

ResidentFirst

# SLOW STREETS

November 2020



KUNSILL LOKALI  
BIRKIRKARA

ResidentFirst

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

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.



source: Chicago Tribune



source: changing-transport.org

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.

## BIRKIRKARA

Birkirkara is a large locality in the centre of the island of Malta with a mixed population comprising both young families and elderly individuals. The locality is divided into several areas: Swatar, the older historical centre, Triq in-Naxxar and its adjacent residential grid, the residential area located behind Ġnien l-Istazzjon and the area of Fleur-de-Lys. The town has three parishes – Saint Helen, Saint Joseph the Worker and Saint Mary – together with numerous other churches and chapels. Due to its central location, many important transportation arteries pass through the locality.

The locality is bordered by two major arterial roads, Triq Dun Karm and the Mrieħel bypass. It also contains Triq in-Naxxar, which provides an important connection with Valley Road and l-Imsida at one end and further connects to the neighbouring localities of Balzan, Lija, Iklin and, beyond, Naxxar at its upper end. Triq in-Naxxar merits further attention in the locality, as it is a commercial hub in decline since it does not attract many shoppers, possibly due to significant noise and pollution levels resulting from through traffic and resultant congestion throughout the day. Valley Road also serves as an important connection but is in very poor condition for pedestrian use, with limited and badly maintained designated pavements.

The strategy for Birkirkara focuses on liberating potential pedestrian space around important iconic landmarks, namely Saint Helen's Basilica and the Parish Church of Saint Mary, and to liberate local streets from extraneous traffic that could instead be safely used by residents. Existing landmarks are not given enough value as they are often surrounded by vehicular dominated streets and parking lots. 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. Hence different levels of interventions, discussed next, are used together in order to prioritise street space for pedestrians and provide residents with more public spaces that they may enjoy.

A number of key routes have also been identified for potential reconfiguration since they could provide critical, much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike. This includes the rethinking of certain important roads and the perimeters of major landmarks, which could create better, safe, public open space.



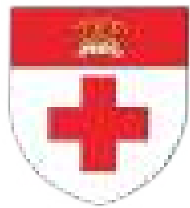
LOCALITY



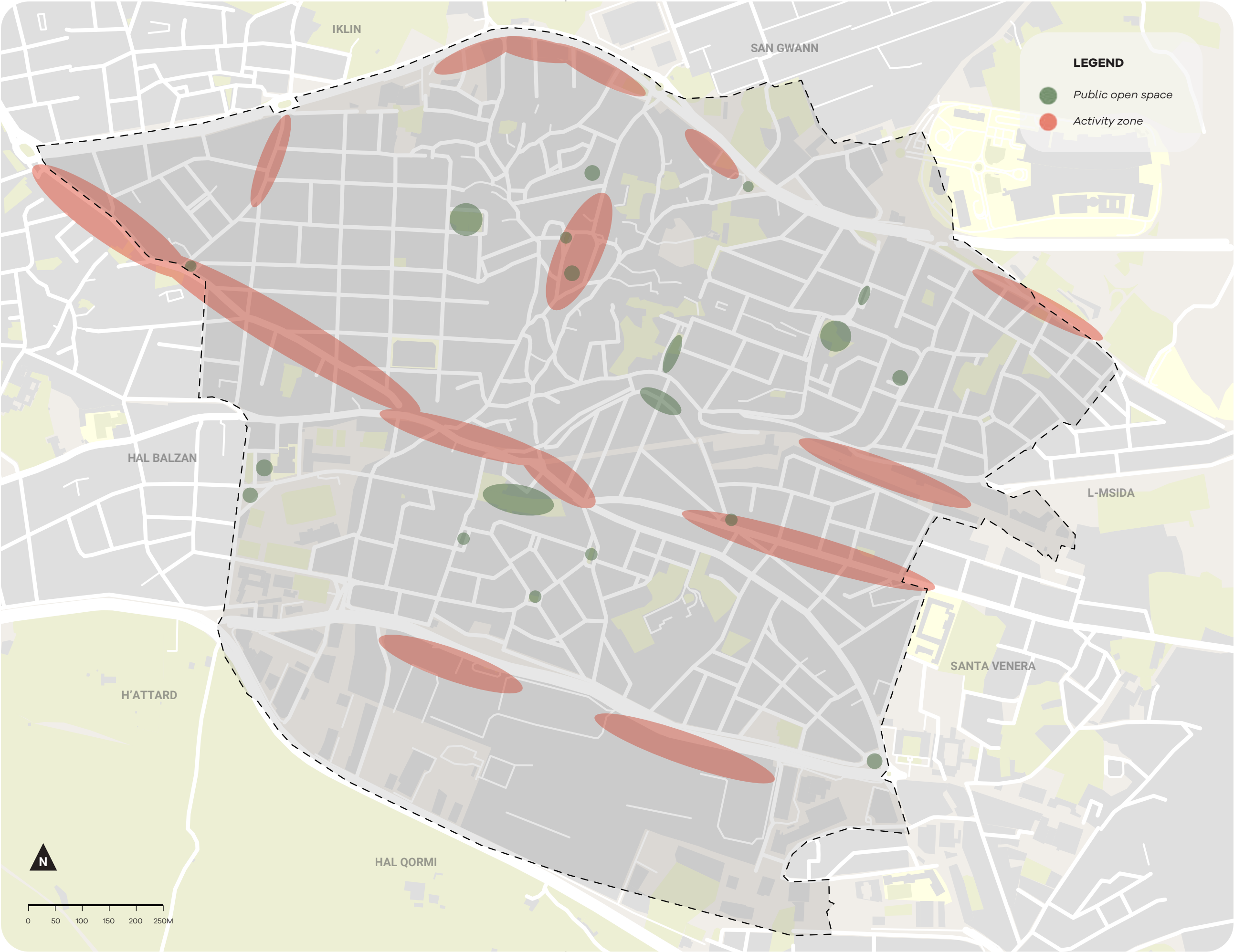
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ACTIVITY  
ZONES

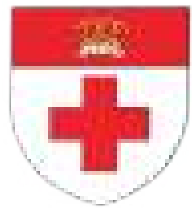


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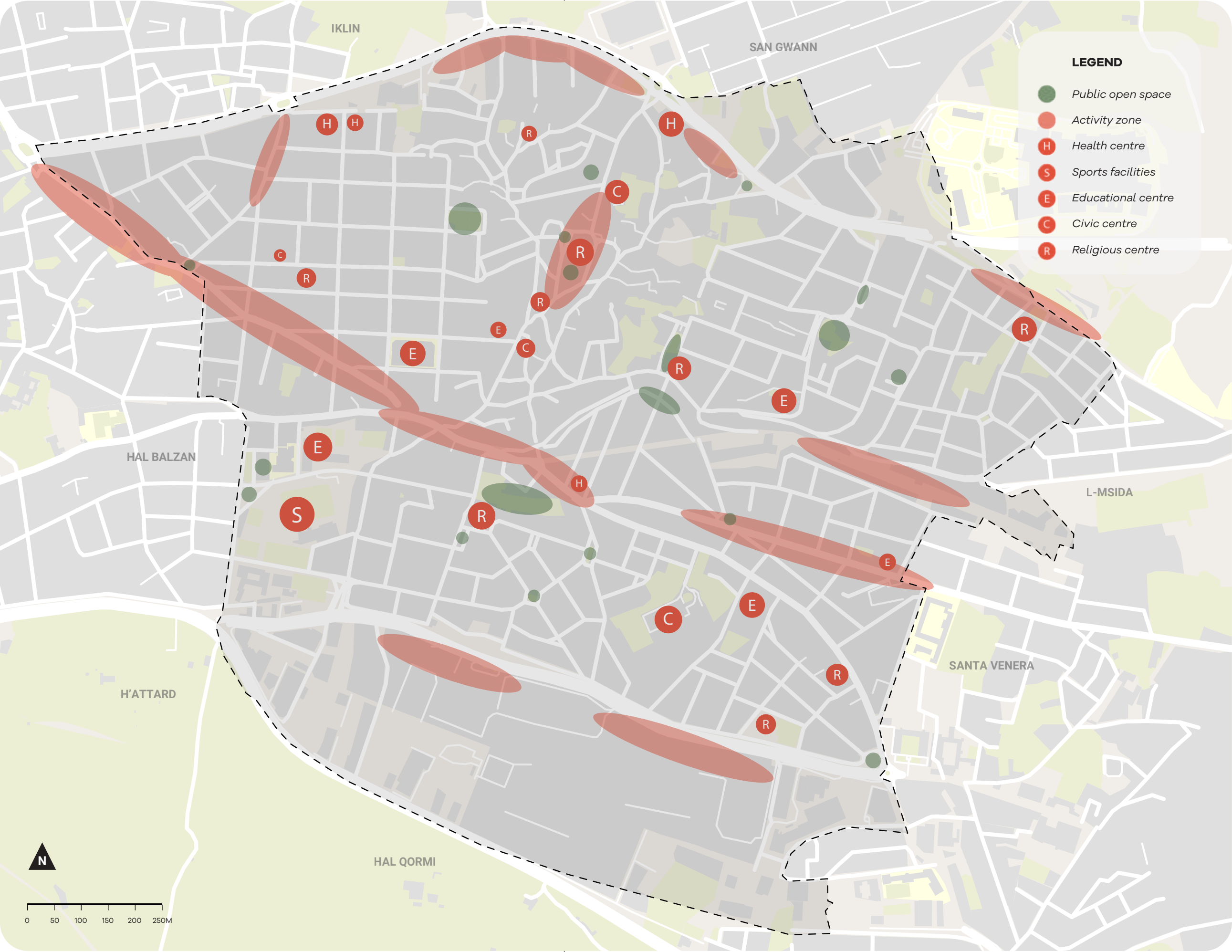




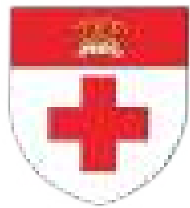
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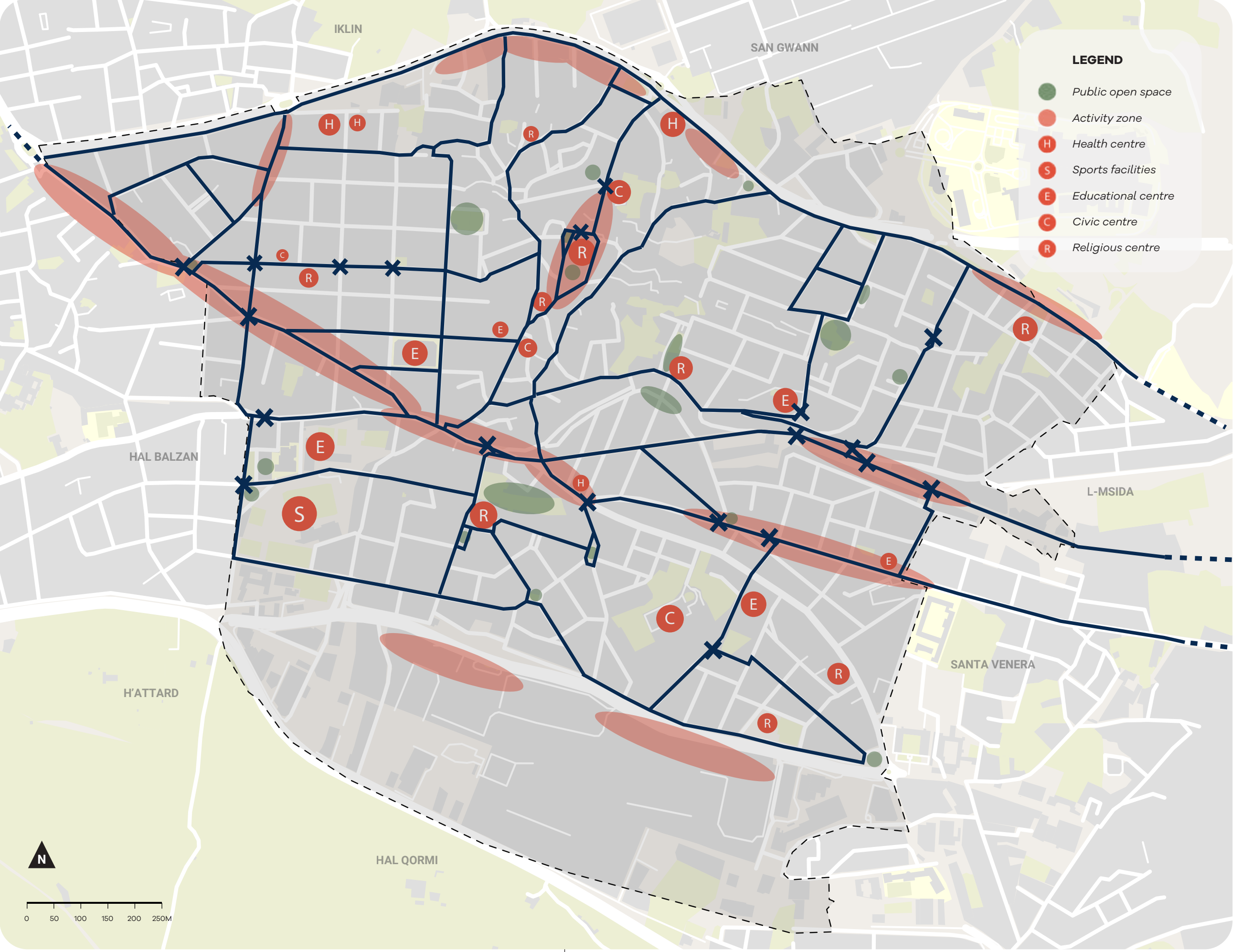
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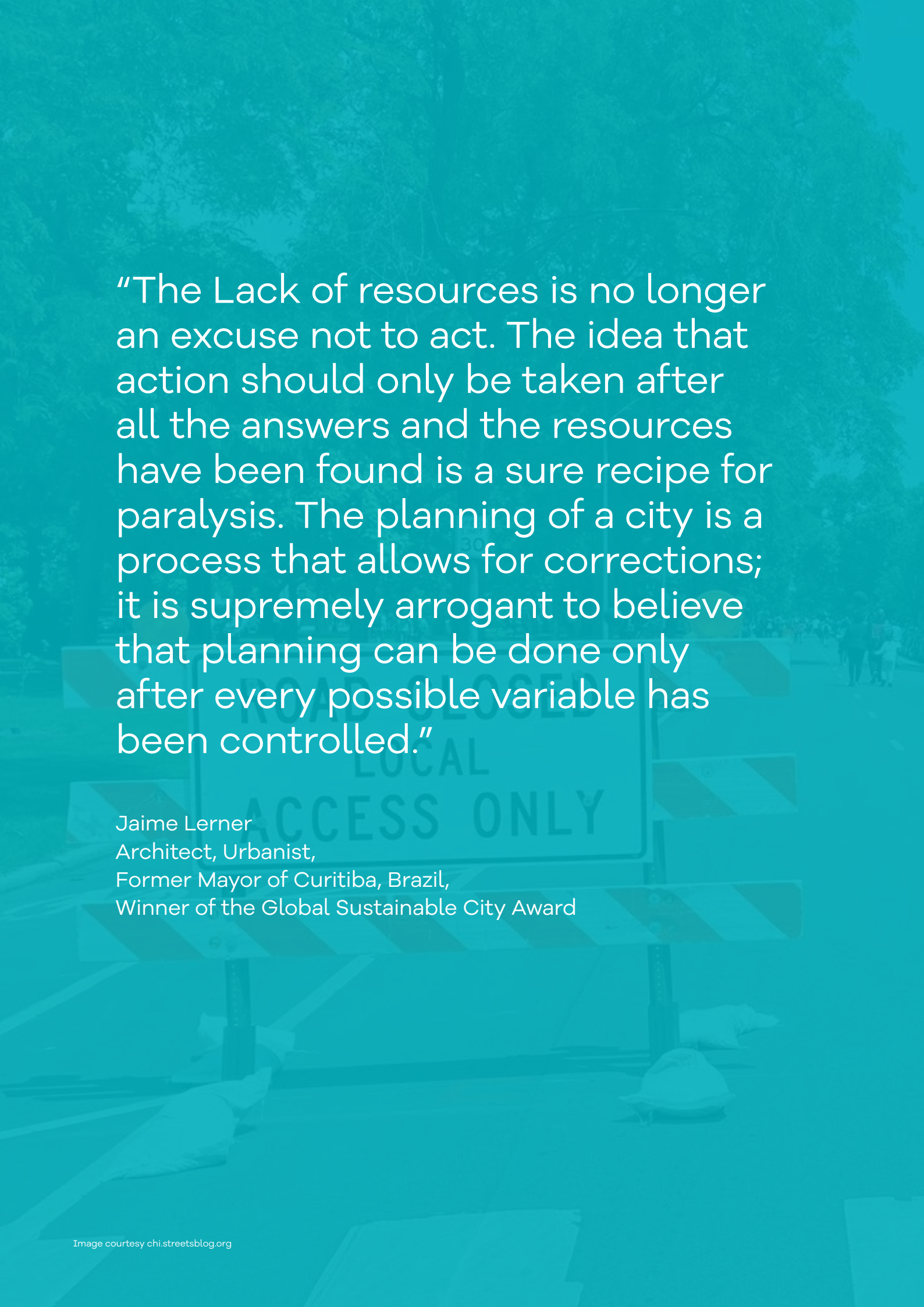
NETWORK



KUNSILL LOKALI  
BIRKIRKARA







“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

### Birkirkara 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



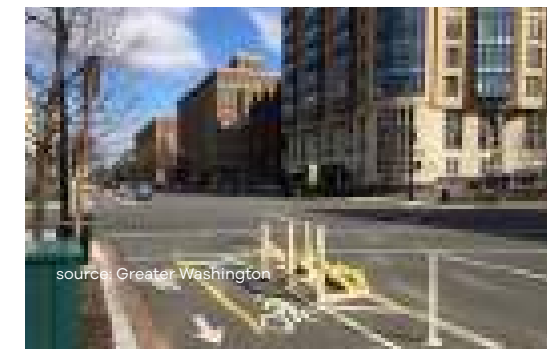
source: publicspace.org

## 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.



source: Global Design Cities



source: Greater Washington

## 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: Cadence



source: designcouncil.org.uk





## 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).



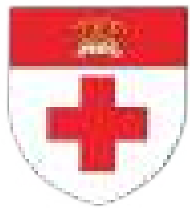
## Extensions

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.

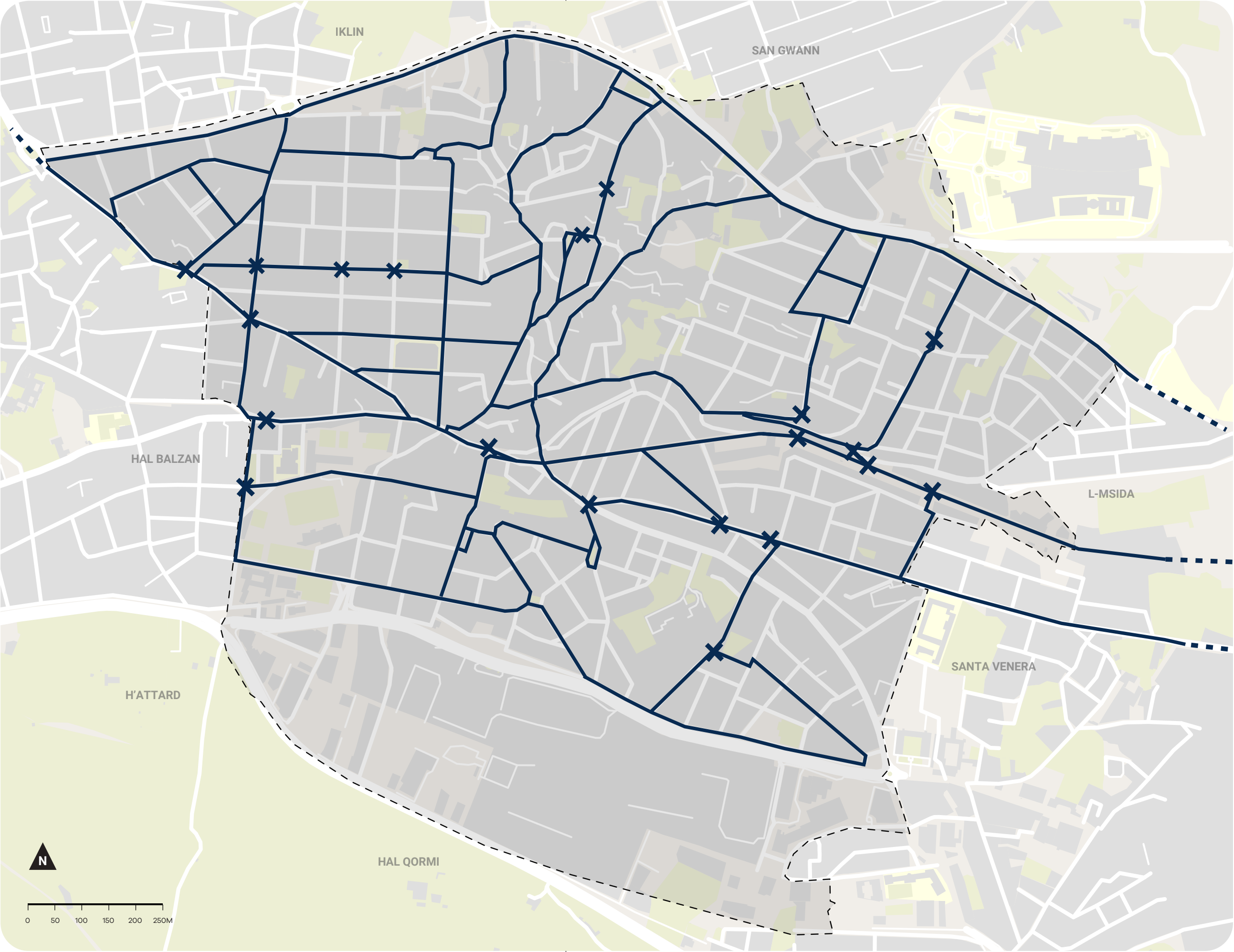




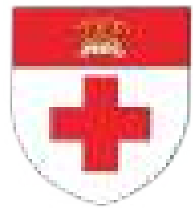
NETWORK



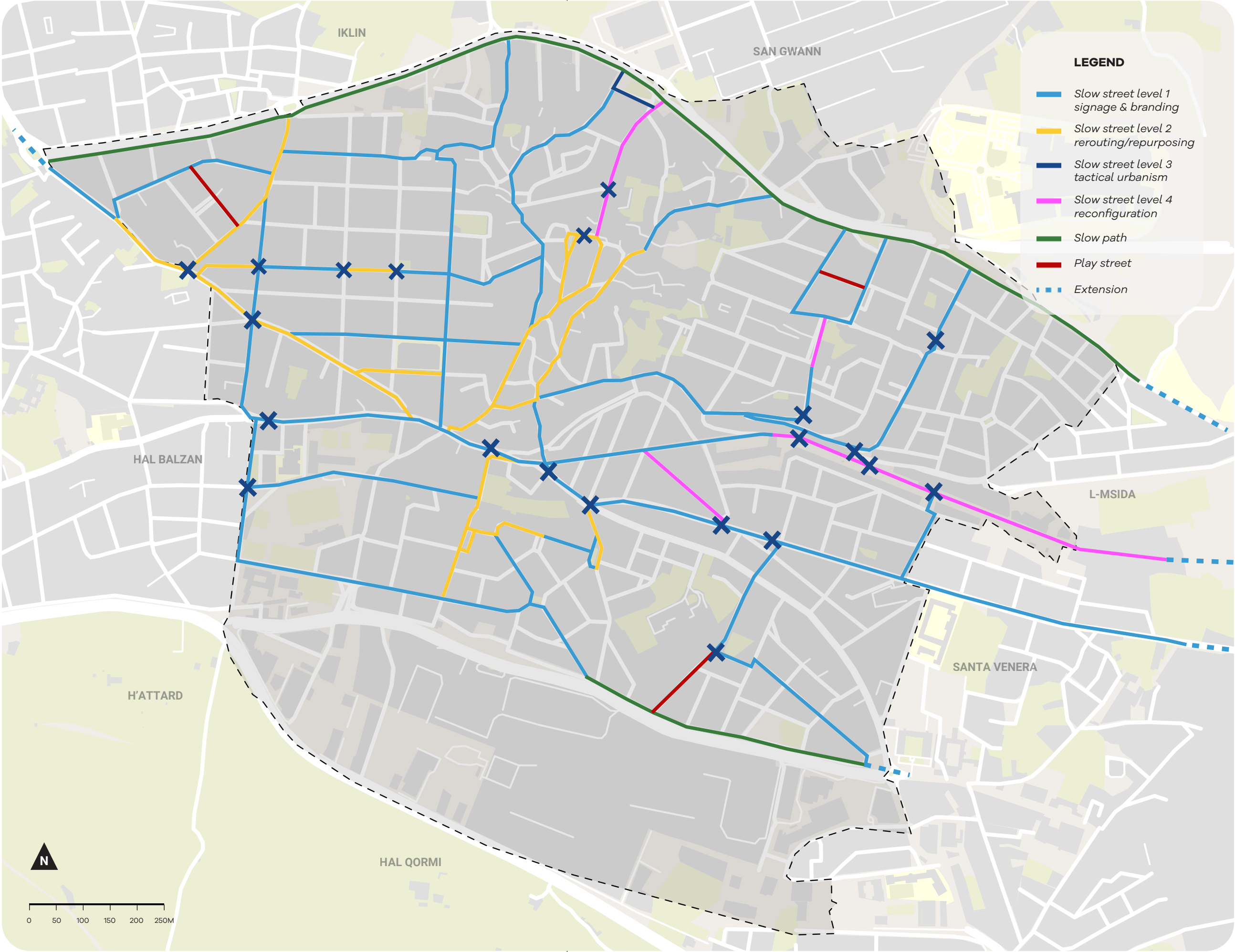
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INTERVENTION

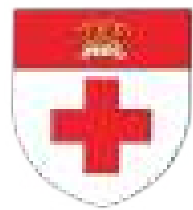


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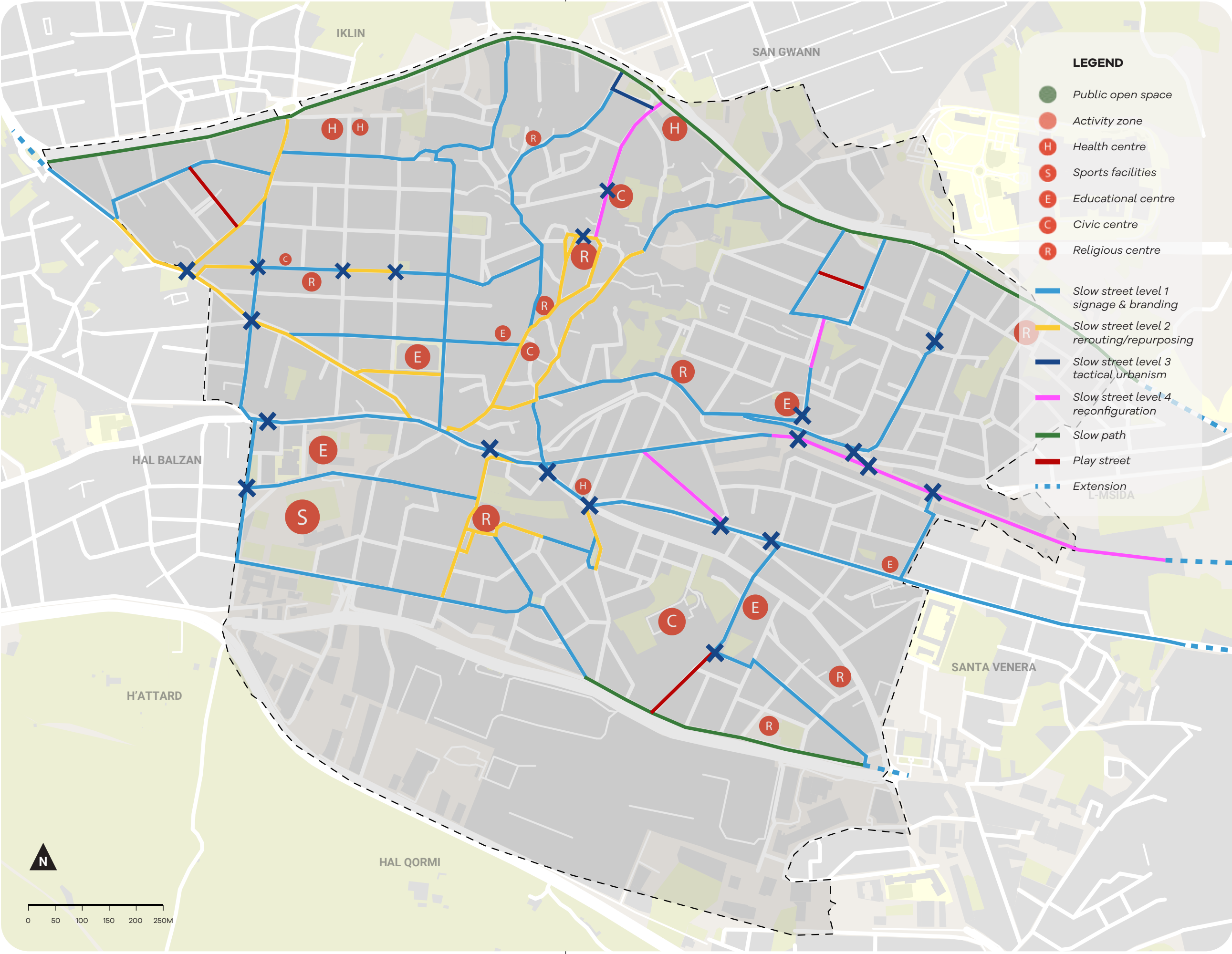




INTERVENTION



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BIRKIRKARA



# 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.

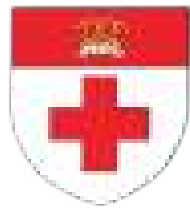
The Slow Streets initiative lays the groundwork for future strategic locality plans, wherein the urban cores and important public spaces may be freed from car traffic and instead used by pedestrians, cyclists and public transport.



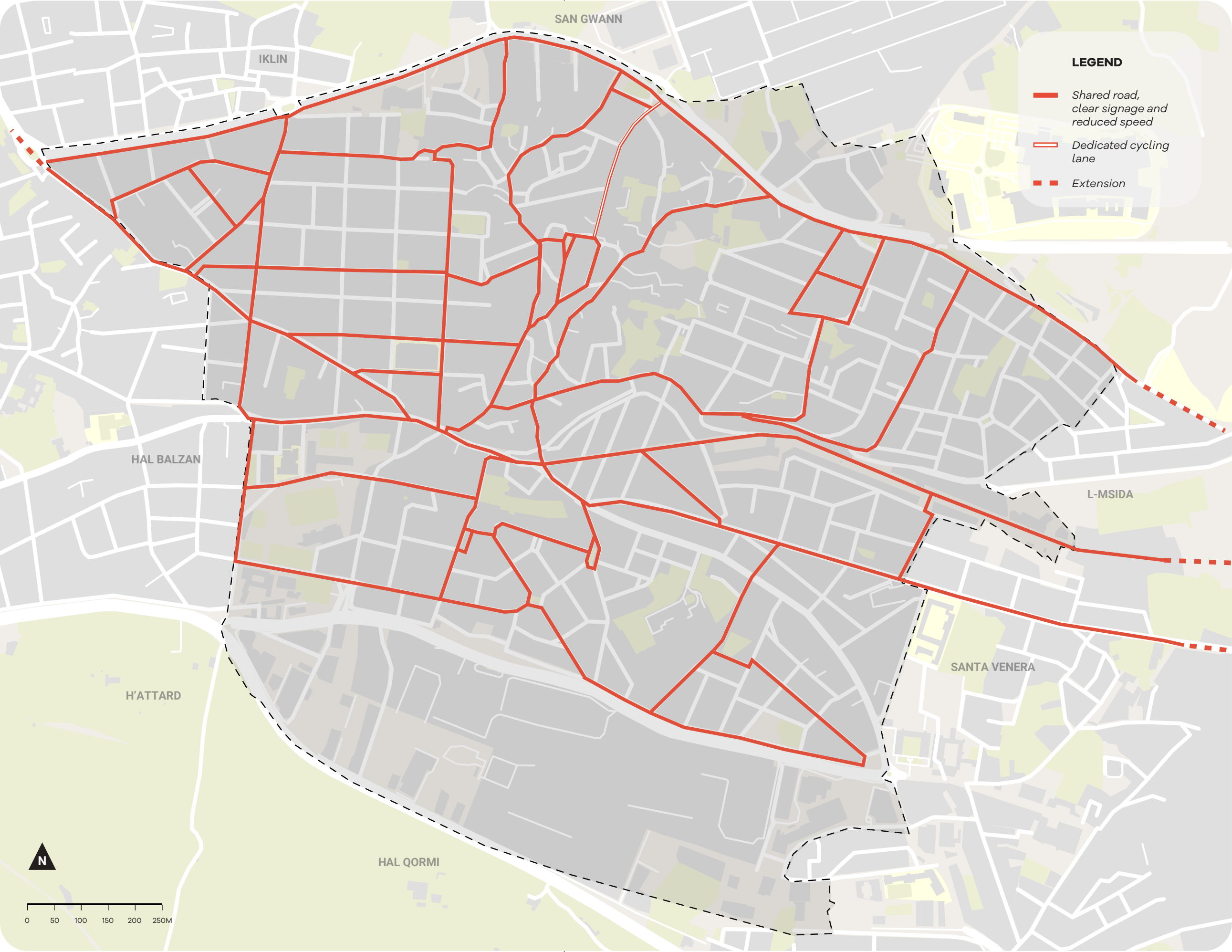
Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.



CYCLING  
NETWORK

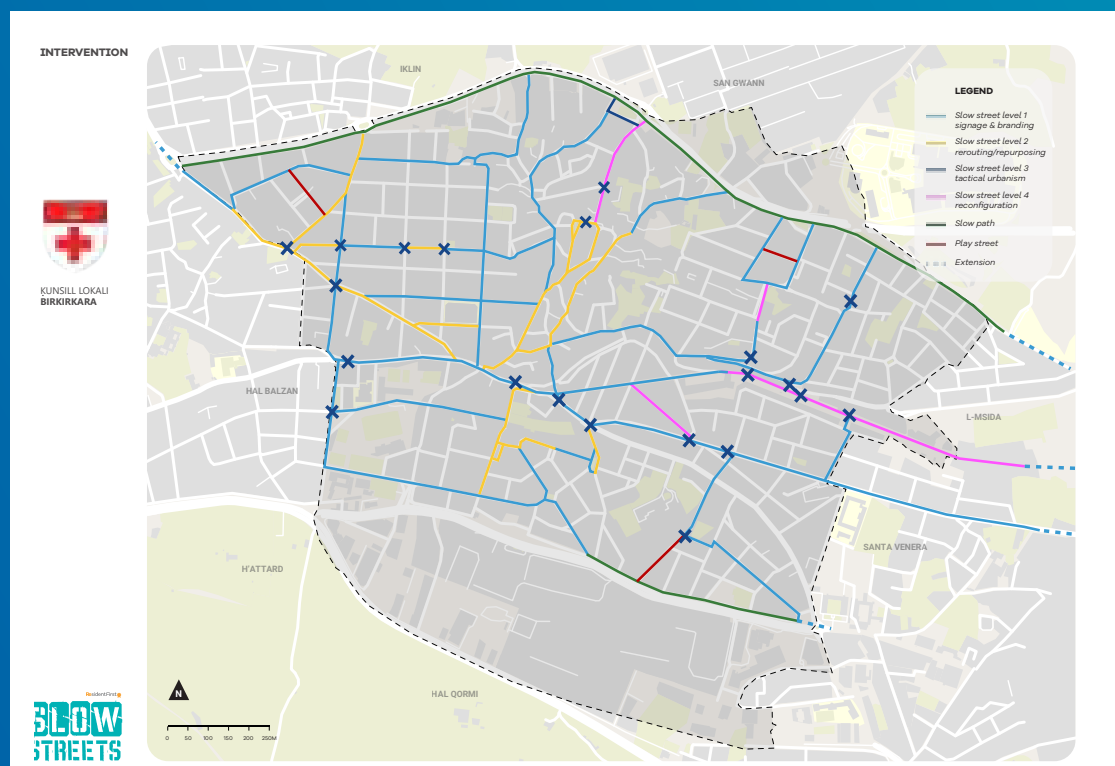


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ΒΙΡΚΙΡΚΑΡΑ



# Birkirkara 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 Birkirkara is to liberate space for pedestrian use, especially around historical landmarks. This also includes the decongestion of the narrower local streets from through traffic and instead divert drivers onto more prominent routes, particularly the arterial and distributor road network. The second challenge is to identify walkable routes that link all areas to each other, so as to avoid a fragmented network.



## Intervention 1

**Triq Dun Karm: Slow path**

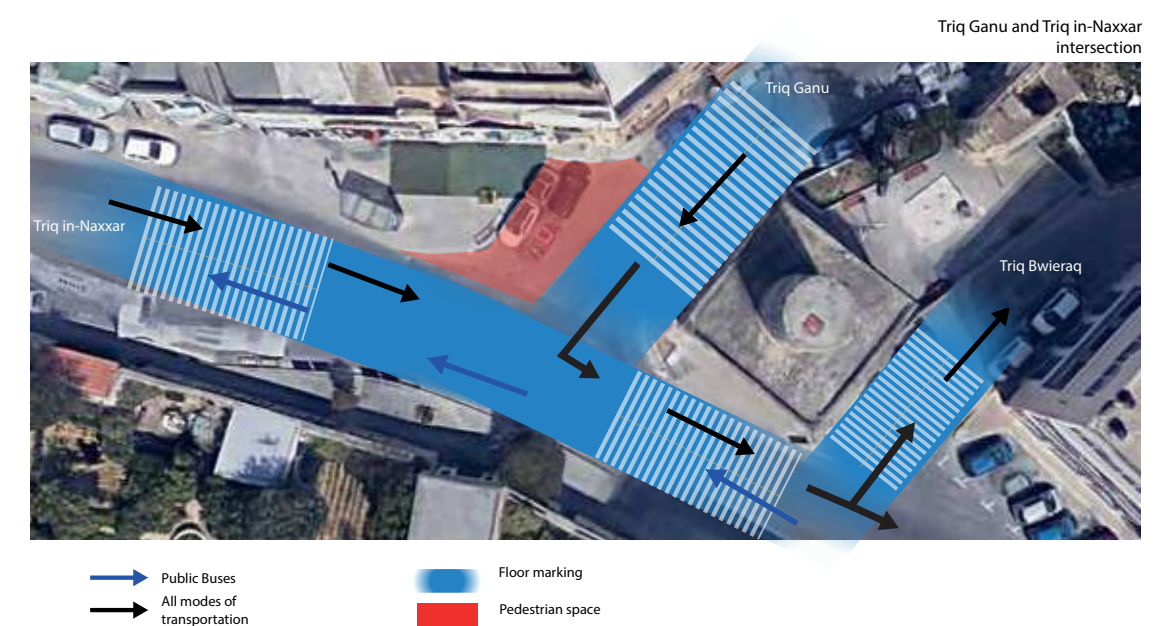
**Triq Ganu: Level 2 and 3**

**Triq in-Naxxar (starting from Triq F. Xerri): Level 2 and 3**



Triq Dun Karm as a main arterial road contains several slip roads characterised by offices, some retail outlets and commercial services. It would therefore form part of the Slow Streets network as a slow path, whereby pedestrians and cyclists could safely use such slip roads which would have signage for slow speeds and pedestrian priority. Triq Dun Karm is connected to Triq in-Naxxar through Triq Ganu, which serves as an important connecting route for both vehicles and pedestrians between the arterial road and the inner part of Birkirkara. The street currently contains two-way traffic, and houses several shops and cafes. At the intersection with Triq in-Naxxar, the street ends with the iconic windmill which houses an art gallery in front of a small green pocket, with a bus stop located nearby.

The intervention first proposes turning Triq Ganu to a one-way traffic direction from Triq Dun Karm towards Triq in-Naxxar. The newly liberated space could potentially be used for increased pedestrian space (eventually becoming wider pavements) that would attract more commercial activity, and a designated cycling lane. This strategy would also be crucial for decreasing the number of vehicular crossings that occur next to the windmill, transforming this critical pedestrian junction into a safer space for pedestrian use. This space around the windmill is proposed to be highlighted further using floor markings, providing this area with a strong visual appeal and reinforcing its identity. It would further signal to drivers to slow down due to pedestrian activity, particularly important for bus users who need to cross the street to change buses.







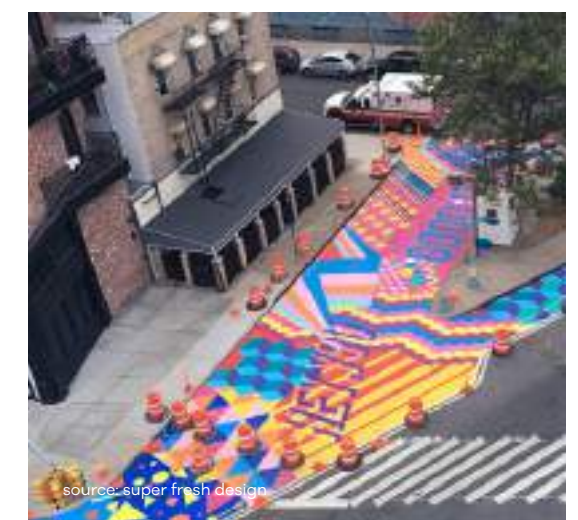
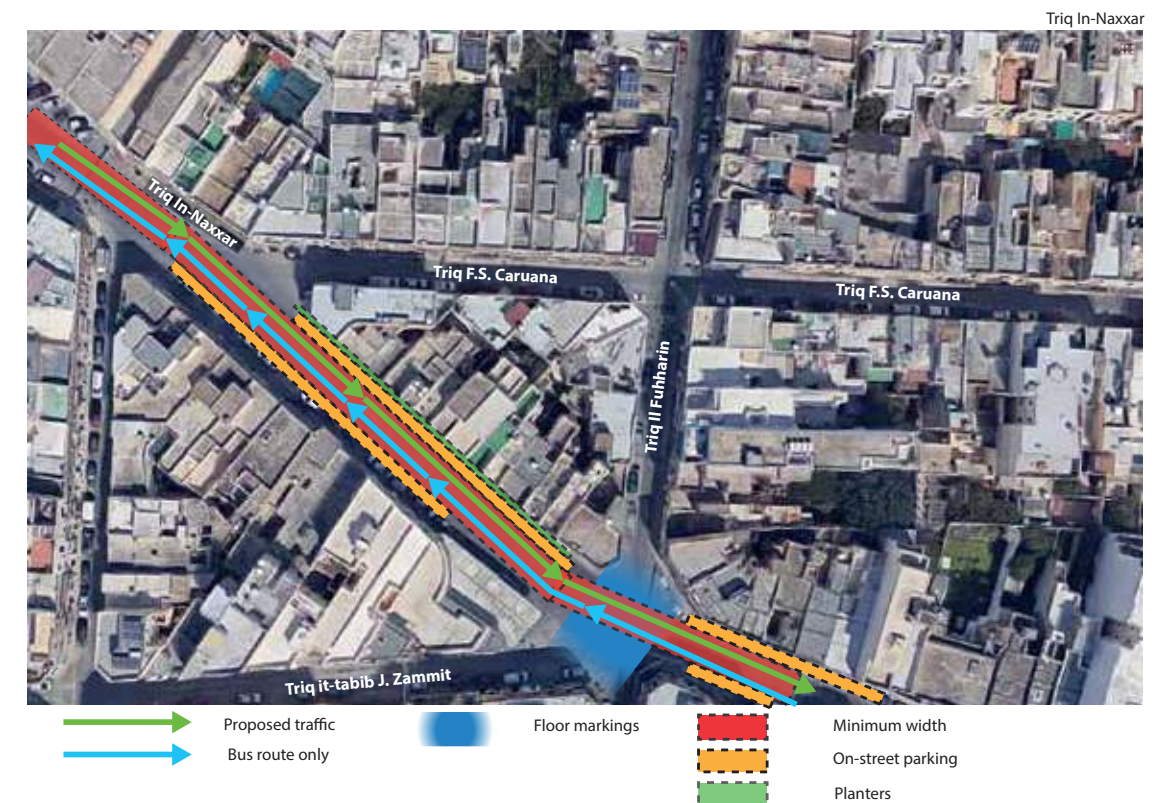
Vehicles exiting from Triq Ganu would only be allowed to take a left turn and travel downwards onto Triq in-Naxxar. This would eliminate the upward crossing of vehicles onto Triq in-Naxxar and would also ensure that vehicles wishing to access the upper portion of Triq in-Naxxar would not pass through Triq Ganu but would continue along the bypass and turn into the upper end of Triq in-Naxxar.

Triq in-Naxxar is a major vehicular spine but the congestion, noise and pollution discourages many residents and visitors from walking within the street, which has negatively impacted the retail businesses. In order to make Triq in-Naxxar less congested and more appealing for pedestrians, the intervention proposes limiting the current two-way traffic to one-way in the direction towards Valley Road. The street segment from Triq F. Xerri to Triq Dun Karm would remain two-way so that residents and drivers exiting from Smart Supermarket could still access Triq IL-Kbira upwards rather than having to navigate through Triq in-Naxxar and other local roads. Public transport would remain in a two-way direction so as not to disrupt the current traffic plan; this could also be revised in the future as necessary.

The road width varies along different street sections, depending on the presence of perpendicular parking and bus stops, with the narrowest width of 6.5m and an average width of 7.3m. In this respect, the road width would be limited to 6.5m along the entire stretch, giving around an additional metre of new space for planters to be placed adjacent to the existing pavement. This would enable the greening of the street while also protecting people walking along the pavement. Additional greening

could further occur on the generously sized curbs on Triq in-Naxxar intersecting with Triq F.S Caruana, Triq Brared and Triq L-Isqof Labini. These intersections are currently characterised by significant unarticulated and wasted asphalted space that could instead be used for the placing of large landscaped planters with low-growing shrubs so as to not block visibility for drivers.

In addition, the street currently lacks clear and safe pedestrian crossings. Floor markings are being proposed at the intersection of Triq il-Papa Urbanu VIII and Triq IL-Fuhħarin, as well as the intersection with Triq IL-Karmnu. Clearly visible crossings increase pedestrian safety and further encourage their use of the street.



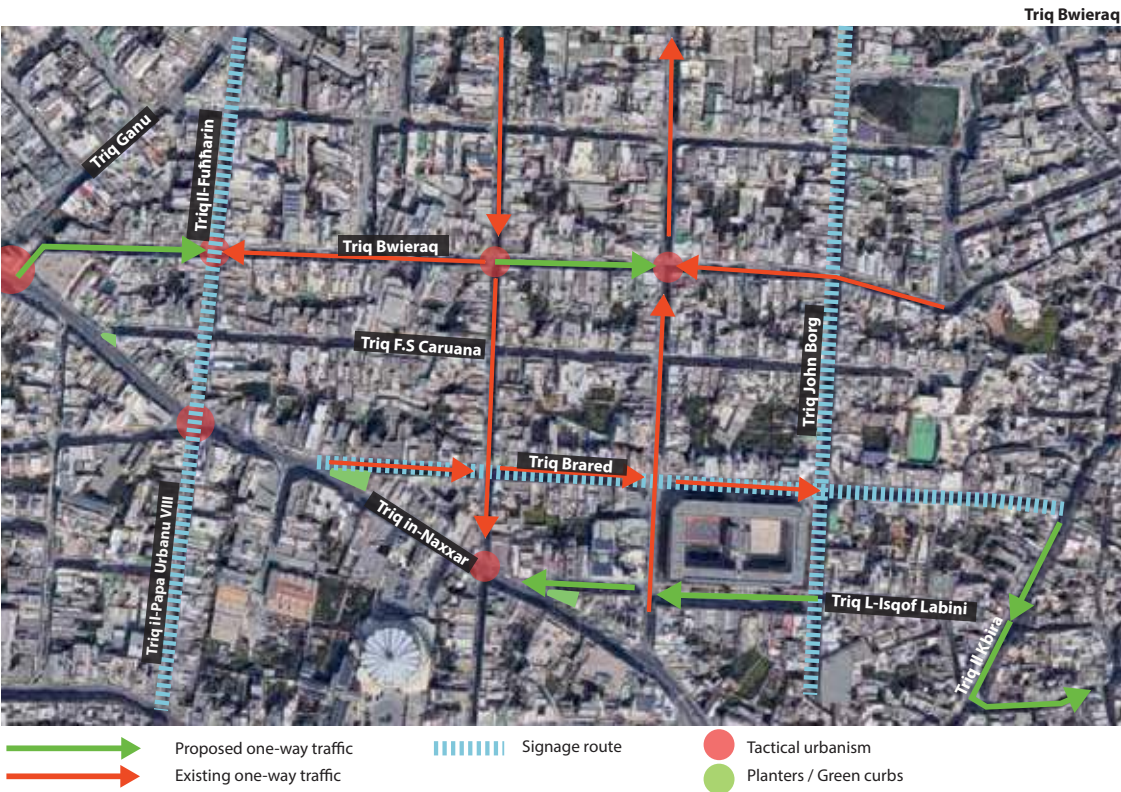


Intervention 2

- Triq Bwieraq: Level 1, 2 and 3**
- Triq il-Papa Urbanu VIII and Triq IL-Fuħħarin: Level 1**
- Triq L-Isqof Labini: Level 2**
- Triq Brared, Triq John Borg and Triq Mons. Alfred Mifsud: Level 1**

Following on the previous intervention, the first segment of Triq Bwieraq – from Triq in-Naxxar to Triq IL-Fuħħarin – is proposed to reroute traffic in the opposite direction in order for pedestrians to have better visibility of cars while crossing to and from the green pocket.

This street is an important pedestrian route, as it cuts across Birkirkara connecting two important landmarks – the windmill and Saint Helen’s Basilica. It is also the location of San Ġużepp Haddiem Parish Church and centre, and is among the most densely populated streets within the locality. The intervention proposes to increase pedestrian safety so as to encourage more residents to walk along the street in two ways – first, by introducing street segments that work in opposing traffic directions that would discourage drivers to use this street as a shortcut; and second, by having highly visible floor markings at intersections to slow down vehicles. Signage for slow speed limits and pedestrian priority would also be implemented.



Triq L-Isqof Labini is located behind the Birkirkara Primary School and is characterised by a 45-degree parking space. The street segment from Triq J. Borg towards Triq in-Naxxar is proposed to be rerouted into a one-way direction towards Triq in-Naxxar. This would allow vehicles to have multiple exit points, which is especially important during school hours.

From the analysis carried out within Triq Brared, Triq John Borg and Triq Mons. Alf Mifsud, it has emerged that these are also important pedestrian routes. Triq Brared connects Birkirkara’s older core (from the police station) to Triq in-Naxxar, while also housing two schools, St Francis and the Birkirkara Primary School. Triq Mons. Alf Mifsud connects the Birkirkara’s northernmost centre to Triq Ganu, while Triq John Borg runs vertically connecting the playground located therein to Triq IL-Wied through Sqaq San Pawl. It is therefore crucial to have appropriate signage controlling vehicular speed and prioritising pedestrians.

Triq il-Papa Urbanu VIII and Triq IL-Fuħħarin are frequently used pedestrian routes to get to and from Balzan. Signage on these streets emphasising pedestrian priority and low speed limits would enhance the pedestrian experience and increase pedestrian safety. Floor markings at the intersections with Triq Bwieraq and Triq in-Naxxar are



Intervention 3

- Triq Domenico Cachia: Level 1**
- Triq Papa Ġwanni XXII: Play street**

Triq Domenico Cachia is a residential street with two-storey townhouses and front gardens. It provides a pleasant street environment for residents to walk therein. Therefore the proposed intervention here is for signage focused on low speeds and pedestrian priority. As this area is relatively distant from a playground, Triq Papa Ġwanni XXII is proposed to be a play street on designated days and during specific times. The residential street is quiet and characterised by very localised traffic and would therefore be easy to close off as it would not disturb the vehicular circulation within the area. The street also contains less garages than Triq IL-Mithna, which lies parallel to it. Furthermore, the green median at the connecting Triq Giuseppe Ciantar, currently used as a parking area, could potentially become another green pocket in the future.





## 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.

## Barrier elements

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



## Signs

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

## Street furniture

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

## Surface treatment

can be used to further define the playstreet





Intervention 4

Triq il-Vitorja: Level 1 and 3  
Triq Tumas Fenech: Level 1, 3 and 4



Another iconic windmill is located at the top of Triq il-Vitorja accessed from Triq Dun Karm. The unarticulated area in front of the windmill is currently designated for surface parking, disrupting the continuation of the pedestrian sidewalk. The intervention proposes 45 degree parking instead of the current perpendicular arrangement, in order to enable cars to be pushed back and designate an area for pedestrians in front of the windmill. Floor markings around the windmill and into the street leading to Triq Tumas Fenech would further transform this area into an attractive space for pedestrians and cyclists alike, while simultaneously giving more value to the historic landmark. The rest of Triq Vitorija is proposed to have signage for pedestrian priority, as the narrow, characteristic street offers a pleasant connection from the arterial road towards the historical centre.



Triq Tumas Fenech is a main spine that leads to Saint Helen’s Basilica located in the heart of Birkirkara. It hosts various commercial activities and is home to the Birkirkara Local Council and the civic centre. Markets take place at the intersection in front of the Local Council, which is frequented by local residents and visitors alike. The current road has been recently resurfaced and allows for two-way traffic. This wide road ranges from 7.6m to 8m in width. It is being proposed to reduce it to 5.5m for the two-way lane that would release a minimum of 2.2m for a designated two-way cycling lane. The cycling lane would be protected by parked vehicles, which would thus be shifted away from the pavement and along the vehicular lane.

The intervention further proposes to highlight the space in front of the civic centre by using floor markings and possibly planters so as to better articulate the pavement edges and increase the space’s importance. The markings would also slow down vehicles and provide safer crossings for pedestrians, while designating a pedestrian area during the weekly market. Additionally, the street would have signage indicating slow speeds and pedestrian and cyclist priority.





## Intervention 5

### Triq Is-Santwarju: Level 2 and 3 Triq M. Pulis, Triq Il-Kbira and Triq Santu Rokku: Level 2

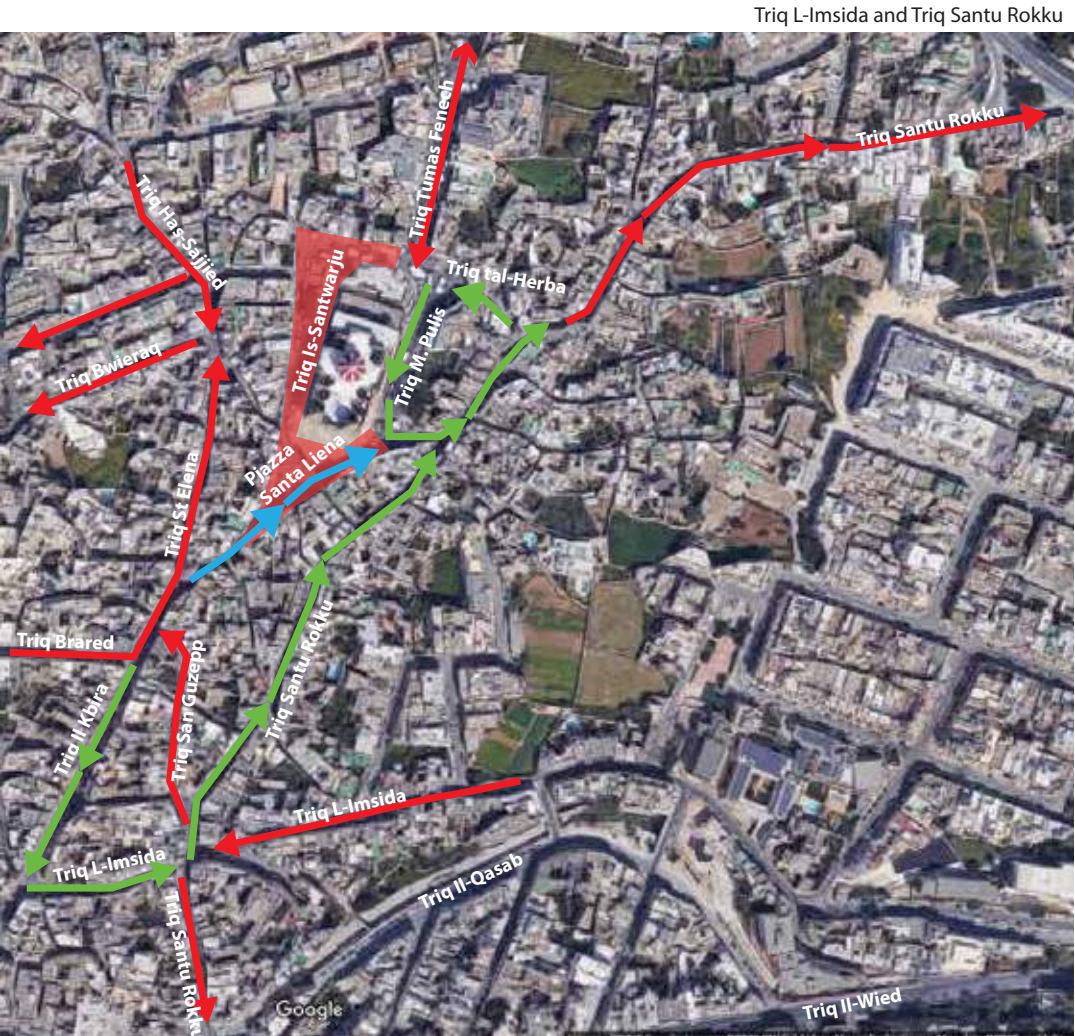
Saint Helen's Basilica is the main landmark of Birkirkara located within the locality's core. The area around this Parish Church is currently dominated by vehicular use, while the Church itself is somewhat of a vehicular roundabout. The intervention proposes several strategies in order to liberate valuable public space for the residents' use which would further potentially encourage commercial and social activity and prioritise pedestrian needs above that of drivers. Less vehicles within the historic centre would also give more value to the surrounding buildings and decrease pollution and noise levels therein.

Vehicular access throughout Triq M. Pulis would remain as at present until the intersection with Triq Santu Rokku, at which point cars would have to turn left and would not be permitted to access Pjazza Santa Liena or move down into Triq Il-Kbira. Vehicles would have to either turn around and use Triq Tumas Fenech, as the current public buses do, or exit onto Triq Santu Rokku. In addition, any other vehicular access from the upper part of Triq Il-Kbira, Triq tal-Herba or Pjazza San Frangisk would also not be permitted. Triq Is-Santwarju would therefore be free of vehicles, and could be redesigned as a future project to integrate more greenery and street furniture therein. Traffic in Triq L-Imbida and the lower segment of Triq Il-Kbira (beyond St Anthony's Chapel) is being proposed to be rerouted towards Triq Il-Wied, which is the opposite of the current direction. This would prohibit vehicles from accessing Pjazza Santa





Liena and instead divert cars back to the main road again. Only school buses would be permitted to access beyond St Anthony’s Chapel. Furthermore, traffic direction within Triq Santu Rokku (from Triq M.Pulis to Triq L-Imsida) would be rerouted towards Triq Dun Karm instead of towards Triq Il-Wied in order to prevent through traffic within the narrow local roads of Birkirkara. The lower segment of Triq Santu Rokku would remain as it currently is, towards Triq Il-Wied.



- Proposed traffic
- Existing traffic
- Access only for school buses
- Pedestrian zone



source: Bike Santa Cruz County

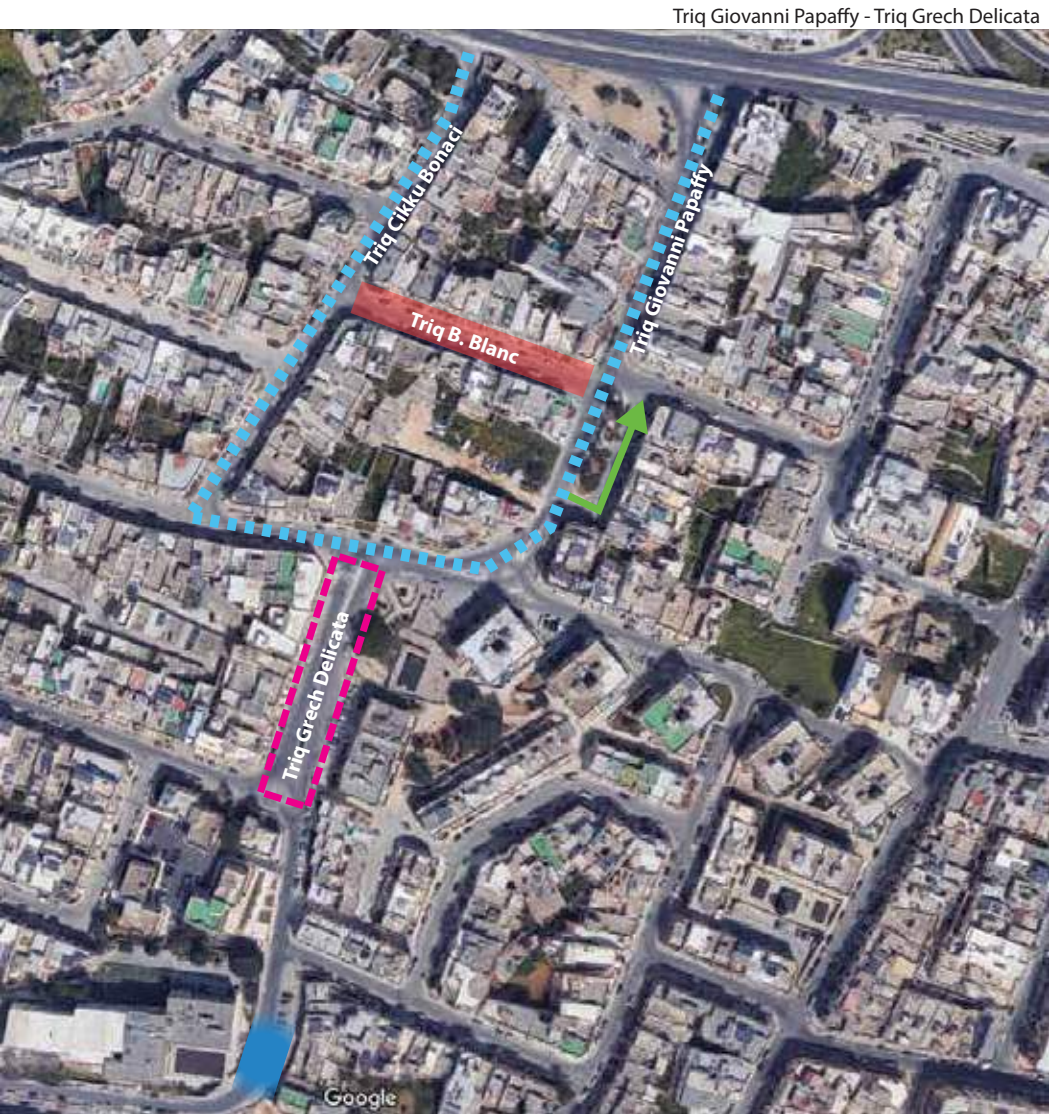


source: Essential Surrey

Intervention 6

- Triq Giovanni Pappafy: Level 1 and 2
- Triq Ċikku Bonaci and Triq Tumas Galea: Level 1
- Triq Grech Delicata: Level 4
- Triq Bernard Blanc: Play street

Connecting the inner roads of Swatar to Triq Dun Karm, Triq Ċikku Bonaci and Triq Giovanni Papaffy are important spines. They are therefore being proposed to have signage for low speeds and pedestrian priority which would help strengthen their pedestrian usage. Within Triq Giovanni Papaffy, there is a disused green pocket adjacent to a slip road, which currently permits a two-way direction. The intervention proposes turning this slip road into a one-way route towards Triq Lorenzo Gatt to avoid vehicular conflicts and decrease the number of cars around this green pocket.

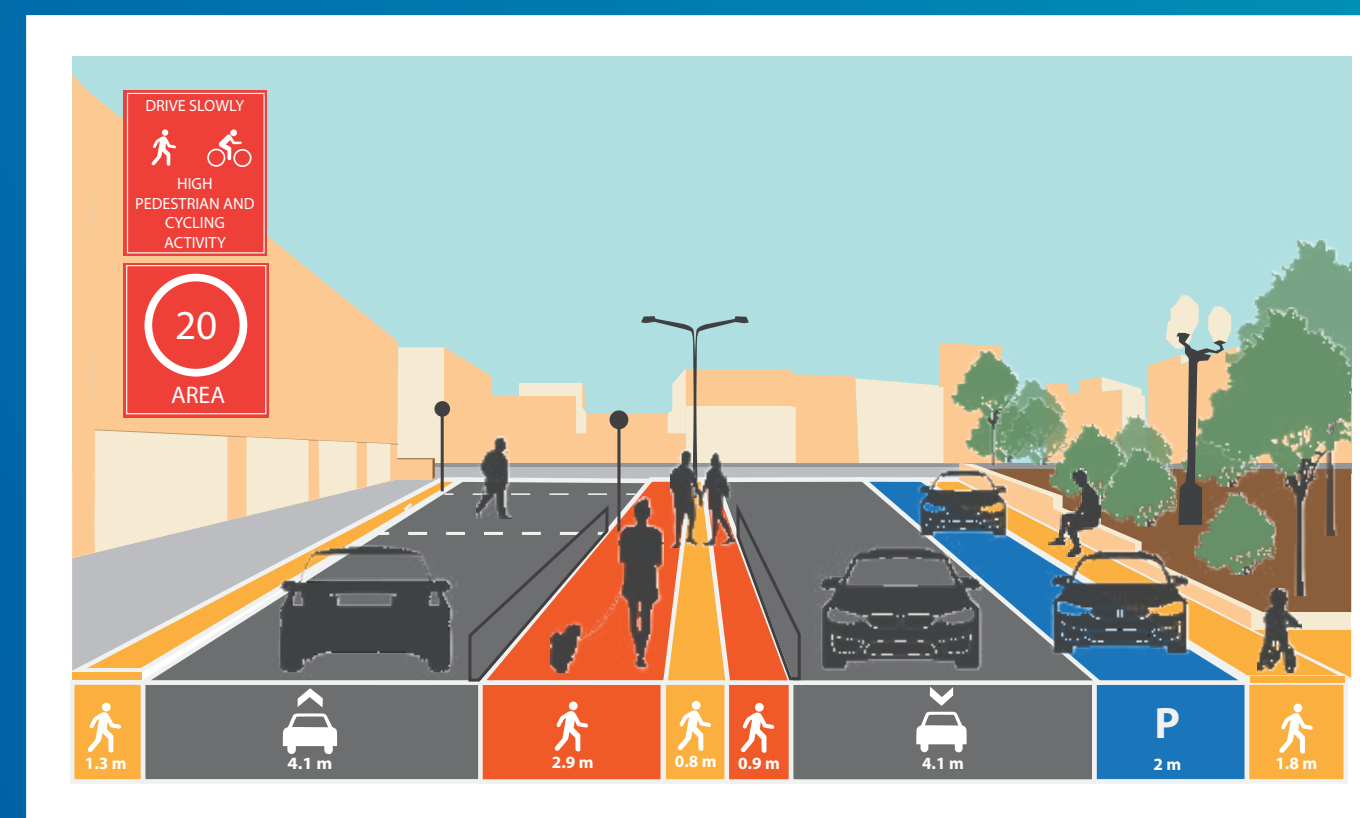


- Proposed traffic
- Signage & branding
- Level 4 Intervention Area
- Floor markings
- Suggested Play Street





Both Triq Giovanni Papaffy and Triq Cikku Bonaci lead to Triq Grech Delicata. This road in Swatar is distinctive because of its significant width, which encompasses two generous lanes for each two-way direction. It is located adjacent to a large playground next to a housing estate, and leads to St Theresa College Middle School. As the street is unnecessarily wide, especially for a residential area, a new configuration is being proposed to give more pedestrian space within the existing median.



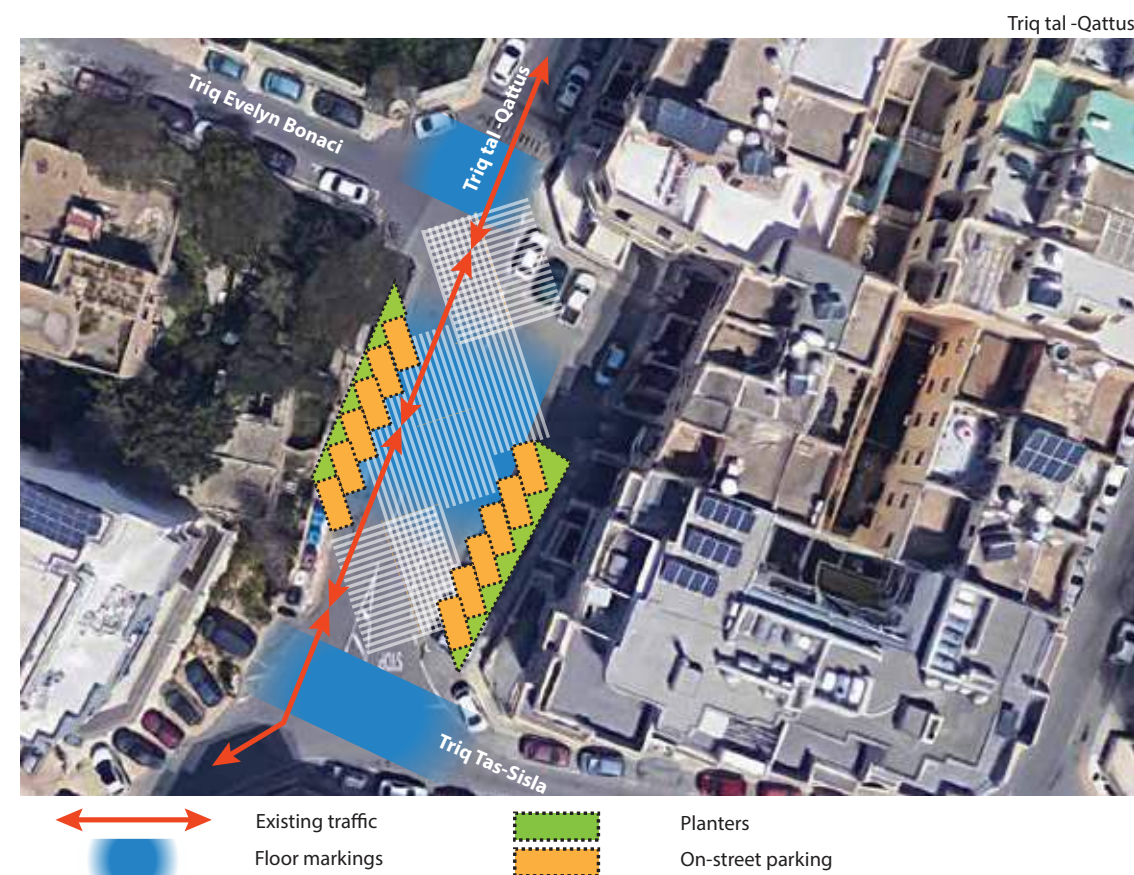


## Intervention 7

### Triq tal-Qattus: Level 1 and 3

An important pedestrian axis in Swatar, Triq tal-Qattus is a quiet residential street that connects Triq Dun Karm gradually to Valley road via a stairway. This route also provides an important access to two main bus routes, and connects to a playground. Therefore, this street is proposed to have signage for low speeds and pedestrian priority which acknowledges and strengthens its pedestrian usage.

At the centre of the street there currently exists a large parking area with unarticulated leftover space which is occasionally informally used throughout the evenings by children and residents for playing and walking respectively. Previously, separated waste receptacles were located within this stretch but these have recently been removed, releasing further urban space within this area. The intervention proposes floor markings that first organise the existing parking spaces to include a designated pedestrian space, which could be further delineated with planters. It would additionally signal for cars to slow down. This would be important because it would increase the safety of its users and provide residents with a safe open space to enjoy. In addition, towards the end of the street, there is a stairway linking to Triq IL-Wied which is highly used and has been recently upgraded. Floor markings are proposed towards this stairway to highlight the important pedestrian connection.



## Intervention 8

### Triq IL-Wied: Level 3 and 4

An important vehicular and pedestrian artery, Triq IL-Wied runs across the locality of Birkirkara. It connects to the neighbouring localities of Msida and Balzan at either end. As the road is a long stretch, several strategies are proposed for different segments.

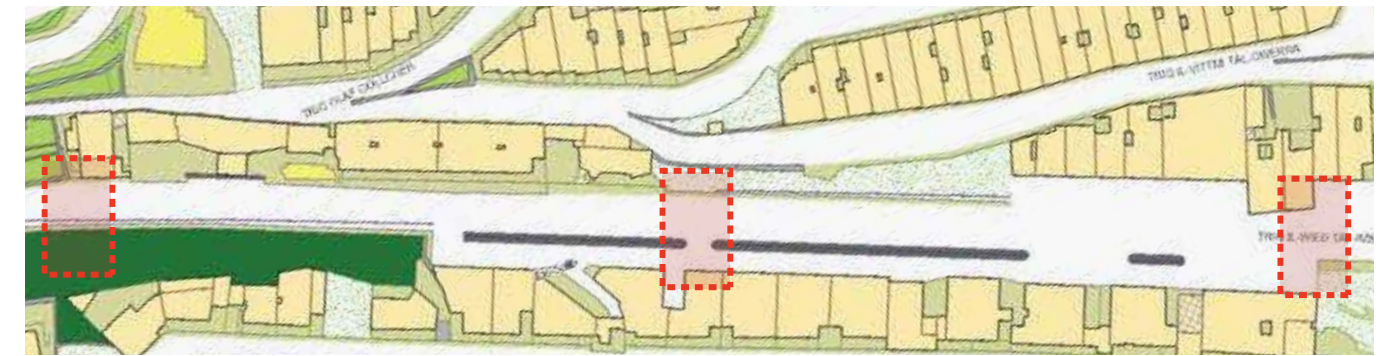
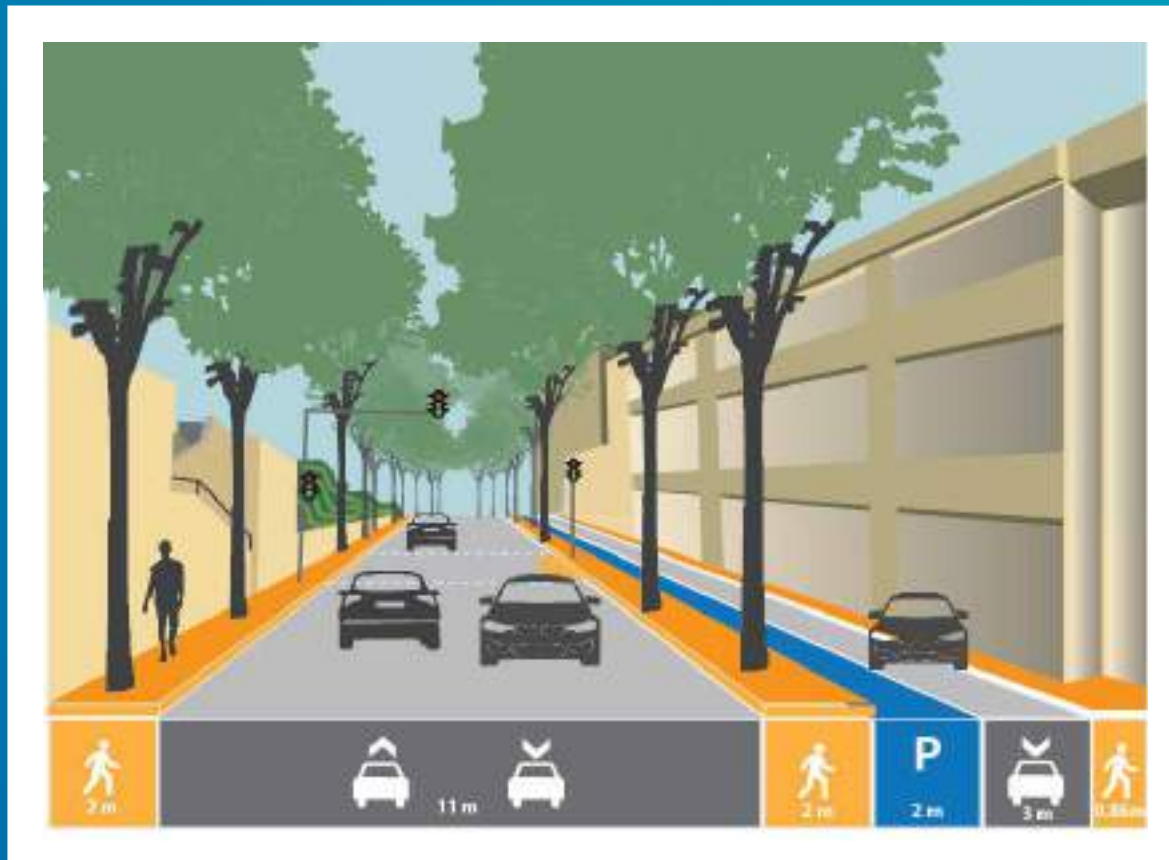
a) Lower segment leading to Msida – Level 4 (Reconfiguration):

In the lower part of Triq IL-Wied adjacent to Msida, the road has great potential for upgrade in order to be safely used by pedestrians and cyclists, besides vehicles. The road has ample space – the main road measures 11 metres – wherein there is undesignated car parking on both sides of the road. The intervention proposes officially designating on-street parking, such that pedestrian space may clearly be identified within the remaining space. Secondly, the width of the lane could be limited to 5.5 metres which would permit large vehicles, including buses, to pass one other comfortably. This would mean that the remaining 1.5 metres could be added along the pavement opposite the existing petrol station, which would extend into the median separating the main road from the slip road. As a first step, it would be preferable to strengthen the pedestrian quality of one side of the pavement and ensure a continuous pedestrian route so as to promote walkability along Triq IL-Wied with less safety concerns. The parked cars would protect pedestrians from passing traffic.

The intervention also proposes to first make the slip roads into one-way routes with specified entry-only and exit-only access points, in order to have less vehicular conflicts and such that pedestrians could be fully aware of vehicular movements at each of these access points. Second, there are numerous stairway accesses to Swatar and the upper parts of Birkirkara. Clear and colourful floor markings are being suggested in front of each stairway to serve as a clear indication for pedestrians and increase the accessibility of, and the safer crossing to, these stairs.



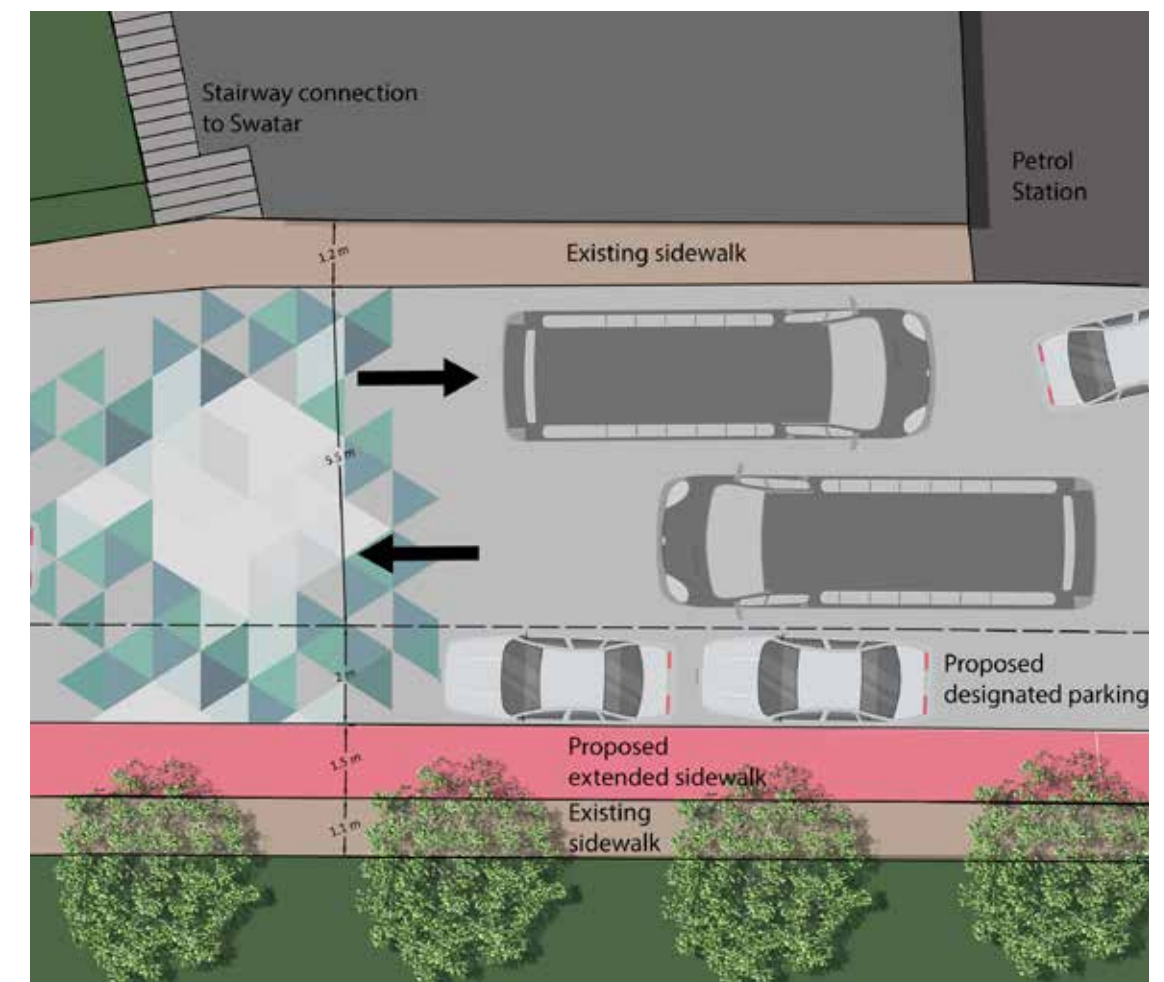




Scenario 1: Road segment adjacent to Petrol station and stair link to Swatar

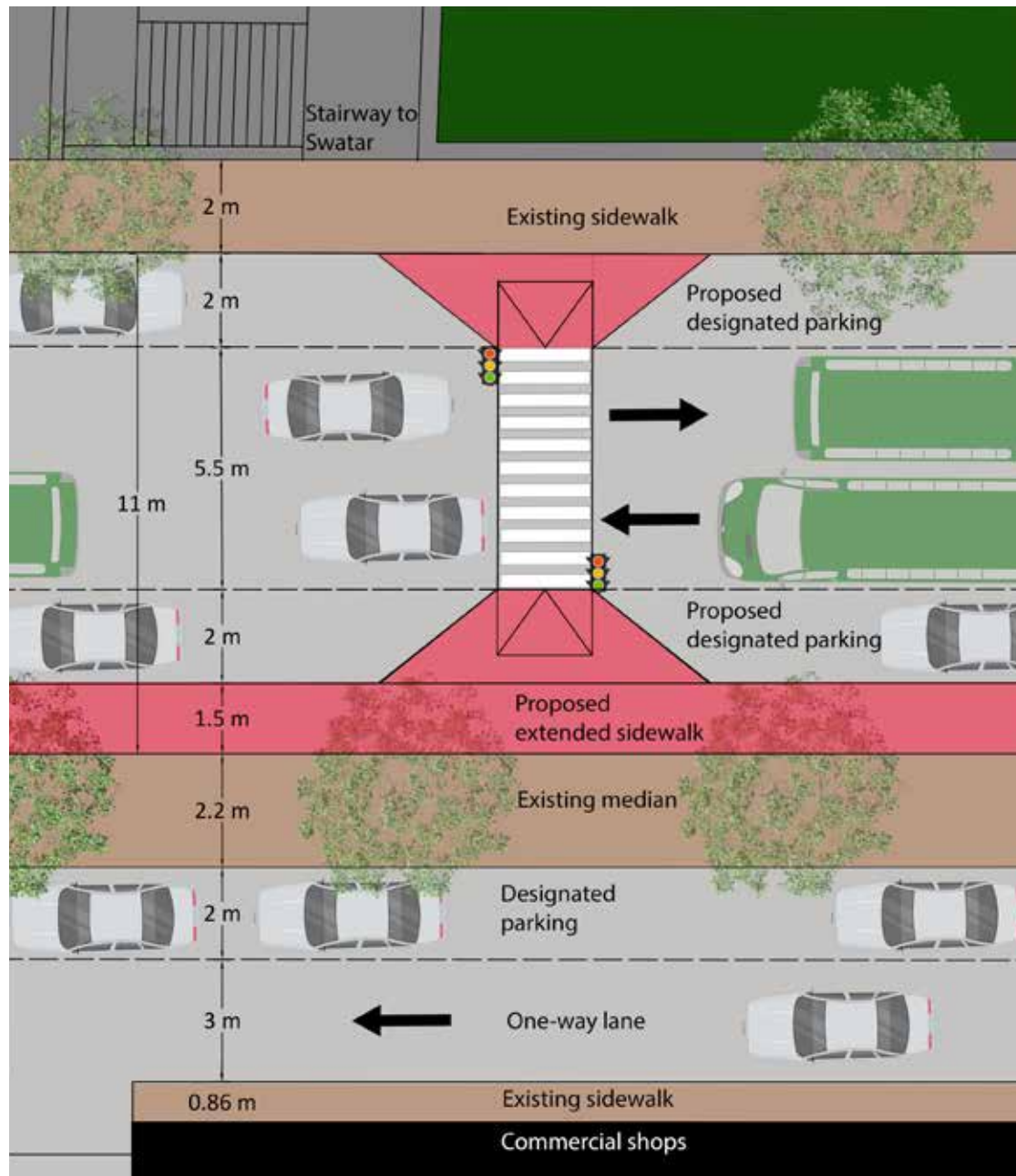
Scenario 2: Caramelo (bus stop)-Swatar staircase and presence of slip roads

Scenario 3: Slip roads connection with Santa Venera staircase

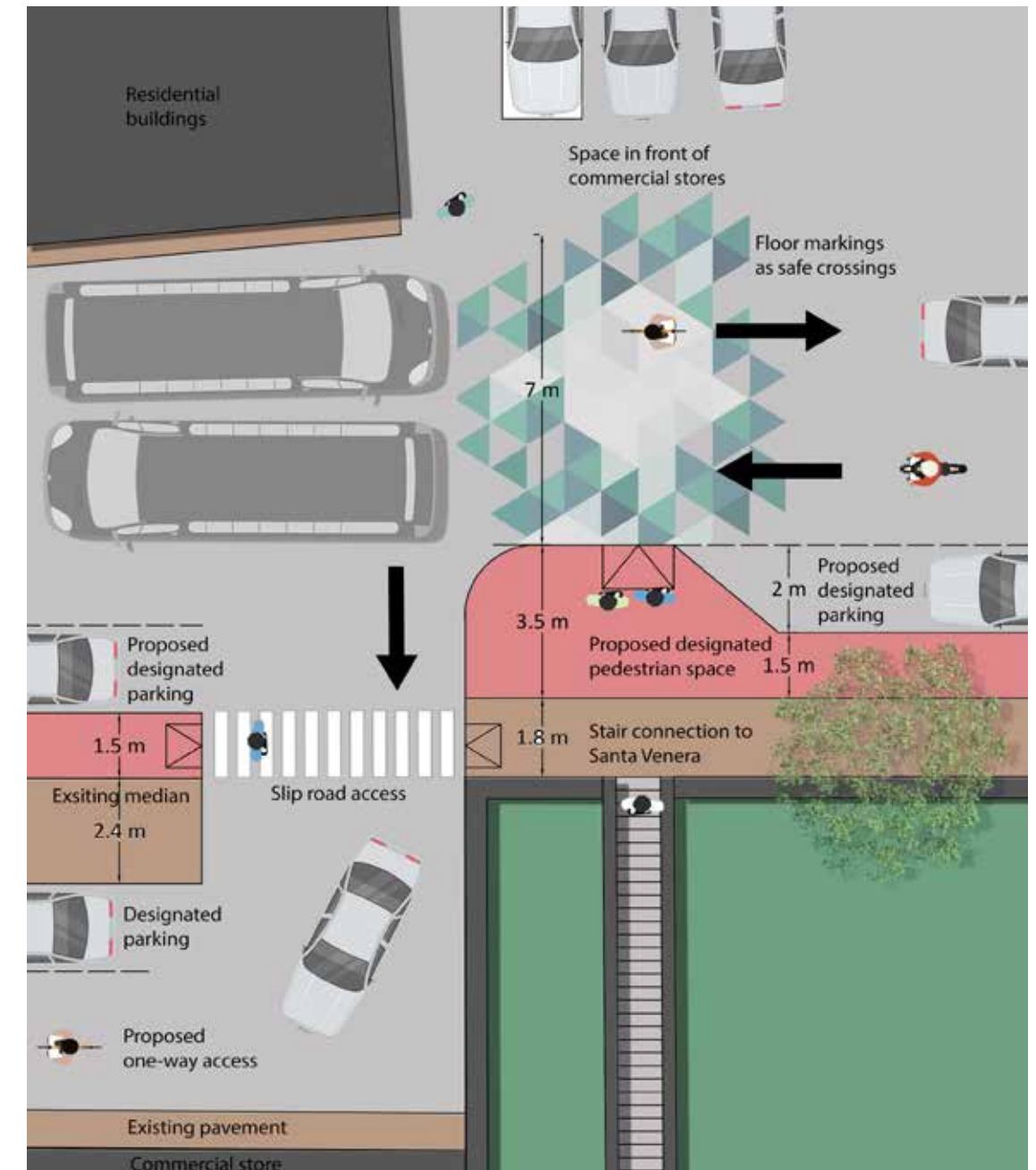


Scenario 1: Road segment adjacent to Petrol station and stair link to Swatar





Scenario 2: Caramelo (bus stop) -Swatar staircase and presence of slip roads



Scenario 3: Slip roads connection with Santa Venera staircase and tactical urbanism to space in front of commercial stores



source: Greater Washington



source: Kfsm



source: SustyVibes



source: NewSigns



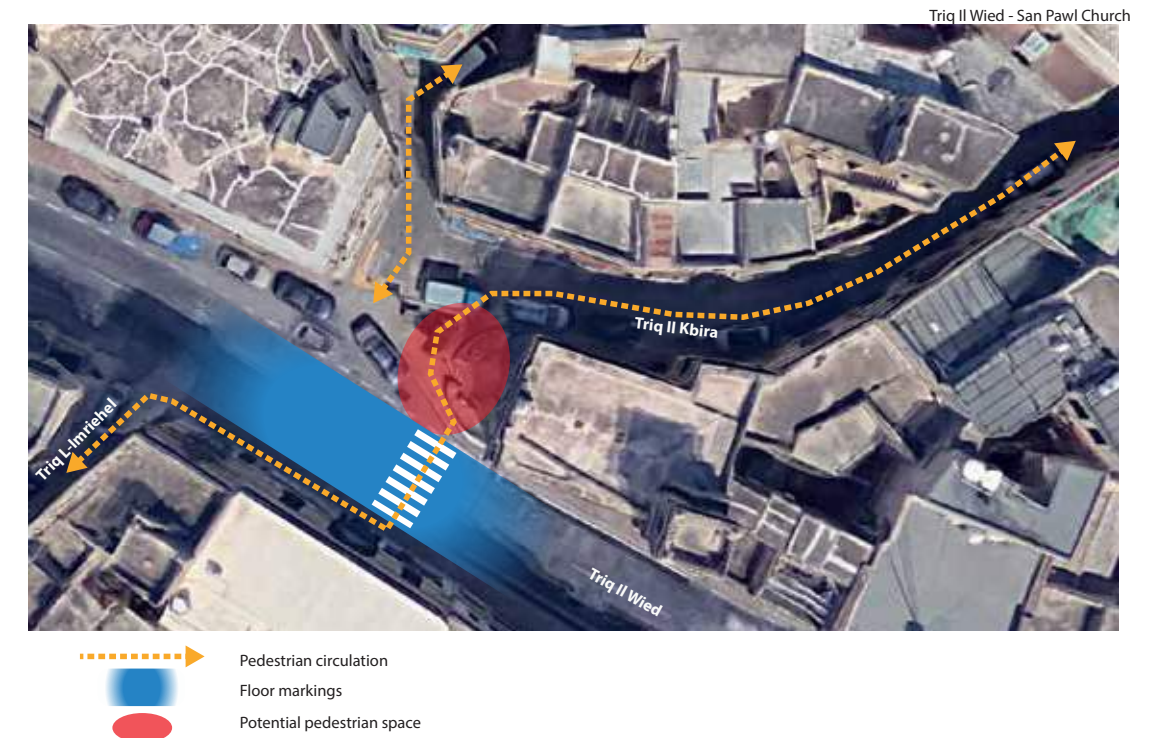
b) Suq bus station – Level 3 (Tactical urbanism)

Suq bus station is an important hub as it offers access to a number of cafes and shops which are connected to the inner historic centre through narrow alleys and stairs. The sheltered bus station also faces public convenience facilities as well as stairs that lead to Ġnien l-Istazzjon. In order to highlight the liveliness of this important node, floor markings are being proposed to slow down traffic and give priority to pedestrian activity. Future plans could revise the location of the adjacent 90-degree parking and shift the bus stop further down so as not to impede traffic flow and cause unnecessary congestion. This would potentially liberate more pedestrian space, open up this node further, and enable the inclusion of better street furniture as well as a shared bicycle station.



c) San Pawl Church – Level 3 (Tactical urbanism)

San Pawl Church's small parvis currently overlooks a pavement with some benches, which opens up to two internal alleys leading to the inner core of Birkirkara. Across the street is Sqaq L-Imrieħel which leads to Triaq il-Ferrovija L-Qadima. The intervention proposes floor markings and possibly the inclusion of planters to highlight this interesting node characterised by vernacular buildings and important pedestrian connections, which will also allow for safer pedestrian crossings that are lacking throughout this main road.



d) Costa Cafe roundabout – Level 3 (Tactical urbanism)

The small roundabout in front of Costa Cafe is a frequently used crossing zone, but it is currently unsafe due to the conflict with numerous vehicles hailing from different access points and manoeuvring the roundabout. Floor markings are proposed to and from the existing concrete median, which leads to the stair/ramp access in Triaq P.P. Castagna in Balzan. This would provide pedestrians with a safer and more visible crossing option.





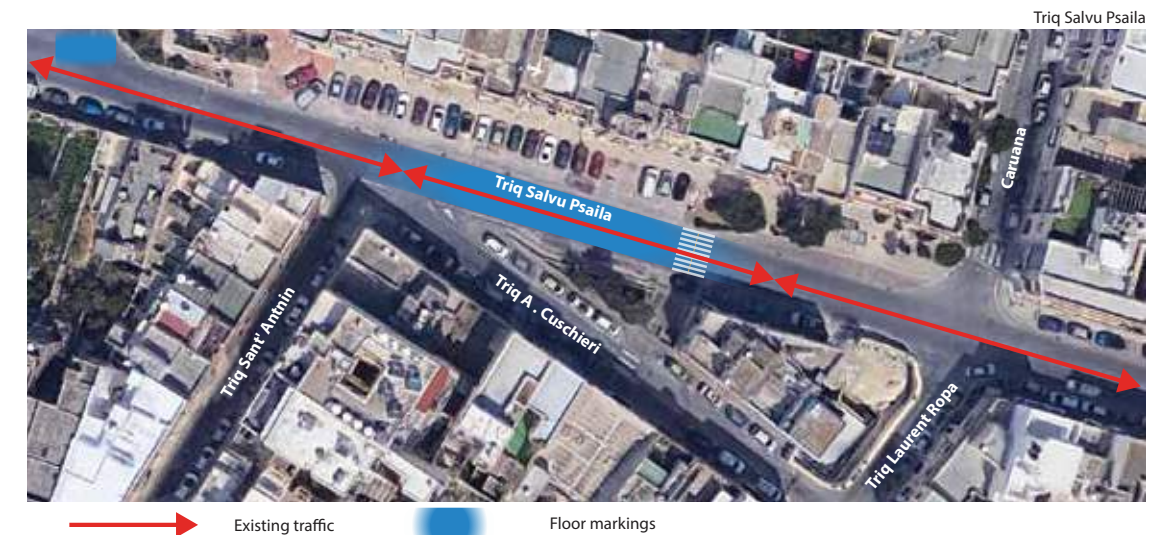
## Intervention 9

**Triq G.Vassallo: Level 1 and 3**  
**Triq Salvu Psaila: Level 1 and 3**  
**Triq Wignacourt: Level 3 and 4**

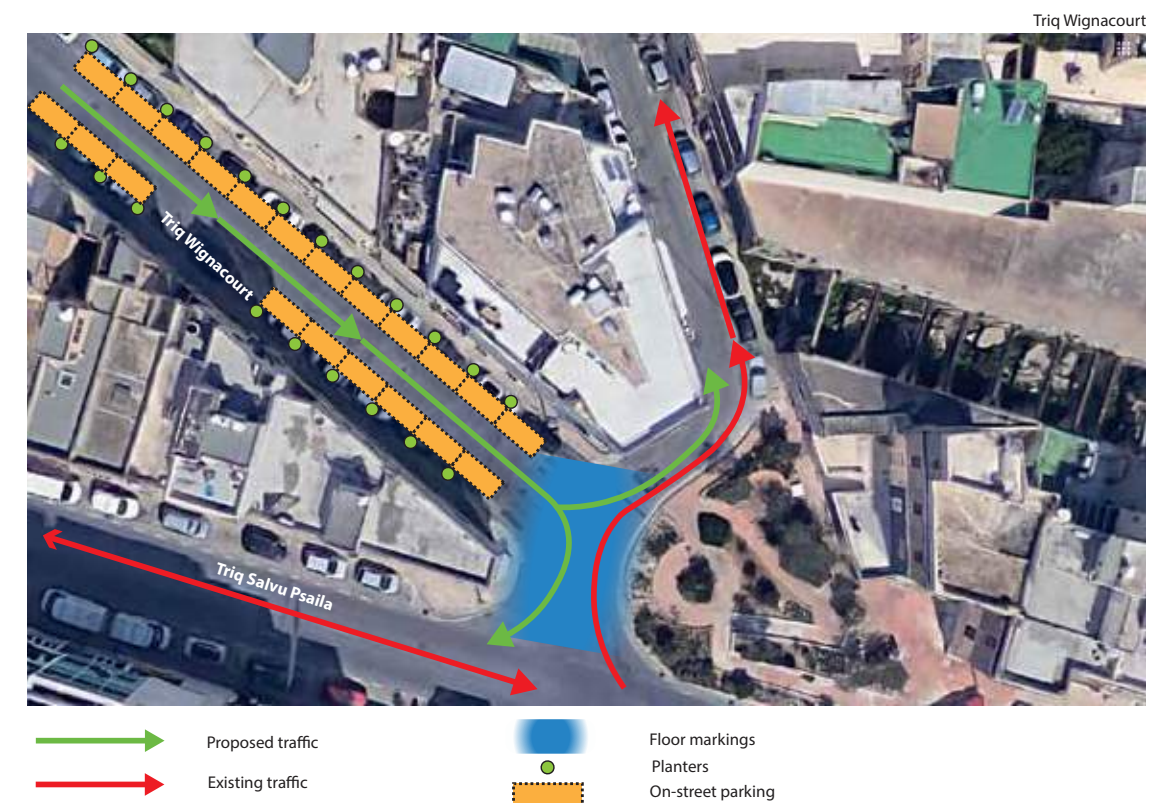
Triq G. Vassallo connects two main streets, Triq Il-Wied and Triq Salvu Psaila, via a stairway link. However, this vital link can go unnoticed as it is not very evident due to poor infrastructure and no signage. The intervention proposes floor markings in front of the stairs, at the intersection with Triq G.F. Agius De Soldanis, in order to identify the path to pedestrians. Additionally the street would contain signage for low vehicular speeds and pedestrian priority.



Triq Salvu Psaila is a commercial street that connects Birkirkara to Santa Venera and Hamrun. It is frequently used by pedestrians due to this direct connection, active frontages and the presence of greenery. This pedestrian experience may be enhanced with adequate signage that would emphasise low vehicular speeds and a safer pedestrian environment. Additionally, the bus stop Psaila could be better articulated with tactical urbanism, wherein floor markings would also connect the two opposite pavements, for a safe pedestrian crossing. There is also the possibility for the small urban pocket surrounding the bus stop to be reconfigured in the future with a better landscaped space and amenities that provide properly sheltered seating facilities for individuals waiting at this bus stop.



At the junction of Triq Salvu Psaila and Triq Wignacourt lies an open public space with the potential of becoming a more meaningful and frequented green pocket. In order to improve accessibility to this open space, the intervention proposes turning the existing two-way street of Triq Wignacourt into a one-way street towards the direction of Triq Salvu Psaila, forming a one-way loop with the adjacent Triq Torri Wejter. The gained space could be used for integrating planters adjacent to the existing pavement, located in between the parked cars so as not to disturb the opening of the car doors. The intervention would not only enhance the pedestrian experience within Triq Wignacourt but it would also formalise the route to the open public space, which could further be highlighted with floor markings. In this way, too, the amount of vehicular crossings would be reduced, thus making it safer for pedestrians to cross the road and access the open space.



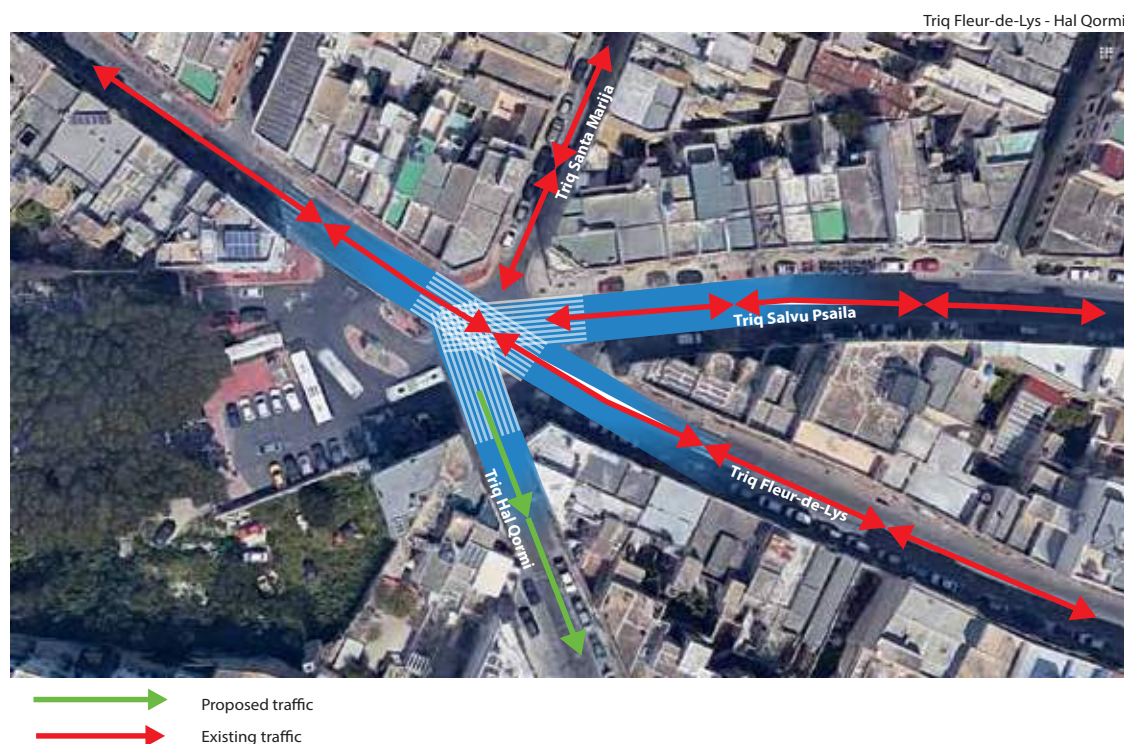


## Intervention 10

### Triq Fleur-de-Lys: Level 3 Triq Hal-Qormi: Level 2

Triq Fleur-de-Lys is an important and highly used main road connecting Triq il-Wied and Triq Salvu Psaila to the area of Fleur-de-Lys and the adjacent locality of Santa Venera. The intersection with Triq Salvu Psaila, Triq Santa Marija and Triq Hal Qormi in front of the entrance of Ġnien l-Istazzjon (Pjazza il-Ferrovija) is a very busy junction with vehicles crossing in several directions. The presence of the garden and surrounding commercial activities also makes this an important pedestrian node. The intervention proposes colourful floor markings along the stretch between the existing two pedestrian crossings. This would highlight the need for low speeds and would prioritise the crossings further, while designating proper crossing paths for vehicles. This intervention could also incorporate some planters around the existing curbs with a dual purpose of greening and providing additional protection to pedestrians. Another floor marking is proposed at the intersection of Triq il-Kulleġġjata further down the road, indicating to pedestrians the presence of the stair link to Ġnien l-Istazzjon. These interventions could possibly stimulate the redesign of Pjazza il-Ferrovija in the future, providing a more fitting entrance to the garden with a better pedestrian interface.

Currently, Triq Hal Qormi permits two-way vehicular access. In order to limit the number of cars crossing at this busy junction, the intervention proposes limiting access to one-way in the direction of Triq F. Busuttil. This would also decrease unnecessary through traffic and organise the vehicular space in a more effective way.



## Intervention 11

### Triq Il-Knisja l-Qadima: Level 2 Triq Emanuel Benjamin Vella: Level 2 Triq K. Galea: Level 1 and 2 Triq Tommaso Dingli: Level 2 Triq P.P Castagna, Triq il-Ferrovija l-Qadima, Triq B. Bontadini: Level 1

The Parish Church of Saint Mary (also known as Il-Knisja l-Qadima) located next to Ġnien l-Istazzjon is another important landmark in Birkirkara. To highlight this landmark, the intervention proposes several strategies in order to liberate more public space around the church which may be enjoyed by pedestrians and cyclists rather than being prioritised for vehicular access.

The intervention proposes rerouting the segment of Triq Il-Knisja l-Qadima (from Triq Il-Wied to Triq il-Ferrovija l-Qadima) towards Triq Il-Wied. This would limit the presence of vehicles, often through traffic, from accessing the upper segment of Triq Il-Knisja l-Qadima. In addition, the upper segment would not allow vehicular access towards Triq Tommaso Dingli beyond the intersection with Triq K. Galea, thereby liberating the space in front of the church for pedestrian use and activity. The traffic direction within the slip road adjacent to the parking median would be in one direction only, permitting vehicles to loop around the median and park. This one-way routing would continue within the





first part of Triq K. Galea so as to liberate further potential pedestrian space within this stretch of road. Furthermore, in order to deter through traffic from using this route to access Triq Fleur-de-Lys, to the detriment of pedestrian quality and safety, part of Triq Emanuel Benjamin Vella (from Misrah Karm Rizzo to Triq K. Galea) is being proposed to reroute traffic in an opposing direction to that at present.

Important pedestrian routes to the neighbouring locality of Balzan include Triq il-Ferrovija l-Qadima and Triq B. Bontadini. Both streets are located next to large school grounds and offer fast connections due to their direct connectivity and linear configuration. Triq P.P Castagna also offers an important connection leading to Imriehel, and connects both Triq il-Ferrovija l-Qadima and Triq B.Bontadini to an open green pocket and playing area. All of these streets are therefore being proposed to have signage that would prioritise pedestrians and emphasise slow vehicular speed levels.

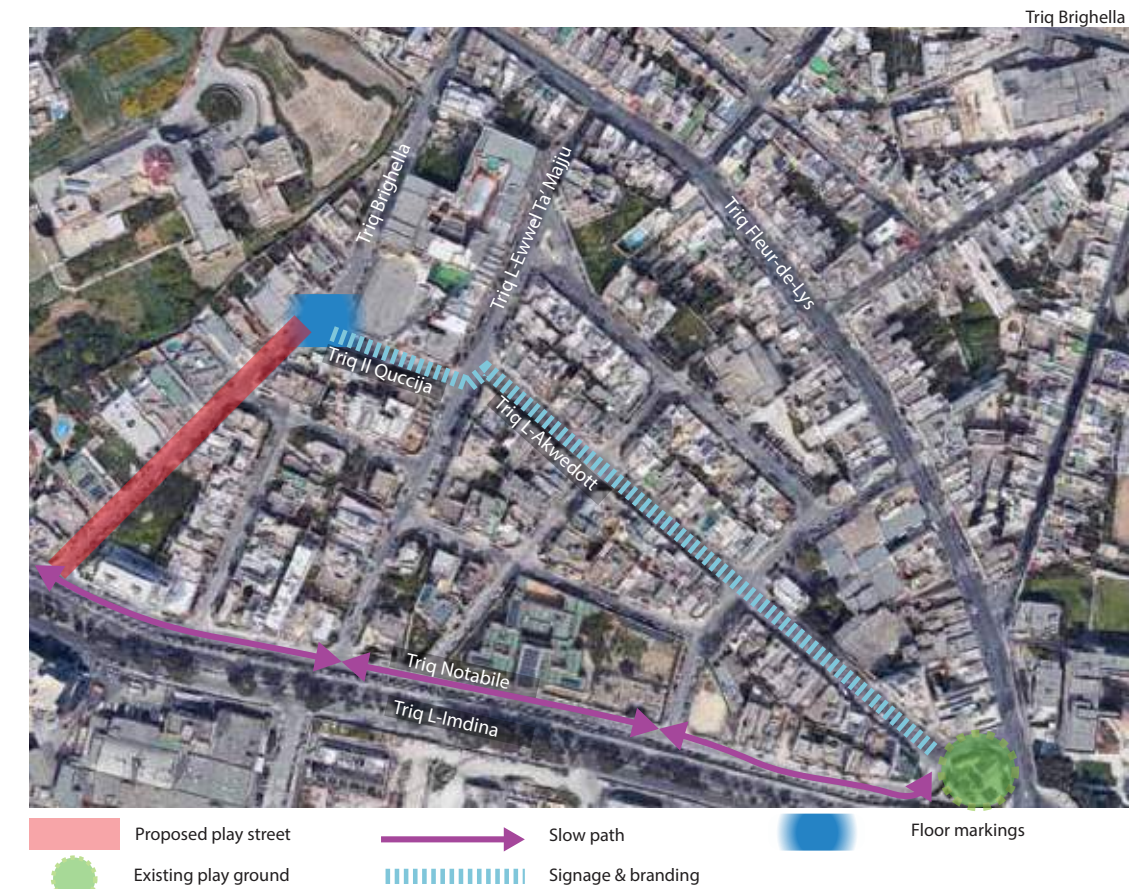
## Intervention 12

**Triq Il-Kan. Indri Galea and Triq Notabile:  
Slow path**  
**Triq Brighella: Level 1, 3 and Play street**  
**Triq Laurent Ropa, Triq L-Akwedott and Triq  
il-Quċċija: Level 1**



Running parallel to Triq L-Imdina, the slip roads of Triq Il-Kan. Indri Galea and Triq Notabile may form part of the Slow Streets network as slow paths. They offer pedestrians a safe and pleasant route sheltered by the historical aqueduct and, being relatively flat, an easy access from Birkirkara to Santa Venera. The slip roads connect to the busy and commercial Triq Fleur-de-Lys via Triq Brighella. This street is mostly residential in nature except for the presence of St Monica School, which causes congestion during school hours. Nevertheless, since the area is quiet during weekends and evenings, the stretch between Triq Notabile and Triq il-Quċċija is being proposed to serve as a play street for local residents. The intersection with Triq il-Quċċija is currently unarticulated and could be designed more efficiently and safely, especially next to the school building where students are likely to be walking. Therefore, floor markings are proposed to delineate more pedestrian space and to signal to drivers to slow down.

In order to connect the play street to the neighbouring public playground located off the Wignacourt Arch, the streets of Triq L-Akwedott and Triq il-Quċċija are being proposed to have signage highlighting the need for slow speed levels and pedestrian priority. Triq L-Akwedott provides an important spine for this neighbourhood and residents would greatly benefit from a higher level of safety in order to use this street, be it for commuting, physical exercise or leisure walking.





# 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.



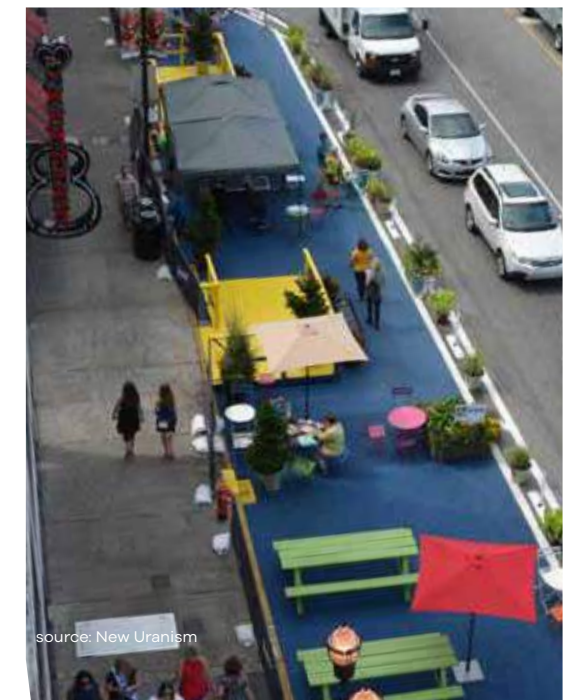
## Birkirkara

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 at the intersections on Triq in-Naxxar and Triq Il-Wied, pedestrians would feel safer to cross the road and use these streets as primary walking routes with improved connections.

Play street closures during this phase may be carried out on designated days and at times when traffic is already low. During this phase, testing for the closure of Triq Papa Ġwanni XXII, Triq B. Blanc and Triq Brighella could commence on specific days and/or at particular times characterised by reduced vehicular volumes, such as on Sundays, using temporary signage and protective barriers.

During the second phase, the interventions for the proposed reconfigurations on Triq in-Naxxar and Triq il-Knisja L-Qadima could be carried out following a testing period. These key routes would be important additions to the pedestrian network. Simultaneously, the proposal for the increased pedestrian space and limiting of vehicular access within the central core and specifically at Pjazza Santa Liena may extend over the entire weekend, while further testing for the interventions within the inner local roads could occur at carefully chosen times. All signage for Level 1 interventions should become permanent during Phase 2.

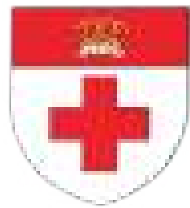
Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur in order to consolidate the entire Slow Streets network.



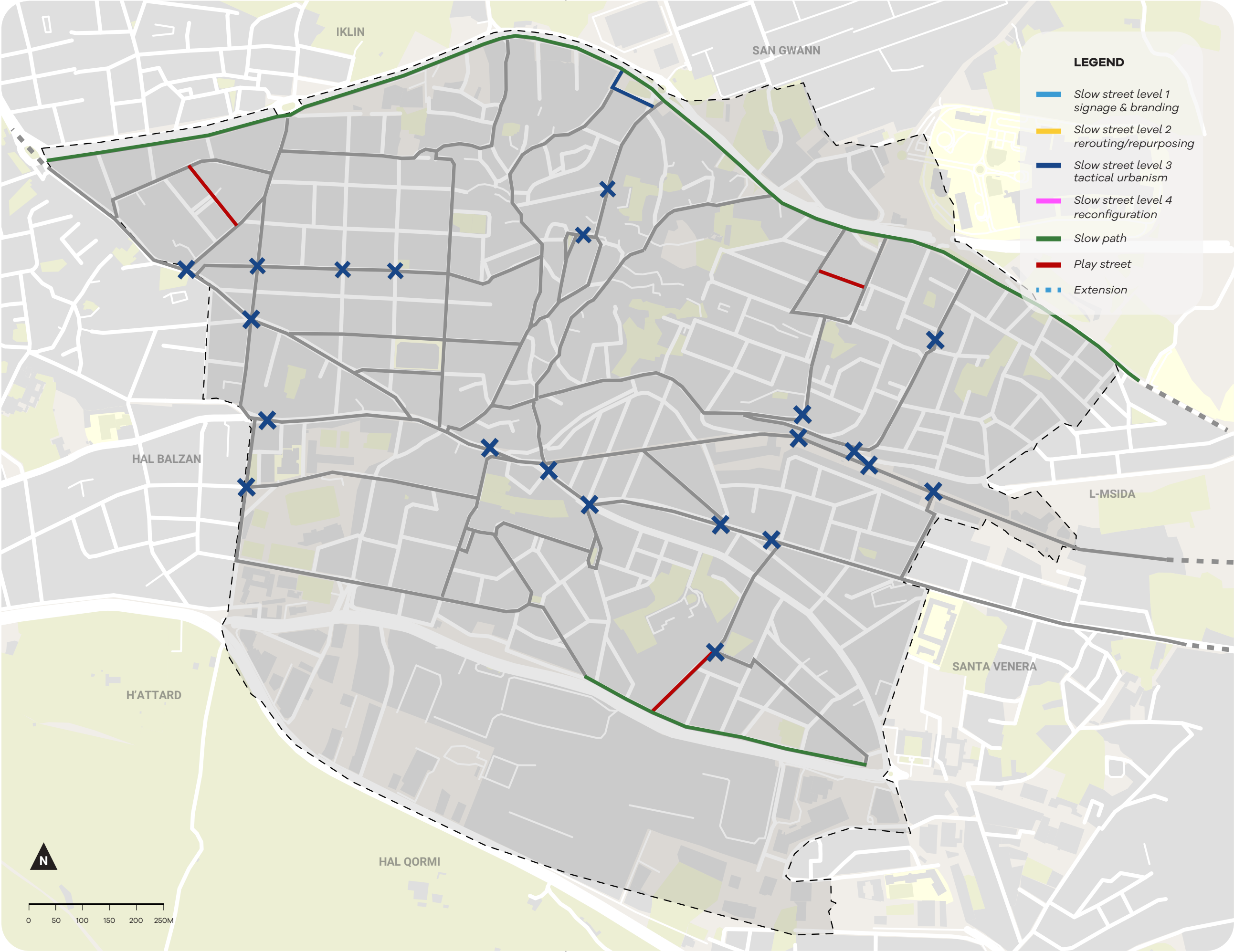


PHASING

STARTING &  
TESTING THE  
NETWORK



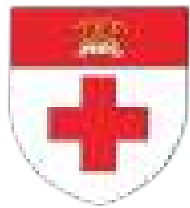
KUNSILL LOKALI  
BIRKIRKARA



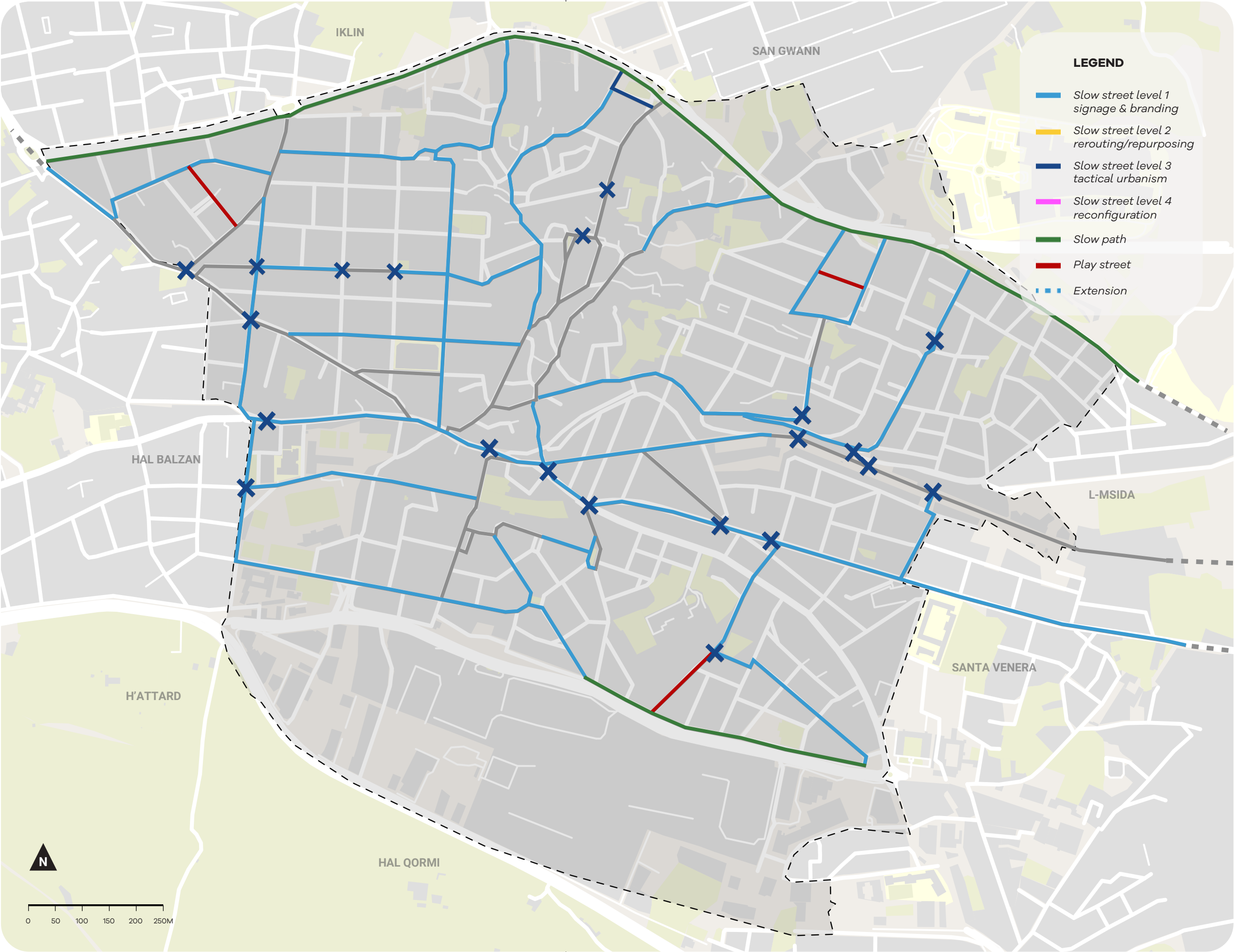


PHASING

STRENGTHENING  
THE NETWORK



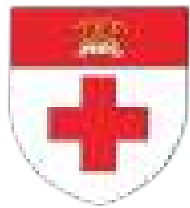
KUNSILL LOKALI  
BIRKIRKARA



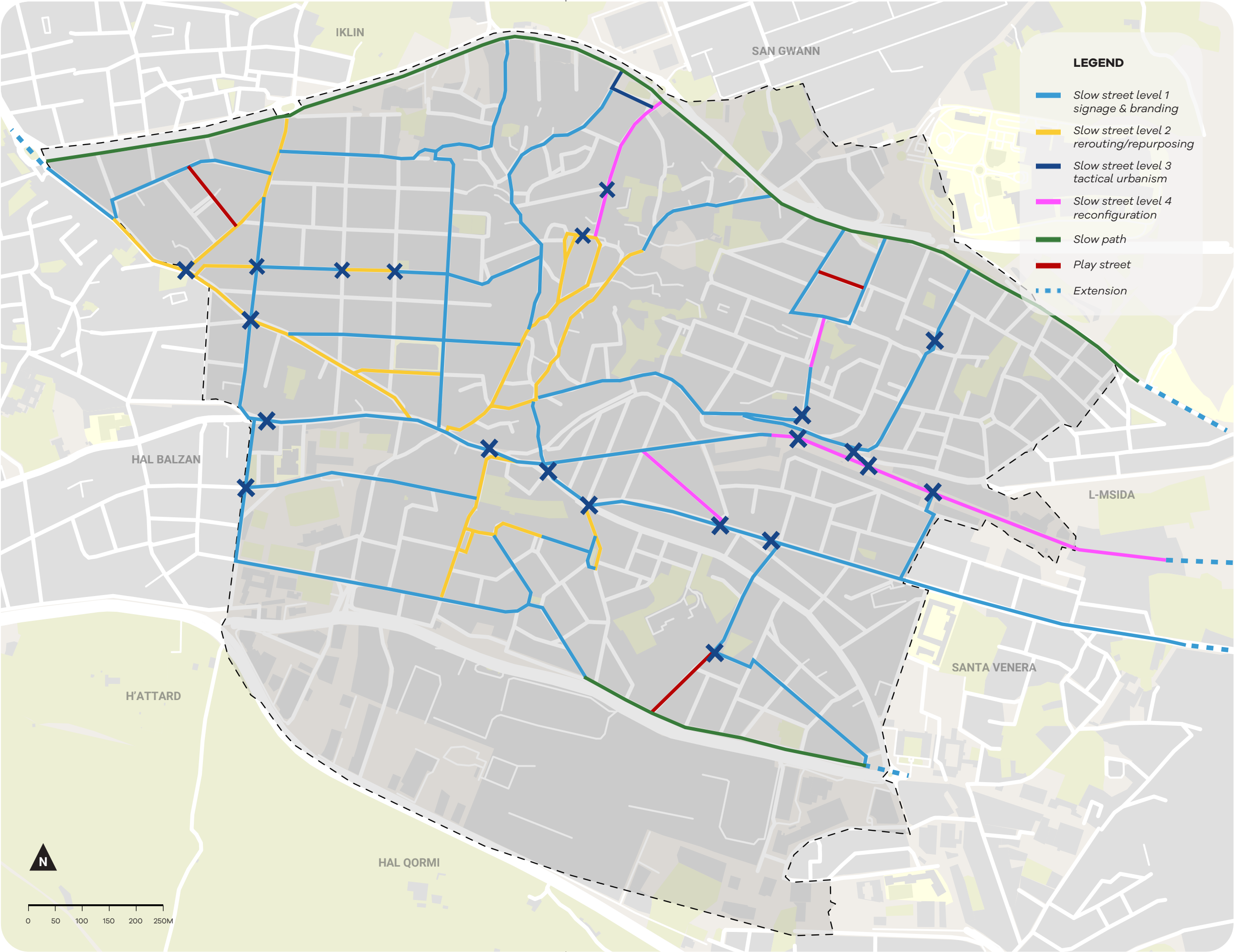


PHASING


COMPLETING  
THE NETWORK



KUNSILL LOKALI  
BIRKIRKARA







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.



The Birkirkara strategy focuses on liberating potential pedestrian space around important iconic landmarks, namely Saint Helen's Basilica and the Parish Church of Saint Mary, and to liberate local streets from extraneous traffic that could instead be safely used by residents. Existing landmarks are not given enough value as they are often surrounded by vehicular dominated streets and parking lots.

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. Hence different levels of interventions, discussed next, are used together in order to prioritise street space for pedestrians and provide residents with more public spaces that they may enjoy.

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

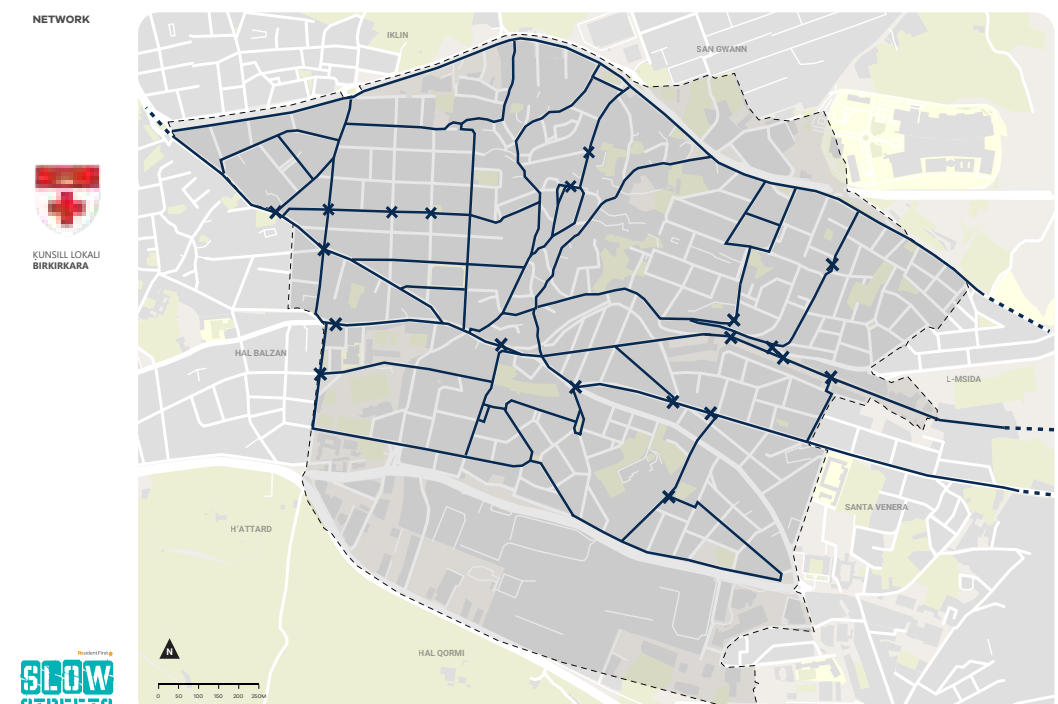
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism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

## 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 Dun Karm: Slow path

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: share the road (bicycles and cars)

### Triq Ganu: Rerouting and Tactical Urbanism

Rerouting: one-way towards Triq in-Naxxar  
Tactical Urbanism: floor marking adjacent to windmill and green pocket

### Triq in-Naxxar (starting from Triq F. Xerri): Rerouting and Tactical Urbanism

Rerouting (from Triq F. Xerri): converted to one-way towards Triq Il Wied  
Reconfiguration: reduce road width to 6.5m, shift parking spaces towards road, and  
Tactical Urbanism: floor marking at critical intersections and around windmill

## Intervention 2

### Triq Bwieraq: Signage and branding, Rerouting and Tactical Urbanism

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority  
Signage: one-way road (where and as indicated)  
Rerouting: street segments in opposing traffic directions  
Tactical Urbanism: floor markings at intersections

### Triq il-Papa Urbanu VIII and Triq Il-Fuħħarin: Signage and branding

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority

### Triq L-Isqof Labini: Rerouting

Rerouting (from Triq J.Borg towards Triq in-Naxxar): rerouted into a one-way direction towards Triq in-Naxxar

### Triq Brared, Triq John Borg and Triq Mons. Alfred Mifsud: Signage and branding

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: share the road (bicycles and cars)  
Signage: pedestrian priority

## Intervention 3

### Triq Domenico Cachia: Signage and branding

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: share the road (bicycles, private vehicles and public buses)

### Triq Papa Gwanni XXII: Play street

This street is being proposed to serve as a play street on designated days and at specific times.

## Intervention 4

### Triq il-Vitorja: Signage and branding and Tactical Urbanism

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority  
Tactical urbanism: floor markings around windmill and leading into Triq Tumas Fenech

### Triq Tumas Fenech: Signage and branding, Tactical Urbanism and Reconfiguration

Signage: Slow Streets branding  
Signage: 30km/hr speed limit  
Signage: share the road (bicycles, private vehicles and public buses)  
Tactical urbanism: floor markings at intersection in front of civic centre  
Reconfiguration: reduce road width to 5.5m to introduce cycling lane

## Intervention 5

### Triq Is-Santwarju: Rerouting and Tactical Urbanism

Rerouting: no access  
Tactical urbanism: floor markings and planters along the stretch to become a more pedestrian-oriented open space next to the Parish Church

### Triq M. Pulis, Triq Il-Kbira and Triq Santu Rokku: Rerouting

Rerouting: no access from Triq M. Pulis to Pjazza Santa Liena  
Rerouting: Triq Santu Rokku (from Triq M.Pulis to Triq L-Im sida) to be rerouted towards Triq Dun Karm instead of towards Triq Il-Wied  
Rerouting: reverse direction on lower segment of Triq Il-Kbira (beyond St Anthony's Chapel) towards Triq il-Wied



**Triq L-Imsida: Signage and branding and Rerouting**

Signage: Slow Streets branding  
Signage: 30km/hr speed limit  
Signage: pedestrian priority  
Signage: one-way road  
Rerouting: Part Triq L-Imsida reverse direction towards Triq IL-Wied and/or Triq Santu Rokku

**Intervention 6**

**Triq Giovanni Papaffy: Signage and branding and Rerouting**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: share the road (pedestrians, cyclists and drivers)  
Signage: one-way road (slip road) towards Triq Lorenzo Gatt  
Rerouting: slip road into one-way direction

**Triq Cikku Bonaci and Triq Tumas Galea: Signage and branding**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority

**Triq Grech Delicata: Reconfiguration**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Reconfiguration: reduce road width of each lane to 4.1m and extend median

**Triq Bernard Blanc: Play street**

This street is being proposed to serve as a play street on designated days and at specific times.

**Intervention 7**

**Triq tal-Qattus: Signage and branding and Tactical urbanism**

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

Tactical urbanism: floor markings at parking space in the upper segment and leading to stairway link with Triq IL-Wied

**Intervention 8**

**Triq IL-Wied: Tactical urbanism and Reconfiguration**

Reconfiguration (lower segment leading to Msida): reduce road width from 11 metres to 5.5 metres with designated parking on both sides and extending median by 1.5 metres. One-way slip roads with specified entry and exit access points

Tactical urbanism:  
Clear and colourful floor markings are suggested in front of each stairway along the lower segment of Triq il-Wied  
Floor markings and pedestrian crossings next to Suq bus station, San Pawl Church and next to Costa roundabout.

**Intervention 9**

**Triq G.Vassallo: Signage and branding and Tactical urbanism**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: share the road (pedestrians, cyclists and drivers)  
Tactical urbanism: floor markings at stairway entrance linking to Triq IL-Wied

**Triq Salvu Psaila: Signage and branding and Tactical urbanism**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Signage: share the road (pedestrians, cyclists and drivers)  
Tactical urbanism: floor markings at Psaila bus stop and clear pedestrian crossing

**Triq Wignacourt: Tactical urbanism and reconfiguration**

Signage: Slow Streets branding  
Signage: 20km/hr speed limit  
Rerouting: one-way only towards Triq Salvu Psaila  
Tactical urbanism: floor markings at junction next to open space  
Reconfiguration: reduce road width in order to add more planters and green the entire stretch



**Intervention 10**

**Triq Fleur-de-Lys: Tactical urbanism**

Floor markings at crossing with Triq Salvu Psaila, Triq Santa Marija and Triq Hal-Qormi

**Triq Hal Qormi: Rerouting**

Rerouting: opposing direction towards Triq F. Busuttil

**Intervention 11**

**Triq IL-Knisja L-Qadima: Rerouting**

Rerouting: reverse direction of segment from Triq IL-Wied to Triq il-Ferrovija L-Qadima towards Triq IL-Wied

Rerouting: upper segment would not allow vehicular access beyond the intersection with Triq K. Galea

**Triq Emanuel Benjamin Vella: Rerouting**

Rerouting: opposing direction meeting at Triq K.Rizzo

**Triq Galea: Signage and branding and rerouting**

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Rerouting: vehicular access only on one lane, no access next to Santa Marija Church

**Triq Tommaso Dingli: Rerouting**

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Rerouting: limited vehicular access for parking purposes

**Triq P.P Castagna, Triq Ferrovija L-Qadima, Triq B.Bontadini: Signage and branding**

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road (pedestrians, cyclists and drivers)

**Intervention 12**

**Triq Brighella: Signage and branding, Tactical urbanism and Play street**

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Tactical urbanism: Floor markings at intersection of Triq Brighella and il-Quccija Play Street

**Triq Laurent Ropa, Triq L-Akwedott and Triq il-Quccija: Signage and branding**

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Signage: share the road (pedestrians, cyclists and drivers)

**Triq IL-Kan. Indri Galea and Triq Notabile: Slow path**

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

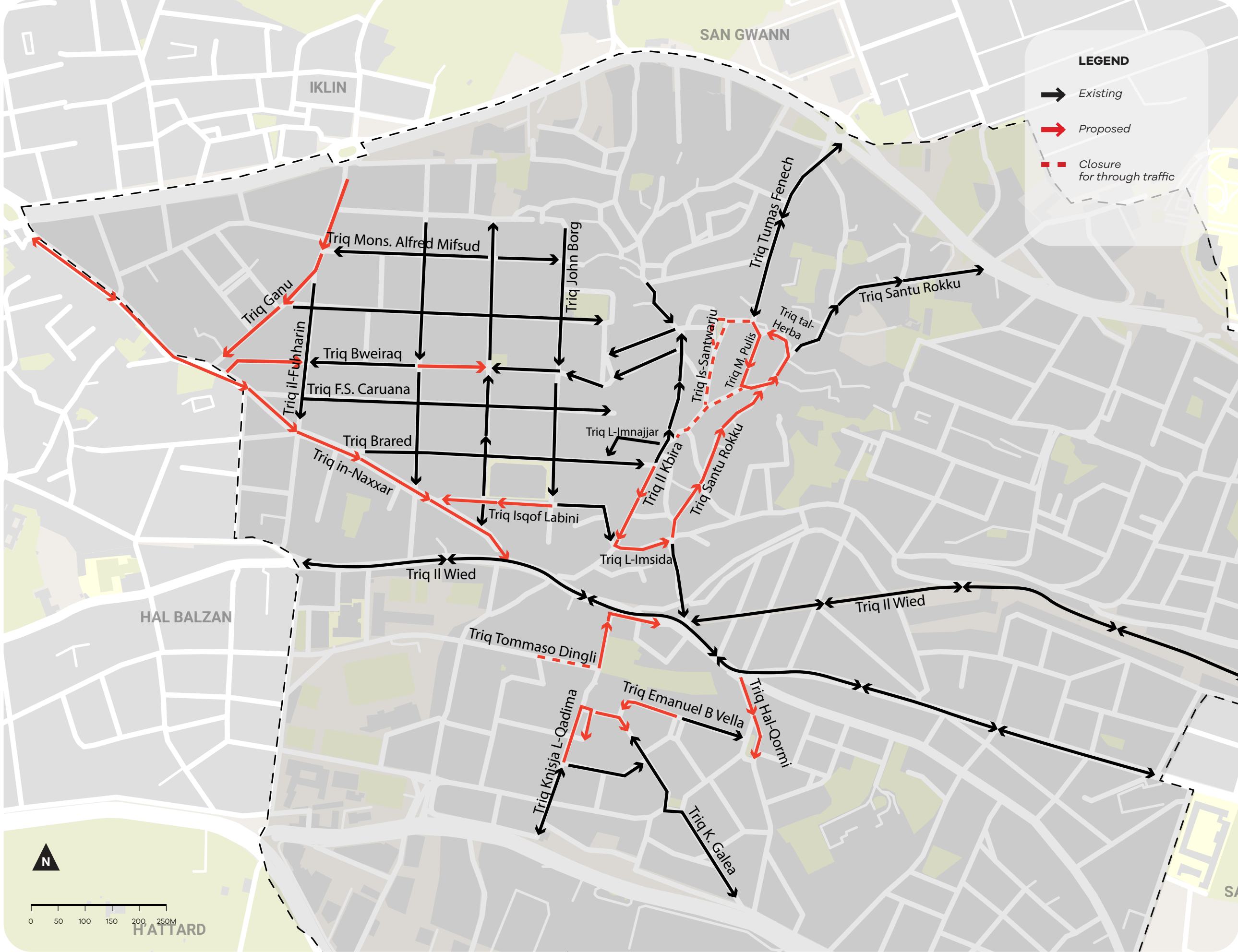
Signage: share the road (pedestrians, cyclists and drivers)



TRAFFIC



KUNSILL LOKALI  
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