



## **GOVERNMENT OF GIBRALTAR**

### **INTEGRATED TRAFFIC, PARKING AND TRANSPORT PLAN**

**October 2009**

#### **1. INTRODUCTION**

This document sets out details of the Government's integrated and comprehensive traffic, parking and transport plan ("the Plan"), which is Gibraltar's first ever such plan. The Plan is published pursuant to the Government's electoral commitment to focus during this term on addressing Gibraltar's perennial traffic and parking issues.

Any such Plan for Gibraltar is necessarily constrained by the size of Gibraltar, the limited number of roads and space to build new ones, and the number of vehicles on our roads (both local and visitors) in relation to our size. It is also affected by the extent of motor car use in Gibraltar, and by motorists' behaviour. It is not possible to eliminate traffic build up during peak times (colloquially called "rush hours").

#### **PUBLIC CONSULTATION**

Many of the elements of the Plan are already under way, and some are Government manifesto commitments, but the Plan is now published in full, by way of public consultation. The Government will welcome comments and suggestions from any member of the public or organisation that will assist in further improving the Plan.

Any member of the public or entity that wishes to express a view about the content of the Plan, or any omission from it, should do so in writing addressed to the Ministry for Transport, Europort by **30 November 2009**.



## 2. MAIN ELEMENTS OF THE PLAN

The Plan brings together the Government's policy proposals in a variety of areas which impact, directly or indirectly, on traffic fluidity, parking availability road safety and the environment. These include the following areas, each of which is considered in more detail in the other sections of this document:

- Car Parking facilities and schemes
  - Residential areas, visitors & town centre
  - Building more car parks
  - Removal of derelicts
  - More motor cycle parking
  - Separating cars and motor cycles
- Policing and Enforcement of Parking schemes
  - Effective enforcement of 'Residents only' parking schemes
  - Appointment of 'Parking Enforcement Officers' under Police management
  - 'on the spot fines' for non locally registered vehicles
  - Higher fines
  - 'tow away' of vehicles that obstruct
  - Clamping of persistent offenders
  - Use of CCTV cameras
  - Limited use of Speed cameras
- New Roads
  - Trafalgar interchange
  - Europort link road
  - Devil's Tower Road Dual Carriageway
  - Eastern Beach Dual Carriageway
  - Tunnel under runway
  - Dudley Ward Tunnel safe approach
- Traffic Management and calming measures
  - 'points' penalty system
  - 'on the spot' traffic offence fines for non local vehicles
  - Higher fixed penalty fines for motoring offences
  - Wider use of sleeping policemen
  - Higher fines for obstructing traffic flow in 'black spots'
- Further Enhancement of Public Transport and other alternatives
  - Further improvements in public transport.



### 3. CAR PARKING FACILITIES & SCHEMES

The Government's approach to parking, reflected in the Plan, is based on different schemes to address the different types of parking needs of different citizens at different times.

The different types of citizens and parking needs are:

- Local residents in the area where they live
  - This is addressed by the **building of multi storey car parks in residential areas** and also by the **introduction of resident permit holders only** parking schemes in **all** residential areas (including the City Centre), as has already been introduced in several housing estates.
- Local residents when paying short visits to other parts of Gibraltar
  - In order to provide parking for persons paying short term visits to central (eg shopping) and residential areas (eg visiting family or friends) it is proposed to provide more **short term paying** car parks around the city walls, and a number of **metered parking spaces** in the city centre and in each of the residential areas of Gibraltar. Metering will ensure that these spaces are not monopolised by long term parking, and are thus available for very short term parking.
- Visitors to Gibraltar
  - Visitors to Gibraltar will be encouraged, through the cost and general unavailability of street parking at their disposal, to park their cars in the large multi storey car park already under construction in Devil's Tower Road near the Cross of Sacrifice. This will operate as a "**park n ride**" facility.

The implementation of this aspect of the Plan necessarily has to be gradual, phased and chronological. It is not appropriate to deny to visitors access to free street parking until the alternative (the multi storey park n ride) is available. Similarly, it is not appropriate to regulate or charge for any street parking for residents of Gibraltar until sufficient multi storey car parks have been provided in residential areas.



## Building more Car Parks

This part of the Plan is already well under way. Multi storey car parks in residential areas have already been built at:

- Willis' Road (138 spaces)
- Sandpits (87 spaces)
- New Harbours (197 spaces)
- Europort (for use by hospital visitors by day, and nearby residents by night) (85 spaces)

Additional car parking around the outside of the City walls has in recent years been provided at:

- Commonwealth Parade (362 spaces)
- Landport Ditch (125 spaces)

These schemes have already added **1000** parking spaces in recent years. As the Government is committed during this term of office to fundamentally addressing once and for all the perennial parking problem in Gibraltar, the Plan provides for the construction of a number of further multi storey car parks around Gibraltar.

This will provide long term parking for residents in all residential areas of Gibraltar, and will improve the availability of parking on short term visits to other parts of Gibraltar. Parking Projects already identified and being developed include the following:

- Grand Parade (expansion) (230 spaces)
- Devil's Tower Road (1000 spaces)
- Engineer Lane (207 spaces)
- Old Naval Hospital Road (176 spaces)
- Arengos Palace (215 spaces)
- South Barrack Road (128 spaces)
- Mid Town ( park with parking underneath - 100 spaces)
- South Pavillion ( 141 spaces)
- Flat Bastion Road ( 104 spaces)

These projects will provide **2300** new, additional car parking spaces in Gibraltar. In addition the Government is building a new airport car park, and has plans for enhanced parking facilities at Eastern, Catalan Bay and Western beaches.



## Other elements of the plan relating to enhanced Parking facilities

### ❖ Management of Derelicts

In order to maximise the availability of street parking (and also remove eye sores from our streets), the Plan includes the simplification of the legal process and the resourcing of systematic and prompt removal of derelict vehicles from our streets.

### ❖ Provision of more motor cycle parking

Dedicated motor cycle parking bays will be provided **in all areas**. More such bays will be provided in the city centre and in the frontier areas.

### ❖ Separating cars & motor cycles

The practice of inserting motor cycles in between parked cars or in car parking spaces is detrimental to everyone. It reduces car parking spaces, it makes it difficult for cars to enter/exit parking spaces, it often leads to damage to motor cycles and (importantly) it often impedes the safe passage of pedestrians.

Accordingly, as and when sufficient dedicated motorcycle parking is provided in an area, parking of motor cycles in or in between car parking spaces **will be made illegal and will be effectively penalised (including removal)** .



#### **4. MANAGEMENT AND ENFORCEMENT OF PARKING SCHEMES**

The Plan recognises that mere introduction of schemes, however good, is not sufficient. Schemes also require to be effectively managed, policed and enforced, failing which the value and benefit of the scheme will be significantly diminished. This is currently the case of some of the 'residents only' schemes already introduced in some housing estates.

The Plan recognises that Royal Gibraltar Police manpower resources are often focused on other policing priorities, and thus cannot be dedicated in any focused, constant or persistent way at policing parking and traffic issues. Also, new legislation will be required to deliver new policing and enforcement methods. Accordingly, the Plan provides for:

- The appointment of Parking and Traffic Enforcement Officers, employed by Gibraltar Car Parks Limited (a wholly owned Government Company) but working under the auspices and management of the RGP, to be responsible for the policing and enforcement of all government parking schemes in Gibraltar and supporting the RGP in traffic management duties. This will include street parking and meters, residents only parking schemes, and double and other parking which interferes with traffic fluidity and the identification and removal of derelict vehicles. This arrangement will replace the Government's current Traffic Management Division.
- Laws will be strengthened and enforcement resources provided to ensure that 'Residents only' Schemes are properly policed and enforced to discourage intruders, including systematic tow away. Residents Associations will be empowered to administer their own additional clamp or tow away enforcement, with moneys collected being retained by the Tenants Associations for improvements (chosen by them) to their Estate.
- The introduction of 'on the spot' parking fines for non locally registered vehicles.
- The raising of the levels of parking fines, including fixed penalty notices.
- Increased use of 'tow away' in cases of obstruction or serious unlawful parking.
- Clamping of persistent offenders.



- Installation and use of CCTV cameras to monitor compliance with parking schemes, and legislation to allow imposition of 'on the spot' fines or prosecutions for offences detected by cameras.

## 5. NEW ROADS

The Government's policy in relation to the creation of new roads is aimed at improving traffic fluidity by creating, where possible and required, additional, alternative routes and circulation space and expanding the capacity of existing roads. The scope for this is obviously limited by Gibraltar's size and geography.

However, significant impact has already been made by building new roads, and more is in progress and planned. Of course, traffic congestion and delays during peak times, so called 'rush hour', is a phenomenon that affects every town and city in the world. It is not possible to eliminate it, and Gibraltar is not and cannot be an exception to this. The Plan accordingly aims to mitigate traffic and parking problems by means realistically available to the Government.

Road Schemes **already implemented** by the Government include the following:

- New road through Chatham Counterguard
- New Upper Town road (which has already brought significant relief of the historical traffic congestion issues in the upper town area)
- Waterport Road Scheme
- Winston Churchill Avenue Scheme
- North Mole Road Scheme
- Widening of Europa Road near Brympton
- Sir Herbert Miles Road widening
- Lovers Lane / Main Street south one way system
- Fish Market Road

These road schemes have already improved traffic fluidity.

A significant number of further, new road projects **are currently under way** to further enhance traffic fluidity and to eliminate or mitigate some



of the main causes of traffic congestion that has affected Gibraltar historically. These include the following road projects:

- Trafalgar Interchange Roundabout and traffic Scheme
  - This scheme will address the historical traffic build up coming down Europa Road in the early morning, which conflicts with traffic from Rosia Road coming around the old Queens' Cinema. The Scheme involves building two roundabouts to enable traffic from Rosia Road to head directly south from "Piccadily Gardens", and also involves separating traffic coming down from Europa Road from traffic coming from Rosia Road, so that they do not meet until the new two lane section of Main Street in front of John Mackintosh Hall where they can integrate without conflict and delay.
  
- New Road linking Europort to Queensway (at Coaling Island)
  - This scheme will provide a third, new link between Westside/ Europort and Queensway, thus relieving the traffic build up at the "Regal House" junction.
  
- Conversion of Devil's Tower Road to dual carriageway both ways
  - This scheme will increase traffic capacity and fluidity to the frontier, airport and other northern and eastern areas of Gibraltar.
  
- New dual carriageway Road to Frontier via Aerial Farm and Eastern Beach
  - This scheme, together with the dualling of Devil's Tower Road, will significantly increase traffic capacity and fluidity to the frontier, airport and other northern areas of Gibraltar.
  
- Dual carriageway Tunnel under the runway at Eastern Beach
  - This scheme will eliminate the very significant traffic delays and disruption caused by the need to interrupt vehicular traffic for extended periods of time each time an aircraft land or takes off at the airfield. It will thus greatly increase traffic fluidity throughout Gibraltar, but especially in the North district.





- Works to make safe the approach to, and reopen Dudley Ward Tunnel
  - This scheme involves the re landscaping of the area around the entrance to Dudley Ward Tunnel and building a reinforced concrete canopy leading up to the tunnel entrance in order to protect motorists from the frequent rock falls in the area. Once completed it will enable the tunnel to be re opened to traffic thus providing a new route to and from the South district, which will also alleviate traffic in the town area.

In addition the Government is working on the design and viability of **still more road** schemes such as:

- a road linking the Rosia area with Queensway via the Dockyard. This scheme would enable traffic from the South heading into Queensway to avoid the Trafalgar Interchange altogether.
- A roundabout in Glacis Road
- A roundabout in Queensway at the Regal House junction
- The removal of all bus stops from traffic lanes (where possible)

## **6. TRAFFIC MANAGEMENT AND CALMING MEASURES**

The Plan includes other measures to address issues which adversely impact on parking, traffic fluidity and road safety, including the following:

- The introduction of a 'points' penalty system to discourage persistent offenders for whom fines are not an effective deterrent.
- The introduction of 'on the spot' traffic offence fines for non locally registered vehicles.
- Appointment of Parking & Traffic Enforcement Officers to support RGP
- Raising the level of traffic fines, including fixed penalty notice fines.
- The installation and use of CCTV and speed cameras for traffic management, including the adoption of legislation to allow the imposition of fixed penalty notices or prosecution for offences detected by the cameras.



- The wider use of ‘sleeping policemen’ and other calming measures on roads in residential areas to calm traffic speeds for pedestrian safety.
- The imposition of especially high penalties for parking or stopping in ‘hot spots’ where significant traffic flow interruptions can result. Examples of this include Bus stops, and Line Wall Road (outside Natwest House, and at top of Irish Steps)

## **7. PUBLIC TRANSPORT, CAR USE REDUCTION MEASURES & PEDESTRIANISATION**

Over recent years, the Government has taken significant steps to improve the quality of the pedestrian’s experience by excluding vehicular traffic from various areas through the pedestrianisation schemes. Examples include Casemates Square, Main Street, John Mackintosh Square, Irish Town and parts of Engineer Lane.

Traffic fluidity and the environment will both benefit from measures that discourage the unnecessary use, or promote reduced use of motorcars in Gibraltar. To this end the Plan envisages the follow measures:

- The Parking Plan (above) will reduce the amount of traffic circulating while looking for parking.
- Measures to encourage the greater use of motorcycles
- Measures and facilities to encourage the greater use of pedal cycles (including the introduction of a ‘take, ride and leave’ facility. This is a scheme whereby the Government creates pods around Gibraltar from which bicycles provided by the Government can be taken and deposited, and ridden around Gibraltar on a ‘point to point’ basis). In addition some bicycle racks for private bicycles have already been provided.
- Improvements to the availability and reliability of the taxi service.
- Improvement and expansion of the bus service, including:
  - Route changes ( to shorten routes)
  - Free bus service on most routes
  - Increased frequency of services
  - Late night bus service
  - New buses for the upper town route

- Replacement of all bus shelters
- Measures to incentive and facilitate the use of electric and hybrid cars
- Measures to eradicate the use of excessively noisy motorcycles.



## 8. IMPLEMENTATION ISSUES

Given the comprehensive and extensive nature of the Plan, its implementation necessarily raises issues of phasing, chronology of deployment and disruption during implementation.

The Government envisages a three year period for the completion of the Plan implementation, with much of it done within two years.

Elements of the Plan, especially the construction of the road schemes and the new car parks will obviously result in traffic disruption and, in some areas in a temporary reduction in the availability of parking ( both of which will be kept to the minimum possible by careful project management and provision of temporary alternatives where possible.

Gibraltar has not, before 1996, had a comprehensive and integrated Plan to address its historical parking and traffic issues. This Government accepted the challenge to address them in a 'root and branch' way as a manifesto commitment, and this Plan is its blueprint for doing so.

Clearly, unavoidable disruption and inconvenience will occur during its execution, which some may try to exploit for short term political opportunism. The Government is conscious of this, but nevertheless accepts the responsibility and challenge to rid Gibraltar of these historical obstacles to quality of life for the future.

The prizes are well worth the short term inconvenience:

- Huge provision of new parking for both cars and motorbikes. The target of at least one 'residents only' parking space or one exclusive reserved use parking space per household in all areas of Gibraltar. Separation of cars and motorbike parking.
- Availability of metered parking for short term visits in all parts of Gibraltar.
- 'Park n Ride' facilities for visitors
- Effective enforcement of 'Residents Only' and other traffic schemes.
- New roads, leading to improved traffic fluidity.
- Improved, expanded and (mostly) free bus service