

ResidentFirst

# SLOW STREETS

March 2021



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BIRGU

ResidentFirst

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

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# Introduction

Streets in Malta 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, 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.



source: Global Designing Cities



source: Global Designing Cities

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.



source: Chicago Tribune



source: changing-transport.org

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.

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.

## Birgu

Birgu, also known as Citta' Vittoriosa, is one of the three cities situated along the Grand Harbour, together with Bormla (Cospicua) and Isla (Senglea). These three fortified cities have a profound history of maritime, military and mercantile value because of their prominent location. In fact, Birgu's northernmost area houses Fort Saint Angelo, which was built overlooking the Harbour, originally as a castle and later rebuilt by the Order of St. John as their headquarters. The Order also left five Auberges within the oldest part of the city, known as the 'Collachio', which they used as their residence during their time in Malta. This area is also characterised by narrow and winding streets, churches and chapels, and numerous religious artifacts and relics.

Birgu's waterfront attracts numerous tourists and visitors every year due to both historical attractions, such as the Malta Maritime Museum, the Fort and its surrounding fortifications, and several food and beverage establishments

located therein. Other attractions in Birgu include Victory Square, which houses the Parish Church dedicated to St. Lawrence (and also used to house the Birgu Clock Tower), the Inquisitor's Palace, Our Lady of Annunciation Church and St. Dominic's Church.

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, the priority within these streets is being further emphasised as pedestrian and cyclist zones rather than for cars, while still retaining the important bus routes that navigate within the locality. A number of key routes have also been identified for potential reconfiguration since they could provide critical and much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.

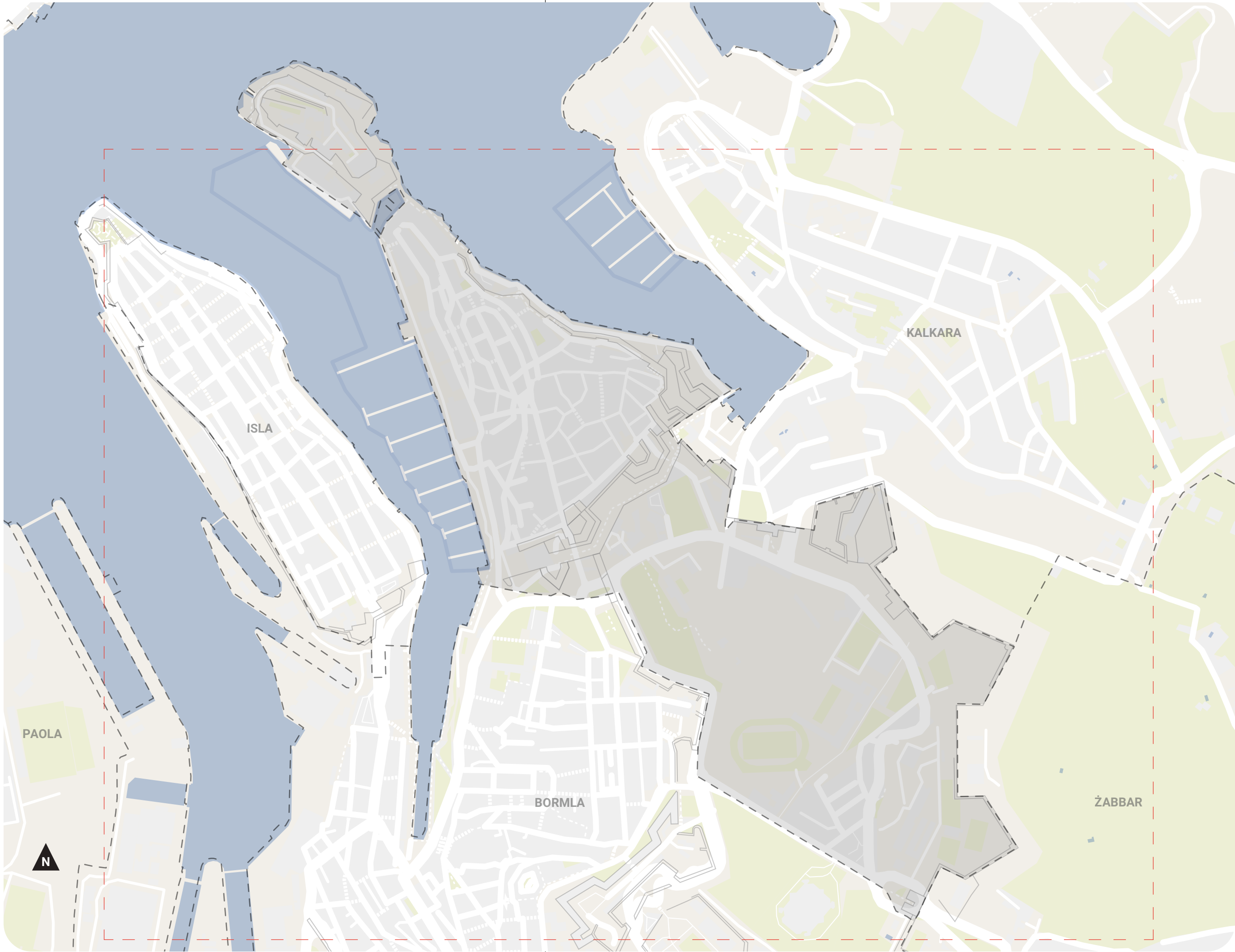




LOCALITY



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LOCALITY



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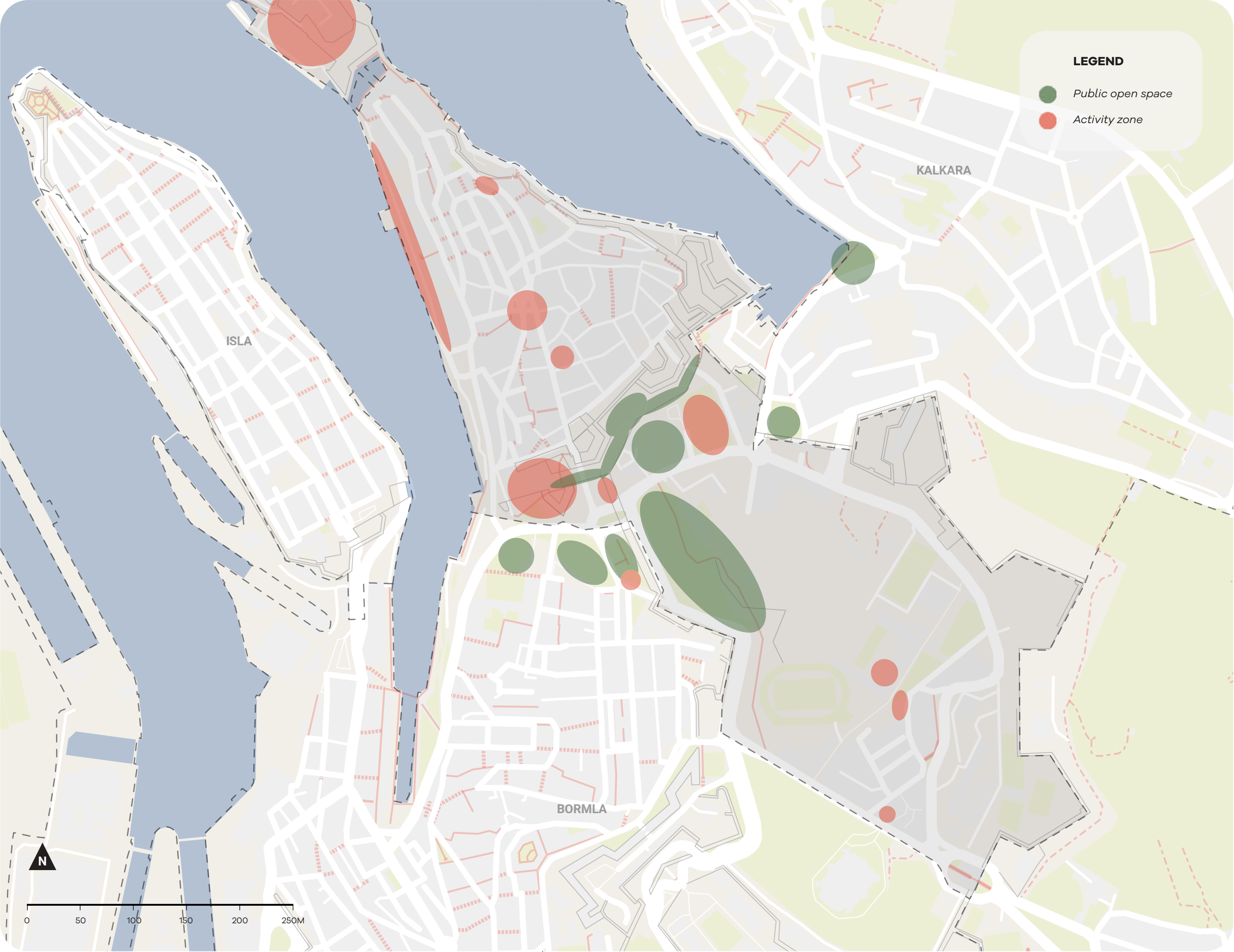




**ACTIVITY  
ZONES**



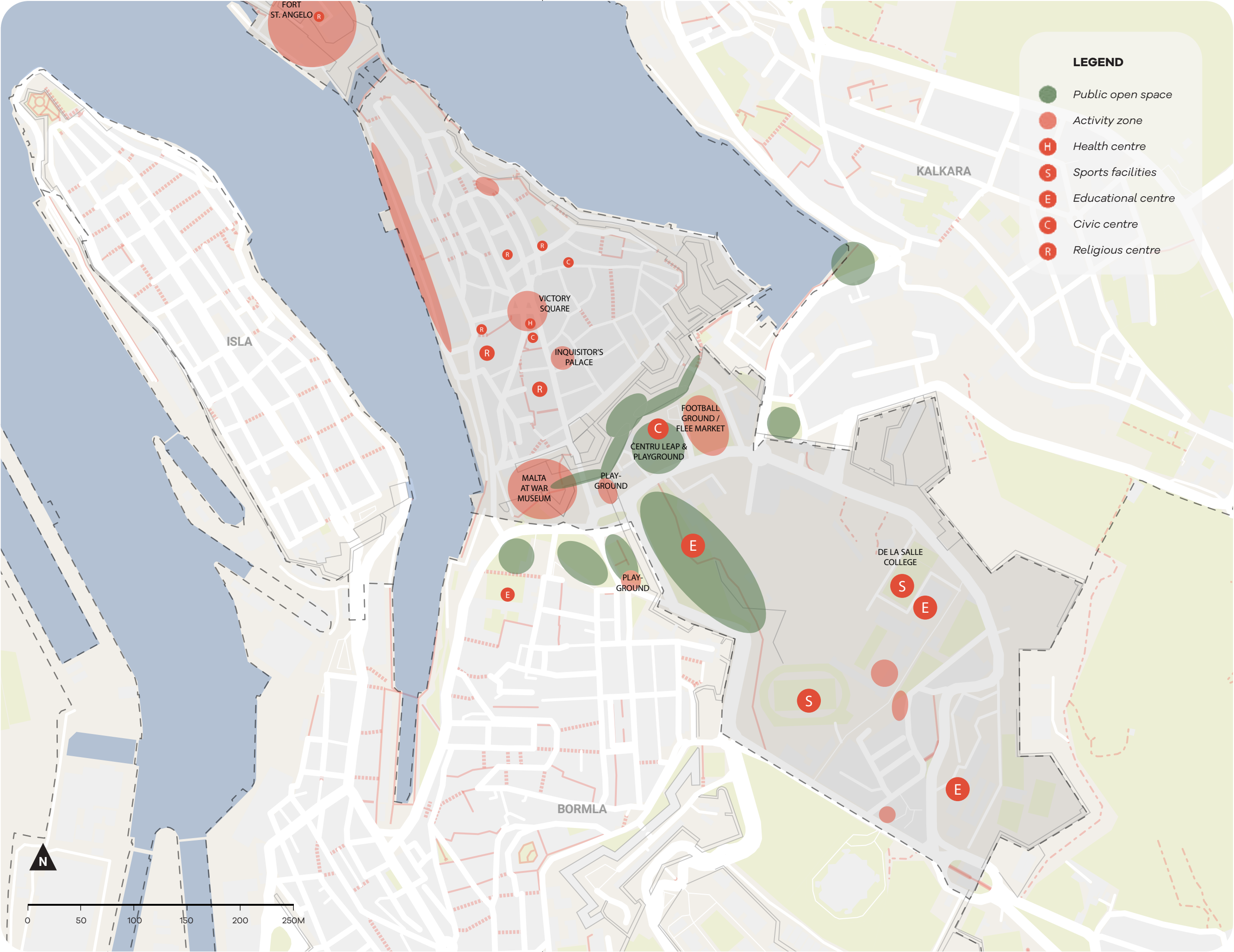
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DESTINATIONS



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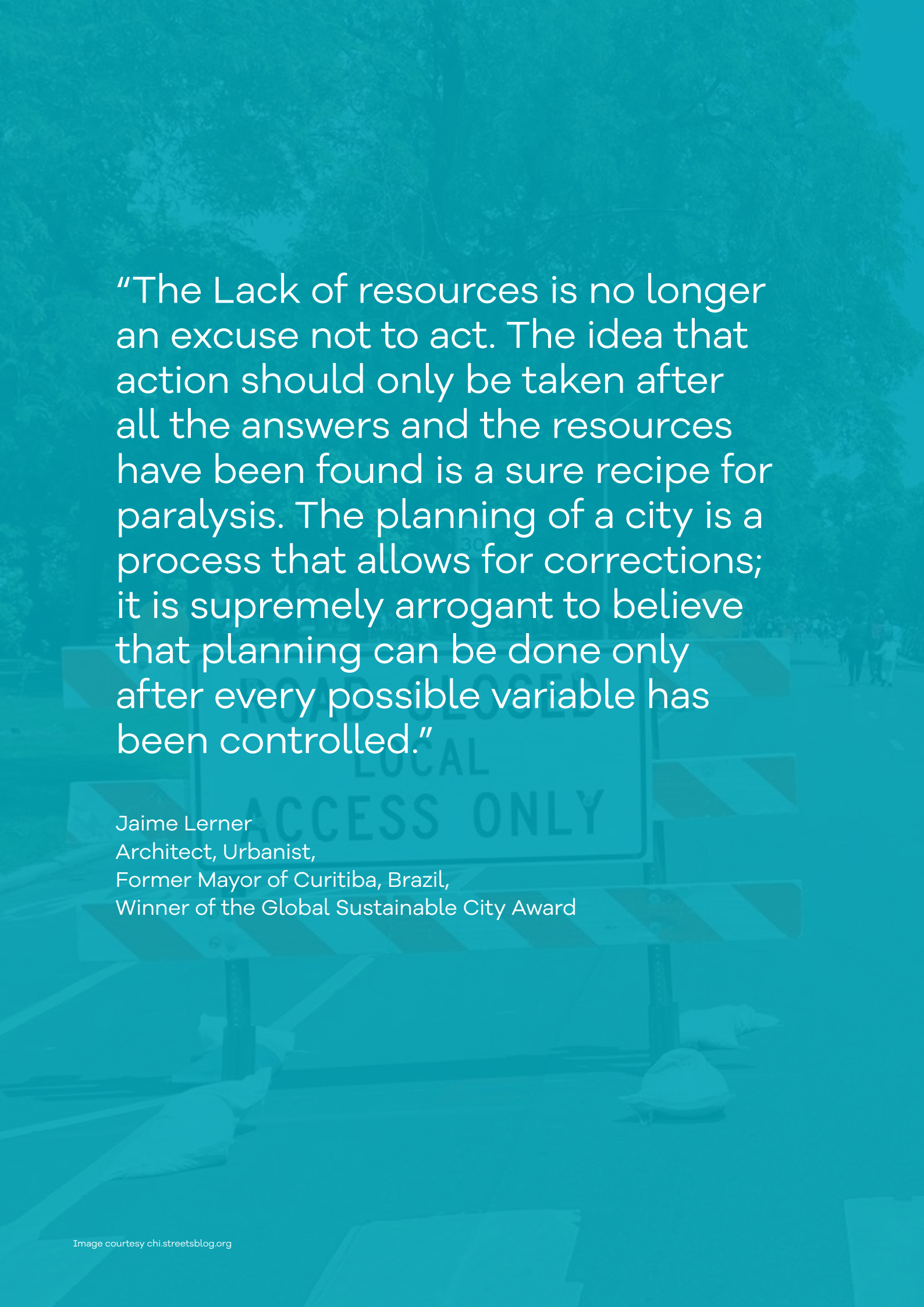


NETWORK



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“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**

**Play Streets**

**Extensions**

### Cycling

### Birgu 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.







source: Smart Growth Online

## 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.



source: South Carolina Safe Routes



source: publicspace.org



source: Cadence



source: designcouncil.org.uk

## 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.



source: Tactical Urbanism



source: Talk Wellington





## 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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# 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**



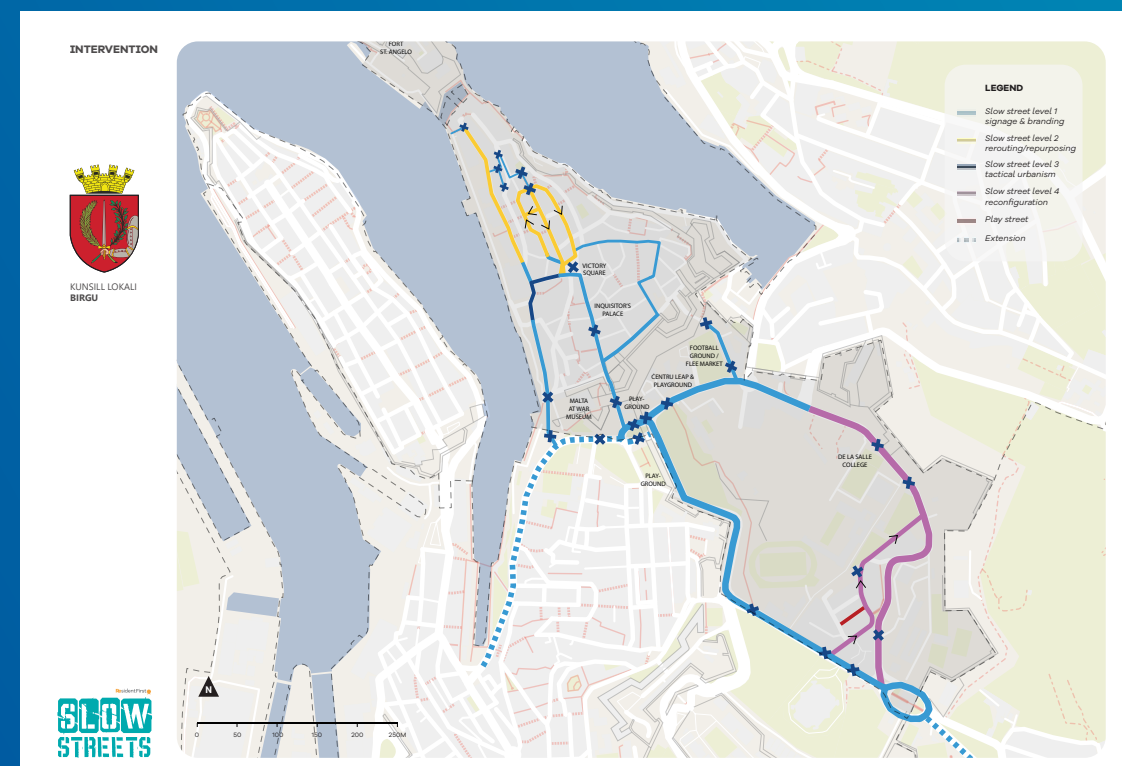
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# Birgu Interventions

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. One of the main challenges in Birgu is to decongest the narrower local streets from extraneous traffic and instead divert drivers onto more peripheral routes. The second challenge 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.

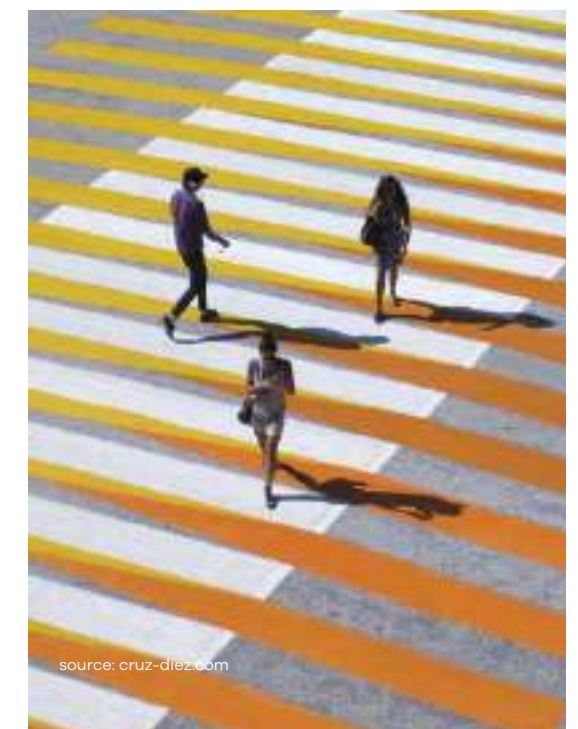


## Intervention 1

**Triq Kottonera: Level 1 and Level 3**  
**Triq Verdala, Triq l-Oratorju and Triq il-Ġublew tal-Fidda: Level 3**

Triq Kottonera forms part of the distributor road network of Malta and lies in the southernmost area of Birgu, separating this locality from its neighbouring city, Bormla. In fact, this road falls within the Local Council extents of both localities, and therefore, the interventions being suggested hereunder would be carried out in agreement between both localities.

More specifically, Triq Kottonera separates the school and social housing zone in Birgu from the sports complex with adjoining public open space/garden in Bormla. This road therefore receives high levels of traffic on a daily basis, but would benefit from a more walkable environment, especially for people visiting the amenities therein on foot. It is therefore being suggested that tactical urbanism in the form of colourful floor marking would be introduced before and after the existing pedestrian crossings, in order to alert drivers to slow down and make these crossings more visible for pedestrians to use.



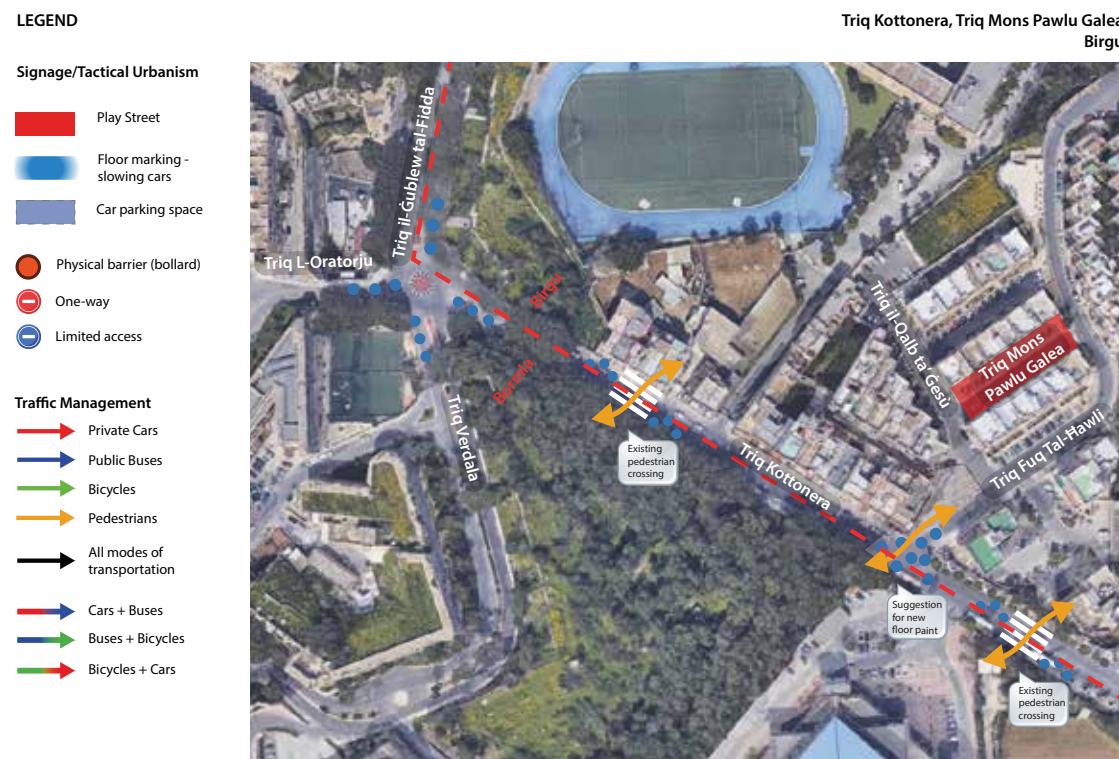


## Intervention 2

### Triq Mons Pawlu Galea: Play Street

The southern residential area of Birgu is situated within the locality's bastion walls, northwards of Triq Kottonera and separated from the rest of the locality's residential centre by a large natural green stretch. This residential area is also quite dense, with plenty of frontages onto the streets that provide natural surveillance all day long.

Therefore, one of the streets, specifically Triq Mons Pawlu Galea, is being proposed to be used as a play street during designated times and/or days as traffic use is already low and localised and there are no existing garage entrances. Programming the space for various potential activities could attract residents from a wide catchment within the community and does not need to be limited to the residents on this particular street, given that this road may be easily reached by pedestrians from surrounding areas.



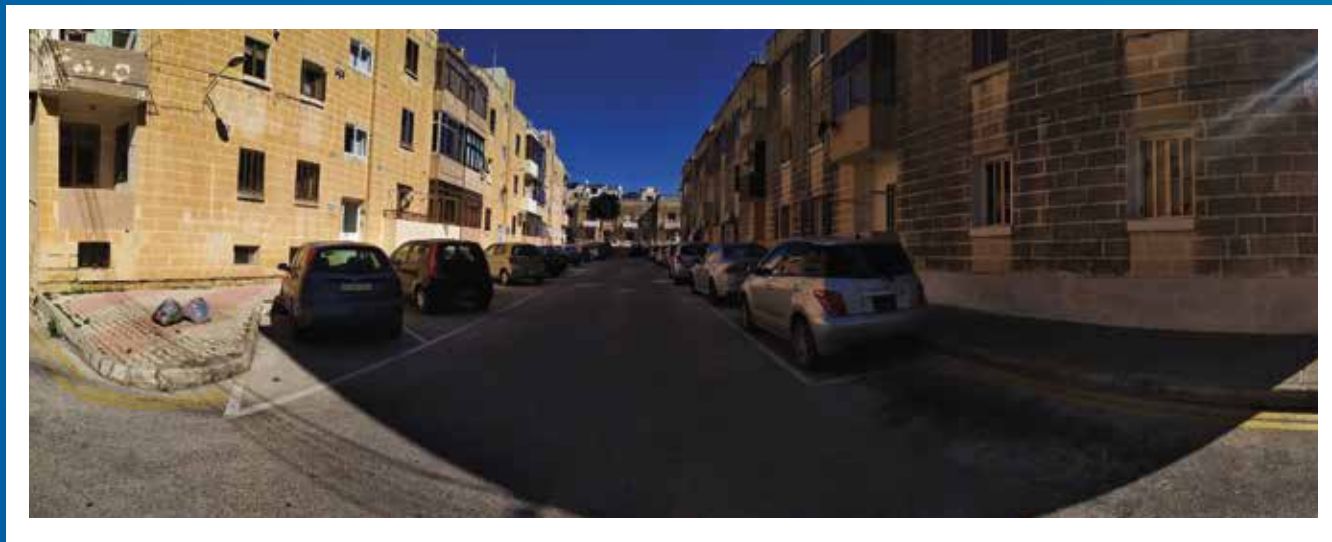
Tactical urbanism, again in the form of floor marking, is also being proposed:

- at the intersection of Triq Kottonera with Triq Fuq tal-Hawli – this intervention would further alert drivers to slow down when approaching Triq Fuq tal-Hawli which is one of the entrances to the southern residential area of Birgu and also used by public transportation;
- at the roundabout of Triq Kottonera with Triq il-Gublew tal-Fidda, Triq L-Oratorju and Triq Verdala, specifically at each give way onto the roundabout to also alert drivers to slow down.

Adequate signage for slow speeds and road sharing between drivers and cyclists is also being proposed along Triq Kottonera.







## Barrier elements

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

## Landscaping elements

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

## Programming

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



## 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 3

#### Triq Fuq tal-*Hawli*, Triq San Dwardu (southern and middle sections) and Triq Joseph Mary Genuis: Level 1, Level 2, Level 3, and Level 4

Triq Kottonera leads to Triq Fuq tal-*Hawli* which is situated within the southern residential area of Birgu, and to Triq San Dwardu which lies on the periphery of this residential area and leads to the rest of the locality.

Triq San Dwardu forms part of the distributor road network of Malta; its southern stretch, from Triq Kottonera to Triq Joseph Mary Genuis, caters for two-way vehicular traffic and has several bends which create blind spots for people walking along it. Therefore, in order for this stretch of Triq San Dwardu to be safer for pedestrians to use, tactical urbanism in the form of floor markings is being suggested before and after each pedestrian crossing – one situated at the southern end of the road, closer to the roundabout at Triq Kottonera, and the other one situated at the bend before the intersection with Triq Joseph Mary Genuis. Adequate signage for slow speeds is also being suggested to further slow down vehicles using this road.

In a similar manner, tactical urbanism is also being proposed at Triq Fuq tal-*Hawli*/Triq Joseph Mary Genuis, in the form of colourful floor markings along the existing public open space. Adequate signage for slow speed is also being proposed and in turn, this intervention would alert drivers to slow down when approaching this area, creating a safer environment for pedestrians.

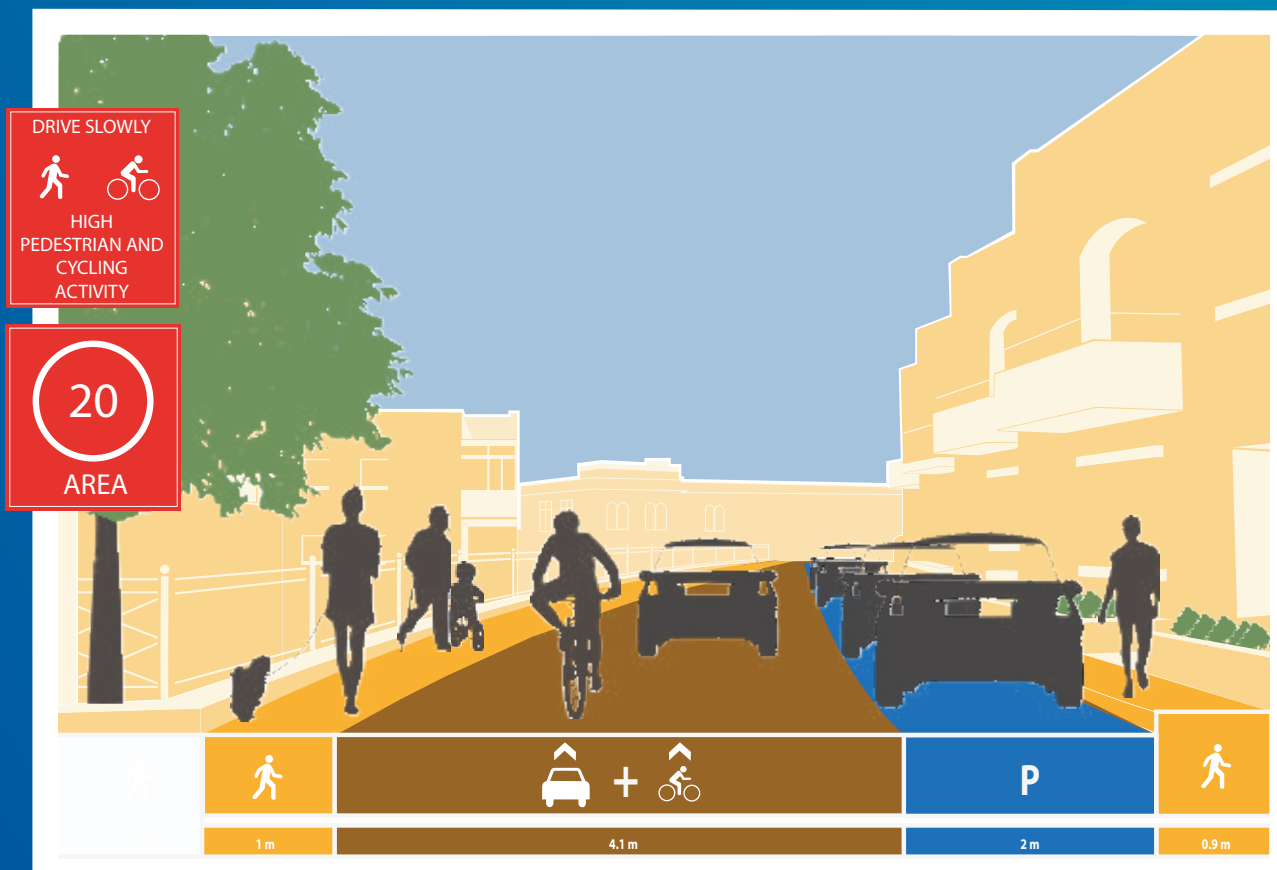
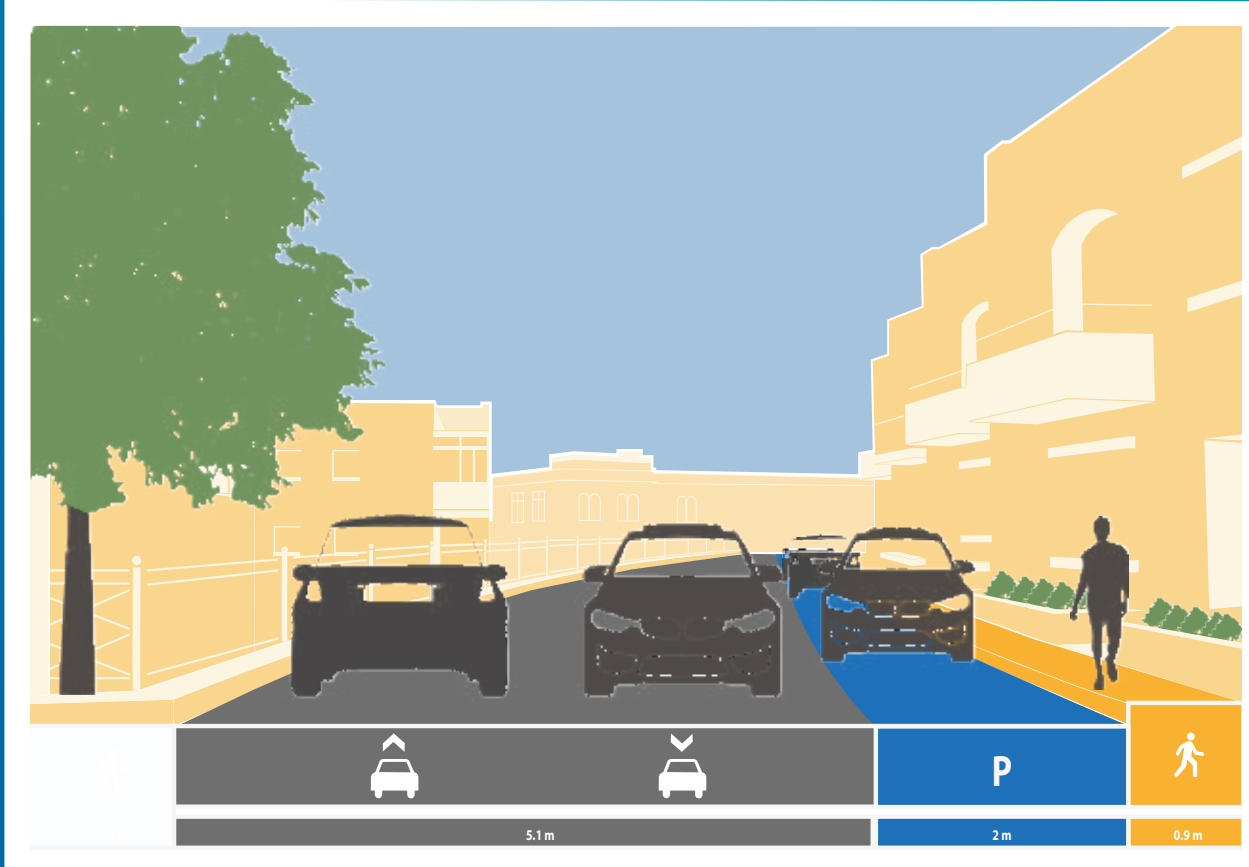


Triq Fuq tal-*Hawli*/Triq Joseph Mary Genuis is currently a two-way road with a pedestrian pavement on one side only, which leads to the proposed play street, Triq Mons Pawlu Galea (Intervention 2). To further improve walkability and pedestrian amenities within this street, it is being proposed to reduce vehicular volumes by rerouting it into a one-way road, direction northwards from Triq Kottonera to Triq San Dwardu.

The 7.1m road width is being proposed to reduce to 4.1m, catering for one-way traffic including public transportation and bicycles, but also allowing for two-way car traffic in the event of an emergency and/or surrounding road closure. This would allow for designated parking spaces on the right hand side of the vehicular lane (along the existing pavement and residential fronts), and of introducing 1m-wide new pedestrian space on the left hand side of the vehicular lane. In addition, new signage for road sharing between vehicles and bicycles and to designate the road as a one-way route are being proposed.







**Suggestion:** Considering that Triq Fuq tal-Hawli/Triq Joseph Mary Genuis currently also caters for public buses in a two-way direction, and it is being proposed as a one-way road, it is being suggested that the bus route would be rerouted in order for this intervention to be able to work. The bus may still travel from Triq Kottonera to Triq Fuq tal-Hawli/Triq Joseph Mary Genuis northwards to Triq San Dwardu, and buses coming from the north would instead use Triq San Dwardu to arrive to Triq Kottonera.

#### LEGEND

##### Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- 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 Fuq Tal-Hawli, Triq Joseph Mary Genuis and Triq San Dwardu (southern) Bus Route Suggestion

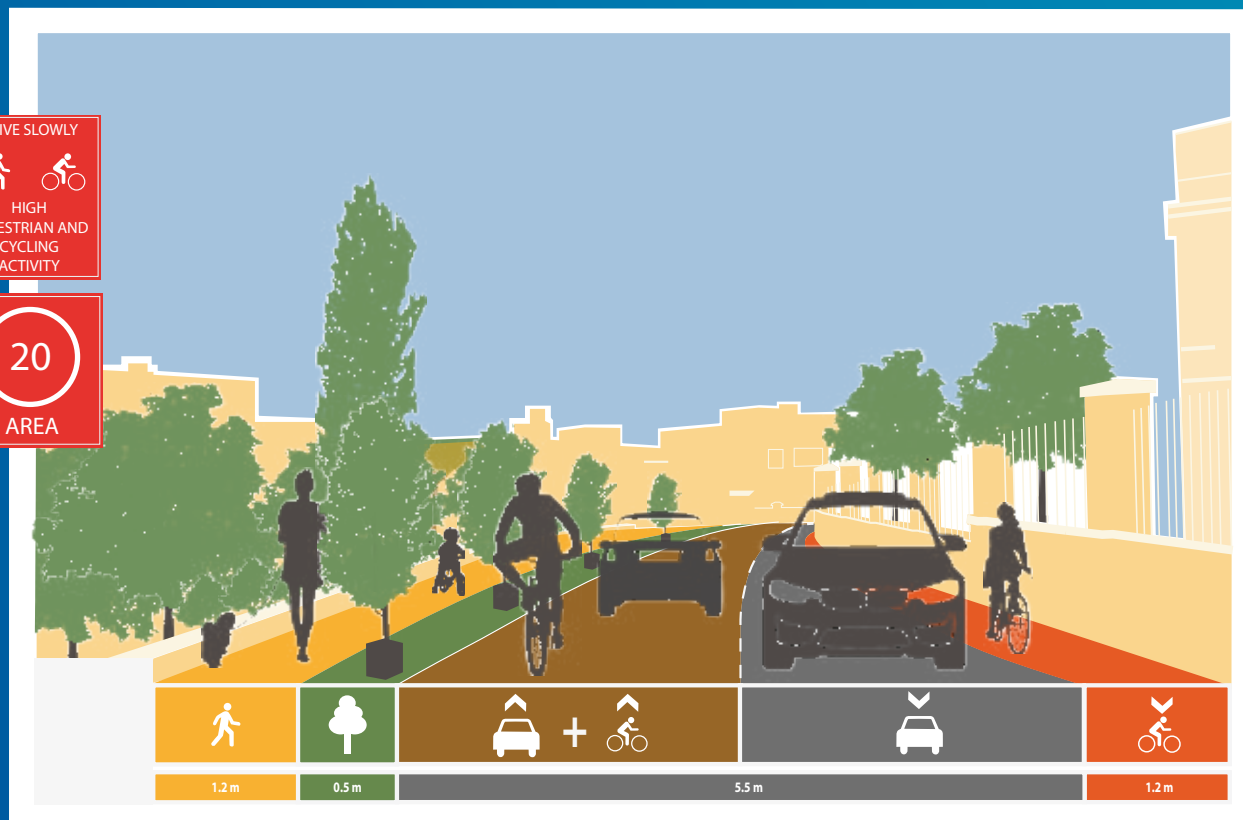
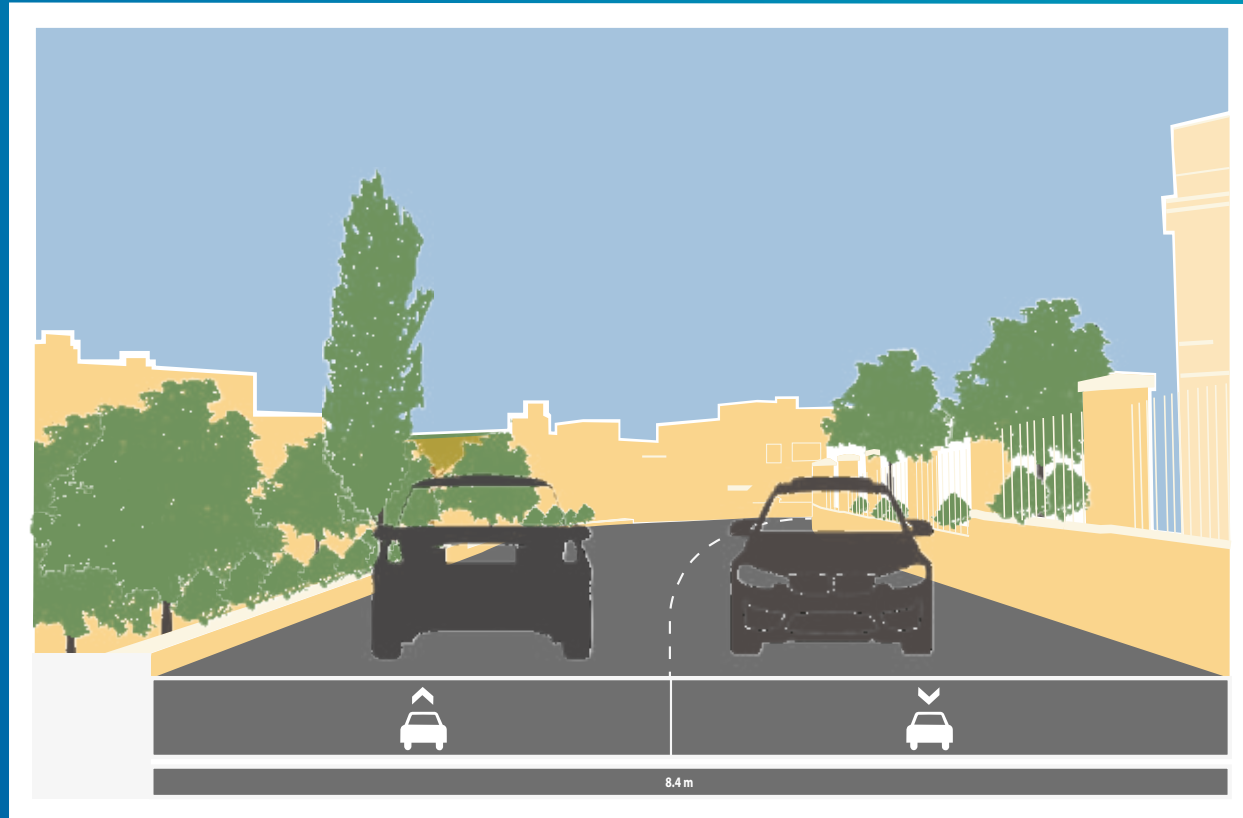


The southern stretch of Triq San Dwardu, from Triq Kottonera to Triq Joseph Mary Genuis, is also being proposed to be reconfigured in order to improve the pedestrian amenities within it, as a continuation of the tactical urbanism proposed.

The total road width of 8.4m is being proposed to be reduced to 5.5m, still catering for two-way traffic, and allowing for the introduction of a cycle lane on the right hand side of the vehicular lanes and of a new 1.7m-wide pedestrian space on the left hand side of the vehicular lanes, with planters placed strategically to buffer from vehicles.







The middle stretch of Triq San Dwardu, commencing at the intersection with Triq Joseph Mary Genuis, to the intersection with Ix-Xatt, already caters for one pedestrian crossing, specifically in front of the entrance to De La Salle College. In order to improve its visibility and alert drivers to slow down, tactical urbanism in the form of colourful floor marking is being proposed before and after the pedestrian crossing. This would work in tandem with new adequate signage for slow speeds and pedestrian priority (especially closer to the school's entrance).

#### LEGEND

##### Signage/Tactical Urbanism

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

##### Traffic Management

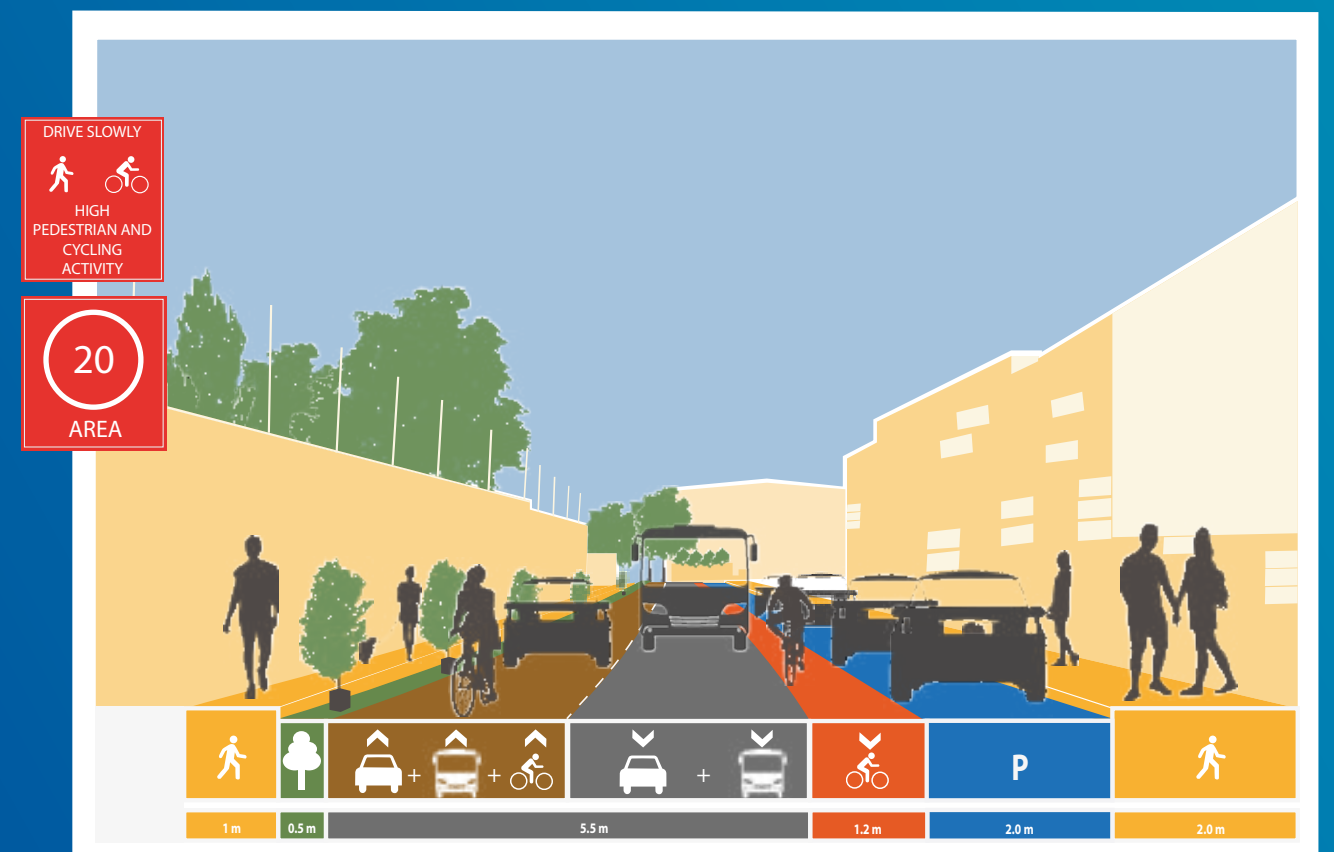
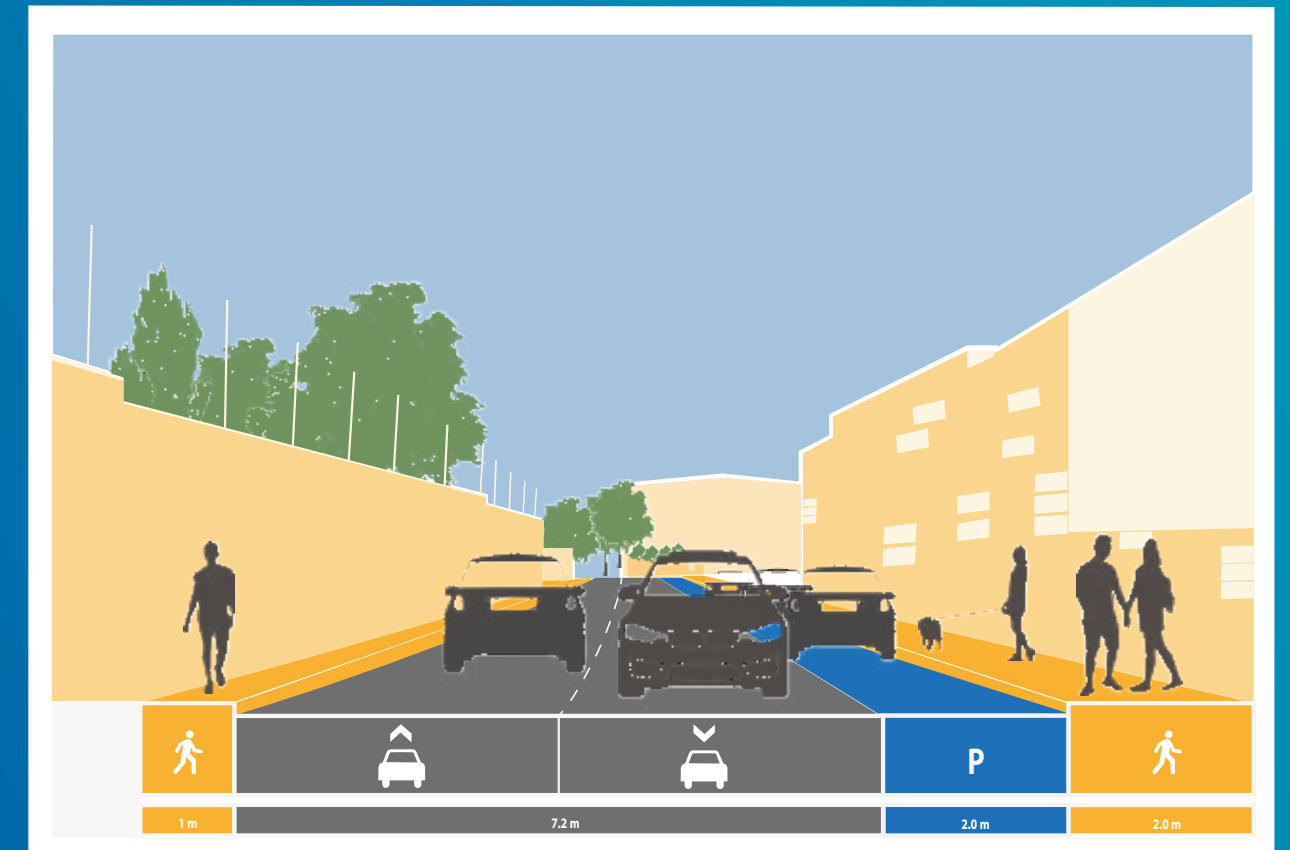
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- All modes of transportation
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Triq San Dwardu (middle section)  
Birgu





The middle stretch of Triq San Dwardu is also being proposed to be reconfigured, as a continuation of the proposed reconfiguration of its southern stretch. The 9.2m-wide road, which currently caters for designated parking on the right hand side, is proposed to be reduced to 5.5m for two-way vehicular lanes, so as to introduce a cycle lane on the right hand side (between the vehicular lane and the existing parking spaces) and strategically placed planters on the left hand side of the vehicular lanes, creating a buffer between moving vehicles and the existing pedestrian space. In addition, adequate signage for slow speeds and sharing of the left lane (between drivers and cyclists) is being proposed.





Intervention 4

Triq San Dwardu (northern section) and Il-Kwartier: Level 1, Level 2 and Level 3

The northern section of Triq San Dwardu, from the intersection with 'Ix-Xatt' and the roundabout separating Birgu from Bormla, carries constant traffic travelling between Bormla, Birgu and Kalkara. It is also an attractor on Sundays when the Flea Market is set up within the unused football ground. The narrow road located on the eastern side of the football ground, Il-Kwartier, leads pedestrians to and from the fortification walls of Birgu.

In order to make this entry point more visible and prominent for pedestrians to use, tactical urbanism in the form of floor marking is being proposed at its entrance (intersection with Triq San Dwardu), along the entire stretch of Il-Kwartier (to mark the pedestrian link), and at the entrance of the historical walls (at the northern end of Il-Kwartier).



This intervention, together with adequate signage emphasising slow vehicular speeds and highlighting high pedestrian activity when approaching the football ground, would alert drivers to slow down and also make the area safer for pedestrians to use. In addition, adequate signage is also being proposed to designate this road for parking purposes only.

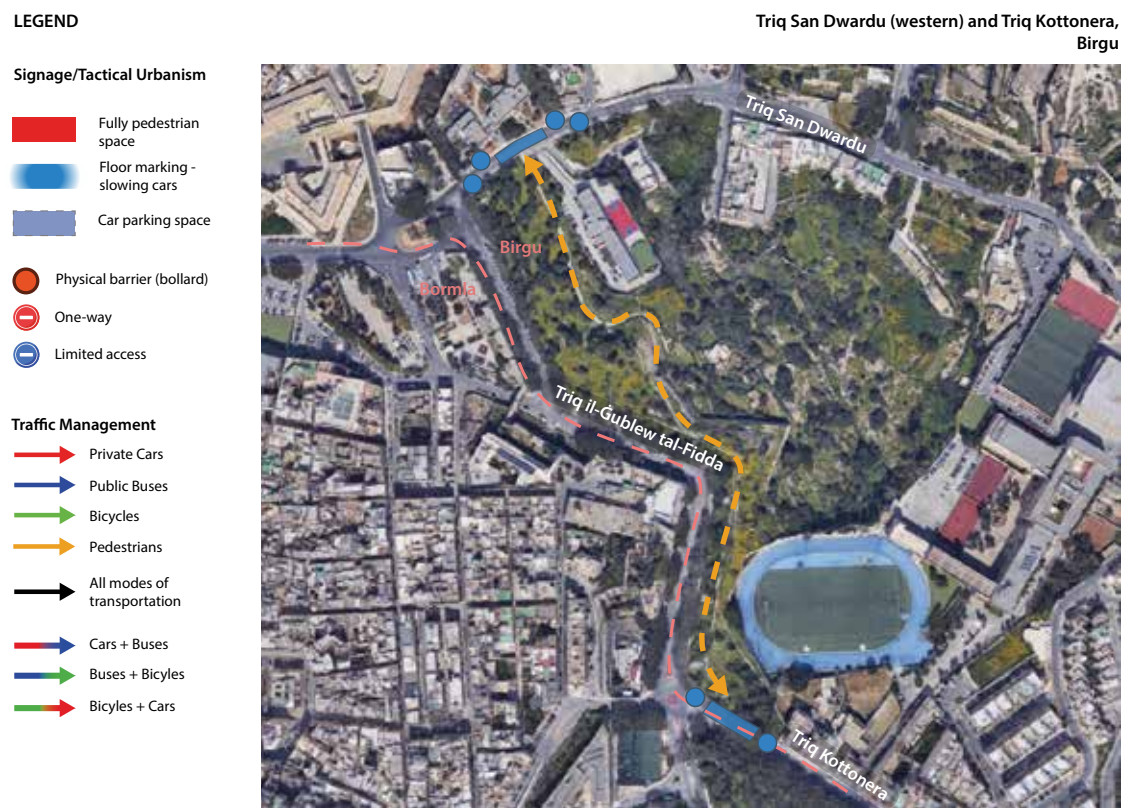


Intervention 5

Triq San Dwardu (western section) and Triq Kottonera: Level 1 and Level 3

The western section of Triq San Dwardu terminates at the junction which separates Birgu from Bormla. This area houses the entrance to a pedestrian recreational path along the fortification walls, leading from Triq San Dwardu to Triq Kottonera. In order to make this path more prominent and visible for pedestrians to use, tactical urbanism, in the form of floor markings, is being proposed at the entrance located in Triq San Dwardu.

The other entrance is located along the distributor road, Triq Kottonera, and it is therefore being suggested that floor markings would also be implemented here. Considering that Triq Kottonera, as explained in Intervention 1, is shared between the two localities (Birgu and Bormla), it is recommended that the latter intervention would be implemented through a cooperative effort between both Local Councils.





## Intervention 6

### Roundabout:

**Triq San Dwardu, Triq il-Ġubilew tal-Fidda and Triq it-8 ta' Diċembru: Level 1 and 3**

**Triq il-Mina l-Kbira/Triq Pawlu Boffa and Triq San Lawrenz (southern sections): Level 1 and 3**

Triq San Dwardu terminates at a roundabout (connecting Triq il-Mina l-Kbira/Triq Pawlu Boffa, Triq San Dwardu, Triq il-Ġubilew tal-Fidda and Triq it-8 ta' Diċembru), separating Birgu from Bormla. On the northern side of the roundabout lies a children's playground (within Birgu Local Council's extents), whereas another one lies on the southern side, together with a large unarticulated bus terminus and a public garden (within Bormla Local Council's extents).

In order to better connect visually the two sides together, tactical urbanism in the form of floor markings is being proposed at the entrance to the northern playground, including a new pedestrian crossing with the use of floor paint to create a safer crossing from the playground to the desire-path within the roundabout. In addition, adequate signage is being proposed highlighting the need for slow speeds and the presence of high pedestrian activity, as well as to indicate the new pedestrian crossing point across the area where the roundabout is located.



This intervention would work hand in hand with the interventions proposed for the locality of Bormla, specifically another pedestrian crossing at the southern side of the roundabout, by using floor paint to complete the crossing from the northern playground in Birgu to the southern playground in Bormla, and tactical urbanism in the form of colourful floor paint to designate a pedestrian path along the periphery of the bus terminus.

#### LEGEND

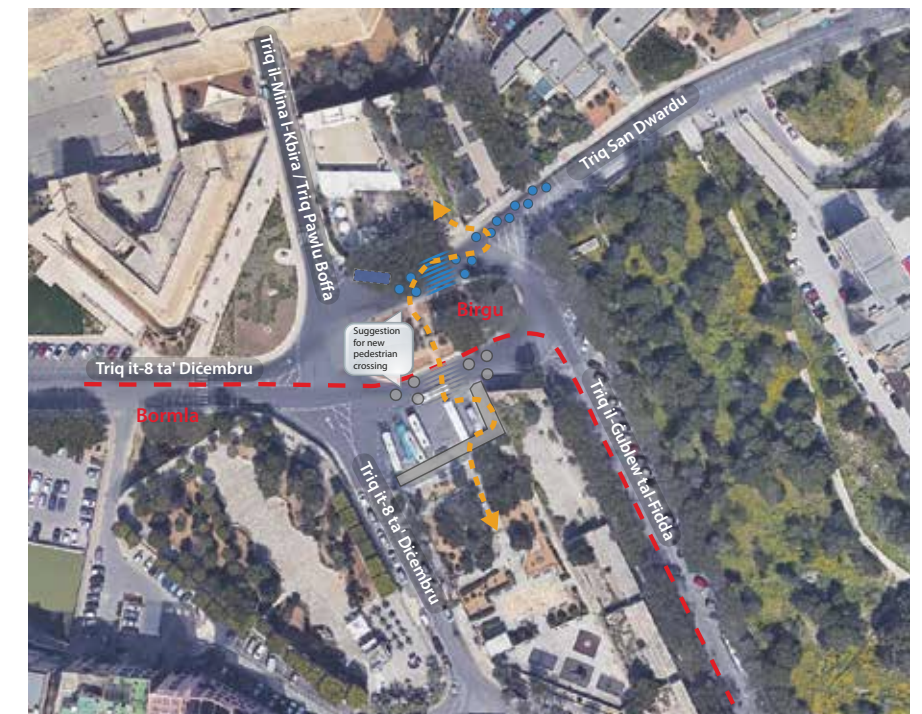
##### Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- 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 il-Mina l-Kbira/Triq Pawlu Boffa, Triq San Dwardu, Triq il-Ġubilew tal-Fidda and Triq it-8 ta' Diċembru, Birgu



On the western side of the roundabout lies the Malta at War Museum which is one of the most significant tourist attractions in Birgu. Several entry points exist and, to visually increase their prominence, tactical urbanism in the form of floor markings is being proposed.

Floor markings before and after the existing pedestrian crossings at both Triq il-Mina l-Kbira/Triq Pawlu Boffa and Triq San Lawrenz would alert drivers to slow down when approaching the crossings and also when approaching the entrance to the museum from Triq il-Mina l-Kbira/Triq Pawlu Boffa. Floor markings at the corner entrance (intersection of Triq San Lawrenz with Triq it-8 ta' Diċembru) would also alert drivers to slow down, both due to the presence of the pedestrians and also before exiting on the busy road Triq it-8 ta' Diċembru.

In addition, adequate signage for slow speeds and high pedestrian activity is being proposed at both Triq San Lawrenz and Triq il-Mina l-Kbira/Triq Pawlu Boffa, including signage for the sharing of road space between vehicles and bicycles.



LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- 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 il-Mina l-Kbira, Triq it-8 ta' Diċembru and Triq San Lawrenz, Birgu



Intervention 7

Triq San Lawrenz and Triq il-Mina l-Kbira (northern sections) and Triq Nestu Laiviera: Level 1 and Level 3

Triq San Lawrenz leads northwards to a roundabout along the Birgu waterfront, and also houses St. Lawrence's Church. Furthermore, Triq San Lawrenz leads to Triq Nestu Laiviera, a narrow steep road which is currently used as an exit from the main square of Birgu. The stretch of road between Triq Nestu Laiviera and Triq San Lawrenz lacks pedestrian amenities, and tends to become somewhat dangerous to walk within this area.

It is therefore being proposed that tactical urbanism in the form of floor marking be used before and after the existing pedestrian crossing at Triq San Lawrenz, in order to alert drivers to slow down when approaching this crossing and furthermore when approaching the roundabout. Floor markings are also being proposed in front of the church, to give prominence to its entrance and designate this zone as a more pedestrian-oriented space, together with adequate signage for slow speeds and road sharing between cyclists and drivers along Triq San Lawrenz and indicating high pedestrian activity when approaching the roundabout and the church.



In a similar manner, tactical urbanism in the form of floor marking is also being proposed at the western end of Triq Nestu Laiviera, in order to alert drivers to slow down when exiting this road and when approaching the more pedestrian-oriented space along Triq San Lawrenz, in turn creating a safer environment for pedestrians to use.

Another pedestrian crossing is currently found along Triq il-Mina l-Kbira. Floor markings are therefore also being proposed before and after it to alert drivers of pedestrians crossing. This intervention would work with adequate signage for slow speeds and to share the road between drivers and cyclists.

LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- 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 San Lawrenz, Triq il-Mina l-Kbira and Triq Nestu Laiviera, Birgu





## Intervention 8

**Victory Square and Triq La Vallette: Level 1,  
Level 2 and Level 3**  
**Triq il-Mina l-Kbira, Triq Nestu Laiviera, Triq  
Desain and Triq Sant' Anton: Level 1**  
**Triq il-Palazz l-Antik tal-Gvernatur, Triq San  
Filippu and Triq De Opertis: Level 1 and Level 2**

Birgu's central square (Victory square) is currently a large unarticulated open space with significant potential to be better dedicated to pedestrians. The square has seen recent changes from being entirely used as a parking area, to the removal of parking spaces from the central space and only retaining a small number of parking spaces at the edges of the square along the existing frontages. The following interventions are being proposed in an effort to improve the use of the central square, by giving space back to residents and pedestrians, improving connections to the existing commercial facilities (mainly food and beverage) within the square and reducing the impact of vehicular traffic.

The eastern edge of the square is fronted by several food and beverage facilities with outdoor catering areas on designated platforms, wedged between existing parking spaces. It is being proposed that the existing parking spaces along this edge be removed in order to improve this already pedestrian-oriented space, and in addition, designate with it the central area of the square as a pedestrian-only space (marked in red in the visual below). This pedestrian-only space is being proposed to be enclosed by planters or other movable barriers along its perimeter, with the possibility of removal in case of emergencies. With this intervention, vehicular movement, which currently occurs across the entire square, would be shifted to the western side on either side of the existing monument, whilst retaining the existing parking spaces along the western frontages and the northern frontages. Adequate signage is being proposed all across the central square for pedestrian priority and slow speeds.



### LEGEND

#### Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- 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



Victory Square,  
Birgu

With this proposed reconfiguration, entrance to the square from the southern side would be retained through Triq il-Mina l-Kbira. Exiting the square in the southern direction would be done through Triq Nestu Laiviera, following the existing bus route, together with floor markings at the entrance to this road to designate the public bus stop. Triq Desain would only be accessed when coming from Triq il-Mina l-Kbira, but it would not be used as an alternative exit when coming from the northern side of the square. In tandem with this reconfiguration, adequate new signage is being proposed for slow speeds and high pedestrian activity (when approaching the square).





Vehicles coming from the southern side would be able to continue northwards along the western side of the square and turn left only onto Triq Sant Anton, leading further to Triq il-Palazz l-Antik tal-Gvernatur. Furthermore, Triq il-Palazz l-Antik tal-Gvernatur and Triq La Vallette, which are currently one-way roads, are proposed to be rerouted by changing the direction of vehicular traffic, in order to work better with the proposed reconfiguration of vehicular movement within the central square. A vehicular loop would therefore be created from Triq Sant' Anton to Triq il-Palazz l-Antik tal-Gvernatur to Triq La Vallette and back to the central square. This vehicular loop would also be used to access the newly refurbished pedestrian-oriented road, Triq Hilda Tabone, rather than accessing it directly from the square; access to Triq Hilda Tabone would be limited to residents only (explained in Intervention 10).

In addition, tactical urbanism in the form of colourful floor marking is being proposed at the entrance to 'Is-Simenta', which is a residents' popular open space located in Triq La Vallette, to increase its attractiveness and alert drivers to further slow down when approaching this space. Adequate signage for slow speeds and sharing of the road between drivers and cyclists is also being proposed along Triq il-Palazz l-Antik tal-Gvernatur and Triq La Vallette.

Considering that general traffic would be directed to use the proposed loop, Triq San Filippu, which is a direct road linking the central square to a number of staircases on the northern side, is being proposed to have adequate signage designating it as a residents only road with low speeds. The aim of this intervention would be to significantly decrease the number of vehicles which pass through Triq San Filippu, in turn improving it as a pedestrian-oriented road and increasing safety for pedestrians. As a continuation of this, Triq De Opetis is also being proposed to be a residents only road, which would be accessed only from Triq San Filippu in a one-way fashion, direction towards Triq il-Palazz l-Antik tal-Gvernatur.



## Intervention 9

**Triq il-Miratur, Triq il-Ħabs L-Antik, Triq il-Pjazzetta, Triq Ċentinarju Tal-Paroċċa: Level 1 and Level 3**

**Triq San Lawrenz: Level 1, Level 2 and Level 3**  
**Triq l-Assedju l-Kbir 1565: Level 3**

The main staircase at the northern end of Triq San Filippu leads downwards to Triq il-Miratur – a lower level road within Birgu's fortification walls. This road further leads westwards to Triq il-Ħabs L-Antik which houses a public open space with integrated seating, including two more staircases at each end of the public open space, also leading to another lower level, Triq il-Pjazzetta.

Considering the topographical changes happening within this northern area of Birgu and the existing connections across different topographical levels, this series of staircases is being proposed to form part of the pedestrian Slow Streets network. Therefore, to emphasise the location of these staircases and make them more visible for pedestrians to use tactical urbanism, in the form of floor markings, is being proposed at each staircase's entrance – specifically at: Triq il-Miratur, Triq il-Ħabs L-Antik, the intersection of the latter road with Triq Ċentinarju tal-Parroċċa, and within Triq il-Pjazzetta. Furthermore, tactical urbanism in the form of colourful floor paint is proposed along Triq il-Ħabs L-Antik in front of the public open space to alert drivers to slow down when approaching this area, in a similar fashion to the tactical urbanism proposed along Triq La Vallette (Intervention 8).





Triq il-Pjazzetta leads westwards to Triq San Lawrenz – a quiet and narrow local road which would also fit within the pedestrian slow street network. Therefore, this road is proposed to have adequate signage for residents only and slow speeds, such that vehicular flows within this road would be as minimal as possible.

This intervention would in turn provide a better walkable link from the staircases closer to the central square to the lowermost staircase leading from Triq San Lawrenz to Birgu Waterfront (Triq l-Assedju l-Kbir 1565). In a similar manner to the staircases at the upper level, tactical urbanism in the form of floor marking is being proposed at both ends of the staircase to make the entrances more prominent for pedestrians to see and use.



Intervention 10

**Triq Hilda Tabone, Triq il-Kardinal Prospero Grech and Triq it-Torri Ta' San Ġwann, Triq Paċifiku Scicluna and Triq l-Arcisqof Mikiel Gonzi: Level 1**

To the east of Victory Square one may find the area known as 'Collachio' – an ancient part of the city and housing five Auberges which were left by the Order of the Knights of St. John. This area is also characterised by narrow and winding streets, churches and chapels, and numerous religious artifacts and relics. It therefore provides an important attraction for residents and visitors, local and foreign alike.

The Local Council has also expressed a desire to close the Collachio area, particularly the narrower winding roads, on specific days. In this way they may be dedicated to pedestrians only, increasing walkability and safety across this area.

In order to cater for the closure of these narrower roads and still allow some vehicular access around the Collachio area, a peripheral route which has already been established by the Local Council is proposed to be further emphasised.



This loop starts with Triq Hilda Tabone and Triq il-Kardinal Prospero Grech, two one-way roads directing traffic eastwards and southwards respectively. The latter would only be accessible from Triq La Vallette, as a continuation of the proposed vehicular reconfiguration across the square (explained in Intervention 8).

The vehicular loop continues onto Triq Paċifiku Scicluna, Triq l-Arcisqof Mikiel Gonzi and Triq it-Torri ta' San Ġwann (currently used as a parking area). Therefore, adequate signage for slow speeds, sharing of the road between drivers, cyclists and pedestrians, and for pedestrian priority are being proposed across this vehicular loop of the Collachio area.





# 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.



## Birgu

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 may also be implemented first to increase the attraction and use of these streets, together with floor markings around Victory Square and the roundabout separating Birgu from Bormla 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 rerouting interventions around the square leading to their eventual implementation may also be carried (specifically Triq San Filippu and Triq De Opertis, Triq La Vallette and Triq IL-Palazz l-Antik tal-Gvernatur), as well as the testing of the reconfiguration interventions at the southern residential area of Birgu (specifically Triq Fuq tal-Hawli and the middle and southern sections of Triq San Dwardu).

During the second phase, the signage, rerouting and tactical urbanism interventions around the Collachio area could be tested and eventually carried out as these would link to the roads tested in Phase 1. Simultaneously, Phase 1 testing on Sundays may extend over the entire weekend.

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



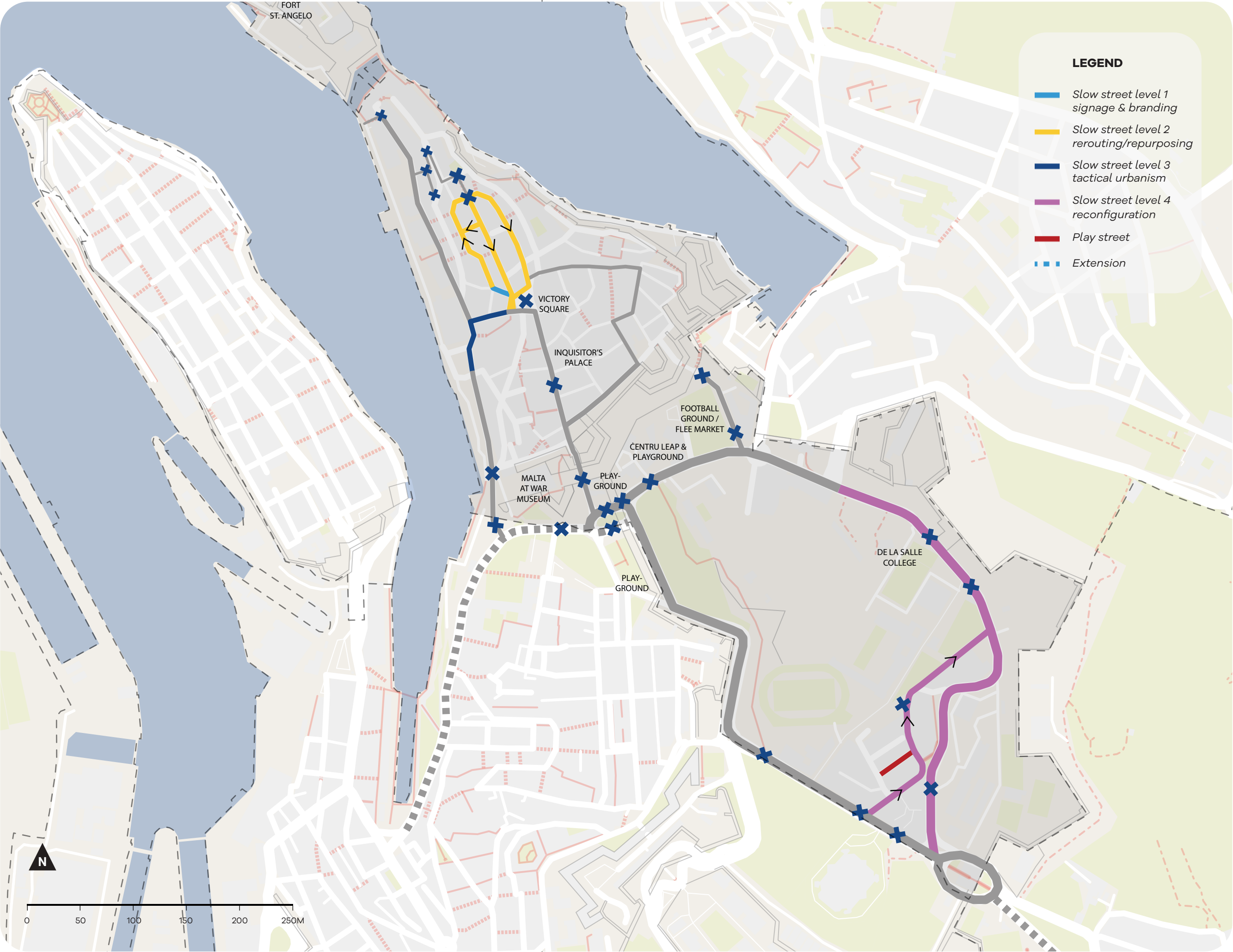


PHASING

STARTING &  
TESTING THE  
NETWORK



KUNSILL LOKALI  
BIRGU



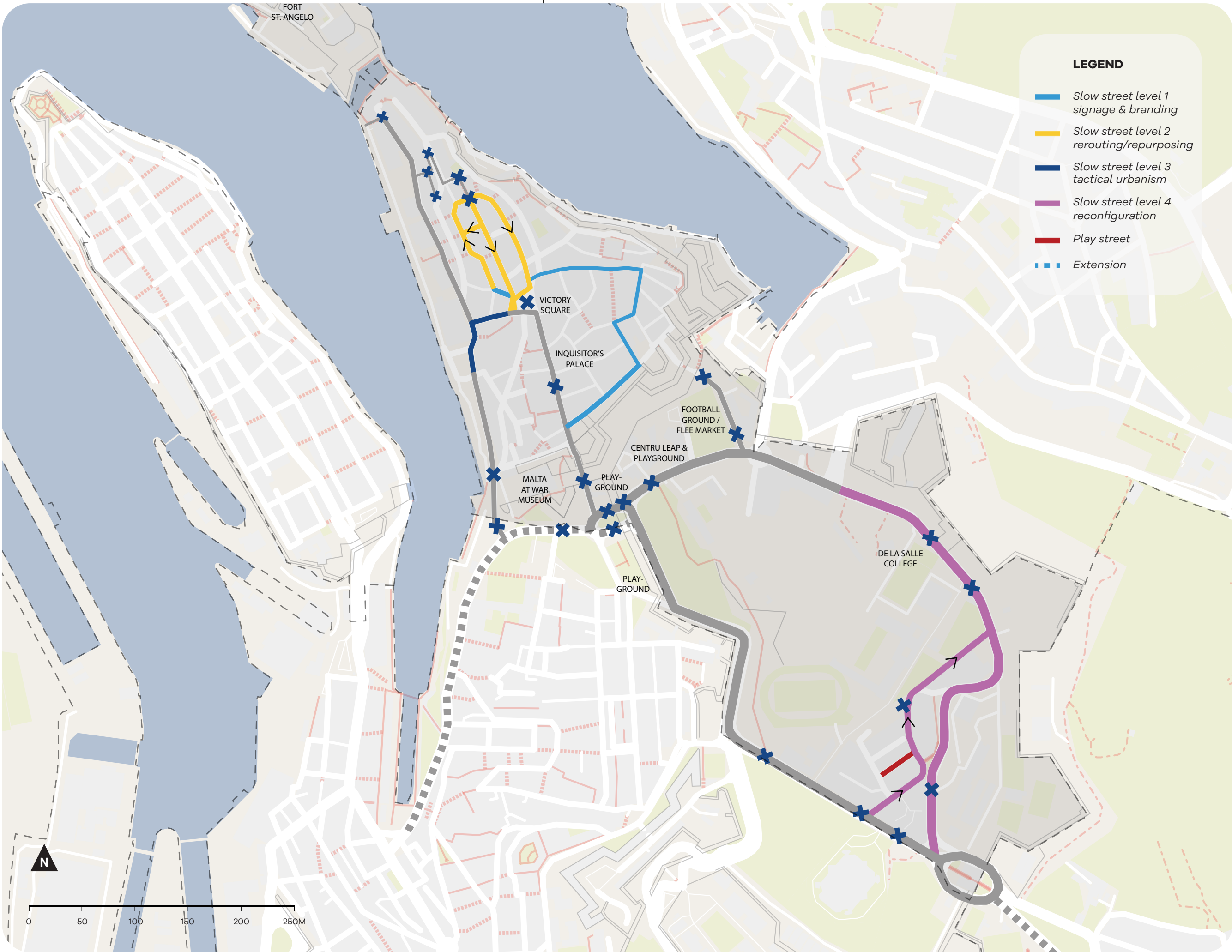


**PHASING**

STRENGTHENING  
THE NETWORK



KUNSILL LOKALI  
**BIRGU**





PHASING


COMPLETING  
THE NETWORK



KUNSILL LOKALI  
BIRGU







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.



Birgu, also known as Citta' Vittoriosa, is one of the three cities situated along the Grand Harbour, together with Bormla (Cospicua) and Isla (Senglea). These three fortified cities have a profound history of maritime, military and mercantile value because of their prominent location. In fact, Birgu's northernmost area houses Fort Saint Angelo, which was built overlooking the Harbour, originally as a castle and later rebuilt by the Order of St. John as their headquarters. The Order also left five Auberges within the 'Collachio', used as their residence during their time in Malta, and characterised by its particular configuration, churches, chapels and numerous religious artifacts and relics. Other attractions include the waterfront, which attracts numerous tourists and visitors every year due to both historical attractions and several food and beverage establishments located therein, Victory Square, which houses the Parish Church dedicated to St. Lawrence (and also used to house the Birgu Clock Tower), the Inquisitor's Palace, Our Lady of Annunciation Church and St. Dominic's Church.

The main aim of the Slow Streets strategy 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. A number of 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:

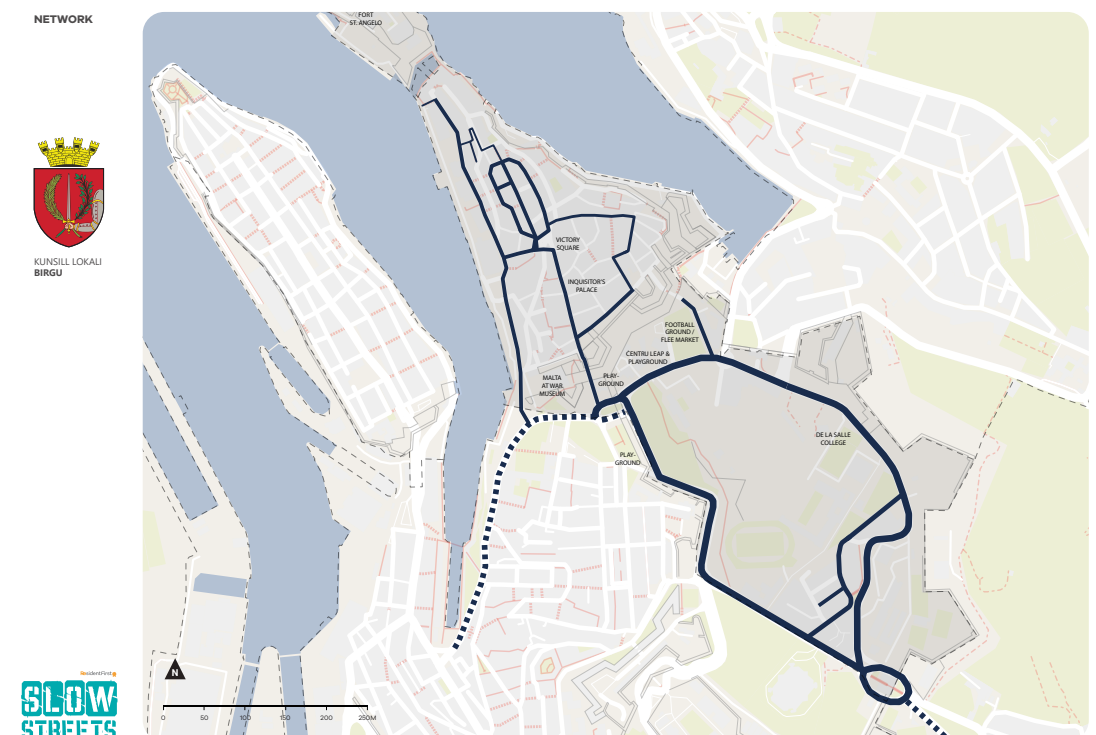
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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

## Summary

- 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 Kottonera (signage & branding, and tactical urbanism)

Signage: Slow Streets Branding

Signage: 30km/hr speed limit

Signage: share the road (vehicles and bicycles)

Tactical Urbanism: floor markings in the form of colourful floor paint to emphasise existing pedestrian crossings

Tactical Urbanism: floor markings in the form of colourful floor paint at intersection with Triq Fuq tal-Ħawli

Tactical Urbanism: floor markings in the form of colourful floor paint at roundabout (junction with Triq il-Ġublew tal-Fidda)

## Intervention 1 - Roundabout: Triq Kottonera, Triq Verdala, Triq l-Oratorju and Triq il-Ġublew tal-Fidda (tactical urbanism)

Signage: Slow Streets Branding

Tactical Urbanism: floor markings in the form of colourful floor paint at roundabout

## Intervention 2 - Triq Mons Pawlu Galea (signage & branding, and play street)

Signage: Slow Streets Branding

Signage: road closure on designated Play Street days

Play Street: programming of activities

## Intervention 3 - Triq Fuq tal-Ħawli / Triq Joseph Mary Genuis (signage & branding, rerouting, tactical urbanism, and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (bicycles and cars)

Tactical Urbanism: floor markings in the form of colourful floor paint in front of open space

Signage: one-way road

Rerouting: two-way road to one-way road, direction north

Reconfiguration: reduce street width to 4.1m, introduce designated parking spaces on the right hand side of the vehicular lane (along the existing pavement and residential fronts), and introduce 1m of new pedestrian space on the left hand side of the vehicular lane

Tactical Urbanism: floor paint to designate new pedestrian space

**Suggestion:** Bus route to be rerouted – northwards from Triq Kottonera to Triq Fuq tal-Ħawli/Triq Joseph Mary Genuis to Triq San Dwardu, southwards from Triq San Dwardu to Triq Kottonera

## Intervention 3 - Triq San Dwardu (southern section) (signage & branding, rerouting, tactical urbanism, and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: pedestrian crossing points

Tactical urbanism: floor marking to emphasise existing pedestrian crossings

Reconfiguration: Reduce road width to 5.5m, catering for two-way traffic, introduce a cycle lane on the right hand side of the vehicular lanes and introduce a new 1.85m-wide pedestrian space on the left hand side of the vehicular lanes, with planters placed strategically acting as buffers from the moving traffic

Tactical urbanism: floor paint to designate new pedestrian space and new cycle lane and planters

Signage: share the left lane (vehicles and bicycles)

## Intervention 3 - Triq San Dwardu (middle section) (signage & branding, rerouting, tactical urbanism, and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: pedestrian priority (near school’s entrance)

Tactical urbanism: floor marking to emphasise existing pedestrian crossing

Reconfiguration: Reduce road width to 5.5m for two-way vehicular lanes, introduce a cycle lane on the right hand side (between the vehicular lane and the existing parking spaces), and introduce strategically placed planters on the left hand side of the vehicular lanes, creating a buffer between the moving traffic and the existing pedestrian space

Tactical urbanism: floor paint to designate new cycle lane and planters

Signage: share the left lane (vehicles and bicycles)



**Intervention 4 - Triq San Dwardu (northern section) and Il-Kwartier (signage & branding, rerouting and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: drive slowly, high level of pedestrian activity
- Signage: limited access for parking only
- Rerouting: no entry except for parking
- Tactical Urbanism: floor markings in the form of colourful floor paint (along and at both ends of Il-Kwartier)

**Intervention 5 - Triq San Dwardu (western section) and Triq Kottonera (signage & branding and tactical urbanism)**

- Signage: Slow Streets Branding
- Tactical Urbanism: floor markings in the form of colourful floor paint to emphasise entrances to pedestrian paths

**Intervention 6 - Roundabout: Triq il-Mina l-Kbira/Triq Pawlu Boffa, Triq San Dwardu, Triq il-Ġublew tal-Fidda and Triq it-8 ta' Diċembru (signage & branding and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: drive slowly, high level of pedestrian activity
- Signage: pedestrian crossing point
- Tactical Urbanism: floor markings in the form of colourful floor paint (playground entrance)
- Tactical Urbanism: floor markings in the form of a new pedestrian crossing

**Intervention 6 - Triq il-Mina l-Kbira/Triq Pawlu Boffa and Triq San Lawrenz (southern sections) (signage & branding and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (vehicles and bicycles)
- Tactical Urbanism: floor markings emphasising existing pedestrian crossing
- Tactical Urbanism: floor markings in the form of colourful floor paint (museum entrances)

**Intervention 7 - Triq San Lawrenz (northern section) (signage & branding and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (vehicles and bicycles)
- Signage: drive slowly, high level of pedestrian activity (at roundabout)
- Tactical Urbanism: floor markings emphasising existing pedestrian crossing
- Tactical Urbanism: floor markings in the form of colourful floor paint (church entrance)

**Intervention 7 - Triq Nestu Laiviera (signage & branding and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Tactical Urbanism: colourful floor paint to alert drivers to slow down

**Intervention 7 - Triq il-Mina l-Kbira (northern section) (signage & branding and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (vehicles and bicycles)
- Tactical Urbanism: floor markings emphasising existing pedestrian crossing

**Intervention 8 - Central Square (signage & branding, rerouting and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: pedestrian priority
- Rerouting: shift vehicular movement to the western side of the square (on either sides of the existing monument)
- Tactical Urbanism: floor marking emphasising pedestrian only space, and planters
- Tactical Urbanism: floor markings in the form of colourful floor paint to designate bus stop



**Intervention 8 - Triq il-Mina l-Kbira, Triq Nestu Laiviera, Triq Desain and Triq Sant’ Anton (signage & branding)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: drive slowly, high level of pedestrian activity (approaching the square)

**Intervention 8 - Triq il-Palazz l-Antik tal-Gvernatur (signage & branding and rerouting)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (vehicles and bicycles)
- Signage: one-way road
- Rerouting: change direction of traffic

**Intervention 8 - Triq La Vallette (signage & branding, rerouting and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (vehicles and bicycles)
- Signage: one-way road
- Rerouting: change direction of traffic
- Tactical Urbanism: colourful floor paint to alert drivers to slow down (along public open space)

**Intervention 8 - Triq San Filippu (signage & branding and rerouting)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: limited access for residents only
- Rerouting: no entry except for residents

**Intervention 8 - Triq De Opertis (signage & branding and rerouting)**

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: limited access for residents only
- Rerouting: no entry except for residents
- Signage: one-way road
- Rerouting: two-way road to one-way road (direction west)

**Intervention 9 - Triq il-Miratur, Triq il-Ħabs l-Antik, Triq il-Pjazzetta and Triq Ġentinarju Tal-Parroċċa (signage & branding and tactical urbanism)**

- Signage: Slow Streets Branding
- Tactical Urbanism: floor markings emphasising existing staircases’ entrances
- Tactical Urbanism: colourful floor paint to alert drivers to slow down (along public open space)

**Intervention 9 - Triq San Lawrenz (signage & branding, rerouting and tactical urbanism)**

- Signage: Slow Streets Branding
- Signage: limited access for residents only
- Rerouting: no entry except for residents
- Tactical Urbanism: floor markings emphasising existing staircase entrance

**Intervention 9 - Triq l-Assedju l-Kbir 1565 (tactical urbanism)**

- Tactical Urbanism: floor markings emphasising existing staircase entrance

**Intervention 10 - Triq Hilda Tabone, Triq il-Kardinal Prospero Grech, Triq it-Torri Ta’ San Ġwann, Triq Paċifiku Scicluna and Triq l-Arcisqof Mikiel Gonzi (signage & branding)**

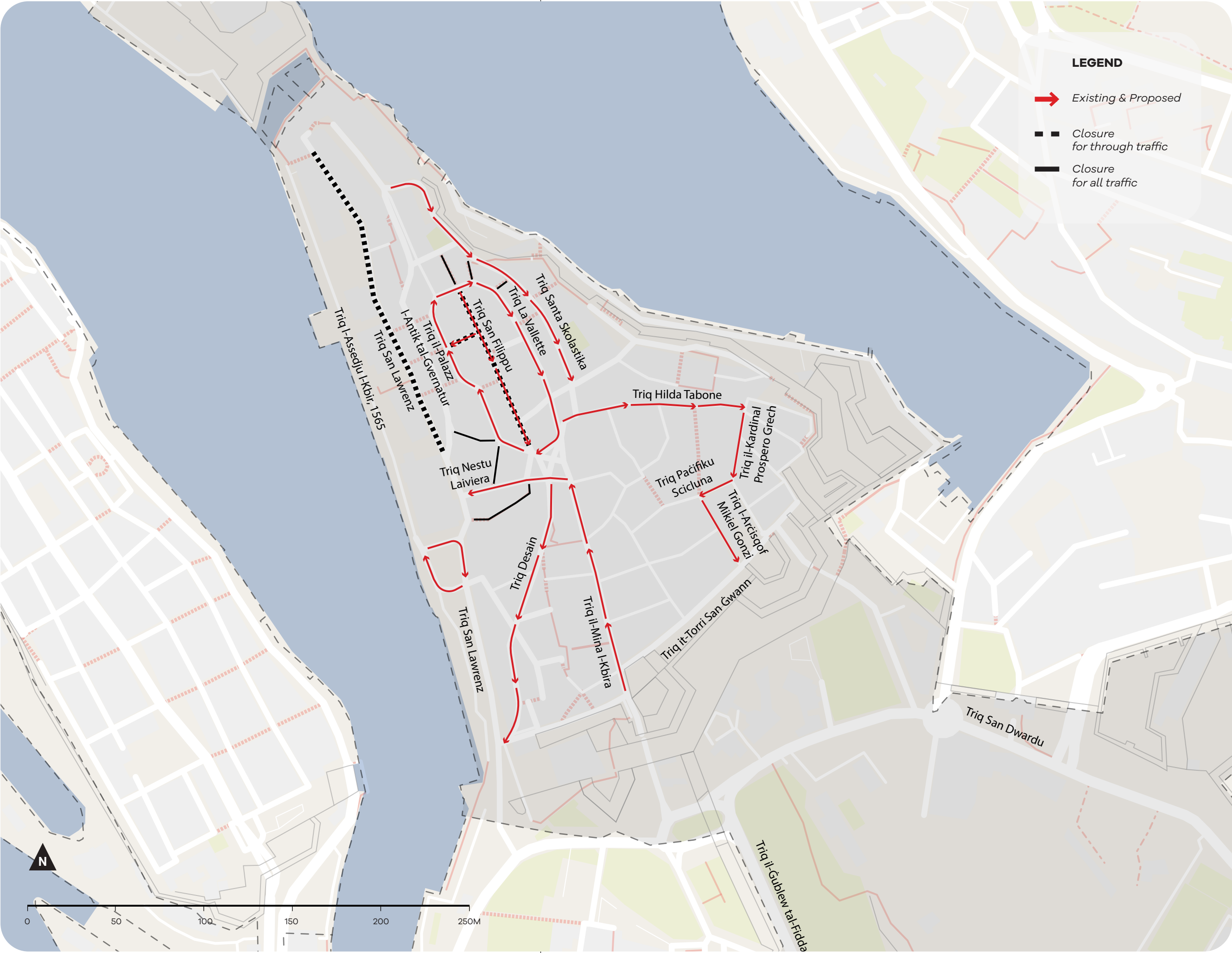
- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (pedestrians, drivers and cyclists)



TRAFFIC



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