

ResidentFirst

SLOW STREETS

April 2021



KUNSILL LOKALI
BORMLA

ResidentFirst

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

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.

Bormla

Bormla, also known as Citta' Cospicua, is one of the three cities situated along the eastern side of the Grand Harbour, together with Birgu (Vittoriosa) and Isla (Senglea). These three fortified cities, with Bormla being the most dense in terms of population, have a profound history of maritime, military and mercantile value because of their prominent location. In fact, the bastion walls surrounding Bormla (and the other two cities) were built by the Order of the Knights of St. John in the 17th century as a defence mechanism and are still representative of the character of Bormla – with residential and institutional uses within and around them. Bormla is also well known for the dockyard along the waterfront, also built by the Order and housing a number of berths which were used extensively throughout the years before the Second World War.

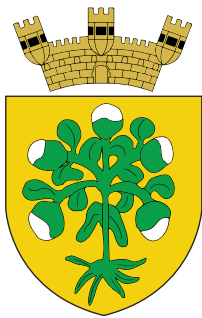
Today, one can find a number of other attractions all around Bormla, including Saint Helen's Gate which is part of the Santa Margherita Lines and which introduces the locality from the southern side – situated between Bormla Gardens and the residential area, the Parish Church dedicated to the Immaculate Conception which fronts the waterfront (Dock 1 area), and a number of museums around the locality which attract visitors all year round. Narrow streets connect these attractions together, which are currently carrying large amounts of traffic on a daily basis, especially Triq Dom Mintoff (fronting the waterfront) which has become problematic due to through traffic. Triq Dom Mintoff has been recently redesigned along with the waterfront project, and thus this area of the locality and other narrow streets would benefit from being more

pedestrian friendly and less impacted by vehicular traffic.

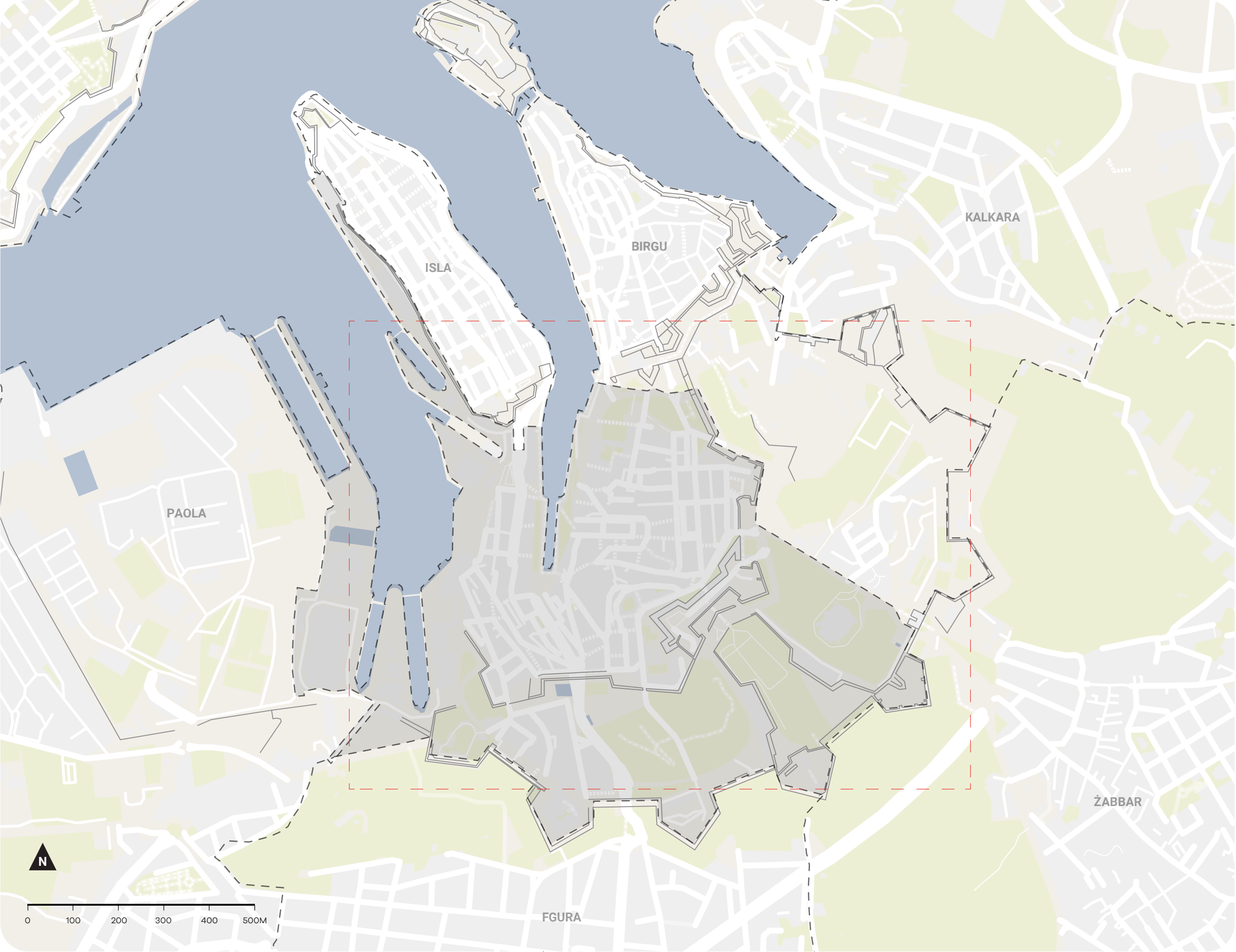
The main aim of the Slow Streets strategy, therefore, is to primarily make the narrower local streets safer and more walkable for pedestrians to use. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being further emphasised as pedestrian and cyclist zones rather than zones 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.



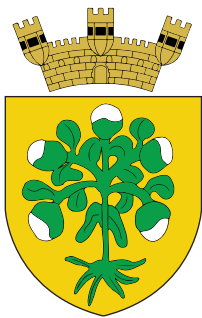
LOCALITY



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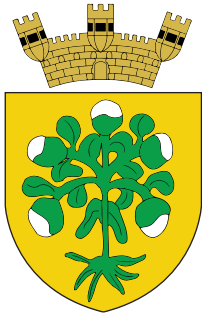
LOCALITY



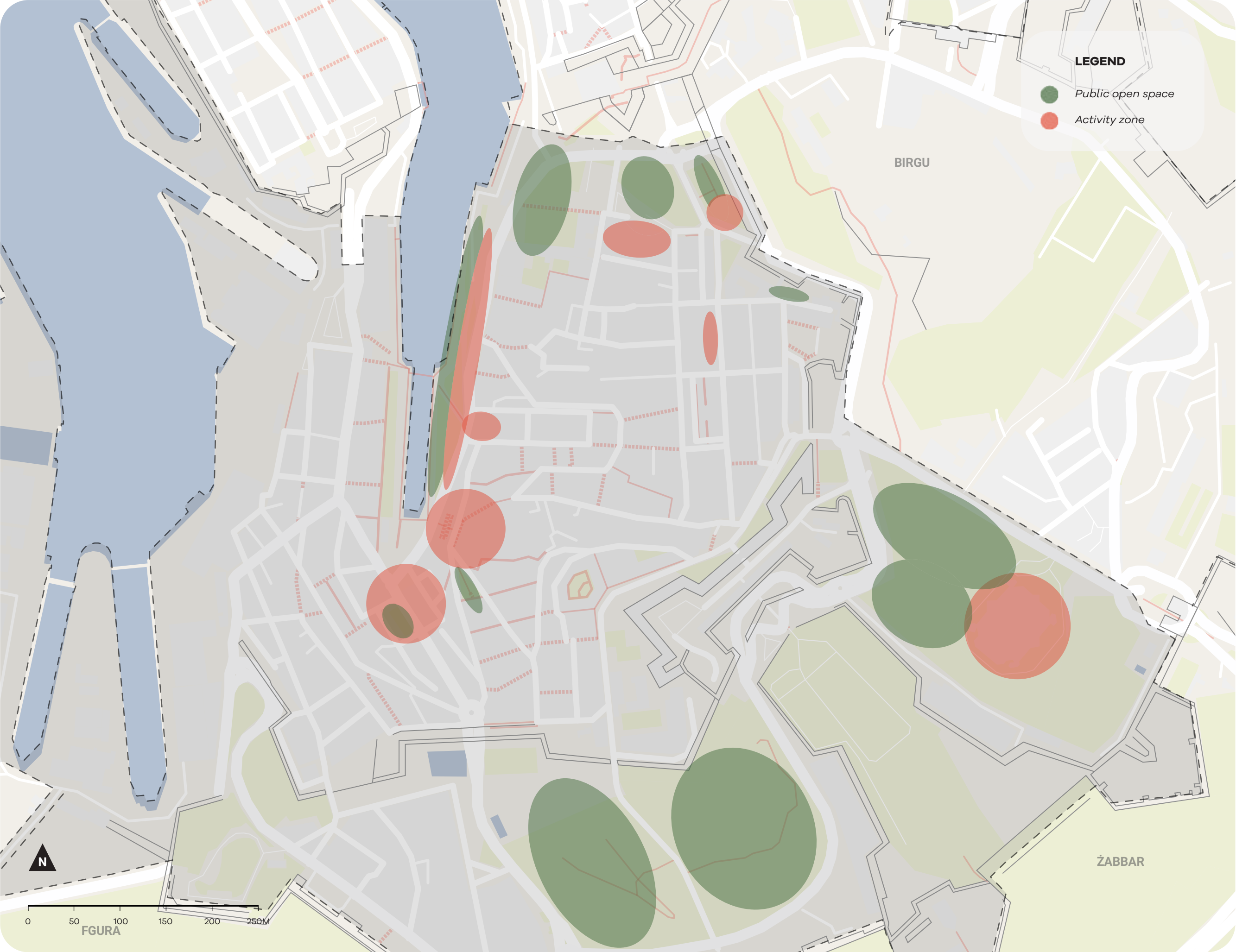
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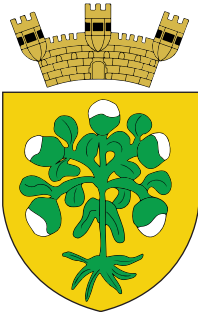
**ACTIVITY
ZONES**



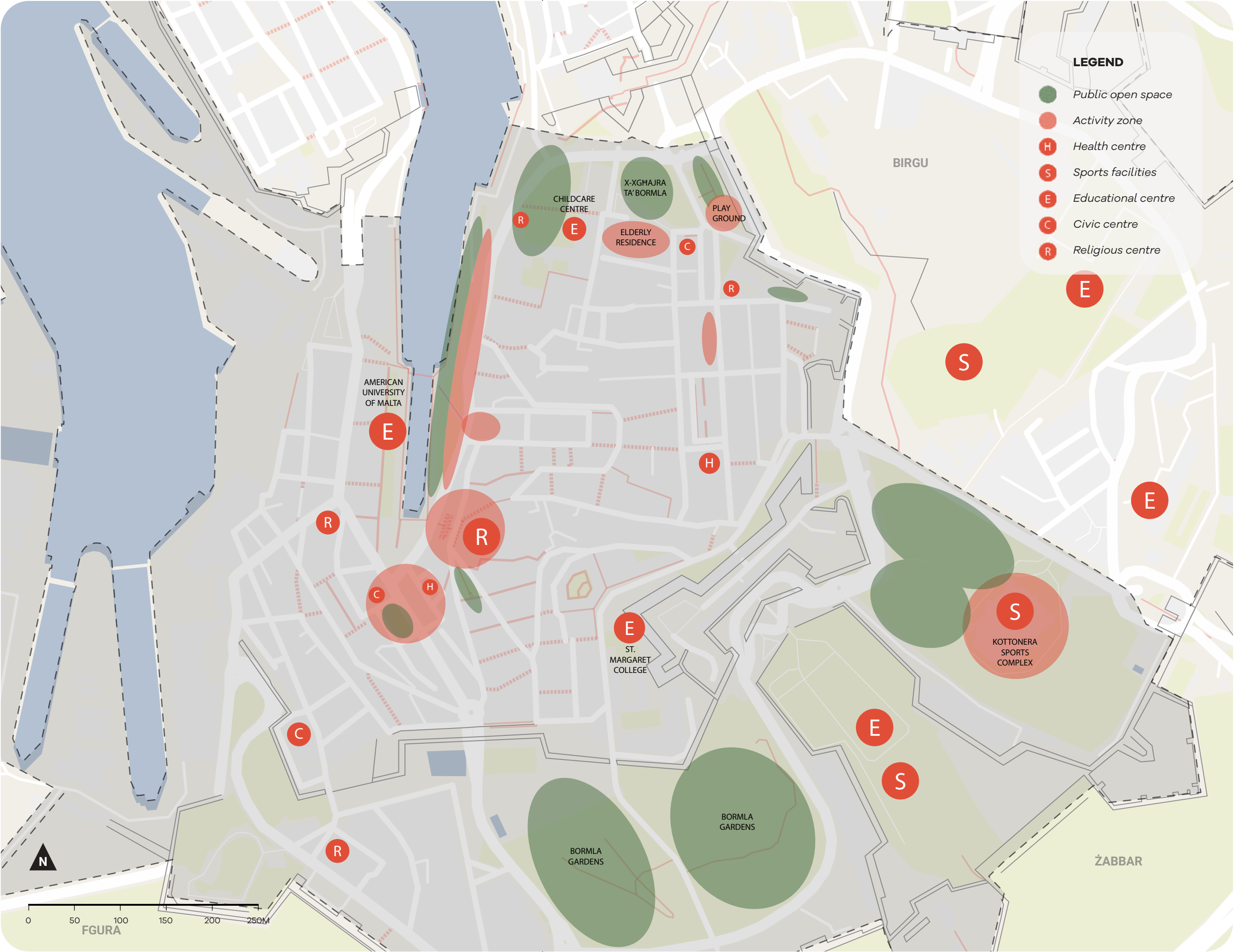
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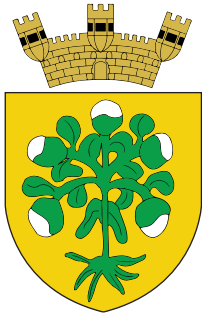
DESTINATIONS



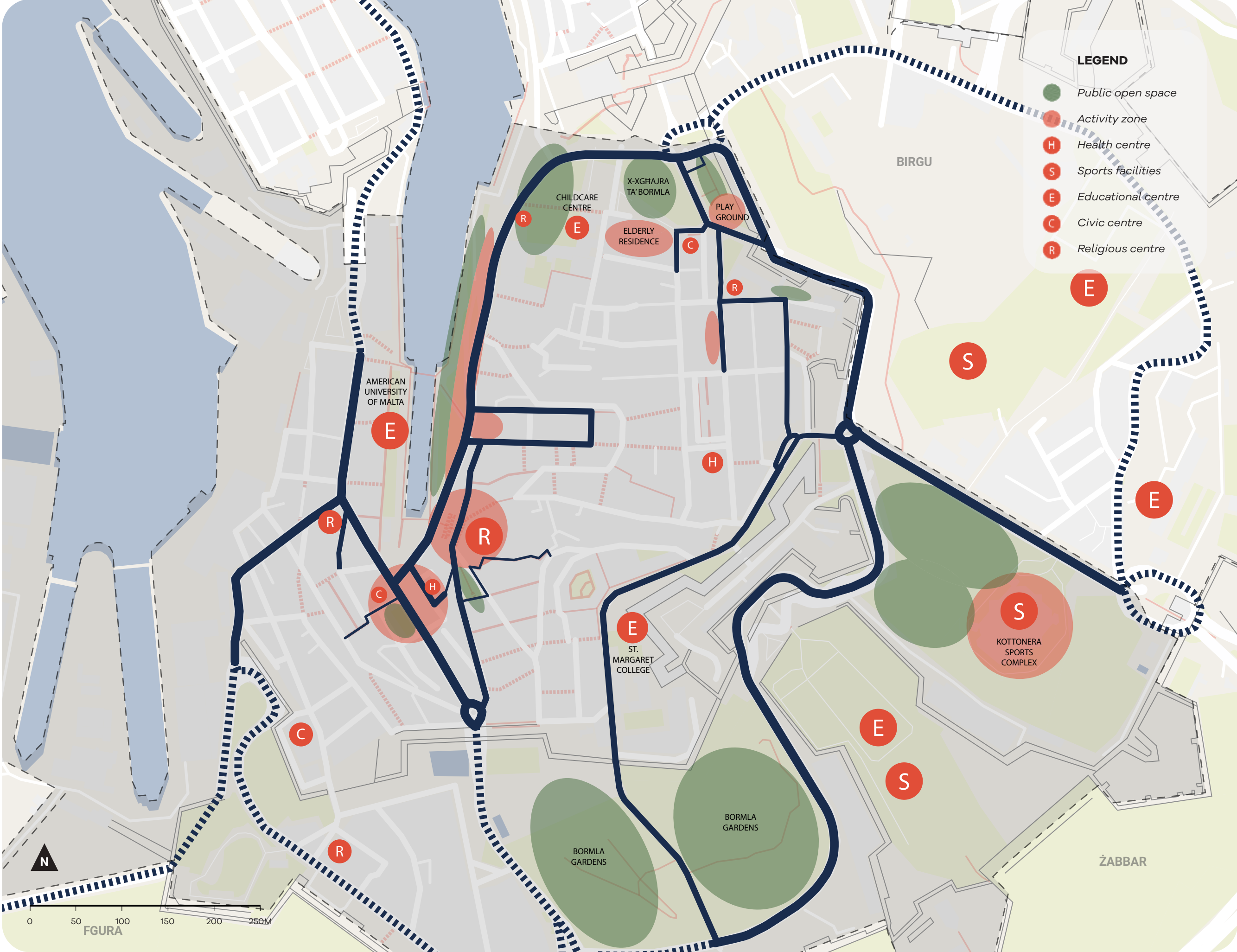
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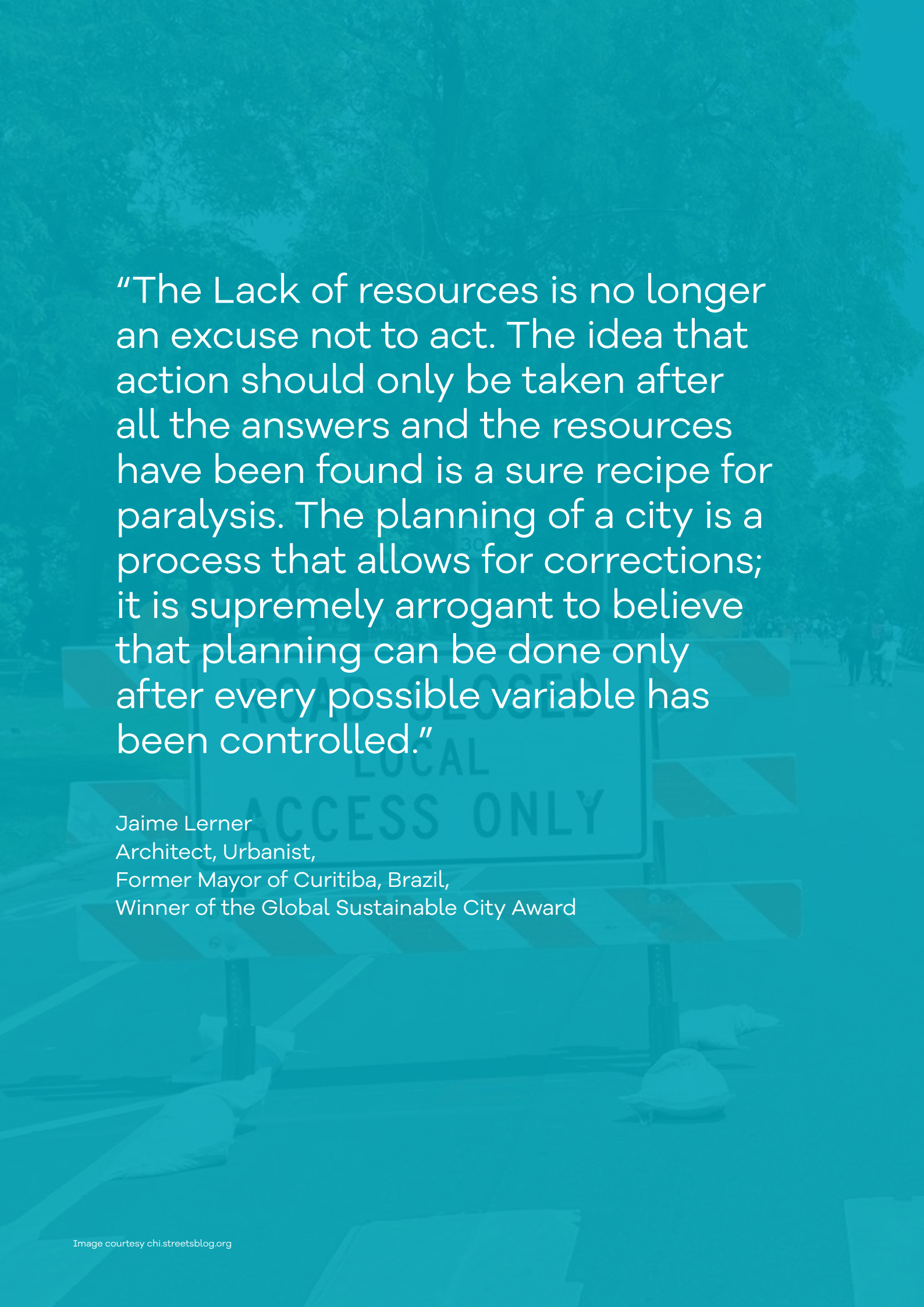


NETWORK



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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

Bormla 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).

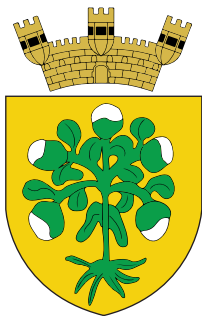


Extensions

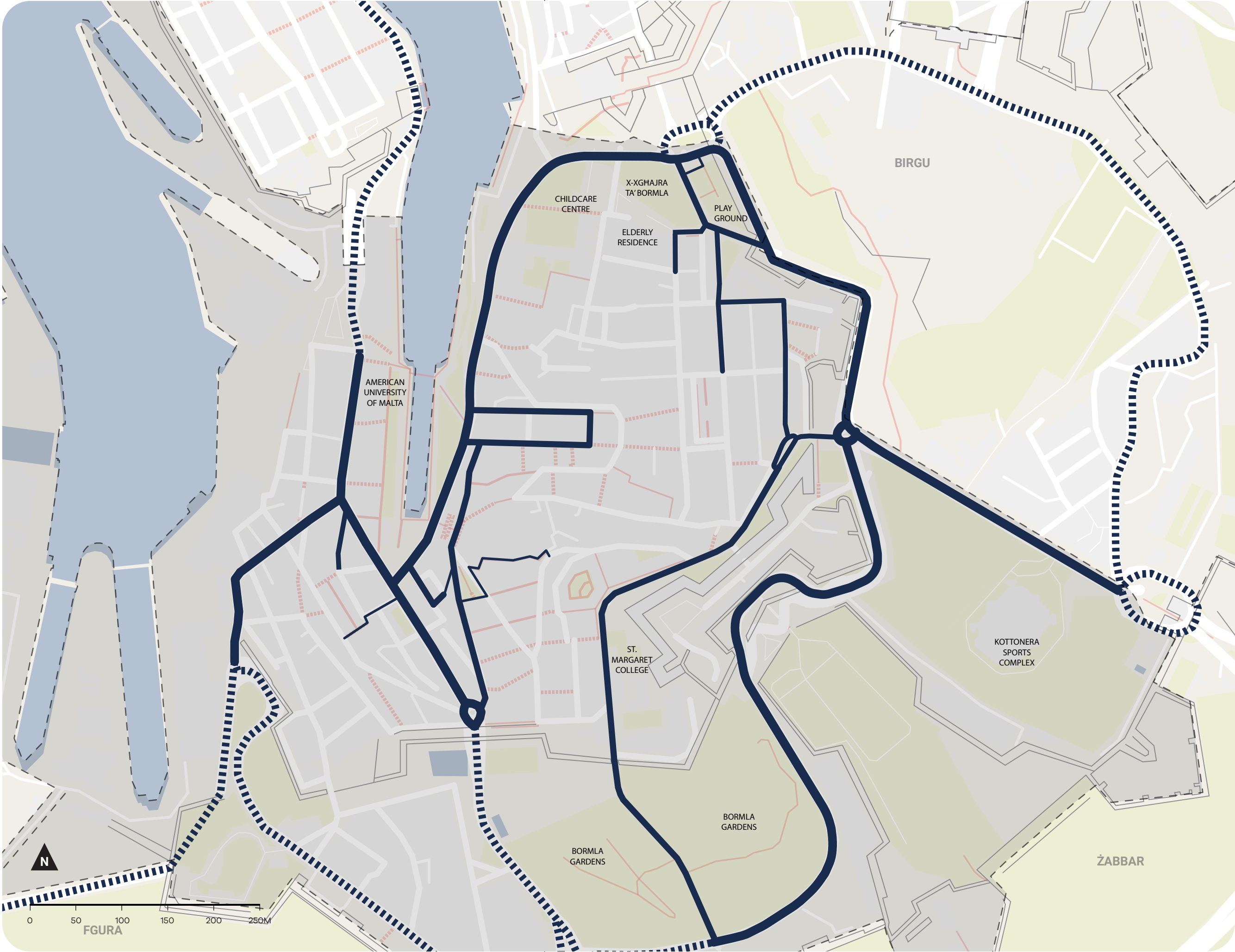
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



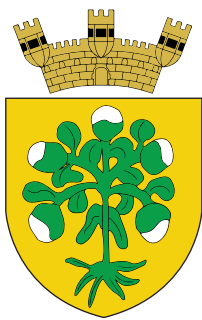
NETWORK



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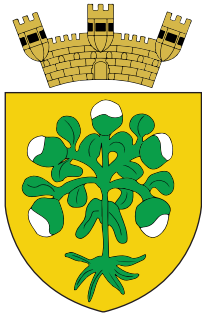
INTERVENTION



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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 Rota, 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.

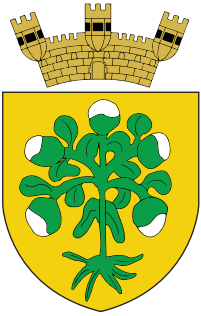
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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

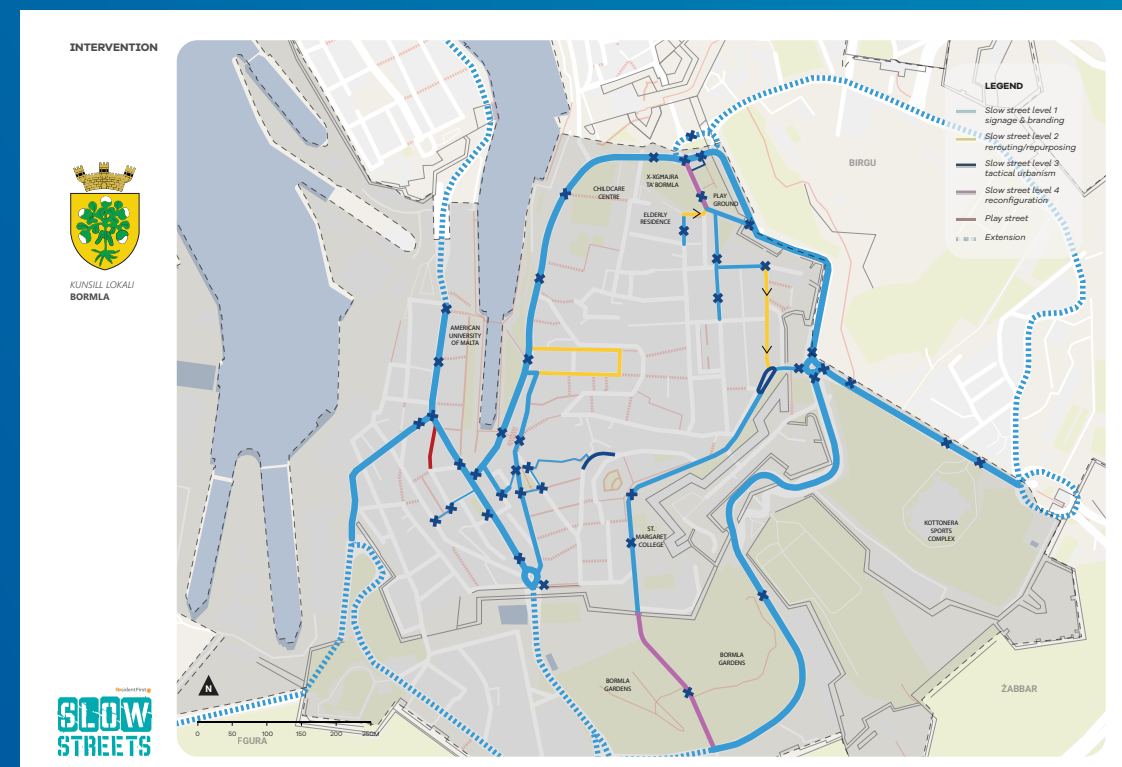


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Bormla Interventions

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 Bormla is to decongest the narrower local streets from extraneous, through traffic and instead divert drivers onto more prominent routes, particularly the distributor road network. 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 Kottonera forms part of the distributor road network of Malta and lies in the north-easternmost area of Bormla, separating this locality from neighbouring Birgu. In fact, this road falls within the Local Council's extents of both localities, and therefore, the interventions being suggested hereunder should be carried out through a liaison between both localities.

More specifically, Triq Kottonera separates the sports complex with the adjoining public open garden in Bormla from the school and social housing zone in Birgu. Thus, this road 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. Therefore, it is being suggested that tactical urbanism in the form of colourful floor marking is 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.

In addition, tactical urbanism in the form of floor marking is also being proposed at the intersection of Triq Kottonera with Triq Fuq tal-Hawli, in order to further alert drivers to slow down when approaching Triq Fuq tal-Hawli, which falls within Birgu Local Council's extents (one of the entrances to the southern residential area of Birgu, and which is also used by public transportation).

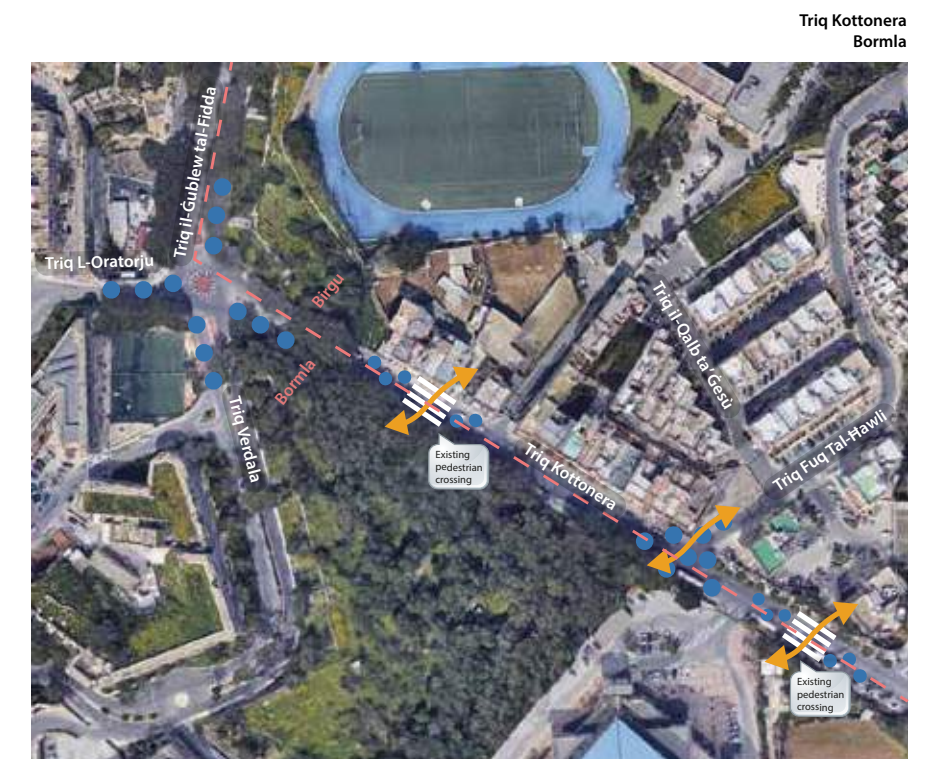
LEGEND

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

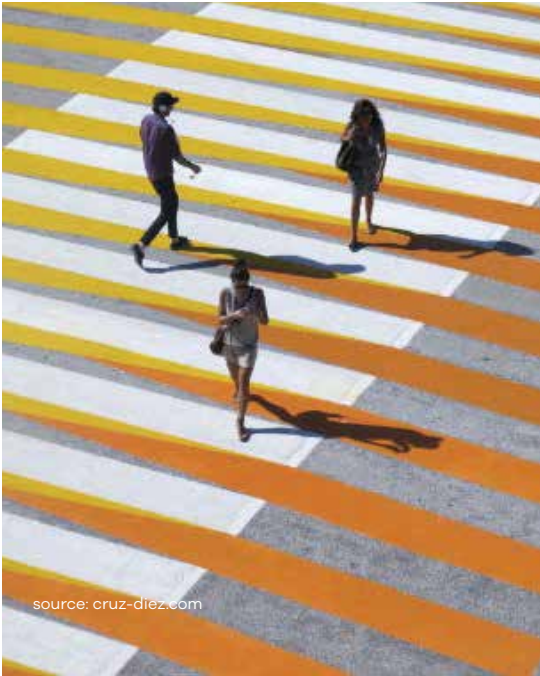


Tactical urbanism in the form of floor markings is also being proposed at the roundabout of Triq Kottonera with Triq il-Ġblew tal-Fidda, Triq l-Oratorju and Triq Verdala, specifically at each give way onto the roundabout to also alert drivers to slow down. Adequate signage for slow speeds and sharing of the road between drivers and cyclists is also being proposed along Triq Kottonera.

Intervention 2

**Roundabout: Triq il-Mina il-Kbira, Triq San Dwardu, Triq il-Ġblew tal-Fidda, Triq it-8 ta' Diċembru (northern section) - Level 1 and 3
Triq it-8 ta' Diċembru (middle section) - Level 1, Level 2, Level 3 and Level 4**

The main roundabout located at the northernmost area of Bormla (connecting Triq il-Mina l-Kbira, Triq San Dwardu (Birgu), Triq il-Ġblew tal-Fidda and Triq it-8 ta' Diċembru), separates this locality from Birgu. On the southern side lies a children's playground together with a large unarticulated bus terminus and a public garden (within Bormla Local Council's extents), whereas on the northern side of the roundabout lies another children's playground (within Birgu Local Council's extents).



In order to better connect visually the two sides together, tactical urbanism in the form of a new pedestrian crossing is being proposed at the southern side of the roundabout connecting the southern playground and bus terminus to the desire-path across the roundabout and further to the northern playground area (Birgu). Tactical urbanism in the form of floor paint is also being proposed to designate a pedestrian path along the periphery of the bus terminus in order to create a safer environment for pedestrians to use. Adequate signage is being proposed when approaching the roundabout highlighting slow speeds, and to make drivers aware of a new pedestrian crossing point and the high levels of pedestrian activity.

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

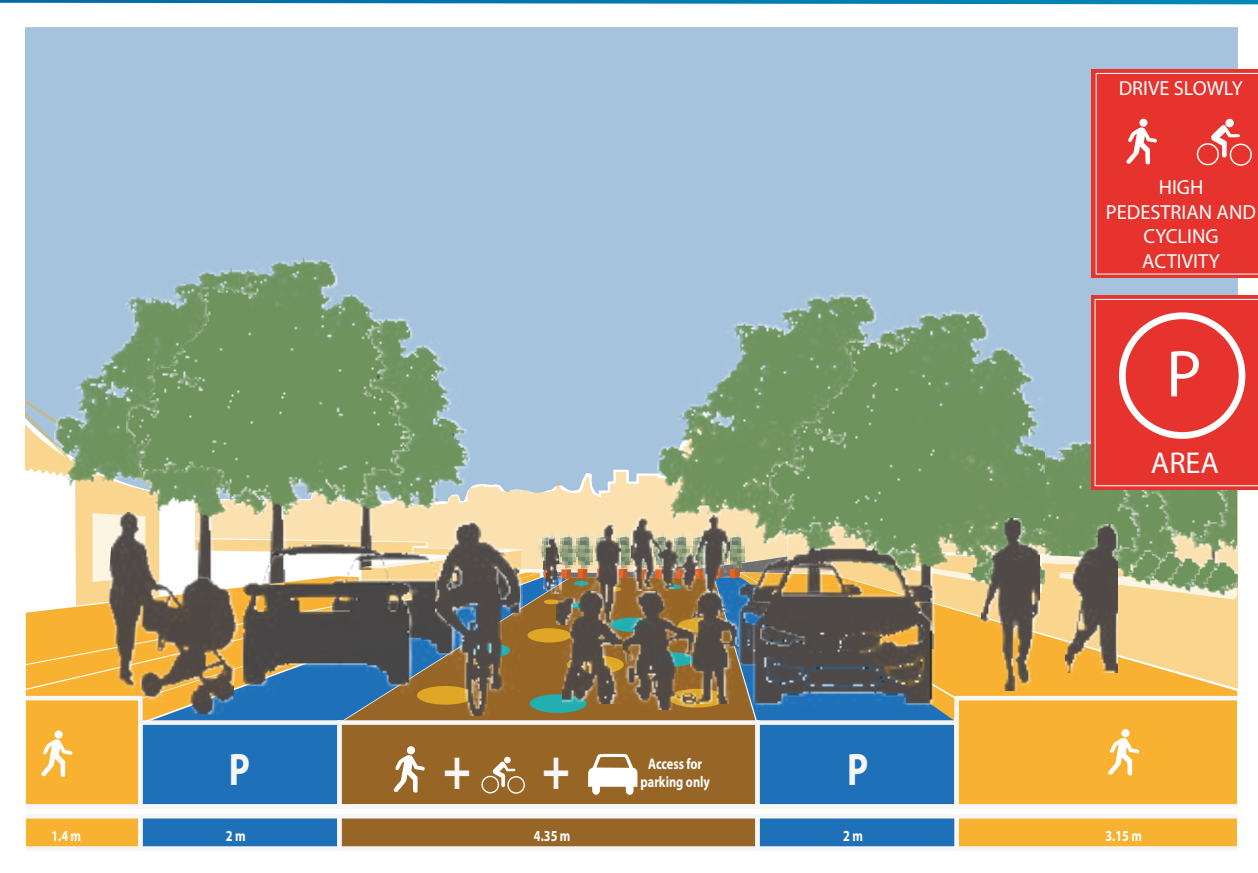
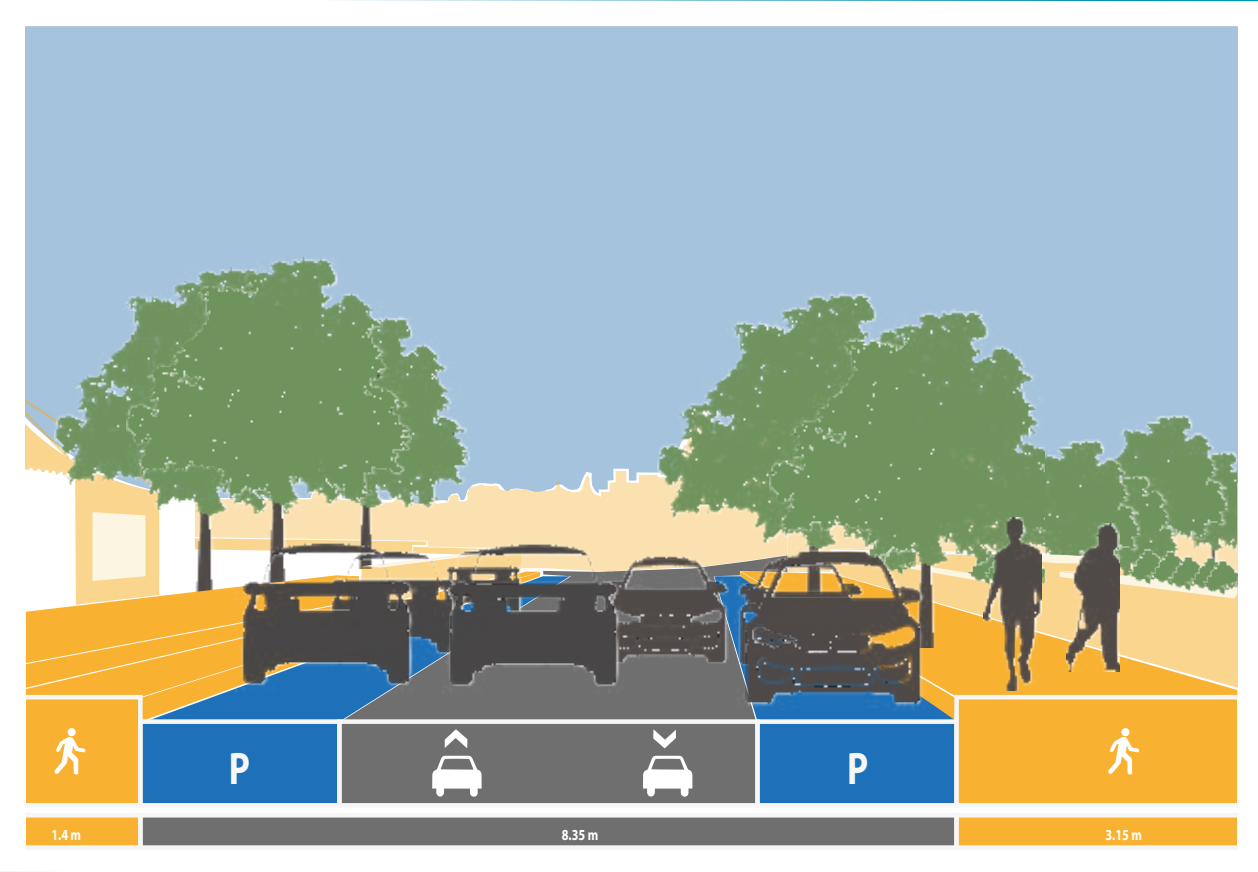
Tactical urbanism in the form of floor marking is also being proposed before and after the pedestrian crossing situated along the northern part of Triq it-8 ta' Diċembru, further alerting drivers to slow down when approaching the crossing, the roundabout further on, and the playgrounds in the vicinity.



The middle part of Triq it-8 ta' Diċembru is wedged between the existing children's playground on the right hand side and a public garden with an integrated food and beverage establishment on the left hand side. A significant number of pedestrians use this road daily to cross from one side to another. This road also links the main roundabout (north) to the Local Council area (south), with the latter being a very popular pedestrian activity zone, especially during the street market days.

It is therefore being proposed that Triq it-8 ta' Diċembru be reconfigured in order to drastically reduce the amount of vehicles accessing this road and to bring to a halt its use as a popular vehicular transitional route. It is being proposed that access to this road would only be allowed from the southern end through new adequate signage designating it as a limited access road for parking only. In addition, the northern end is being proposed to be closed off using barriers, such as planters, in order to create a cul-de-sac. Triq it-8 ta' Diċembru would therefore only be accessed for parking (by retaining the existing designating parking spaces on both sides) – however, cars entering this road would have to turn around when reaching the northern end of the road. Planters would also extend to the north-eastern end of the road as a barrier between the road and the bus terminus. This intervention would stop through traffic from using this road, and in turn, increase safety and walkability for pedestrians.

In addition, the existing pedestrian crossing in Triq it-8 ta' Diċembru is being proposed to strengthen by introducing colourful floor paint before and after. This would be done by taking up two parking spaces on both sides of the crossing which would, in turn, be shifted to the northern end of the road so as to retain the current number of parking bays.



Intervention 3

Misraħ Santa Margerita: Level 1 and Level 2
Triq Erin Serracino Inglott (eastern section): Level 1
Triq San Ġorg, Triq Santa Margerita and Triq it-8 ta' Diċembru (eastern section): Level 1 and 3
Triq Il-Mithna: Level 1, Level 2 and Level 3

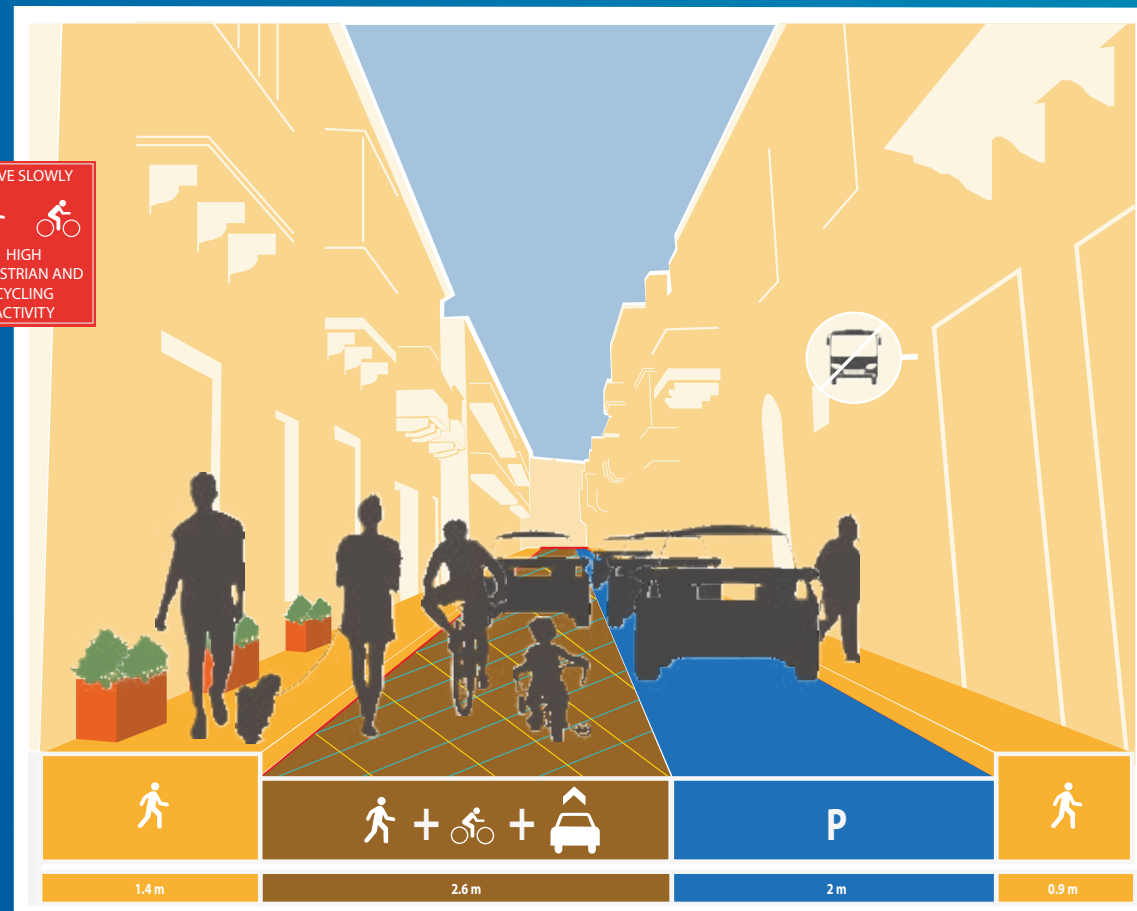
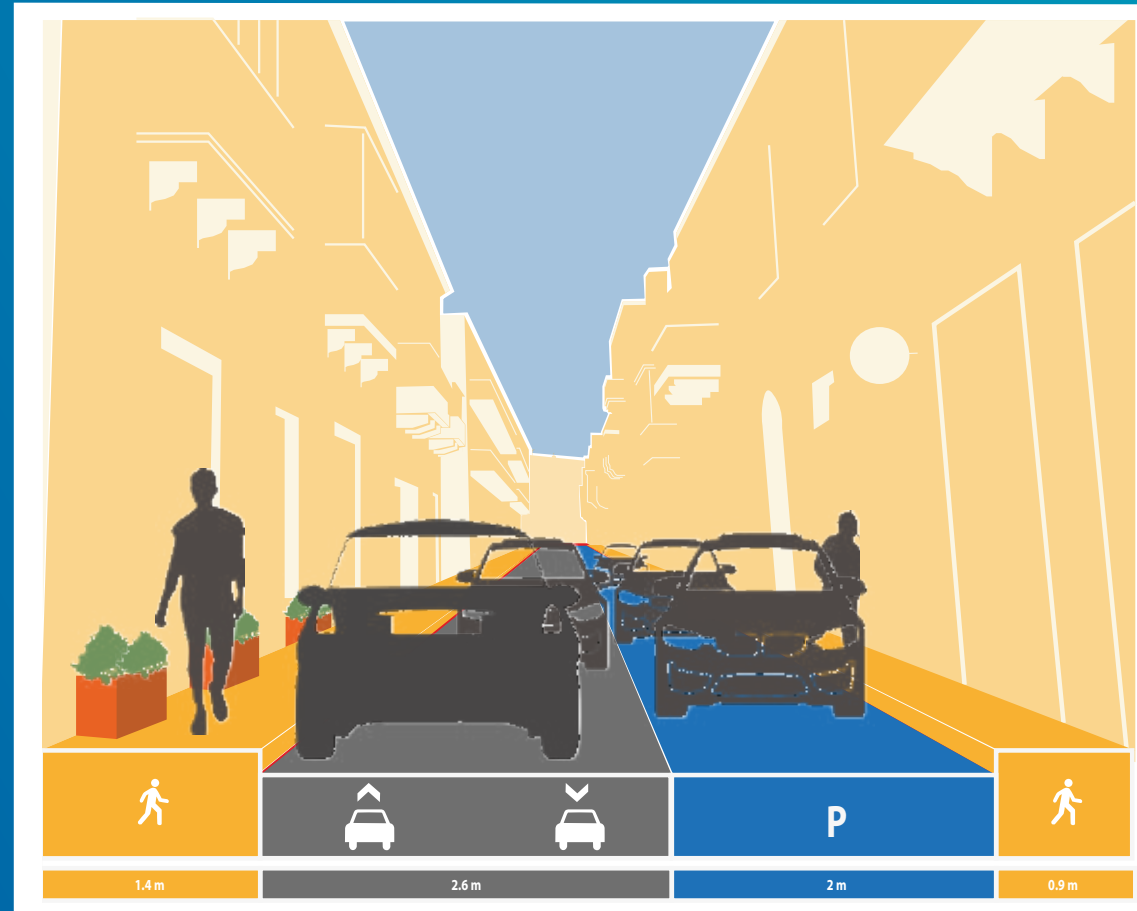
Bormla Local Council fronts Misraħ Santa Margerita and is situated between Triq San Ġorg and Triq Verdala. With the intervention proposed for the middle section of Triq it-8 ta' Diċembru (Intervention 2), it is envisaged that vehicular traffic would decrease significantly within this zone. As an effort to continue this vehicular decrease, Misraħ Santa Margerita (from Triq San Ġorg to Triq Verdala) is proposed to be rerouted into a one-way road in the eastern direction from its current two-way configuration. This intervention would close off the existing vehicular loop: Triq Santa Margerita - Triq Erin Serracino Inglott (western section) - Triq San Ġorg - Misraħ Santa Margerita.

In addition, adequate signage is being proposed along Misraħ Santa Margerita, Triq Santa Margerita, Triq Erin Serracino Inglott (eastern section) and Triq il-Mithna for slow speeds and road sharing between pedestrians, drivers and cyclists. This signage would improve the pedestrian network within this zone and also link these streets to the already existing pedestrian road, Triq id-Dejqa.



Triq il-Mithna, which is currently a very narrow two-way road, is also being proposed to be rerouted into a one-way road in the southern direction as a continuation of the existing one-way road Triq Erin Serracino Inglott (eastern section) carrying traffic in the western direction. This intervention would improve this road as a more walkable road, in a similar manner to all other existing one-way roads in this residential zone. Adequate signage is being proposed along this road for slow vehicular speeds; sharing of the road between pedestrians, cyclists and drivers; and for pedestrian priority.





Finally, in order to better strengthen this residential zone's pedestrian network tactical urbanism, in the form of floor markings, is being proposed within different important areas. First, floor marking at Bormla's entrance along the eastern section of Triq it-8 ta' Diċembru is being proposed, which would also make this entrance more visually prominent. Other floor markings are being proposed in front of St Joseph's Chapel in Triq San Ġorġ, in front of St. Margaret Church and along the entrance of the Heritage Museum in Triq Santa Margerita, and colourful marking across the public open space containing seating spaces at the intersection of Triq Erin Serracino Inglott with Triq il-Mithna, where the Windmill is located.

LEGEND

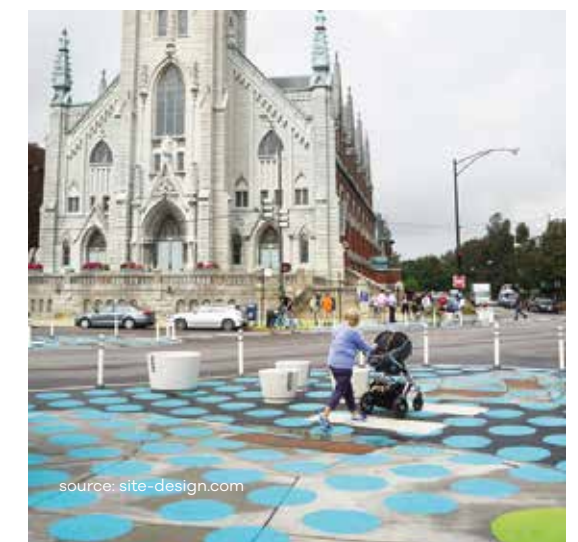
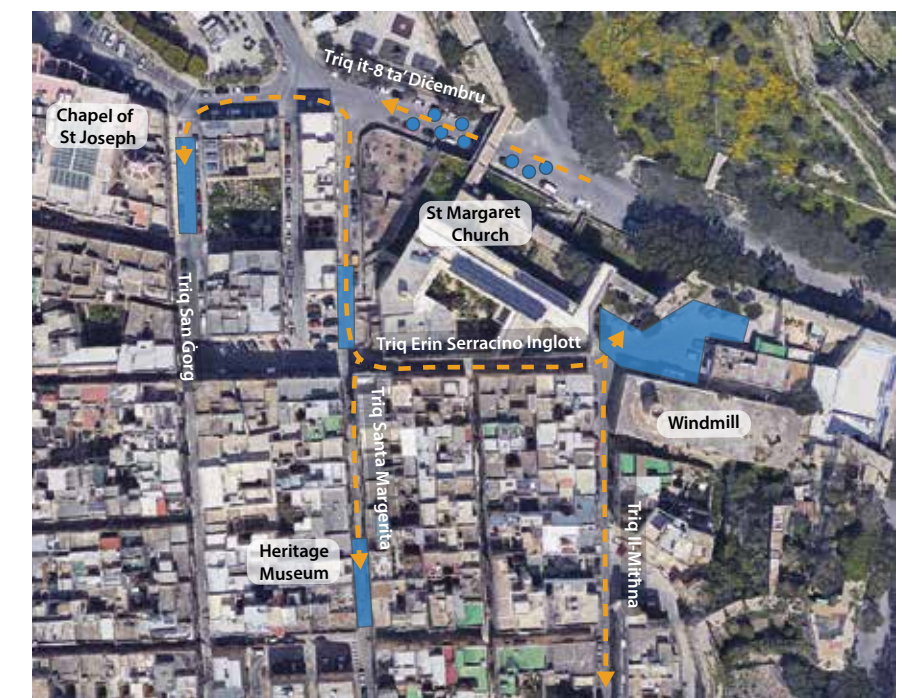
Signage/Tactical Urbanism

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

Traffic Management

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

Triq San Ġorġ, Triq Santa Margerita, Triq il-Mithna and Triq it-8 ta' Diċembru (eastern section)
Bormla



Intervention 4

Triq L-Oratorju / Triq Alessandra: Level 1 and Level 3
Suggestion: Level 4



Triq il-Mithna leads southwards to a large and unarticulated open space which is currently being used as a vehicular transitional space and a car parking area. This area also houses two bus stops and the entrance to a public staircase leading to the pedestrian road, Triq id-Dejqa.

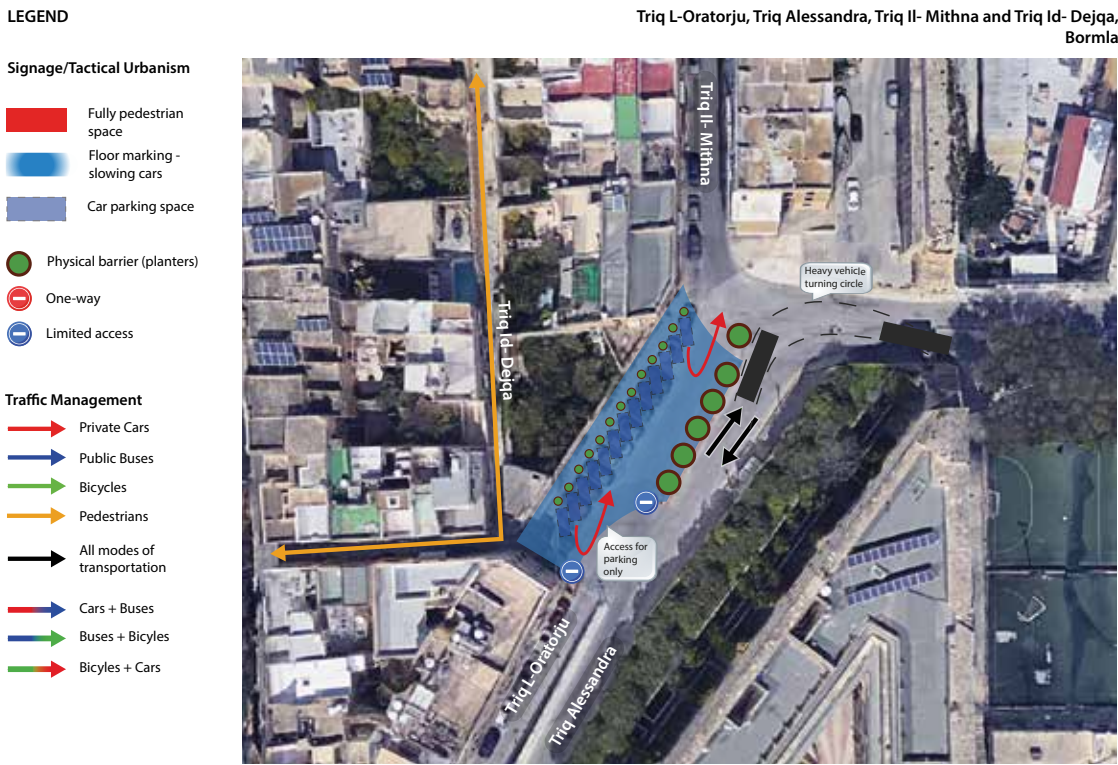
It is therefore being proposed that tactical urbanism in the form of floor marking be introduced at the entrance of the staircase in order to make it more visible for pedestrians to use. Colourful floor paint is also being proposed at the bus stop along Triq Alessandra (right hand side of the open space) to alert drivers to slow down when turning the corner, and along the northern side of the open space at the intersection with Triq il-Mithna, to connect the pavement along the left side of Triq L-Oratorju to the steps leading to the fortification walls.

In addition, physical barriers using planters are being proposed to be placed along the central strip situated in the middle of the open space, in order to separate the two vehicular lanes better. Finally adequate signage for slow speeds and road sharing is being proposed along this open space and Triq Alessandra.



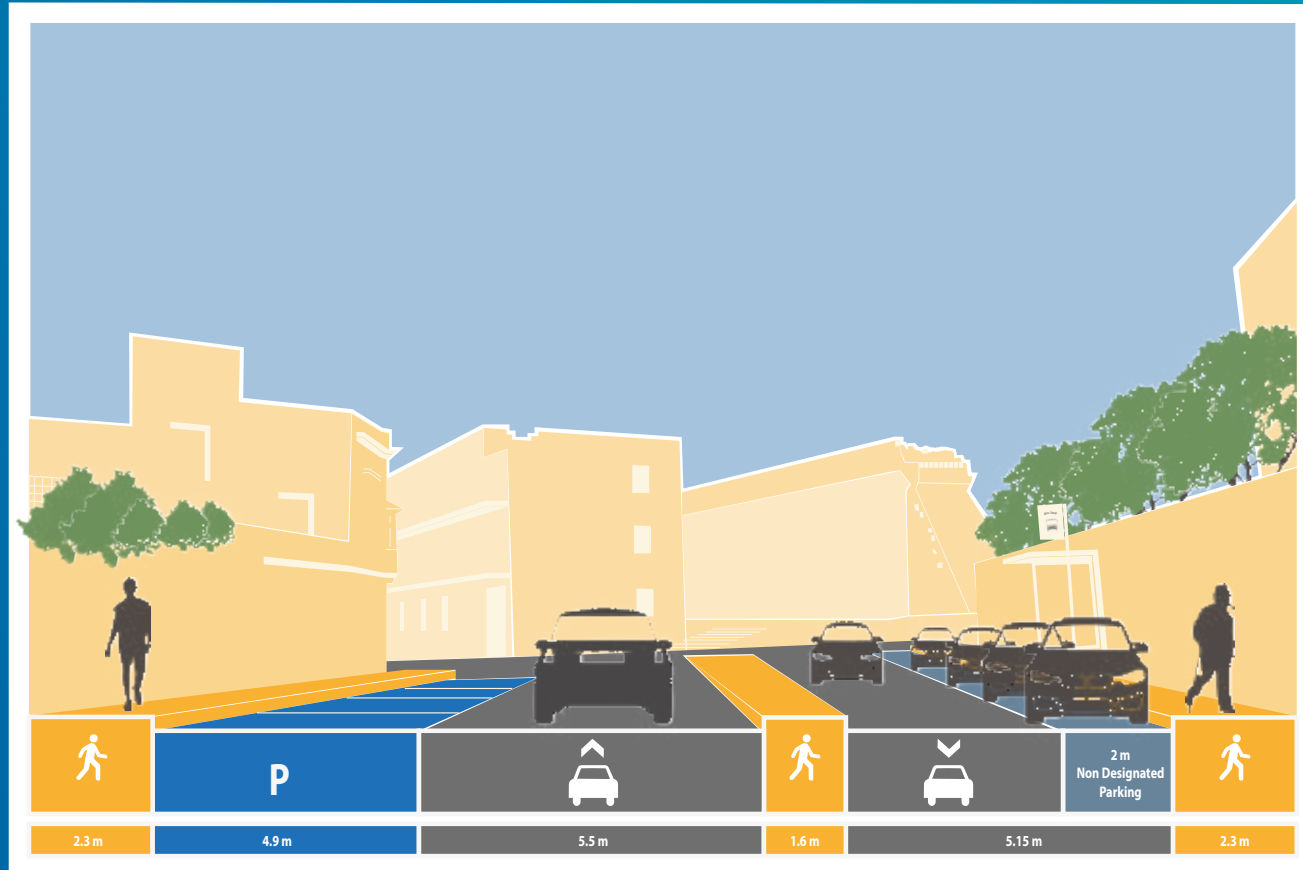
This open space, however, would be more beneficial for the community of Bormla if it would be redesigned in a way to provide more space for pedestrians and less vehicular flows. Therefore, a suggestion is also being put forward with a potential future reconfiguration, in order to address the above goals and to articulate the space better.

It is being suggested that the left side of the open space (from the central strip to the pavement) be transformed into a more pedestrian-oriented place, by changing its use from a vehicular lane to an area with limited access to parking only (marked in blue in the visual below). Cars would be permitted to enter this area to park from the southern side and exit northwards. In addition, to cater for better turning circles of vehicles parking within this zone, it is being suggested that the existing parking bays be rethought to be at a 45-degree angle with the existing pavement. The triangular spaces between the pavement and the parking bays resulting from this new orientation would be used to introduce new planters – both to improve the area aesthetically and to provide a buffer between the pavement and the parked cars.



The right hand side (from the central strip to the existing pavement) would be transformed into a two-way road, catering for all modes of transportation. This is being proposed having carried out a cursory desktop study of the potential turning circles of larger vehicles, which could be catered for with the existing dimensions of the road (indicated in a dashed black line in the visual).

This suggested potential reconfiguration would create a more seamless and safer pedestrian connection between the pedestrian street Triq id-Dejqa, to the area behind the bastions (northern edge of the public space).

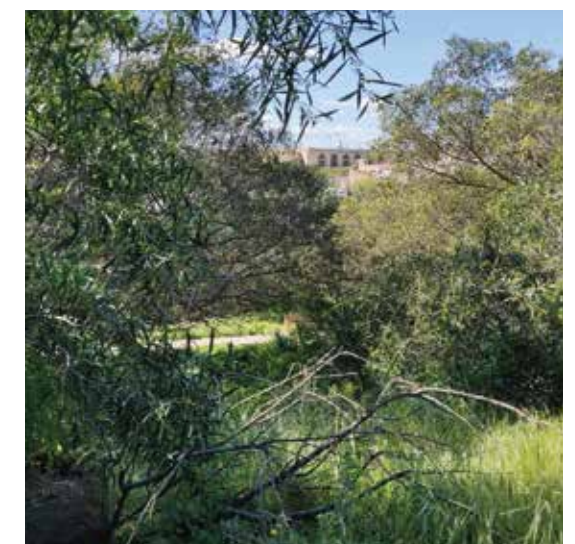
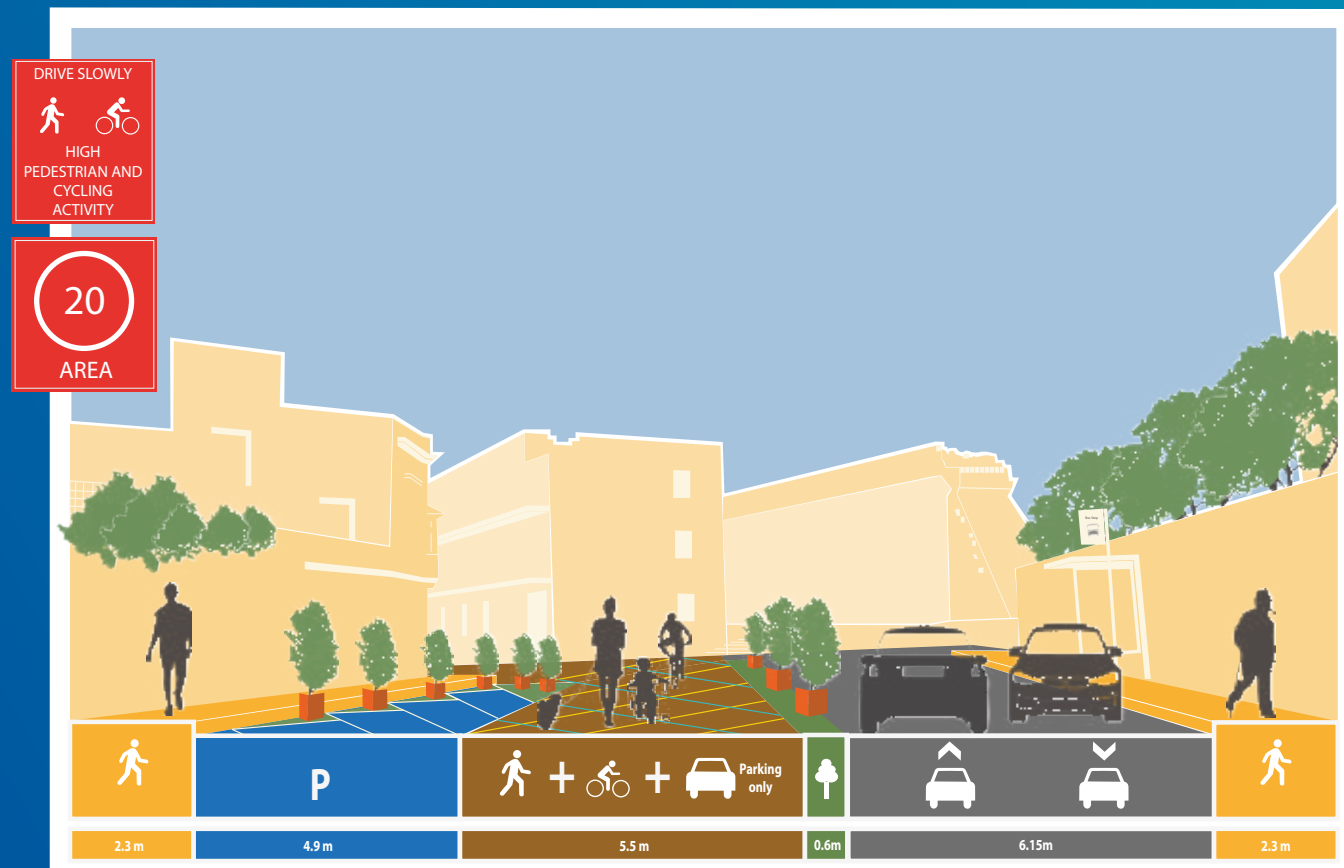


Intervention 5

Triq Alessandra (school section): Level 1 and 3
Triq Alessandra (Bormla Gardens): Level 1, Level 2, Level 3 and Level 4



Triq Alessandra is a long road, commencing at the open space (described in Intervention 4), leading to an area characterised by the entrances to St. Margaret College, and further southwards to Bormla Gardens.



Therefore, tactical urbanism in the form of colourful floor paint is being proposed at both entrances to the school in order to alert drivers to slow down when approaching them, and to also make these entrances more visible from surrounding residential roads. It is also being proposed to introduce adequate signage in this road for slow speeds, road sharing between drivers and cyclists, and to emphasise high pedestrian activity when approaching the school.



LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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



The southern section of Triq Alessandra is wedged between Bormla Gardes – a large public open park with different integrated areas, such as seating spaces and playing areas. This part of the road is also quite straight and therefore tends to result in numerous instances of overspeeding.

Therefore, tactical urbanism is being proposed at the existing pedestrian crossing to make it more visually prominent for users of the Gardens to cross from one side to the other, and to alert drivers to slow down when approaching this crossing. New signage is also being proposed at the southern end of Triq Alessandra, designating this entrance as a limited access to residents or for parking only. This intervention could contribute to reducing the number of vehicles which use Triq Alessandra as a shortcut through the locality of Bormla, rather than using the peripheral distributor roads, such as Triq San Nikola and Triq Verdala, or the main vehicular roads of the locality, such as Triq L-Immakulata.

LEGEND

Signage/Tactical Urbanism

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

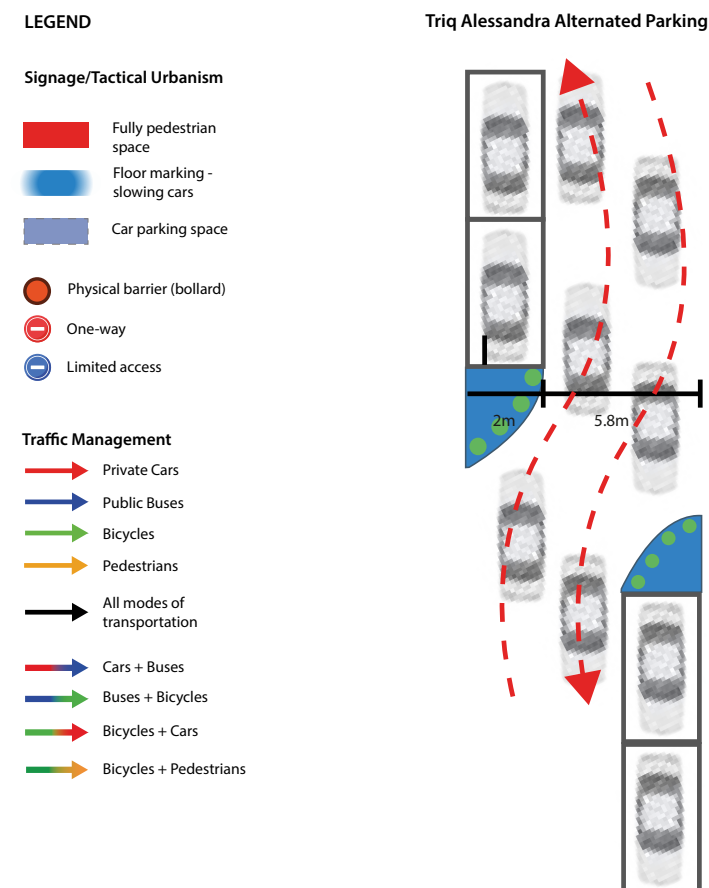
Traffic Management

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

Triq Alessandra (Bormla Gardes), Bormla

As a further effort to decrease vehicular speeds on Triq Alessandra, the road is being proposed to be reconfigured by using a system of alternating parking along its entire stretch. Planters are also being proposed before and after each group of parking spaces, providing a barrier between the parked and moving vehicles.

This intervention would automatically result in drivers having to slow down so as to manoeuvre between the parking spaces. This in turn increases safety and enhances walkability, and would work in tandem with proposed signage for slow speeds, road sharing between drivers and cyclists and high pedestrian priority.



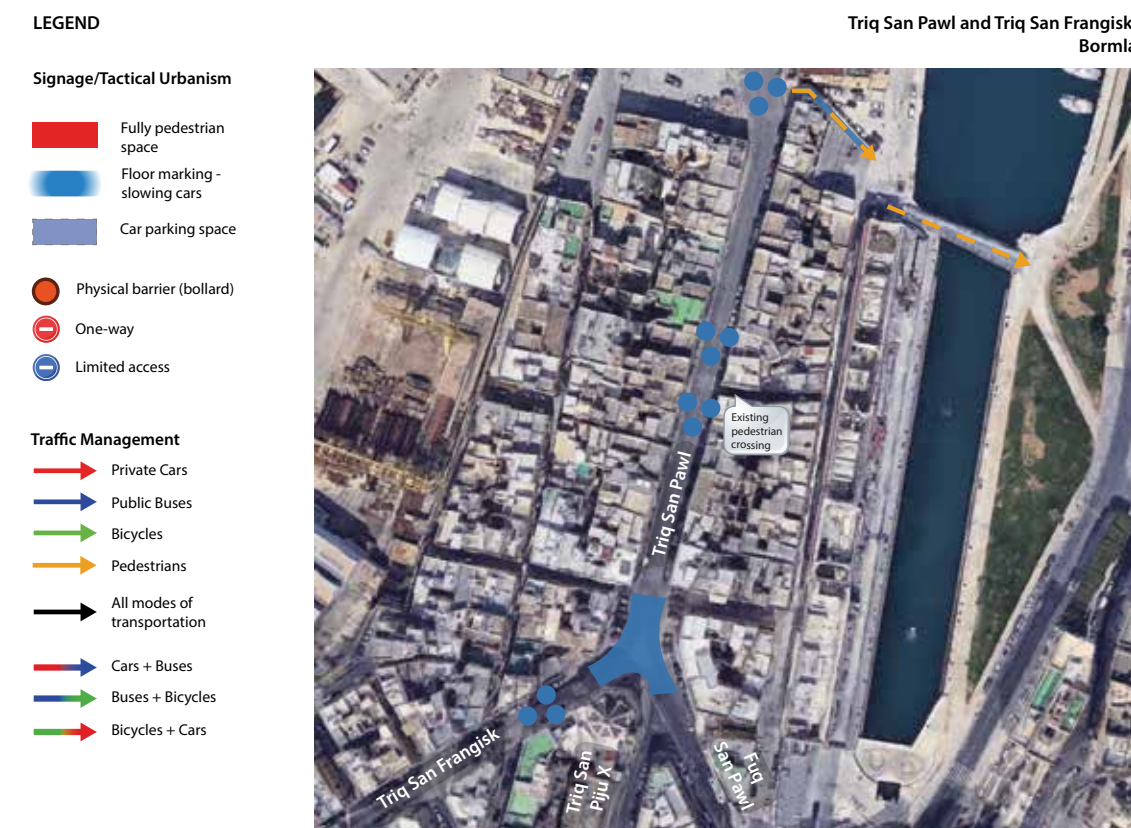
Intervention 6

Triq San Pawl and Triq San Frangisk: Level 1 and Level 3

The eastern residential and educational institutional zone (American University of Malta) of the Dock 1 area leads northwards to Bormla's neighbouring city Isla (through Triq San Pawl), and south-eastwards to exit the locality (through Triq San Frangisk). Being such a busy and transitional area, both Triq San Pawl and Triq San Frangisk carry heavy traffic on a daily basis and would therefore both benefit from interventions which would improve the safety for those accessing this area on foot.

Therefore, tactical urbanism in the form of colourful paint is being proposed before and after the existing pedestrian crossings in Triq San Pawl and Triq San Frangisk, in order to make them more prominent for both pedestrians and drivers. The intersection between Triq San Pawl and Triq San Frangisk is also being proposed to have colourful floor paint to alert drivers to slow down when approaching this junction. Finally, tactical urbanism in the form of floor paint is also being proposed at the northern end of Triq San Pawl where an existing pedestrian staircase is situated, connecting this road to the pedestrian bridge leading to Bormla's waterfront. This intervention would make this access more visually prominent, acting as a wayfinding aid for pedestrians.

In addition, adequate signage is being proposed for slow speeds and sharing of the roads between drivers, cyclists and pedestrians.



Intervention 7

Triq San Piju X: Playstreet

Triq San Piju X is a quiet residential street, situated south of Triq San Pawl. As it is within walking distance of Bormla's waterfront – which caters for several seating spaces, walking paths, commercial activities and other pedestrian amenities – pedestrian activity in this road is very high, specifically those who use it to cross from the south-east residential area to the waterfront.

Triq San Piju X is also overlooked by a number of residential units which provide natural surveillance on the street. It is therefore being proposed to be used as a play street during designated times and/or days as traffic use is already low and localised. 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 easily be reached by pedestrians from the main square and surrounding areas.



Barrier elements

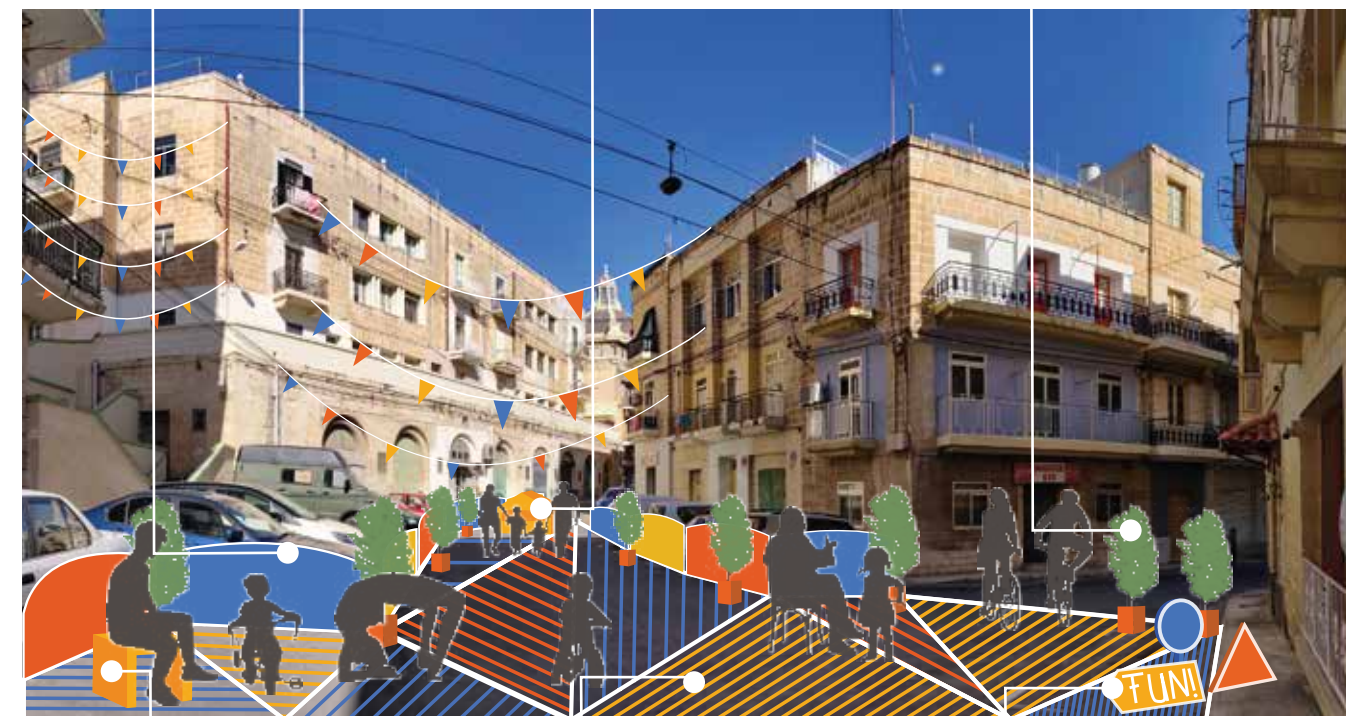
should be used to create a strong edge and define the place as a pedestrian zone

Programming

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

Landscaping elements

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



Street furniture

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

Surface treatment

can be used to further define the playstreet

Signs

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

Intervention 8

Triq Fuq San Pawl - Level 1 and Level 3
Triq Dom Mintoff - Level 1, Level 2 and Level 3
Triq ir-Regatta and Triq il-Gendus - Level 1 and Level 2

Triq Fuq San Pawl, stemming out of Triq San Frangisk and Triq San Pawl, is currently a one-way road carrying vehicular traffic in the southern direction towards Bormla’s waterfront, Triq Dom Mintoff. The latter, which caters for two-way traffic and a large number of pedestrian amenities, is one of the busiest roads in the locality, where vehicular flows increase significantly in the southern direction in the morning and in the opposite direction in the afternoon, primarily since this is the main road used by both Bormla and Birgu residents to exit the Cottonera area.

Whilst traffic flows are constant throughout the day, Triq Dom Mintoff has been recently refurbished as part of the new waterfront redesign, making it an ideal pedestrian link to other areas of the locality. However, the existing vehicular traffic impacts this road’s walkability, particularly when pedestrians cross from one side to the other.



In this regard, tactical urbanism, in the form of floor markings, is being introduced before and after each existing pedestrian crossing along Triq Dom Mintoff and Triq Fuq San Pawl. This intervention would make these crossings more visually prominent, and in turn, alert drivers to slow down when approaching them. In addition, new adequate signage is being proposed for slow speeds, high pedestrian activity and sharing of the road between drivers and cyclists – thus promoting alternative modes of transportation – at both Triq Dom Mintoff and Triq Fuq San Pawl.



In a further effort to improve walkable links along Triq Dom Mintoff, further tactical urbanism in the form of new floor paint is being proposed at strategic areas of importance, wherein locals and visitors tend to gather. Specifically, new floor paint is being proposed in front of the public open space that contains seating spaces (from the intersection with Triq ir-Regatta to the intersection with Triq il-Gendus), and at the southern end of the road connecting two existing public open spaces together.

In addition, to further relieve the existing public open space from extraneous traffic, both Triq ir-Regatta and Triq il-Gendus are being proposed to have limited access for residents only, with new adequate signage. This intervention would reduce the number of vehicles entering and exiting from either side of the public open space, improving the safety of those making use of it. In a similar manner, new signage is being proposed on Triq Dom Mintoff for limited access to residents and buses only, on designated days and/or times when it would be important to dedicate this road to pedestrians. This new signage would be installed at the northern and southern ends of Triq Dom Mintoff, preventing the passage of through traffic during such planned closure. The intervention also seeks to eliminate extraneous vehicular traffic that enters Triq ir-Regatta in order to simply be able to turn onto Triq il-Gendus and exit Bormla

Intervention 9

Triq il-Pellegrinaġġ, Triq Hanover, Triq il-Kampnar, Triq Sofija, Triq Rikkardu Taylor: Level 1 and Level 3

While Bormla's waterfront provides one of the most popular pedestrian attractions within the locality, several other local public spaces are found scattered around the locality. A series of open spaces may be found in the southern residential area and around the Parish Church. Linking these areas together to provide a better walkable experience for pedestrians is one of the goals of the proposed Slow Streets network. The proposed pedestrian network would commence from the southern end of Triq Dom Mintoff to Triq Ljun, Triq Sofija, Triq il-Pellegrinaġġ, Triq Hanover, Triq il-Kampnar, and St Francis School in Triq Rikkardu Taylor. In this regard, tactical urbanism in the form of colourful floor paint is proposed all across this network to make this link more visually prominent for pedestrians to use. Tactical urbanism would therefore be introduced in the following intersections: Triq Dom Mintoff with Triq Ljun (along the existing public open space), Triq Ljun with Triq Sofija, Triq Sofija with Triq il-Pellegrinaġġ, and Triq Hanover with Triq il-Kampnar.

Finally, floor markings are being proposed along the bend of Triq Rikkardu Taylor so as to alert drivers to slow down when approaching St Francis School, and in front of the Immaculate Conception Parish Church in Triq il-Pellegrinaġġ – located on a higher level to Triq Dom Mintoff, but connecting to the latter through a series of public staircases.

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
- All modes of transportation
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Triq il-Pellegrinaġġ, Triq Hanover, Triq il-Kampnar, Triq Sofija, Triq Rikkardu Taylor, Bormla



In addition, new signage for slow speeds, high pedestrian activity and road sharing between drivers and cyclists is also being proposed in Triq il-Pellegrinaġġ and Triq Ljun.



Intervention 10

Triq L-Inkurunazzjoni (northern section), Triq il-Kunċizzjoni, Triq San Piju X, and Triq Wiġi Rosato: Level 1 and Level 3

A larger public open space is found along Triq L-Inkurunazzjoni, which would similarly benefit from being connected to the rest of the open spaces as in the previous interventions. This public open space is also surrounded by vehicular parking space and lies in close proximity to a public staircase that leads to the higher level, Triq Wiġi Rosato.

Tactical urbanism in the form of colourful floor paint is therefore being proposed at both ends of the public staircase, specifically in Triq Wiġi Rosato and in Triq San Piju X. This intervention would improve the visibility of the existing staircase entrances and also alert drivers to slow down when approaching this pedestrian space. Both ends of the public open space are also being proposed to include tactical urbanism in the form of floor paint (within the two roads linking Triq il-Kunċizzjoni to Triq L-Inkurunazzjoni) in order to cater for pedestrians walking therein and to further slow down vehicles.

Finally, the stretch of Triq L-Inkurunazzjoni, from the southern end of the open space to its northern end, is being proposed to include floor marking to connect it to Bormla's waterfront, Triq Dom Mintoff. This intervention would work together with adequate signage for slow speeds, road sharing between vehicles and bicycles, and high pedestrian activity.

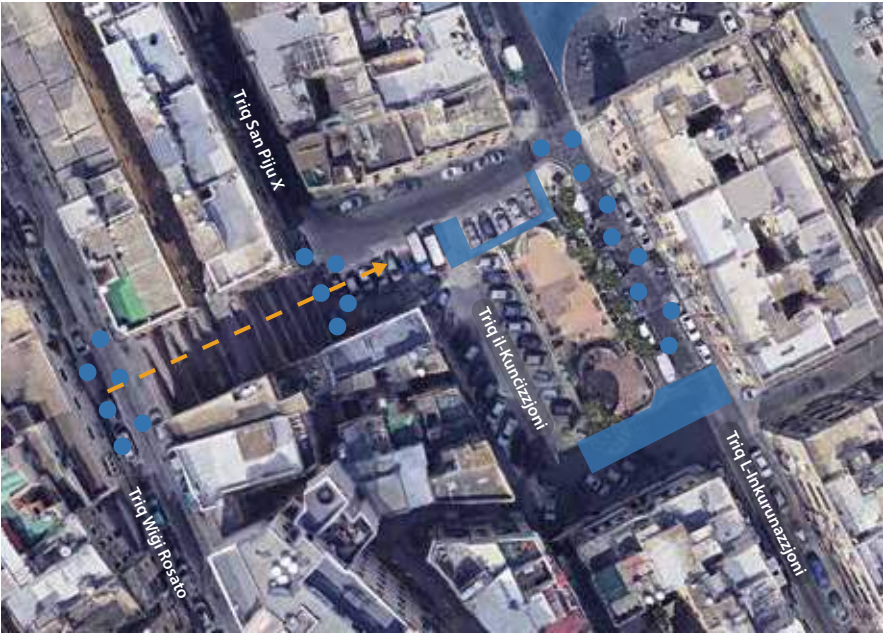
LEGEND
Triq L-Inkurunazzjoni, Triq il-Kuncizzjoni, Triq San Piju X, and Triq Wigi Rosato, Bormla

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
- All modes of transportation
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars



Intervention 11

St. Helen's Gate - Triq l-Inkurunazzjoni (southern section) and Triq Santa Liena: Level 1 and Level 3

Triq l-Inkurunazzjoni leads from Triq Dom Mintoff southwards to one of the main Gates of Bormla, St. Helen's Gate. This area is in fact a vehicular junction which can become quite busy during certain times of the day. In order to improve walkability for pedestrians, tactical urbanism in the form of floor marking is being proposed before and after the existing pedestrian crossing at Triq l-Inkurunazzjoni, in order to make it more visible and to alert drivers to slow down.

In addition, floor markings are also being proposed at the entrance to Triq Santa Liena, which is a pedestrian-only road. The addition of new paint would make this entrance more visible for pedestrians to use as an alternative to the surrounding streets, which are more vehicular-oriented. Finally, adequate signage for slow speeds and road sharing between drivers and cyclists is being proposed for Triq l-Inkurunazzjoni.



LEGEND
St. Helen's Gate, Bormla

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



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.



Bormla

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 be implemented first to increase the attraction and use of these roads, together with floor markings around the main central square and Triq Dom Mintoff, Triq Santa Margerita and Triq Alessandra to improve safety for pedestrians and cyclists alike. 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 and reconfiguration interventions leading to their eventual implementation may also be carried out (specifically the roads of Triq Santa Marija, Triq il-Mithna and Triq Alessandra).

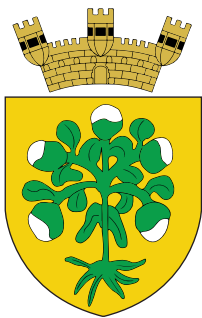
During the second phase, testing of the rerouting and reconfiguration interventions which commenced in Phase 1 may extend over the entire weekend. In addition, the level 1 interventions linking these rerouting and reconfiguration interventions could be implemented, while testing of the rerouting of the roads around the main square (specifically Triq il-Gendus and Triq ir-Regatta) may also commence.

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

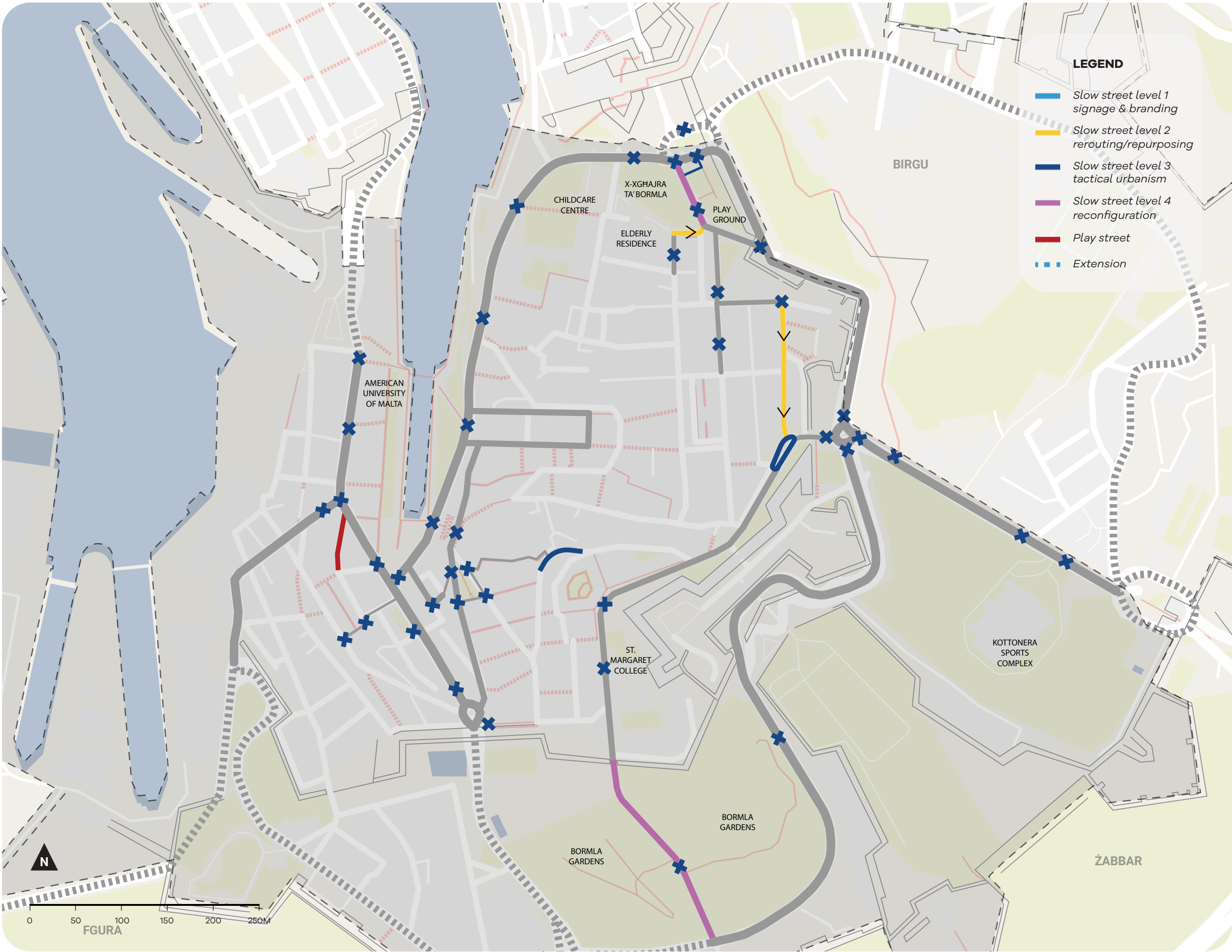


PHASING

STARTING &
TESTING THE
NETWORK

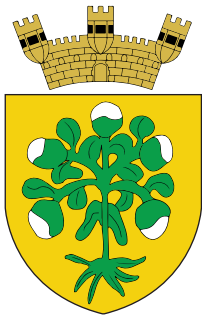


KUNSILL LOKALI
BORMLA



PHASING

STRENGTHENING
THE NETWORK

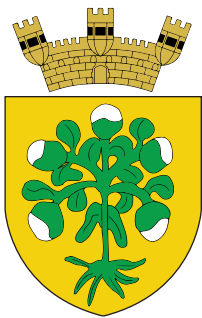


KUNSILL LOKALI
BORMLA

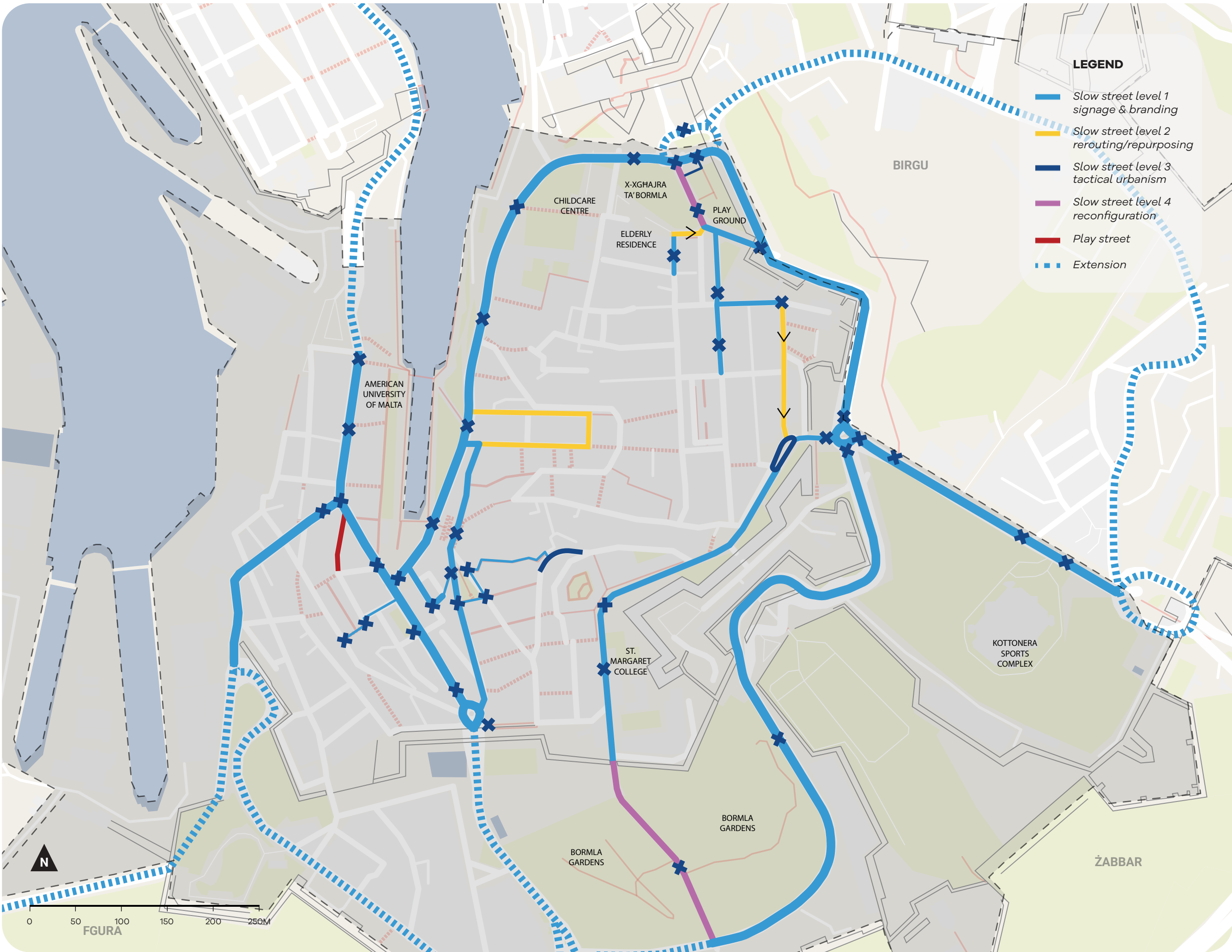



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
BORMLA





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 Rota 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.

Bormla, also known as Citta' Cospicua, is one of the three cities situated along the eastern side of the Grand Harbour, together with Birgu (Vittoriosa) and Isla (Senglea). These three fortified cities, with Bormla being the most dense in terms of population, have a profound history of maritime, military and mercantile value because of their prominent location. Bormla is also well known for its bastions, the dockyard along the waterfront and the waterfront itself. Other attractions in Bormla include Saint Helen's Gate, Bormla Gardens, the Parish Church dedicated to the Immaculate Conception, and a number of museums around the locality. Narrow streets connect these attractions together, which are currently carrying large amounts of traffic on a daily basis, especially Triq Dom Mintoff (fronting the waterfront) which has become problematic due to through traffic. Triq Dom Mintoff has been recently redesigned along with the waterfront project, and thus this area of the locality and other narrow streets would benefit from being more pedestrian friendly and less impacted by vehicular traffic.

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

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

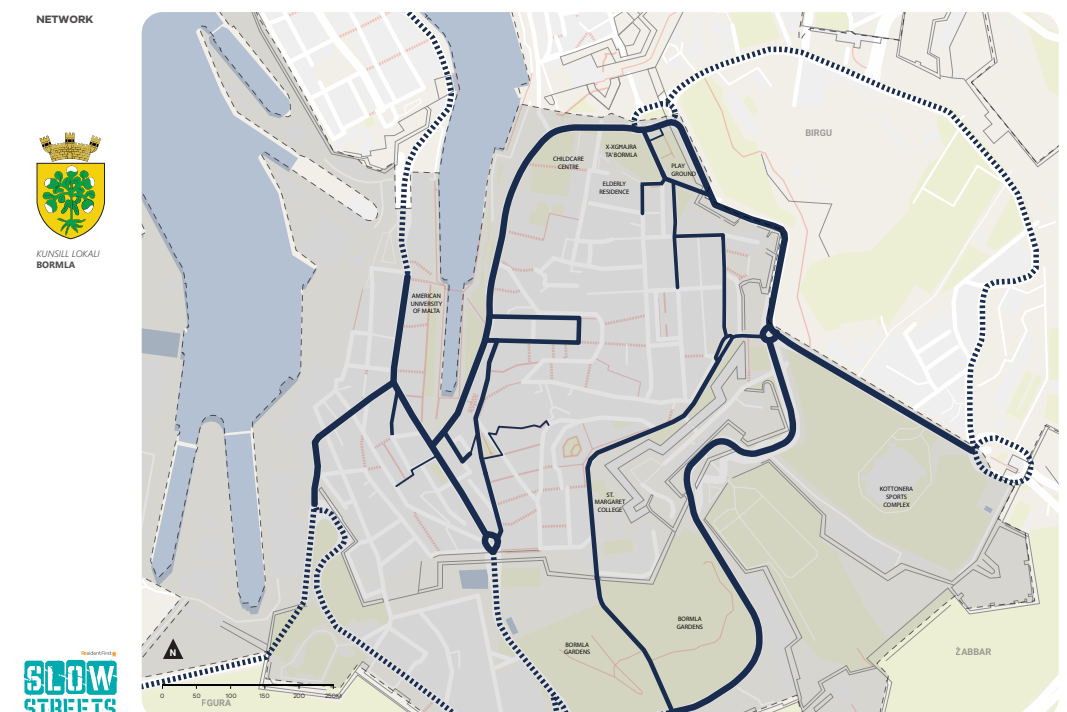
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism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

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 crossing

Tactical Urbanism: floor markings in the form of colourful floor paint at intersection with Triq Fuq tal-Ħawli (road falling within Birgu Local Council’s extents)

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 - Roundabout: Triq il-Mina l-Kbira, Triq San Dwardu, Triq il-Ġublew tal-Fidda and Triq it-8 ta’ Diċembru (northern section) (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 to emphasise pedestrian path (bus terminus periphery)

Tactical Urbanism: floor markings in the form of a new pedestrian crossing

Intervention 2 - Triq it-8 ta’ Diċembru (middle section) (signage & branding, rerouting, tactical urbanism and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Signage: no entry (northern end)

Rerouting: no entry from northern end

Signage: limited access for parking only (southern end)

Rerouting: no entry except for parking

Tactical Urbanism: floor markings emphasising existing pedestrian crossing

Tactical Urbanism: planters

Reconfiguration: close off northern end and introduce planters as barriers

Intervention 3 - Misraħ Santa Margerita (signage & branding and rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

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

Intervention 3 - Triq Erin Serracino Inglott (eastern section) (signage & branding)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

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

Intervention 3 - Triq San Ġorġ, Triq Santa Margerita and Triq it-8 ta’ Diċembru (eastern section) (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

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

Tactical Urbanism: floor markings in the form of colourful floor paint (in front of chapel, church, museum and entrance to Bormla)

Intervention 3 - Triq Il-Mithna (signage & branding, rerouting and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

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

Signage: one-way road

Rerouting: two-way road into one-way road, direction south

Tactical Urbanism: floor markings in the form of colourful floor paint (at public open space)

Intervention 4 - Triq l-Oratorju/Triq Alessandra (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

Tactical Urbanism: colourful floor paint to alert drivers to slow down at bus stop

Tactical Urbanism: colourful floor paint at entrance of staircases

Tactical Urbanism: planters

Suggestion (reconfiguration)

Signage: pedestrian priority

Signage: limited access for parking only

Rerouting: no entry except for parking

Reconfiguration: transform the left lane to a limited area for parking only, shift parking spaces to a 45-degree angle with the existing pavement, and introduce planters in the triangular-shaped gained spaces between the new configured parking spaces and pavement

Tactical urbanism: planters

Reconfiguration: demolish existing central strip, include new buffer strip for planters and transform the right lane to cater for two-way traffic (6.15m-wide)

Intervention 5 - Triq Alessandra (School 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 (approaching the school)

Tactical Urbanism: colourful floor paint to alert drivers to slow down (at school entrances)

Intervention 5 - Triq Alessandra (Bormla Gardens) (signage & branding, rerouting, tactical urbanism and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

Signage: limited access for residents or parking only (southern end)

Rerouting: no entry except for residents or parking (direction north)

Tactical Urbanism: floor markings emphasising existing pedestrian crossing

Reconfiguration: alternate parking spaces and introduce planters

Tactical Urbanism: planters

Intervention 6 - Triq San Pawl and Triq San Franġisk (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 crossings

Tactical Urbanism: colourful floor paint to alert drivers to slow down

Intervention 7 - Triq San Piju X (play street)

Signage: Slow Streets Branding

Signage: road closure on designated Play Street days

Play Street: programming of activities

Intervention 8 - Triq Fuq San Pawl (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

Tactical Urbanism: floor markings emphasising existing pedestrian crossing

Intervention 8 - Triq Dom Mintoff (signage & branding, rerouting 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

Tactical Urbanism: floor markings emphasising existing pedestrian crossings

Tactical Urbanism: floor marking emphasising high pedestrian activity (southern end)

Tactical Urbanism: floor marking emphasising pedestrian space, alerting drivers to slow down (from Triq ir-Regatta to Triq il-Gendus)

Signage: limited access for residents and buses only (on designated days/times)

Rerouting: no entry except for residents and buses (on designated days/times)

Intervention 8 - Triq ir-Regatta and Triq il-Gendus (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 9 - Triq il-Pellegrinaġġ, Triq Hanover, Triq il-Kampnar, Triq Sofija, Triq Rikkardu Taylor (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit (Triq il-Pellegrinaġġ and Triq Ljun)

Signage: drive slowly, high level of pedestrian activity (Triq il-Pellegrinaġġ and Triq Ljun)

Signage: share the road (vehicles and bicycles) (Triq il-Pellegrinaġġ and Triq Ljun)

Tactical Urbanism: floor marking in front of church (Triq il-Pellegrinaġġ)

Tactical Urbanism: floor marking in front of school (Triq Rikkardu Taylor)

Tactical Urbanism: floor markings at intersections (Triq Dom Mintoff with Triq Ljun, Triq Ljun with Triq Sofija, Triq Sofija with Triq il-Pellegrinaġġ, and Triq Hanover with Triq il-Kampnar)

Intervention 10 - Triq L-Inkurunazzjoni (northern section), Triq il-Kunċizzjoni, Triq San Piju X, and Triq Wiġi Rosato (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit (Triq L-Inkurunazzjoni)

Signage: drive slowly, high level of pedestrian activity (Triq L-Inkurunazzjoni)

Signage: share the road (vehicles and bicycles) (Triq L-Inkurunazzjoni)

Tactical Urbanism: colourful floor paint to alert drivers to slow down (at both end of the public staircase, in Triq Wiġi Rosato and in Triq San Piju X)

Tactical Urbanism: colourful floor paint to alert drivers to slow down (around public open space within the two roads linking Triq il-Kunċizzjoni to Triq L-Inkurunazzjoni)

Tactical Urbanism: colourful floor paint to alert drivers to slow down (Triq L-Inkurunazzjoni)

Intervention 11 - St. Helen’s Gate: Triq L-Inkurunazzjoni (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

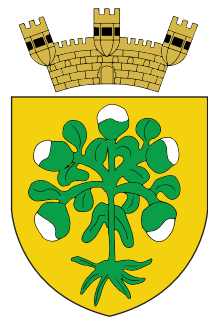
Tactical Urbanism: floor markings emphasising existing pedestrian crossing

Intervention 11 - St. Helen’s Gate: Triq Santa Liena (signage & branding and tactical urbanism)

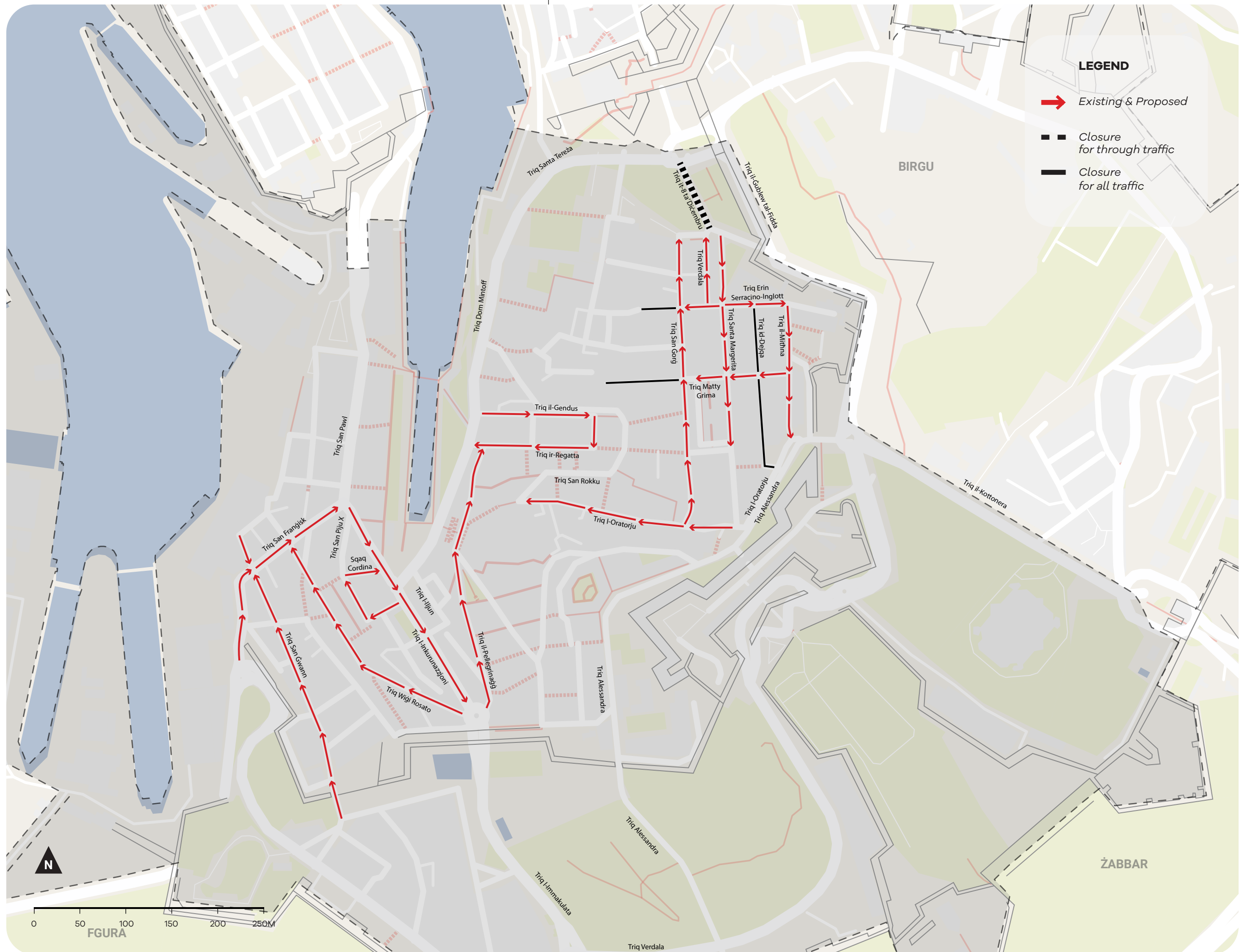
Signage: Slow Streets Branding

Tactical Urbanism: floor markings emphasising entrance to existing pedestrian road

TRAFFIC



KUNSILL LOKALI
BORMLA



ResidentFirst



MINISTRY FOR TRANSPORT,
INFRASTRUCTURE AND CAPITAL PROJECTS



MINISTRY FOR THE NATIONAL HERITAGE,
THE ARTS AND LOCAL GOVERNMENT



Transport Malta



**Assoċjazzjoni
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