, shower facilities etc. | <ul style="list-style-type: none"> • Continued implementation of cycle routes. • Continued roll-out of cycle training initiatives. |

Developing mobility management initiatives

Mobility Management aims to increase sustainable travel by influencing individual travel behaviour and making alternatives to car use more attractive. Initiatives include those that encourage people to reduce their travel where possible and to use more sustainable modes of travel, thereby helping to ease congestion and the harmful impacts this has on the environment. Measures can also help to improve people’s health by encouraging more active travel and enhance social inclusion such as through car sharing networks.

Summary of key issues

- **A car culture in Gibraltar:** Gibraltar has one of the highest levels of vehicle ownership in Europe with a ratio of approximately 1 vehicle for each person living in the Peninsular, with a high proportion of multiple car owners.
- **Poor perception of alternatives to the car:** from the consultation feedback with stakeholders the perception of alternatives to the car is relatively poor, including bus services (in terms of reliability and frequency of service), and cycling which is considered by most people to be dangerous due to the heavy levels of traffic and vehicle speeds on particular roads (Devil’s Tower Road, Waterport Road and Queensway among others).
- **Inclusion & accessibility:** mobility management initiatives must adopt an inclusive approach to be successful, as whilst there is a heavy emphasis on encouraging modal shift, it is important to focus on improving the dissemination, availability and accessibility of travel information to the public.
- **Importance of an integrated approach:** success in changing travel behaviour can only be achieved through integration of initiatives with transport infrastructure improvements, as well as integration with different stakeholders to enhance information and best practice sharing. This includes local businesses and companies, schools and local communities in general.
- **Resources to develop Mobility Management Plan (MMP) initiatives:** it is important to ensure that adequate resources are devoted to the promotion of travel plans within businesses and schools, to ensure that employees and children understand the need to change travel behaviour and the types of initiatives that are available to achieve this.
- **Marketing and promotion of sustainable travel options:** an important part of the STTPP strategy is to increase the use of cycling, walking, smarter travel and public transport use as an alternative to single occupancy car use.



CAR SHARING SCHEMES AND CLUBS CAN HELP REDUCE THE NEED TO OWN A CAR

Strategy elements – mobility management

Central to the strategy is encouraging active travel and developing high-quality cycling and walking networks, as well as providing information and travel advice for users of all modes of transport so that they can make informed travel choices. Such Mobility Management programmes contribute to reducing congestion and improving reliability on the network (in that walking and cycling times can often be more predictable than car journey times during peak travel periods) and to reducing carbon emissions and improved air quality. It is recommended that the following be developed more fully:

- Consideration of a marketing programme including a range of travel behaviour change initiatives to improve the provision of travel planning and travel information throughout Gibraltar.
- Development of a Mobility Management (Travel Behaviour Change) Campaign working with other agencies (including businesses and schools) to influence more people to travel by safer sustainable travel. Examples of typical measures include:
 - encouraging organisations to adopt facilities for homeworking, teleworking and teleconferencing to minimise unnecessary commuting.
 - encouraging more organisations to introduce flexible working hours, where they don't have them already, so enabling employees to 'adapt' to quieter periods on the road network.
 - facilitating and encouraging more people to car share and businesses to consider the potential to create car clubs to reduce the number of single occupant car journeys.

It is also recommended that promotional/marketing activities be strengthened as part of the STTPP programme so that people's opportunities are genuinely realised in terms of understanding and awareness of available sustainable travel options.

Promotion of mobility scooters

It is important to ensure that mobility impaired people have a variety of travel options including transport provision within the town centre. Further consideration should be paid to the promotion and provision for mobility scooters within the town centre including the licensing requirements for these. In considering such a scheme, it is important to consider the impact on other users, such as pedestrians within the main pedestrianised area of the town centre.

Car clubs

Car clubs offers members/residents the convenience of being able to use a clean, modern and reliable vehicle for those trips that cannot be conducted by means of public transport, cycling or walking.

Such schemes provide a convenient alternative to using a privately owned vehicle because members only pay for what they use and therefore do not have to worry about tax, insurance, parking permits, servicing or repairs.

The opportunity exists to consider such a scheme for Gibraltar, and the establishment of car clubs also has the potential to tackle parking problems by reducing and discouraging the need for car ownership.

The potential need for hard measures

Increasing levels of car use in Gibraltar and the problems that this brings in terms of congestion and poor environmental conditions mean that 'hard measures' to improve conditions for residents and visitors may need to be considered in the future. Although often unpopular with the public, the long-term benefits of hard



measures should generally outweigh public concerns. Potential measures exist which could be considered in the longer term to support the STTPP vision and policy objectives. Most of these initiatives are aimed at addressing rising car ownership and usage and include:

- Considering introducing a high tax for the registration of a second vehicle to the same residential address.
- Ensuring that residential parking permits are issued at a premium cost for second vehicles.
- Reducing the amount of ‘Free Parking’ availability near residential estates where individuals each have their own parking space per household.
- Introducing traffic restrictions through some of the main roads such as Line Wall Road to provide priority access for service vehicles, taxis, public transport vehicles etc.
- Researching other traffic improvement schemes and initiatives adopted in other countries around the world.

Proposed timeframes for initiatives – mobility management measures

| Currently being considered | To be considered for medium term | Will be considered for the future |
|---|--|---|
| <ul style="list-style-type: none"> ● Use existing resources to undertake Pilot Mobility Management Plans (MMP) with engaged workplaces. ● Appoint Mobility Management officers with responsibility of developing MMPs in workplaces and schools. ● Facilitate engagement with Health & Transport Sectors. ● Determine and establish a Mobility Management accreditation scheme designed to recognise and encourage workplaces/schools achievements toward sustainable travel. ● Assign budget and resources to deliver cycle training at schools. ● Establish mode-share monitoring procedures to use to evaluate impacts of programme. ● Investigate options to commit developers to develop MMP and implement measures through the planning process. ● Assess scope for novel vehicles and development of car clubs in Gibraltar. | <ul style="list-style-type: none"> ● Develop MMP best practice guidelines (with Gibraltar examples) and update regularly. ● Develop MMPs for all organisations within Public Administration & Defence Sector; Primary schools, nurseries and colleges; Health Sector including hospital and GP surgeries; Transport Operators; Hotels, restaurants and tourism sector; large scale businesses (employers over 50). ● Organise and host Workplace Mobility Management Forum. ● Undertake mode-share monitoring on annual basis. ● Appoint Mobility Management Assistant with responsibility of supporting MMPs for Workplaces & Schools. | <ul style="list-style-type: none"> ● Undertake MMP with remaining employers and sectors including manufacturing & construction sectors; wholesale and retail trade sectors and financial sector. ● Develop carbon emissions reporting for work-related travel with engaged organisations. ● Update MMPs with inclusion of reducing carbon emissions. ● Facilitate mode-share and carbon emissions monitoring on annual basis. ● Provide training and knowledge exchange programme for employers to update and implement their individual MMPs. |

07

ENVIRONMENTAL ENHANCEMENTS



CREATING A BETTER ENVIRONMENT FOR PEDESTRIANS APPROACHING CASEMATES SQUARE

Introduction

The STTPP is fully integrated with the Gibraltar's Air Quality Action Plan which sets out how the Government will meet national and EC air quality standards, particularly relating to PM10 and NO2 levels. Several key sustainable transport initiatives have been identified in the AQAP that seek to directly or indirectly help reduce emissions of PM10 and NO2.

Key issues

- Promotion of non-motorised transport modes will contribute significantly to air quality improvements by removing motorised trips from the network which will help the remaining traffic move more freely thus producing less emissions.
- Increased requirement to use renewable resources - legislative requirements to address local air quality, and the longer-term depletion of natural resources, will require the need for more travel by non-motorised means and alternative fuel vehicles or electric vehicles.
- Climate change - a global issue that will impact every aspect of life. It is now widely accepted that carbon dioxide (CO₂) emissions are a contributor to the causes of climate change, of which road transport is a key source.
- Transport and Noise - noise is a common irritant arising from transport. Studies have shown it to have a negative direct and indirect effect on health, well-being, quality of life and wildlife. There is scope for transport's noise emissions to be reduced, by cutting the number of cars, motorbikes and mopeds on the road using low-noise road surfacing and introducing noise barriers.

Summary of strategy elements

A key objective of the STTPP is to reduce the environmental impacts from vehicles in terms of air pollution, climate change as well as noise and health problems. It is important to encourage an approach to land use planning which reduces the need to travel and ensure schemes are developed in a manner that maximises environmental benefits and minimises environmental impacts. It is recommended that a greater priority is afforded to taking action to make more efficient use of energy, which can be achieved through educating drivers how to be more fuel-efficient and encouraging the use of less polluting vehicles. Many of the STTPP policies seek to make Gibraltar less car-dependent and the recommended approach is to combine the provision of better sustainable travel alternatives with taking complementary planning and enforcement action.



PROVIDING BETTER PEDESTRIAN ACCESS TO THE CITY CENTRE

Working to improve the efficiency of all vehicles and reduce their carbon emissions:

- Investing in low carbon vehicles and develop low carbon transport infrastructure.
- Incentivise low carbon vehicle use (for example, preferential parking for low carbon vehicles particular in the town centre, subsidised electrical charging points, free electric charging points).
- Promoting eco-driving initiatives (for example, the ECO-stars scheme).
- To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices.
- Tackling barriers to the use of public transport and encouraging a step change quality of bus travel.
- Improved marketing and promotion through targeted travel behavioural change campaigns.
- Information, travel advice and personalised travel planning.
- Travel planning schemes with companies and organisations.



THE DEVELOPMENT OF MORE WALKING AND CYCLING ROUTES WILL HELP REDUCE THE USE OF CARS IN GIBRALTAR.

- Support the generation of energy from renewable sources and energy in an effective way.
- Consider how alternative energy sources (such as solar power) can be incorporated into the design of transport infrastructure. The Government has already installed solar powered lighting in bus shelters.

Vehicles and fuels

Our aim is to reverse the growth in carbon emissions from transport including working to improve the efficiency of all vehicles and reduce their carbon emissions and to improve air quality. There are different types of measures that are available, such as investment in low carbon vehicles (for example, through new vehicle fleet replacement including bus and Government vehicle fleet), investment in low carbon infrastructure and promoting the more efficient use of vehicles to other users (such as the business/commercial sector). Promoting the more efficient use of vehicles has been shown to be effective in improving fuel efficiency by between 5-10% once different eco-driving approaches are adopted.

Environmental improvements

A variety of different initiatives are included within the STTPP which contribute towards reducing the impacts of air and noise pollution, many of which are seeking to establish a shift in travel mode towards greener, more sustainable travel options.

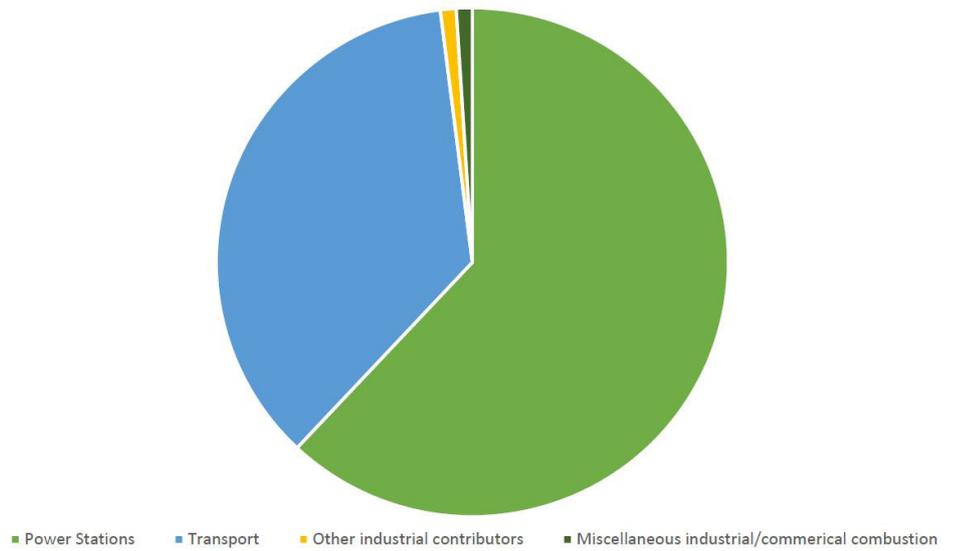
- Working in partnership with the bus operators to bring about a step change service quality including the introduction of modern, low emission vehicles. The old fleet has already recently been replaced with Euro VI engine vehicles that have much lower emission levels.
- Measures to improve air quality in the city centre through on-street parking controls with potential priority for electric/low emission vehicles.
- Development of non-motorised travel such as walking and cycling including investment in improvements on priority pedestrian and cycle routes linking residential districts and facilities with the town centre.
- Introduction of new traffic management measures to improve the flow of traffic and reduce the level of congestion 'hotspots', including expanding the capacity of the network where appropriate.
- Developing sustainable travel plans with local businesses, schools and communities to enable people to understand how their own travel patterns can contribute towards achieving a more sustainable, cleaner and attractive environment through promoting sustainable travel options more fully such as car clubs and car sharing (as part of an overall smarter choices strategy).
- Development of sustainable freight options, which seek to reduce the impact of commercial and delivery vehicles in the town centre including use of smaller, low emission vehicles to deliver goods/services to the commercial/retail centre.
- Improving public spaces through better maintenance of physical and cultural assets, such as footpaths, cycle routes, and public transport infrastructure.
- Reducing the impact of new developments on the existing transport infrastructure, by improving transport links and public transport around areas with significant amounts of new development.
- Reducing the adverse impacts of transport schemes, such as noise levels, through considerate planning and design.



PEDESTRIAN FRIENDLY MARKET PLACE WILL IMPROVE ACCESSIBILITY

Greenhouse gas emissions (GHG)

Greenhouse gas emissions from transport are a key contributor to global climate accounting for 14% of global annual GHG emissions. Transport makes up a significant proportion (36%) of Gibraltar's total direct GHG emissions significantly greater than the EU average of around 25%. This is shown in the diagram overleaf.



The STTPP contains a number of planning measures which support climate change mitigation. The Government of Gibraltar's Environmental Action and Management Plan includes the goal to *'Implement at least one new permanent measure each year which contributes to modal transfer from the private car to an environmentally sound means of transport.'*

08

ROAD SAFETY & TRAFFIC
MANAGEMENTBENEFITS TO LIMITING
VEHICLE SPEEDS

- Reducing the risk and severity of accidents to road users and pedestrians.
- Reducing 'intimidation' of more vulnerable road users such as cyclists, mobility scooters and pedestrians.
- Contributing towards other environmental objectives, such as reducing noise levels and improving air quality.
- Minimising the impacts of severance and anti-social effects in sensitivity areas – such as schools, residential districts and shared public spaces.
- Reducing the likelihood of accidents with operatives/ equipment at temporary roadworks.

Introduction

Making Gibraltar a safer place to live and work in is one of the priority themes for the Government, with an emphasis on speed management to reduce the occurrence and severity of traffic accidents on the road network with the additional benefits of:

- Reducing 'intimidation' of more vulnerable users.
- Reducing noise and improving air quality.
- Minimising severance between communities.
- Reducing accidents at temporary roadworks.

In addition, several road improvements will be considered to ease congestion, reduce delays and improve access for pedestrians, cyclists, buses and taxis as well as addressing changes to travel patterns which occur from new developments.

Key issues

- **Speeding:** several locations have been identified where speed limits are consistently exceeded. Feedback from the various consultation workshops and surveys suggests that concerns about excessive speeds are influencing travel habits. This includes deterring cycling because of high speed overtaking on narrow roads and children not being allowed to walk to school. Residents also complain about night-time noise from rapidly accelerating and braking vehicles..
- **Safety of vulnerable road users:** vulnerable road users including pedestrians, cyclists and powered two wheeler users are more likely to be killed or seriously injured than other road users when involved in an accident. Walking is an important mode of transport in Gibraltar and the most common factor in deciding whether to walk or use another mode is often safety. In the right environment walking activity is seen to increase, but where there is conflict with other vehicles (for example, around schools) this deters people from walking and thus encourages greater use of the car. The greater use of mobility scooters particularly in pedestrianised areas has resulted in some accidents and the possible introduction of new legislation to improve the safe use of mobility scooters, through training may be necessary in the future.
- **Perceptions of road safety:** perceptions of the level of threat posed by traffic volumes and sometimes speed do increasingly play a part in the reason for choosing motorised modes of transport, particularly the car.
- **Concerns over personal security:** the perceived risk to personal security while walking or using public transport can result in greater use of the car particularly in the evenings
- **Compulsory basic training for motorcycle/moped use:** motorcycle/moped use in Gibraltar is one of the highest in Europe with nearly one in three vehicles being either a motorcycle/moped. Accidents as a result of inexperienced users are an important safety issue. Compulsory Basic Training, introduced in 2013, is an important part of such programme, reinforcing safety, skills and imparting basic competency to mostly first time users.

Road safety measures**Road safety approach**

A major goal of the STTPP is to make transport increasingly safe and secure, especially for those who are currently at higher risk.

- Encourage safer road use and reduce accidents through education and training; local safety schemes and, improved monitoring of accidents followed by analysis



THERE IS A NEED TO REVIEW SPEED LIMITS ON SEVERAL ROADS IN GIBRALTAR INCLUDING WATERPORT ROAD.

and remedial action.

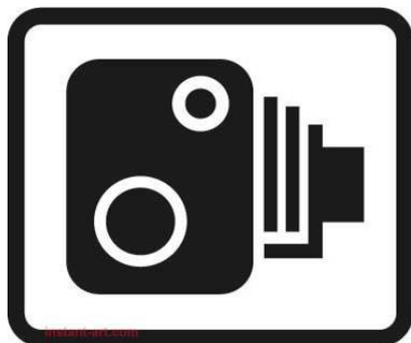
- Working with RGP to enforce traffic laws more fully by focusing resources on offending and casualty hotspots; introducing speed cameras and more enforcement of parking and moving offences.
- Assisting vulnerable road users by introducing speed management if necessary, in residential areas and educating children and young people through school travel plans and training.

Speed management approach

The STTPP includes a speed management strategy as part of a package of measures to influence travel behaviour and ameliorate environmental problems. As part of the commitment to improving safety of vulnerable road users, engineering, enforcement, education, and training initiatives will all be developed to improve safety of those walking, cycling and riding motorcycles. The overall approach to speed management/enforcement should be considered through a safety ‘partnership’ between the Government’s Traffic Team and the Police.

Work has been undertaken to review existing speed limits in Gibraltar and to assess whether there is any reason for these to be upgraded or left to remain as at present. As a result of this work, there are a number of recommendations:

- It is not recommended to increase the national maximum speed limit of 50km/h.
- The speed limits for all housing estates across Gibraltar should be set as 30km/h.
- All Upper Town and Town Centre should be restricted to 30km/h.
- There are locations where consideration might be given to lowering the speed limit to 20km/h, such as near schools and relevant medical facilities.
- Some roads have varying speed limits along their length, which is confusing for drivers. Greater consistency should be applied where appropriate.



THE INTRODUCTION OF SPEED CAMERAS WOULD HELP REDUCE VEHICLE SPEEDS WHERE SPEEDING HAS BEEN OBSERVED

A phased approach is to be applied to introducing new speed limits, with old signs removed and replaced with new speed limit signs that will be placed at locations that are more visible to drivers. Speed limit changes have already been carried out at:

- Waterport Road, Europort Avenue, Europort Road and Bishop Caruana Road where speed limits were increased from 30km/h to 40km/h.
- The northern end of Queensway from the junction at Regal House to Waterport Fountain were reduced from 50km/h to 40km/h.

An ongoing programme of focused speed enforcement and results monitoring supported by the introduction of speed cameras may be beneficial. An initial programme of speed camera enforcement is planned for Devil’s Tower Road, Europa Road and Rosia Road. In line with this, a review has been undertaken of the current legislation, together with penalties or other sanctions and in parallel, the need for education and training.

Accident reduction and monitoring

Recommended initiatives to reduce road accidents and casualty severity include the development of:

- A road accident data and analysis system – diagnosis of repetitive problems to enable a focus of remedial measures at the worse locations and addressing the most serious types of accident.
- Safety engineering and auditing of all new designs with an emphasis on self-enforcing techniques.
- Local safety schemes in areas where clusters of accidents have occurred.
- Road safety awareness campaigns and training.



IMPROVING ACCESS FOR BUSES AT BUS STOPS BY REMOVING OBSTRUCTIONS SHOULD IMPROVE JOURNEY RELIABILITY AND ACCESS FOR PASSENGERS



WINSTON CHURCHILL AVENUE IS THE MAIN HIGHWAY LINK BETWEEN THE FRONTIER AND THE CITY CENTRE

Delivering safer roads

Enforcing road traffic law is critical in relation to improving road safety and within the STTPP, it is recommended that new enforcement priorities will help to improve road safety conditions on Gibraltar’s roads. A variety of options could be considered for development including:

- Implementation of speed cameras.
- Campaigns to reduce the number of vehicle defects/unroadworthy vehicles.
- Campaigns on drink/drug driving, motorcycle/scooter safety and dangerous driving.
- Speed enforcement on the main routes.
- Referral of drivers to Speed Awareness Courses and other driver improvement schemes.
- Parking and bus stop enforcement and other moving traffic offences.

Whilst there will be a strong emphasis on better enforcement and education, to improve road safety, it is acknowledged that there will still be a need for several targeted physical safety schemes. It is recommended that integrated approaches to the design of new traffic schemes is undertaken so that road safety considerations are built in as an integral part of scheme design from the start.

Safer roads for children and young people

It is recommended that a range of initiatives aimed at improving safety of children and young people are developed including the following:

- Undertaking child pedestrian and cycling training and road safety education.
- Engaging with schools on the developing of school travel plans and school gate parking problems (building on learning from the St. Joseph’s school pilot scheme), as well as progressing other measures such as encouraging ‘walking buses’ for trips to and from school by junior pupils.
- Promoting seat belt wearing and child restraints.
- Effective speed management particularly in residential areas and in the vicinity of schools.
- Targeted road safety education programmes aimed at young drivers and moped/motorcycle riders.

Traffic management measures

The STTPP has identified a number of traffic management measures aimed at improving the flow of traffic and improving access to key destinations as well as facilitating access by sustainable modes such as buses, taxis and non-motorised modes.

Border approaches

Winston Churchill Avenue (WCA) is currently the primary route into Gibraltar from Spain and so carries significant numbers of vehicles and pedestrians/cyclists, with long delays often experienced in both morning and evening peak periods. In an effort to better manage vehicular frontier queues, a third lane scheme was introduced to allow vehicles to avoid cross-border queues and gain access to the Airport Terminal as well as provide greater queuing space. However, this was discontinued primarily because of confusion caused for both motorists and pedestrians, which did result in some accidents.



IN THE LONGER TERM, NEW OPTIONS FOR ACCESS ACROSS THE RUNWAY WILL NEED TO BE CONSIDERED.

Work has now re-commenced on the development of the Airport Access Tunnel (GAFAR – Gibraltar Airport and Frontier Access Road) at the eastern end of the runway to provide a new connection between Devil’s Tower Road and the Frontier. This will significantly increase the length of roadspace available to manage queues should border delays occur, although traffic management measures will still be required to control driver behaviours and ensure that the wider road network still functions.



ARTIST'S IMPRESSION OF NEW JUNCTION ARRANGEMENT PROPOSED FOR GLACIS ROAD/BAYSIDE ROAD JUNCTION

It is anticipated that this new tunnel link will be open to traffic within the next 2 years, after which it is understood that the existing runway crossing will be closed to all vehicular traffic except in emergencies. Therefore, there is a need for new public transport, walking and cycling solutions to be developed in anticipation of when the tunnel opens, and to look at ways to move large volumes of pedestrians from the Frontier and Airport across the runway to the rest of Gibraltar. Options to be examined in more detail, in consultation with the MoD/Civil Aviation Authority (CAA) include:

- The development of cross-runway pedestrian/cycling routes including use of a subway and/or traveller.
- Implementing a new public transport route connection that doesn't compromise flight operation, including the potential development of a Southside Public Transport Hub.

Proposed junction improvements & town centre access improvements

A range of network improvements and junction improvement schemes are being examined to improve traffic flow at key junctions on the highway network as well as enhance access points to the town centre. These include:

- **Glacis Road/Bayside Road roundabout:** review the trial layout and make permanent to improve traffic flow and local access.
- **Glacis Road/Waterport Road/Queensway:** introduction of signalised junction to improve pedestrian access into the town centre and also establish new bus stop facilities.
- **Reversal of flow on Line Wall Road (southern end):** a long term proposal being considered to redirect town centre traffic.
- **Main Street (south) access restrictions:** with access only, as well as priority for buses/taxis as well as pedestrians and cyclists.
- **Trafalgar Junction:** improvements to facilitate better pedestrian and bus access (as part of bus interchange improvements).
- **Upper Town:** revised one-way circulatory system including changes to Prince Edward's Road.
- **Europa Road/Gardiner's Road:** junction improvement scheme and selective widening of Europa Road.



MICROSIMULATION SOFTWARE IS BEING USED TO ASSESS AND TEST A VARIETY OF TRAFFIC MANAGEMENT OPTIONS IN THE CITY CENTRE INCLUDING POSSIBLE PEDESTRIANISATION OF MARKET PLACE.

In conjunction with these schemes a series of complementary initiatives are also to be considered:

- A review of delivery controls in Main Street and Irish Town – access points, delivery bay locations, permits, time limits, priority for electric vehicles
- Wayfinding to and through the area:
 - direction signs reviewed recognising recent and future alterations to main routes.
 - Standardisation and prioritisation of signs – regulatory, direction, points of interest, commercial enterprises.
 - Variable message signs to indicate parking availability across the Town Centre and reduce circulation looking for spaces.
 - Route and direction signs for pedestrian and cyclists.
 - Bus stop signs at and to the nearest stops together with service information at the stops and other key locations.

Use of Gibraltar's tunnels

The tunnels within the Rock provide a useful asset primarily to support the Gibraltar tourism and leisure industries. Access to many of these tunnels is constrained by military use and ventilation and safety issues also limit use of the tunnel system for motorised vehicles. However, opportunities exist to utilise small electric public transit vehicles to provide connections as well as pedestrian and cycling routes between key tourist destinations. It is recommended that several



ENTRANCE TO DUDLEY WARD TUNNEL

opportunities are explored more fully including:

- **Great North Road/Fosse Way:** offers the potential to develop a better Upper Rock tour circulation system (this is currently being examined as part of a parallel study examining transport and access solutions on the Upper Rock Nature Reserve).
- **Admiralty East/West:** development of new walking and cycling routes that link into the proposed wider pedestrian and cycle route networks.
- **Admiralty North/South:** the possibility of creating a town centre 'bypass' route.
- **Dudley Ward Tunnel:** carries bi-directional traffic through the south-eastern part of the Rock of Gibraltar. The 720m long tunnel currently has no mechanical ventilation system and there are concerns about air quality during normal traffic operations. Safety in the event of a vehicle fire in the tunnel was addressed through the provision of mobile phone coverage, fixed emergency telephones and fire extinguishers within the tunnel. Assessment work has been undertaken to review the tunnel and its current operating conditions from a ventilation perspective and identify possible options for installing a ventilation system.

Proposed timeframes for initiatives – road safety & traffic management

Proposed road safety measures

| Currently being considered | To be considered for medium term | Will be considered for the future |
|--|---|--|
| <ul style="list-style-type: none"> ● Speed management review of the following roads has now been completed: Waterport Road; Bishop Caruana Road; Devil’s Tower Road and Rosia Road. ● Establish Safety Partnership (currently ongoing). Consideration to the development of Penalty Points system and Speed Camera Scheme. ● Review access restrictions on Corral Road; Fish Market Road and Reclamation Road. ● Enhance road safety training and campaigns (vulnerable road users). | <ul style="list-style-type: none"> ● Review access restrictions at Main Street (South) to be considered/ investigated. ● Continued roll out of road safety training and campaigns (vulnerable road users). ● Use of tunnels for walking/cycling. | <ul style="list-style-type: none"> ● CCTV control room. ● Ventilation systems in tunnel. |

Proposed traffic management measures

| Currently being considered | To be considered for medium term | Will be considered for the future |
|--|---|---|
| <ul style="list-style-type: none"> ● Waterport Road/Bayside/ Queensway Junction Improvement Scheme. ● Consideration to access restrictions in the town centre area (Market Place/Corral Road/Fish Market/ Reclamation Road). | <p>Consideration will be given to the following measures:</p> <ul style="list-style-type: none"> ● Glacis Road/Bayside Road Junction Improvement Scheme permanent roundabout to be considered. ● Trafalgar Junction Improvement – improved pedestrian safety/ capacity and enhanced bus stop ‘hub’ to be considered/ investigated. ● Europa Road/Gardiner’s Road junction improvement scheme to be considered/investigated. ● Review Devil’s Tower Road to encourage road safety through traffic calming measures to be considered/investigated. ● Comprehensive review of wayfinding and signage together with the development of a standard signage system to be applied across Gibraltar. | <ul style="list-style-type: none"> ● GAFAR scheme: Devil’s Tower Road/Eastern Beach Junction Improvement Scheme. ● Main Street (south) access restrictions – bus/taxi/access only and enhanced pedestrian and cycle access to be considered/investigated. |

09

FORWARD PLANNING & URBAN DESIGN



REPLACING BUS TERMINUS WITH A SERIES OF SMALLER BUS INTERCHANGE HUBS THROUGHOUT GIBRALTAR SHOULD IMPROVE ACCESS TO THE BUS NETWORK FOR PASSENGERS

Introduction

Gibraltar's unique cultural and heritage assets are vital to help support and develop a vibrant local economy and promote tourism. It is also important to consider how transport can contribute to improving the local street environment, urban design and development of public open spaces. By encouraging fewer vehicles in the city centre it is possible to create better and higher quality conditions for both residents and tourists alike.

Summary of key issues

- **Accessibility of new developments:** it is important that developments are fully accessible and that they embrace sustainable design principles when considering transport access and movement. The behavioural change and capacity enhancements proposed within the STTPP will facilitate the growth in employment and housing identified within the Development Plan and help minimise the impact of the projected increase in trips. It is important for all new developments to be designed to maximise sustainable transport options (especially walking and cycling) for residents, employees and users.
- **The need to reinvigorate the town centre:** the importance of the town centre as a location for employment, retail activity and tourism in Gibraltar leads to a heavy demand for access to the historic centre where there are narrow streets. Improved sustainable transport options and enhancing public streets and spaces can enable the town centre to thrive by improving access and conditions for pedestrians. Improved management of deliveries and services in the town centre also contribute to a more attractive and safer environment too. Fewer vehicles in the town centre encourage movement by foot and bicycle, as demonstrated by the success of the pedestrianisation of Main Street and the surrounding area.



PEDESTRIANISATION OF MAIN STREET HAS HELPED TO ENCOURAGE MORE RETAIL ACTIVITY

Strategy elements

It is intended that the impact of traffic in the city centre will be reduced by the introduction of a series of improvements over the next 10 years. This includes reinvigorating Gibraltar's central pedestrian priority zone and establishing more accessible and safer streets – particularly to key destinations such as Ocean Village, waterfront developments and retail areas. Key elements of the overall approach include reviewing/updating access arrangements for commercial and service vehicles.

It is proposed that the pedestrian priority zone should be enlarged and the southern end of the town centre could, as a result, become better integrated through greater pedestrian priority on Main Street (south). The development of 'shared space' along Corral Road, Fish Market, and Reclamation Road will create attractive locations and gateways to the city centre for local residents and tourists to enjoy.



OCEAN VILLAGE HAS CREATED AN ATTRACTIVE CULTURAL QUARTER FOR RESIDENTS AND TOURISTS

The potential conversion of Market Place to a pedestrianised area could also help create an attractive area for tourists to enjoy and provide an enhanced gateway to Casemates Square and Main Street for shopping and leisure purposes. The development of improved and safe pedestrian links to Grand Parade and the Cable Car via Main Street and Ragged Staff Road will encourage more walking activity and tourism in terms of trips to attractions on the Upper Rock.



PROVIDING A BETTER PEDESTRIAN ACCESS TO THE CITY CENTRE INCLUDING ACCESSIBILITY TO COMMONWEALTH PARK WILL CREATE A MORE ATTRACTIVE ENVIRONMENT FOR TOURISTS

It is also important that attractions such as the Botanical Gardens and Commonwealth Park are accessible for both tourists and residents to enjoy with good pedestrian access from the city town centre. Securing development-linked improvements to the bus network in areas where there is a large amount of new development such as Westside will help to encourage a shift in travel behaviour towards more sustainable transport options and help establish good connections for new residents as well as employees.

Effective land-use planning is important to the delivery of long-term sustainable transport solutions in Gibraltar. It is essential that new development make proper provision for sustainable transport, including walking as well as good access by public transport. It is recommended that pedestrian needs are reinforced in planned new developments through the use of Pedestrian Audits to assess what measures can be introduced to improve accessibility between facilities such as local shops, schools, public transport stops and interchange ‘hubs’.

Funding contributions can be sought from developers to encourage walking through a range of pedestrian measures such as new footways, the introduction of safe crossings or improved signage. Similarly, where possible, cycle improvements should be sought such as secure cycle parking, cycle routes as well as showers and changing facilities within the developments.

Proposed timeframes for initiatives – forward planning & urban design

| Currently being considered | To be considered for medium term | Will be considered for the future |
|--|---|---|
| <ul style="list-style-type: none"> ● Development of sustainable transport design guidelines for developers aimed at encouraging inclusion of more sustainable transport options and access. ● Management of deliveries within pedestrianised zones including: <ul style="list-style-type: none"> - New controls of the time of operation, vehicle access and vehicle type. - Enhanced facilities and signing for loading and delivery bays. - Stronger enforcement to reduce the level of indiscriminate parking/loading by commercial vehicles and minimising conflicts with pedestrians and other road users in the town centre. | <ul style="list-style-type: none"> ● Further measures to manage and control commercial vehicle access to the town centre including priority access for low emission/electric vehicles. ● Encourage businesses to develop home delivery services to reduce the need for certain town centre trips. | <ul style="list-style-type: none"> ● Investigate the possibility of developing an urban sustainable freight distribution consolidation centre at the Frontier to co-ordinate deliveries to the town centre. ● Urban design and development of Market Place Piazza as a new cultural area and focal point within the historic core to be considered. |

10

STTPP IMPLEMENTATION PLAN AND PERFORMANCE MANAGEMENT



HISTORIC PICTURE OF THE THIRD LANE TRAFFIC SYSTEM

Introduction

To assess whether the STTPP is achieving its objectives, it is essential to set targets and monitor progress towards these targets. Monitoring of the different measures contained in the plan is a vital and integral part of the process, and will assess how successful the different schemes are performing against the objectives and targets that are set. It will also allow corrective action to be taken at appropriate milestones if performance is not as good as expected. Regular monitoring of conditions will help assess whether problems are being overcome.

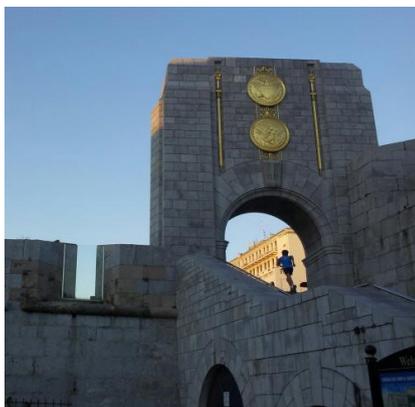
Implementation plan and STTPP delivery

It is important that an efficient programme management system is put in place that enables effective and consistent monitoring and reporting to be undertaken for all schemes contained within the STTPP programme. Cost estimates for the measures and proposals contained in the STTPP are required in order to establish an annual implementation programme. Schemes should be regularly reviewed to assess overall performance against target implementation dates and budget allocations. This will allow any problems and delays to be identified at an early stage and facilitate remedial action to help modify the programme so that it is back on track.

Developing a monitoring framework for the STTPP

A set of performance indicators has been identified to enable the impact of the STTPP measures to be assessed against the key outcomes. Regular monitoring of traffic and transport conditions will help assess whether problems set out within this Plan are being overcome or whether new problems are being seen to emerge. The indicators relate to specific transport policies in the following groups:

- **Transport system:** core transport statistics for Gibraltar including total number of road kilometres travelled and proportion of trips undertaken by public transport, on foot or by bike.
- **Travel times:** including average journey time per kilometre and proportion of bus services running to schedule.
- **Road Safety:** including people killed or seriously injured (KSI), and accidents involving pedestrians and cyclists.
- **Public Transport:** including patronage, reliability, and punctuality and user satisfaction.
- **Accessibility and mobility:** including pedestrian and cycle monitoring.
- **Parking:** including occupancy and behaviour (level of abuse of parking regulations and fines).
- **Environment:** including nitrogen dioxide and other emissions as well as noise levels.
- **Social:** satisfaction surveys in terms of public transport as well as quality of pedestrian and cycle environment and also car ownership.



THE CITY LINKS REMAIN AN IMPORTANT HERITAGE ASSET THAT CAN BE DEVELOPED FOR USE BY PEDESTRIANS AND CYCLISTS ALIKE

The STTPP strategy is not fixed and will be regularly reviewed and adjusted to meet future challenges over the coming years as well as take on board changes in technology and best practice in the delivery of sustainable travel solutions. A mixture of qualitative and quantitative data is beneficial to help gain a greater understanding of the overall direction of the STTPP over the coming years.

It is also important to collect constant feedback via public consultation in order to refine any implemented schemes and investigate the possibility of other

initiatives. This public consultation process was carried out at the start of the data collection process for the STTPP and will continue throughout the duration of this 10-year Plan.

Before and after scheme monitoring

Every new scheme provides an opportunity for learning from experience and improving the level of understanding of the performance of policy instruments that have been used. This can only be achieved if there is an effective before and after survey, which identifies the impact of the scheme on the key performance indicators and against the primary strategic objectives. It is recommended that within the STTPP monitoring strategy, scheme monitoring is included to review the effectiveness of the proposed interventions in delivering the objectives of the STTPP strategy. This would include a representative sample of measures for which detailed monitoring information is obtained.

FURTHER INFORMATION

The new Sustainable Traffic, Transport and Parking Plan has been developed together with residents, businesses and other local stakeholders to help improve the quality of life for everyone in Gibraltar. At the heart of the strategy is a commitment to the Government's environmental priorities, as well as establishing a transport system that can support the future growth of Gibraltar's thriving economy. This needs to be achieved in the context of balancing social, economic and environmental needs in the longer-term.

It is a significant challenge and one that the Government is keen to tackle in order to maintain and improve the quality of transport provided in Gibraltar. This summary document sets out our sustainable transport approach for Gibraltar and how we propose to create a better place for all residents, businesses and visitors to enjoy. The full STTPP and supporting documents are available free on-line at

<https://www.gibraltar.gov.gi>

Hard-copies may also be purchased via:

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