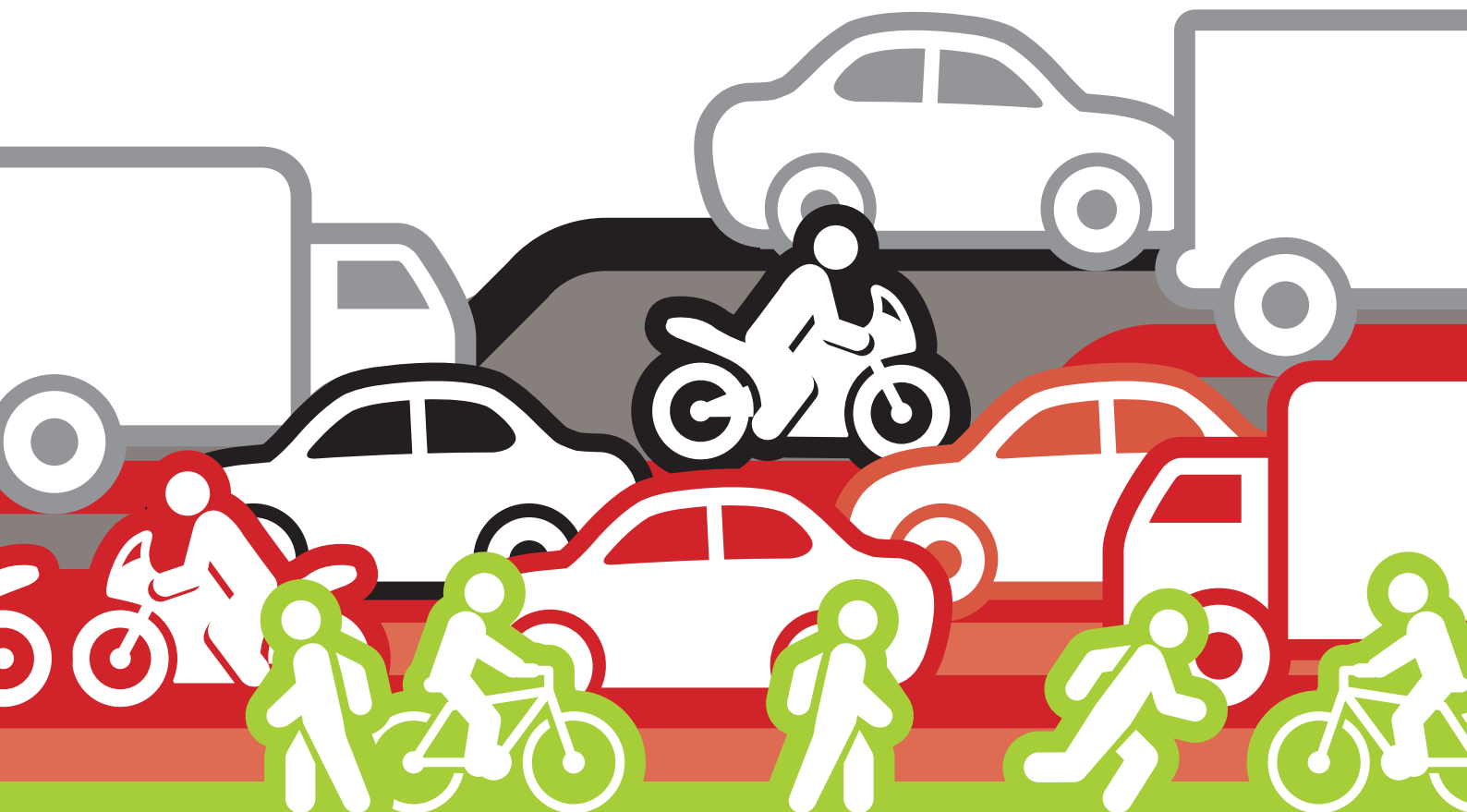




**HM Government
of Gibraltar**

Draft Sustainable Traffic, Transport and Parking Plan (STTPP)

Public Summary Document



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DRAFT SUSTAINABLE TRAFFIC, TRANSPORT AND PARKING PLAN (STTPP)

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1

INTRODUCTION

Welcome to Gibraltar's new Sustainable Traffic, Transport and Parking Plan (STTPP) which outlines how the Government intend to build a sustainable and safe transport network for Gibraltar. 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. Recognising the different impacts that transport has on the environment and health, the plan has been developed with the support and input of Ministers responsible for traffic, public transport, health and the environment.

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 that could help transform Gibraltar's transport system to respond to the challenge.

Over the past 24 months, work has been ongoing to obtain information on transport and travel characteristics throughout Gibraltar, seek views from residents, businesses and tourists on the key transport issues and problems. This information has been used to develop a new transport vision and strategy for the next 10 years and beyond. A series of new transport policies and proposals are set out in this document which will help meet Gibraltar's future travel needs in a sustainable way.

The Government's priority is to provide a high quality transport system that people choose as an alternative to the car. 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 with only short distances to walk at the start and end of their journey. A new network of bus routes will provide fast, frequent services to destinations throughout Gibraltar. Up-to-date travel information could be available via displays at bus stops or even by phone.

New pedestrian and cycle routes would provide sustainable connections between local communities, and key destinations within the city 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 routes improved between key destinations.

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 – with pilot schemes proposed for Waterport Road and Line Wall Road.

It is proposed to consider the introduction of new residents parking schemes aimed at improving local parking and access. It is recommended that a review of the Gibraltar Blue Badge Scheme is undertaken in view of improving Gibraltar's parking for people with 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. Pilot schemes at St Joseph's School include more effective parking arrangements, better drop-off facilities and improved access for bus services. If successful, further schemes will be developed 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.

2

CONTEXT FOR TRAVEL & TRANSPORT IN GIBRALTAR

PRIMARY 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).



TRAFFIC CONGESTION IN MARKET PLACE

IT IS IMPORTANT THAT THE GOVERNMENT IMPROVES AIR QUALITY IN GIBRALTAR TO MEET EU TARGETS.

STTPP DATA COLLECTION

- Detailed information on current transport and travel characteristics of residents, commuters and visitors was obtained.
- Wide range of transport related surveys taken.
- Attitudes to parking, public transport and congestion were recorded.

Introduction

It is acknowledged that congestion is increasingly becoming a regular and sustained part of daily life in Gibraltar. This includes frontier queues crossing into Spain 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, frontier and workers using residential streets as day time parking.

Fluctuating 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 traffic congestion on Gibraltar’s road network is a key objective that is being addressed by this new transport strategy.

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 taking on board the views and suggestions of the general public and many different stakeholder groups and organisations.

Gibraltar Transport and Development Statistics

A wide range of transport-related surveys were undertaken during Spring 2013 which revealed:

- Roadside interviews with drivers revealed that 61% of car journeys involved single occupancy car trips.
- Over 40% of vehicles parked on-street stay all day, with a figure of 23% for off-street vehicles.
- 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 on services during the peak periods, whilst other times of the day buses were not so well used.

KEY CHANGES

- In 1982 - 29,350 people with 11,650 jobs.
- In 2011 - 29,750 people with 22,250 jobs.
- Rapid cross border growth in traffic movement.
- During 2000-2010 vehicle volume increased by 75%.
- Extensive delays from border to city centre will continue with or without new Airport Access Tunnel.

'Gibraltar has one of the highest vehicle ownerships in the world'

Gibraltar Demographic Statistics

In addition to undertaking transport surveys, car ownership and use in Gibraltar is now reaching saturation point and so it is not anticipated that increases in local traffic movement will change dramatically in the period to 2025 (6.5% increase to 2025). There is a strong correlation between economic growth and jobs with the cross border trips that account for this and the data supports this view and indicates that the number of vehicles crossing the border is not just a function of fuel and cigarette prices.

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 would appear to be in line with this level of increase to cater for demand. Information on future new developments and aspirations has been obtained which has helped in the assessment of future traffic forecasts as part of the new strategic transport model.

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.

Issues Raised	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).	Within the new bus strategy a proposal is included for the extension of evening services and pilot scheme for night bus on Fridays/Saturdays.
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.
Important to provide more priority measures for taxis as Public Service Vehicles.	An improved management system for monitoring taxis has recently been introduced and other opportunities to provide improved access and facilities for taxi services are addressed by the Plan.
Enforcement of 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 old air terminal site is currently being used as an area for coach parking once they have dropped off passengers and in the longer term a new coach park will be located in the town area.
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	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 and integrated 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 parking 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 (for example, access and congestions concerns with the new stadium project at Europa Point and if this goes ahead, the new Gibraltar University).	Strengthening planning requirements in terms of sustainable modes and public transport will reduce traffic levels and encourage more use of sustainable modes. The development of a new bus strategy and route network will improve connections to Europa Point.
Parking & Traffic Management Issues:	
Cross-border traffic is a long-standing problem - with problems caused by existing traffic management arrangements (such as the additional lane during busy periods often causing problems).	A package of measures has been identified to improve movement to/from the Frontier including bus/taxi enhancements, improved pedestrian facilities in the short term. In the longer term, improved access to the city needs to be addressed once the new Airport Access Tunnel is built, with options such as a new pedestrian route or public transport connection under the runway.
Parking provision in the West District is inadequate to cater for local demand – Morrison's car park is the only available option. Some areas are not used which could create additional parking spaces.	The new parking strategy proposes the roll-out 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 new signage strategy is proposed including Variable Message Signing (VMS) linked to on/off street parking facilities to reduce drivers searching for spaces.
There is a need for better co-ordination of streetworks to reduce delays on the road network.	There will be a greater emphasis on developing more efficient streetworks 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.

Key transport issues relating to the school sector were discussed with representatives from the Government's Education Department 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 more healthy, active travel by pupils.

An online questionnaire survey 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. Feedback from the consultation process, in terms of issues and problems raised together with suggested solutions have formed the basis of many of the improvement proposals set out in this STTPP.

Strategic Transport Policy Options

To underpin the new transport strategy, a new purpose-built strategic transport model was developed using extensive traffic data collected during 2013. This transport model has helped to identify 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 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 and an increase in the proportion of trips that transferred from car/bus to greater levels of walking/cycling. The following sections set out the background to this balanced sustainable transport strategy for Gibraltar.



ST JOSEPHS SCHOOL - BEFORE AND AFTER - VISUALISATION OF POSSIBLE PROPOSALS ADJACENT TO ST JOSEPHS SCHOOL INCLUDING INTRODUCTION OF NEW PARKING CONTROLS, ENHANCED DROP OFF AND PICK UP POINT AND IMPROVED BUS STOP ENVIRONMENT.

3

A NEW TRANSPORT VISION & STRATEGY FOR GIBRALTAR



TRAFFIC CONGESTION ON WINSTON CHURCHILL AVENUE CONTINUES TO BE A PROBLEM

Introduction

Between now and 2025, 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 the period 2015 – 2025 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 which covers the main urban area, 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 a number of challenges and constraints which hinder sustainable movement, not least the high levels of car ownership within Gibraltar and the significant amount of cross-border traffic and daily influx of visitors wishing to experience the many unique sights and tourist attractions. The high traffic flows on the main highway network, particularly the access to/from the frontier along Winston Churchill Avenue, leads to severe delays and congestion for all road users.

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 next 12 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.

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.

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.



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

What is 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 blueprint for the city is delivered in a sustainable way. Achieving this in the most efficient and sustainable way continues to remain a challenge in the face of wider Government social, economic and environmental priorities.

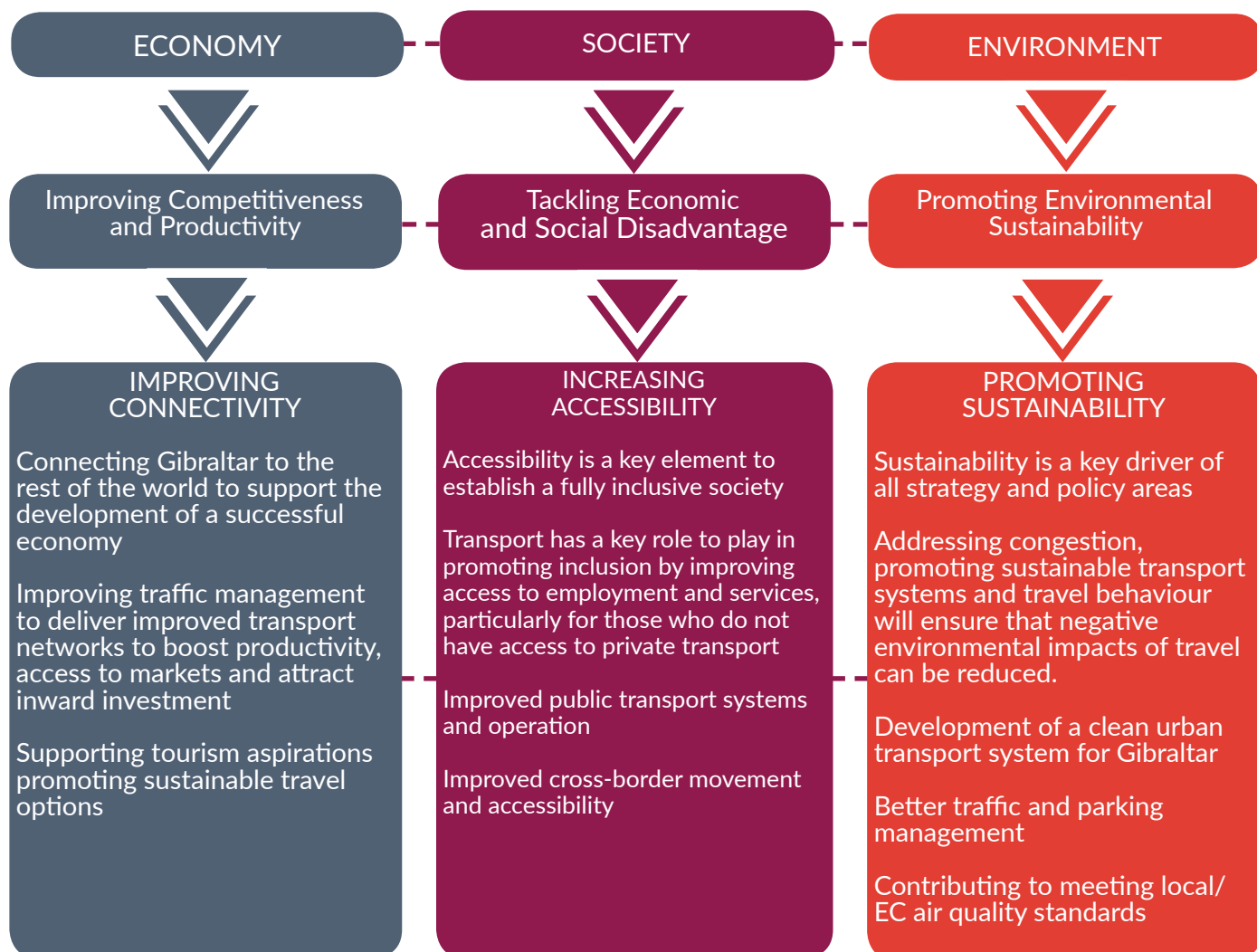
Gibraltar's STTPP sets out a long-term sustainable transport strategy until 2025 and in the longer term, builds on the views of residents, local business and stakeholders who live in and contribute to the economy of Gibraltar. The policies and measures defined in the Gibraltar STTPP cover all modes of transport including public and private, passenger and freight, motorised and non-motorised, moving and parking as well as powered two wheelers.

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.



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

What are the objectives for 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.

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



LINE WALL ROAD OFTEN EXPERIENCES PARKING PROBLEMS AT BUSY TIMES

4

PARKING & DEMAND MANAGEMENT

STRATEGY

The strategy embraces a number of different parking elements as part of a complimentary approach to discouraging the unnecessary use of private cars in urban areas including off street parking, on street parking (including Residents' Parking Zones and enforcement), Private Non Residential Parking (PNR) as well as powered two wheeler/ cycle parking and disabled parking requirements.

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

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

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

Introduction

Parking control in Gibraltar is a fundamental part of the STTPP. To be effective, it needs to be complemented by other policies which provide good quality alternatives to private vehicles.

Parking Context in Gibraltar

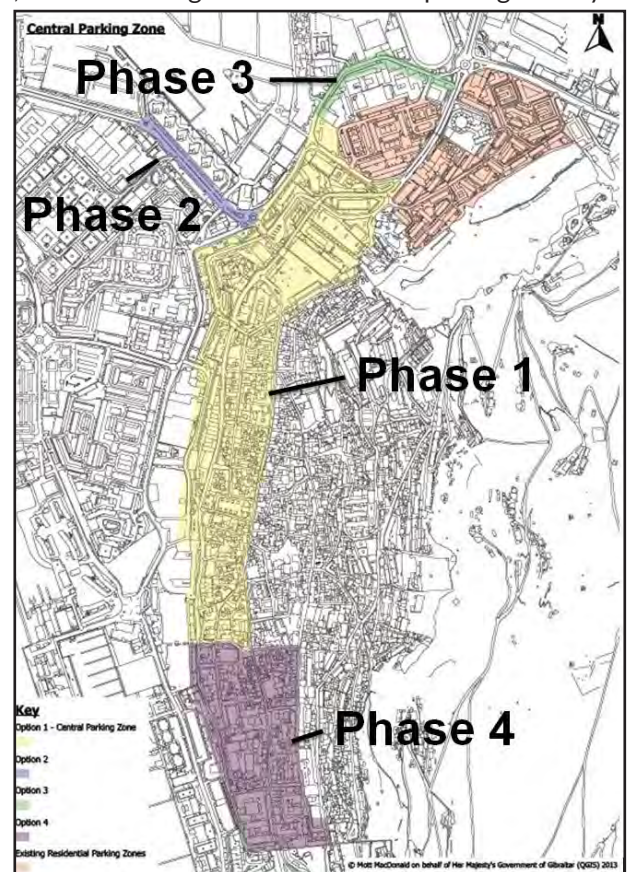
In 2011, there were approximately 15,000 registered vehicles and 8,500 registered powered two wheelers in Gibraltar with additional daily vehicle demand crossing the frontier. Car ownership levels have shown a small decline in recent years but are still considered high at almost 0.9 registered vehicles per person; levels of between 0.3 to 0.6 would be expected. It is expected that with a continual growth in both population and the local economy, both significant attributes that influence car ownership, Gibraltar's car ownership ratios unchecked will also continue to rise. The demand for car parking is therefore significant particularly the central area around Main Street and Casemates Square, destinations away from the core retail area such as the northwest area, and in most residential areas.

Summary of Strategy Elements

The approach taken within the parking strategy aims to maximise the existing transport network and managing existing assets more effectively to reduce impacts of vehicle congestion on the network. The overall aim of the parking proposals is the adoption of a coordinated and consistent long term strategy for parking in Gibraltar, with the rationale being to establish a strategy that supports the economic vitality of Gibraltar through providing and protecting adequate and suitable parking for residents, whilst ensuring that non-essential parking activity is controlled and enforced. It is recommended that there is a gradual introduction of new parking controls which will be delivered in a phased programme, which will focus initially on managing parking activity in the core central area.

On-street Parking Charges

It is recommended that a gradual introduction of on-street parking controls is undertaken which will include removing a limited numbers of spaces to expand bus stop capacity at a number of locations as well as the introduction of charges for on-street parking. A pilot scheme is recommended for both Waterport Road and Line Wall Road, aimed at



PROPOSED PHASED DELIVERY OF CONTROLLED PARKING ZONES



CURRENT PARKING CONGESTION ON ZOCCA FLANK



ZOCCA FLANK AFTER POSSIBLE RELOCATION OF MOTORCYCLE AND MOPED PARKING

improving both daytime and evening access to businesses along these busy routes that also serve the commercial and retail sector in Main Street, as well as Irish Town. 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 Reclamation Road free of charge during specified periods.

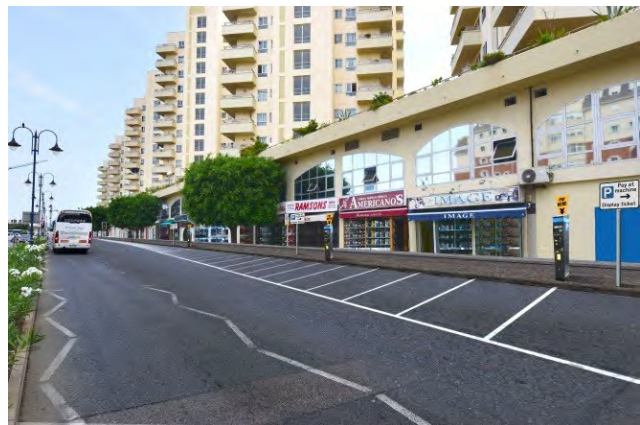
Off-Street Parking Controls

It is recommended to introduce parking controls at a number of off-street car parks, to improve turnover at key locations in the city centre to benefit local businesses by encouraging more retail activity. It is also proposed to increase the numbers of parking spaces dedicated to Blue Badge holders and commercial deliveries where appropriate to ensure there is sufficient parking for these drivers in the centre. It is recommended that a pilot scheme be developed for Landport Ditch car park that already accommodates some Pay and Display parking, and which will greatly improve daytime and evening access to businesses in Main Street within the city centre.

It is also suggested that there is considerable scope to increase premium parking capacity in the central area through the relocation of long term rental spaces such as those located in Devil’s Tower Road car park. This demand should be relocated to a location further out from the centre thereby facilitating the re-allocation of this premium parking back to essential demand including visitor and residential demand. It is proposed that parking charges are introduced for off-street spaces. It is recommended that there are no charges for designated Powered Two Wheelers (PTW) as well as Blue Badge holders and also loading bays.



CURRENT PARKING ARRANGEMENTS ON WATERPORT ROAD



VISUALISATION OF NEW PAY & DISPLAY PARKING ON WATERPORT ROAD



CURRENT PARKING ARRANGEMENTS ON LINE WALL ROAD



VISUALISATION OF NEW PARKING CONTROLS ON LINE WALL ROAD



IT IS RECOMMENDED THAT NEW RESIDENTS PARKING ZONES ARE ESTABLISHED THROUGH CONSULTATION WITH LOCAL RESIDENTS

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.

Residents Parking Zones

Engagement with stakeholders as part of the development of the STTPP has revealed support for the principle of new residents parking schemes as part of an overall demand management strategy. As a result, it is proposed to initiate more detailed and targeted dialogue with local residents to determine the level of support for the development of a new pilot scheme to be implemented and monitored as part of the STTPP programme. A phased approach is proposed for the introduction of such central controlled parking areas within residential areas, with any new scheme taking on board new considerations including limiting the number of permits per household and defining the boundaries of the zone to reduce any local problems/anomalies.

It is recommended that as part of developing a zonal structure for the control of parking in the central area of Gibraltar, a residents' permit scheme should be developed for the central area to ensure that as improved parking controls are successfully introduced, residents in this area are not disadvantaged. As part of this process, a review of residents' permit allocation criteria should be introduced including minimising the number of permits per household.

School Parking

Recognising the specific parking issues and problems that are experienced during the school run, it is intended to develop and promote a programme of school travel plans to tackle traffic congestion in and around schools during both morning and late afternoon periods. The principles of this approach include identifying drop-off and short-term waiting areas adjacent to school entrances and removing inappropriate parking where possible. As well as managing parking more effectively, measures will also be introduced to improve access by bus through segregating bus movements where possible during peak travel periods.

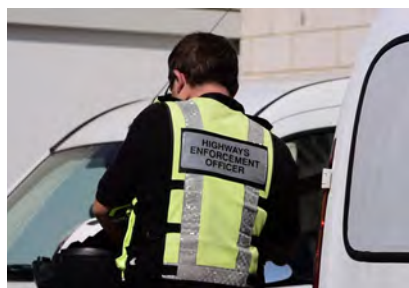
Parking Enforcement

It is recognised that the enforcement of parking controls and regulations is a core element of the STTPP. Feedback from stakeholders has identified the lack of credible enforcement as being a key issue to be addressed within the STTPP. The effectiveness of the Plans' proposals is highly dependent on having a successful enforcement organisation to control and monitor parking areas throughout Gibraltar. Existing technology is capable of being expanded to cover the pilot on/off street parking schemes as well as the residential parking scheme(s). Parking enforcement can also be enhanced with the introduction of a new traffic control centre with CCTV and co-ordinated control in conjunction with the Royal Gibraltar Police (RGP).

Blue Badge Holders Scheme

It is recommended that a review of the Gibraltar Blue Badge Scheme is undertaken in view of improving Gibraltar's parking for people with special needs.

A survey of demand for Blue Badge Holders should be undertaken around residential areas and in the city to assess the current level of Blue Badge parking bay provision throughout such areas. Although the present Blue Badge Scheme, follows on a European Communities Model, it is further recommended that the introduction of a National Badge (purple badge) be considered together with a Parking Clock for the benefit of drivers throughout specific locations around Gibraltar.



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

Introduction of Parking Technology

Whilst existing technology is capable of expansion to cover the pilot on/off street parking controls and residential zones, it is recommended that the following are considered more fully within the STTPP programme:

- Proposed development of new equipment 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.

Longer-Term Improvements

In the longer-term, a number of options are suggested:

- Undertake a review (and update annually) of parking capacity in Gibraltar, by area and designation.
- Improving the level of strategic signing to 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.
- Consider 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.
- Build on existing parking technology to link the car parking permit system to the proposed Gibraltar ID card scheme.



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



FRONTIER QUEUES

5

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', with the provision of a reliable, stable and well-maintained network which provides good journey times and high levels of punctuality.
- Integration of local bus services and improved walking and cycling routes to encourage more trips by these modes, whilst recognising that car travel will still be important for certain trips.

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, the college proposed new university, the proposed new stadium at Europa Point and employment and training opportunities. Good connectivity to key services and destinations is particularly important for the economic prosperity of Gibraltar including serving proposed new developments.

Summary of Key Issues

Lack of integrated bus services - 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 extent of Route 5 which terminates in the town centre. At the present time, local bus services are not co-ordinated 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.

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 for these. Similarly, people waiting at bus stops are unsure when their next bus service is likely to arrive due to irregularities in traffic conditions which reduces their confidence of using bus services.

Reliability of bus and taxi 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.

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 shortcomings in advance booking service limits travel options by this mode for some people.

Lack of evening/night bus services - The lack of evening bus services also detracts from the attractiveness of this mode, with this considered by many stakeholders as a problem in terms of providing travel choice outside peak travel periods. Establishing a new evening and nighttime service would enable those without access to a car to engage in evening activities while having the means to get home.

Summary of Strategy Elements

Improvements to bus services in Gibraltar will be a critical element of ensuring that the maximum number of people can travel by more sustainable means.

Development of a New Bus Network

It is proposed to re-structure bus services to establish a new core network serving key destinations throughout Gibraltar. These core bus services will be supported by a complementary network of social bus services that will improve access to public transport for elderly and mobility impaired passengers.



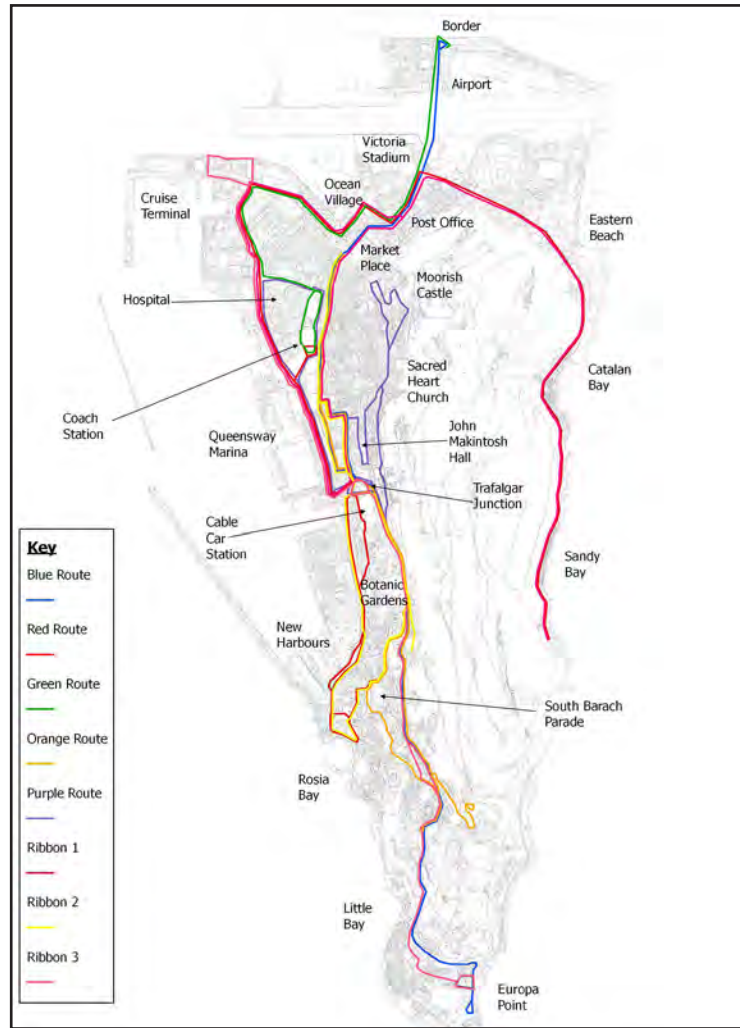
MARKET PLACE BUS STOPS ARE OFTEN CONGESTED AND DANGEROUS TO PEDESTRIANS AND BUS USERS.

NEW BUS ROUTES

- **Blue Route:** 5 buses per hour on a service which extends from the Europa Point directly to the Frontier.
- **Purple Route:** 5 buses per hour on a service which connects Willis's Road with the Rosia Bus Terminus.
- **Red Route:** 5 buses per hour on a service which connects Both Worlds to the Rosia Bus Terminus.
- **Green Route:** 6 buses per hour on a service which connects the Frontier to Reclamation Road in the city centre.
- **Orange Route:** 3 buses per hour on a service which connects Line Wall Road with Windmill Hill Road.

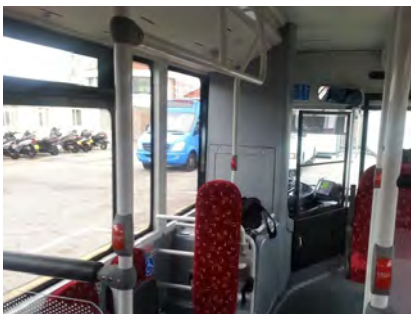
Please note colours are for reference only and services will also have numbers as well.

The proposed new bus network, including both core and 'ribbon' routes is presented below.



PROPOSED STTPP BUS NETWORK PLAN

A key objective is to simplify the network and make it easy for the travelling public to understand. With time, the new 'core' bus routes aim to provide faster, more frequent services to attract greater numbers of customers and connect the main destinations throughout Gibraltar.



A NEW MODERN BUS VEHICLE FLEET IS BEING INTRODUCED IN GIBRALTAR

In addition to these core services, another series of bus routes is proposed which will provide travel opportunities for the elderly and mobility impaired passengers. These routes are called 'ribbon' services and whilst they will run at a lower level of frequency than the core bus routes, they will provide connections to a number of key destinations such as the hospital as well as local retail outlets such as supermarkets and other key destinations. Within the new network other areas such as Elliot's Battery and the Shrine will also be served. Additional dedicated services will be developed to serve the Windmill Hill area (Prison and Retreat Centre).

New Modern Bus Vehicles

The principal bus operator in Gibraltar is currently investing in new, modern bus vehicles as part of an overall approach to improve the quality of public transport in Gibraltar. This fleet renewal should consider the introduction of a new on-bus ticketing system and opportunities are currently being explored to use the capabilities of these new machines to develop new products, such as smart tickets which will reduce boarding times and benefit the user by allowing multi-operator ticketing for different services. In the longer term, the introduction of on-board announcements and visual aids at stops will also help bus passengers.



EXAMPLE OF BUS STOP IMPROVEMENT WITH ADDITIONAL FACILITIES SUCH AS REAL TIME PASSENGER INFORMATION AND CYCLE PARKING

New Bus Infrastructure Improvements

In addition to the proposed bus network and fleet improvements in Gibraltar, enhancing local bus stop infrastructure and providing better interchange points is also important to create a better environment for passengers, as well as a means to change between services easily and conveniently. Therefore, it is also proposed that the new services are supported by further quality improvements, which in addition to new bus vehicles, will enhance the experience of users. These improvements will include:

- The introduction of real-time passenger information (at different locations such as on-board bus vehicles, at bus shelters, in main attractions such as the hospital, as well as available via mobile phone technology);
- The introduction of smartcard ticketing to improve bus boarding times and in turn contribute towards improving the regularity and reliability of services compared to the scheduled running times;
- Introduction of new shelters (where these currently don't exist) and enhanced interchange facilities particularly at those interchange points on the bus network where passengers wish to change services for onward journeys; and
- Introduction of bigger bus stops to be able to accommodate more bus vehicles and greater numbers of passengers particularly at locations where passengers need to change buses and at key stops (including proposed interchange hubs) on the new routes.



WATERPORT ROAD OFFERS THE POTENTIAL TO INTRODUCE A BUS LANE TO TACKLE CONGESTION DURING THE PEAK PERIODS

Bus Priority Access Measures

While the highway network in Gibraltar is severely constrained due to the topography and number of narrow roads, it may be possible to introduce a range of improvements to help bus movements, particularly within the city centre as part of other 'gateway' improvement schemes. In addition to improvements at stops (including extensions to accommodate more than one bus if possible), short lengths of bus lane can help improve journey time reliability for buses (for example on Waterport Road).

Establishing New Bus Interchange 'Hubs'

As part of the new bus network a series of interchange points or 'bus hubs' are proposed which will create more travel opportunities for the travelling public, aimed at co-ordinating bus timetables more efficiently and minimising waiting times between services. The majority of the proposed hub locations will require bus stop improvements/enhancements to provide additional capacity for services and also more capacity for passengers.

It is proposed that these interchange 'hub' locations would be established at the following locations:

- **At the Frontier/Airport:** there will be bus stop improvements including wider pedestrian footways, raised kerbs, improved signing and the introduction of real-time passenger information displays.
- **Waterport Road/Glaxis Road Junction:** it is proposed that there would be an enhanced bus stop facility and new pedestrian crossing facilities to accommodate additional bus services following the removal of stops at Market Place.
- **Reclamation Road:** Enhanced 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.
- **Trafalgar Junction:** An improved junction arrangement is proposed here that will improve access not only to Grand Parade/Cable Car but also to (south) Main Street with an altered junction layout and bus bays allowing good interchange between multiple services.



INDICATIVE LAYOUT OF INTERCHANGE HUB AT SOUTH BARRACKS WITH BETTER BUS STOP FACILITIES



STAKEHOLDERS HAVE IDENTIFIED THE NEED TO INVESTIGATE OPTIONS FOR EXTENDED BUS SERVICES IN THE EVENINGS AS WELL AS POSSIBLY A NIGHT BUS SERVICE

- **South Barrack Parade:** new facilities to create a high quality interchange between roads, and providing good access to the local school.
- **Europa Point:** enhanced bus stop facilities linked to the potential development of Europa Point Football Stadium and Gibraltar University.

Bus Payment Arrangements

A new bus payment mechanism is currently being considered as a recommendation by Mott MacDonald that will make it easier and quicker to use local services and reduce boarding times and so improve bus journey times. Given the need to invest heavily in new bus stop infrastructure and high quality bus vehicles for the travelling public, an option exists for the gradual introduction of a bus fare scheme in place of the current free travel regime. It is intended that OAPs and Children under 16 could continue to be exempt from fares but that new fares are introduced.

Evening and Night Bus Services

One of the key transport issues raised by stakeholders in Gibraltar is the lack of evening bus services and night buses. Daytime routes could be extended into the evenings beyond the current end of service at 2100 on weekdays as well as a reduced service frequency on Friday and Saturday night. Services could also be operated beyond midnight on Saturday and Sunday mornings. Several route options have previously been proposed but there may be merit in simply extending the hours of the main daytime services so that potential users have a clear idea of the public transport offer. The introduction of evening bus services and a new night bus service is one of the pilot projects proposed within the STTPP programme.



NEW TYPES OF TRANSIT SYSTEMS SUCH AS PERSONAL RAPID TRANSIT (PRT) COULD BE CONSIDERED

Longer-Term Improvements

In the longer-term a number of options are currently being explored:

- Introduction of new electric vehicle fleet on the core bus routes as part of the Government's commitment to reduce the impacts of climate change.
- Development of new public transport connections linking the Frontier and Airport with the rest of the Gibraltar once the new Airport Access Tunnel is open.
- New types of public transport systems will be considered, such as Personal Rapid Transit (PRT) that have been successfully trialled elsewhere in the world. This type of system offers opportunities to provide connections from the Frontier through to other locations, such as the Queensway Quay area.
- Development of a long-term strategy to resolve priorities for 'tourist taxis' and standard 'city' taxi services so that a good level of service is provided to both users.
- In the longer term the 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 payment for bus journeys. It may also be possible for this to include taxi fares and car parking payment can also be explored.



CONGESTION AT RUNWAY CROSSING

6

SUSTAINABLE TRAVEL (WALKING/
CYCLING) AND SMARTER CHOICESHOW TO ENCOURAGE
'ACTIVE' TRAVEL

- Develop improved pedestrian routes as well as introduce new facilities where possible 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



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

Introduction

This theme principally focuses on how to encourage 'active' travel. 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 as well as green spaces and recreational areas.

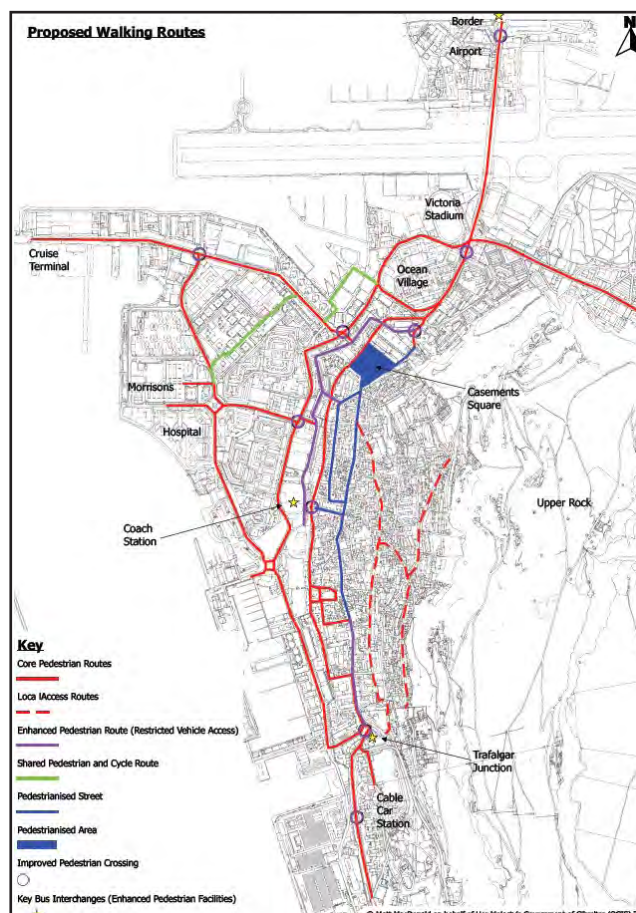
Summary of Key Issues

Poor quality pedestrian routes - There are a large proportion of trips in Gibraltar made on foot, particularly from the Frontier which sees a significant number of trips to work across the border with Spain. In addition, the significant tourism sector in Gibraltar generates large volumes of pedestrians accessing the city centre as well as the Upper Rock, from both air and cruise terminals as well as via coaches and private cars entering from Spain. The condition of many of the main pedestrian routes into the city centre show signs of poor condition as well as a lack of facilities, in terms of footway width to cater for large pedestrian volumes.

Safety issues for pedestrians in the city centre - The success of the 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, conflicts between vehicles and pedestrians continue to pose safety problems, as well as barriers to accessibility in some locations, particularly at crossing points which are heavily trafficked. During the morning and evening peak periods, congestion is evident in the city centre due to the many commercial and delivery vehicles that are servicing local shops and businesses.

Summary of
Strategy Elements

In considering pedestrian provision in Gibraltar, 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, it is important to improve the overall quality of pedestrian routes and at key destinations, identifying key destinations such as the town centre, employment areas, bus interchange points and district centres.



DRAFT PEDESTRIAN ROUTE NETWORK CONCEPT

KEY ISSUES:

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

Therefore, the development of a 'network' of high quality pedestrian routes will be developed which will offer high quality facilities for pedestrians, including routes to schools, the college and places of employment, retail centres, Government offices and public transport facilities.

Analysis of the main pedestrian movement show that the main focus of pedestrian activity is on the following key routes: Winston Churchill Avenue (from Frontier/Airport); Waterport Road (from Cruise Terminal & Coach Park; and Main Street (to Grand Parade/Cable Car). A series of priority routes are proposed where enhanced infrastructure and facilities can be provided to improve accessibility, safety and overall journey quality. It is important to develop high quality pedestrian routes that link into public transport interchange 'hubs' and new developments, together with improved accessibility to the city's existing pedestrian priority zone (including Main Street and adjoining streets).



PROPOSED BEFORE AND AFTER OF MARKET PLACE - THIS WOULD CREATE A NEW PEDESTRIAN QUARTER AND ENHANCED GATEWAY TO THE CITY CENTRE

There are numerous junctions that can be improved for the benefit of pedestrians and cyclists, including the main approaches to the city centre which currently experience heavy volumes of vehicular traffic and pose barriers to movement for pedestrians and cyclists. Key pedestrian routes that require improvement include:-

- **Frontier to City Centre:** including wider footways, shelters at the runway barriers and advance information on flight arrivals/departures;
- **Winston Churchill Ave/Corral Road:** Improved crossing facilities at Sundial Roundabout (Bayside Road) and new pedestrian crossing to replace footbridge. On Corral Road, vehicle access restrictions will create 'shared space' and better pedestrian amenity for access into Market Place and onwards into Casemates Square and Main Street; and
- **Developing school walking initiatives** including safer routes to school, pedestrian and road safety training. It is intended to focus on St Joseph's school as a pilot initiative to develop a range of sustainable travel improvements.

With the proposed removal of Market Place as a bus interchange, it is possible to create a new pedestrianised area which would provide an attractive 'gateway' to Casemates Square for people arriving from either the Frontier or from the cruise terminal. Attractive facilities could be provided for pedestrians and cyclists and traffic management measures introduced, including rising bollards to restrict traffic on Fish Market Road as well as Corral Road. This would enable access to be provided to emergency vehicles and delivery vehicles if required. Additional taxi parking facilities could be provided in both Fish Market Road and Corral Road as part of the scheme.

As part of the consideration of the pedestrian route network, it is recommended that pedestrian audits be adopted to systematically and comprehensively assess walking conditions along a route and identify the problems and locations that require the most attention. It is also possible to make better use of the historic city walls to provide good connections throughout Gibraltar for both pedestrians and cyclists, with works already having started on this.

Promoting Cycling in Gibraltar

Cycling is often convenient and practical for many journeys and encouraging more people to take up cycling can help deliver a broad range of environment and health goals. It is an efficient form of transport and unlike car use, it has minimal impact on the environment, consumes virtually no energy and is inexpensive for the user.



GREATER USE OF THE CITY WALLS CAN PROVIDE GOOD FACILITIES FOR BOTH PEDESTRIANS AND CYCLISTS AWAY FROM BUSY STREETS.



IT IS PROPOSED TO IMPROVE CYCLE FACILITIES BETWEEN THE FRONTIER AND THE CITY CENTRE

Summary of Key Issues

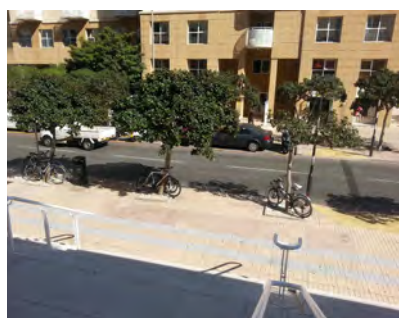
Safety issues for cyclists - Cycling is not currently seen as a viable means of transport in Gibraltar, primarily due to concerns about safety as a result of the volume of motorised traffic and also the terrain with many areas inaccessible by bike.

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 the Sundial Roundabout. The construction of off-road routes would remove the potential of cycle/vehicle conflicts especially for new cyclists and children.

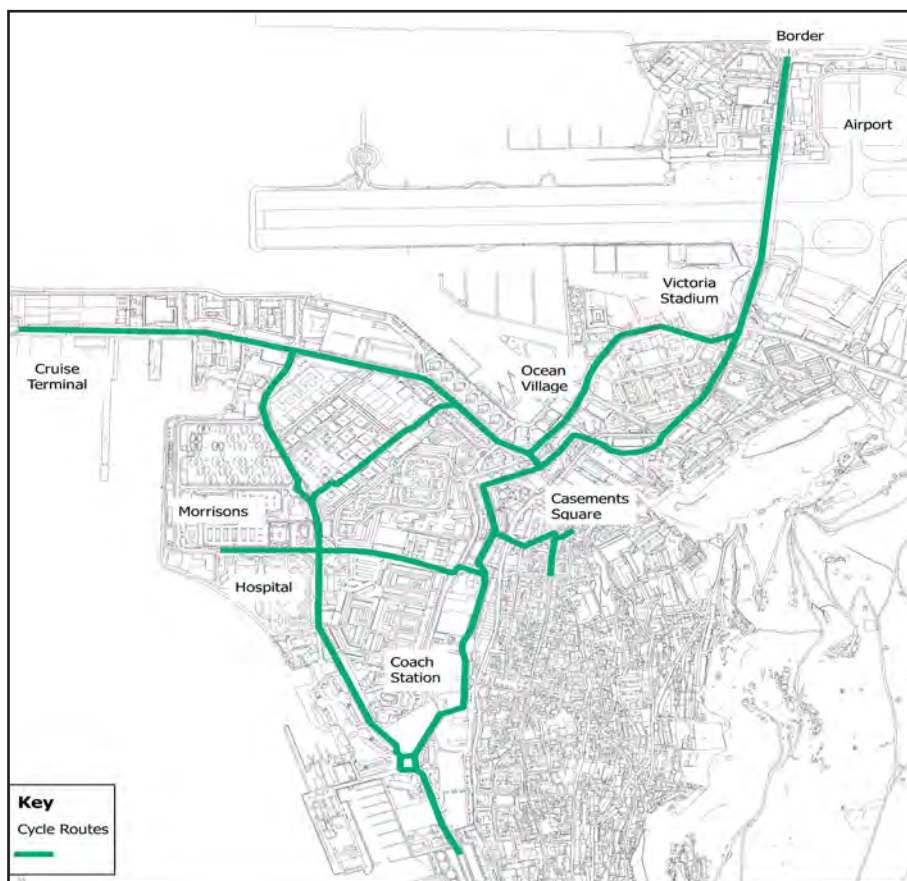
Limited provision for cyclists in planning requirements of new developments - Careful planning of new mixed-use development sites and linking these into the cycle route network would help reduce the need to travel and help promote travel by sustainable modes.

Summary of Strategy Elements

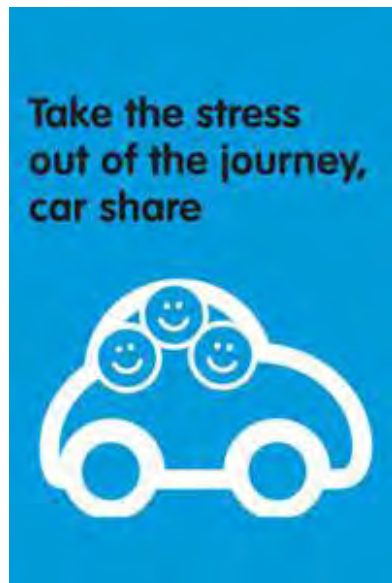
The Government is keen to promote and encourage more cycling activity as part of its integrated transport planning and has begun to develop a cycle route network as part of the wider STTPP process. However, a comprehensive Cycle Strategy has yet to be developed for the City. A number of recommended aims and objectives are proposed to ensure cycling is a viable form of transport capable of contributing significantly to the development of sustainable transport solutions for the city. 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.



THE NEED FOR IMPROVED CYCLE PARKING ON EUROPORT ROAD FOR CYCLISTS



PROPOSED CYCLE ROUTE NETWORK WHICH FOCUSES ON A SMALL NUMBER OF KEY ROUTES WITHIN THE CITY CENTRE



CAR SHARING SCHEMES AND CLUBS CAN HELP REDUCE THE NEED TO OWN A CAR (SEE WWW.SALFORD.GOV.UK)

Development of Core Cycle Network

It is important to quickly demonstrate the benefits of cycling to improve public acceptance and highlight that safe, convenient routes and facilities are being introduced. This requires the incremental delivery of a series of cycle routes building on a 'pilot' phase of investment 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 by the Cable Car Station (Grand Parade). 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. This will be delivered through reducing the level of traffic and speeds on these routes and reallocating of road space to create a more attractive environment for cyclists. Other routes have been identified that seek to link key parts of Gibraltar including potential waterfront development opportunities.

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 should 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 re-introduction of a bike hire scheme with new cycle parking facilities as well as bikes will help promote cycling and provide those without access to a bike the opportunity to take up cycling.

Developing Smarter Choice Initiatives

'Smarter Choices' are measures that aim 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.

There are a variety of different 'smarter choice' measures including sustainable travel information, promotional campaigns, development of car clubs and car sharing initiatives, as well as travel planning. Travel plans are a particularly useful tool for setting out options for changing travel behaviour by exploring ways to minimise travel and become less dependent on car use, particularly in relation to businesses and schools.

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 smarter choices information throughout Gibraltar. This includes the following proposals:
 - encouraging organisations to adopt facilities for homeworking, teleworking and teleconferencing to minimise unnecessary commuting;
 - facilitating and encouraging more people to car share and to join car clubs to reduce the number of single occupant car journeys.
- Development of a Smarter Choice (Travel Behaviour Change) Campaign working with other agencies (including businesses and schools) to influence more people to travel by safer sustainable travel. The development of school transport plan initiatives at St. Joseph's schools as a pilot initiative will serve as a demonstration project as to what can be achieved elsewhere.

7

ENVIRONMENTAL ENHANCEMENTS



CREATING A BETTER ENVIRONMENT FOR PEDESTRIANS APPROACHING CASEMATES SQUARE

Introduction

It is critical that the STTPP is fully integrated with the Gibraltar's Air Quality Action Plan which sets out how the Government will meet air quality standards. A number of key sustainable transport initiatives have been identified that seek to directly or indirectly help reduce environmental impacts which form part of the Government's integrated approach to managing traffic, transport and parking.

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.
- Environmental Capacity Issues - Transport is a major contributor to pollutants affecting the air quality. The Government is currently seeking to ensure that it meets EU air quality standards through implementation of this Plan.
- 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.
- Climate change is 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 effects 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.

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 city centre).
- 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 an increase quality of bus travel that contributes towards reducing the level of car trips.



ST JOSEPH'S SCHOOL BEFORE AND AFTER



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

- Improved marketing and promotion through targeted travel behavioural change campaigns to encourage use of more sustainable travel options.
- Provision of new information, travel advice and personalised travel planning.
- Travel planning schemes with employers and schools.
- To support the generation of energy from renewable sources and use 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 is currently considering the implementation of solar powered lighting in bus shelters.

Vehicles and Fuels

It is important 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 fleet replacement bus company vehicles as well as 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. These include:

- Working in partnership with the bus operators to bring about an improvement in the quality of services including the introduction of modern, low emission vehicles. The old fleet is to be replaced with Euro VI engine vehicles that will contribute towards 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 city 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 possible.
- 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 on the town centre, through establishing freight consolidation centre on the outskirts of the city centre and use of 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.



PROVIDING BETTER PEDESTRIAN ACCESS TO THE CITY CENTRE



PEDESTRIAN FRIENDLY MARKET PLACE WILL IMPROVE ACCESSIBILITY

8

ROAD SAFETY & TRAFFIC
MANAGEMENTBENEFITS TO LIMITING
VEHICLE SPEEDS

- 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 remains 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.

Summary of Key Issues

Speeding Issues in Gibraltar - A number of locations have been identified where speed limits are consistently exceeded. These roads are of a concern to the police and include Devil's Tower Road, Waterport Road, Bishop Caruana Road and Rosia Road. 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 cars and motorbikes.

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 to walk is seen as 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. Powered two wheeler use in Gibraltar is one of the highest in Europe with nearly one in three vehicles being either a motorcycle/scooter or moped.

The Government is looking at the possible introduction of new legislation to improve the safe use of mobility scooters, through age controls and also provision of training.

Perceptions of road safety and personal security - 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, particularly the car.

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. It is recommended that the following list of measures be considered to ensure that safety in transport and to minimise the adverse effects of transport on health.

- A review of currently applied speed limits to ascertain if they are still appropriate for the local circumstances. In some instances this may result in changes to the road design to better influence or physically control speeds;
- Ongoing programme of focused enforcement and results monitoring supported by the resources and equipment required. It is anticipated that this will include the most appropriate cameras, mobile or static.

Research has shown that there are a number of roads throughout Gibraltar where the current speed limit is frequently exceeded. This includes Waterport Road and



RESTRICTING VEHICULAR TRAFFIC ACCESS TO FISH MARKET ROAD WILL CREATE BETTER CONDITIONS FOR PEDESTRIANS AND CYCLISTS



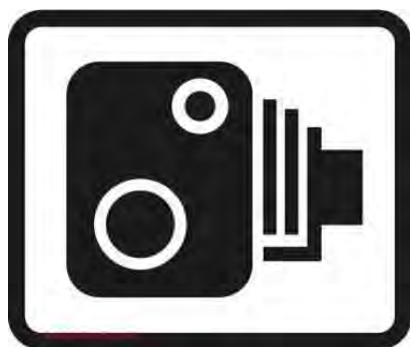
THERE IS A NEED TO REVIEW SPEED LIMITS ON SEVERAL ROADS IN GIBRALTAR INCLUDING WATERPORT ROAD.

Bishop Caruana Road. Information has been obtained from the RGP in terms of details of speeding 'hotspots' which in addition to including Waterport Road and Bishop Caruana Road also include Rosia Road and Devil's Tower Road. Therefore, it is recommended that a more detailed investigation of speeds is undertaken on the main speeding 'hotspots' with a view to developing appropriate speed management measures. Potentially, this includes the use of dynamic speed display signs to inform drivers that they are exceeding the speed limit and warning them to slow down.

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 will be developed more fully including:

- Implementation of safety cameras to tackle speeding.
- 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.



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

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 a number of 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 be aimed at improving safety of children and young people are developed and delivered over the lifespan of the Plan 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 (using St. Joseph's school as a 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.
- Delivering 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.

The emphasis of these initiatives is primarily educational and encouraging a greater awareness of safety issues when travelling on the transport network.

Traffic Management Measures

Within the STTPP, there are 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.



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



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



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



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.

Winston Churchill Avenue

Winston Churchill Avenue (WCA) is 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. Since the opening of the frontier and exacerbation of vehicular frontier queues a third lane scheme has been implemented in order to allow vehicles to avoid cross-border queues and gain access to the Air Terminal, British Lines Road and Four Corners.

Work is due to re-commence on the development of the Airport Access Tunnel under the runway to provide a new connection between Devil's Tower Road and the Frontier. It is anticipated that this new tunnel link will be open to traffic within the next 2 years, after which it is anticipated that the existing runway crossing will be closed to all vehicular traffic except in emergencies.

Therefore, there is a need for a new public transport solution 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 into the city centre or to the Queensway Quay area.

Options to be examined in more detail, in consultation with the MoD/Civil Aviation Authority (CAA) include:

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

Proposed Junction Improvements & City Centre Access Improvements

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

- Corral Road Access Restrictions; no through route to/from Fish Market Road with the introduction of rising bollards or removal bollards at Market Place to allow for emergency access.
- Glacis Road/Bayside Road roundabout: 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).
- 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 interchange improvements).
- Review of upper town traffic flow.
- Europa Road/Gardiner's Road junction improvement scheme.
- New Harbours Link Road and associated traffic management work.
- Airport Access Tunnel-linked schemes: including Devil's Tower Road/Eastern Beach Junction Improvement Scheme, as well as Frontier approach schemes such as enhancements at Sun Dial roundabout access improvements and interchange point (bus/taxi) to link with runway transit system.

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FORWARD PLANNING & URBAN DESIGN



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

Introduction

This covers how transport can help enable the local economy to thrive, as well as provide an attractive place to visit and work and in particular how transport can contribute to improving the local street environment, urban design and development of public open spaces. Transport can support this by encouraging fewer vehicles in the city centre and providing better and higher quality conditions for both residents and tourists alike.

Summary of Key Issues

Lack of provision for sustainable transport modes in new development - Reducing vehicle dominance and improving the environment (especially for walking and cycling) in residential areas as well as improving the environment for these modes on the key approaches to the city centre is critical to support the local retail and tourism sectors.

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. Many developments will provide good opportunities to enhance and introduce new and better walking and cycling routes.



PEDESTRIANISATION OF MAIN STREET HAS HELPED TO ENCOURAGE MORE RETAIL ACTIVITY

The need to reinvigorating the city centre - The importance of the city centre as a location for employment, retail activity and tourism in Gibraltar leads to heavy demand for access to the historic centre where there are narrow streets. The unique location as well as cultural and heritage assets are vital to the attractiveness of Gibraltar and to its' economy. Transport can support this through having fewer vehicles in the city centre, having an appropriate sustainable distribution policy, and controlling vehicle speeds.

Strategy Elements

It is predicated 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 reinvigorating the pedestrian priority zone including 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 will 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 conversion of Market Place to a pedestrianised area will 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 the newly created Commonwealth Park are accessible for both tourists and residents to enjoy with good pedestrian access from the city 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 makes 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.



PROVIDING BETTER ACCESS TO THE UPPER ROCK WILL SUPPORT TOURISM

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STTPP IMPLEMENTATION PLAN AND PERFORMANCE MANAGEMENT



REDUCING TRAFFIC CONGESTION IN FAVOUR OF MORE SUSTAINABLE MODEL IS A KEY GOAL OF THE STTPP

Introduction

To assess whether the STTPP is achieving its objectives, it is essential to set targets and monitor progress towards them. 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

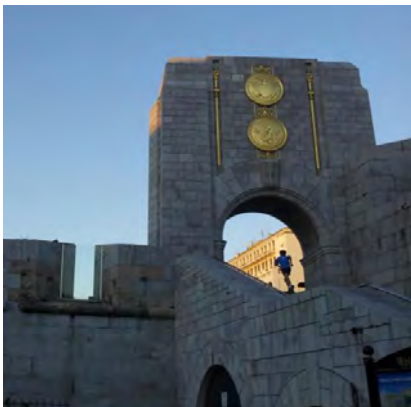
A set of performance indicators has been identified to enable the impact of the STTPP measures to be assessed against the key outcomes. Regular monitoring of traffic and transport conditions will help assess whether problems set out within this Plan are being overcome or whether new problems are being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

Draft STTPP Performance Indicators

In order to review progress with the Plan a rolling programme of monitoring of key indicators will be undertaken based on the strategic objectives that have been set. This includes indicators focusing on mode of transport used for trips (for example to work and school), levels of public transport usage, safety and security, as well as environmental conditions. These performance indicators (PIs) support the new vision statement and associated objectives/goals. Quantified targets will be set against these PIs to assess progress on particular transport policies.

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.



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

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FEEDBACK - TELL US WHAT YOU THINK

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.

As part of the Government's commitment to consultation, we are keen to hear your views on the proposals contained within this document.

Comments and views can be sent to the Government's Traffic Plan Team at:

EMAIL: yourcomments@trafficplan.gi

Alternatively, please write to:

Traffic Plan Team
HM Government of Gibraltar
Transport, Traffic and Technical Services
Joshua Hassan House
Secretary's Lane
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Please forward comments to:

yourcomments@trafficplan.gi

Traffic Plan
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