

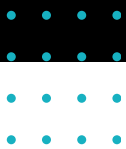


# REVIEW OF THE 2017 SUSTAINABLE TRAFFIC, TRANSPORT & PARKING PLAN (STTPP)

2025



The STTPP aims to create a sustainable, efficient, and inclusive transportation network for the future.



## Ministerial Foreword

*The Hon. John Cortes MP*

As Gibraltar continues its journey toward a more sustainable and efficient transport system, the Sustainable Traffic, Transport, and Parking Plan (STTPP) has proven to be a vital roadmap in guiding us toward our long-term goals. Since its launch, we have made considerable progress in reshaping the way we travel, improving our transport infrastructure, and reducing our environmental footprint. This review marks an important milestone in assessing the progress we have made, while acknowledging the challenges that lie ahead.

Our commitment to cleaner, greener transport options remains unwavering. Through significant investments in electric vehicle infrastructure, the promotion of active travel, and enhancements in public transport, we are creating a transport network that not only serves the needs of today but is also resilient for future generations. As we work towards achieving net-zero emissions by 2050, the STTPP will continue to evolve, guiding policy decisions and fostering innovation in sustainable mobility.

Collaboration has been key to our success, and I would like to extend my gratitude to all stakeholders who have contributed to the success of this plan. Together, we are building a better-connected, safer, and more sustainable Gibraltar. I look forward to continuing this important work as we move closer to realising our shared vision for the future of transport in Gibraltar.

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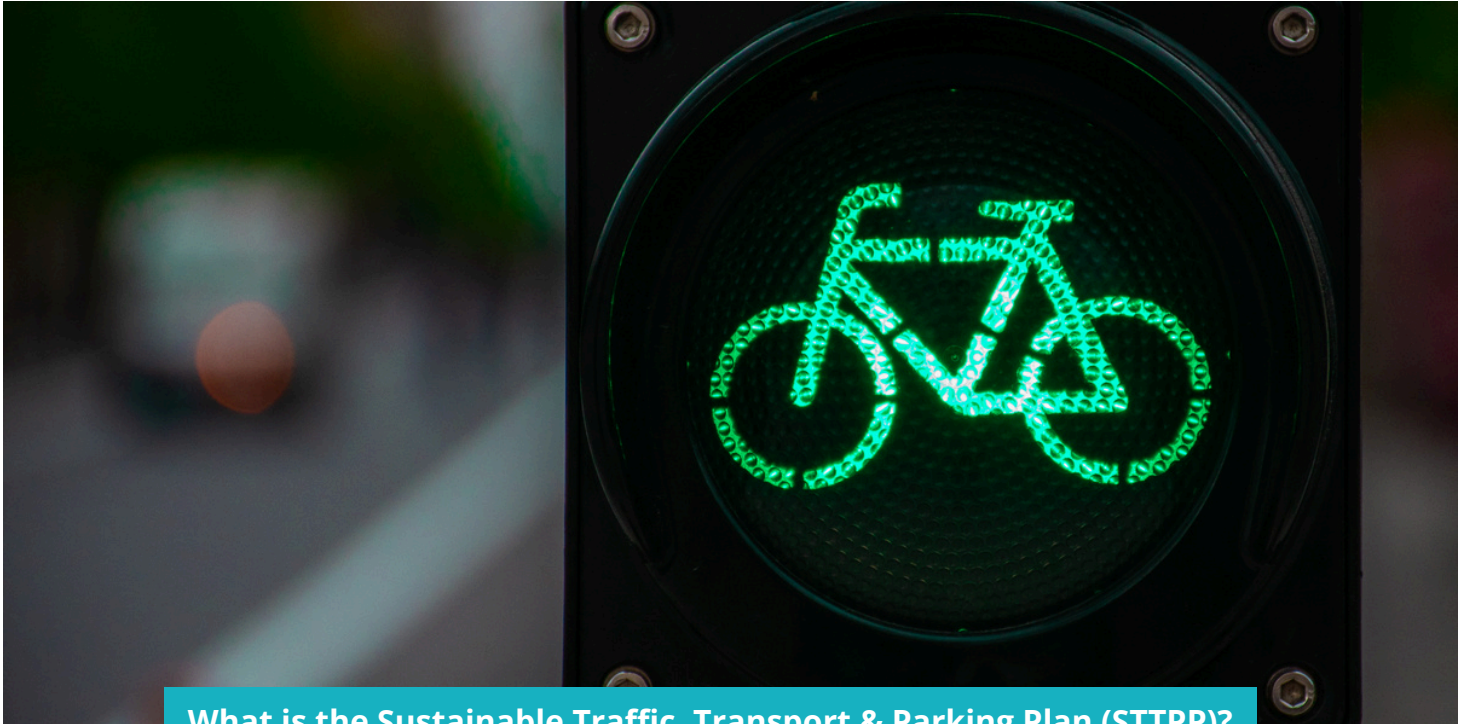
# CHAPTER 1 INTRODUCTION

SETTING THE STAGE FOR  
GIBRALTAR'S TRANSPORT  
FUTURE



# Chapter 1 Introduction

## Setting the Stage for Gibraltar's Transport Future.



### What is the Sustainable Traffic, Transport & Parking Plan (STTP)?

The Government of Gibraltar pro-actively initiated the Sustainable Traffic, Transport, and Parking Plan (STTP), to address pressing transport network challenges and explore viable solutions to these challenges. This comprehensive plan encompassed several critical aspects, which included:

1. **Traffic Management:** Analysing existing traffic patterns and devising strategies to enhance efficiency.
2. **Parking:** Evaluating parking infrastructure and proposing measures for better utilisation.
3. **Public Transport:** Enhancing public transportation options to reduce reliance on private vehicles.
4. **Sustainable Travel:** Encouraging eco-friendly modes of transportation, such as cycling and walking.
5. **Road Safety:** Implementing measures to safeguard commuters and pedestrians.
6. **Urban Design:** Integrating transport planning with urban development for a cohesive cityscape.

Published in 2017, the STTP emerged from the Government's commitment to combat escalating congestion and mitigate its impact on air quality. Its overarching goal is to establish a sustainable and secure transport network for Gibraltar, fostering healthier lifestyles and ensuring smooth traffic flow. The plan's development involved extensive community consultations, considering diverse interests and evolving needs.

## The Vision for Transport in Gibraltar

'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. This will encourage more sustainable travel behaviour. Sustainable modes of travel will be developed in order to minimise adverse impacts on the environment and promote healthier lifestyles.'

### **What were the objectives of this plan?**

The STTPP outlined a comprehensive vision and objectives for traffic and transport over the next ten years.

### **Underpinning this Vision and encompassing the period up until 2026, were a number of key policy objectives (PO) including:**

- **Objective T1:**  
To manage the transport network effectively to provide network efficiency, reduce unnecessary delays and traffic congestion.
- **Objective T2:**  
To improve environmental conditions for communities in Gibraltar by reducing the adverse effects of transport on the local environment.
- **Objective T3:**  
To maintain and improve accessibility to facilities and services for all – including pedestrians, cyclists and bus users, and particularly for disadvantaged people.
- **Objective T4:**  
To promote and encourage healthier, more sustainable travel choices and improved 'quality of life'.
- **Objective T5:**  
To reduce road accidents, particularly for vulnerable road users.
- **Objective T6:**  
To maintain and improve transport and community safety and security, including reducing perceived danger.
- **Objective T7:**  
To maintain and improve the transport infrastructure.

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## **UPDATE ON POLICY OBJECTIVES**

### **Objective T1: Managing the Transport Network Effectively.**

Significant strides have been made to improve network efficiency and reduce congestion. The introduction of controlled parking zones and the roll-out of traffic management systems have reduced unnecessary delays and traffic build-up in critical areas. Further enhancements to traffic flow and public transport coordination are still in progress, with ongoing evaluations.

### **Objective T2: Improving Environmental Conditions.**

The Government has continued its commitment to improving the environment through sustainable transport initiatives. The transition to electric vehicles (EVs), the installation of additional EV charging stations, and the expansion of bicycle lanes, have directly contributed to reducing transport-related emissions. As part of the Climate Change Strategy 2021, newer, cleaner vehicle options are replacing the public vehicle fleet.

### **Objective T3: Enhancing Accessibility for All.**

Accessibility improvements have been an ongoing focus, with projects targeted at increasing pedestrian and cycling infrastructure, as well as enhancing bus routes and facilities. Additional initiatives, such as improved crossings and bus shelters, have catered particularly to disadvantaged groups, including the elderly and those with mobility issues. Accessibility features are being integrated into new infrastructure developments to support inclusivity. As well as the development of a disability strategy for all Government departments.

### **Objective T4: Promoting Healthier, Sustainable Travel.**

There has been an increase in the promotion of active travel modes such as walking and cycling, supported by infrastructure development like cycle lanes and pedestrian-friendlier streets.

### **Objective T5: Reducing Road Accidents.**

Efforts to reduce road accidents, particularly for vulnerable road users like cyclists and pedestrians, are ongoing. However, continuous efforts are needed to further improve the safety of all road users, particularly in high-risk areas.

### **Objective T6: Improving Transport and Community Safety.**

Safety and security measures have been enhanced, with a focus on reducing perceived danger for road users. The introduction of traffic calming measures, increased monitoring, and the enforcement of safety regulations, have created a more secure travel environment.

### **Objective T7: Maintaining and Improving Transport Infrastructure.**

A considerable focus has been placed on the upgrade and maintenance of transport infrastructure. This includes regular assessments of road conditions, improvements to public transport facilities, and the maintenance of cycling and pedestrian pathways.



**The key aims of the STTP were to provide:**

**1. Efficient Transport Network:**

The STTP aimed to revolutionise Gibraltar's transport infrastructure, ensuring smoother traffic flow and minimising congestion. By optimising routes and enhancing connectivity, it sought to create a seamless experience for both residents and visitors.

**2. Environmental Improvement:**

Recognising the impact of transportation on the environment, the plan prioritised eco-friendly alternatives. From promoting cycling lanes to encouraging walking paths, the STTP aimed to reduce emissions and enhance air quality.

**3. Healthier, Sustainable Travel Choices:**

The STTP championed healthier modes of travel. By incentivising public transportation, cycling, and walking. It aimed to improve overall well-being, while reducing reliance on private vehicles.

**4. Quality of Life Enhancement:**

Beyond transportation, the plan addressed broader quality-of-life issues. It sought to enhance accessibility to essential facilities and services, ensuring that everyone could navigate Gibraltar comfortably.

**5. Transport Security and Safety:**

Safety was paramount. The STTP introduced measures to safeguard commuters, pedestrians, and cyclists alike. By implementing road safety protocols, it aimed to create a secure environment for all.

**6. Comprehensive Coverage:**

The STTP encompassed all modes of transport – public and private, passenger and freight, motorised and non-motorised. By considering diverse needs, it aimed to create an inclusive and efficient system.

In summary, the STTP was more than a transport plan, it was a vision for a sustainable, vibrant Gibraltar, one where mobility, health and safety intersected seamlessly.



## Review of the STTP

The purpose of this review is to assess the progress made toward achieving the aims and objectives as outlined previously, over the past seven years since its inception. This evaluation is an integral part of the Ministry for Transport's broader and ambitious efforts to modernise Gibraltar's transport network.

Key considerations for this review include:

- **Regulatory Adaptation:** We will explore how transport regulations must evolve to remain relevant and effective in the future. As technology advances, our regulatory framework must keep pace with innovations in transport.
- **Technological Transformations:** Over the next decade, technology will revolutionise transportation. Factors such as vehicle electrification, seamless connectivity, automation, and real-time data analysis will reshape how people and businesses engage with transport. Some of these changes – such as transport apps, electric vehicles, and early-stage vehicle automation – are already in play, while others are poised to escalate significantly by 2030.

**This assessment will also establish evidence that may be useful in:**

- Improving the sustainability of transport provision.
- Enhancing accessibility.
- Creating choice amongst different modes of transport.
- Improving health and well-being.
- Supporting economic vitality.
- Improving public understanding of the transport implication of developments.
- Enabling other service providers to support and deliver transport goals.
- Supporting local shops and businesses.



# CHAPTER 2 TRAVEL & TRANSPORT IN GIBRALTAR

CURRENT CONTEXT &  
CHALLENGES



# Chapter 2 Travel & Transport in Gibraltar

## Current Context & Challenges.

As Gibraltar experienced urban growth, traffic congestion emerged as a pressing concern. To ensure efficient mobility, we must embrace sustainable transport solutions and innovative urban planning.

### Government’s Core Objectives:

- **Tackling Congestion:** The foremost goal was to address rising congestions and their environmental impact, particularly in meeting air quality standards.
- **Economic Support:** Attracting inward investment and bolstering tourism, would serve to support Gibraltar’s economic vitality.
- **Social Accessibility:** Ensuring access to key facilities, remains pivotal for the well-being of residents and visitors alike.

The active involvement of stakeholders significantly shaped the policies and proposals within the STTPP. Below, these critical issues are summarised, and an update provided on their current status:

Issues Raised:	Response in the STTPP:	Update:
<b>Public Transport:</b>		
Concerns about coverage of bus services (full north-south route) and hours of operation (limited options after 9pm).	A new night-time bus service has been introduced on Fridays/Saturdays and use of the service is being monitored. If successful and well used, the service will continue and may be extended.	The night-time bus service remains operational on Fridays and Saturdays. A further upper town route was included in the night-time service to cater for this catchment area.
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.	A new bus working group has recently been established to review current bus routes and address existing issues, with the aim of improving the bus service and its efficiency.

Numerous comments were received regarding the shortcomings of the local taxi service.

An improved management system for monitoring taxis has already been introduced and further opportunities to provide improved access and facilities for taxi services are addressed by the Plan.

Certain issues remain with the taxi service. However, the Ministry for Transport has recently announced a series of new measures, intended to improve the taxi service and these will be rolled out in the coming months.

Part of the new framework, includes a penalty system which could see both drivers and license holders fined for not providing adequate services. The amendments also include a three strike system for those not complying with legislation, through which licenses can be suspended or eventually removed for repeat offenders. Steps have been taken to enhance the taxi offering at night, through the establishment of a night city service. This initiative goes hand in hand with the launch of the Taxi Association's app, which has already seen positive changes in the way the Taxi Association interacts with its customers.

Enforcement of parking restrictions at bus stops needs to be improved so that they are fully accessible to bus vehicles without obstruction.

Parking strategy includes greater emphasis on enforcement and in the longer term new technology will support this (greater use of CCTV enforcement and control room in partnership with the Police).

In recent years, there has been increased enforcement and monitoring, including ensuring bus stops remain unobstructed for bus use. To date, the Ministry of Transport have had no further representations of mis-use on this matter.

Better access for coaches in terms of facilities and integration with the cruise terminal.

The new Midtown Coach and Car Park has now been constructed and is much closer to the main tourist areas.

This continues to be true, with the Midtown Coach and Car Park facility remaining effective and performing well.



Night Bus

Midtown Coach Park



## 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.

There are ongoing efforts to improve pedestrian routes, a core goal of the Active Travel Strategy, launched by Government in January 2023. Pedestrian routes have been improved alongside Bayside Road and Glacis Road. Segregated footpaths were also constructed along South Barrack Ramp and Prince Edward's Road, where none existed previously.

There is limited infrastructure to encourage cycling – aim to use existing infrastructure more fully (for example, the City Walls) to provide better links.

New cycle strategy framework developed including new routes, new secure cycle parking and refresh bike-hire scheme, integrating with other modes such as the bus.

The Government launched the Active Travel Strategy in January 2023, and works commenced on cycling infrastructure routes along Bayside Road and Glacis Road. The plan proposed a complete cycle network plan for Gibraltar, from the Frontier to Europa Point.

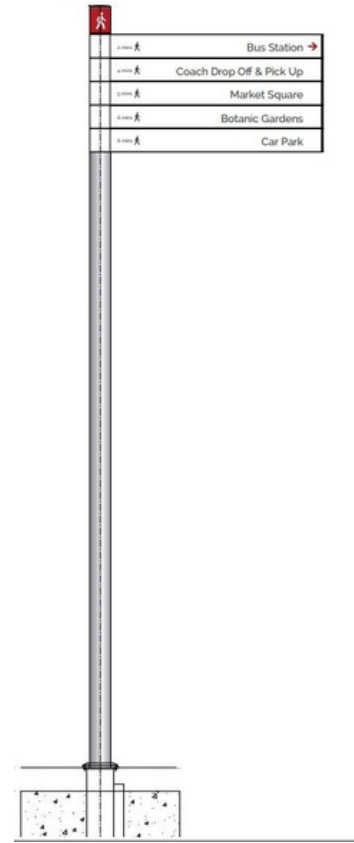
Pedestrian crossing facilities often create delays for vehicles in particular locations with heavy pedestrian demand (for example, from cruise terminal and airport into the city centre).

Pedestrian flows have been analysed and key pedestrian routes proposed. Key crossing points identified with an emphasis on improving access to city centre.

Works to improve pedestrian routes remain on-going. As well as ensuring new developments and re-developments provide improved pedestrian access.



Proposed designs for Timed Wayfinding Signs (illustrations depict a wide totem design & fingerpost design).



**Improvement of pedestrian access by Portland House.**



**Before**



**After**

## Town Centre Access:

Concerns over access to Main Street with vehicle access (deliveries) and local air quality.

New parking and traffic management controls in the town centre (as part of new controlled delivery zone) will improve access for deliveries - including low emission vehicles.

Delivery vehicle access has become more restricted, particularly regarding timings. Proposed strategies have also focused on implementing delivery hubs. In addition, the Ministry of Transport, has actively engaged in discussions with commercial entities to promote the transition to low-emission or electric 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.

Parking enforcement continues to be a challenge. However, we have now provided commercial vehicle only, loading and unloading bays.

## Commercial Vehicle Only Loading & Unloading Bay





## Land-use Planning:

Particular problems are experienced during major events.

Strengthening planning requirements in terms of sustainable modes and public transport will reduce traffic levels and encourage more use of sustainable modes.

The Safety Advisory Group, comprising relevant stakeholders, assembles during major events to deliberate on safety, traffic, and transportation matters, mitigating risks and addressing issues.

## Gibraltar Cavalcade

(c) Johnny Bugeja



## Parking & Traffic Management Issues:

Cross-border traffic is a long-standing problem that fluctuates in magnitude - with problems caused by existing traffic management arrangements.

A package of measures has been identified to improve movement to/from the Frontier including bus/taxi enhancements, improved pedestrian facilities. In the medium term, improved access to the city needs to be addressed once the new Airport Access Tunnel is open, with future potential options such as consideration of a new pedestrian route or public transport connection under the runway could be considered in the future, if feasible.

In March 2023, the new Kingsway tunnel was opened, significantly improving traffic flow by eliminating the need for traffic shutdowns during flights. Moreover, pedestrian and cycle access across the runway remains open, and is now segregated from main traffic routes.

Parking provision in the Westside District is inadequate to cater for local demand. Some areas are not used which could create additional parking spaces.

The new parking strategy proposes the rollout of a number of controlled parking zones, which could be implemented following consultation with residents/estates. Such controlled parking zones will help to better protect local parking/amenities.

Since 2017, the launch and implementation of residential parking zones 1-4, have significantly enhanced parking facilities for both residents and visitors, effectively addressing previously identified issues.

There is a lack of adequate signage for drivers, pedestrians and bus users.

A review of all signage and way finding will be carried out to rationalise the number of signs, remove street clutter and standardise the format, colours and information for different types of uses. In addition, Variable Message Signing (VMS) linked to on/off street parking facilities to reduce drivers searching for spaces will be considered.

The Ministry and Technical Services have initiated the standardisation of all traffic signs in accordance with UK guidance. Plans for the introduction of timed wayfinding signs are also currently underway.

There is a need for better co-ordination of street works to reduce delays on the road network.

There will be a greater emphasis on developing more efficient street works management system, using available technology to ensure that planned events have a reduced impact on the local highway network and that alternative routes are kept free of roadworks.

Efforts to enhance the coordination of road works remain necessary. However, regular high level co-ordination meetings are now being held.

Parking Enforcement



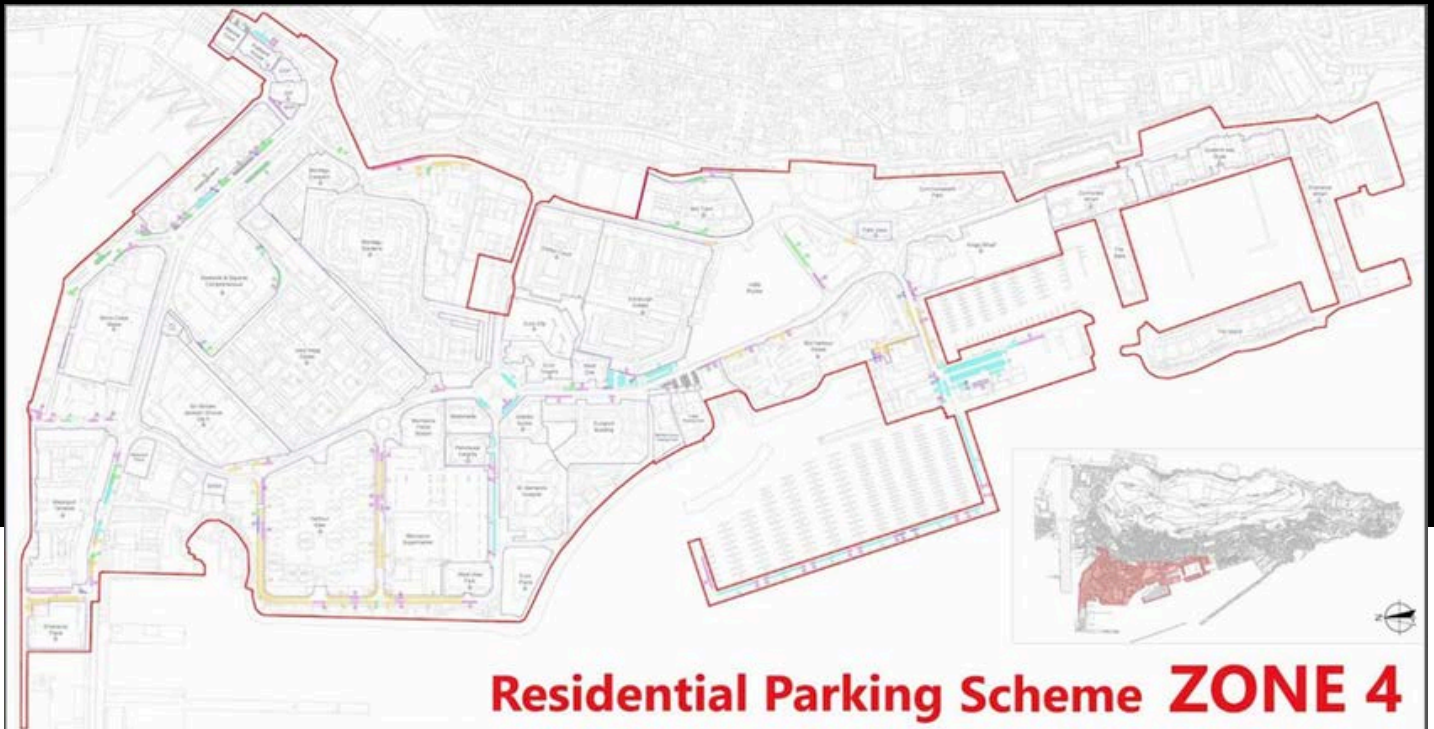
Zoned Parking Zones

Traffic Management by RGP



## Residential Parking Scheme

The Residential Parking Scheme in Gibraltar was introduced in a phased approach, beginning in 2017, which aimed to prioritise parking access for local residents in designated zones. The rollout started with specific residential zones and has gradually expanded over the years to cover more areas, with Zone 4 introduced in March 2022.



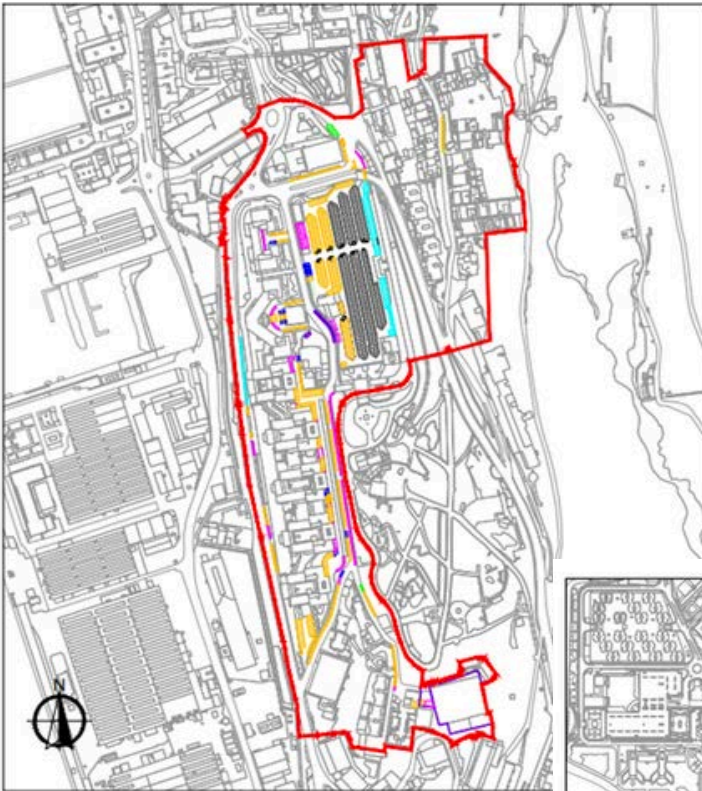
The scheme was introduced to address the increasing demand for parking spaces and reduce congestion, the scheme allocated specific areas where only residents with valid permits could park, especially in densely populated regions. It encourages the use of sustainable transport options, by managing parking availability and discouraging long-term use of public spaces by non-residents.

Each phase was implemented based on feedback from residents and the effectiveness of the initial zones. The phased introduction helped manage the transition smoothly, allowing authorities to make adjustments and improvements as needed. The initiative also included measures such as time-limited spaces for visitors and enforcement of regulations to ensure compliance.

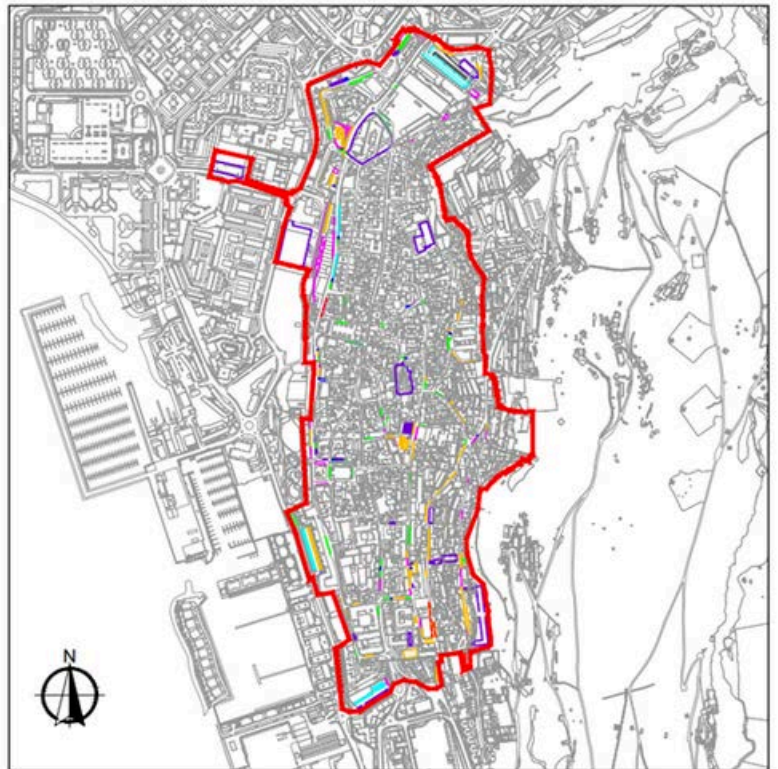
The existing zones continue to remain under ongoing review by the Ministry of Transport, to ensure continued efficiency and effectiveness. Plans are in place to expand the scheme to additional zones in the future. This expansion will also incorporate valuable feedback from previously implemented zones, allowing for continuous improvement.



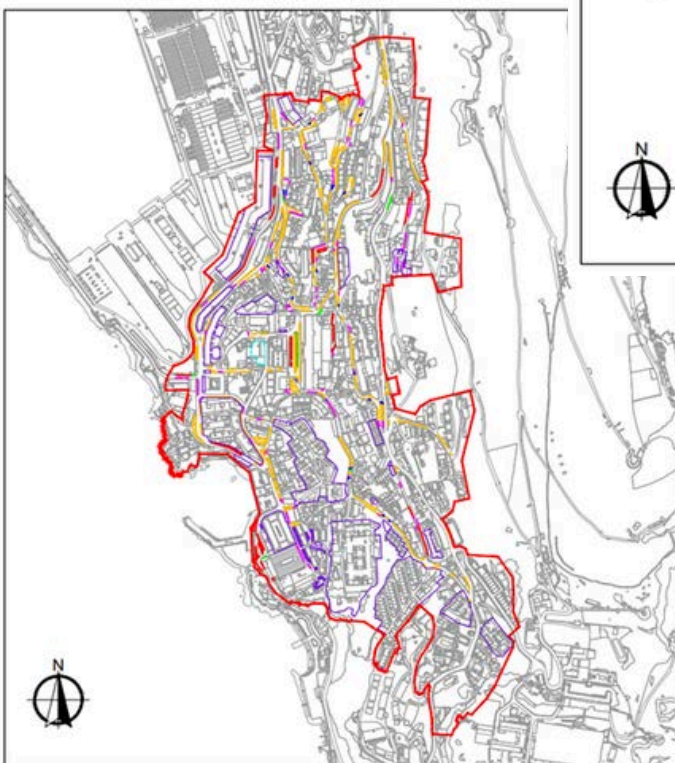
### Residential Parking Scheme Zone 1



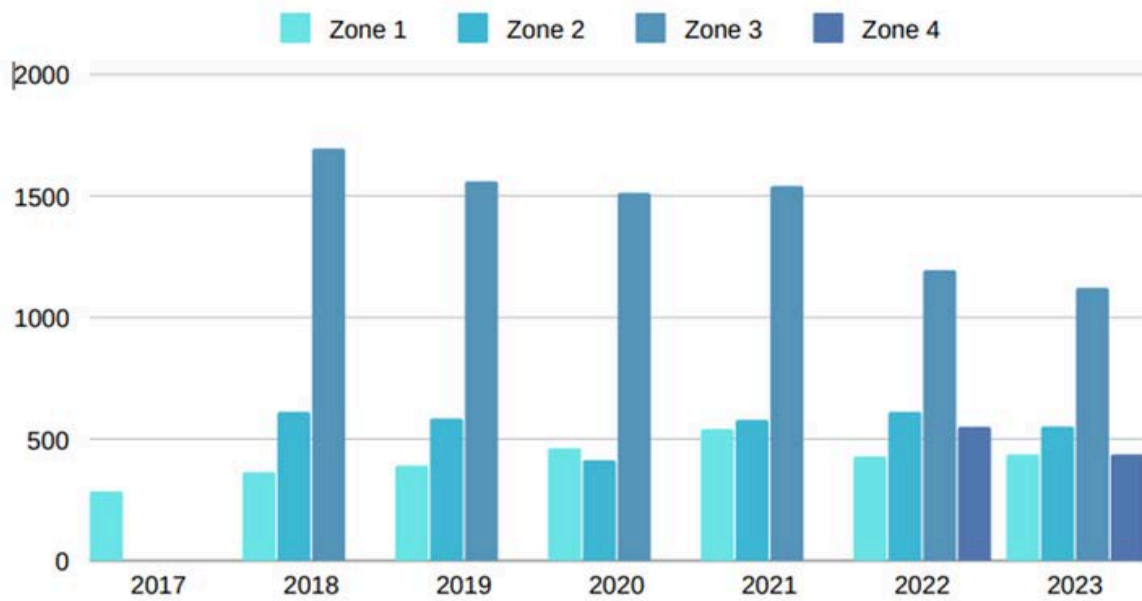
### Residential Parking Scheme Zone 2



### Residential Parking Scheme Zone 3



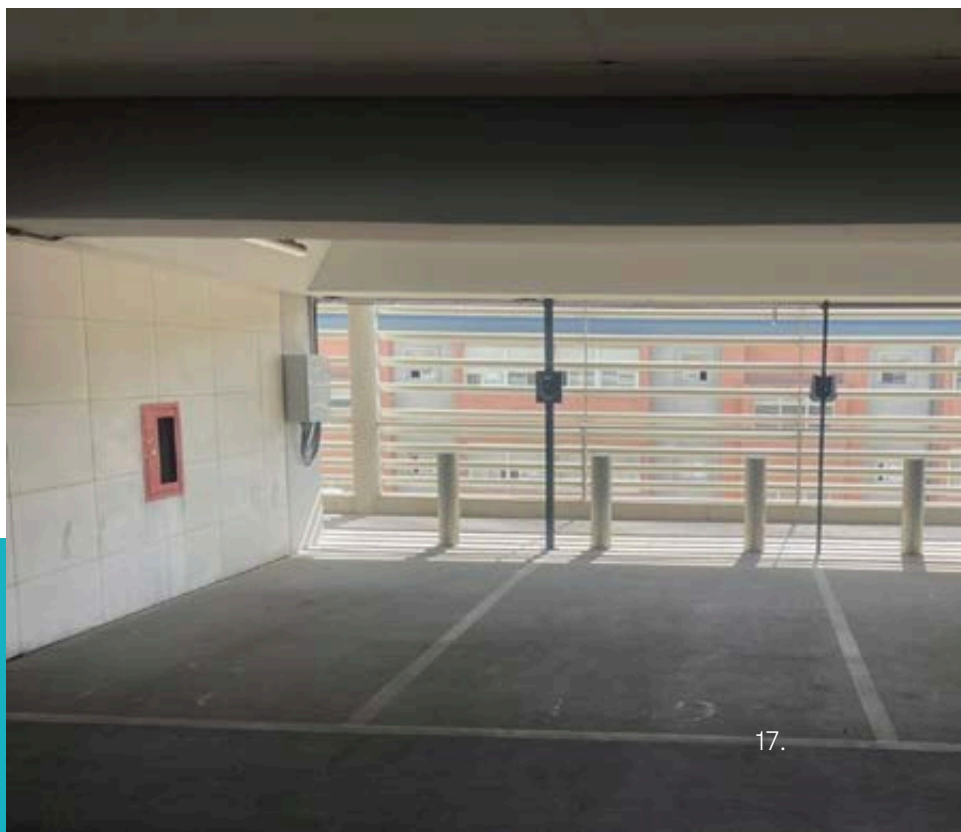
## Number of permits issued per zone



## Electrifying the Taxi Fleet

The Government has initiated efforts to transition the local taxi fleet to electric vehicles (EVs), as part of its broader strategy to decarbonize the transport sector and reduce greenhouse gas emissions. By shifting to electric taxis, Gibraltar aims to lower emissions from one of the most frequently used transport services, reduce air pollution, and contribute to quieter streets. This is especially beneficial in areas like the Upper Rock Nature Reserve, supporting the Government's broader goals of promoting eco-tourism, while safeguarding biodiversity and air quality.

The Government is assisting with this transition, by introducing electric vehicle charging points for taxis at Devil's Tower Car Park. Further roll-out of charging points will be considered as the electric fleet expands. This initiative is a significant step in Gibraltar's ongoing efforts to promote electric vehicle adoption and sustainable urban transport.



Taxi EV Charging  
Facilities at  
Devil's Tower  
Road Car Park



## Regularising the HGV Parking

In October 2024, a designated zonal parking area for Heavy Goods Vehicles (HGVs) and trailers was established at Halifax Road, as part of the Government's broader commitment to improving traffic management and road safety. This dedicated zone addresses the growing need for organised parking solutions for large vehicles, reducing congestion in urban areas and improving the flow of traffic across key routes. By providing a centralised area for HGVs and trailers, the initiative also contributes to enhanced road safety, by preventing these larger vehicles from occupying residential or high-traffic zones, where they can pose safety risks and obstruct visibility.

Furthermore, the new parking zone supports more efficient delivery and logistics operations within Gibraltar, contributing to a more streamlined urban environment. This initiative reflects the STTPP's focus on creating safer, more organised streets, that balance the needs of all road users.



# CHAPTER 3 SHAPING A NEW VISION

DEVELOPING GIBRALTAR'S  
TRANSPORT STRATEGY





# Chapter 3 Shaping a New Vision

## Developing Gibraltar's Transport Strategy.

The strategy took into account all modes of transportation and actively engaged stakeholders. Several critical challenges emerged:

- **Quality Alternatives to Car Travel:**

To encourage sustainable mobility, we must provide high-quality alternatives to private car usage. Offering diverse choices – such as walking, cycling, and public transport – will enable more trips to be undertaken in a more environmentally friendly manner.

- **Enhancing Strategic Link:**

Key Residential and Employment Areas – strategy aimed to improve connections between these vital zones in Gibraltar. Strategic links ensure efficient commuting and foster a well-connected urban fabric.

- **Behavioural Change and Smarter Choices:**

Maximising Sustainable Modes – encouraging walking, cycling, and public transport usage is essential. Road Safety – by promoting smarter travel choices, the strategy contributed to safer roads and healthier communities.

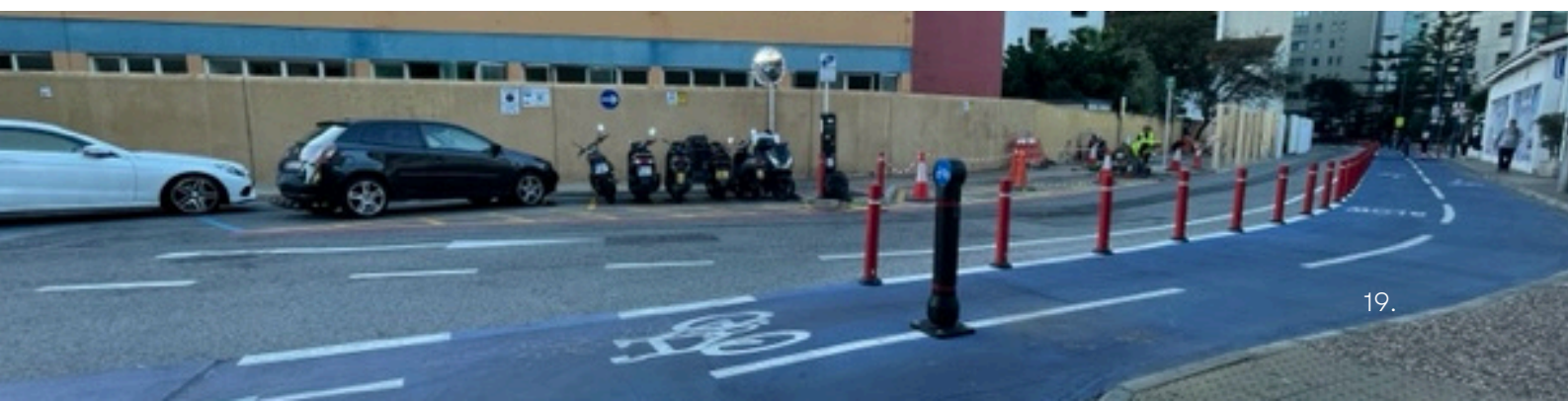
- **Addressing Emissions:**

Health and Environment – tackling transport emissions is crucial. Pollutant Reduction – strategy aimed to minimize harmful pollutants released into the air.

The following updates and improvements contribute to a more sustainable and efficient transportation system, helping to create the new vision for Gibraltar's transport system. These initiatives encompass various aspects, including:

- **Active Travel Strategy:** Launch of the Active Travel Strategy 2023, to enhance pedestrian and cycling infrastructure to promote sustainable travel.

- **Cycle Lanes:** Creation of dedicated lanes for cyclists to improve safety and encourage cycling.



- **Parking Facilities for PLETs (Personal Light Electric Transport):** Government provided convenient parking options for electric scooters and similar devices across key locations. These facilities are also in use by a private company, offering PLETs for rent.

- **New Parks:** Developing green spaces for recreation and community well-being, such as Campion Park.

- **Anti-Idling Measures:** Introduction of anti-idling legislation to reduce unnecessary vehicle idling. The first anti-idling zones have been created outside schools, to protect the most vulnerable and raise awareness. Other areas will also be explored.

- **Proposal to introduce Timed Wayfinding Signs:** To encourage walking and guide tourists touring on foot. With the design phase for this project due to commence shortly, the signs will be rolled out in a phased schedule across various key sites across Gibraltar.

- **Net Zero Delivery Body (NZBD):** The NZDB was established in July 2022, as part of Government's efforts to deliver on its climate change commitments. One outcome of this body is the Electric Vehicle Charging Infrastructure Strategy, published in 2024. Tackling transport emissions is a key goal of this committee.

- **New Highway Code:** In 2023 the Highway Code was revised and updated, to ensure compatibility with local laws and road safety advice. Key updates included the introduction of a hierarchy, emphasising that road users who can cause the most harm bear the greatest responsibility for safety. The hierarchy prioritises the protection of vulnerable users, starting with pedestrians, followed by cyclists, buses, other motor vehicles and finally heavy good vehicles. The revised code also provides guidance on safe speeds and passing distances when overtaking vulnerable road users, such as cyclists.





Campion Park (previously an access road & car park).



Commonwealth Park (previously a car park).



Meeting of the Net Zero Delivery Body (NZDB).



- **Beautification of Public Paths:**

Enhancing aesthetics and usability of walkways and paths. Including footpath by the World Trade Centre, Portland House, South Barrack Ramp and Prince Edward's Road.

- **Import Restrictions:**

The importation of cars older than 5 years is now prohibited, to reduce older cars and promote cleaner vehicles on our roads.

- **New Bus Route Working Group:**

A new working group was established in 2024, including members of the Ministry of Transport and the Bus Company, to collaborate on bus system improvements.

- **Grants for Electric & Hybrid Vehicles:**

Grants play a crucial role in promoting the adoption of cleaner vehicles. Grants for electric and hybrid vehicles were introduced to incentivise individuals and businesses to transition to more sustainable transportation options.



- **EV Charging Infrastructure:** Government has strived to install EV charging facilities, with a number of charging points now available in Gibraltar and is planning for further roll-out. A tender for the installation of numerous on-street charging points is to be issued shortly, as well as corresponding legislation, to ensure the safe guarding of the electrical grid and best practice in the implementation of this initiative.

- **Pedal Ready:** Pedal Ready Level 1 cycling course was relaunched under the GSLA summer programme in 2022, to promote cycling skills and safety awareness. Pedal Ready offers proficiency courses to help improve cycling skills, affording those that attend the course the necessary basic skills via three structured levels. Level 1 concentrates on perfecting balance and control.

# CHAPTER 4 PARKING SOLUTIONS & DEMAND MANAGEMENT STRATEGIES



# Chapter 4 Parking Solutions & Demand Management Strategies



Effective parking and demand management play a crucial role in tackling the challenges posed by rising vehicle ownership and urban congestion. The control of parking is a fundamental part of the STTPP. In order for measures to improve parking and demand to be effective, it needed to be complemented by other policies that would provide suitable alternatives to private vehicles.

**Longer-term improvements suggested:**

**Updates:**

Undertake a review (and update annually) of parking capacity in Gibraltar, by area and designation.

Strategically managing parking spaces is a critical endeavour. Whether its accommodating residents, tourists, or businesses, finding the right balance is essential. Further work is still required to assess parking needs, allocate spaces strategically, taking into consideration matters of sustainability and accessibility, to develop a more holistic parking plan for Gibraltar.

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.

Payment for parking has been made easier, as you can now pay for your parking online with the Pay and Display App in pay and display zones. The possibility of developing this app, to also show parking capacity/availability in real-time in these zones, is also being investigated. This would also be beneficial for public car parks.

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.

The ANPR technology was launched in October 2021. By automatically capturing and analysing license plate information, an ANPR system offers multiple benefits, including efficient traffic monitoring, improvements to parking management, as well as helping to enforce traffic regulations more effectively.

Build on existing parking technology to link the car parking permit system to the proposed Gibraltar ID card scheme.

The ongoing initiative to link the car parking permit system to the proposed Gibraltar ID card scheme remains in development. Current efforts are focused on aligning technical specifications and ensuring compatibility between both systems. Coordination between the relevant departments is underway to address data integration challenges.

## Pay & Display online payment function via Gibraltar Car Parks

Gibraltar Car Parks  
Pay parkings, fines & permits

Pay & display parking Pay fine Pay TFPNs

Enter number plate

Email

- Please select - Mobile Phone Number 24.

Choose location



There are approximately 50,000 registered vehicles in Gibraltar, therefore effective parking and demand management is essential and would contribute to:

### 1. Land Use Efficiency:

Well-managed parking ensures optimal utilisation of valuable urban space. By minimising sprawling parking lots, we create room for green spaces, pedestrian walkways, and community amenities.

### 2. Congestion Reduction:

Properly regulated parking mitigates traffic congestion. Streamlined parking processes lead to smoother traffic flow and shorter travel times.

### 3. Revenue Generation and Modal Shifts:

Tailored pricing structures encourage behaviour change. By influencing individuals to choose public transit, cycling, or walking, we reduce reliance on private vehicles.

### 4. Cost-Effective Solutions:

Time-bound parking encourages turnover and prevents long-term occupancy. Fair pricing discourages unnecessary car use. Strict monitoring ensures compliance.

ANPR Enforcement Vehicle





# CHAPTER 5 ENHANCING PUBLIC TRANSPORT SERVICES IN GIBRALTAR



# Chapter 5 Enhancing Public Transport Services in Gibraltar

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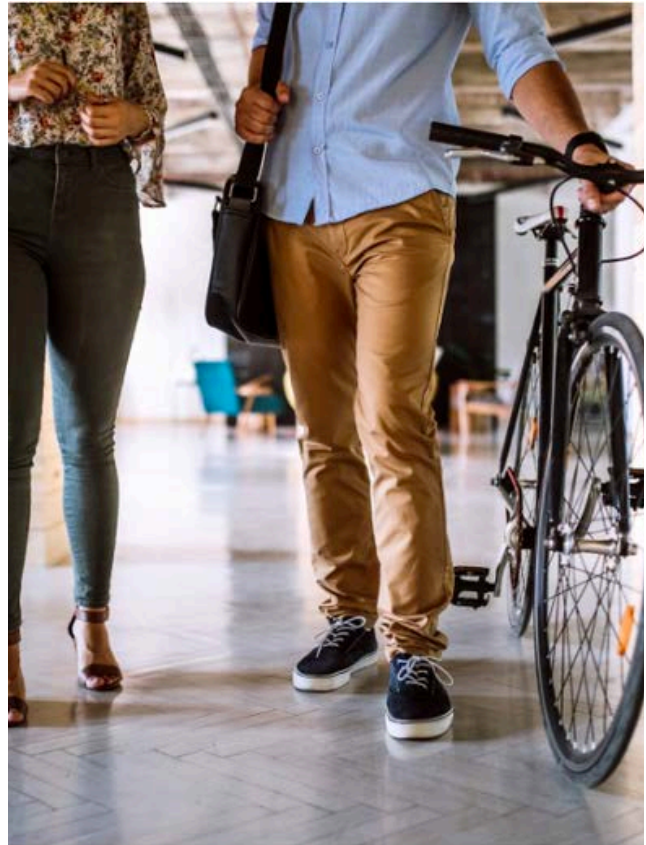
Public transportation plays a pivotal role in modern society, offering a multitude of benefits. Its significance and some of its key issues are highlighted below:

- **Environmental impact:** Public transit significantly reduces traffic congestion, easing the strain on road networks. Curbing the number of private vehicles, contributes to cleaner air and reduced greenhouse gas emissions.
- **Accessibility and inclusivity:** Public transportation provides vital access to essential destinations such as schools, workplaces, and shopping centres. It caters for people with diverse physical abilities, ensuring equitable mobility for all.
- **Integrated services:** One challenge is the lack of fully integrated bus services. Coordinated routes and seamless transfers are essential for efficient transit systems.
- **Information:** Improving information and communication channels can enhance the user experience.
- **Reliability Matters:** The reliability of bus and taxi services directly impacts commuter satisfaction. Punctuality and consistency are critical.
- **Night Services:** Addressing the absence of evening and night bus services is crucial. Extended operating hours accommodate diverse schedules and enhance convenience.

A robust public transportation system forms the bedrock of liveable, prosperous cities. By addressing these key issues, we can pave the way for a more sustainable and accessible urban future.

### Public transportation objectives:

- Our primary goal is to encourage greater adoption of public transport over private cars. We achieve this by offering a high-quality customer experience. A reliable, stable, and well-maintained network, ensures efficient travel times and excellent punctuality.
- We emphasise the integration of local bus services with other modes of transportation. Enhanced walking and cycling routes complement public transit, encouraging more trips via these sustainable modes. While recognising the importance of car travel for specific needs, we aim for a balanced approach.



### New Bus Routes:

**Blue Route:** 5 buses per hour on a service which extends from 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.

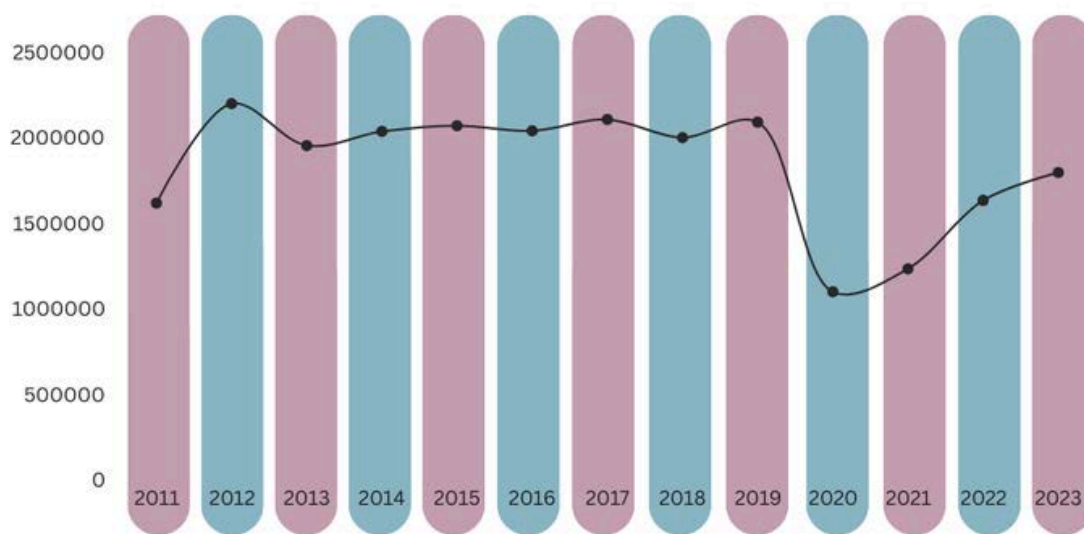
**Green Route:** 6 buses per hour on a service which connects the Frontier to Reclamation Road in the city centre.

**Orange Route:** 3 buses per hour on a service which connects Line Wall Road with Windmill Hill Road.

**Review of the current bus routes is currently being investigated by the New Bus Working Group.**



## Yearly Bus Passenger Statistics



### Improvements to Bus Infrastructure:

The proposed plan aimed to elevate the quality of the local bus services and create a more seamless experience for passengers. Key initiatives included:

- **Real-time passenger information:**

- **On-board Displays:** implement real-time passenger information displays within buses. These screens will provide live updates on routes, arrival times, and service disruptions.
- **Bus Shelters:** install real-time information displays at bus shelters, ensuring that waiting passengers stay informed about bus schedules.
- **Main Attractions:** Extend real-time information availability to high-traffic areas such as hospitals, shopping centres, and education institutions.
- **Mobile Accessibility:** Develop mobile apps or SMS services, to deliver real-time updates directly to passenger's phones.

- **Smartcard Ticketing System:**

- Introduce a convenient smartcard-based ticketing system. Passengers can load credit onto their smartcards, enabling swift boarding and reducing transaction times.
- Improved boarding efficiency contributes to better adherence to scheduled running times, enhancing overall service reliability.

- **Enhanced Interchange Facilities:**

- **Interchange Points:** Focus on improving facilities at key interchange points where passengers switch between different bus routes.
- **Seamless Transfers:** Ensure well-designed transfer areas, clear signage, and comfortable waiting spaces.
- **Onward Journeys:** Enhance facilities for passengers continuing their journeys from interchange hubs.

- **Bigger Bus Stops:**

- **Capacity Expansion:** Upgrade existing bus stops to accommodate more buses simultaneously.
- **Passenger Comfort:** Provide spacious waiting areas, seating, and shelter from weather conditions.
- **Strategic Locations:** Prioritize locations where passengers frequently change buses or where proposed interchange hubs are planned.

A number of measures have been implemented or are in progress to improve the local bus service, including the introduction of a bus tracker. The Gibraltar Bus Tracker provides real-time location and direction of all buses. A Wayfairer system, which will revamp the current ticketing system is also currently being investigated, and it is hoped this will be in place shortly. New bus stops are also now being designed with accessibility and passenger comfort, in line with latest guidance.



As part of the revamped bus network, a network of interchange points or bus hubs was proposed. These hubs aimed to enhance travel options by efficiently coordinating bus schedules and minimising waiting times between services. The proposed hub locations include:

1. Frontier/Airport,
2. Waterport Road/Glaxis Road Junction,
3. Reclamation Road,
4. Trafalgar Junction,
5. South Barrack Parade,
6. Europa Point.

These strategically placed hubs will facilitate smoother transfers and contribute to a more seamless public transportation experience. It is the review of these proposals that form part of the measures being investigated by the new Bus Route Working Group.

#### Longer-term improvements suggested:

#### Updates:

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.

The Ministry of Transport has in the past launched a tender for the supply of electric buses which did not come to fruition, but will consider tendering a similar project in the near future.

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.

Kingsway Tunnel opened in March 2023 and the existing system was adapted to incorporate the tunnel.

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.

Gibraltar has limited public transport options due to its compact size. Research into new types of public transport systems that would be suitable for Gibraltar are still in the early stages.

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 April 2024, the Government announced legal changes aimed to improve the Rock's taxi service. These included a number of amendments being made to Gibraltar's statute book over the coming months, that will help to improve the taxi service.

This includes the introduction of a three strike system, where licences will be suspended and eventually removed for repeat offenders. The enhancing of monitoring and reporting of taxi movements, to ensure City Service obligations are provided as legally required. A dedicated email address has also been set up for citizens to be able to report any issues they encounter. These changes came about as a result of a close collaboration between the Ministry of Transport, the Transport Commission, the Gibraltar Taxi Association and other stakeholders. As well as enhancing the taxi offering at night, through the establishment of a night city service.

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.

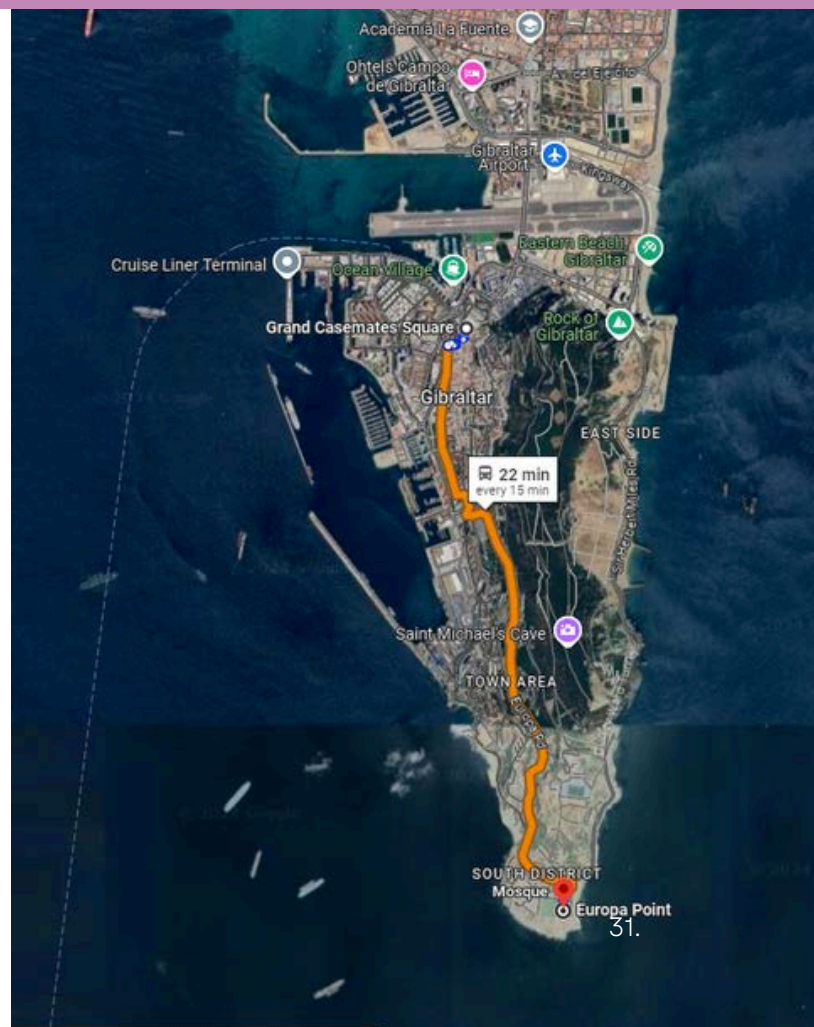
At present, this target is still under thorough evaluation to ensure feasibility and effectiveness, before any implementation can proceed.

## Updates

### Gibraltar Bus Routes now on Google Maps

In August 2024, the Ministry of Transport announced that Gibraltar's bus routes are now available on Google Maps. This update allows residents and visitors to view and plan their public transport journeys across Gibraltar, including detailed timings and transfer information.

As part of the ongoing effort to promote sustainable travel and reduce the number of private vehicles on the roads, providing easy access to bus route information is a crucial step.



This functionality will significantly contribute to encouraging more people to use public transport.

With 67% of smartphone users and over 1 billion monthly active users, Google Maps is one of the most widely used travel assistants. By integrating Gibraltar's bus routes into this platform, the Government aims to enhance the convenience and accessibility of public transport.

The Government has collaborated with Google, to ensure that Gibraltar remains up-to-date with modern travel planning tools, supporting the community's shift towards more sustainable transportation options.

“

Minister for Transport, Prof John Cortes, said: “This is one more tool in furthering the use of public transport, for residents of Gibraltar and visitors too. Any modern city would expect to be served under this platform, and Gibraltar's bus routes are now on it. We are very pleased with this development.”

”

### **Extra Morning Route Buses**

In June 2024, The Ministry of Transport, introduced extra route buses in the mornings to replace school buses. This was trialled in response to feedback provided by passengers. The main issues identified was the overcrowding of normal route buses and the underuse of school buses.

Based on public feedback and usage data, the trial was successful, with a record number of people using the bus and getting to their destination on time. As well as less overcrowding, as a result of extra buses being available during peak usage time. The Ministry of Transport will continue to engage with passengers and will strive to make any required adjustments to ensure public transport is available to all, providing the best service and experience possible.

“

The Minister for Transport, the Hon Prof John Cortes, said: “We continue to work hard to improve public transport in order to continue the move towards healthier lifestyles, better air quality and sustainability.”

”



## New Location for Bus Stop

In July 2024, The E1 Bus Stop was moved closer to the entrance of Eastern Beach and Hassan Centenary Terraces, to allow beach goers and residents to alight at a much closer and safer location than the previous stop. The Ministry for Transport will continue to listen and act on suggestions and requests from the public, along with reviewing the changing demographics to improve the bus service across Gibraltar.



### ROUTE Extra 8

MONDAY TO FRIDAY

Including Saturday, Sunday & Public Holidays

FROM TERMINUS

Both Worlds

Mid-Town

Departure Times

8.10	8.50
9.30	10.10
10.50	11.30
12.10	
	15.10
16.50	17.30
18.10	18.50
19.30	20.10

Last Trip →

← Last Trip

All trips are to be completed, no short cuts.

12/07/2024

### Summer Bus Service

In July 2024, The Ministry of Transport announced the commencement of a morning and afternoon shuttle bus, from Both Worlds to Mid Town for the summer period.

Route Eight EXTRA



“

The Hon Prof John Cortes, Minister for Transport ‘We are making changes and responding to approaches from the public, which we always appreciate. This route will help residents of the east side coming into town, and also residents of town who want to spend a day at one of the east side beaches. Working together we can improve the way we move around Gibraltar to the benefit of all’.

”

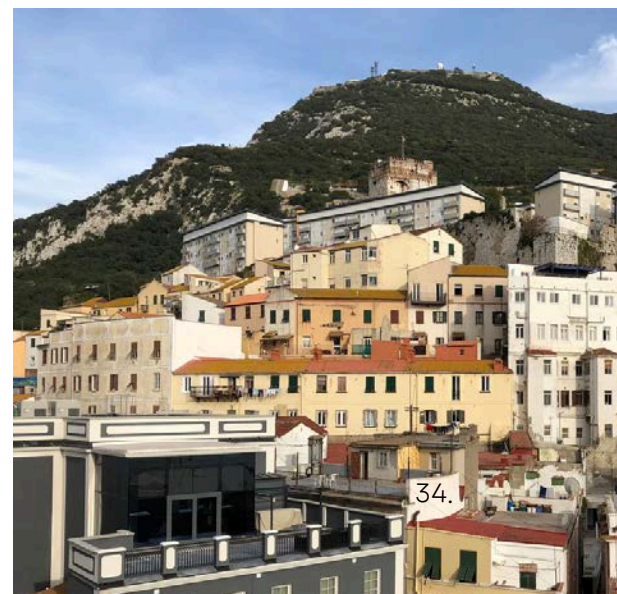
### Upper Town Bus Tender

In June 2024, The Ministry for Transport published a tender notice for the supply of new buses for the Upper Town. The tender seeks vehicles which meet the route requirements, as well as offering environmental gains. Other requirements included wheelchair access ramps, at least one wheelchair space, bus kneeling capability, GPS tracking, and the ability to cater for card payments and smart card tapping.

“

Minister for Transport, the Hon Prof John Cortes, said: “This is one of the steps we need to take in order to improve the performance, including the environmental performance, of the bus fleet as we continue to support forms of transport alternatives to the car or motorcycle.”

”



## New Citibus Vehicles

In September 2024, Citibus, having worked in conjunction with the Ministry of Transport, replaced a number of its ageing buses with newer and more environmentally friendly vehicles. Citibus committed to dispose of five of its 20-year-old buses, which had an emission standard of Euro 2, with five Euro 6 standard buses.



The table below highlights the reduction of emissions from Euro 2 to Euro 6:

<b>Pollution Type</b>	<b>Euro 2</b>	<b>Euro 6</b>	<b>% Emission Reduction</b>
CO (Carbon Monoxide).	1.0g/km	0.5g/km	50%
HC and NO <sub>x</sub> - Hydrocarbons & Nitrogen Oxides.	0.7g/km	0.17g/km	76%
PM (Particulate Matter).	0.08g/km	0.005g/km	94%

This initiative represents a significant reduction in emissions, including a 94% decrease in particulate matter. This will lead to improved air quality along the routes. Additionally, the new buses can carry twice as many passengers as the previous model.

Citibus service routes 5 and 10, connect to all Gibraltar Bus Company serviced routes. Such vehicles will also give a much better and cleaner image of Gibraltar, with the most popular route being from the frontier into the city centre.

“

The Minister for Transport, the Hon Prof John Cortes, said: “These buses have long been a cause for concern because of their emissions. I am really pleased that Citibus has taken this important step and we have been delighted to assist in making this possible. Gibraltar continues to progress in improving our environmental performance and I congratulate Citibus on their initiative and commitment to more sustainable transport.”

”



### Bus Company to Trial Alternative Fuel

In September 2024, the Ministry of Transport trialled the use of Hydrogenated Vegetable Oil (HVO) fuel on two of its buses, from the Gibraltar Bus Company. The buses were partly run on HVO, as part of initiatives to trail alternative fuels for Public Service Vehicles.

#### What is HVO?

Hydrotreated Vegetable Oil (HVO) is a renewable diesel alternative, produced from various feedstocks such as vegetable oils, animal fats, and waste cooking oils. Through a refining process known as hydro-treatment, these feedstocks are converted into high-quality diesel fuel. This process involves treating the oils with hydrogen at high temperatures and pressures, resulting in a fuel that is chemically similar to fossil diesel but with superior performance characteristics and a significantly lower environmental impact.

HVO fuel can be used on its own, or as a blend, and the main benefit of using it as fuel is reduced carbon dioxide and nitrogen oxide emissions, along with improved engine performance and less build-up of carbon within the engine itself. Another advantage is that no alterations or mechanical work is required in order to use this fuel. For this trial, a blend of 50% HVO and 50% diesel was used, which would result in a 45% reduction in greenhouse gas emissions. The Ministry of Transport will now review the performance of the buses, along with driver and passenger experience, before making a decision on its feasibility as an alternative fuel for the Gibraltar Bus Company.

## Environmental Benefits of HVO

### Reduction in Greenhouse Gas Emissions

HVO offers substantial reductions in greenhouse gas (GHG) emissions compared to conventional diesel. Depending on the feedstock and production process, HVO can reduce GHG emissions by up to 90%.

### Lower Air Pollutants

HVO burns cleaner than fossil diesel, producing fewer air pollutants such as nitrogen oxides (NOx), particulate matter (PM), and sulphur oxides (SOx). This leads to improved air quality, especially in urban areas, and reduces health risks associated with air pollution.

### Renewable & Sustainable Feedstocks

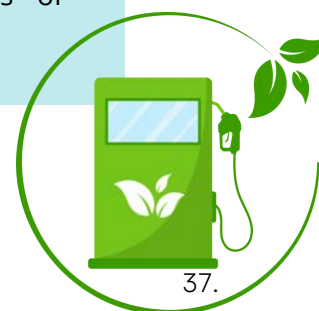
HVO is made from renewable resources, including waste materials like used cooking oils and animal fats, which helps in waste management and reduces reliance on finite fossil resources. Sustainable feedstock sourcing also minimizes the environmental impact of raw material extraction and cultivation.

### Compatibility with Existing Infrastructure

One of the significant advantages of HVO is its compatibility with existing diesel engines and infrastructure. This means it can be used as a drop-in replacement for conventional diesel, without requiring modifications to vehicles or fuelling stations, facilitating a smoother transition to more sustainable fuels.

### Enhanced Fuel Properties

HVO has superior combustion properties, leading to more efficient engine performance and reduced fuel consumption. Its high cetane number ensures more complete combustion, further lowering emissions of unburned hydrocarbons and carbon monoxide.



### **Biodegradability & Non-toxicity**

HVO is biodegradable and non-toxic, posing less risk to the environment in the event of spills. This contrasts with fossil diesel, which can cause long-term soil and water contamination.

### **Support for Circular Economy**

The production of HVO from waste feedstocks, supports the principles of the circular economy, by recycling waste materials into valuable fuel. This approach not only reduces waste but also conserves resources and promotes sustainable economic growth.

“

Minister for Transport and the Environment John Cortes said, “This is one more step in reducing emissions, improving air quality and making transport in Gibraltar more sustainable. Together with the recent improvements to the Citibus fleet, it shows our commitment to this. I am very pleased that we have made these significant strides in achieving our environmental targets”.

”

## **Carbon Offset Solutions & Gib Oil**

### Driving Change & Sustainability Solutions

A carbon offset is a way to compensate for carbon dioxide (CO2) emissions by funding projects that reduce or remove an equivalent amount of CO2 from the atmosphere. Carbon offsetting is a valuable tool in the fight against climate change, especially when combined with efforts to reduce emissions directly.

In 2023, Gib Oil committed to offsetting the CO2e emissions from every litre of fuel sold through their GO Cards, from April 2023 to April 2024. This initiative successfully offset over 6,000 metric tons of carbon dioxide equivalent (CO2e). The GOG fleet has contributed to these carbon offsets by purchasing fuel via the GO Card, resulting in Gib Oil offsetting 650 metric tons of CO2e. Gib Oil plans to continue this initiative throughout 2024/2025.



# CARBON OFFSET CERTIFICATE

## Gib Oil LTD

Has Offset

**6,340 tons CO<sub>2</sub>eq for 2023/24 on behalf of GO Card Customers**

From:

Forestry, Wind, Solar and Cookstoves

Supported Project:

- Southern Cardamom REDD+ Project
- Bundled wind energy generation projects in Gujarat, India
- Improved Household Charcoal Stoves in Ghana
- Improved cookstoves for social impact in Ugandan communities
- 100 MW Solar Project in Bhadla in Rajasthan

Project verified by:



## Card Payments on Gibraltar Bus Company



“

The Minister for Transport, Dr John Cortes, said: “This is one more step in improving our bus service, and especially at making payment possible for visitors who will often not have the exact cash available, which has been required up to now”.

”

As from October 2024, card payment facilities were made available on Gibraltar Bus Company (GBCL) buses.

GBCL staff have been undergoing training on how to use these machines along with the administrative work required.

“This week, passengers may see this facility available on some bus routes as it is being trialled, with final checks and testing being carried out to ensure a smooth rollout,” the Ministry for Transport said in a statement.

## New Taxi App

In July 2024, a new app designed to modernise taxi services in Gibraltar was launched by the Gibraltar Taxi Association (GTA) and the Minister for Transport. The Gibraltar Taxi Association App aims to facilitate the use of taxis in Gibraltar for locals and visitors alike.

Service users can sign up to the app using their email address, with the app using their email address, with the app automatically detecting their location when requesting a taxi. An approximate price is also given when booking a taxi, which depends on distance, traffic levels, and the time of day.

The app will operate as a three-way system between the customer, taxi driver, and the GTA call centre. Users can also choose what type of taxi they would like based on vehicle size and whether it has a card reader. The GTA's aim is for all taxi's to be equipped with a card reader.






# CHAPTER 6 PROMOTING SUSTAINABLE TRAVEL

WALKING, CYCLING &  
MOBILITY MANAGEMENT



# Chapter 6 Promoting Sustainable Travel

## Walking, Cycling & Mobility Management.

A photograph of a person's torso and hands holding a bright red heart. The person is wearing a dark grey t-shirt. The background is a soft-focus outdoor scene with green foliage.

Sustainable travel is a mindful approach to how we move around, minimising harm to the environment, while benefitting the community. It's a commitment to responsible exploration that considers both our impact on the planet and the well-being of local inhabitants.

The aim of this chapter, was to promote walking and cycling to and from essential facilities like schools, public transport hubs, employment centres, green spaces, and recreational areas. By encouraging non-motorised modes of transport, we achieve several positive outcomes:

### 1. Environmental Benefits:

Reducing congestion and carbon emissions contributes to a healthier planet.

### 2. Health advantages:

Walking and cycling offer exercise, improving cardiovascular health and overall well-being.

### 3. Community Enhancement:

By prioritising pedestrian safety and cycling infrastructure, we create a more vibrant and accessible city.

However, challenges were identified:

- **Pedestrian Routes:** Existing pedestrian pathways were of poor quality.
- **Safety Concerns:** Pedestrians faced safety issues, especially in the city centre.
- **Cycling Infrastructure:** Cyclists lacked dedicated facilities, including cycle parking.
- **Planning Limitations:** New developments did not adequately account for cyclists.



To encourage active travel, the following measures were to be considered:

- ✓ **Enhanced Pedestrian Routes:** Improve existing pathways and create new ones.
- ✓ **Cycling Facilities:** Develop dedicated cycle lanes and parking spaces.
- ✓ **Awareness Campaigns:** Educate the public about the benefits of cycling and walking.



By fostering sustainable travel practices, we contribute to a healthier environment and a more vibrant community.

### Accessible and Inclusive Transport Network

In line with the STTPP's commitment, to creating an accessible and inclusive transport network, the Ministry of Transport will actively collaborate with the Supported Needs and Disability Office, to assess and improve accessibility across Gibraltar's transportation system. This collaboration aims to address current accessibility challenges and ensure that people with disabilities have equitable access to public transport, pedestrian pathways, and other essential travel infrastructure.

The Ministry's partnership with the Supported Needs and Disability Office, will include regular consultations to align transport improvements with the needs of disabled residents and visitors. Initiatives may involve upgrades to infrastructure, such as ramps, tactile surfaces, accessible crossings, and optimized public transit accommodations. Working together, we will prioritise the removal of barriers to mobility, ensuring that transport inclusivity is fully integrated into Gibraltar's evolving transportation landscape.



## Why prioritise walking and cycling?

- Sustainability: Higher rates of walking and cycling contribute significantly to sustainability efforts. By reducing car usage, we decrease emissions and environmental impact.
- Economic Prosperity: Active travel fosters economic growth by supporting local businesses and creating jobs related to cycling infrastructure and pedestrian-friendly spaces.
- Social Well-Being: Communities that prioritise walking and cycling tend to be healthier and more connected. These modes of transport enhance physical fitness, mental well-being, and social interactions.

Cities that invest in pedestrian-friendly infrastructure and cycling networks create safer, healthier, and more vibrant urban environments for everyone.



Introduction of dedicated bicycle parking at Europort Road.



- Route 1 Bayside Road
- Route 2 Glacis Road
- Route 3 Waterport Road
- Route 4 Varyl Begg, Gib V, Evacuation Roundabout Harbour Views Road.
- Route 5 Europort Avenue, Europort
- Route 6 Queensway
- Route 7 Bishop Caruana, Mid harbours Kings Warf, Waterfront, Queensway South
- Route 8 Trafalgar Gate/ Ragged Staff/ Rosia Road/ Saluting Battery
- Route 9 – Camp Bay Road, Keightley Way, Europa Point
- Route 10 – Eastside – Sir Herbert Miles Road, Dudley Ward Tunnel, Europa Advance Road
- Route 11 – Airport, Devils Tower Road
- Route 12 – Fishmarket Lane Chatham Counterguard

**Proposed Full Route Cycle Route Area Zones of the Active Travel Strategy.**



HM Government  
of Gibraltar

Ministry for Transport

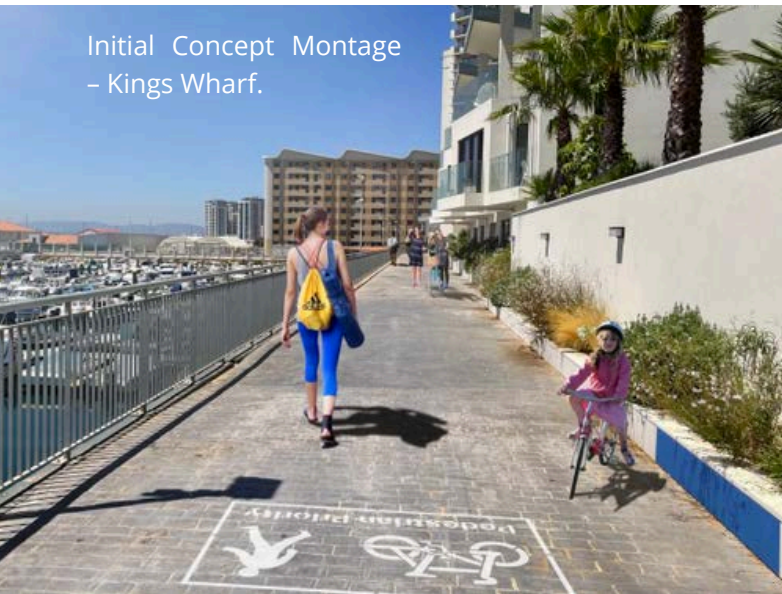


In January 2023, the Government launched its Active Travel Strategy, with the aim of encouraging more people to walk and cycle, particularly for shorter journeys. Active travel encompasses not only walking and cycling but also includes modes such as wheelchair use, mobility scooters, adapted cycles, e-bicycles, and scooters. The strategy complements the STTPP, by promoting active mobility and reducing reliance on cars.

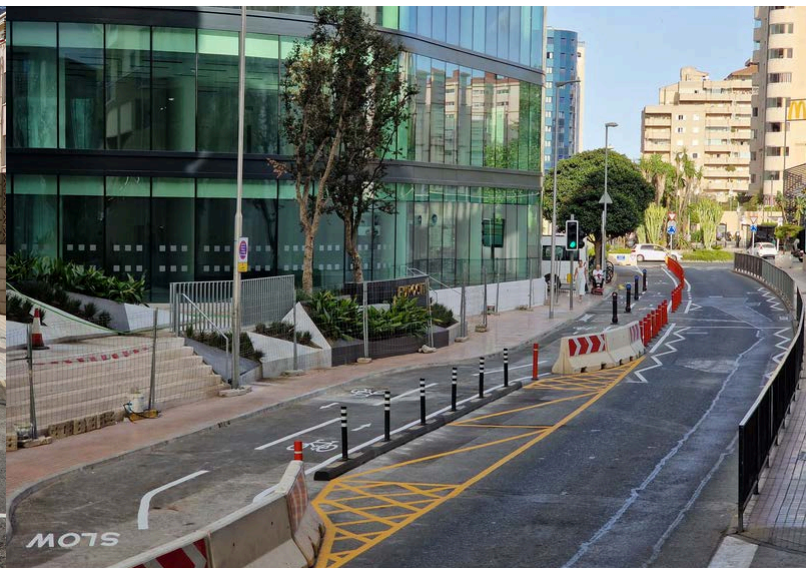
Immediate action followed the strategy's launch, with infrastructure changes already underway. Notably, improvements have been completed along Bayside Road and Glacis Road, and additional routes are slated to be in the coming months.

## Expanding the Cycling Network

Initial Concept Montage  
– Kings Wharf.



In 2023, the Government introduced new cycle lanes along Kingsway Tunnel, Bayside, and Glacis Road. The Government continues its efforts to expand the cycling network and is planning to commence the next phase of works along Kings Wharf. Further enhancing the area's appeal and accessibility.



In August 2024, the existing cycle lane along Europort Avenue, which ended outside St. Martin's School, was extended to the end of this road, allowing cyclists and PLET users alike a safer passage all the way to the Europort area. This cycle lane is now 2-way, meaning cyclists and PLETs can now transit east and westbound safely via Europort Avenue.

Also, in September 2024, The Ministry of Transport was pleased to announce a new cycle access route from Town Range, via George's Lane to Line Wall Road. This new access point marks another significant step in the implementation of Gibraltar's Active Travel Strategy.





The newly opened cycle link provides cyclists with a safe and direct connection between these bustling areas. By introducing these small link routes for cyclists and PLET users, sustainable forms of transport are promoted, helping to reduce carbon emissions and traffic congestion in key areas of Gibraltar.

“

The Minister of Transport, the Hon John Cortes, said: “As we continue to expand and improve our cycle networks, we encourage the public to embrace these new routes, supporting the move towards a more sustainable and active Gibraltar.”

”





## Rollout of New Cycle Parking Spaces across Gibraltar

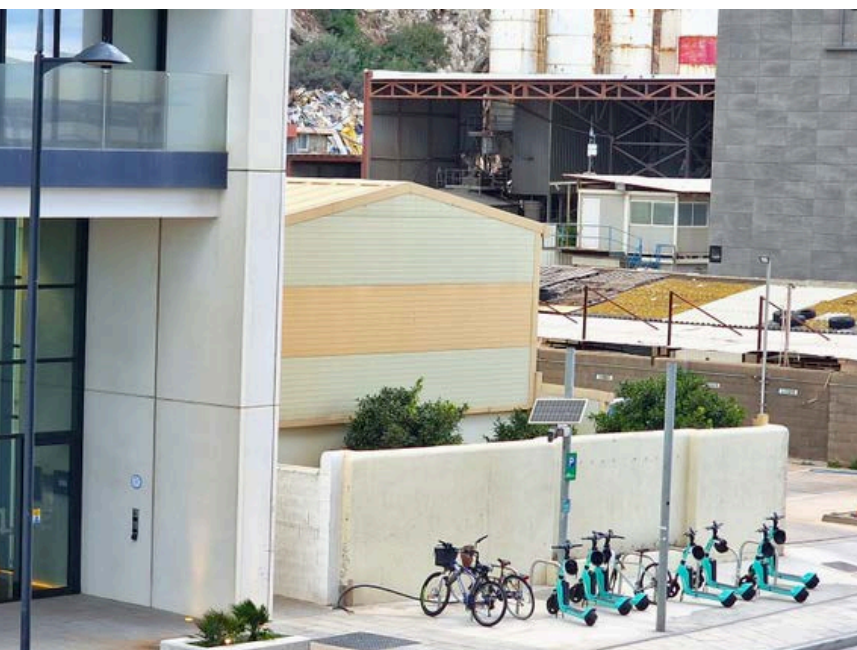
In September 2024, eighty-nine new cycle racks, equating to 178 new cycle parking spaces, were installed throughout Gibraltar. These new cycle parking spaces were distributed strategically across Gibraltar, providing cyclists with convenient and secure places to park their bicycles. The initiative supports the Government's mission to promote active travel options, such as cycling, as a viable and sustainable alternative to private vehicle use, reducing carbon emissions and easing traffic pressures in the urban core.

The Government encourages all to take advantage of the newly installed cycle parking spaces and consider cycling as a practical, eco-friendly alternative to using private cars where possible.

“

Minister for Transport, the Hon. John Cortes said: This initiative demonstrates our ongoing commitment to the goals outlined in the Sustainable Traffic, Transport and Parking Plan (STTPP) as well as the Gibraltar Active Travel Strategy. By improving cycling infrastructure, we are promoting sustainable forms of transport that align with our environmental objectives, reduce dependency on private vehicles, and ultimately enhance the quality of life for all Gibraltarians.

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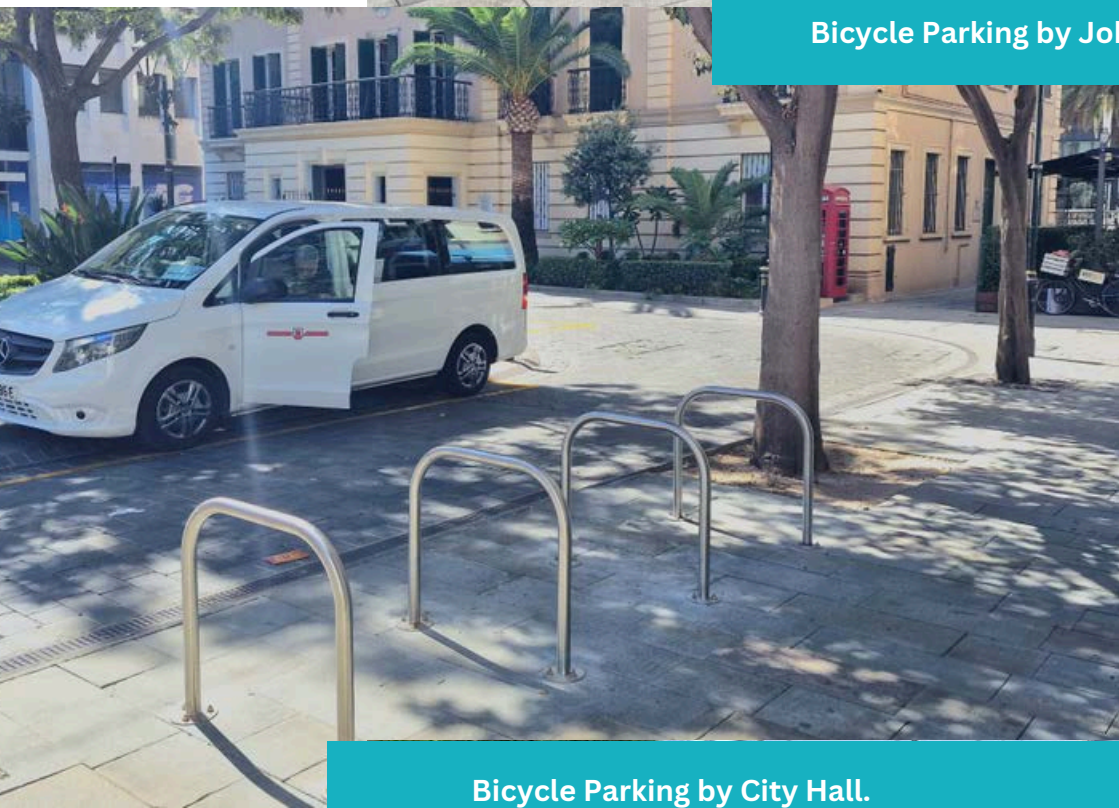
Bicycle Parking at E1.

Bicycle Parking at Bishop Rapallo Ramp.





Bicycle Parking by John Macintosh Hall.



Bicycle Parking by City Hall.



Bicycle Parking Chatham Counterguard.



## **Cycling Proficiency Expression of Interest**

The Government is in the process of drafting an Expression of Interest (EOI) for Cycling Proficiency Training, for the teaching of cycling courses in schools, taking a proactive approach to promoting cycling skills and improving road safety.

This initiative aligns with broader efforts to promote sustainable transportation, improve road safety, and encourage healthier lifestyles. The EOI seeks to invite qualified organisations, training providers, or entities with expertise in cycling proficiency to submit proposals that outline how they can support the development and delivery of structured cycling training programs.

## **Travel to School Survey**

The Ministry of Transport, in conjunction with The Department of Education, will be conducting a comprehensive travel-to-school survey. This initiative aims to gain a deeper understanding of children's travel patterns and identify the most effective strategies to help promote more sustainable transportation options.



The survey will gather data on how students commute to and from school, including the modes of transport they use, the reasons for their choices, and what improvements they would like to see. With this data, the Ministry of Transport and Department of Education, will be able to:

- **Identify Barriers:** Understand the obstacles that prevent children from using more sustainable travel options, such as walking, cycling, or public transportation.
- **Develop Targeted Programs:** Create tailored programs and initiatives that address these barriers and encourage more eco-friendly travel habits.
- **Enhance Infrastructure:** Advocate for improvements in infrastructure, such as safer walking and cycling paths, better public transport routes, and secure bike storage facilities at schools.
- **Promote Awareness:** Launch awareness campaigns to educate students, parents, and school staff about the benefits of sustainable travel, including health, environmental, and economic advantages.
- **Monitor Progress:** Establish a baseline for current travel behaviours and set measurable goals for increasing the use of sustainable transportation options over time.

This initiative not only aims to reduce the carbon footprint associated with school travel but also strives to foster a culture of sustainability among young people.



# CHAPTER 7 ENVIRONMENTAL IMPROVEMENTS & THEIR IMPACT ON TRANSPORT

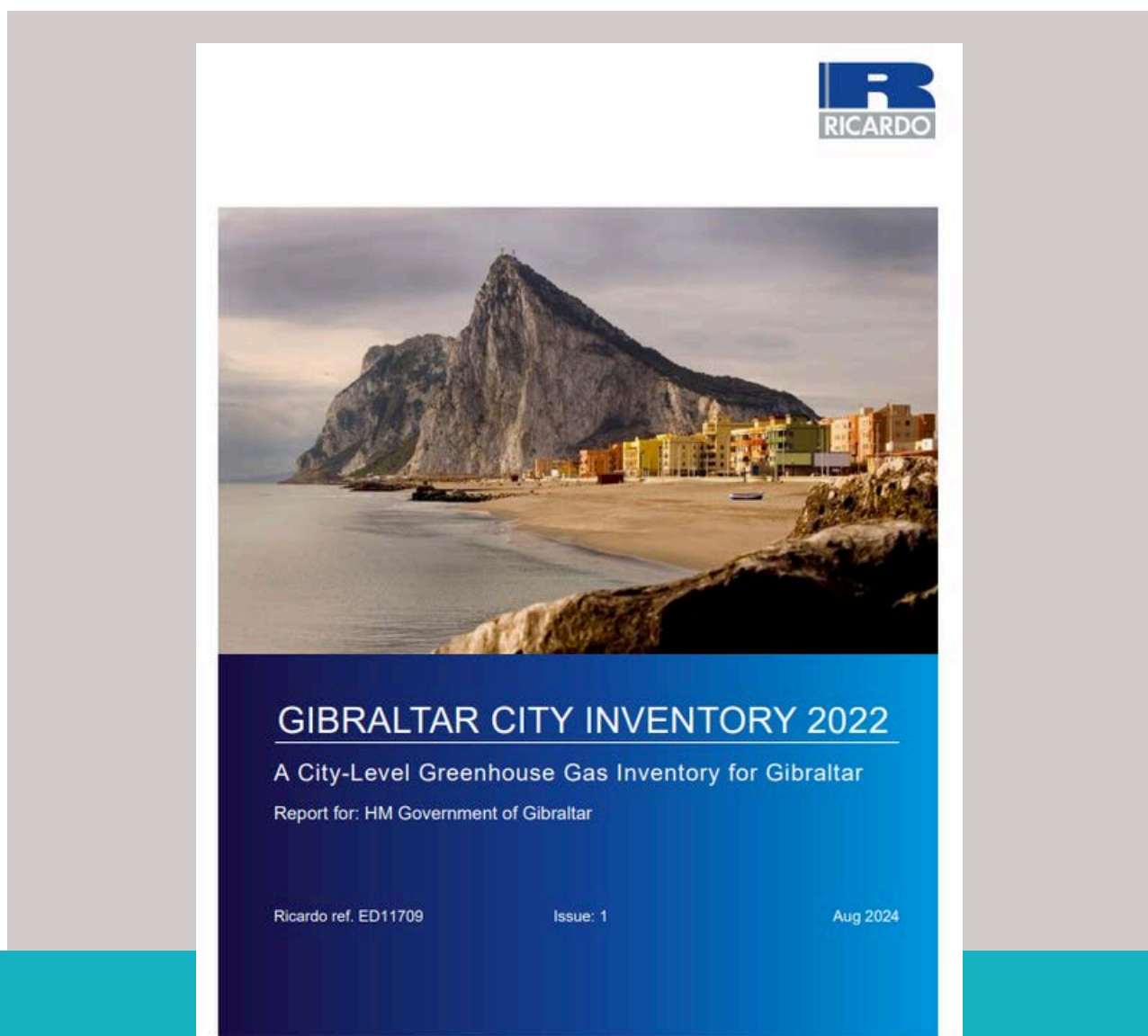
WALKING, CYCLING &  
MOBILITY MANAGEMENT



# Chapter 7 Environmental Improvements & Their Impact on Transport

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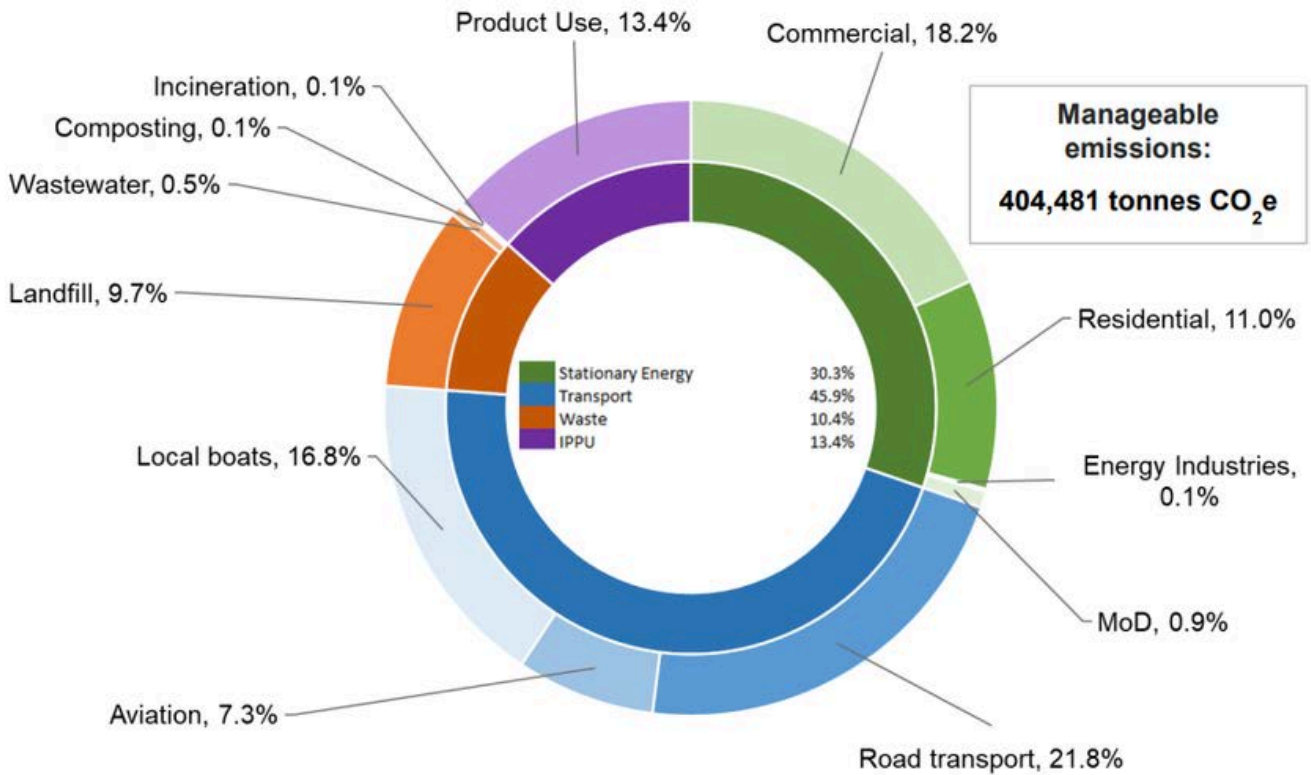
Effective transport managements requires a holistic approach that considers technological advancements, community engagement, and environmental sustainability. The Government has conducted several greenhouse gas (GHG) inventories to assess the country's emissions profile across various sectors, including energy, transport, waste, and industry. These inventories provide a comprehensive understanding of Gibraltar's carbon footprint and help track progress towards meeting climate targets.



Key findings from the inventories highlight that the transport sector remains a major contributor to GHG emissions, predominantly due to private vehicle use and diesel-powered commercial vehicles. The data from these inventories have helped to shape Gibraltar's environmental policies, driving efforts towards decarbonisation and promoting sustainable transportation initiatives such as the adoption of electric vehicles (EVs).

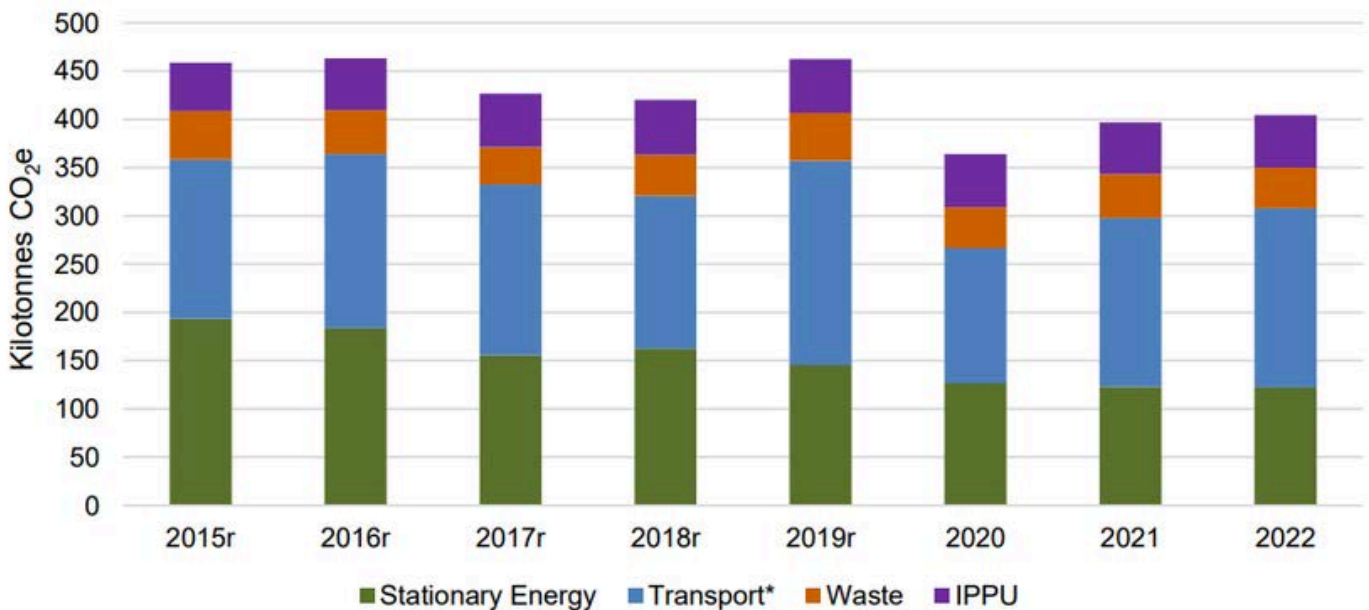


## Gibraltar's 2022 Manageable Emissions



## Gibraltar's manageable emissions from 2015-2022

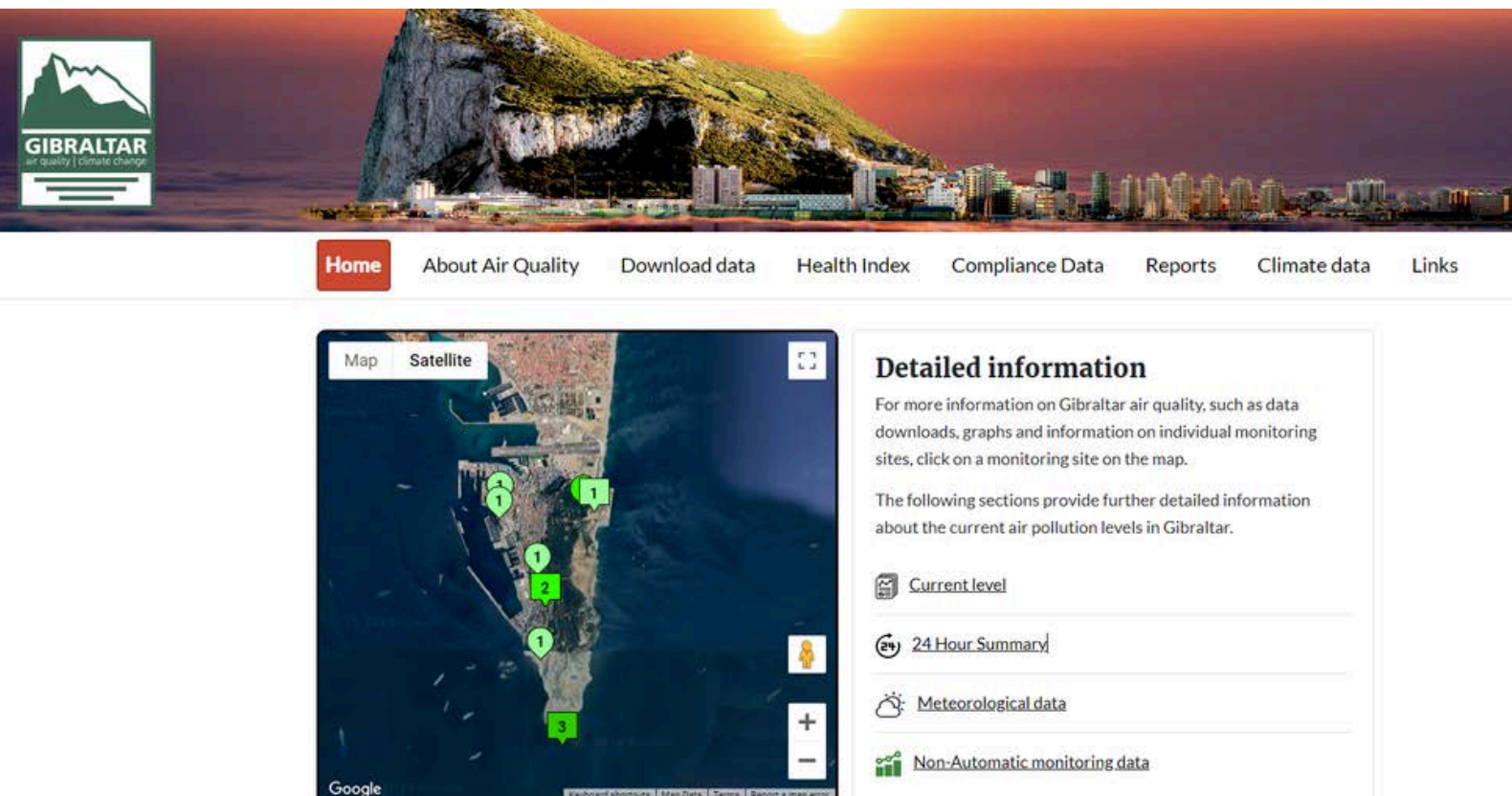
(Transport emissions excluding scope 3 shipping)



The STTPP also aligns closely with Gibraltar’s Air Quality Action Plan, which outlines how the Government aims to meet air quality standards. A primary objective of the STTPP is to mitigate environmental impacts related to vehicles, including air pollution, climate change, noise, and health issues.

### Identified Challenges:

- **Air Quality:** Transport significantly contributes to pollutants affecting air quality. The Government is committed to meeting EU air quality standards, through effective plan implementation.
- **Resource Depletion:** Legislative requirements and long-term resource depletion necessitate greater reliance on non-motorised travel and alternative-fuelled vehicles.
- **Carbon Emissions:** Road transport remains a significant source of carbon dioxide (CO2) emissions, impacting climate change.
- **Noise Pollution:** Transport-related noise affects health, well-being, quality of life, and wildlife.



Gibraltar’s Air Quality webpage, available at [www.gibraltarairquality.gi](http://www.gibraltarairquality.gi)



## Sustainable Initiatives:

The STTPP identifies sustainable transport initiatives to directly, or indirectly, reduce environmental impacts:

- **Energy Efficiency:** Prioritising energy-efficient practices, including educating drivers on fuel efficiency.
- **Less Car Dependency:** Encouraging alternatives to car travel while implementing complementary planning and enforcement measures.

By integrating environmental considerations into transport planning, Gibraltar aims to create a safer, healthier, and more sustainable environment for all. Suggested measures to improve the efficiency of all vehicles and reduce their carbon emissions included:

### Measures:

### Update:

Investing in low carbon vehicles and develop low carbon transport infrastructure.

Commencing 2024, the Government committed to only electric vehicles (or second-generation hybrids, for vehicle types where a fully electric model is not available or not suitable) being purchased for the addition or replacement of public service vehicles.

The Net Zero Delivery Body has published an EV Infrastructure Strategy, which has been adopted by the Government.

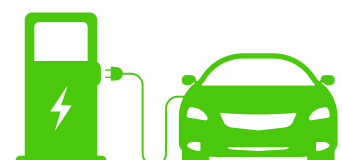
The Government has also commenced the roll-out of EV charging infrastructure, with charging points available at various sites in Gibraltar. In addition, a tender for the installation of EV Charging at – initially - eighteen sites, is currently being drafted, in order to ensure we continue expanding the network of charging points to enhance accessibility and convenience.

Incentivise low carbon vehicle use.

Grants have been made available for the purchasing of electric and hybrid vehicles.

Promoting eco-driving initiatives.

The Government introduced anti-idling regulations, the Climate Change (Idling of Motor Vehicles) Regulations 2023, to prohibit excessive idling of motor vehicles while stationary. The law initially targets designated areas outside schools, where idling is particularly common. Additional idling hotspots will also be targeted in due course.



To provide information and travel advice for the users of all modes of transport, so that they can make informed travel choices.

A Bus Tracker app was made available, allowing both residents and visitors, to select their desired bus route, the tracker will then display the location and direction of all buses on that route, in real-time.

Encouraging the uptake and tackling barriers to the use of public transport.

As above, the Bus Tracker app, offers real-time information about bus arrivals. In addition, new bus stops have been introduced, such as the one by Ocean Village, the Airport Terminal, and Devil's Tower Road (by E1).

Improved marketing and promotion through targeted travel behavioural change campaigns to encourage use of more sustainable travel options.

To keep the public informed about transportation developments, the Government regularly issues press releases, covering a range of topics, such as cycling infrastructure, pedestrian footpaths, new bus routes, updates to bus timetables, frequency, etc. This information helps the public stay updated on the latest changes and improvements, enabling them to make informed decisions about their travel options and encouraging the use of sustainable transportation methods.

Nevertheless, there is significant potential to enhance and promote the available options in a more contemporary and dynamic way. Through the development of engaging content, social media campaigns, community involvement, incentives and rewards, collaborations, visibility and feedback mechanisms.

Provision of new information, travel advice and personalised travel planning.

This objective is still a work in progress. However numerous approaches will be considered, including a dedicated webpage or mobile app, social media engagement, interactive kiosks, workshops and community outreach programs.

Travel planning schemes with employers and schools.

This objective is still in the initial stages. However, some work has been undertaken to explore a cycle to work scheme initiative.

To support the generation of energy from renewable sources and use energy in an effective way.

The Government is constantly looking at ways to increase the percentage of power generated from renewable sources. This is primarily from solar power but wind power and wave/tidal power are also being explored.

Consider how alternative energy sources, such as solar, can be incorporated into the design of transport infrastructure.

Solar powered lighting was introduced in all bus shelters across Gibraltar. Solar powered Belisha beacons have also been rolled out at Zebra Crossings.



**Gibraltar rolls out world's first fully electric postal delivery fleet**



**No Idling Signs outside Schools**



**Solar powered Belisha Beacons at Glacis Road crossing.**



New Bus Stop at Ocean Village

## EV Charging Strategy

In early 2024, the Government published its Electric Vehicle (EV) Charging Strategy, marking a significant step towards transitioning to greener transportation. The strategy outlines a comprehensive plan to develop and expand Gibraltar's EV charging infrastructure, supporting the increasing adoption of electric vehicles by both residents and businesses.

Key objectives of the strategy include:

**Infrastructure Expansion:** A phased rollout of public and private charging stations to ensure widespread accessibility across urban and residential areas.

**Sustainability Goals:** Aligning with Gibraltar's broader environmental objectives, the strategy supports the reduction of carbon emissions and dependence on fossil fuels.



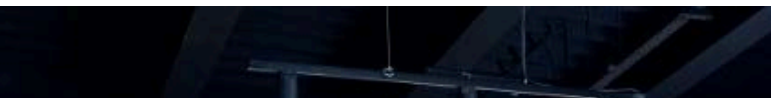
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**Incentives for EV Adoption:** The plan includes potential incentives to encourage the switch to electric vehicles, such as subsidies for EV purchases and reduced rates for using public chargers.

**Partnerships:** The Government seeks collaboration with private stakeholders, energy providers, and developers to support the expansion and integration of EV charging solutions.

**Grid Integration and Renewable Energy:** Ensuring that the increased electricity demand from EVs is met sustainably, with a focus on integrating renewable energy sources into the grid to power the charging stations.

As part of the implementation process, stakeholder engagements and pilot programs, will be launched to refine that infrastructure and address any logistical challenges.



## Driving the EV Transition



The first of a series of events stemming from last year's Aspire Conference on a Sustainable Built Environment was held in July 2024, opened by Minister for Environment and Transport John Cortes. The event was organized in collaboration with the Gibraltar Sustainable Buildings Group and sponsored by Bassadone Motors. This event explored the challenges and opportunities offered by the transition to electric vehicles.

This remains one of the key policies in the Government's net zero strategy and guest speaker, Philip Valarino, provided attendees with a balanced view of the industry. The session was well attended with over 50 people from both industry and the public sector. Common questions were tackled such as the relative environmental benefit of an EV versus a traditional internal combustion engine, the lifetime cost of owning an EV and the environmental implications of battery production and recycling. Philip also talked through some example journeys, touching on the issues of range and charging anxiety, highlighting that the shift to EV requires a change in mindset, as well as a change in vehicle.

## Measures to shift towards greener, more sustainable travel options included:

### Measures:

Working in partnership with bus operators to improve service quality, as well as the introduction of modern, low emission vehicles.

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, including investment in improvements on pedestrian and cycle routes.

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.

### Update:

The Government entered into a leasing agreement to replace its existing bus fleet, which were seventeen years old and did not meet Euro 6 emissions standards. Current bus fleet is Euro 6 standard, which is the latest exhaust emission standard for new vehicles. It was introduced in 2014, and sets stringent limits on air pollutant emissions.

The Government has been actively exploring sustainable alternatives to replace the current fossil-fuelled bus fleet. Testing various technologies, such as electric buses, to assess their suitability for Gibraltar, taking into account its technical and geographical constraints. While the transition to electric buses is still in progress, it demonstrates the Government's commitment to improving air quality and reducing emissions.

Some work has been undertaken to explore the potential for installing electric charging points near the city centre, and this remains on-going.

The Government has made significant investment to develop non-motorised travel, with dedicated cycle infrastructure constructed along Kingsway Tunnel, Bayside and Glacis Road and Europort Avenue. Pedestrian access has also been improved along Bayside and Glacis Road. Pedestrian access was also improved along South Barrack Road and Prince Edward's Road. The expansion of cycling infrastructure and improvements in pedestrian access will continue, with new sites being considered and explored. With new projects being implemented in a phased manner.

Monitoring of traffic flow and management is constantly ongoing, and reviewed as necessary.

The opening of Kingsway Tunnel in March 2023, has significantly improved traffic flow in the North District, which was a primary congestion hotspot.



Developing sustainable travel plans with local businesses, schools and communities.

School buses were introduced to assist both pupils, and their parents, in getting their children to school in a sustainable manner. Additional work will be required to develop further sustainable travel plans, to support businesses and communities.

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.

The potential for these options still require further assessment. However, some work has been undertaken exploring both demarcating Main Street as a Low Emission Zone, as well as the delivery (final mile delivery) of products with the use of electric vehicles to Main Street.

Improving public spaces through better maintenance of physical and cultural assets, such as footpaths, cycle routes, and public transport infrastructure.

The Government has taken significant steps to improve public spaces, both through the creation of parks, such as Commonwealth Park and Campion Park, maintenance, improvement and creation of cultural assets such as Wellington Front, Lathbury and Europa Point Stadium and improvements to, for instance, tourists spots in the Upper Rock. As well as the creation and improvements of footpaths at Prince Edward's Road and South Barrack Ramp and dedicated cycle infrastructure along Kingsway Tunnel, Bayside and Glacis Road and Europort Avenue.

In May 2024, the Government also introduced Gibraltar The Alternative Tour; offering visitors another option to view Gibraltar's cultural assets, other than the Upper Rock Nature Reserve.

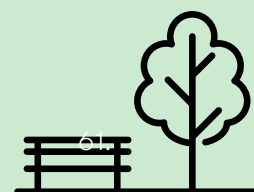
Reducing the impact of new developments on the existing transport infrastructure, by improving transport links and public transport around areas with significant amounts of new development.

The Department of Town Planning is currently working on drafting their Development Plan. This plan will also consider transport links and incorporate measures, with regards to pedestrian access and cycle infrastructure, as outlined in the Active Travel Strategy.

The Ministry of Transport also comments on all building applications to mitigate (and seek to improve) the impacts of new developments, or those undergoing major refurbishments, on transport links.

Reducing the adverse impacts of transport schemes, such as noise levels, through considerate planning and design.

Further work is needed to further reduce the adverse impacts of transport schemes, however measures are and will be considered as part of design and planning, and are taken into consideration in DPC.



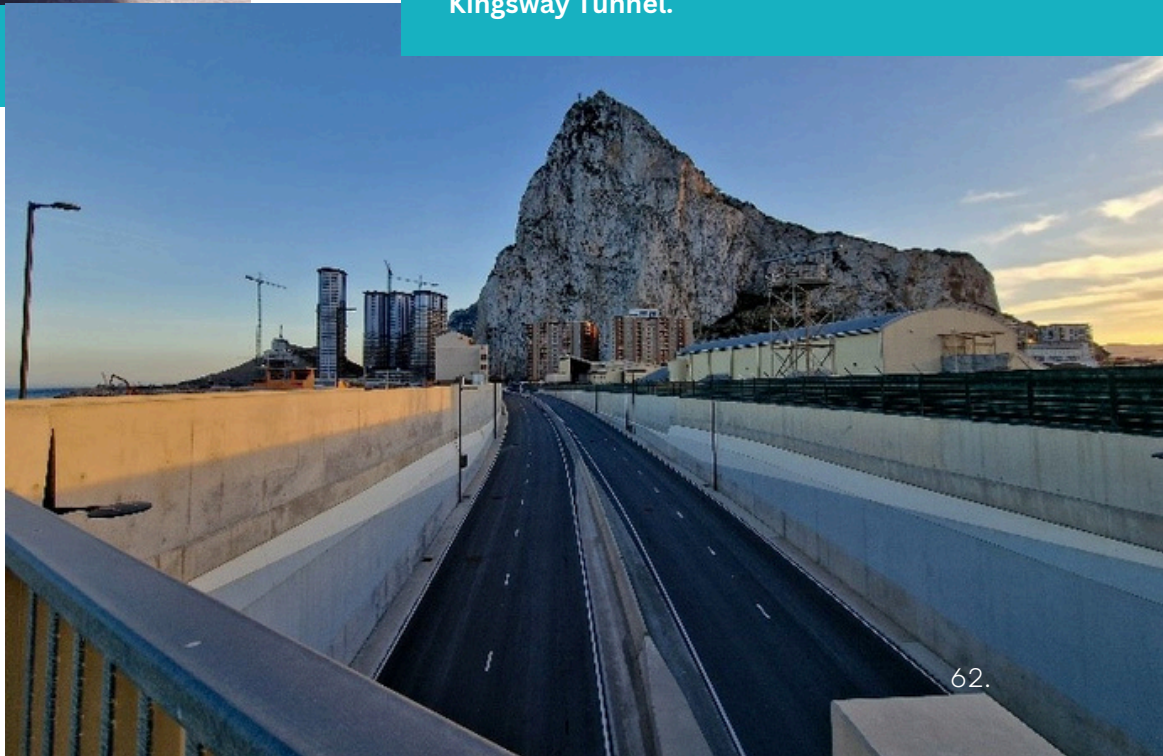


Euro 6 Standard Bus Fleet.



School Bus.

Kingsway Tunnel.







## GIBRALTAR CLIMATE CHANGE STRATEGY

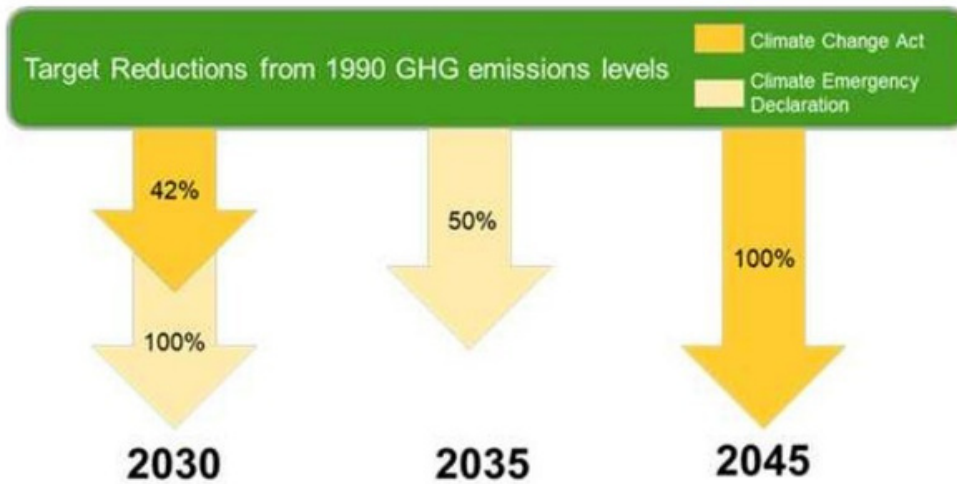
The National Mitigation & Adaptation Plan

### Climate Change Act & Strategy

In March 2019, the Gibraltar Parliament unanimously declared a climate emergency, echoing the Paris Agreement's priority to limit global warming to 1.5°C. The Government then published Gibraltar's first Climate Change Act, which commenced on the 10th of October 2019. The overriding objective of the Act is to protect the climate for present and future generations, and to assist in the taking of preventative and remedial measures against climate change.

The Act sets out legally binding targets to reduce greenhouse gas (GHG) emissions by 100% compared to the baseline by 2045, with an interim target to reduce emissions by 42% below the baseline by 2030. The Climate Change Strategy, which was published in 2021, outlines a roadmap of existing and planned measures to reduce emissions across numerous sectors in Gibraltar, including the transport sector, to meet targets.





Transport emissions account for around a third of emissions in Gibraltar, or just over 20% if excluding emissions from aviation. The majority of transport emissions come from road transport. Chapter 4.2 of the Climate Change Strategy focuses on decarbonising the Transport Sector.

The strategy includes numerous public sector initiatives, policy measures and calls for upgrading technology. Highlighting the need to transition to cleaner vehicles, including electric. It also calls for the development of necessary infrastructure, such as charging stations for electric vehicles and policy measures including incentives for the adoption of cleaner vehicles, stricter emissions standards, and support for public transportation.

This chapter advocates for a holistic approach, considering the socioeconomic impacts and ensuring equitable access to clean transportation options, mirroring and supporting the goals of the STTPP and working in tandem, to create a holistic and comprehensive approach toward greener transportation.

### Renewing the Government Fleet

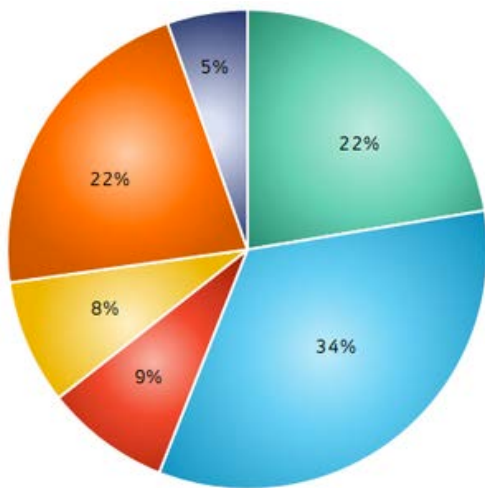
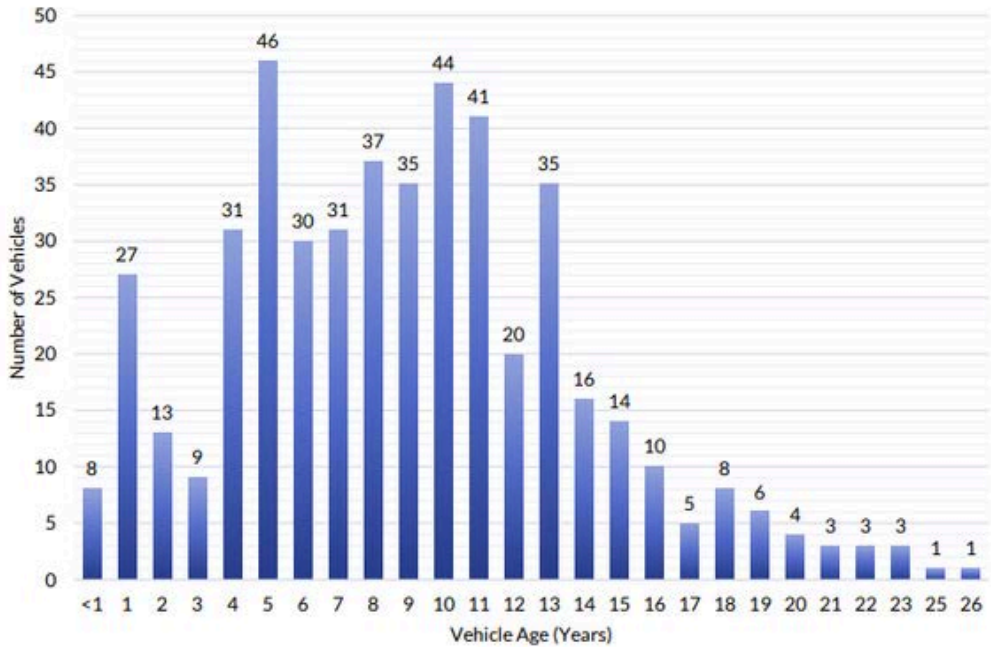
The Government has committed to steadily upgrade its vehicle fleet to more sustainable, environmentally friendly models, as part of its ongoing commitment to the goals of the STTPP and the Climate Change Strategy.

This transition underscores the Government's commitment to reducing carbon emissions and improving air quality, while setting a strong example for sustainable transport across Gibraltar.

### Government Fleet Vehicle Age Composition

<5 years	134
6-10 years	177
11-15 years	126
16-20 years	33
21-25+ years	11

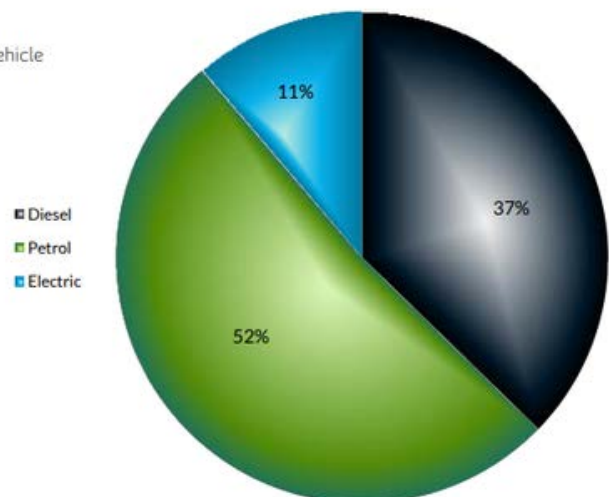
By gradually replacing older, more polluting vehicles with low-emission or zero-emission alternatives, such as electric and hybrid models, the Government aims to significantly lower its carbon footprint. This initiative not only contributes to the broader goals of decarbonising transport, as part of Gibraltar's journey toward net-zero emissions by 2050, but also enhances operational efficiency and cost-effectiveness in the long term.



■ Car ■ Van ■ Pick-up ■ Flatbed Truck ■ Motorbike ■ Specialised vehicle

**Vehicle Type Composition**

**Fuel Composition**



■ Diesel ■ Petrol ■ Electric

# CHAPTER 8 TRAFFIC MANAGEMENT & ROAD SAFETY INITIATIVES



# Chapter 8 Traffic Management & Road Safety Initiatives

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Traffic management is a critical aspect of ensuring safe and efficient movement on our roads. Whether its during construction, community events, or everyday traffic, effective traffic management helps prevents accidents and disruptions.

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 prevent and reduce the occurrence and severity of traffic accidents on the road network.

Summary of key issues identified:

- **Speeding:** Several locations in Gibraltar experience consistently exceeded speed limits. Notable areas include Devil's Tower Road, Waterport Road, Bishop Caruana Road, and Rosia Road. Addressing speeding is crucial to reducing accidents and enhancing safety.
- **Safety of vulnerable road users:** Pedestrians, motorcyclists, and cyclists are more susceptible to severe injuries or fatalities in accidents. Prioritising their safety through targeted measures is essential.
- **Perceptions of road safety and personal security:** People's perceptions of traffic volume and speed play a role in their choice of transportation. The STTPP aims to influence travel behaviour and enhance environmental conditions.

The STTPP includes a speed management strategy to achieve these goals. Namely, review of speed limits, assessing whether existing speed limits remain appropriate for local circumstances and focused enforcement, the implementation of ongoing enforcement efforts, potentially using mobile or static cameras, to monitor results and ensure compliance. By combining engineering, enforcement, education and training initiatives, Gibraltar aims to create a safer environment for pedestrians, cyclists and motorcyclists.

## Delivering Safer Roads

A variety of options were recommended, including:

### Measures:

### Update:

Implementation of speed cameras to tackle speeding.

Speed cameras to tackle speeding have been deployed across six sites, two along Devil's Tower Road, Waterport Road, Rosia Road, Europa Advanced Road and Queensway. Further sites for deployment are being explored and are under investigation.

Campaigns to reduce the number of vehicle defects/ un-roadworthy vehicles.

In January 2022, in order to curb the problem of parking spaces on the public highway being used by abandoned or derelict vehicles, the Government published new legislation to tackle this. The legislation defined an abandoned/derelict vehicle, any vehicle found to meet this criteria, would have a notice affixed to it, notifying the owner that the vehicle will be removed from the highway after a period of 24 hours with the intention of quick disposal.

This press release, making the public aware of this new legislation, also reminded the public that any person owing a motor vehicle may dispose of said vehicle free of charge.

Campaigns on drink/ drug driving, motorcycle/ scooter safety and dangerous driving.

Every year, starting around December 1st and continuing throughout the festive period, the RGP hosts an anti-drink driving campaign. This crucial initiative aims to raise awareness about the dangers of driving under the influence of alcohol and promote responsible behaviour on the roads. Eye-catching posters are strategically placed across Gibraltar to remind everyone of the risks associated with drink driving. These visuals serve as powerful reminders to make safer choices during the Christmas season. The campaign extends to local media outlets, including GBC, interviews, news segments, and social media posts.

Speed enforcement on the main routes.

In addition to the implementation of speed cameras, new speed calming measures, in the form of speed bumps, were introduced along Europa Road, Waterport Road, North Mole Road, etc.

The RGP Roads Policing Unit (RPU), plays a crucial role in enforcement, with RPU officers deployed at various times and locations throughout Gibraltar.

Referral of drivers to Speed Awareness Courses & other driver improvement schemes.

Further work and resources would be required to make such courses available. Such initiatives aim to enhance road safety by educating drivers and encouraging responsible behaviour.

Parking & bus stop enforcement & other moving traffic offences.

Legislation has been updated in this respect, fines have been increased and enforcement remains on-going by both the RGP and Gibraltar Parking Management Services Ltd.

### Speedbumps along Waterport Road.





Speed enforcement by the RGP.





## Installation of Pedestrian Guardrails at Devil's Tower Road

In October 2024, in response to public feedback, and a noticeable rise in both vehicular and pedestrian traffic along Devil's Tower Road since the opening of Kingsway Tunnel in March 2023, Government fitted the first phase of the installation of new pedestrian guardrails along this main thoroughfare.

The installation of these guardrails is aimed at enhancing pedestrian safety in one of Gibraltar's busiest areas. This scheme is part of the Government's broader commitment to improving road safety and will be monitored to assess its overall effectiveness in reducing risks and preventing accidents. The guardrails, which will be installed at key pedestrian hotspots along Devil's Tower Road, aim to guide pedestrians to safe crossing points and ensuring greater protection from vehicles. This phase of the project will cover high-risk sections of the road, where pedestrian safety is most critical, and will be closely monitored to evaluate its impact.



## Safer Roads for Children & Young People

A variety of options were recommended, including:

### Measures:

### Update:

Undertaking child pedestrian & cycling training & road safety education.

Pedal Ready Level 1 was relaunched in the summer of 2022, and offered as part of the GSLA summer programme. Further initiatives are still required to ensure these life skills are taught to all children.

Engaging with schools on the developing of school travel plans & school gate parking problems, as well as progressing other measures such as encouraging 'walking buses' for trips to & from school by junior pupils.

Further work is required to implement such initiatives. The school drop off zones have been reviewed and improved where possible.

Promoting seat belt wearing and child restraints.

Currently, there are no specific campaigns targeting individuals who fail to wear seatbelts. However, authorities actively address these offences whenever they are observed.

Delivering effective speed management, particularly in residential areas & in the vicinity of schools.

Speed calming measures have been thoughtfully implemented in areas around school zones and residential areas to enhance safety, where they have been deemed necessary.

Targeted road safety education programmes, aimed at young drivers & moped/ motorcycle riders.

The RGP is planning to introduce a campaign geared to year 11 and year 12 students (new road users) to equip them with essential knowledge and skills to operate safely on the roads. By emphasising responsible behaviour and adherence to traffic laws, they aim to reduce accidents and promote a culture of road safety from a young age.

## Park 2 Park Initiative

In early 2024, pupils across Gibraltar's Upper Primary Schools engaged in a fun and exciting initiative to re-imagine, re-design and eventually re-build a parking space, in the vicinity of their schools. As a vibrant, biodiverse space that has a positive impact on the community.

The Park 2 Park project encouraged young pupils to look at their urban environment with fresh eyes and to imagine how they could transform a space that served to accommodate a stationary vehicle into one which contributes to biodiversity, to an enhanced urban space and to a better quality of life. The project encompassed all aspects of the process, from concept design to build, with the result of a real pop-up park that would take the place of a parking space.

Spearheaded by the Department of the Environment, in collaboration with the Department of Education, the Ministry of Transport and support from the private sector, Park 2 Park also provided participants with an exciting opportunity to interact and collaborate with professionals from a variety of fields such as botanists, architects, engineers, shop owners, contractors and even accountants. These professionals helped pupils to bring the park ideas to life. Working with them also provided young learners with valuable knowledge in science, design, finance and education, enriching and hopefully inspiring them.



**St. Bernard's School**



**Hebrew Primary School**



Bishop School



St. Anne's School

St. Joseph School

## Airport Access Tunnel

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In anticipation of the opening of the access tunnel, now known as Kingsway Tunnel, it was believed a new public transport solution would need to be investigated. In consultation with the MoD/ Civil Aviation Authority (CAA), these included:

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

In March 2023, the Government and the Ministry of Defence, reached an important agreement. They signed a Memorandum of Understanding (MoU) that allows for continued pedestrian access across the runway at Winston Churchill Avenue. This MoU ensures that pedestrians, cyclists, scooter/ e-scooter riders, and mobility scooter users, can safely cross the runway even after the opening of the new airport tunnel. This move was crucial for promoting walking and cycling for the area, and for cross-frontier workers, who rely on these modes of transportation.



## Proposed Junction Improvements & City Centre Access Improvements

A range of network and junction improvement schemes were considered to improve traffic flow at key junctions, as well as enhance access points to the city centre, including:

### Measures:

### Update:

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 vehicles.

The area of Corral Road and Fish Market, requires a full traffic study, to further explore the wider impacts to the traffic and transport network.

Chatham Counterguard became pedestrianised in 2020, during the Covid 19 pandemic and has remained so. This measure has removed vehicles from this area and improved the space for the public.

Glacis Road/ Bayside Road roundabout: to improve traffic flow & local access.

In 2015, a temporary roundabout was built at the junction between Glacis Road and Bayside Road, with the aim of improving traffic flow and access. The data collected during the pilot, supported the introduction of the roundabout and this measure was then made permanent.

Glacis Road/ Waterport Road/ Queensway: introduction of signalised junction to improve pedestrian access into the town centre & also establish new bus stop facilities.

This area necessitates a comprehensive traffic study, with further exploration of its broader impact on the traffic and transport network. Recent enhancements to pedestrian access in this vicinity were implemented as part of Government's Active Travel Strategy launched in January 2023.

Reversal of flow on Line Wall Road (southern end).

The feasibility of addressing this initiative requires a thorough traffic study, coupled with an in-depth examination of its wider impact on the overall traffic and transport network.

Main street (south) access restrictions: with access only, as well as priority for buses/ taxis as well as pedestrians & cyclists.

The feasibility of addressing this initiative requires a thorough traffic study, coupled with an in-depth examination of its wider impact on the overall traffic and transport network.

Trafalgar Junction improvements to facilitate better pedestrian & bus access.

Improvements to this junction still necessitates analysis and further study.

Review of upper town traffic flow.

A review of the Upper Town traffic flow still necessitates analysis and further study. However, options are limited, due to the restrictive nature of the roads in this area.

Europa Road/ Gardiner's Road junction improvement scheme.

Improvements to this junction still necessitates analysis and further study.

New Harbours Link Road & associated traffic management work.

Current use in the areas limits scope for changes, however should this change in future, exploration of such changes could then be considered further.

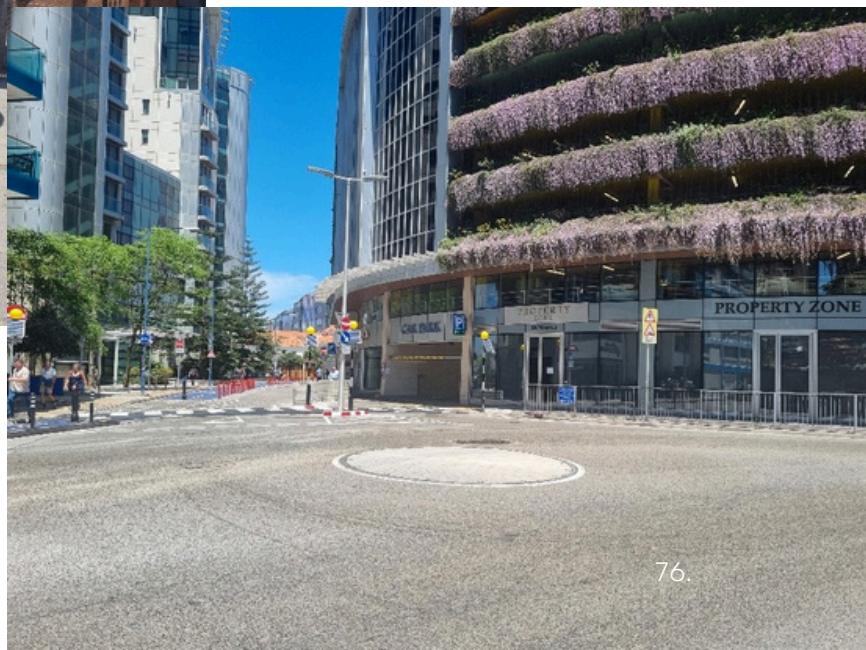
Airport Access Tunnel-linked schemes: namely Devil's Tower Road/Eastern Beach Junction Improvement Scheme, enhancements at Sun Dial roundabout, access improvements to interchange point (bus/taxi) to link with runway transit system.

This scheme was completed in 2023.



**Access road to Fish Market Lane has been closed and the area fully pedestrianised.**

**Mini roundabout made permanent at Glacis Road.**



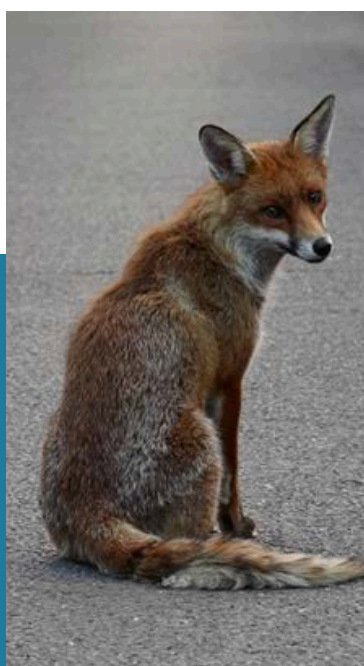
## Animals and Road Traffic Accidents



In June 2024, the Government published a Bill, to amend the Traffic Act in relation to road traffic accidents (RTAs) involving animals. As it stands the Act requires RTAs involving horses, oxen, asses, mules, sheep, pigs, goats, dogs or monkeys to be reported, but not cats.

Concerned cat owners who have recently experienced their pets affected by RTAs, raised this matter with the Minister for Transport. At the same time, foxes and otters are being added also, given that animals of both species have been killed on our roads in the past year.

The Ministry for Transport and animal charities are calling for greater awareness by drivers, who are urged to take greater care and be alert to the presence of animals on our roads, particularly at night when they are more active and also likely to be less visible.



“

The Minister for the Environment and Transport, the Hon John Cortes said: “I am very happy to have introduced this amendment in response to the request. Like much of our environmental legislation, we are ahead of the UK where cat RTAs are not reportable and a request to include them was rejected by the Government recently. It really is important to look out for animals when driving. People have lost pets and we have lost individuals of species which have colonised Gibraltar and which add diversity to our wildlife. I hope that these amendments will serve to raise the necessary awareness”.



# CHAPTER 9 FORWARD PLANNING & URBAN DESIGN

SHAPING A CONNECTED CITY



# Chapter 9 Forward Planning & Urban Design

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## Shaping a Connected City.



Forward planning plays a pivotal role in shaping our cities and urban spaces for the future. It involves strategic thinking, vision, and coordinated efforts to create environments, that are not only functional but also aesthetically pleasing, and sustainable.

Transportation is a powerful catalyst for urban development. It not only enables the local economy to thrive, but also contributes to making a place attractive for residents, visitors, and workers. By addressing key issues and implementing thoughtful measures, we can enhance the urban experience and create vibrant, accessible spaces.

Several critical challenges were identified during the planning process:

1. **Lack of Sustainable Transport Provision:** New developments often lack adequate provisions for sustainable transport modes such as walking, cycling, and public transit.
2. **Accessibility:** Ensuring easy access to new developments is essential. Well-connected streets and pathways enhance mobility and inclusivity.
3. **City Centre Revitalization:** The need to reinvigorate the city centre emerged as a priority. A vibrant city core attracts people and fosters economic activity.

The strategy predicted that traffic impacts in the city centre could be significantly reduced through a series of planned improvements over the next decade. These included:

1. **Central Pedestrian Priority Zone:** Reinvigorating Gibraltar’s central pedestrian priority zone will create a safe and more pleasant environment for both residents and tourists. This involves updating access arrangements for commercial and service vehicles.
2. **Improved Pedestrian Links:** Developing safe and efficient pedestrian links to key destinations, such as Ocean Village and the Waterfront, ensures seamless movement within the city.
3. **Market Place Transformation:** Converting Market Place into a pedestrianized area will enhance its appeal and encourage foot traffic.
4. **Pedestrian Audits:** In new developments, pedestrian needs should be carefully considered. Conducting pedestrian audits will identify opportunities to improve accessibility between facilities.

Longer-term improvements suggested:	Updates:
<p>Conversion of Market Place to a pedestrianised area.</p>	<p>This area necessitates a comprehensive traffic study, with further exploration of its broader impact on the traffic and transport network. Recent enhancements, in the form of a new light controlled crossing and zebra crossings, implemented as part of the works under the Active Travel Strategy, have improved pedestrian access to Market Place.</p> <p>This scheme is also being considered by the New Bus Route Working Group.</p>
<p>Development of improved &amp; safe pedestrian links to Grand Parade and the Cable Car via Main Street &amp; Ragged Staff Road.</p>	<p>This scheme requires further investigation. However, a new pedestrian crossing has been recently implemented at Boyd’s Street, significantly enhancing pedestrian access to Grand Parade.</p>

In summary, forward planning, considering factors such as population growth, infrastructure development, and environmental benefits, coupled with thoughtful transportation strategies, can transform urban areas into thriving, sustainable, and people-centric spaces.

## e-Planning

e-Planning was officially launched on 13 October 2015. The service provides for the submission of applications online and for the searching and viewing of applications, together with the submission of comments on applications by members of the public. Online applications can be made for the following types of applications:

- Planning/building applications;
- Demolition applications;
- Advertisement applications;
- Minor Amendment applications; and
- Applications for tax relief on improvements to the facades of buildings.

As part of its remit, the Ministry of Transport actively reviews and comments on all building applications, whether for new developments or significant refurbishments. The primary goal of this process is to assess and mitigate the potential impacts of such projects on Gibraltar's transport infrastructure, ensuring that new developments align with the principles outlined in the STTPP and Active Travel Strategy.

Through this engagement, the Ministry seeks to influence urban design and planning in a way that supports sustainable mobility. This includes recommending enhancements to pedestrian and cycling access, ensuring adequate public transport links, and identifying opportunities to reduce reliance on private vehicles. For instance, new developments are required to incorporate EV charging infrastructure.

By working closely with urban planners, developers, and architects, the Ministry ensures that transport considerations are fully integrated into the design and execution of large-scale projects. This proactive approach helps create urban spaces that are not only functional but also promote the use of sustainable transport, reduce carbon emissions, and contribute to an overall more accessible and liveable city environment.



**Conceptual drawing of the new Victoria Stadium**

The Minister for Transport, the Hon. John Cortes, has met with developers involved in the current projects in the Bayside area to coordinate efforts and minimize disruptions to traffic flow. Representatives from Bayside One, the GFA stadium, the Marriott Hotel, and Bayside Central presented their respective projects, followed by a collaborative discussion on managing the impact on all forms of transport, including vehicles, pedestrians, and cyclists. Officials from the Ministry of Transport, Ministry of Environment, and the Technical Services Department also participated. The group will continue to meet regularly to ensure the projects move forward with minimal disruption, demonstrating a commitment to sustainable development and efficient transport management in the area.



**Minister John Cortes meeting with Bayside Developers.**

## Town Planning - New Development Plan

The Government has committed to the creation of a new Development Plan. This updated framework will not only address the pressing housing and commercial needs of Gibraltar, but will also integrate seamlessly with the objectives outlined in the STTPP.

The New Development Plan will focus on creating mixed-use developments that prioritize accessibility, connectivity, and environmental sustainability. By fostering a holistic approach to urban planning, the Government aims to enhance the quality of life for residents, while promoting active travel options, such as walking and cycling, in alignment with sustainability goals.



# CHAPTER 10 IMPLEMENTING THE STTP

A ROADMAP FOR ACTION

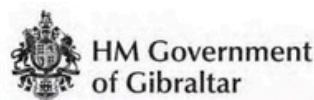


# Chapter 10 STTPP Implementing the STTPP

## A Roadmap for Action.

The STTPP recognised that assessing its effectiveness required a systematic approach which included:

1. Gauging the STTPP's success, clear targets were essential. These objectives served as benchmarks. Continuous monitoring of the plan's various measures was integral. It allowed assessment of how well different schemes aligned with the plan's goals. If performance fell short, corrective action could be swiftly implemented.
2. The STTPP was not meant to be static. Instead, it was designed as a living strategy. Regular reviews and adjustments were crucial to meet future challenges. Incorporating changes in technology and adopting best practices ensured the plan's relevance over the years.



### Sustainable Traffic, Transport and Parking Plan (STTPP)

March 2017



In summary, the STTPP's success hinged on proactive monitoring, adaptability, and a commitment to sustainable travel solutions. In the years since the STTPP was launched, the Ministry of Transport, alongside other stakeholders, have worked tirelessly to implement the initiatives and goals of the STTPP. For every project that has been launched there has been consultation before, during and after projects have been instigated and completed. Members of the public have also, where appropriate, been invited to send in their comments, and these have been taken on board by the Ministry of Transport.

The STTPP is a dynamic and live document, that has evolved since its inception. It is not a static strategy, and has adapted and responded to changing circumstances, new data, and emerging trends. As urban environments evolve, the plan and its objectives, have remained relevant by incorporating updates and adjustments as necessary. The implementation of the STTPP goals have occurred incrementally, with ongoing efforts to achieve them.



## TRAFFIC COMMISSION FORUM

The Traffic Commission serves as the official body in Gibraltar entrusted with the authority to address matters concerning traffic and parking. It serves as the platform where all requests of this nature are presented, thoroughly examined, and subsequently either granted or denied.

Traffic.cominfo@gibraltar.gov.gi



In addition, the Traffic Commission meets regularly and is the statutory forum with responsibility for traffic and parking related matters in Gibraltar, where all requests are brought forward, deliberated and either approved or refused. In this Commission, Government Officials, as well as other members all discuss these items and an approval or refusal is given as a collective board, on the merits of each application submitted.

As well as the Traffic Commission, there is also the Transport Commission. The Transport Commission meets regularly to consider applications for a wide range of transport licences, such as PSV, Road Service licences and Operator's Licences. The Transport Commission will deal with such applications under the provisions of the Transport Act. It will also advise the Government on matters related to public transport and will exercise such further and additional functions as may be prescribed.

### Transport Commission holds its first meeting of 2024.



# CHAPTER 11 STTPP MONITORING PROGRESS

TRACKING THE  
STTPP'S SUCCESS



# Chapter 11 STTPP Monitoring Progress

## Tracking the STTPP's Success.

The monitoring of the STTPP is critical to the plan's success, ensuring that implemented measures are evaluated for effectiveness against the established objectives and targets. This monitoring system was built into the plan as an essential component to track how well initiatives are performing and to identify areas for adjustment. By adopting a data-driven approach, the STTPP ensures that its strategies are working towards the broader goals of reducing traffic congestion, improving environmental conditions, and encouraging sustainable travel behaviour.



The STTPP's monitoring process is comprehensive, covering key performance areas such as traffic flow, environmental impact, public health, and user behaviour. This holistic view provides a nuanced understanding of the plan's overall impact, allowing decision-makers to assess not just the immediate outcomes, but also the long-term trends that reflect the plan's progress. This ongoing evaluation process is designed to be adaptable, ensuring that any necessary adjustments can be made in response to emerging challenges or new opportunities.

Recognizing the importance of accountability and progress, a sustained monitoring process was recommended. Given that the STTPP is a living document spanning several years, monitoring is not a one-time activity but an ongoing effort. Regular reviews and updates ensure that initiatives are executed effectively, and any needed course corrections are made in real time. This continuous feedback loop, enables the STTPP to remain adaptable and relevant, ensuring that it meets the evolving needs of Gibraltar's transportation landscape.

A variety of potential performance indicators (PIs) were identified to measure success, all of which align with the STTPP's vision and objectives. These indicators include metrics such as reductions in traffic volume, improvements in air quality, increases in the use of sustainable modes of transport, and a rise in public satisfaction with mobility options. By tracking these indicators, the STTPP can ensure that it is on course to deliver a more sustainable, efficient, and environmentally friendly transport system for Gibraltar.

In summary, the monitoring framework of the STTPP ensures that the plan is not only implemented but continually refined, with data guiding decisions to ensure Gibraltar achieves its long-term transport and environmental goals. While periodic reviews are essential for short-term adjustments, the STTPP also maintains a long-term vision. It remains committed to delivering a sustainable, efficient, and equitable transportation system, that extends beyond immediate updates, ensuring that the city’s mobility infrastructure evolves in line with future needs and environmental challenges.

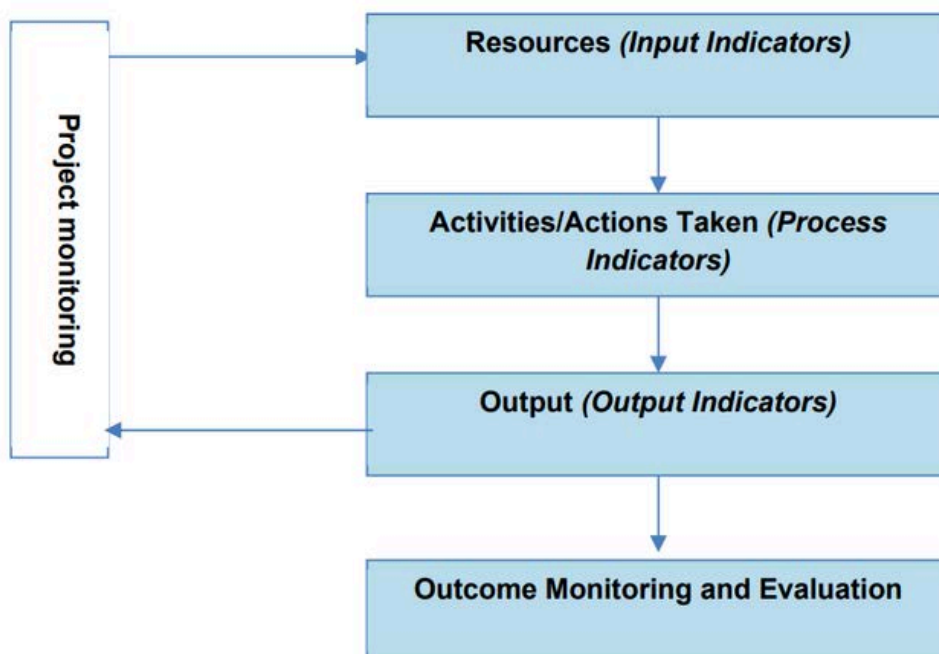
These PIs will help to assess year by year progress with the way the transport interventions are impacting on STTPP policy objectives. Quantifiable performance indicators have been identified to assess progress on particular transport policies which fall into a number of groups:

### Recommended List of proposed STTPP Key Indicators

Element	Ref. No.	Indicator Name	Contribution Towards STTPP Objectives			
			Network Efficiency	Accessibility	Safety	Environment Quality of Life
Transport System	1	Road Traffic Kilometres	✓			✓
	2	Road Traffic Flows into Gibraltar Centre	✓		✓	✓
	3	Proportion of journeys to work by sustainable mode (walking/cycling/public transport etc.)		✓		
	4	Increase in total number of public transport trips		✓		
Travel Times	5	Average journey time per kilometre in the morning peak	✓			✓
	6	Public transport services running on time	✓			✓
Road Safety	7	Road Traffic Casualties (Fatalities and Injuries)			✓	✓
	8	Road Traffic Accidents involving Pedestrians and Cyclists			✓	✓

	9	Speed Monitoring Relative to Legal Limit		✓		✓
Accessibility & mobility	10	Cycling Monitoring: Modal split (proportion of trips by bicycle) and local cycling levels		✓	✓	✓
	11	Pedestrian Monitoring: Modal split (proportion of trips by foot) and local walking levels		✓	✓	✓
Parking	12	Parking Space Occupancy Rate	✓	✓		
	13	Parking Behaviour (According to Regulations)	✓		✓	
	14	Number of people using Park & Ride (when new/formal scheme is introduced)	✓	✓		
Environment	15	Air Quality Monitoring: Concentration of Nitrogen Dioxide (NO <sub>2</sub> ) and PM10			✓	✓
	16	Outdoor traffic related daytime noise levels			✓	✓
Social	17	Level of Public Satisfaction with Bus Services				✓
	18	Car ownership		✓		✓
	19	Satisfaction with the Quality of Pedestrian and Cycle Environment		✓	✓	✓

### Scheme/ Project Monitoring Feedback Loop



(Source: Mott MacDonald Limited)

## Road Safety

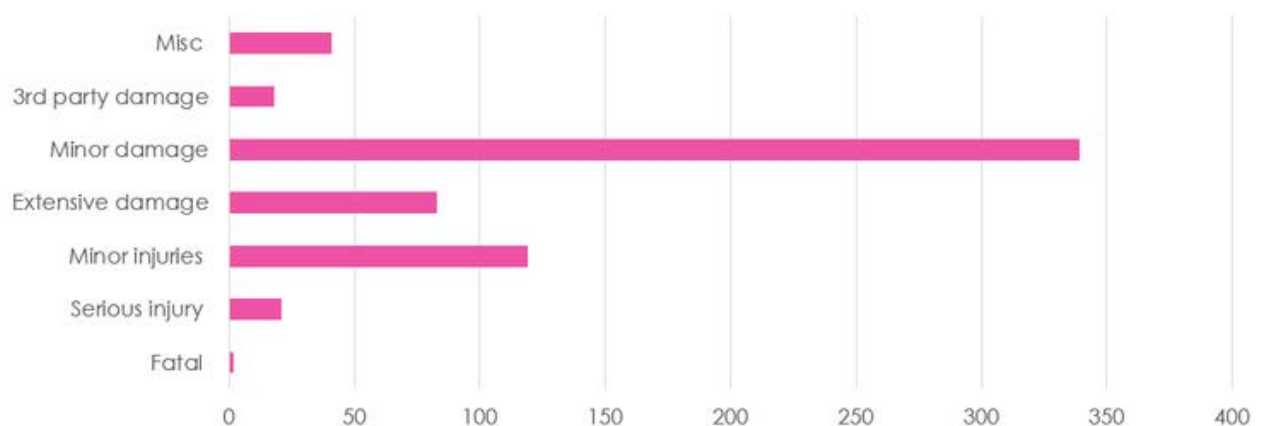
Significant efforts have been made to reduce accidents, injuries, and fatalities. Through comprehensive data collection and monitoring of traffic incidents, Gibraltar's authorities have been able to identify key risk factors and target interventions. Statistics show a correlation between increased enforcement, infrastructure improvements, and enhanced public awareness campaigns.

Road safety strategies aim to protect all road users, including pedestrians, cyclists, and motorists, by focusing on safer roads, driver behaviour, and improved traffic management. The continued analysis of these statistics helps shape future policy and guide the implementation of safety measures, to further enhance protection on Gibraltar's roads.

### Road Traffic Accidents per month



### Type of Collisions



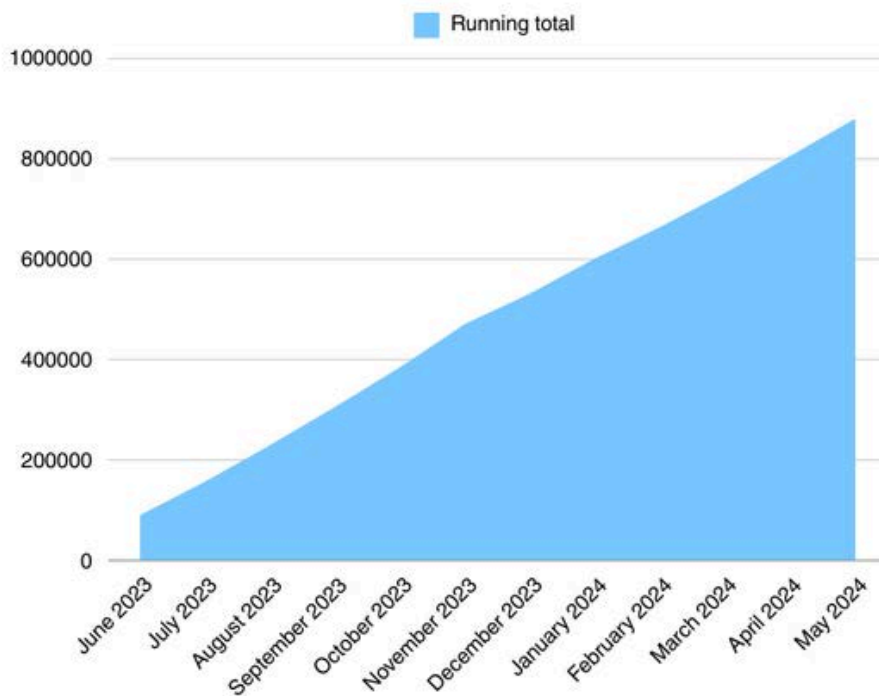
## Data-Driven Insights: Measuring Progress and Impact

In June 2023, a bicycle counter was installed at Bayside Road, as data collection is a crucial aspect of any initiative, especially when it comes to promoting sustainable practices like cycling. By systematically gathering and analysing data, the Ministry of Transport can better inform future decisions, track progress, and continuously improve services.



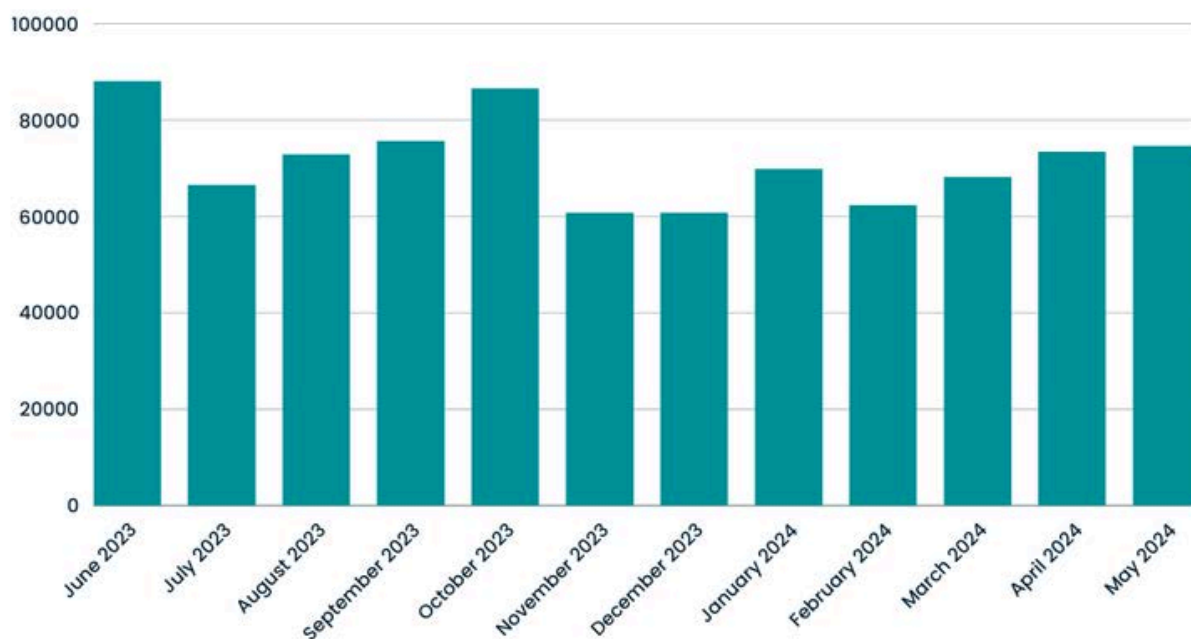
## BAYSIDE ROAD CYCLE COUNTER

Total Cyclist Count  
June 2023 - May 2024



# BAYSIDE ROAD CYCLE COUNTER

Monthly Cyclist Count  
June 2023 - May 2024



The counter serves essential purposes, providing real-time data on cycling patterns, including peak hours and seasonal variations, as well as demonstrating the success of the cycling infrastructure introduced to date – as highlighted in the graphs below. The counter also helps to promote cycling culture by making cycling visible, reinforcing a sense of community, and encouraging the use of the cycle infrastructure, enhancing the overall urban experience. This data, which is published on a regular basis, will play a vital role in shaping a cycling-friendly city, promoting active transportation and creating a safer environment for cyclists.



“

Minister for Transport, the Hon John Cortes, said: “As we continue to roll out our cycle and walker friendly infrastructure, it is important to share the data that shows the success of these initiatives, so that people realise that they make a real and positive difference to our mobility.”

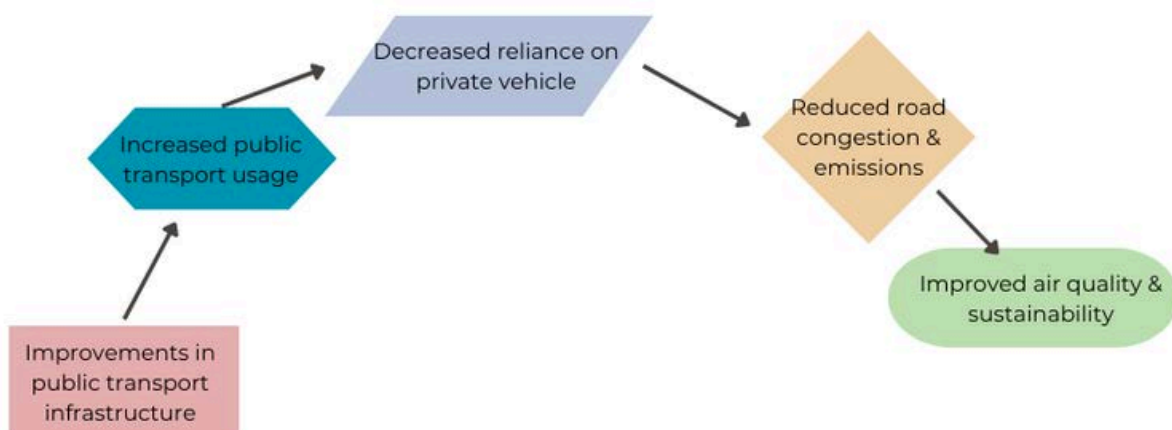
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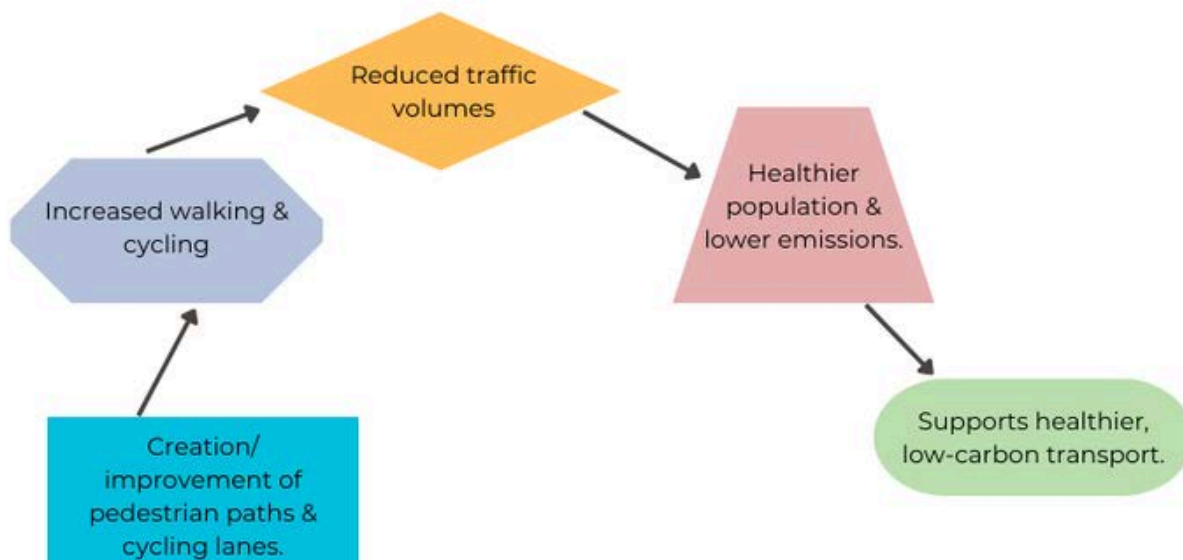
## Causal Chain Diagrams

The following causal chain diagrams visually illustrate the relationships between key transport developments and their impact on Gibraltar's long-term transportation goals. Providing a clear representation of how specific initiatives, such as investment in public transport, parking management, sustainable travel infrastructure, environmental enhancements, and road safety improvements, contribute toward achieving the plan's broader objectives. By highlighting the step-by-step progress of these measures, the diagrams show how actions lead to tangible results in areas like reducing emissions, improving air quality, increasing public safety, and promoting healthier, low-carbon transport systems.

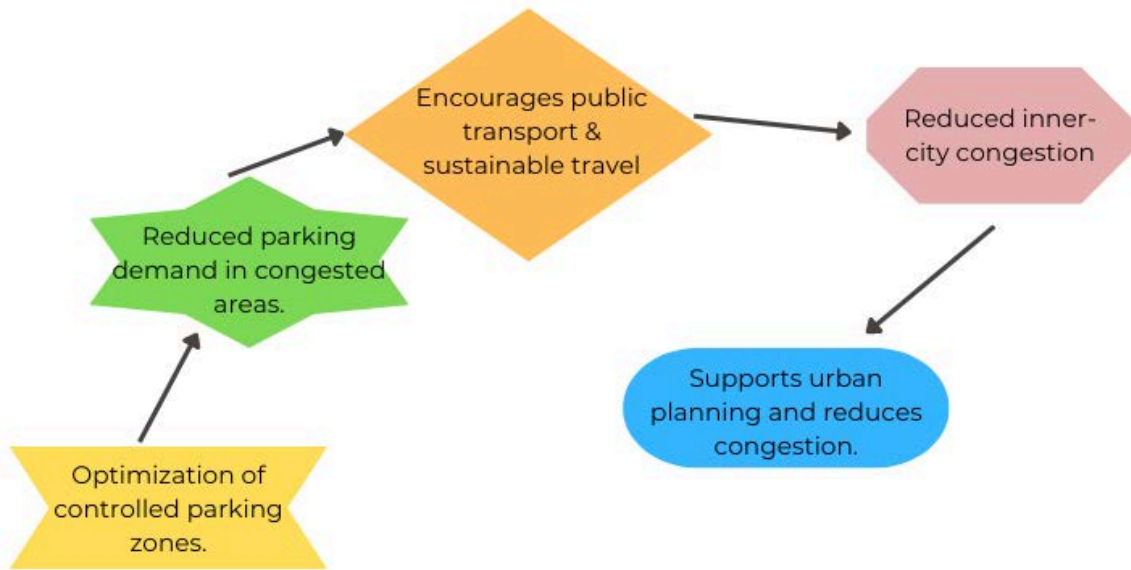
**Public Transport Improvement Causal Chain**



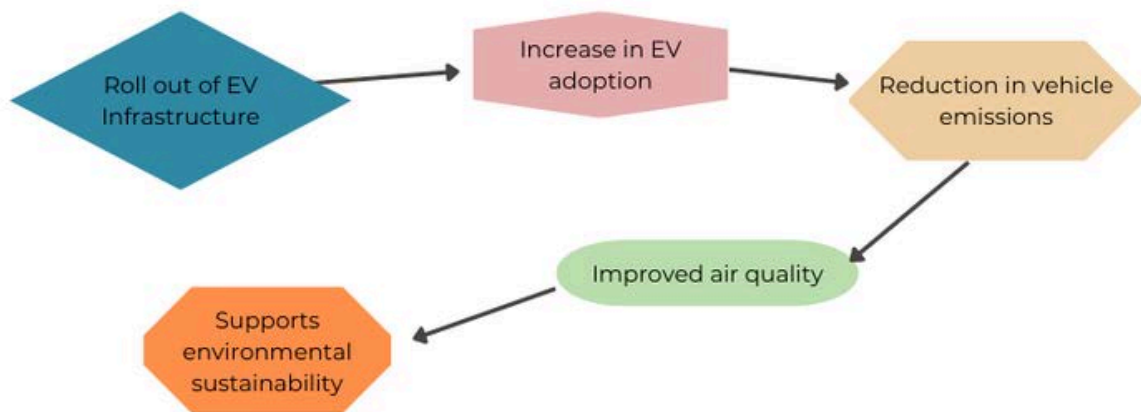
**Sustainable Travel Causal Chain**



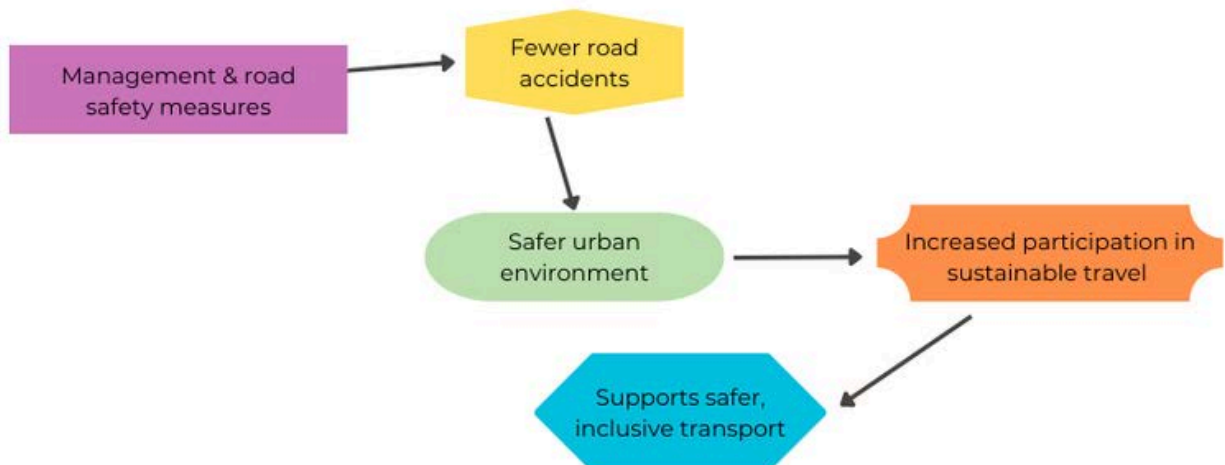
### Parking & Demand Management Causal Chain



### Environmental Enhancements Casual Chain



### Road Safety Improvements Casual Chain



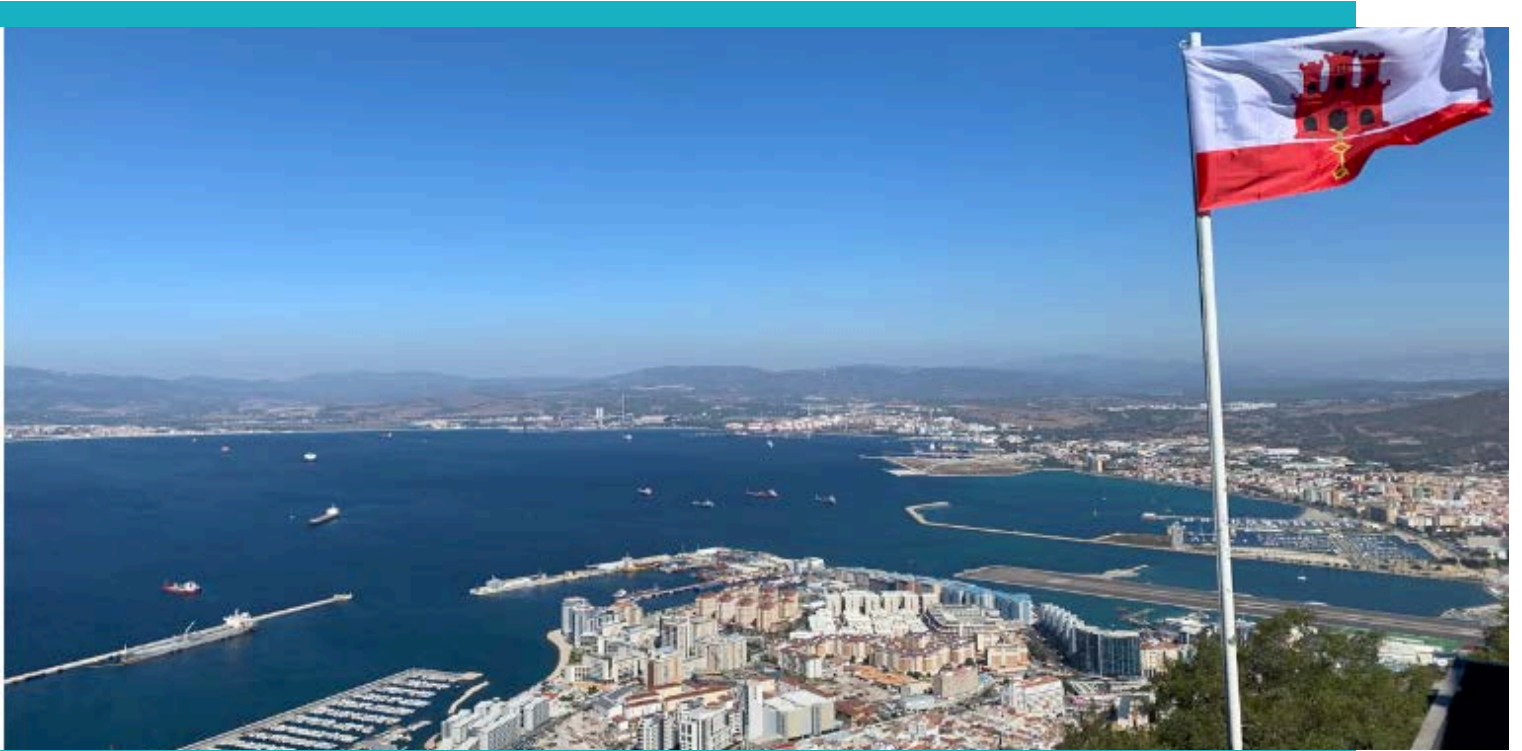
# CHAPTER 12 STTPP CONCLUSION & FUTURE STEPS

BUILDING ON THE  
STTPP'S MOMENTUM



## Chapter 12 Conclusion & Future Steps: Building on the STTPP's Momentum

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The STTPP serves as a comprehensive and evolving roadmap for addressing Gibraltar's transportation challenges. It was developed through an in-depth assessment of travel patterns, traffic flow, and public input on key transport issues. The plan adopts a forward-thinking approach aimed at reducing congestion, improving environmental conditions, and promoting healthier, more sustainable travel options for residents and visitors. By focusing on efficient public transportation, expanding pedestrian-friendly routes, and implementing innovative solutions, such as a web-based payment portal, Gibraltar is actively working towards a greener, more accessible future, for residents and visitors alike.

Following the 'in principle' agreement between the UK and Spain in December 2020, regarding Gibraltar's post-BREXIT relationship with the EU, the STTPP will play an even more crucial role. The outcomes of these ongoing negotiations will affect key aspects of transportation, particularly in relation to cross-border movement, Schengen integration, and air and sea travel. These factors will also have environmental implications, making sustainable transport policies more critical than ever.

Whether a deal or no-deal Brexit, the implications on traffic will have an impact to traffic management, vehicle and pedestrian movements, as well as the use of sustainable forms of transport (cycles and PLETs crossing the frontier). The main impact of this would be in the North District, however careful considerations must be taken into account Gibraltar-wide.

If there is a 'Deal Scenario' under the UK-EU Trade and Cooperation Agreement (TCA), Gibraltar was excluded from the general terms of the deal, leading to the necessity for separate negotiations involving Spain, Gibraltar, and the EU. In this context, the 2020 New Year's Eve Framework Agreement, provided a pathway for managing Gibraltar's post-Brexit future, focusing heavily on maintaining fluidity at the border with Spain, particularly regarding traffic.

With regards to Border Fluidity, a 'deal' would aim to maintain a "soft" border between Gibraltar and Spain, avoiding long queues or delays for vehicles and pedestrians crossing the border. This is critical as around 15,000 people, including thousands of Spanish workers, cross the border daily, impacting road traffic and trade.

There would also be a requirement for cross-border Traffic Management, where efforts would be focused on ensuring smooth traffic flows to avoid the significant congestion that occurred at times before Brexit.

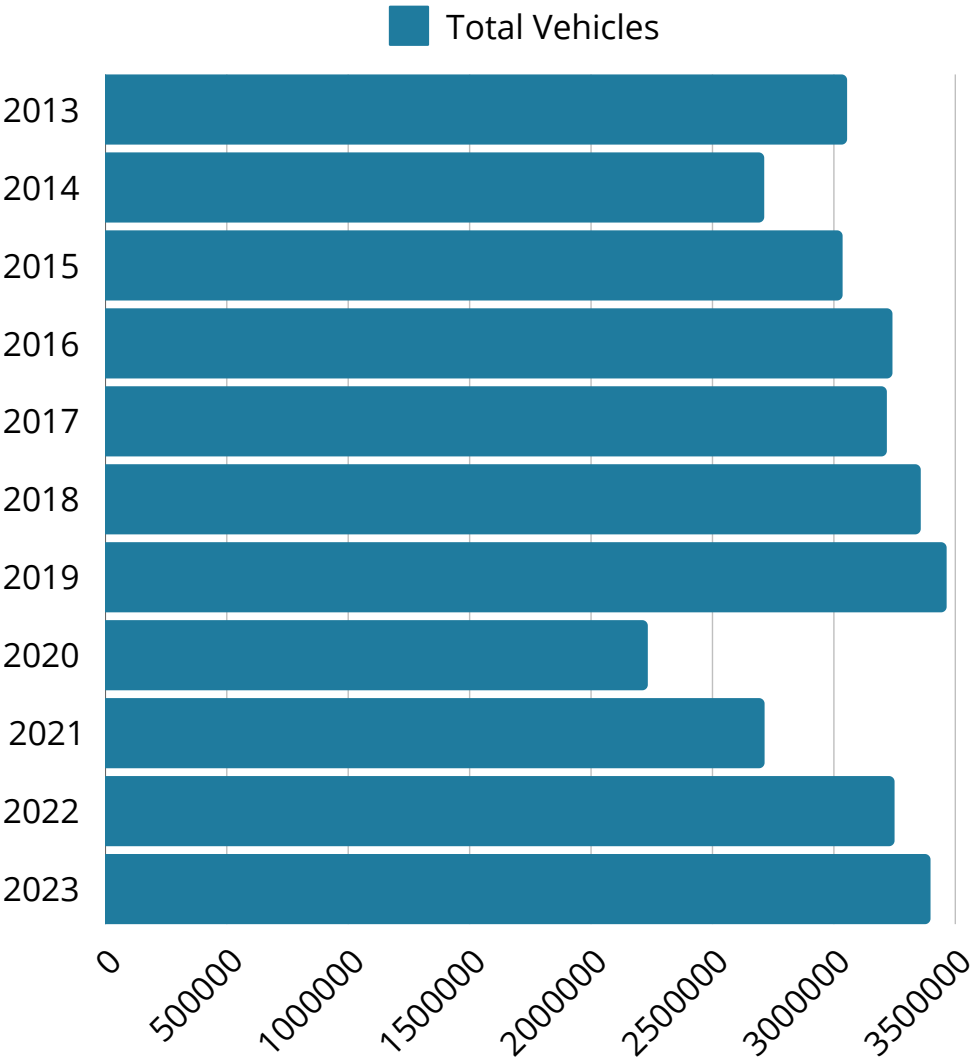
Commercial traffic and goods moving across the border will continue to be subject to customs checks. However, under the agreement, these processes should be streamlined to avoid causing significant delays to road traffic.

In a 'No-Deal Scenario' and if no final agreement has been reached, the implications on traffic would likely be more severe. A hard border, as a result of a no-deal Brexit, would result in full and extensive customs and passport checks. This could cause long delays and major congestion for commuters, tourists, and freight vehicles, significantly impacting daily life and the economy in Gibraltar, as well as creating substantial traffic management issues, particularly in the north of Gibraltar. This would impact any plans or proposals contained within the STTPP and these would need to be revised as necessary.

The heavy dependence on cross-border traffic — both personal and commercial — would likely result in increased traffic queues, as stricter checks could be implemented by Spain. This would exacerbate the congestion at the border, causing delays for thousands of daily commuters and deliveries. There might also be a need of enhancing public transport, to alleviate the reliance on road traffic crossing into Spain and revisiting alternative routes to and from the Border to alleviate the impact of these issues.

Since Brexit, and particularly under the temporary agreements that have been in place, the situation regarding traffic at the Gibraltar-Spain border has remained relatively stable compared to the worst-case no-deal scenario. However, the long-term future depends on reaching a final agreement between Gibraltar, Spain, and the EU, to solidify these arrangements and until then, the full impact to traffic, and traffic management in the north of Gibraltar is unknown at this stage.

**Number of Vehicles crossing the Frontier  
(including cars, coaches and commercial vehicles)**



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Looking forward, Gibraltar faces the challenge of balancing mobility with environmental protection. As part of this balance, the STTPP must foster a shift towards sustainable transport practices, including the transition to zero-emission vehicles, which will be essential for meeting climate targets. The plan underscores the need for continued innovation in the transport sector, to create a modern, 21st-century system, that supports decarbonisation efforts and reduces its carbon footprint. Gibraltar's long-term goal of achieving net-zero emissions by 2050, requires transforming the way people travel and embracing greener alternatives to improve air quality, create green jobs, and support clean industries.

This review acknowledges the progress made since the STTPP was introduced in 2017, while recognizing the ongoing challenges that remain. While significant steps have been taken towards the plan's sustainability targets, there is a clear need for further action. The work done so far represents important milestones, but additional efforts will be required to fully achieve the ambitious goal of net-zero emissions for the transportation sector. These efforts will also drive progress toward other targets, such as improving efficiency, reducing traffic, delivering health benefits, including reduced air pollution and enhanced community well-being.

