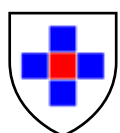


ResidentFirst

# SLOW STREETS

February 2021



KUNSILL LOKALI  
ATTARD

ResidentFirst

This document has been authored by studjurban and Studio Tom Van Malderen on behalf of the Local Councils' Association Malta and Attard Local Council.

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# Introduction

Streets in Malta and Gozo are mostly dedicated for vehicles, including local streets which should encourage a greater pedestrian activity. Vehicles also travel at relatively high speeds, causing safety concerns for residents and other street users.

At the same time, the average width of pavements is, at best, 1m – too narrow to allow two people to pass each other comfortably, or for wheelchair users to be able to navigate along a pavement, or even for an individual to pass by with a stroller. As a result, people are

forced to be in close proximity with passing vehicles, risking walking, running, scooting, or cycling in the street next to speeding cars. This is a street safety issue, as well as a public health issue, in the light of the new social distancing guidelines.

## What is the Slow Streets initiative?

Slow Streets is a pioneering initiative in Malta and Gozo geared towards giving back streets to the people rather than cars, focusing primarily on residents' wellbeing. The Local Councils' Association, in partnership with Transport Malta and the Planning Authority, is collaborating on this action plan in order to give priority to pedestrians and cyclists by promoting walking, cycling and better accessibility to public transport networks. These new strategies will plan to ensure that mobility within localities is safe, sustainable, healthy and efficient, in addition to providing more public open space that contributes to an elevated quality of life.

The initiative focuses on strategies of traffic calming and management. In addition, each Local Council will study the degree of pedestrianisation it should implement according to the

locality's street network and the needs of its residents, whether temporarily or permanently. Slow Streets provides residents with an opportunity to experience their neighbourhoods in a new way, as a number of safe walking corridors will connect civic landmarks, medical facilities and other important services. This includes linking cycling priority routes and temporarily designated streets converted into creative play areas for children to enjoy safely.

In Malta and Gozo, streets are the primary public spaces, used daily by everyone. In order to improve the liveability of our localities, therefore, we need to start from our streets. Having pedestrian-friendly streets implies greater, equitable access to the outdoors, active transportation, opportunities to exercise, and the support of both physical and mental health.

Slow Streets provides residents with an opportunity to experience their neighbourhoods in a new way.



Source: [publicspace.org](https://publicspace.org)



## Who are Slow Streets for?

At the heart of Slow Streets lies the local community and the need for better well-being for all residents. The ultimate objective is to make streets more welcoming and accessible to

people of all ages, who want to travel on foot, by bicycle, wheelchair, scooter, or skateboard. In particular, there is special consideration for the needs of the elderly and physically disabled.

## How do Slow Streets work?

The Slow Streets programme is designed to limit through traffic on certain residential streets so as to allow such streets to be used more as shared spaces. 'Through traffic' is vehicular traffic which passes through a particular locality or area, rather than stopping there, solely in order to arrive at another destination.

Simple tools such as signage, floor markings and cones will be used to slow down speeds and block roads, either temporarily or permanently, to improve safety for people who want to walk or cycle. This type of intervention is commonly referred to as 'tactical urbanism'. Access to private driveways/garages and loading and unloading of goods will be maintained for residents and businesses respectively, with better management schemes, as well as access for emergency and service vehicles as required.

Different degrees of interventions are subsequently proposed according to findings from comprehensive site analyses and the development of a vision for each street as part of a wider, more extensive, network.



At the heart of Slow Streets lies the local community and the need for better wellbeing for all residents.

## What is 'tactical urbanism'?

Tactical urbanism involves using temporary materials in order to repurpose places and transform them into more dynamic public spaces, with pedestrian safety as a primary concern. The strategy is a phased approach, with short-term commitment that eventually leads to more permanent solutions.

Such experiments are carried out inexpensively, and with flexibility, in order to assess the potential success of an idea and to enable making adjustments before committing significant capital expenditure. Tactical urbanism can push existing ideas to move closer to implementation in the quickest manner.

Some examples of tactical urbanism strategies are:

- temporary signage and bollards to close off some streets for different uses, such as play streets or the setting up of markets;
- use of planters to define a boundary, especially at important pedestrian entrances;
- use of temporary movable furniture to turn a parking space into public space;
- use of painted markings on pavements to highlight priority for pedestrians; and
- added signage to help minimise through vehicular traffic and prioritise walking and/or cycling.



Selected materials will likely involve some level of trial and error before reaching the optimal design for the particular context. The flexibility of tactical urbanism initiatives provides an opportunity for creative thinking, and is the starting point for real change.



Tactical urbanism involves using temporary materials in order to repurpose places and transform them into more dynamic public spaces, with pedestrian safety as a primary concern.



At the heart of Slow Streets lies the local community and the need for better well-being for all residents. The ultimate objective is to make streets more welcoming and accessible to people of all ages, who want to travel on foot, by bicycle, wheelchair, scooter or skateboard.

The Slow Streets Network is based on this important concept, wherein local streets become primarily focused for local resident access and services, as opposed to through traffic.

## Slow Streets Network

In order to propose a solid strategy for the locality, both desktop and on the ground research was conducted to assess the potential of a Slow Streets network.

The first step of in-depth desktop 'macro' analysis entails studying the locality in terms of transportation networks, main activity zones, development density and the presence of public open spaces. Analysing transportation networks is important to understand the main vehicular and pedestrian routes, in order to be able to identify which roads should be mainly encouraged for vehicular use and, subsequently, which streets may be alleviated, or even liberated, from traffic so as to be prioritised for pedestrians. Over the recent years, there has been significant investment within the arterial and distributor road infrastructure in Malta, which has undergone expansion and upgrading, however it is not being used to its maximum potential. The widening of the arterial and distributor road networks should enable us to relieve the pressure on our local roads, particularly from through traffic.

The strategies of Slow Streets are based on this important concept, wherein local streets become primarily focused for local resident access and services, as opposed to through traffic. Within these strategies, access to public transportation is always being permitted, even within those streets which have been selected to have no (or very limited) access for vehicles, so as to further encourage the public to use buses rather than their

private cars.

The main outcome of the desktop analysis is the selection of potential Slow Streets, which together make up a comprehensive network. The selection of streets to be included within this network comprises a critical stage, as it sets the overall strategic vision for the locality. The selected streets undergo further in-depth 'micro' analysis, wherein on-site observations are carried out at different times of day and for different days of the week, in order to ensure that the selected strategy may be carried out successfully. These observations include:

- pedestrian connectivity (understanding the location and frequency of crossings and pavement continuity);
- other connections, such as stairs or informal/unsurfaced paths;
- solar exposure of the street network (and the amount of shade throughout the day);
- the presence of green or urban open pockets, including front gardens;
- the availability of street furniture;
- ground floor use (for instance, whether commercial or residential);
- the amount and frequency of garage doors and the presence of reserved parking; and
- social behaviour and activity within the urban spaces.

# Attard

Attard is a central locality in Malta, predominantly residential in nature. The locality contains various open recreational spaces, including the country’s largest open green space, Ta’ Qali National Park, which takes up a large surface of the locality’s area. Attard also houses the San Anton Gardens, and the smaller Ġnien l-Istazzjon and Misraħ Kola playground among other pocket gardens. The locality is made up of several areas, including Ta’ Qali, Tal-Fuklar, Tal-Mirakli, Misraħ Kola, and the historical core around the Santa Marija Parish Church.

An increase in commercial activity has developed along Triq il-Pitkali, Triq L-Imdina, and Triq Iż-Żagħfran, with various retail outlets catering for the locality within walking distance of the historic core. In turn, the village centre is especially active on Sundays, when residents interact with church-goers. The presence of the church’s paved ancillary open space strengthens the local identity and serves as a space for activities and festivity, providing a space for residents of all ages to interact and enjoy.

Attard is characterised by a linear connection between the Parish Church, in the centre of the locality’s Urban Conservation Area, and Ta’ Qali National Park through Triq Il-Mosta, which connects to Triq Il-Pitkali. The local roads are often quiet, with designated slow speeds. Narrow local roads are often used as traffic shortcuts instead of using the arterial infrastructure, threatening both the serenity of these residential streets and pedestrian safety, while contributing

to additional pollution levels. Currently, the Central Link project has upgraded the transportation infrastructure that connects Attard to neighbouring localities located north and south of the locality. The new distributor road runs south of the urbanised area and is expected to alleviate the through traffic congestion that used to occur within Triq L-Imdina, Triq Iż-Żagħfran and Triq In-Nutar Zarb. The infrastructure additionally accommodates a walking path with a green buffer separating it from the roadway.

The main aim of Attard’s Slow Streets strategy is to liberate local streets from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being shifted to pedestrian and cyclist use rather than cars, while still retaining the important bus routes that navigate within the locality.



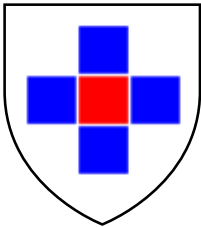
Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics of the street.

All the data is collated and the proposed network is analysed with all the information at hand. The project team goes through this analysis and establishes a vision for the locality – with a prime objective being that of resolving existing problems caused by through traffic and improving the connections to important public spaces – following which, individual street and space interventions are discussed and agreed upon.

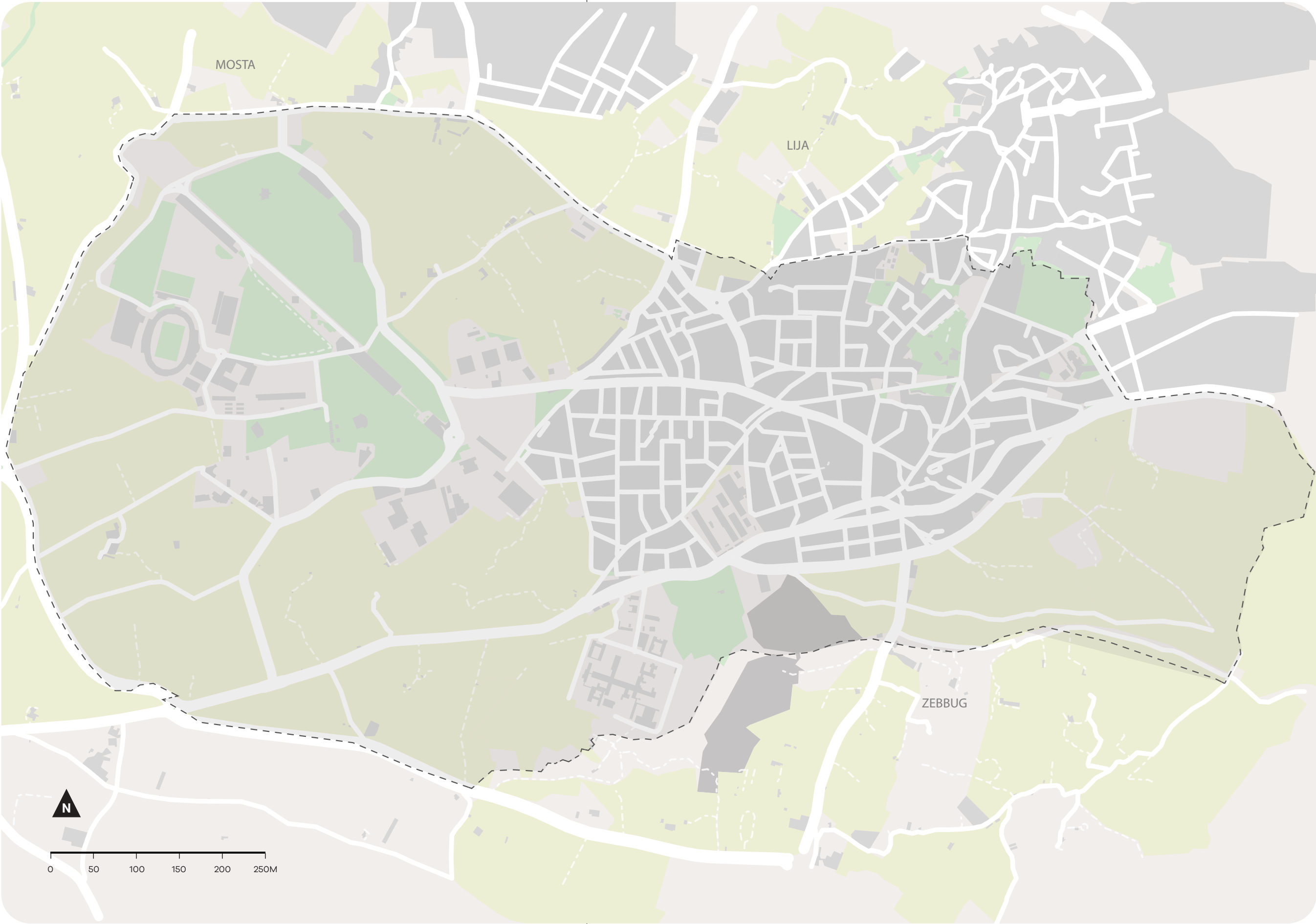
The strategy is finally concluded once it may be established that the individual interventions are able to coexist seamlessly, without creating any unwanted repercussions and while further considering potential extensions with neighbouring localities.

Within these strategies, access to public transportation is always being permitted, even within those streets which have been selected to have no access for vehicles.

LOCALITY

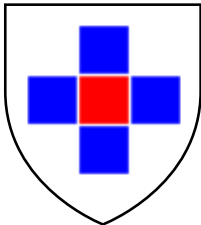


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ATTARD



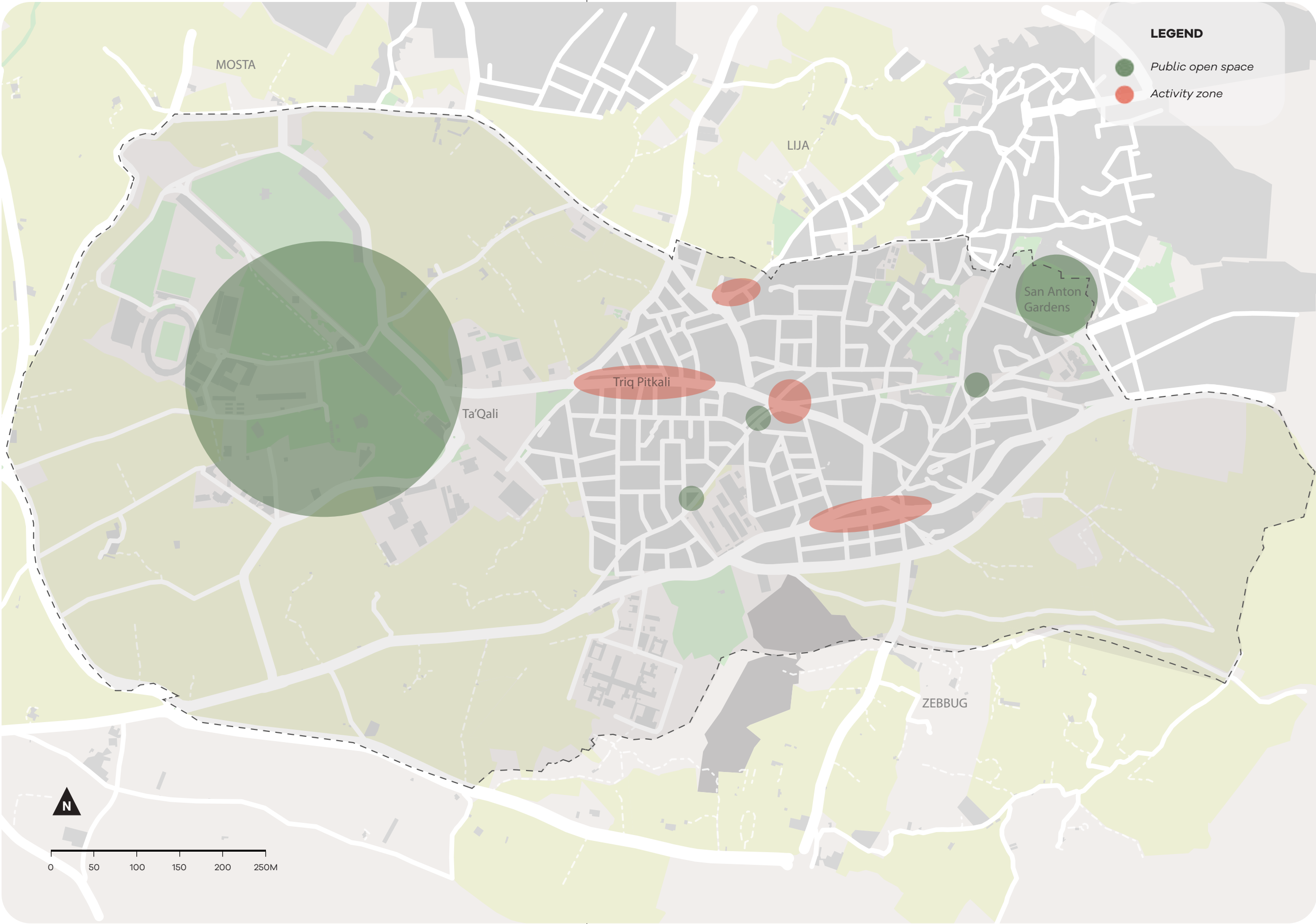


ACTIVITY  
ZONES



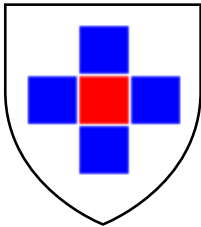
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ResidentFirst  
**SLOW  
STREETS**

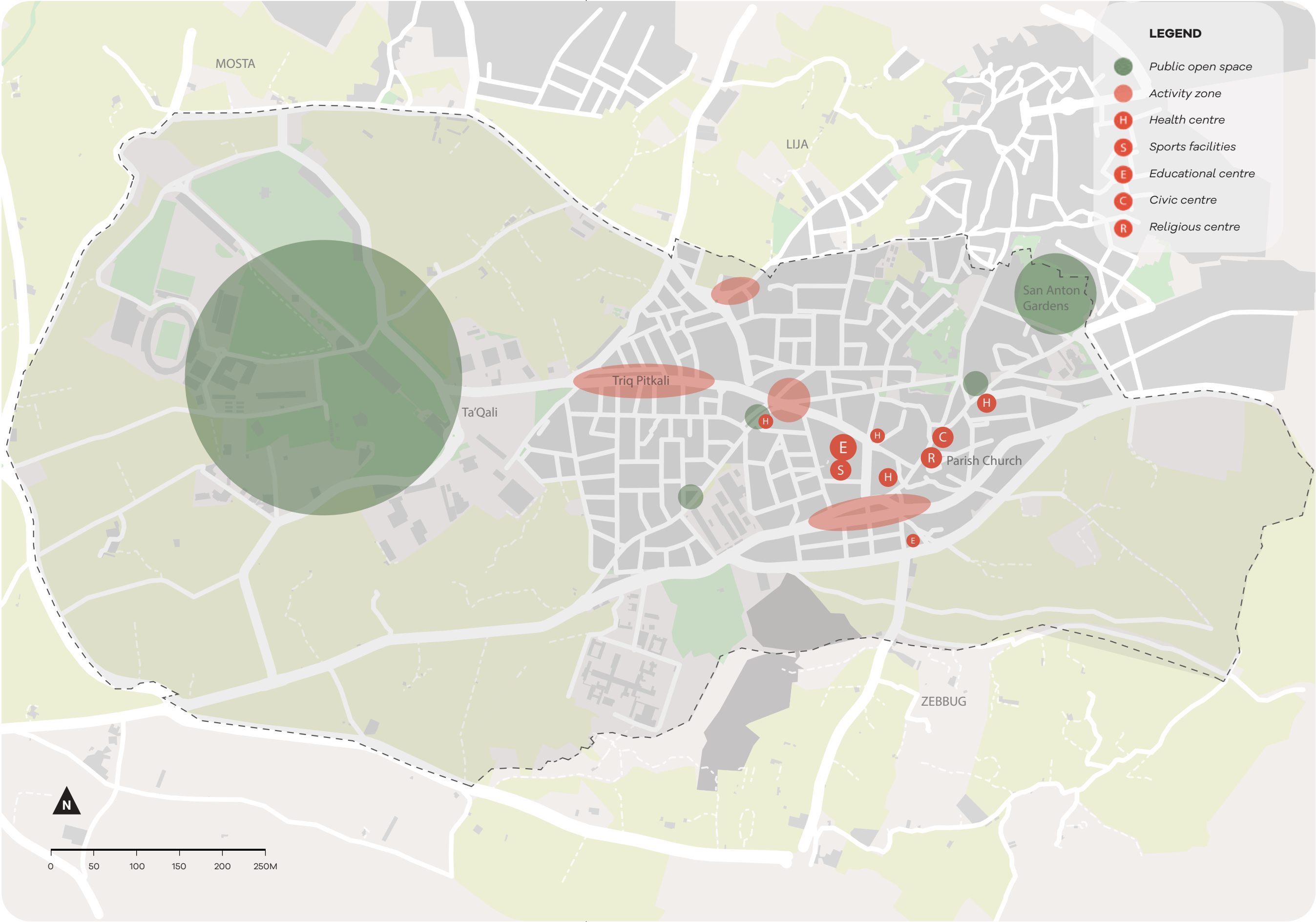




DESTINATIONS



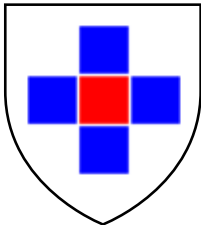
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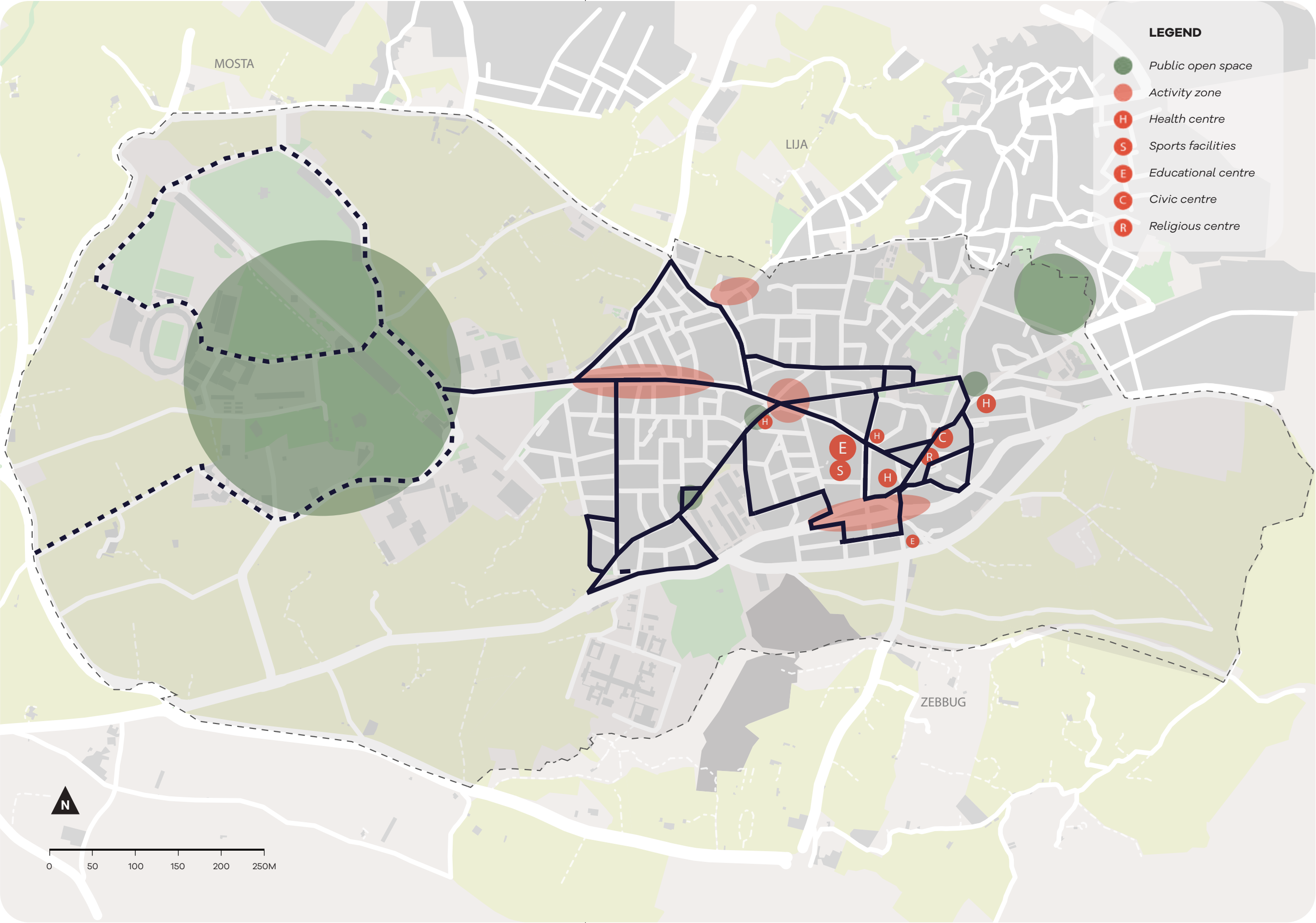
LEGEND

- Public open space
- Activity zone
- Health centre
- Sports facilities
- Educational centre
- Civic centre
- Religious centre

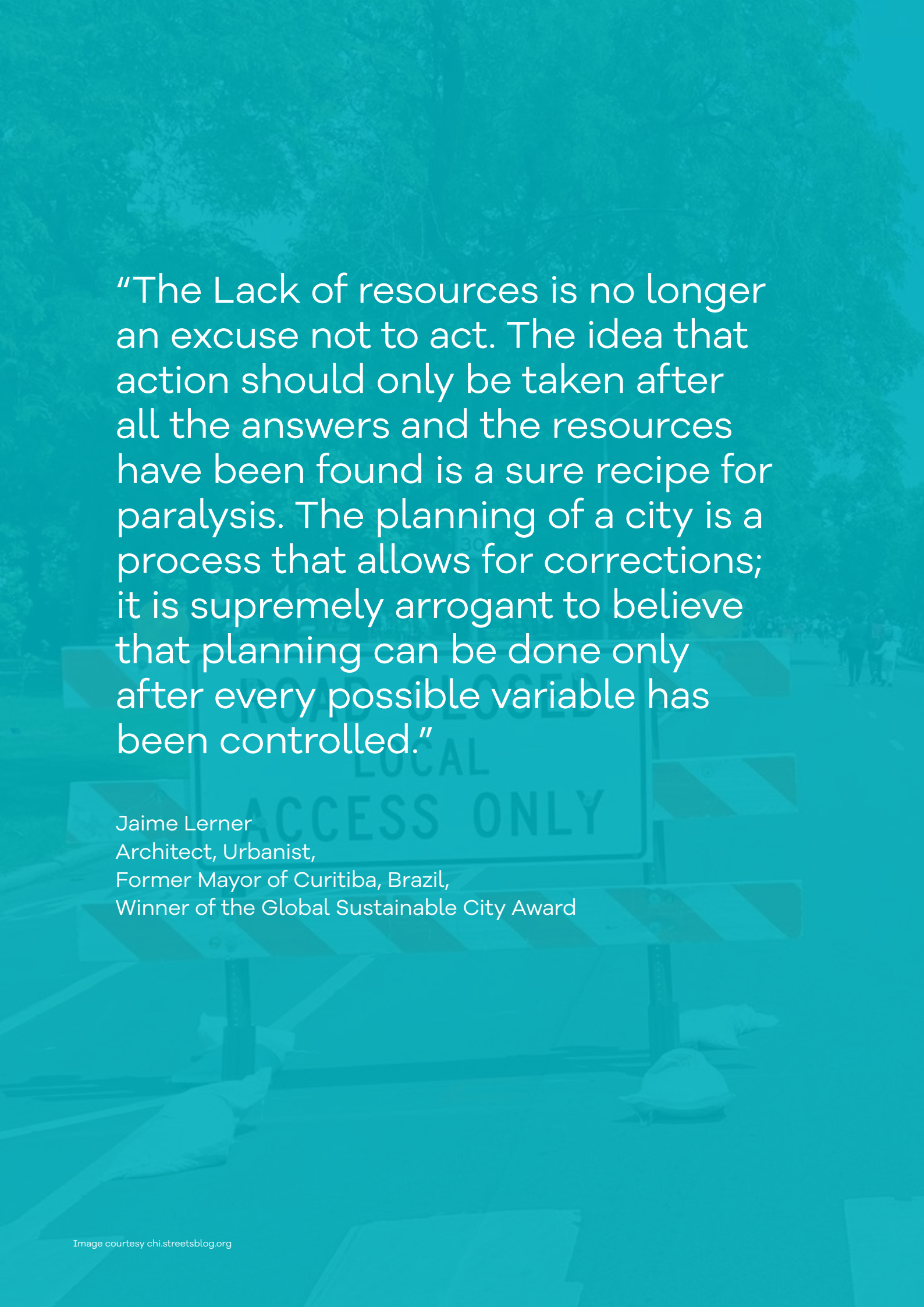
NETWORK



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ATTARD







“The Lack of resources is no longer an excuse not to act. The idea that action should only be taken after all the answers and the resources have been found is a sure recipe for paralysis. The planning of a city is a process that allows for corrections; it is supremely arrogant to believe that planning can be done only after every possible variable has been controlled.”

Jaime Lerner  
Architect, Urbanist,  
Former Mayor of Curitiba, Brazil,  
Winner of the Global Sustainable City Award

## Implementation

### Type of Interventions

**Slow streets level 1 - signage & branding**

**Slow streets level 2 - re-routing**

**Slow streets level 3 - tactical urbanism**

**Slow streets level 4 - reconfiguration**

**Slow Paths**

**Play Streets**

**Extensions**

### Cycling

### Attard Interventions

### Phasing Strategy



# Types of Interventions

The interventions that are envisaged to take place on different streets have been collated into the following four levels:

## Level 1 - signage & branding

refers to interventions such as signage, branding measures and basic floor marking that emphasise the slowing down of vehicular traffic, without altering the nature of the street. Level 1 has been applied to streets that contribute to the formation of a continuous network

## Level 2 - re-routing

entails traffic management measures such as the introduction of dead ends and access-only to local traffic, rerouting and converting two-way streets to one-way routes. Such actions are critical in order to allocate more space for pedestrian or cycling use. At the same time, as discussed earlier, traffic management is also crucial to encourage drivers to use the arterial and distributor roads rather than the local roads, enabling faster access across localities. The shift of vehicles onto the main infrastructural routes would free up local roads from unnecessary traffic, and resultant congestion, allowing more people to use the streets and resulting in less noise and air pollution for residents.



## Level 3 - tactical urbanism

mainly refers to tactical urbanism initiatives, defined previously, within a specific area, focusing particularly on traffic intersections and pedestrian crossings. These markings first highlight the need to prioritise pedestrians and their safety, which eventually might lead to a more permanent infrastructural change, such as raised crossings and wider pavements. The paint markings may also introduce colour and/or artistic flair to the area, potentially contributing to a greater sense of place and local identity.







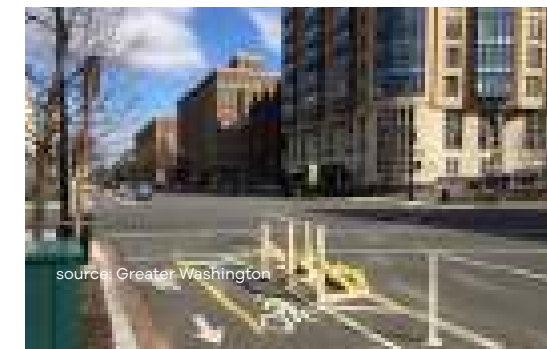
## Level 4 – reconfiguration

refers to the most substantial intervention which is the reconfiguration of the street section. As explained earlier, streets have been studied and measured on site, in order to assess whether more space may be allocated to pedestrians (extending beyond existing pavements), cycling lanes and/or greening initiatives (such as the introduction of planters). The designation of vehicular space is based on the Planning Authority's Development Control Design Policy, Guidance and Standards 2015 (DC15) Standard S1 (Vehicular Access Width Standards), which establishes a width of 3.7m as required for access by a fire tender, which is the largest emergency vehicle that should be able to access the road safely. In this regard, therefore, roads that are wider than this standard and that are considered to provide important pedestrian routes therein, are being reconfigured to this width. In many cases, a number of the above strategies are combined together in order to achieve a bigger impact.



## Slow Paths

comprise another specific typology of Slow Streets (although the two names may seem similar, it must be clarified that 'slow paths' is not another term for 'slow streets'). Slow paths refer to a designated slow section of the road, when intervening on the entire street is not possible. This is often used in larger roads where slower-moving, more localised/dedicated slip roads or dedicated bus lanes are available, and where priority for pedestrians and cyclists is often not considered.



## Play Streets

'Play streets' are a type of intervention where local roads are closed off to cars temporarily, for example on weekends, so that they can be transformed into places where neighbours of all ages may gather around together and play freely. Children may use skates, bicycles, and movable playgrounds may be set up while adults may play cards, chess or simply watch their children in a safe environment. Play streets can occur on a regular basis (for instance, weekly or monthly), and may constitute an important part of daily life for the local community because they:

- give children more opportunities to play in a safe space close to their homes;
- provide a chance for residents to come together and for everyone to get to know their neighbours; and
- help residents to be more physically active and healthier.







## Play streets – programming

Programmes and cultural activities are important for the success of play streets. They bring together the local community and give residents a sense of ownership of their neighbourhoods. Different festivals and activities attract a broad audience, expanding the circle of participants. They can vary from art and music activities to the organisation of games and fitness classes, or a combination of more than one activity. Preparation for such interactive activities may further occur with the active, hands-on, involvement of residents, which increases their sense of belonging and ownership of the public space (for example, helping with road painting, or further embellishing the streets with their own plants).



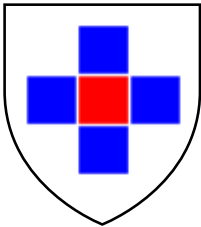
## Extensions

The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may involve the need for infrastructure upgrading, and could be scope for future local council projects.

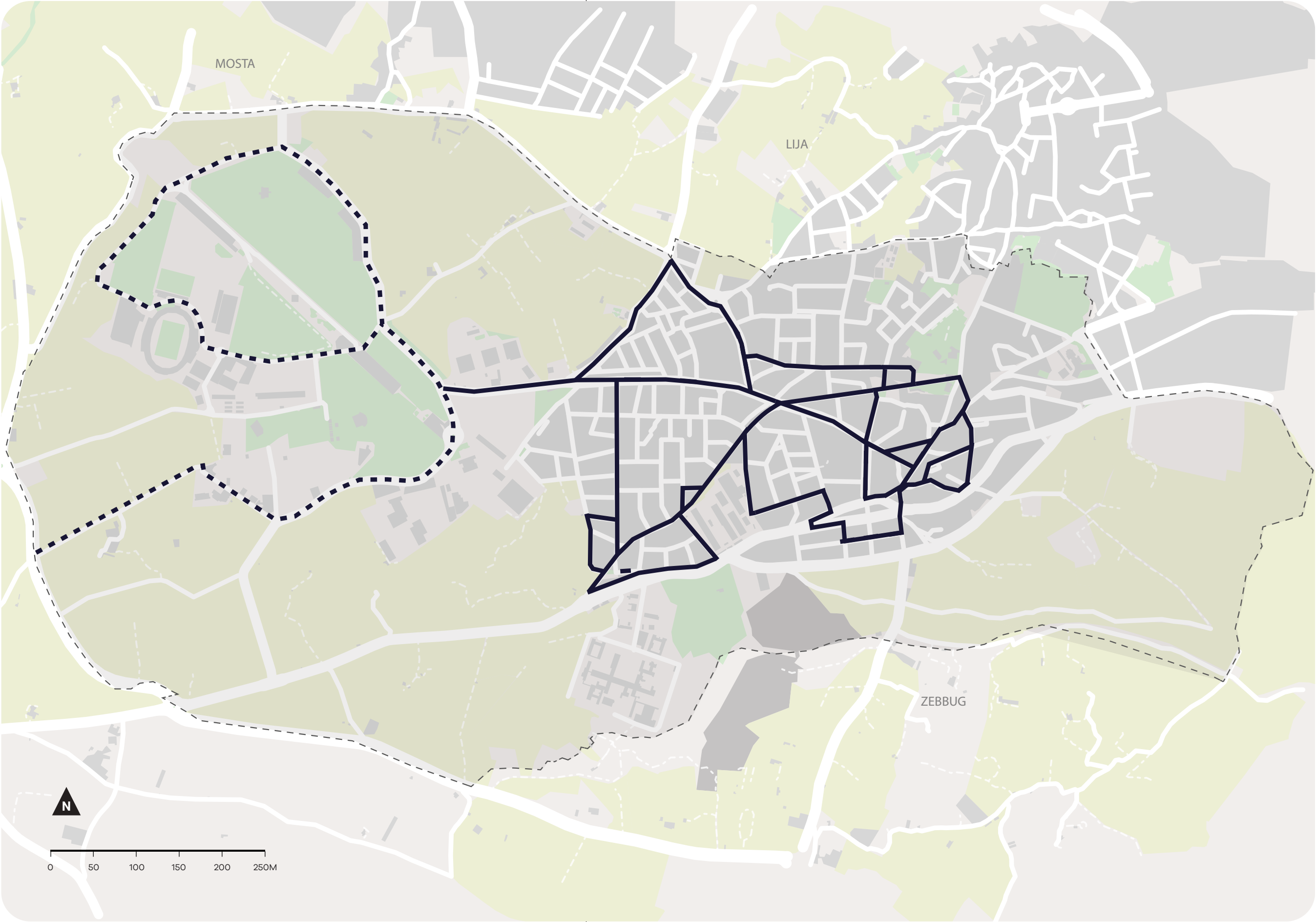




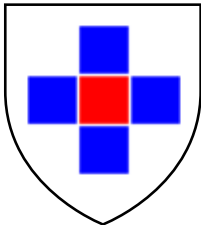
NETWORK



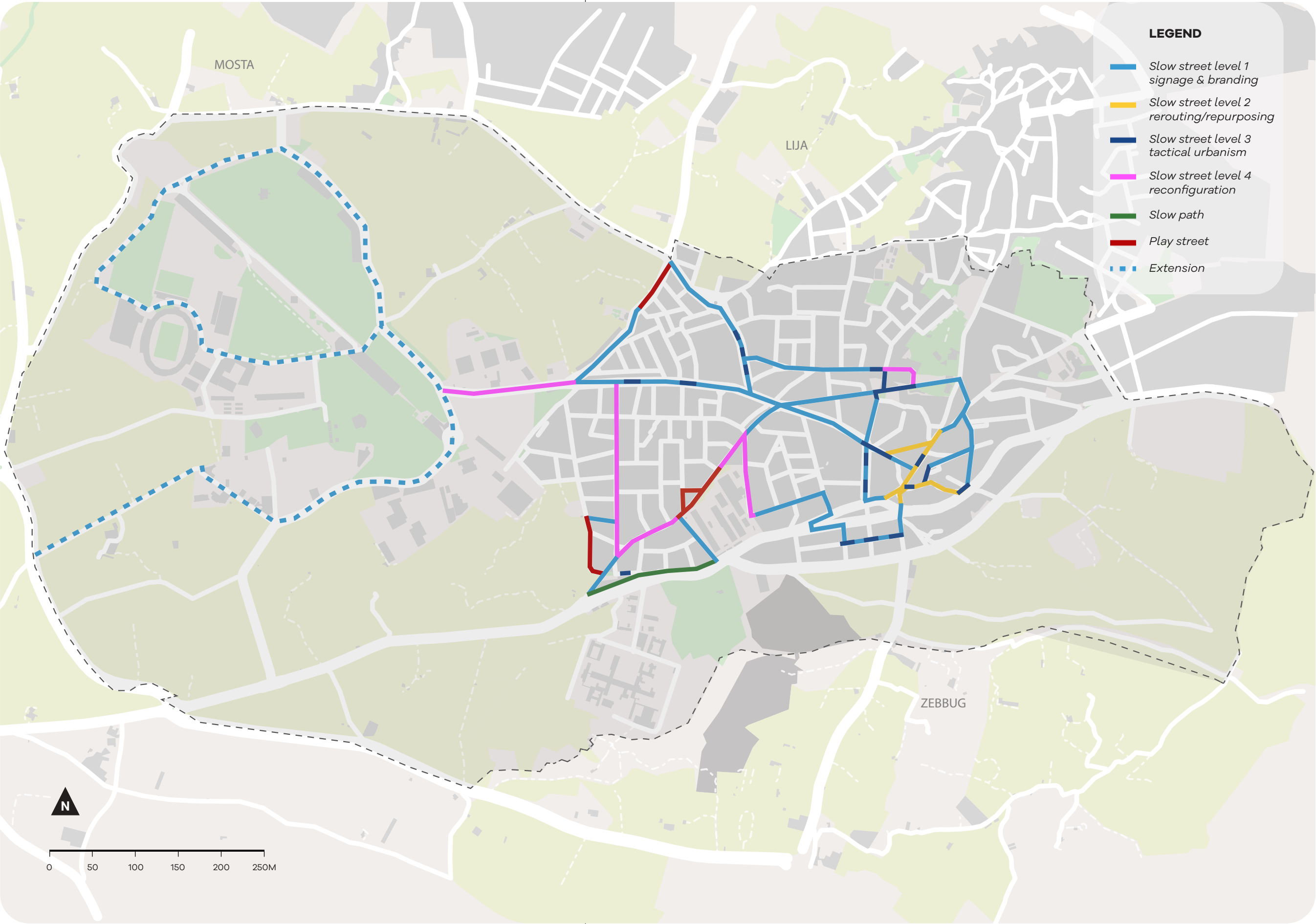
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INTERVENTION

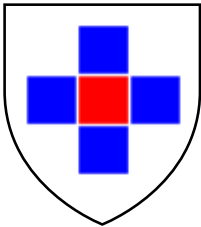


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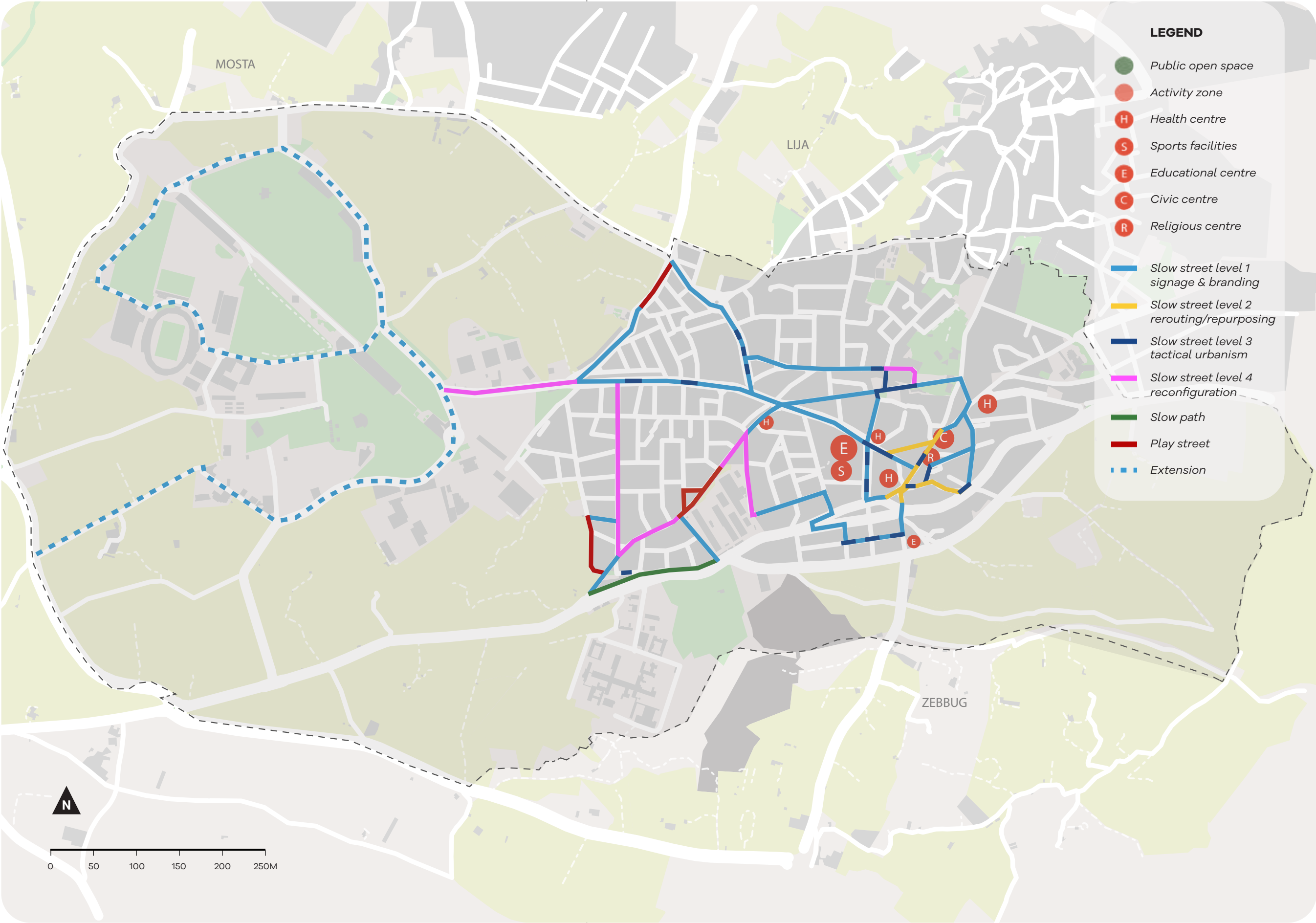




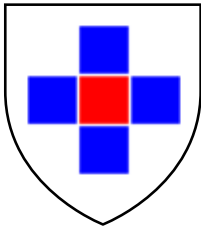
INTERVENTION



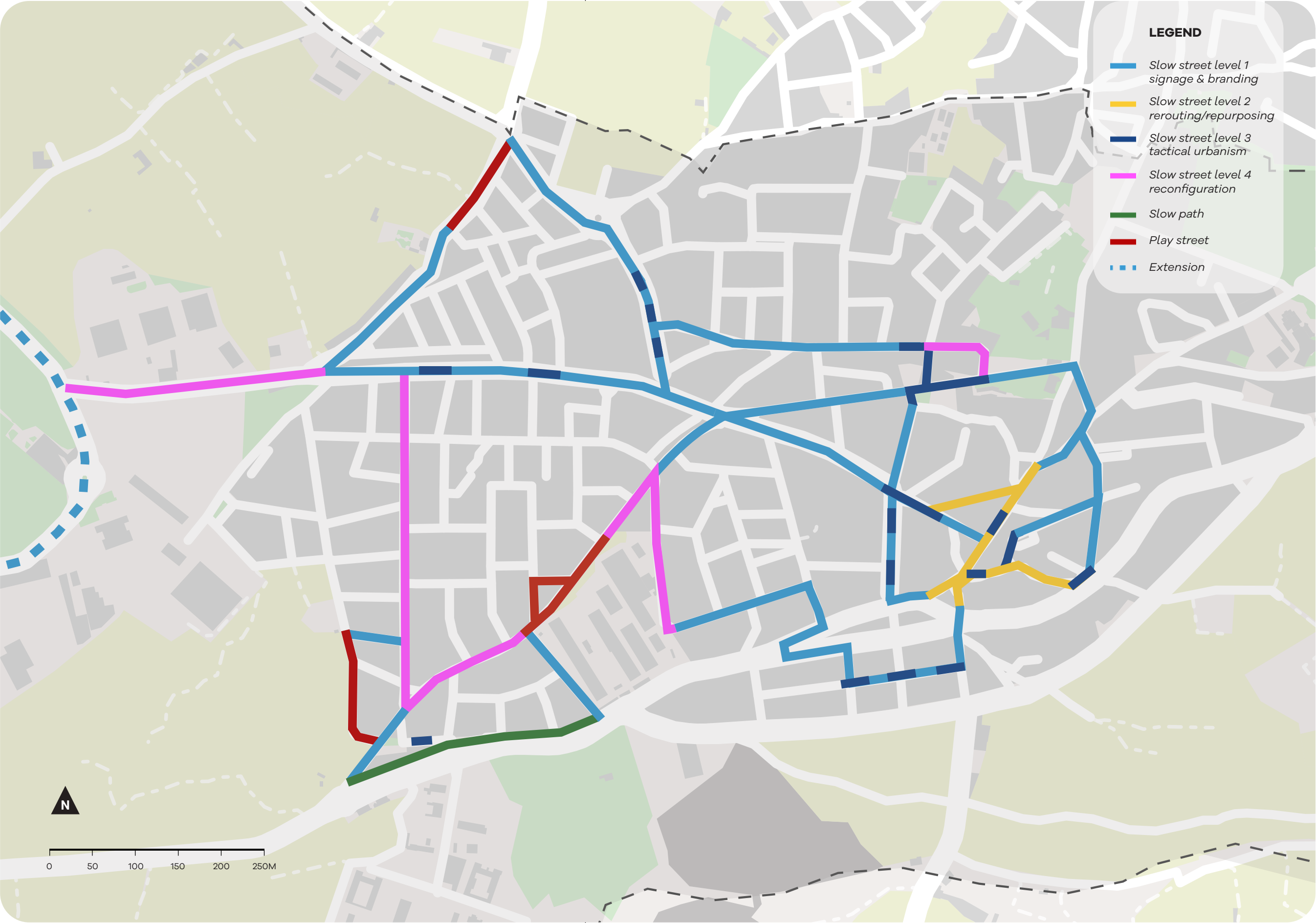
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INTERVENTION



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# Cycling

Cycling lanes form an integral part of the Slow Streets network and their inclusion within the interventions discussed above has been a core objective. Providing opportunities for alternative modes of transport may contribute to the decongestion of vehicular traffic and therefore provide more opportunities for space.

According to the Bike Advocacy Group, the solution to traffic congestion is having more people cycle. Since the average distance of a typical journey travelled in Malta is 5km, cycling is the fastest and cleanest mode of transport, especially when taking into account how much time car drivers spend looking for parking. Bicycles also occupy much less space which decongest roads and crossings, and decrease the need for parking space.

This is further reflected in the words of Transport Malta's National Cycling Strategy (2018, p.46): 'The promotion of cycling as an alternative mode of transport is considered to be an essential

part of any scheme or strategy to promote sustainable mobility through which transport authorities can address traffic congestion, improve accessibility, promote personal health, reduce air pollution as well as contribute towards lower greenhouse gas emissions, all of which are attributes necessary to improve the quality of life of any community.'

Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community. Cycle paths therefore improve both the connectivity and the overall liveability in localities.



The real added value of cycling is experienced through a combination of all environmental, social and health benefits combined.

In the Slow Streets interventions, designated cycling lanes have been considered within important connecting routes, especially if there is the opportunity to reroute traffic and create one-way routes so as to allocate the remaining space for bicycle lanes and pedestrian space. In the proposed scheme, both pedestrian and cyclist connections have been given due importance. Naturally, every street case is different depending on its physical features; however, when possible, barriers (such as cones or planters) are further proposed to provide increased cyclist safety, or parallel parking has been shifted such that pedestrians and cyclists may be protected by the parked cars.

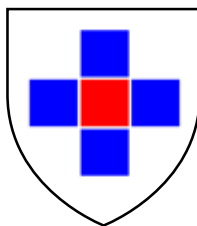
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

The Slow Streets initiative lays the groundwork for future strategic locality plans, wherein the urban cores and important public spaces may be freed from car traffic and instead used by pedestrians, cyclists and public transport.



Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING  
NETWORK



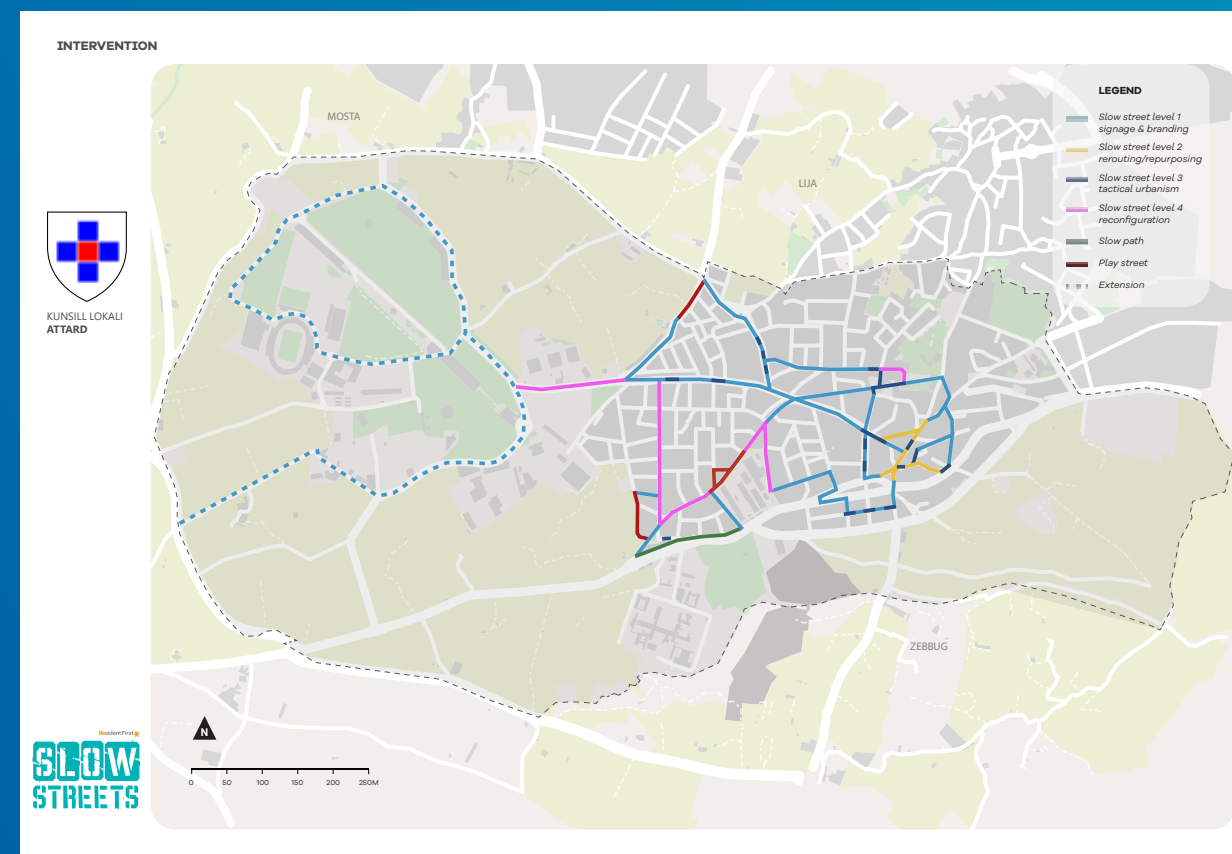
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ATTARD





# Attard Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and the need to resolve particular traffic issues within the locality. The first objective for Qrendi is to have more pedestrian-oriented local streets, particularly the narrower ones, by further reducing through traffic therein and instead divert vehicles onto more prominent routes. The second objective is to identify walkable routes that link peripheral areas better to the centre, so as to avoid a fragmented network disconnecting the edges of the development area from the rest of the urban fabric.



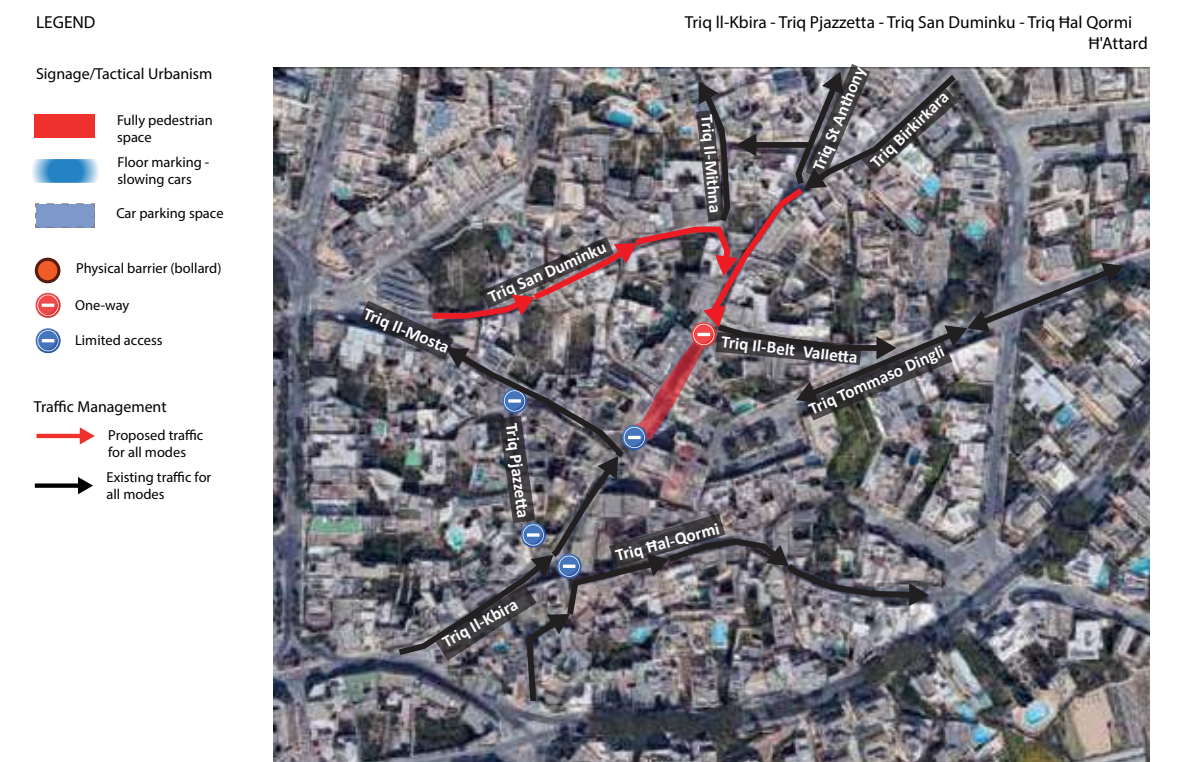
## Intervention 1

**Triq IL-Kbira: Level 2 and 3**  
**Triq IL-Knisja: Level 3**  
**Triq San Duminku: Level 2**

Triq IL-Kbira is a narrow local street that runs from Triq L-Imdina to Triq Birkirkara through the historic centre in front of Santa Marija Parish Church, and serves as the main access route for the local residents. However, the church has a separate access at its rear to a parking area on Triq IL-Knisja, accessed through Triq Tommaso Dingli. There is therefore a significant opportunity to have a pedestrian oriented front which would strongly enhance the ambience of the historic core and provide residents with safer spaces to enjoy.

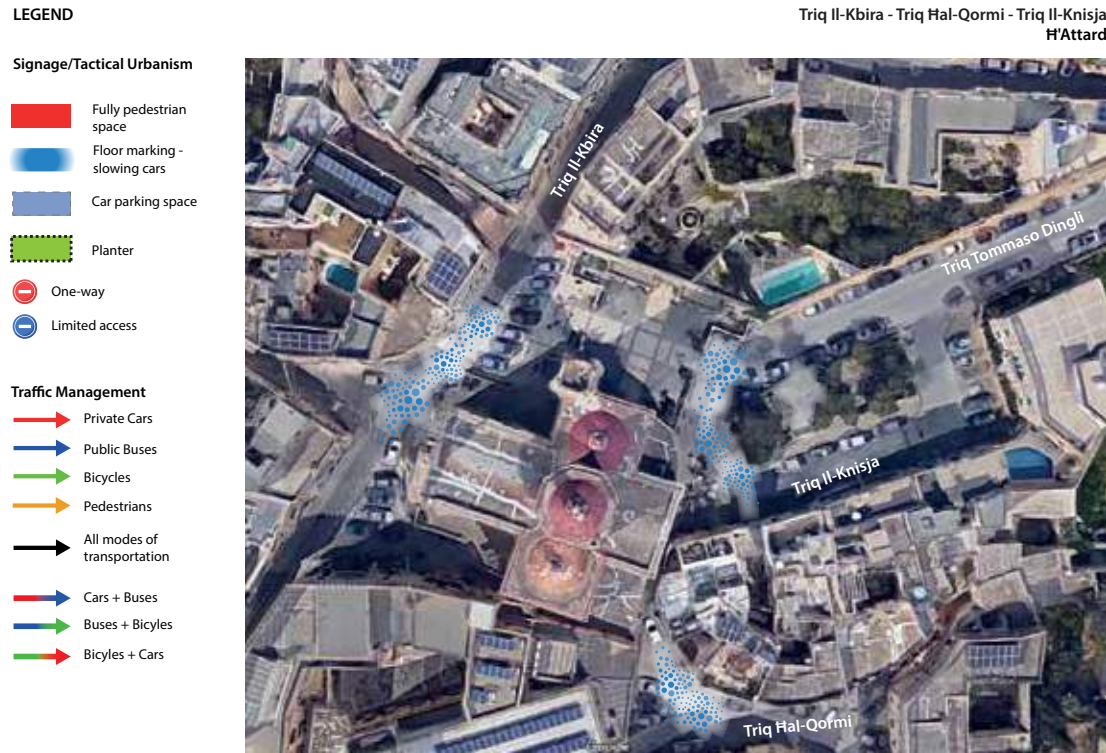
The intervention proposes rerouting Triq IL-Kbira into opposing traffic directions. Residents accessing Triq IL-Kbira from Triq L-Imdina would be able to access the church at the front but would need to turn onto Triq IL-Mosta instead of proceeding forward. In turn, residents would be able to access Triq IL-Kbira from Triq Birkirkara, and would be allowed to drive down Triq IL-Kbira to then exit onto Triq IL-Belt Valletta. Therefore, this rerouting would liberate the strip in front of the church between Triq IL-Mosta and Triq IL-Belt Valletta from vehicular traffic. Limited access to this part would only be allowed for parking.

In tandem, the traffic direction of Triq San Duminku would be reversed so that residents may access the street directly from Triq IL-Mosta and exit through Triq IL-Belt Valletta via Triq IL-Kbira. This rerouting would decrease vehicular demand on Triq IL-Kbira as the sole access point into the central core.





Floor markings are proposed in front of the church on Triq IL-Kbira to highlight the pedestrian nature of this newly liberated space as well as on Triq IL-Knisja in order to connect Pjazza Tommaso Dingli to the isolated seating area across the street, providing a pleasant continuity. This would also signal drivers to slow down and give priority to crossing pedestrians.



## Intervention 2

### Triq Hal-Qormi: Level 2 and 3

Triq Hal-Qormi is a characteristic narrow local street located in the Urban Conservation Area and leads to several paved alleys, one of which leads directly to the church square (Triq IL-Knisja). Triq Hal-Qormi also runs parallel to the busy main road Triq In-Nutar Zarb. Currently, cars driving on Triq IL-Kbira can turn onto Triq Hal-Qormi and exit onto Triq In-Nutar Zarb. This route is often used as a fast shortcut to escape heavy traffic – a primary example of unnecessary through traffic that congests local roads, which should ideally only be used by residents. In order to prevent this, signage designating limited access for residents only is proposed on the intersection of Triq Hal-Qormi with Triq IL-Kbira. Additionally, floor markings are proposed on the intersection of Triq Hal-Qormi with Triq IL-Knisja to highlight the path towards the church square.

The street turn from Triq IL-Kbira onto Triq Hal-Qormi interrupts the continuity of a small commercial strip. Furthermore, the street turn is located directly at an extended pavement housing a water fountain and some planters. The intervention also proposes floor markings on this particular street turn for the visual continuity of the pavements and to further highlight the limited access onto the local street.



## Intervention 3

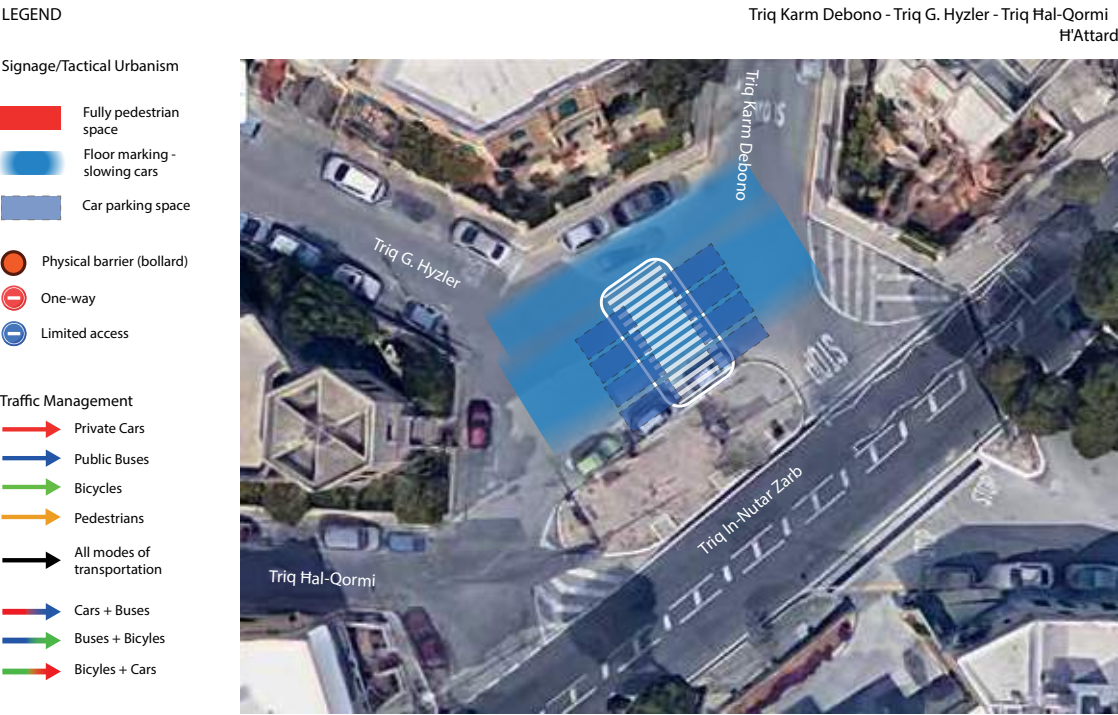
### Triq Karm Debono - Triq IL-Ġonna - Triq Birkirkara: Level 1

### Intersection of Triq Hal-Qormi - Triq G. Hyzler - Triq Karm Debono: Level 3

The intersection of Triq G. Hyzler with Triq Hal-Qormi and Triq Karm Debono consists of a large unarticulated asphalted space which could be better utilised for both pedestrians and vehicles alike. These unarticulated intersections are common in many localities and their restructuring could greatly contribute to more aesthetically pleasing and useful spaces, especially if this would allow for more greening opportunities. The intersection is separated from the main road by a paved traffic island with seating and planters, and allows three parking spaces next to the pavement while three other parking spaces are available next to the residences. The intervention proposes floor markings that delineate a wider island in a L-shaped form in order to increase the pedestrian space available and simultaneously allow for more parking spaces. In due course this space could be built in order to form a permanent extension to the existing paved space.

Triq Karm Debono is located in a residential area on the border of the historic centre and offers a connection to Ġnien l-Istazzjon. Currently pedestrians have to cross two roundabouts/intersections and proceed onto Triq IL-Ġonna. In order to create a safer route linking the garden with this space, the intervention further proposes signage designating low vehicular speeds, road sharing with cyclists and pedestrian priority, specifically at these roundabouts. Signage would increase pedestrian safety throughout this link, while reflecting the pedestrian nature of the nearby historic centre.





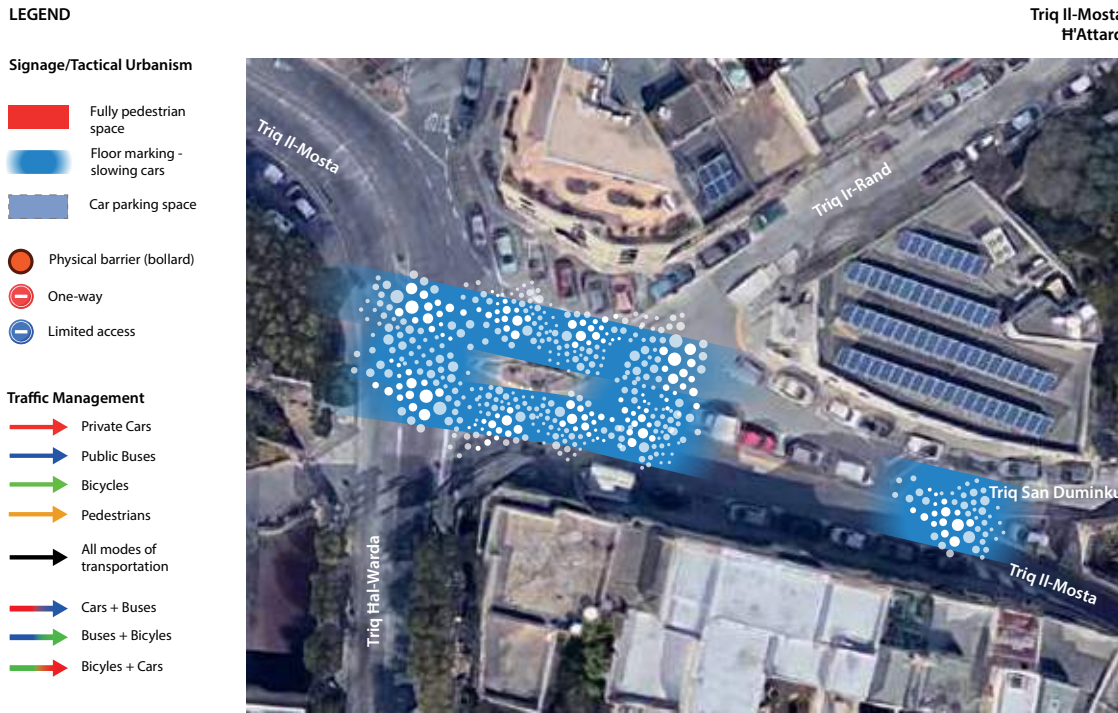
## Intervention 4

### Triq Il-Mosta: Level 1 and 3

Triq Il-Mosta is an important spine in the historic core of Attard, as it connects the facade of the Parish Church to the gardens neighbouring the primary school across Triq Hal-Warda, and proceeds beyond to join to Triq il-Pitkali. Triq Il-Mosta widens after intersecting with Triq San Duminku to form an informal parking lot, which is frequently used by fruit and vegetable vendors.

The intervention proposes some tactical urbanism to give Triq Il-Mosta more of a pedestrian orientation that emphasises this important linear connection, particularly between the Church and the green park. The proposed floor markings could include

coloured paint with patterned crossings, which would signal to drivers to slow down and give priority to passing pedestrians, especially relevant given the presence of children due to the neighbouring school. In addition, signage indicating road sharing between cars and bicycles as well as signage that reinforces a 20km/hr speed limit is being proposed, given that the road is also used by more vulnerable users including children (especially around the green pocket) and elderly residents (within the older core).





# Intervention 5

## Triq Ħal-Warda: Level 3

Triq Ħal-Warda is a tree-lined road running along the primary school, park and playing grounds. In addition to housing the school, it is an important spine that connects Triq L-Imdina and Triq Il-Mosta, two main roads with busy commercial activity. Triq Ħal-Warda currently does not allow vehicular traffic during specific school hours, making it a safer place for pedestrian activity, particularly children. Additionally, there are traffic lights containing a pedestrian crossing at the main entrance of the school.

The intervention proposes a sequence of floor markings to highlight the pedestrian nature of this street, even outside of school hours. The first floor markings would be in front of the playing field, to provide users with safer crossings and to slow down vehicles. Similarly, the second and third floor markings would be on either side of the existing zebra crossing, extending beyond the crossing's limits so as to increase its visibility for drivers before reaching the traffic lights. The fourth floor marking would occur towards the end of the street, linking Triq Il-Mosta with the green park next to the school, as discussed in the previous intervention.

The floor markings may be coloured paint containing playful patterns so as to reflect the presence of children within this area. It would be ideal if students could contribute to the execution of the floor markings, which would help them develop a sense of ownership of both the street and the school they attend. Additionally, signage highlighting a speed limit of 20km/h as well as pedestrian priority would be crucial for further increasing safety on this road.

### LEGEND

#### Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Existing pedestrian crossing
- Physical barrier (bollard)
- One-way
- Limited access

#### Traffic Management

- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- All modes of transportation
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars



Triq Ħal-Warda  
H'Attard



# Intervention 6

## Triq l-Għenba and Triq Lorenzo Manche: Level 1 and 3 Triq Ġanni Portelli: Level 4

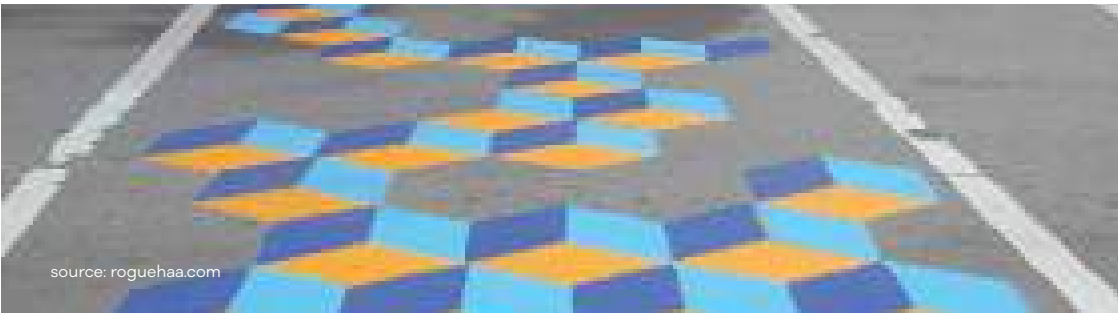
Triq l-Għenba is a long residential street reflecting the typical nature of this locality. At the intersection with Triq Lorenzo Manche, the streets open up to a parking area which serves the nearby Scott's supermarket customers and local residents. Fruit and vegetable trucks also tend to use this space, however there are usually numerous conflicts due to vehicles using this access both as a normal street, connecting to Triq il-Linja, and as a parking area. This occurs to the detriment of pedestrian safety.

In order to make the route safer for residents crossing Triq l-Għenba to the parking lot in order to reach Triq Il-Linja, a stretch of floor markings is proposed to reinforce the existing zebra crossing. Drivers would be alerted to give pedestrian priority and slow down before the existing zebra crossing in front of the supermarket. A clear pathway for pedestrians is also suggested to be delineated between the parked cars and the current open field, in order to make the walking route more evident and safer, and avoid



pedestrians walking within the middle of the road space/parking area wherein vehicles would be navigating in different directions. In addition, to further increase pedestrian safety, signage is proposed along Triq L-Għenba indicating slow traffic speeds and road sharing between drivers and cyclists.

Beyond the intersection with Triq Lorenzo Manche, the road (which becomes Triq Ġanni Portelli) widens. Previously a two-way road, this stretch currently allows only one-way traffic towards Triq IL-Linja, however the road's configuration (and its road markings) still suggests a two-way nature. This is somewhat confusing for drivers and pedestrians alike, as the vehicular lane is not used by any road user, resulting in wasted valuable urban space that could be used for much better purposes. In addition, the current designation of on-street parking that party occupies the pavement is not ideal. This intervention proposes narrowing the road width to 4.1 metres (allowing it still to be used as a two-way route in the event of an emergency or due to surrounding road closures) and designating 2 metres of formal on-street parking, therefore liberating 1.5 metres of potential pedestrian extension adjacent to the existing pavement. This reconfiguration would allocate more space for pedestrian users while providing more clarity for drivers, thus avoiding potential vehicular and pedestrian conflicts.



## Intervention 7

### Triq IL-Linja: Level 1, 2, 3, 4 and play street Triq Spatafora, Triq IL-Moħriet: Level 3 and play street



Triq IL-Linja is a historical route named after the old railway tracks that used to exist in its current location. The road is the longest street in Attard, a spine that changes in nature and width throughout its length. It also connects three green recreational spaces: Ġnien L-Istazzjon, the green island on Triq IL-Ferrovija and Misraħ Kola playground. Considering the historical significance and connectivity of this particular street, it is thought that a strategy could make better use of the existing space rather than its current configuration.

The first intervention on Triq IL-Linja would occur at the intersection with Triq Lorenzo Manche, in front of the informal parking area linking the two opposing bus stops named 'Linja'. Drivers exiting the parking area or driving down the street would be alerted to give pedestrian priority and slow down before the existing zebra crossing. It would also allow the safer flow of pedestrians from the bus stops to the small pocket garden located at the intersection with Triq Antonio Schembri and Triq il-Mithna and which leads to the historic core, thereby enhancing the locality's connectivity. The second intervention suggests rerouting Triq IL-Linja into a one-way route starting from Triq it-Tursin Ir-Riħ until Triq Victor Vassallo, in the direction towards Triq L-Imdina. Given that the street consists of residences on one side of the street only, there is arguably less vehicular demand on this street in comparison to other streets. Additionally, the residential blocks are short and therefore offer many opportunities for navigating around them in order to access the street again.

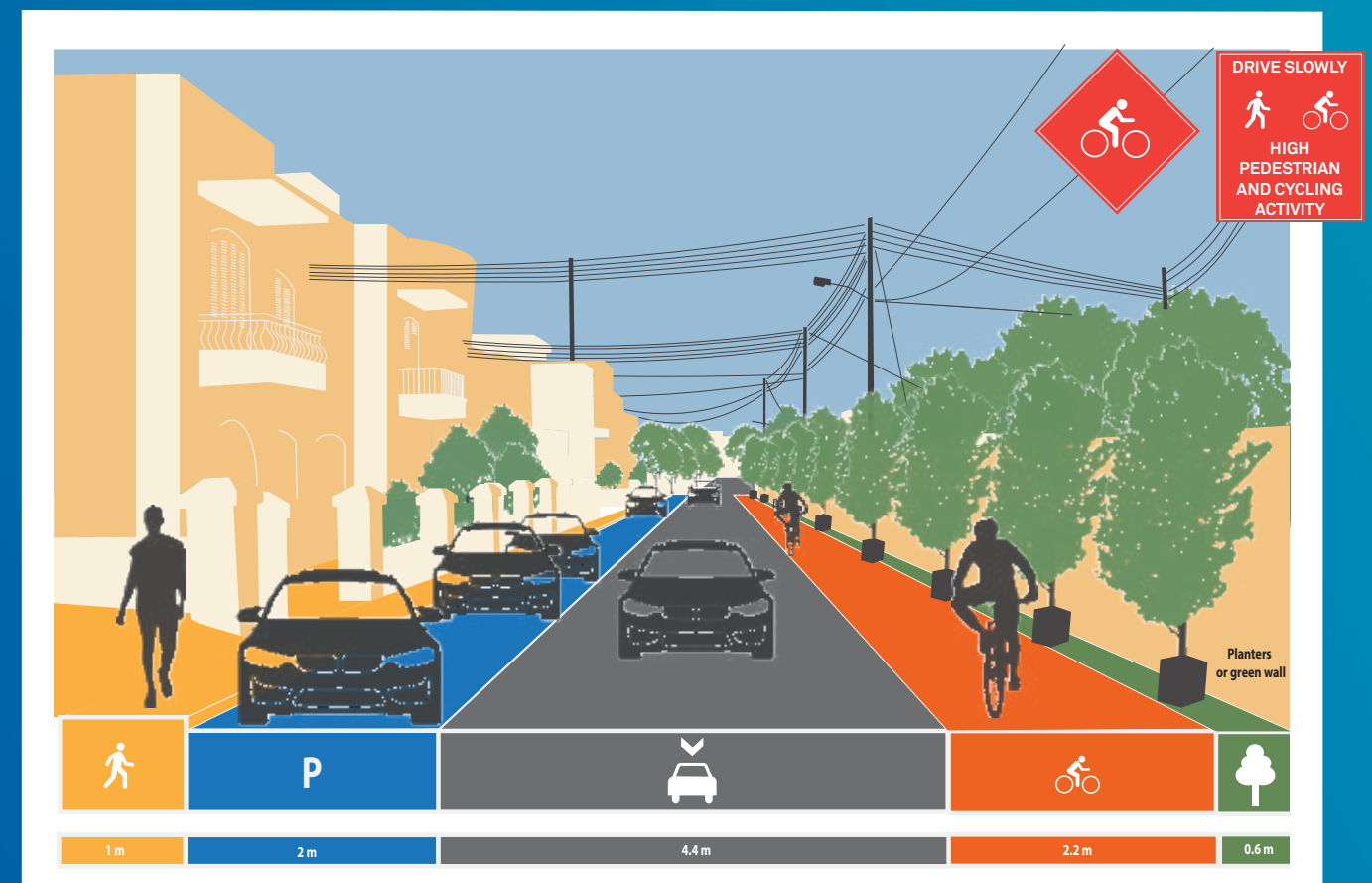
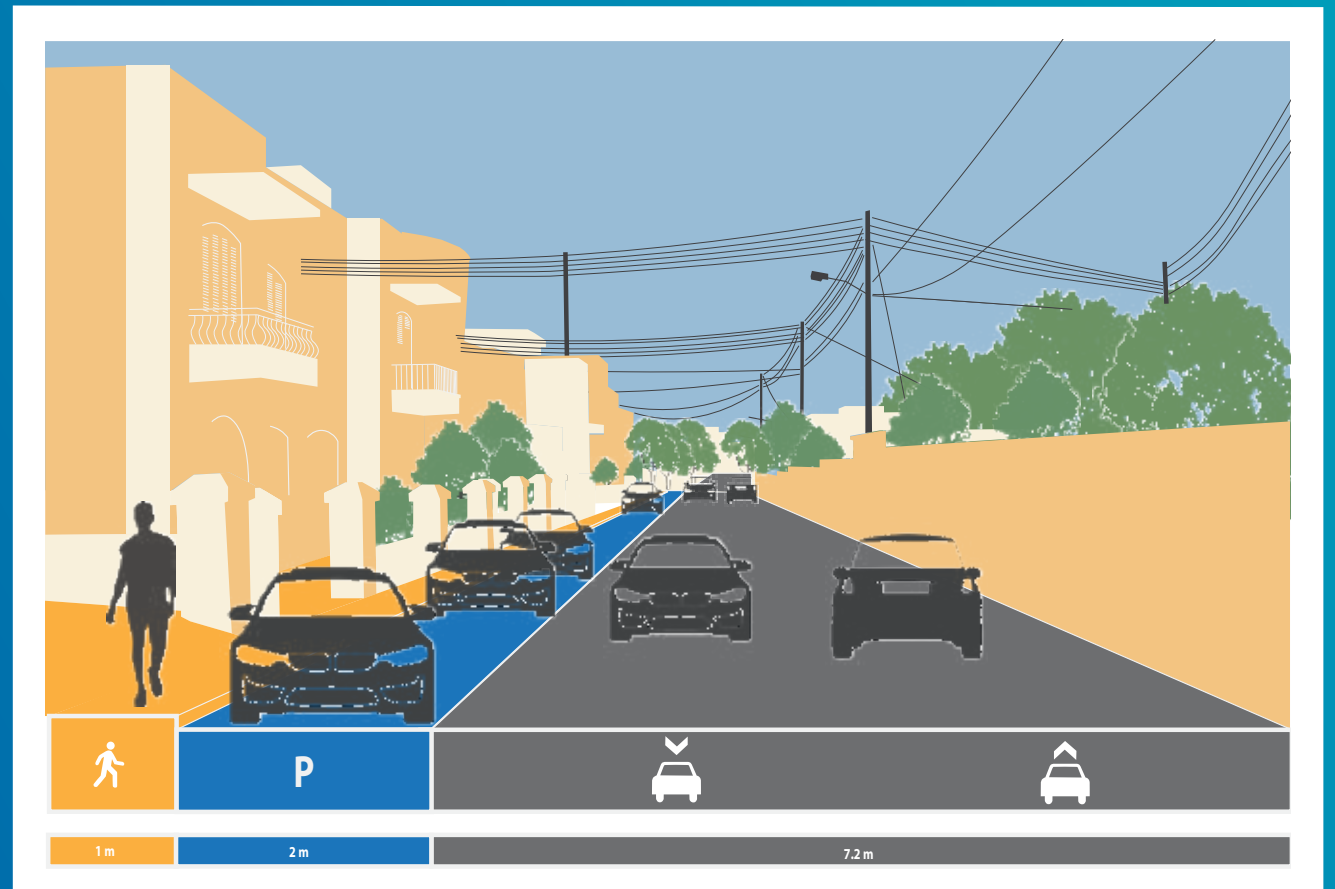




The current street section offers designated parking adjacent to the existing 1 metre-wide pavement, and 7.2 metres of a two-way roadway. The proposed section would allocate space for planters next to the boundary wall of the industrial estate, such that vegetation may cover the wall and provide a buffer between the industrial and residential uses. Next to the planters there would be a 2.2 metre-wide two-way cycling lane, and the existing roadway would be brought down to 4.4 metres, leaving the 2 metres of designated parking next to the residences. The placing of planters along the current blank boundary walls is in line with the Local Council's idea for a green wall along this extent, which could also be a viable and interesting alternative that would fit well within the 0.6 metre-wide extent that has been allocated. Given that the street contains the Misraħ Kola playground, a cycling lane would be appropriate for users who would wish to extend their recreational activities. The cycling lane would also connect to the proposed cycling lane on Triq Victor Vassallo, discussed in the next intervention.

In tandem with the Local Council's request, the intervention further proposes closing off Triq Il-Linja, Triq Spatafora and Triq Il-Mohriet on designated days when traffic is low so that they would be used as play streets. The road segment of Triq Il-Linja between Triq Sikka and Triq L-Għarix would be closed off to vehicles in order to ensure that vehicles maneuver before approaching the area around Misraħ Kola playground. This area would serve as an extension to the existing playground.

This intervention also proposes floor markings leading to the two entrances of the playground on Triq Spatafora and Triq Il-Mohriet. These markings would ensure safer pedestrian crossings, especially for children, and indicate clearly where these entrances are located. Finally, new and upgraded signage is proposed along Triq Il-Linja indicating both the Slow Streets branding and limiting driving speeds to 20 km/hr.





## LEGEND

### Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Planter
- ⬅ One-way
- ⬅ Limited access

### Traffic Management

- ➡ Private Cars
- ➡ Public Buses
- ➡ Bicycles
- ➡ Pedestrians
- ➡ All modes of transportation
- ➡ Cars + Buses
- ➡ Buses + Bicycles
- ➡ Bicycles + Cars

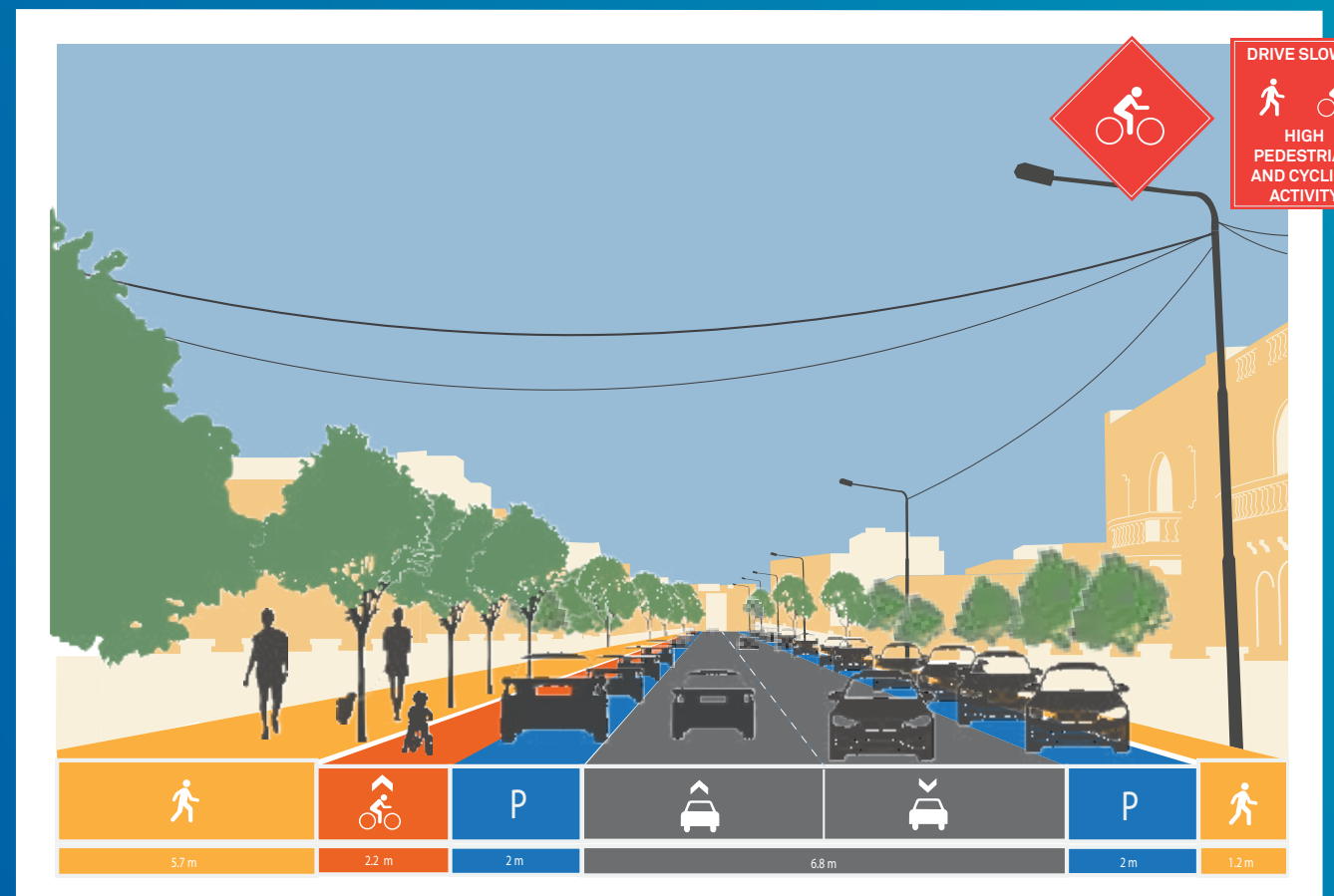
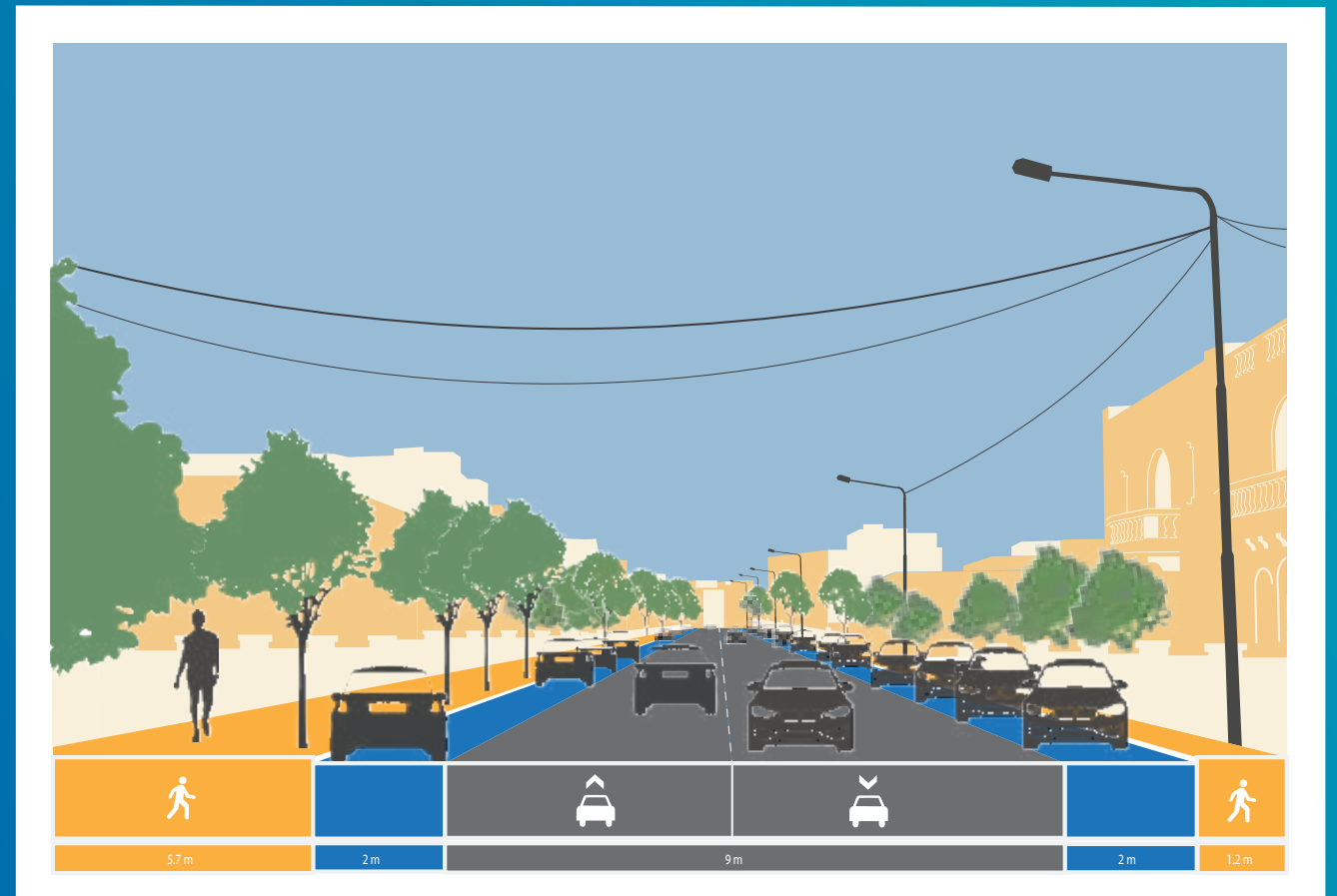
Misrah Kola - Triq Spatafora - Triq Il-Mohriet  
H'Attard



## Intervention 8

### Triq Victor Vassallo: Level 3 and 4

Triq Victor Vassallo is a long and linear residential street connecting two important roads, Triq IL-Pitkali and Triq IL-Linja. Triq Victor Vassallo also has a favourable street configuration, with a wide pavement of 5.7 metres on one side of an equally wide two-way street. The wide pavement is almost continuous throughout the entire stretch, and contains trees which contribute positively to the street's visual integrity while providing





shade during the hot summer months. This street was chosen as part of the Slow Streets network due to its strategic location, linearity and the opportunity to rethink the street section.

In order to further upgrade the street’s environmental quality, the intervention proposes a reconfiguration of the existing street section to include a new cycling lane that would connect to the proposed cycling lane on Triq IL-Linja. The current generous roadway of 9 metres would be brought down to 6.8 metres, which still provides ample width for two-way vehicular traffic and enables heavy vehicles to pass one another. A 2.2 metre-wide cycling lane would be introduced next to the wide pavement, protected from the roadway by 2 metres of designated parking. The street quality would therefore improve and it is envisaged that the designated cycle lane along this street would encourage more residents to cycle, linking with the designated cycle lane on Triq IL-Linja and sharing the road on Triq Is-Sienja in order to form a loop within this neighbourhood.

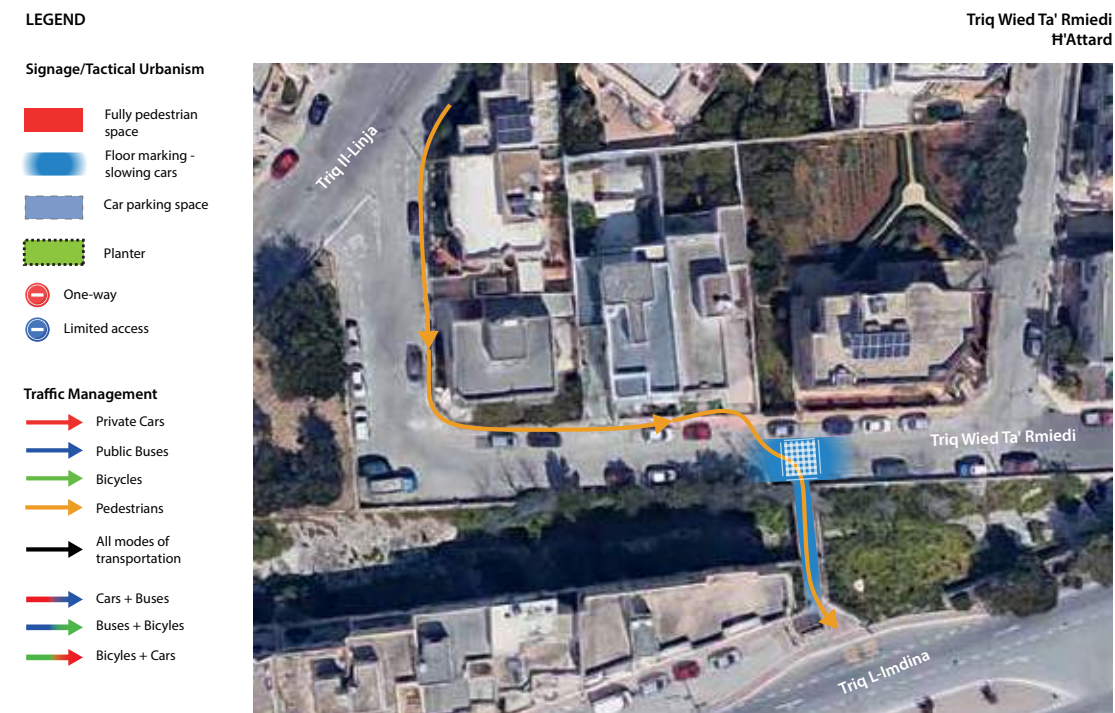
The intervention further proposes tactical urbanism at the junction with Triq IL-Qiegħa. Currently, the large unarticulated junction only serves as a parking zone and creates points of conflict between pedestrians and vehicles. However, the parking spaces may be pushed further away from the pavement in order to introduce some landscaping in the form of planters and still have enough space to manoeuvre safely. Additionally, floor markings along the junction would aesthetically upgrade the space and further emphasise pedestrian priority therein, which would encourage residents to walk and improve their safety when crossing the road. These low-cost strategies are quick and easy to implement and provide a significant opportunity to upgrade existing residential spaces.



## Intervention 9

### Triq Wied Ta' Rmiedi: Level 1 and 3

This street is a quiet residential road which runs parallel to Triq L-Imdina. The street forms part of the Slow Street network since it offers a pedestrian connection from Triq IL-Linja to the main bus station named 'Carmel' on Triq L-Imdina via a pedestrian bridge. As this connection is not very visible, floor markings are proposed in front of the bridge in order to make it more apparent for people passing by. In addition, wayfinding signage on the intersection with Triq Victor Vassallo and Triq IL-Linja would be a helpful supplement to indicate the presence of this bridge connection, which would strengthen the pedestrian network as well as its continuity and visibility.



## Intervention 10

### Triq Dun Mikiel Xerri (from Triq IL-Palm to Triq IL-Linja): Play Street Triq IL-Palm: Level 1

Triq Dun Mikiel Xerri is a quiet peripheral road located parallel to Triq Victor Vassallo. The segment from Triq IL-Palm to Triq IL-Linja offers country views, with residences built on one side of the road. In addition, the street has low traffic volumes due to its nature and location. The intervention proposes using this street as a play street for the local residents on designated days and during specific times, as it is both safe for pedestrians to use and very walkable.



Signage on Triq Il-Palm would include the Slow Streets branding, emphasise pedestrian priority and reinforce a 20 km/ hour speed limit in order to ensure that, as a key connection between Triq Victor Vassallo and the play street at Triq Dun Mikiel Xerri, Triq Il-Palm would provide a safe pedestrian connection.



## Intervention 11

### Triq It-Tursin Ir-Riĥ: Level 4 Triq Qarsajja - Triq Ir-Rużell: Level 1

Triq It-Tursin Ir-Riĥ is a quiet residential street connecting to Triq Il-Linja and similarly borders the Industrial Estate. The street section therefore features residences on one side fronting a long blank wall, which reduces the pedestrian quality of the street, even though it is still highly frequented by residents for walking. The intervention proposes narrowing the existing 7.3 metre roadway to 6.7 metres, which would still allow ample space for two-way traffic and cars to manoeuvre into their garages. The remaining 0.6 metres would be allocated for either planters or a green wall (in line with the Local Council's idea as discussed in Intervention 7), along the industrial estate's boundary wall. This would provide an opportunity to conceal the wall and thus enhance the aesthetics of the street. Since vehicular volumes within this street are low, pedestrians and cyclists would be able to share the road with vehicles, instead of widening the existing 1 metre pavement. Therefore, signage emphasising pedestrian priority, road sharing and low vehicular speeds would be crucial. Signage would continue onto the adjacent residential street, Triq Qarsajja, which in turn leads to the pedestrian crossings located on Triq L-Imdina and arrived at via Triq Ir-Rużell.





Intervention 12

Triq il-Hafur: Level 1 and 3

This residential road is a long stretch located parallel to Triq Iz-Żagħfran. Its extent is divided by two intersections, one serving as a parking zone and the other as a wide junction. Its linear configuration often results in vehicles passing through at a high speed, to the detriment of pedestrian safety, especially while crossing at or close to the intersections. In order to ensure safer crossing, the intervention proposes tactical urbanism at junctions with Triq Luigi Ellul, Triq Hal-Warda and Triq H'Attard.

The junction of Triq il-Hafur with Triq Luigi Ellul is a large asphalted space serving as a formal parking junction. The intervention proposes pushing the parking spaces away from the pavement edges so as to include new planters, which would provide an opportunity for greening this space. Additionally, pedestrian crossings would link every opposing pavement around the junction, providing safer crossing zones for residents. The junctions of Triq il-Hafur with both Triq Hal-Warda and Triq H'Attard would in turn feature floor markings in the centre of the junction, which would signal to drivers to slow down as they approach the intersection and reinforce the current road markings requiring drivers to stop here. These strategies of tactical urbanism would give the street a stronger identity while improving the overall pedestrian safety, encouraging residents to walk on their street more frequently. They would be supported by proposed signage emphasising slow vehicular speeds and road sharing.



Intervention 13

Triq il-Pitkali: Level 1, 3 and 4

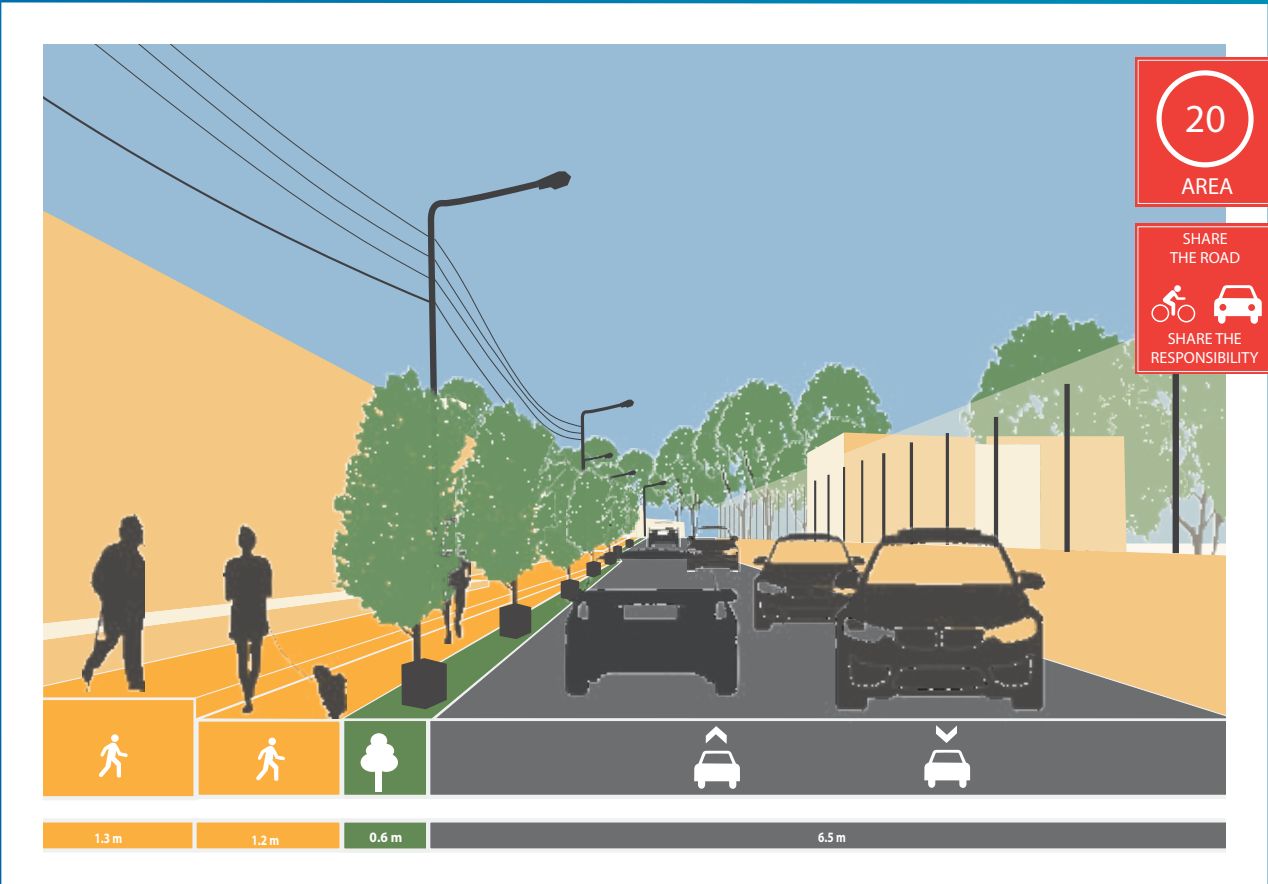
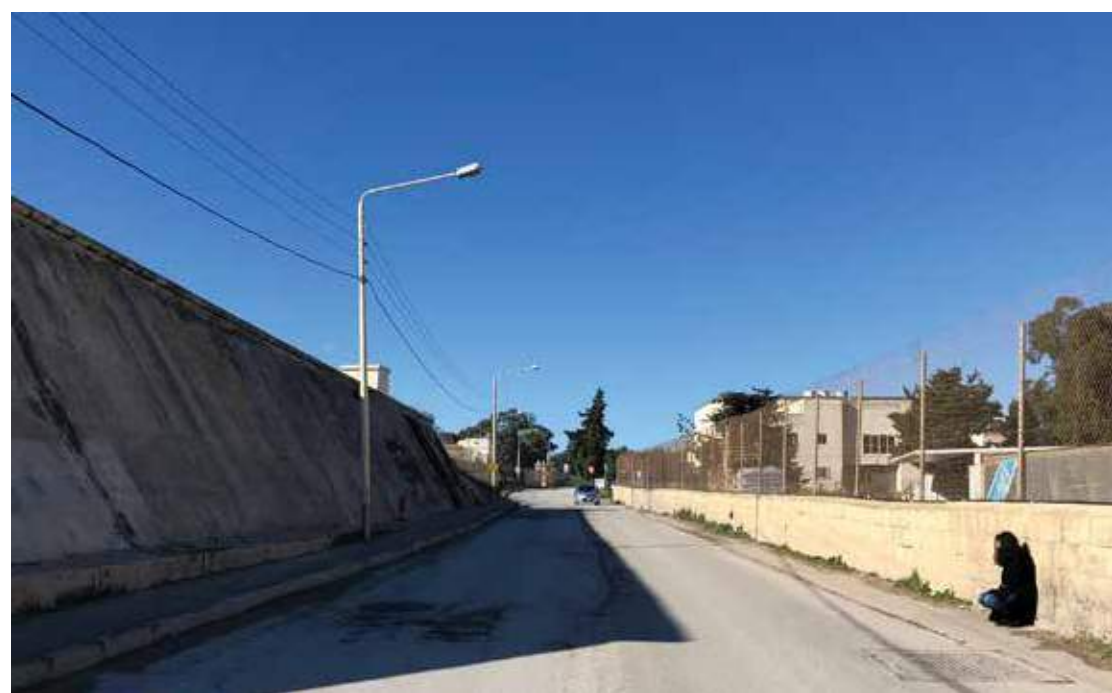
Triq Il-Pitkali is one of the busiest roads of Attard. Continuing off Triq Il-Mosta, it links the historic centre, St. Catherine's Old People's Residence and Ta' Qali National Park. Therefore it provides an important linear connection across the locality and it is frequented by a variety of users. The central segment hosts a busy commercial strip along a two-way vehicular lane. Towards Ta' Qali (beyond Triq Ġibjun) the street is still heavily used, particularly by trucks and lorries accessing the Pitkali Vegetable Market and by cyclists and joggers accessing or leaving the National Park. There is existing signage to share the road however this creates a significant safety issue as the road is highly congested. Furthermore, the congestion causes pollution and noise which contribute to a very poor pedestrian experience overall.

The intervention tackles two issues. The first intervention proposes two additional floor markings to the two existing zebra crossings, linking one pavement to the opposing side. Since the current two-way commercial strip is high in commercial activity it would be useful to introduce more crossings to ensure and encourage safer pedestrian activity. The road is often highly used in its entirety throughout the day – more crossings would encourage more residents to walk rather than use their vehicles and simultaneously signal to drivers to slow down. Additionally, signage designating low vehicular speeds and sharing the road between drivers and cyclists would be crucial for increasing pedestrian safety especially in such a busy commercial area.





The second intervention proposes a reconfiguration of the last segment of Triq Il-Pitkali towards Ta' Qali (past Triq Ġibjun next to the Pitkalija) which would offer better facilities to the numerous pedestrians who commute to the National Park daily. Currently, the roadway parallel to the Pitkalija does not offer a pavement and faces a large water reservoir adjacent to a 1.3 metre-wide pavement, which is a very narrow path for such a busy pedestrian route. Therefore, the intervention proposes narrowing the 8.3 metre roadway to 6.5 metres, which still allows for two lorries to pass in both directions simultaneously. The remaining space would be allocated for a 1.2 metre widening of the existing pedestrian pavement, which may be used for walking, jogging or cycling, as well as a 0.6 metre-wide green buffer using planters. The planters would separate the pedestrian path from the congested roadway while upgrading the aesthetics of the road. This reconfiguration better reflects the connection to one of Malta's largest green public open spaces and would further bring a green element towards the centre of the locality.





## Intervention 14

### Triq Gradilja: Play Street

Branching off Triq IL-Pitkali is Triq Gradilja, which eventually leads to Triq tat-Torba, offering a direct connection to Mosta and Naxxar. Due to this location, Triq Gradilja (from Triq IL-Minfaħ to Triq Santa Katarina) offers an opportunity to become a successful play street during designated times and/or days. There is a low vehicular presence given that it is a peripheral road with very localised traffic volumes. The street also houses the Attard Scout Group building and residences are only present on one side of the road, with the opposite side characterised by green fields and open country views. Triq Gradilja connects to an open playground on Triq IL-Minfaħ, which allows for an opportunity to extend the open space along the street itself.



#### Barrier elements

should be used to create a strong edge and define the place as a pedestrian zone

#### Programming

activating play streets with programming is key to success. Events and activities can include exercise classes, live music, food trucks, markets, etc.

#### Landscaping elements

plants and trees go a long way in making an inviting space to play and socialize



#### Surface treatment

can be used to further define the playstreet

#### Street furniture

moveable chairs, tables, play, exercise and shade elements are preferable

#### Signs

to announce and explain the Play Streets concept, the Slow Streets branding and to communicate official traffic regulations



Intervention 15

Triq Santa Katarina: Level 1 and 3

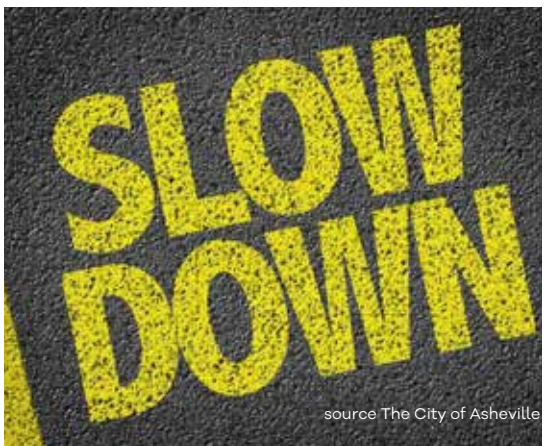
Triq Santa Katarina is a main road connecting Triq Il-Pitkali with Triq Durumblat. The road also borders St. Catherine's Old People's Residence and a social housing estate. The wide road often results in instances of overspeeding, exacerbated by the fact that it currently has only two pedestrian crossings which are in close proximity to the roundabout, wherein some commercial activity is also present. Since the road connects several hubs, the intervention proposes additional floor markings on the street which would provide for more frequent pedestrian crossing opportunities. Additionally, the floor markings would signal drivers to slow down and give priority to passing pedestrians. This would be reinforced by signage to designate low vehicular speeds and for road sharing between drivers and cyclists.



Intervention 16

Triq Hemsija: Extension

Triq Hemsija is a road which connects Ta' Qali Crafts Village to the peripheral arterial road through agricultural land. It is currently not fully asphalted, as part of it remains as a dirt road and used by farmers and the residents of the few residential clusters located between the farmlands. Given that the road offers interesting views and a quiet route which is relatively vehicular-free, and since there is an alternative vehicular road running parallel to it, the intervention proposes signage that would designate this road as having limited access to residents and farmers only such that it could become primarily a pedestrian route. This could be further highlighted through appropriate signage within the Ta' Qali Crafts Village.





# Phasing Strategy

The interventions have been phased in stages, starting with those that are simple to implement and that could potentially catalyse bigger changes in the near future. The stages have been designed to facilitate the implementation of the overall Slow Streets vision.

## Phase 1

Starting and Testing: Projects that are straightforward and easy to implement and that can provide the groundwork for a more significant future reconfiguration, thus requiring less initial financial investment. This phase includes the creation of play streets, tactical urbanism interventions and the testing of elements for eventual Level 4 interventions and are characterised by the use of temporary (removable or reversible) elements that could be deployed on certain days and during certain times.

## Phase 2

Strengthening: This phase is envisioned to require more investment into signage and branding in order to build on Phase 1, and implement the necessary re-routing measures as discussed previously.



## Phase 3

Monitoring should be carried out simultaneously with execution, and post-implementation, in order to gauge whether the intervention is achieving the desired outcome, and if there are actions to be done that could achieve better results. Monitoring will determine whether the interventions could become permanent in nature, and eventually further transformed into more significant infrastructural changes.



## Attard

The simplest interventions to implement first would be the play streets, tactical urbanism interventions (namely floor markings) and temporary signage. Floor markings at intersections and critical crossings may be carried out first as pedestrian priority is the primary concern of the Slow Streets initiative. Specifically the entrances to already existing paths could be implemented first to increase the attraction and use of these streets, together with floor markings around the main square to improve safety for pedestrians and cyclists. Play street closures during this phase may be carried out on designated days and at times when traffic is already low, such as on a Sunday. Testing of the key interventions around the central square leading to their eventual implementation may also be carried out (specifically Triq Il-Kbira), including the commencement of the reconfiguration of the main road.

During the second phase, the rerouting and tactical urbanism interventions around the square may be tested and eventually carried out as these would link to the streets tested in Phase 1. Simultaneously, Phase 1 testing on Sundays may extend over the entire weekend. In addition, the reconfiguration of Triq Victor Vassallo and Triq Il-Linja could commence.

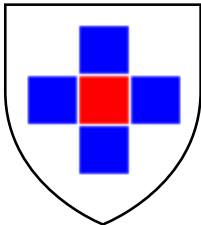
Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur, including the eastern area's rerouting interventions and all outstanding Level 1 interventions that enable the network to be consolidated.



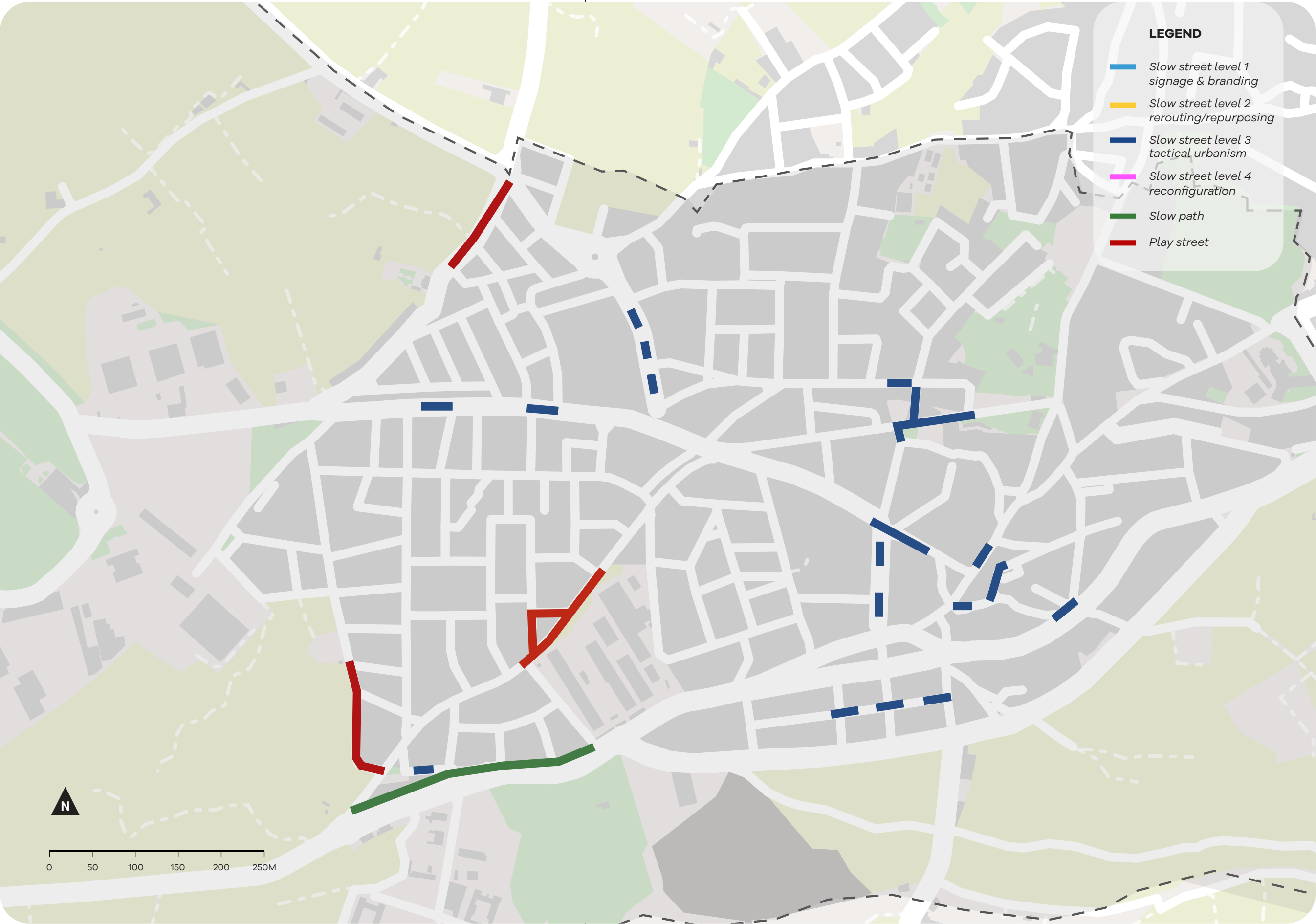


PHASING

STARTING &  
TESTING THE  
NETWORK

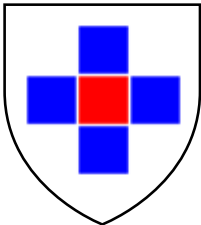


KUNSILL LOKALI  
ATTARD



PHASING

STRENGTHENING  
THE NETWORK



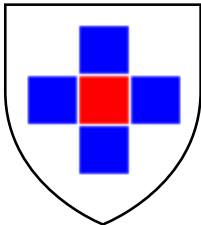
KUNSILL LOKALI  
ATTARD



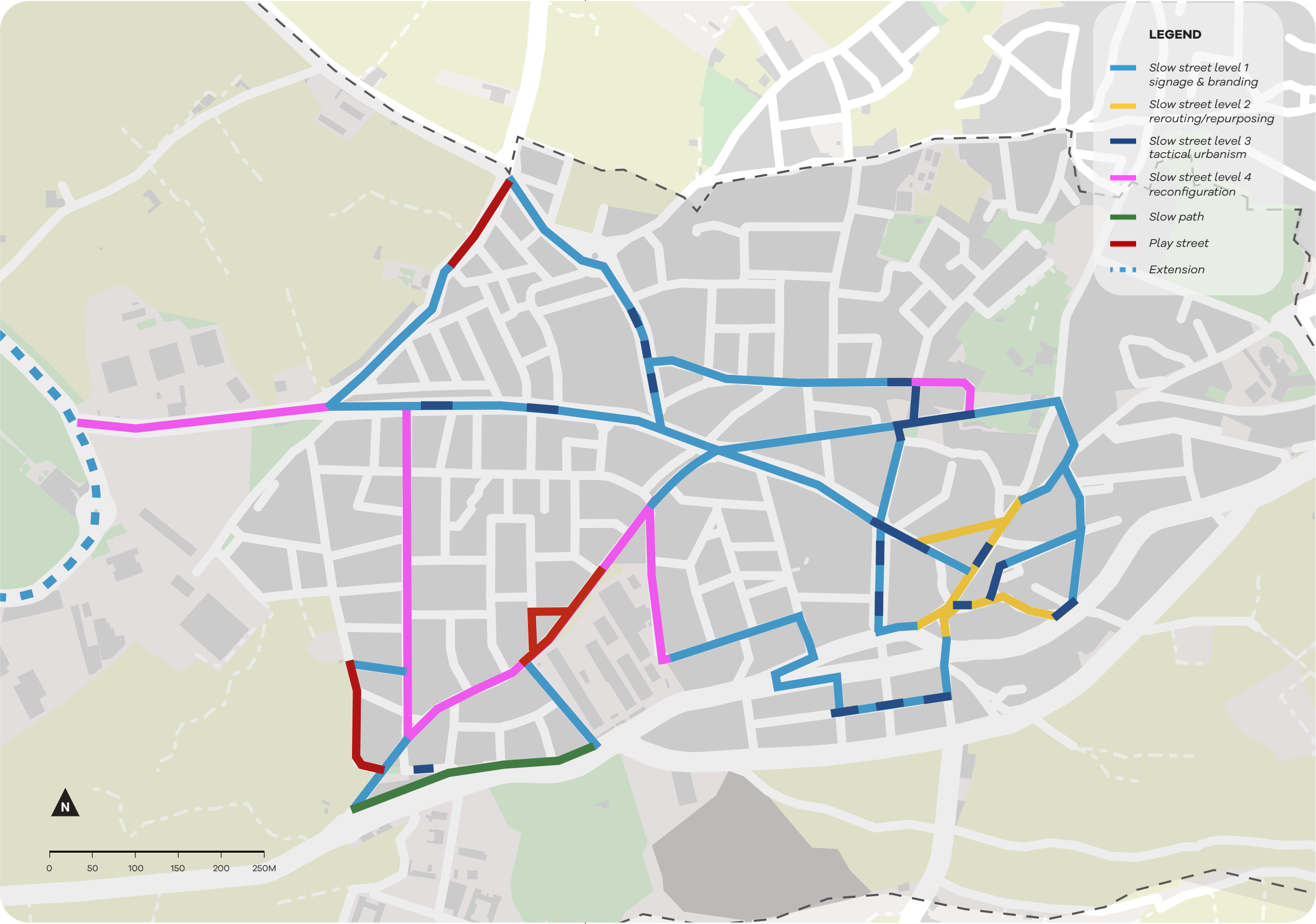



PHASING

COMPLETING  
THE NETWORK



KUNSILL LOKALI  
ATTARD





People traffic replaces car traffic, and the streets become 'paved parks' where people of all abilities can come out and improve their mental, physical and emotional health.

Slow Streets is a concept that can potentially extend to a permanent network of social places to stay, safe walkways and low-stress biking.

## The Way Forward

In order for Slow Streets to be successfully executed, a high degree of collaboration and communication is required between various stakeholders.

Whether at the testing or strengthening phase, projects require collaborations between Local Councils (as well as the Local Councils' Association and the Regional Committees) and local residents, with the involvement of other entities – NGOs and community groups such as the Bike Advocacy Group and Walking Malta, Transport Malta, Malta Public Transport, the Planning Authority, the Environment and Resources Authority and other government entities.

Partnerships are important for creating an agreed-upon plan for signage, programming, and for the creation of an ongoing management plan once the project is implemented. Specifically within tactical urbanism projects, a collaborative

effort with residents is beneficial for its successful implementation. The most successful plans for change often come from the residents themselves, as they centre on their daily needs. Therefore residents should be engaged throughout the entire process such that the outcome may be more fruitful.

Slow Streets involves a combination of strategies that aim to result in safer and more frequent use of streets by pedestrians. However, the future vision is for Slow Streets to incentivise larger scale projects that could give back high quality urban public space to the residents. For these future projects, partnerships, active resident involvement and participatory design will be essential.



Attard is a central locality in Malta, predominantly residential in nature. The locality contains various open recreational spaces, including the country's largest open green space, Ta' Qali National Park, which takes up a large surface of the locality's area. Attard is characterised by a linear connection between the Parish Church, in the centre of the locality's Urban Conservation Area, and Ta' Qali National Park through Triq Il-Mosta, which connects to Triq Il-Pitkali. The local roads are often quiet, with designated slow speeds. Narrow local roads are often used as traffic shortcuts instead of using the arterial infrastructure, threatening both the serenity of these residential streets and pedestrian safety, while contributing to additional pollution levels. Currently, the Central Link project has upgraded the transportation infrastructure that connects Attard to neighbouring localities located north and south of the locality. The new distributor road runs south of the urbanised area and is expected to alleviate the through traffic congestion that used to occur within Triq L-Imdina, Triq Iż-Żagħfran and Triq In-Nutar Zarb. The infrastructure additionally accommodates a walking path with a green buffer separating it from the roadway.

The main aim of the Slow Streets strategy, therefore, is to make the narrower local streets safer and more walkable for pedestrians to use by using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions. Key routes have also been identified for potential reconfiguration since they enable a stronger and safer street environment for pedestrians and cyclists alike.

The individual strategies are categorised according to the level of interventions, which entail diverse tools of traffic management and tactical urbanism. These include:

- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism initiatives – low cost and temporary solutions that are focused on reallocating more space to pedestrians and cyclists rather than cars and that can be used in the short term (to test Level 4 interventions) or the long term
- Level 4 interventions: Reconfiguration of the street section to allocate more physical space to pedestrians and cyclists
- Slow Paths: A designated slow section of the road, when

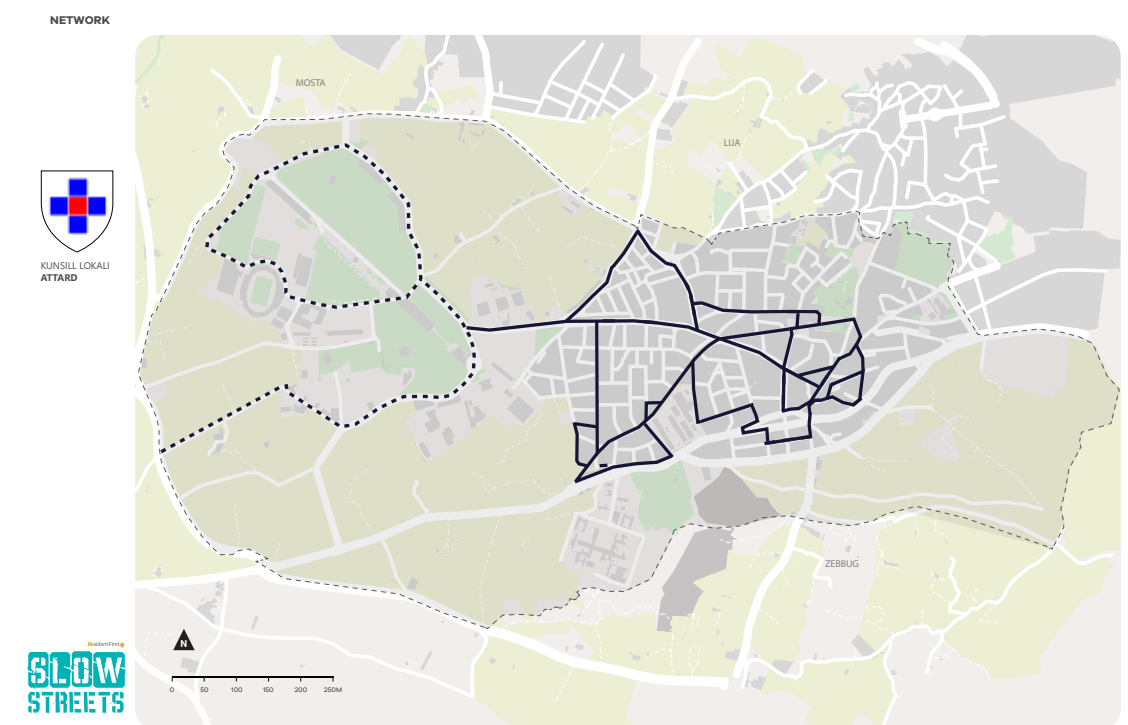
## Summary

intervening on the entire street is not possible, particularly for use in larger roads where slower-moving, more localised/ dedicated slip roads are available, and where priority for pedestrians is often not considered

- Play Streets: A type of intervention where a local road is closed off to cars temporarily, for example on weekends, so that it may be transformed into a place where residents of all ages are free to gather, socialise and play
- Extensions: Important links that represent future potential expansion of the network, and better connectivity for residents of different localities

The phasing strategy is designed to begin with the interventions that are simple to implement and that could potentially catalyse bigger changes in the near future.

Slow Streets involves a combination of strategies that aim to result in safer and more frequent use of streets by pedestrians. In order for Slow Streets to be successfully executed, a high degree of collaboration is required among various stakeholders. Engaging the residents, preferably throughout the entire process, will produce the most successful plans for change.



# Intervention Summary street by street

## Intervention 1

### Triq IL-Kbira (rerouting and tactical urbanism)

Rerouting: access to Triq IL-Kbira from Triq L-Imdina to turn onto Triq IL-Mosta, access from Triq Birkirkara via Triq IL-Kbira to exit onto Triq IL-Belt Valletta

Tactical urbanism: floor markings in front of the church

Signage: limited access for parking from the lower part, no entry sign from the upper part (at the end of the parking stretch)

### Triq IL-Knisja (tactical urbanism)

Tactical urbanism: floor markings connecting Pjazza Tommaso Dingli to the isolated seating area across the street

Signage: Slow Streets branding

Signage: high pedestrian activity

### Triq San Duminku (rerouting)

Rerouting: reverse traffic direction so that residents may access the street directly from Triq IL-Mosta and exit through Triq IL-Belt Valletta via Triq IL-Kbira

## Intervention 2

### Triq Ħal-Qormi (rerouting and tactical urbanism)

Rerouting: limited access for residents (including signage)

Tactical urbanism: floor markings next to rounded pavement containing fountain and planters, and on the intersection of Triq Ħal-Qormi with Triq IL-Knisja

## Intervention 3

### Triq Karm Debono - Triq IL-Ġonna - Triq Birkirkara (signage & branding)

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: share the road

### Intersection of Triq Ħal-Qormi - Triq G. Hyzler - Triq Karm Debono (tactical urbanism)

Tactical urbanism: floor markings on unarticulated intersection to delineate a wider island that increases both pedestrian and parking space.

Signage: Slow Streets branding

## Intervention 4

### Triq IL-Mosta (signage & branding, tactical urbanism)

Tactical urbanism: floor markings at parking lot, also connecting across Triq Ħal-

Warda to the green park adjacent to the primary school.

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: share the road

## Intervention 5

### Triq Ħal-Warda (signage & branding, tactical urbanism)

Tactical urbanism: sequence of floor markings in front of the playing field, and on either side of the existing pedestrian crossing in front of the primary school entrance, extending beyond its limits.

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: high pedestrian activity

## Intervention 6

### Triq L-Għenba and Triq Lorenzo Manche (signage & branding and tactical urbanism)

Tactical urbanism: floor markings before existing zebra crossing on Triq L-Għenba, and delineation of a clear pathway for pedestrians between the parked cars and the open green field on Triq Lorenzo Manche

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: share the road

### Triq Ġanni Portelli (reconfiguration)

Reconfiguration: reduce current roadway to 4.1 metres with 2 metres of designated on-street parking and 1.5 metres of pedestrian extension next to pavement.

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

## Intervention 7

### Triq IL-Linja (signage & branding, rerouting, tactical urbanism, reconfiguration and play street)

Rerouting: one-way route from Triq it-Tursin Ir-Riħ until Triq Victor Vassallo, in the direction towards Triq L-Imdina

Tactical urbanism: floor markings at the intersection with Triq Lorenzo Manche, in front of the informal parking area linking the two opposing bus stops named ‘Linja’

Reconfiguration: bring roadway width down to 4.4 metres to allocate 0.6 metres for planters or a green wall along the Industrial Estate’s boundary wall, adjacent to a 2.2 metre-wide two-way cycling lane



Play street: programming  
Signage: Slow Streets Branding  
Signage: 20km/hr speed limit

**Triq Spatafora, Triq Il-Moħriet (tactical urbanism and play street)**

Tactical urbanism: floor markings leading to the two entrances of the playground on Triq Spatafora and Triq Il-Moħriet.  
Play street: programming

**Intervention 8**

**Triq Victor Vassallo (tactical urbanism and reconfiguration)**

Reconfiguration: bring current roadway down to 6.8 metres, introduce a 2.2 metre-wide cycling lane next to the existing wide pavement, protected from the roadway by 2 metres of designated parking  
Tactical urbanism (junction with Triq Il-Qiegħa): push parking spaces further away from the pavement to introduce planters and add floor markings

**Intervention 9**

**Triq Wied Ta’ Rmiedi (tactical urbanism)**

Tactical urbanism: Floor markings leading to bridge connection (bus station named ‘Carmel’)

**Intervention 10**

**Triq Dun Mikiel Xerri (from Triq Il-Palm to Triq Il-Linja): Play Street**

**Triq Il-Palm (signage & branding)**

Play Street: programming of activities  
Signage: road closure on designated Play Street days/times  
Signage: Slow Streets Branding  
Signage: Pedestrian priority  
Signage: 20 km/hour speed limit

**Intervention 11**

**Triq It-Tursin Ir-Riħ: Level (reconfiguration)**

Reconfiguration: narrow the existing roadway to 6.7 metres to introduce 0.6 metres for planters or a green wall along the Industrial Estate boundary wall  
Signage: Slow Streets Branding  
Signage: share the road  
Signage: 20 km/hour speed limit

**Triq Qarsajja - Triq Ir-Rużell (signage & branding)**

Signage: Slow Streets Branding  
Signage: Pedestrian priority  
Signage: 20 km/hour speed limit

**Intervention 12**

**Triq il-Ħafur (signage & branding and tactical urbanism)**

Tactical urbanism: floor markings at junctions with Triq Luigi Ellul, Triq Ħal-Warda and Triq Ħ’Attard  
Signage: Slow Streets Branding  
Signage: share the road  
Signage: 20 km/hour speed limit

**Intervention 13**

**Triq il-Pitkali (signage & branding, tactical urbanism and reconfiguration)**

Tactical urbanism: two additional floor markings to the two existing zebra crossings, linking one pavement to the opposing side  
Reconfiguration: reconfiguration of the last segment Triq Il-Pitkali towards Ta’ Qali (after Triq Ġibjun) narrowing roadway to 6.5 metres while widening the existing pedestrian pavement by 1.2 metres, and introducing a 0.6 metre-wide buffer for planters  
Signage: Slow Streets Branding  
Signage: share the road  
Signage: 20 km/hour speed limit

**Intervention 14**

**Triq Gradilja: Play Street**

Signage: Slow Streets Branding  
Signage: road closure on designated Play Street days  
Play Street: programming of activities

**Intervention 15**

**Triq Santa Katarina (tactical urbanism)**

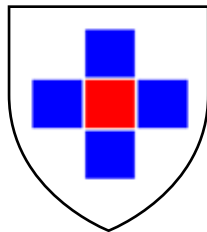
Tactical urbanism: sequence of floor markings across the road stretch

**Intervention 16**

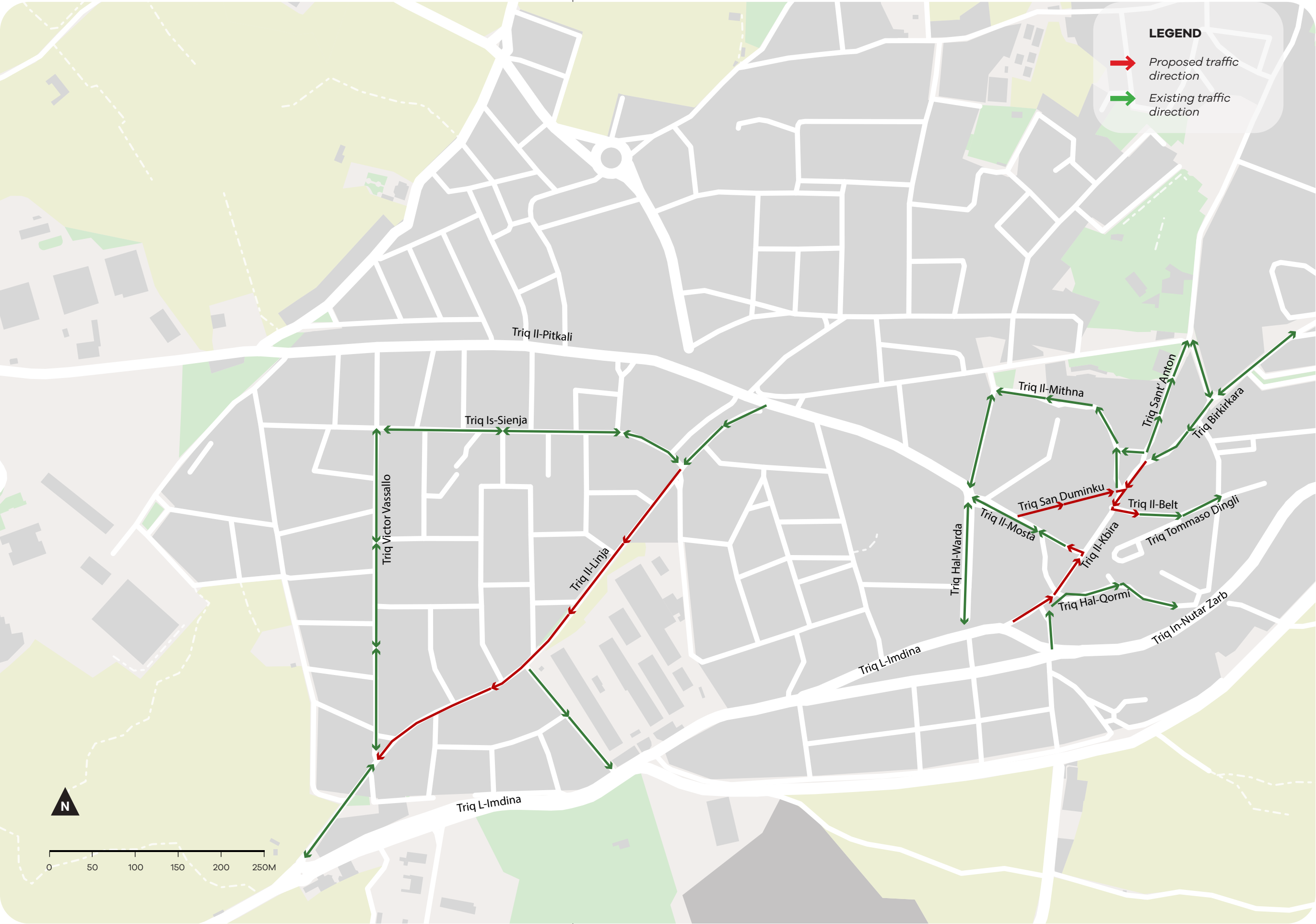
**Triq Ħemsija: Extension**

Signage: limited access for residents

TRAFFIC



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