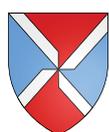


SLOW STREETS

December 2020



KUNSILL LOKALI
DINGLI

ResidentFirst 

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



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

What is 'tactical urbanism'?

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

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

Some examples of tactical urbanism strategies are:

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



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



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

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

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

Slow Streets Network

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

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

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

private cars.

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

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

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.

Dingli

Dingli is a small village located in the Northern Region of Malta and enjoys a small population, mostly comprising local families. It is well known for its countryside and open natural areas, as well as the iconic Dingli cliffs along the island's western coast, which attract many locals and tourists to the locality. Furthermore, given the proximity to the Buskett woodland area, Dingli and its natural environs provide a popular destination for recreational hikes and activities. The locality has several open public spaces, notably including Misraħ Ġuże Ellul Mercer, Ġnien il-Haddiem, and Ġnien il-Familja.

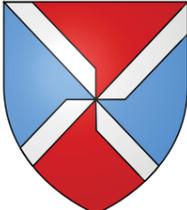
While most local residential roads have low traffic volumes, the locality does have a traffic issue within its centre, specifically around Santa Marija Parish Church. The locality lacks a formalised centre due to congestion caused by parking and vehicular access. Local roads passing

through the centre of the locality are often preferred as traffic shortcuts instead of the more appropriate, peripheral local roads.

The main aim of Dingli's Slow Streets strategy, therefore, is to liberate specific local streets, particularly around the village centre, from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being shifted to pedestrian and cyclist use rather than cars, while still retaining the important bus routes that navigate within the locality. In addition, important pedestrian and cyclist connections are being identified and reinforced, in order to capitalise on the available recreational routes and the accessible natural environment located around the outskirts of the locality.



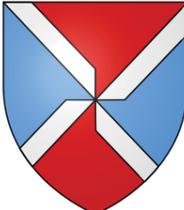
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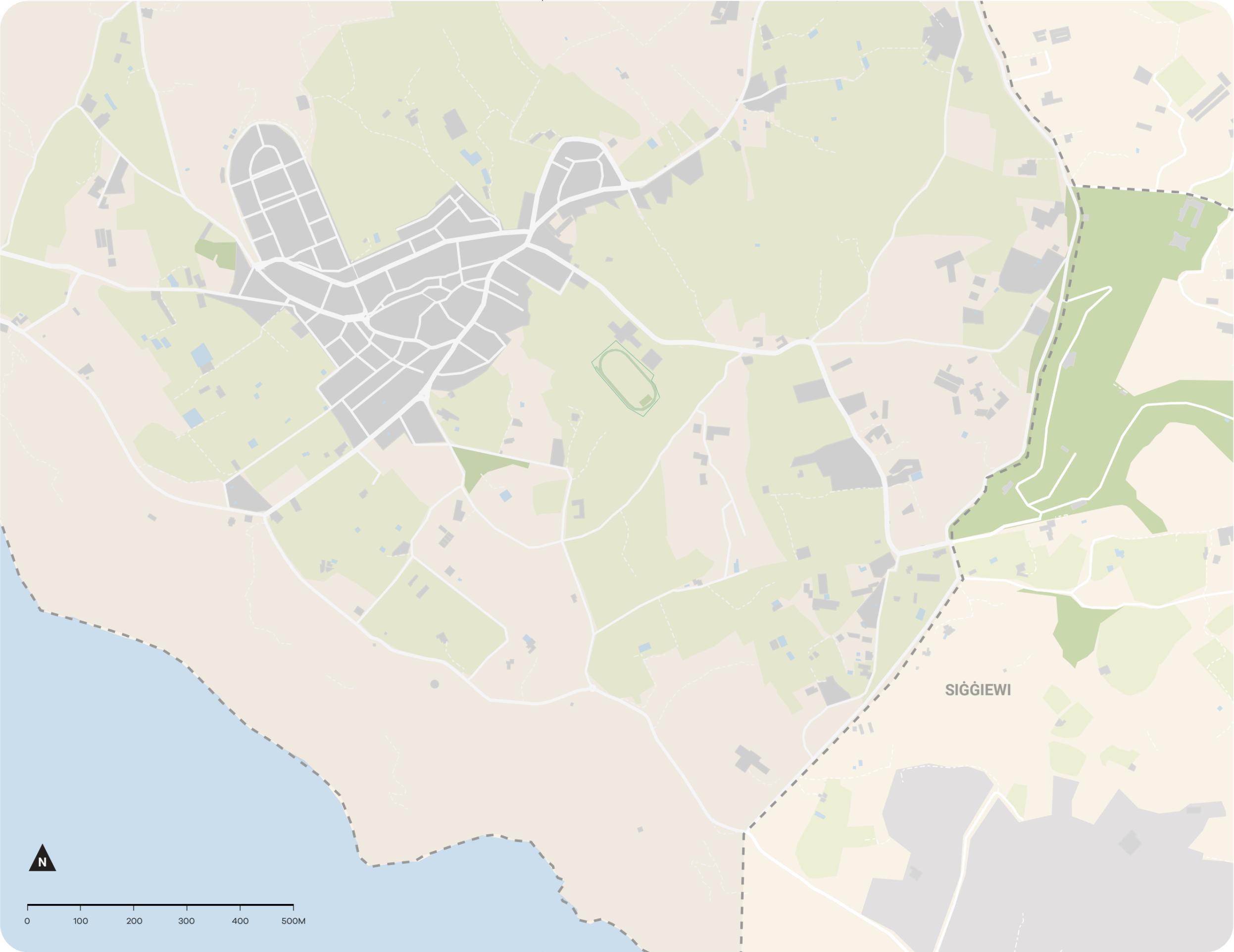
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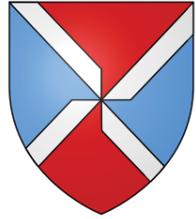
LOCALITY



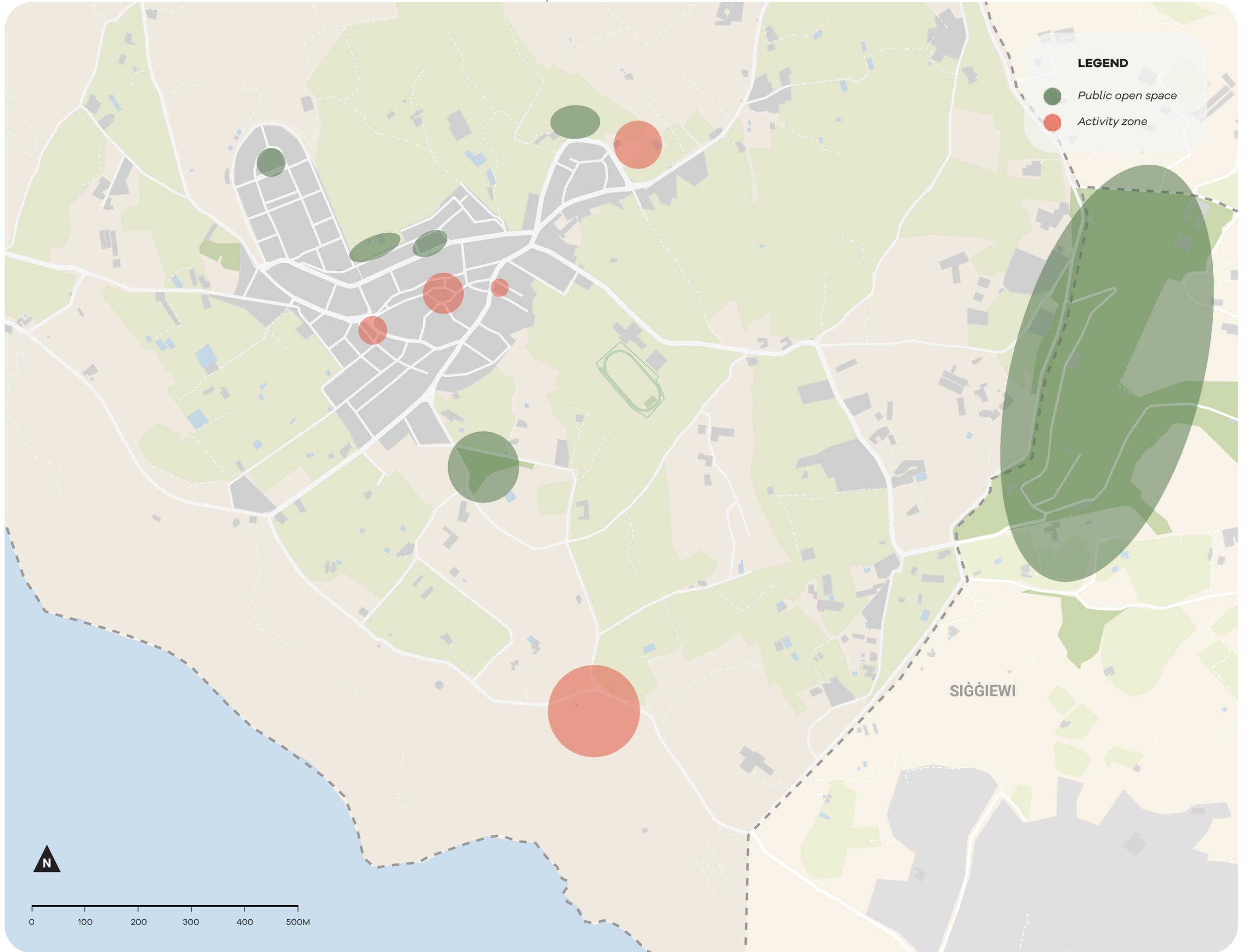
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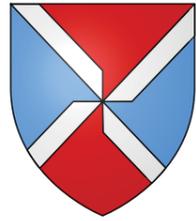
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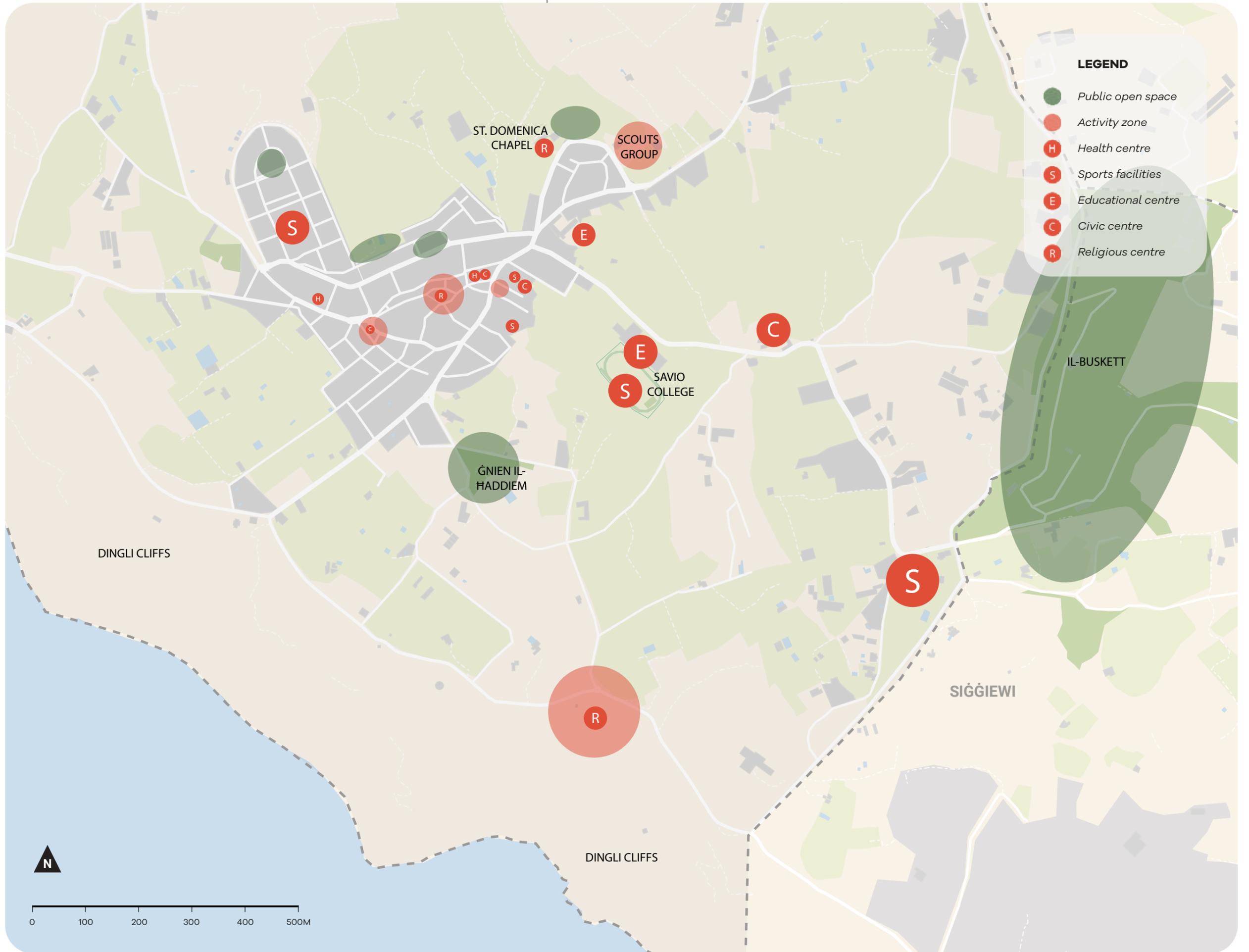
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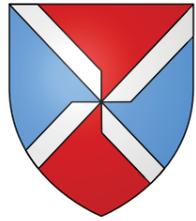
DESTINATIONS



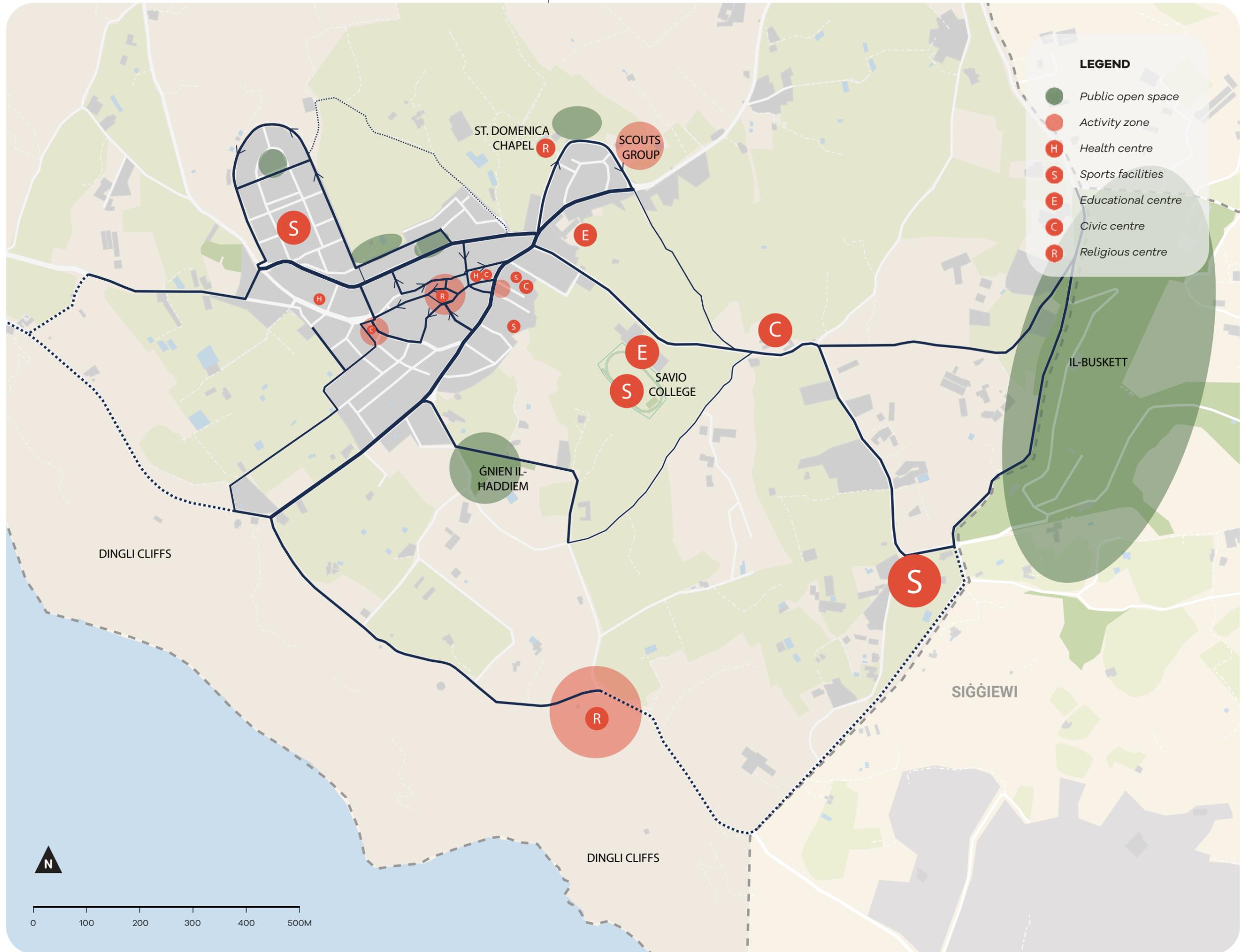
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NETWORK



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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

Dingli 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 Guide



source: Talk Wellington



Play streets – programming

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

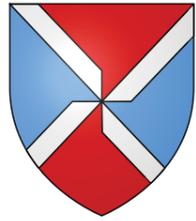


Extensions

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



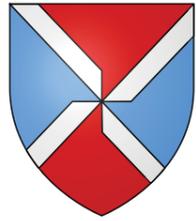
NETWORK



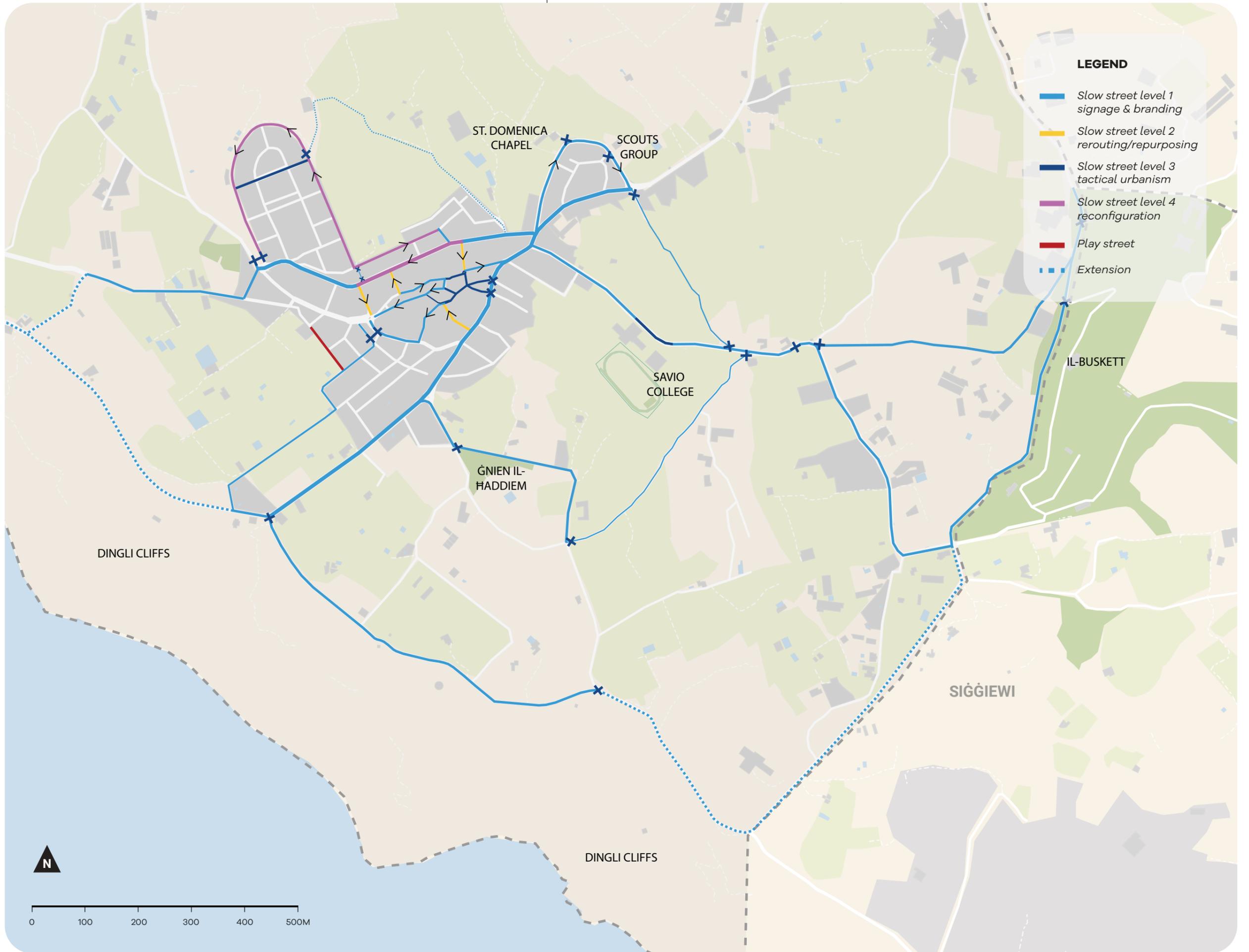
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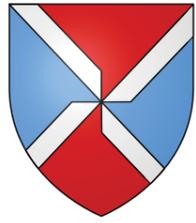
INTERVENTION



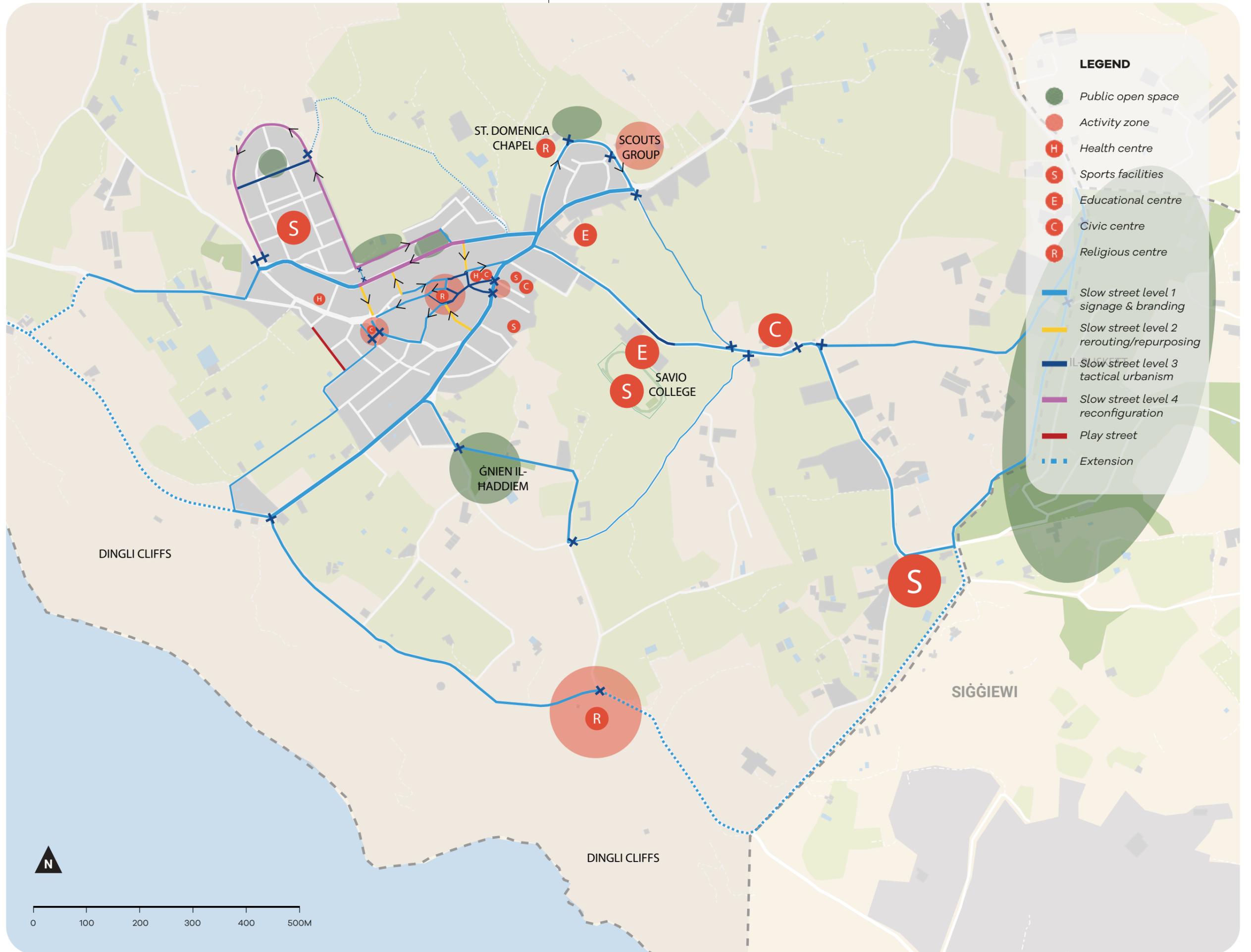
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INTERVENTION



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Cycling

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

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

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

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

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



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

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

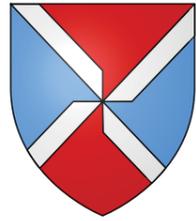
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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



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

CYCLING NETWORK

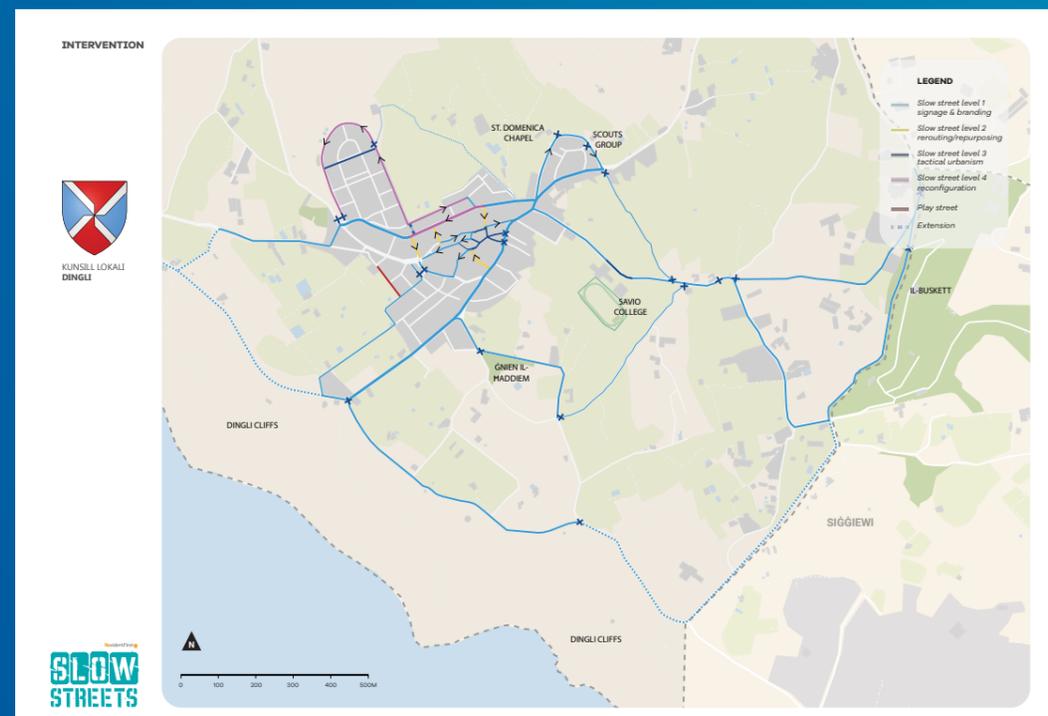


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Dingli Interventions

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 Dingli is to liberate the narrower local streets, particularly around the Parish Church, from extraneous traffic that could instead be diverted onto more prominent routes, in line with the Local Council's intentions to create a more pedestrian environment within the inner core of the village. The second challenge is to identify walkable routes that link peripheral natural and recreational areas better to the centre, so as to exploit such areas and better connect them to the rest of the urban fabric.



Intervention 1

Triq l-Imnarja and Triq il-Buskett (along Woodland): Level 1 and Level 3



Triq il-Buskett is a long stretch of road which connects the centre of Dingli to the Buskett woodland area and eventually to the adjacent locality of Rabat. The focus of this intervention is limited to the stretch along the woodland itself, which currently caters for one-way traffic towards Rabat for all modes of transport, with limited access down to vehicles wishing to access the Buskett woodland area. The area is characterised by another interesting route through the countryside, Triq tal-Lhudi, which in turn links to Triq il-Buskett via a connector road, Triq l-Imnarja. These three roads are popular for walking, jogging and cycling activities. For this reason, signage for a speed limit of 30km/h would reinforce the pedestrian and cycling activity and make such activity safer. The use of signage and branding is being proposed on both Triq l-Imnarja and Triq il-Buskett such that the road may be better shared between drivers and cyclists.

In addition, the entrances of the woodland leading down to Chateau Palace and Verdala Palace are currently open asphalted spaces that are poorly articulated. The intervention proposes tactical urbanism in the form of road marking at the two non-articulated entrance spaces in addition to the non-articulated space at the junction of Triq il-Buskett and Triq l-Imnarja, in order to increase their importance as entrances to the woodland area and simultaneously better define the space allocated to different users, thus increasing the safety of pedestrians and cyclists.

LEGEND

- Signage/Tactical Urbanism**
 - Fully pedestrian space
 - Floor marking - slowing cars
 - Car parking space
- Physical barrier (bollard)**
- One-way**
- Limited access**
- Traffic Management**
 - Private Cars
 - Public Buses
 - Bicycles
 - Pedestrians
 - All modes of transportation
 - Cars + Buses
 - Buses + Bicycles
 - Bicycles + Cars
 - Bicycles + Pedestrians

Triq il-Buskett
Dingli



Intervention 2

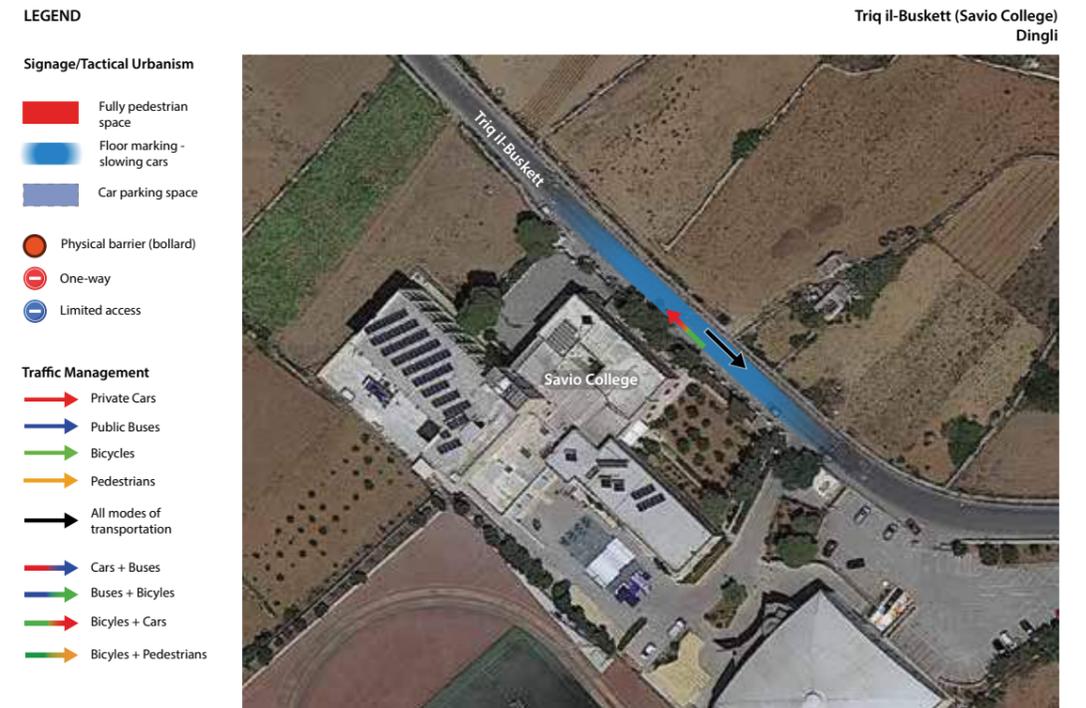
Triq Ross, Triq Hal Tartarni, Triq il-Buskett (Savio College) and Villa Psaigon: Level 1 and Level 3

Triq Ross is a stone-paved pedestrian path which connects Triq il-Buskett to Triq il-Kbira, while Triq Hal Tartarni serves both vehicles and pedestrians as a connection between Triq il-Buskett to Dingli cliffs. The intervention proposes tactical urbanism in the form of road marking on both ends of the streets to highlight these connections and create more evident entrances to the recreational route crossing the agricultural area. The floor markings would signal to drivers to slow down when approaching the entry points of both the pedestrian and cyclists path along both streets and provide better articulation of the unused space.

At the intersection of Triq Ross and Triq il-Buskett, the path widens and includes a seating area. Addition of planters at strategic locations would act as protective barriers around the existing street furniture and could be accommodated without disturbing the flow of traffic. In addition, a new pedestrian crossing is proposed at this intersection for safer connectivity between the two recreational routes, Triq Ross and Triq Hal Tartarni, while linking to the existing seating area. In this way, too, the pedestrian routes may be better highlighted.



Additionally, floor markings along the entrances of both Savio College and Villa Psaigon located on Triq il-Buskett would also slow down drivers as they approach these buildings, since different users, including younger people, are likely to be present near the entrances. Improved signage and additional road markings along both Triq Il-Buskett (especially next to Savio College) and Triq Hal Tartarni would emphasise pedestrian and cyclist priority within these areas.



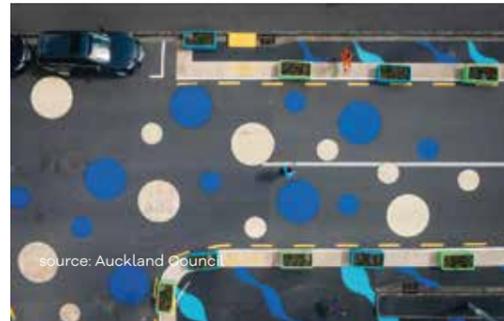
Intervention 3

Triq il-Għajn: Level 1 and Level 3



Triq il-Kbira is a main road in Dingli which strategically connects Triq ir-Rabat and Triq it-Turretta through the village core. In turn, Triq il-Għajn is a narrow local road which branches off Triq il-Kbira and wherein traffic navigates in a one-way loop leading vehicles out of Dingli. The intervention proposes floor markings intensifying at the bend in front of St Domenica Chapel and the entrance to the natural water spring at Djar il-Bniet, as well as in front of the Dingli Scouts Group, so as to slow down vehicles and increase pedestrian activity and movement within the area. In addition, floor markings are proposed at the wide intersection with Triq Il-Liedna, which would provide some articulation in front of the Scouts Grounds and enable safer crossings to and from this important node.

Use of signage and branding is being proposed on both streets with 30km/h speed limit to restrict vehicular speed further (vehicular speeds are already limited in these streets) and to allow for safer pedestrian and cycling activity on the road, such that it may be shared between drivers and cyclists.



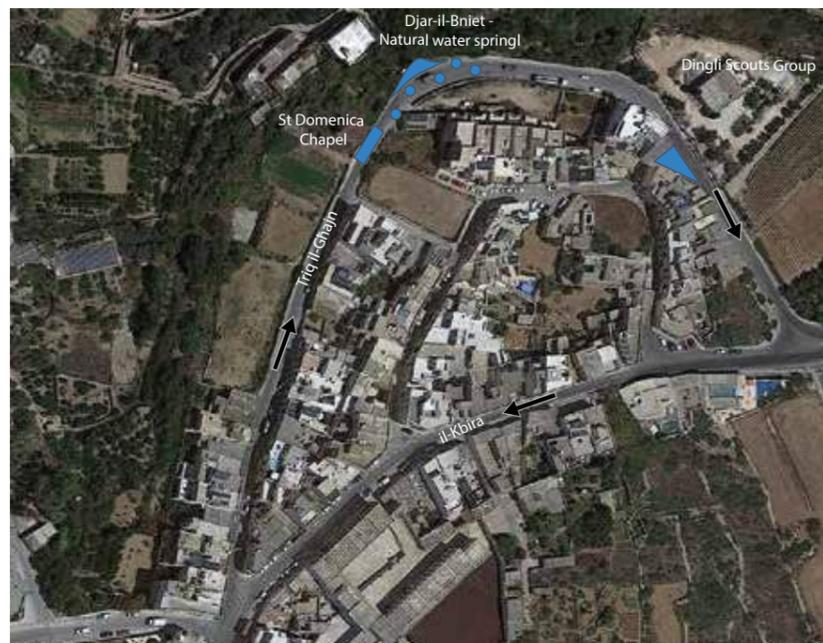
LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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



Triq il-Għajn
Dingli

Intervention 4

The Parish Church Area

Triq San Rokku, Triq id-Dejqa, Triq il-Parroċċa, Triq San Pawl, Triq il-Knisja: Level 1, Level 2 and Level 3



Triq il-Kbira: Level 1 and Level 3

Triq Ċensa Spiteri: Level 1 and Level 2

The area around Santa Marija Parish Church is Dingli's urban core. In tandem with the Local Council's plans to pave and pedestrianise the centre, this intervention proposes several strategies to alleviate vehicular traffic from this zone in order to enhance the quality of the urban space for residents to enjoy safely. Quality public spaces are crucial for social relations within the community, as well as to support local businesses and attract tourists and visitors from other localities.

Connecting off Triq il-Kbira, several streets act as 'entryways' to the centre – Triq San Rokku, Triq id-Dejqa, Triq il-Parroċċa, and Triq il-Kuncizzjoni. The streets that are already paved but not yet fully pedestrianised – Triq id-Dejqa and Triq il-Parroċċa – are being proposed by the Local Council to become fully pedestrian streets with no vehicular access. The new pedestrian zone could extend towards the church, in order to allow for the creation of a proper piazza. In order to achieve this objective, vehicular access would be allowed only through Triq San Rokku, which would allow one-way traffic towards the piazza in order to access Triq Għar Bittija, and also to access the allocated parking areas around the church.

Residents in Triq San Pawl would be able to exit southwards and westwards onto Triq il-Knisja. In order to ensure that only residents enter this stretch of Triq San Pawl, it is being proposed that there would be limited access, with appropriate signage, at the intersection with Triq Salvu Azzopardi. Residents of Triq il-Knisja, coming from the northern area, can access the road from Triq Ġuże' Ellul Mercer to Triq Ġuži Cutajar to Triq San Pawl and then enter Triq il-Knisja. On the other hand, residents coming from Triq il-Kbira will use either Triq id-Dejqa or Triq il-Parroċċa, which will both be of limited access, in order to arrive to Triq il-Knisja.



Due to the pedestrianization of the last segment of Triq San Pawl, access to the existing one-way Triq il-Kuncizzjoni would only be possible through Triq Ċensa Spiteri, which is being proposed to change from its current two-way traffic to a one-way towards Triq il-Kuncizzjoni.



Last, tactical urbanism in the form of floor markings and planters is proposed for the different piazzas within this central area. Floor markings are also proposed on Triq il-Kbira intersection with Triq id-Dejqa and Triq il-Parroċċa in order to slow vehicular activity down while approaching the existing open seating area and to create a better visual connection. Additionally, the use of colourful paint on the existing zebra crossing would make it more evident and create a safer pedestrian environment.

All these streets are proposed to have appropriate signage to designate a 20km/h speed limit and to share the road between drivers and cyclists.



Intervention 5

**Triq Ġużè Ellul Mercer, Triq Pawlu Ebejer:
Level 1, Level 2, Level 3 and Level 4**

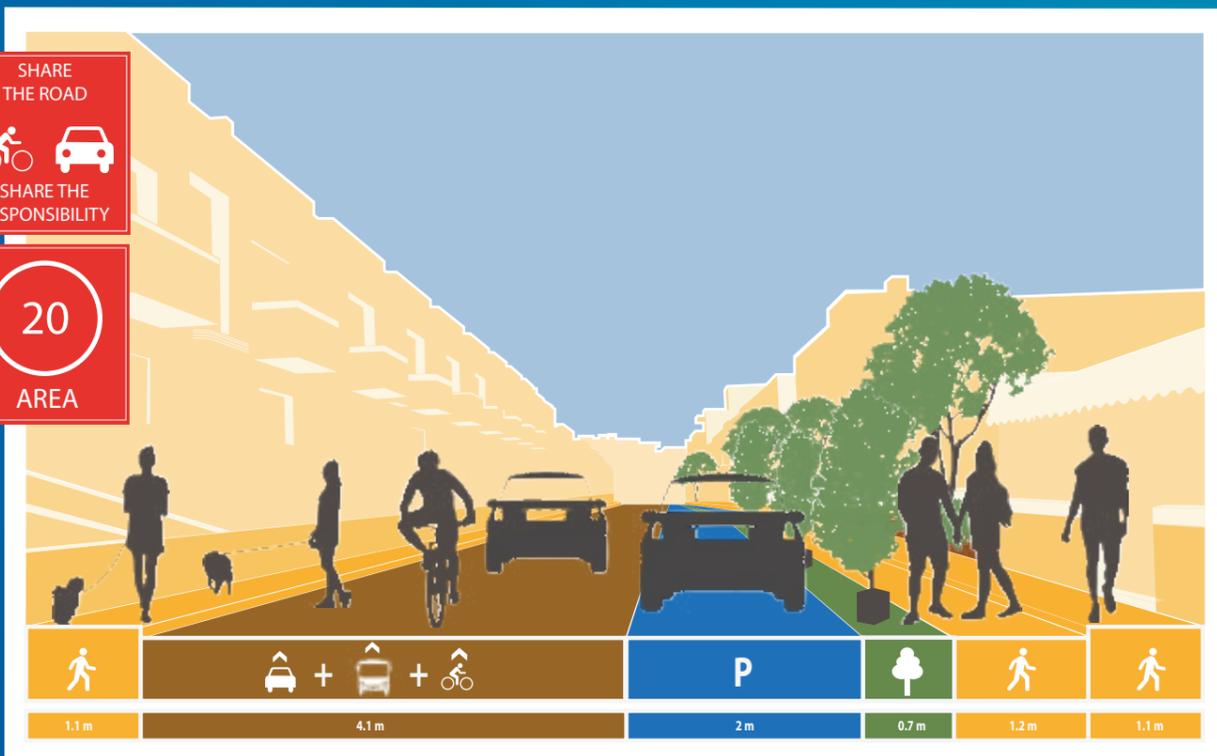
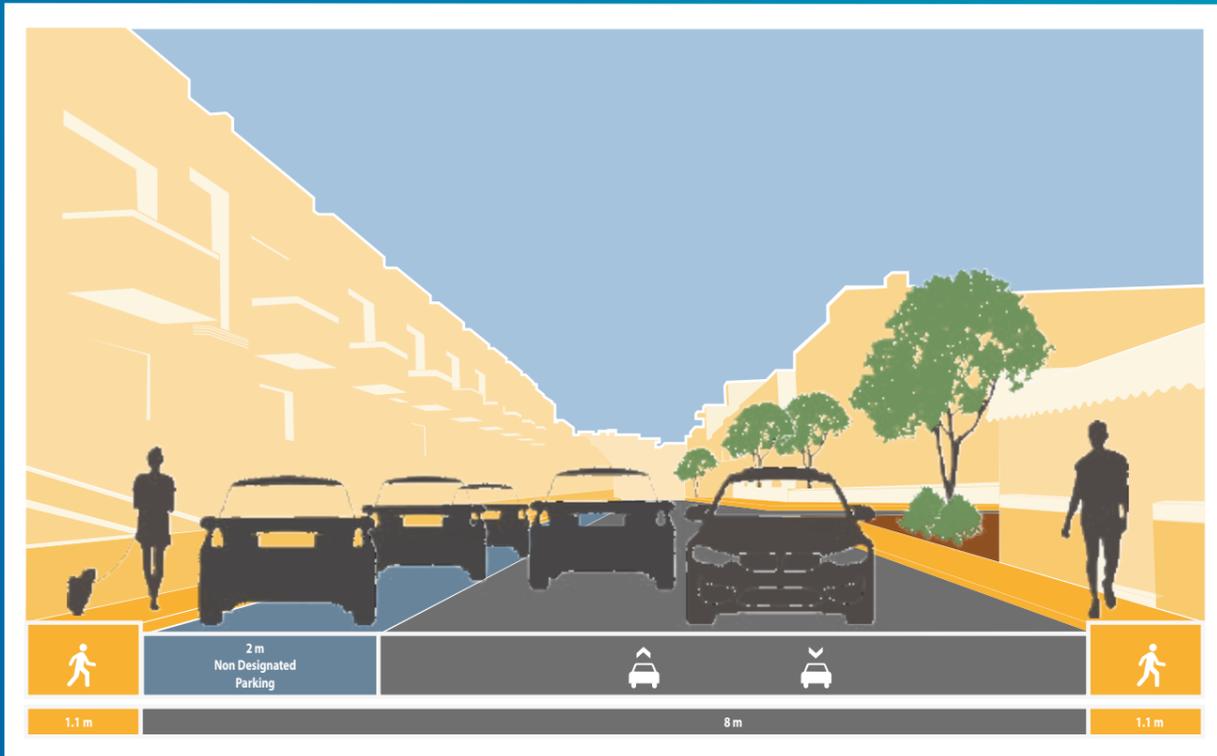
**Triq Ġużi Cutajar, Triq Salvu Azzopardi:
Level 1 and Level 2**



Running parallel to the central core surrounding the church is Triq Ġużè Ellul Mercer, a local, 8 metre-wide road which currently permits two-way traffic and non-designated parking on both sides of the road. This street has a quiet residential nature and hosts the open public space, Misraħ Ġużè' Ellul Mercer. Given the nature of this street, and its potential to facilitate safer connections to the urban space, the intervention proposes to reduce traffic by turning it into a one-way street, vehicular direction towards the Dingli Swallows football ground, beginning from the intersection with Misraħ il-Mafkar.

For the reconfiguration, the current road width of 8 metres could be reconfigured to include a one-way lane that is 4.1 metres wide, shared among different modes of traffic, 2 metres of designated on-street parking that is adjacent to a landscaped buffer zone which would protect a pedestrian strip of 1.2 metres width, next to the existing 1.1 metre-wide pavement. This reconfiguration aims to liberate space for increased pedestrian activity, as well as to create a safer pedestrian and cycling environment.





In addition, both Triq Ġużi Cutajar and Triq Salvu Azzopardi would be rerouted into one-way streets, forming a vehicular loop from Triq San Pawl to Triq Ġużè Ellul Mercer.

LEGEND

Signage/Tactical Urbanism

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

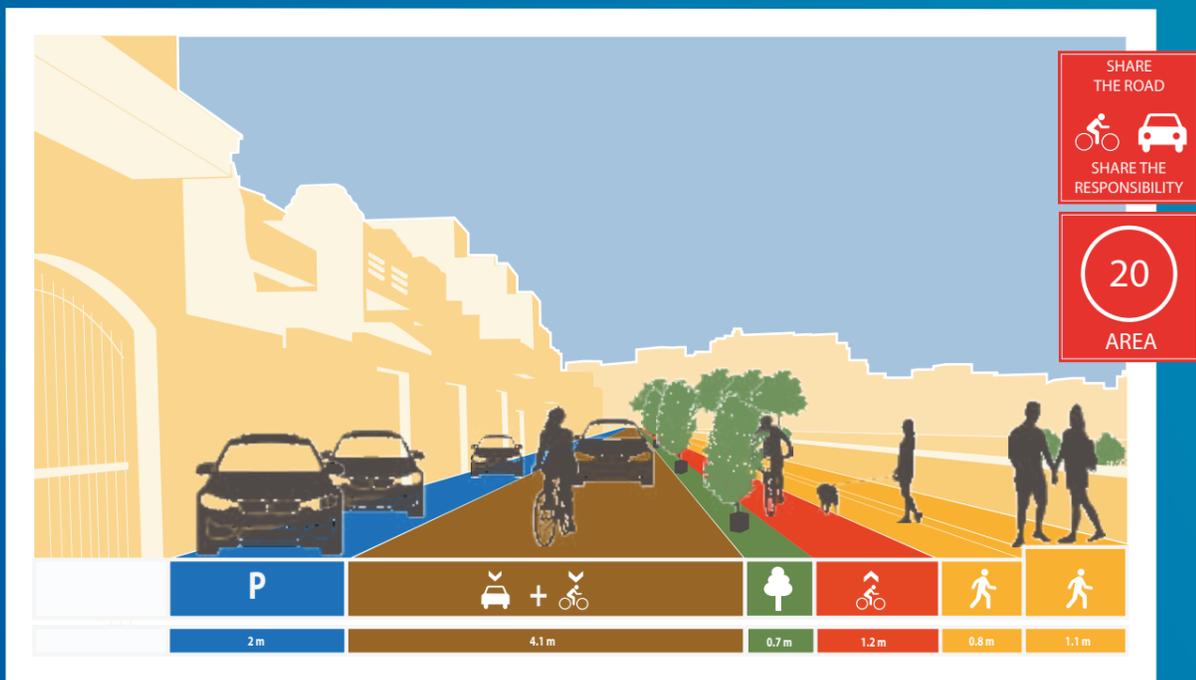
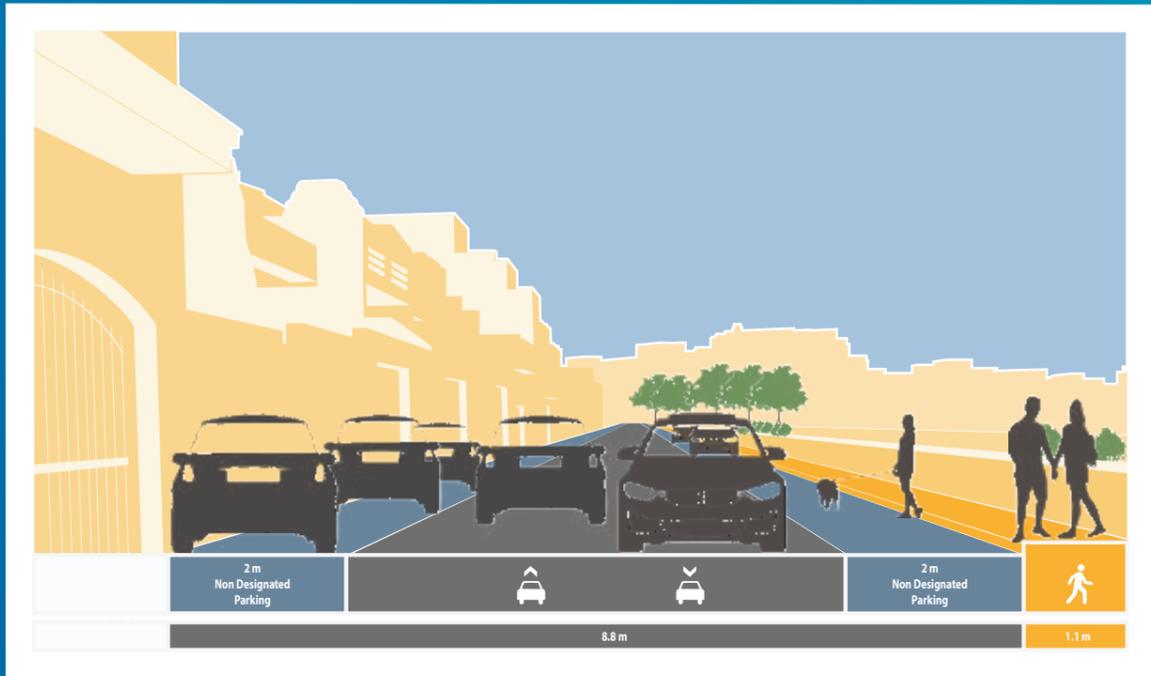
Traffic Management

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

Ġużè Ellul Mercer, Ġużi Cutajar, S. Azzopardi, Triq Pawlu Ebejer Dingli



In a similar vein, a popular recreational area is located in Triq Pawlu Ebejer. This street also has the potential to become a safer route for pedestrians and cyclists and is being proposed to be rerouted to a one-way road towards Triq Il-Kbira, thus also working in tandem with Triq Ġużè Ellul Mercer.



Triq Pawlu Ebejer has a current width of 8.8 metres and it could have a similar reconfigured section to that proposed for Triq Ġużè Ellul Mercer, with a 4.1 metre-wide lane, 2 metre-wide designated on-street parking and a landscaped buffer to project pedestrians and cyclists. In this case, given the additional current road width, it would be possible to introduce a one-way cycling lane adjacent to a 0.8 metre-wide pedestrian extension to the existing pavement. Space for cycling and pedestrian activity may thus be liberated, complementing the public character of the recreational space accessed within this street.



In both streets, the definition of 4.1 metre-wide vehicular lanes would enable them to work as two-way roads too in the event of an emergency or as a result of surrounding road closures.

Finally, the intervention also proposes floor markings on both streets facing the stairs connecting Triq Ġużè Ellul Mercer to Triq Pawlu Ebejer and to the new recreational area, in order to make this pedestrian connection more evident while increasing its aesthetic appeal. All the streets within this intervention are proposed to have appropriate signage for low speeds and sharing of road between vehicles and bicycles, ensuring safer routes for different modes of transportation.

Intervention 6

Triq Claudette Agius, Triq il-Merill: Level 1, Level 2, Level 3 and Level 4

Triq il-Hemda: Level 1 and Level 3

Triq Ġann Mari' Abela, Triq San Pawl tal-Pitkali: Level 1

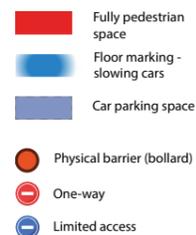


The north western area of Dingli encompasses the Dingli Swallows football ground and a successful open space, Ġnien il-Familja. A combination of one-way and two-way routes are being proposed in this area in order to better coordinate the vehicular traffic flow, reduce vehicular speed limits and simultaneously allow for the expansion of pedestrian space enjoying views towards the agricultural land and natural areas.

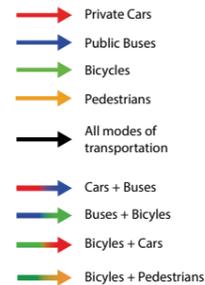
Branching from Triq Pawlu Ebejer, Triq Claudette Agius is proposed to become a one-way road starting from Triq Ġhar Mirdum towards Triq il-Merill. The one-way loop would continue on Triq il-Merill until Triq Il-Hemda, permitting this proposed one-way stretch of Triq Claudette Agius and Triq il-Merill to be reconfigured.

LEGEND

Signage/Tactical Urbanism



Traffic Management



Triq Claudette Agius, Triq il-Hemda, Triq il-Merill, Triq Ġann Mari' Abela, Triq San Pawl tal-Pitkali Dingli



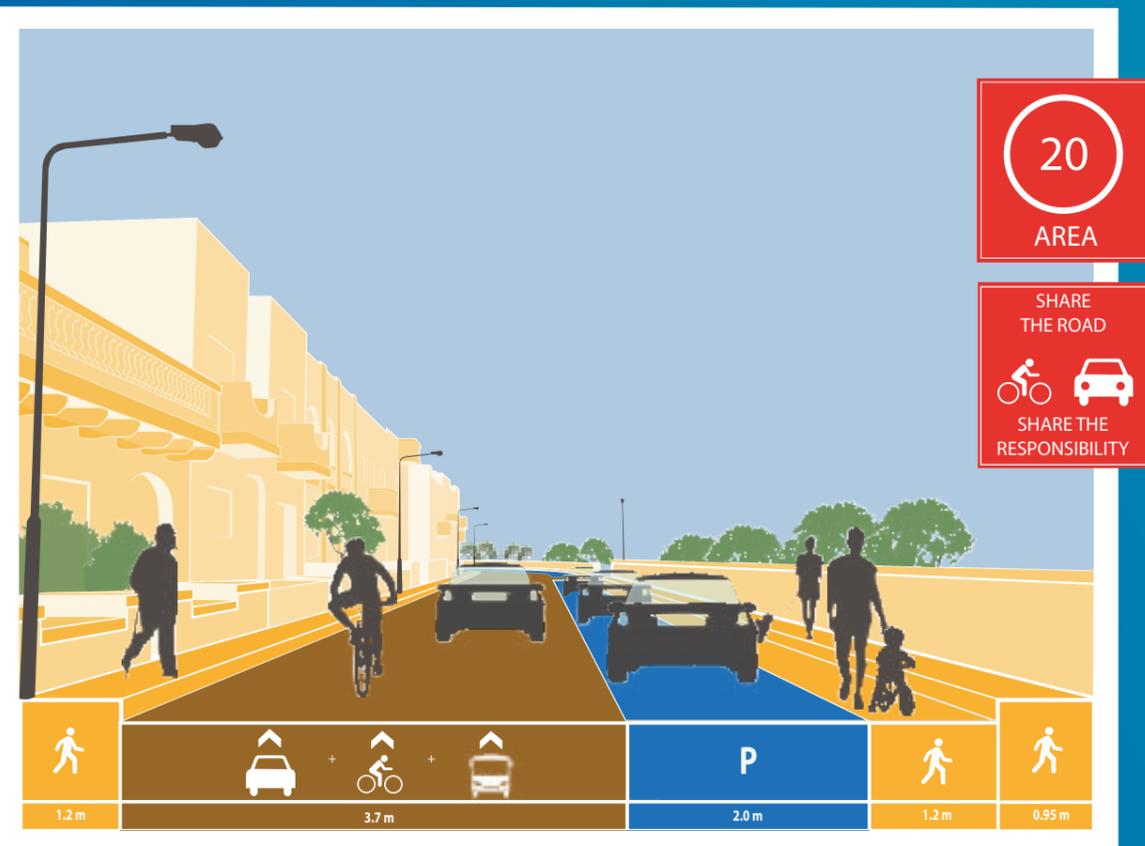
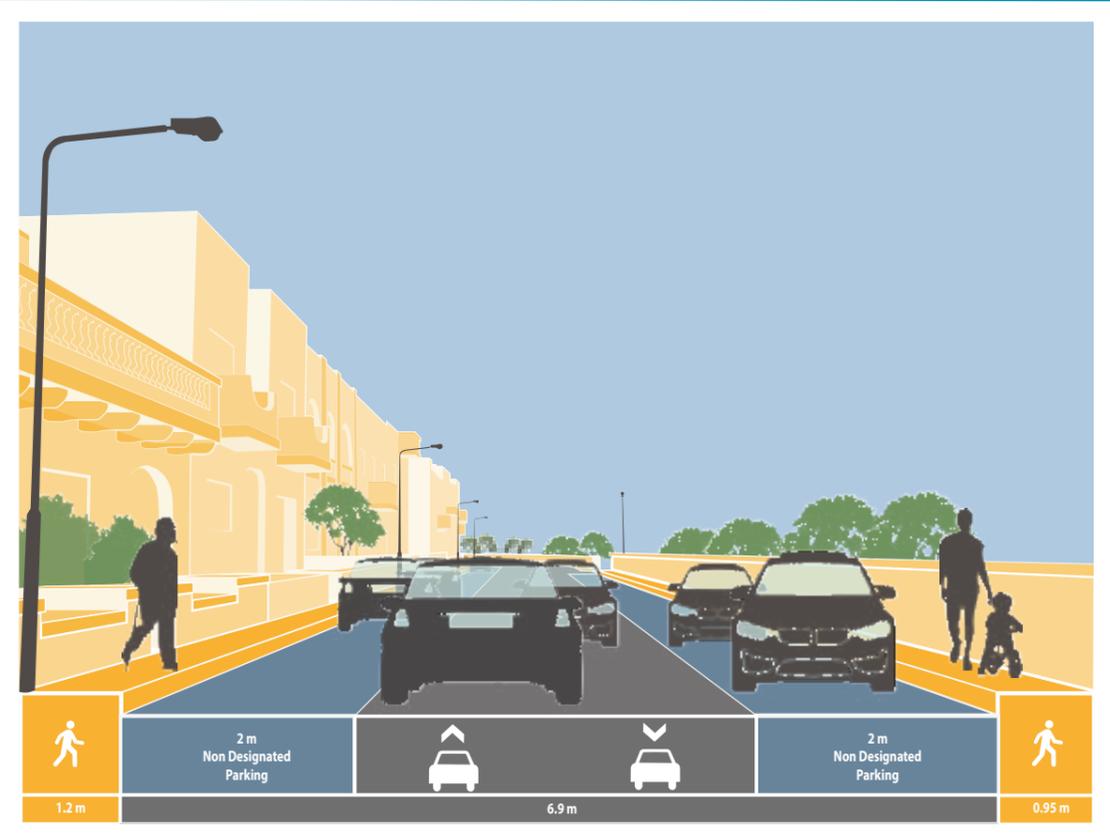
Floor markings are proposed within different areas of this zone:

- on Triq Claudette Agius, at the entry point to Sqaq Ta' Qasam – in this way, Sqaq Ta' Qasam may also become part of the Slow Streets network as a recreational and fully pedestrian path;
- along Triq il-Hemda, in order for drivers to slow down in the presence of the playground and park users at Ġnien il-Familja, particularly children;
- on Triq il-Merill, so as to enable a safer and clearer crossing to and from Triq Ġann Mari' Abela in order to eventually access Triq San Pawl tal-Pitkali.



In turn, Triq San Pawl tal-Pitkali is also proposed to form part of the Dingli Slow Streets Network, in order to connect Triq il-Merill to the recreational route along Dingli cliffs, which access occurs through Triq Ġann Mari' Abela. This would entail the introduction of signage designating a 20km/h speed limit, so as to restrict vehicles and to allow for safer pedestrian and cycling activity on the road. All streets within this area should have signage to emphasise road sharing between drivers and cyclists.

The reconfiguration of Triq Claudette Agius and Triq il-Merill includes the reduction of the existing 6.9 metres of road width to 3.7 metres, in order to formalise 2 metres of designated parking on one side, protecting a 1.2 metre-wide pedestrian strip adjacent to the existing 0.95 metre-wide pavement, along the agricultural land, as illustrated on the photo and visuals of Triq Claudette Agius below.



In such residential areas, designating parking to one side allows for a more appropriate subdivision of the urban space. The segments of Triq Claudette Agius and Triq il-Merill which are proposed to be retained as two-way, would become 5.6 metres and 6 metres respectively, liberating 2 metres of the street section to be turned into formalised designated parking. Alternating parking on these streets as shown on the graphic, is aiming at encouraging vehicles to slow down and provide a safer pedestrian environment.

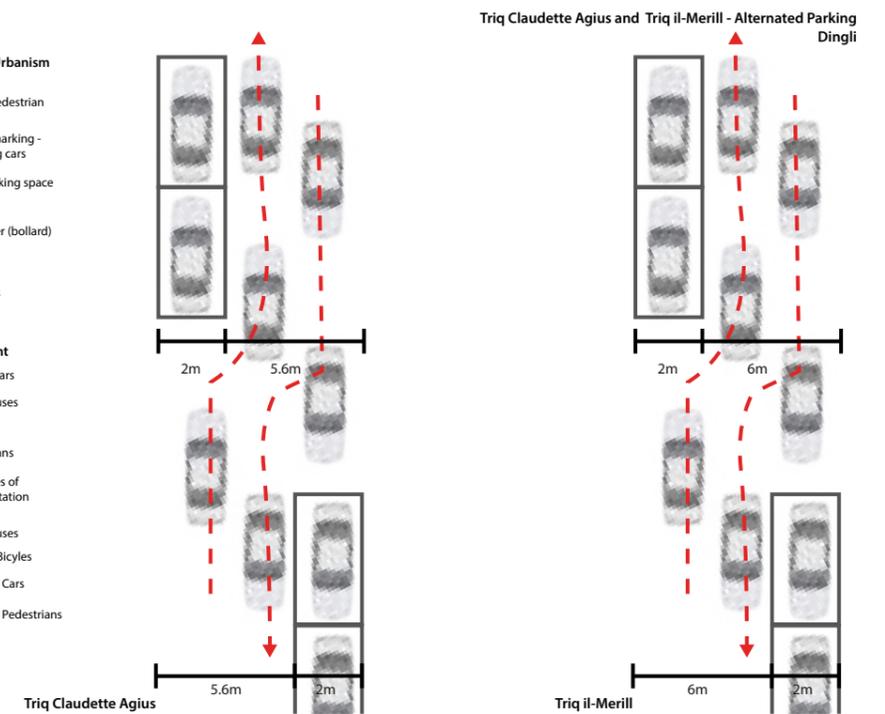
LEGEND

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
- Bicycles + Pedestrians



Intervention 7

Triq Dun Karm Azzopardi and Triq Għar Bittija: Level 1 and Level 3 Triq Ġuże' Ebejer, Triq Lemħet Filfla: Level 1 Triq l-Irdum: Level 1 and Level 2

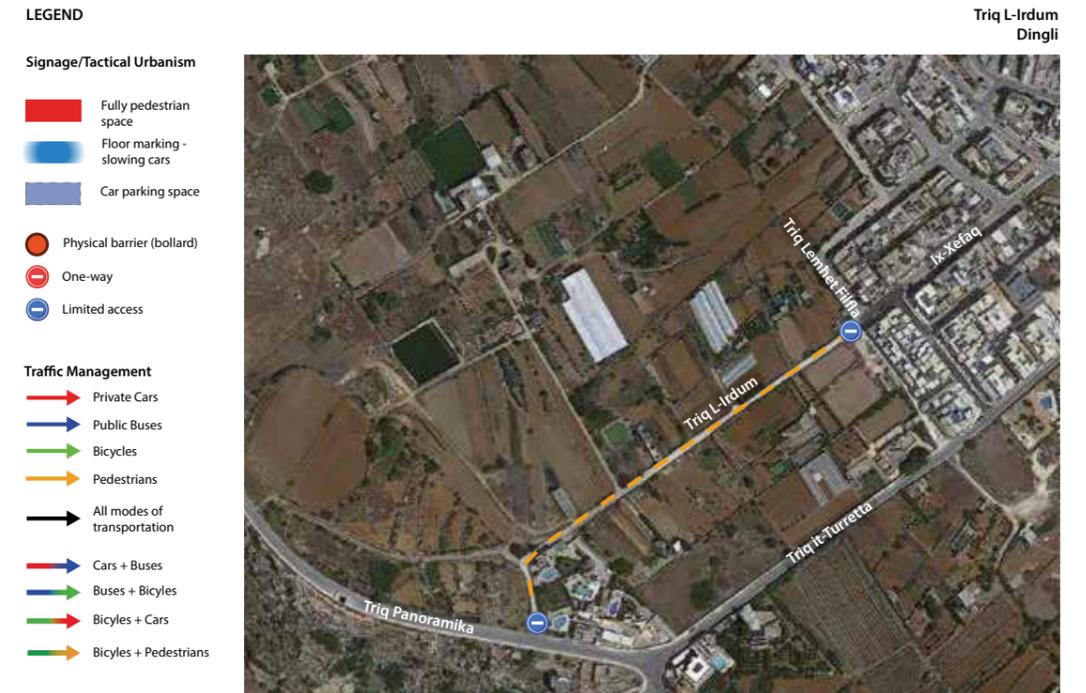


Triq Dun Karm Azzopardi and Triq Għar Bittija border the Għaqda Talent Dingli Art and Culture Centre. As this centre is currently located in a fragmented island between the two streets, the intervention proposes tactical urbanism in the form of floor markings in order to better connect this centre to its surrounding context and ensure safer pedestrian crossings to and from it.

Additionally, Triq Dun Karm Azzopardi, Triq Għar Bittija, Triq Ġuże' Ebejer and Triq Lemħet Filfla are proposed to have appropriate signage to designate a 20km/h speed limit and to share the road between drivers and cyclists.



In turn, the last segment of Triq l-Irdum, between the intersections with Triq Panoramika and Triq Lemħet Filfla, is proposed to have a restricted access to residents and farmers only. This road would be envisaged as an extension of Triq Panoramika's recreational route, discussed in Intervention 9, through the agricultural land and eventually leading pedestrians and cyclists to Dingli's centre, via the connecting Slow Streets network.



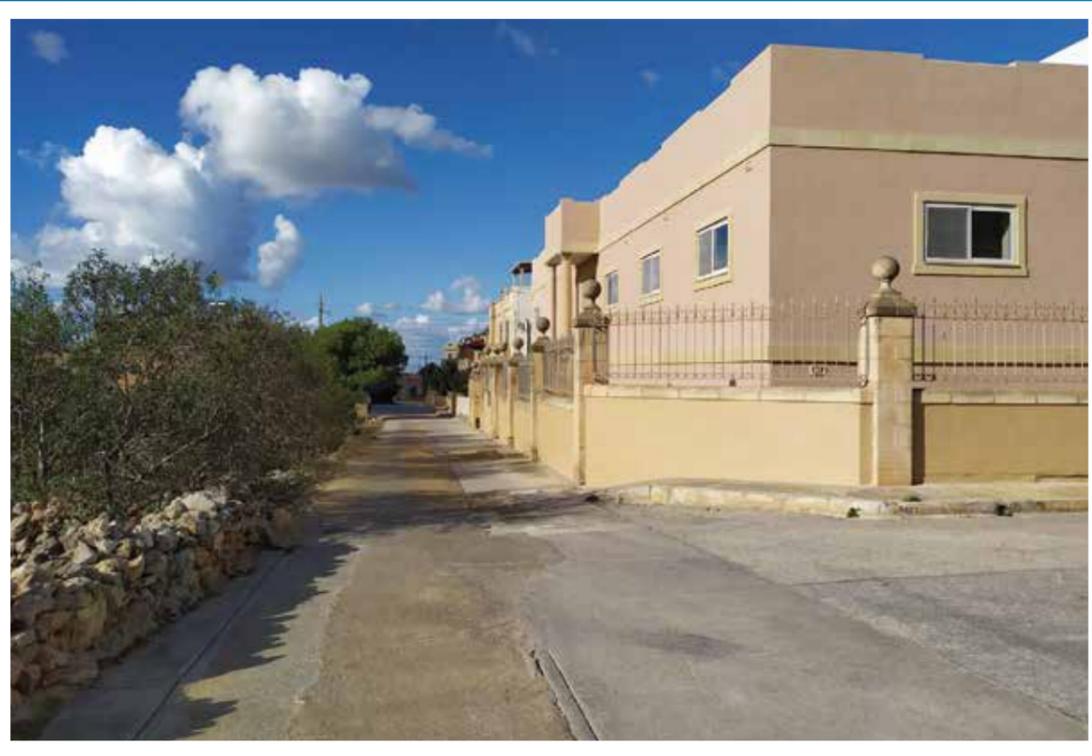
Intervention 8

Triq il-Għabex: Playstreet



Extending from Triq San Pawl tal-Pitkali, Triq il-Għabex is a long and quiet local road with residences mostly concentrated on one side of the road, facing open country land and views. The street is also located in close proximity to Għaqda Talent Dingli - Art and Culture Centre. Due to the aforementioned features and its low volumes of traffic, Triq il-Għabex is proposed as a play street on designated weekends when traffic is already much lower than normal weekdays.





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



ROAD CLOSED TO THROUGH TRAFFIC



Intervention 9

Triq Panoramika: Level 1 and Level 3



Triq Panoramika is a long road that runs along Dingli cliffs and the open countryside, linking them to the neighbouring locality of Siggiewi. This area is very much sought after, due to its openness, air quality and picturesque views. For this reason, a recreational route is proposed on Triq Panoramika, connecting the northern part of Dingli to the woodland area of Buskett, along Dingli Cliffs.

The intervention proposes tactical urbanism in the form of floor markings at key locations, such as the viewing ramp at Triq Panoramika and the roundabout at Triq it-Turretta, as well as at the open space in front of St. Mary Magdalene Chapel. These markings would signal to drivers to slow down when approaching these areas, and further highlight the landmarks and increase their visibility.

Furthermore, the intervention proposes the inclusion of signage designating a 20km/h speed limit so as to restrict vehicular speeds and allow for safer pedestrian and cycling activities along this road, as well as signage for road sharing between drivers and cyclists.

LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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



Triq Panoramika
Dingli

Intervention 10

Triq il-Maddalena and Triq il-Ġnien: Level 1 and Level 3



Triq it-Turretta: Level 1

Triq il-Maddalena branches off Triq il-Kbira, leading to the public park Ġnien il-Haddiem. The entrance of the park is located at the intersection of Triq il-Maddalena with Triq il-Ġnien, in a wide and unarticulated asphalted space. Therefore the intervention proposes floor markings for better articulation of the intersection which would enhance the flow of traffic, liberate and define important pedestrian space and introduce a stronger legibility to the garden, formalising the entrance while increasing the aesthetic appeal of the area.

Triq it-Turretta are being proposed to include signage, both to set a 20km/h speed limit and to share the road between drivers and cyclists. Appropriate signage would alert drivers to slow down to create a safer environment for pedestrians and cyclists, given that this area is characterised by a number of users enjoying the recreational nature of these open spaces.

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
- Bicycles + Pedestrians



Triq il-Maddalena and triq il-Ġnien
Dingli

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.

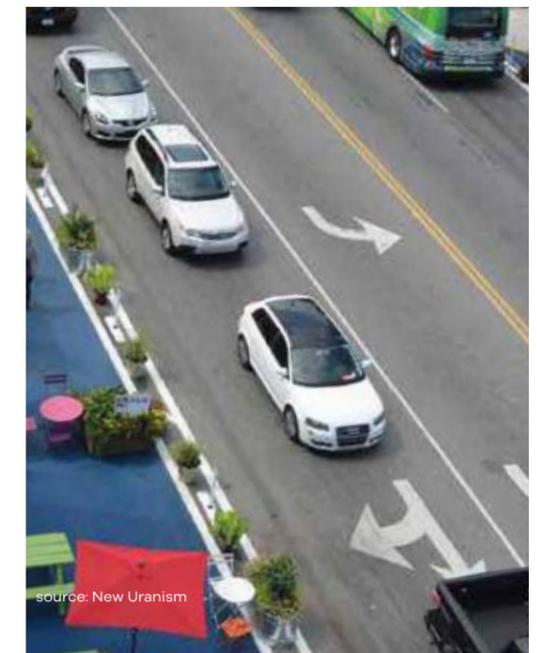


Dingli

The simplest interventions to implement first would be the play street, tactical urbanism interventions (namely floor markings) and temporary signage. Therefore, 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 certain road entrances together with floor markings around the main central square can be implemented to improve safety for pedestrians and cyclists. Triq l-Ghabex play street closure during this phase may also be carried out on designated days and at times when traffic is already low, such as on a Sunday. In addition, during this phase, testing of the key interventions around the main square (most specifically rerouting interventions), leading to their eventual implementation, may also commence as part of the Local Council's ongoing project of making the main square more pedestrian oriented.

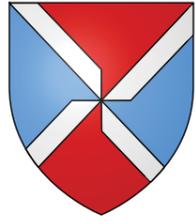
During the second phase, the reconfiguration and rerouting of the roads north of the central square - specifically, Triq il-Merill, Triq Claudette Agius, Triq Pawlu Ebejer and Triq Ġuże' Ellul Mercer - may begin testing such that they may be fully implemented within the final phase. In addition, Level 1 interventions (signage & branding) linking these roads to the main central square may be carried out, further strengthening the network with interventions carried out in Phase 1. Testing of specific interventions may simultaneously increase, and may extend from specific days (such as Sundays) to the entire weekend.

Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur, including the full implementation of the reconfiguration interventions tested in Phase 2 and all outstanding Level 1 interventions so as to consolidate the Slow Streets Network for Dingli.

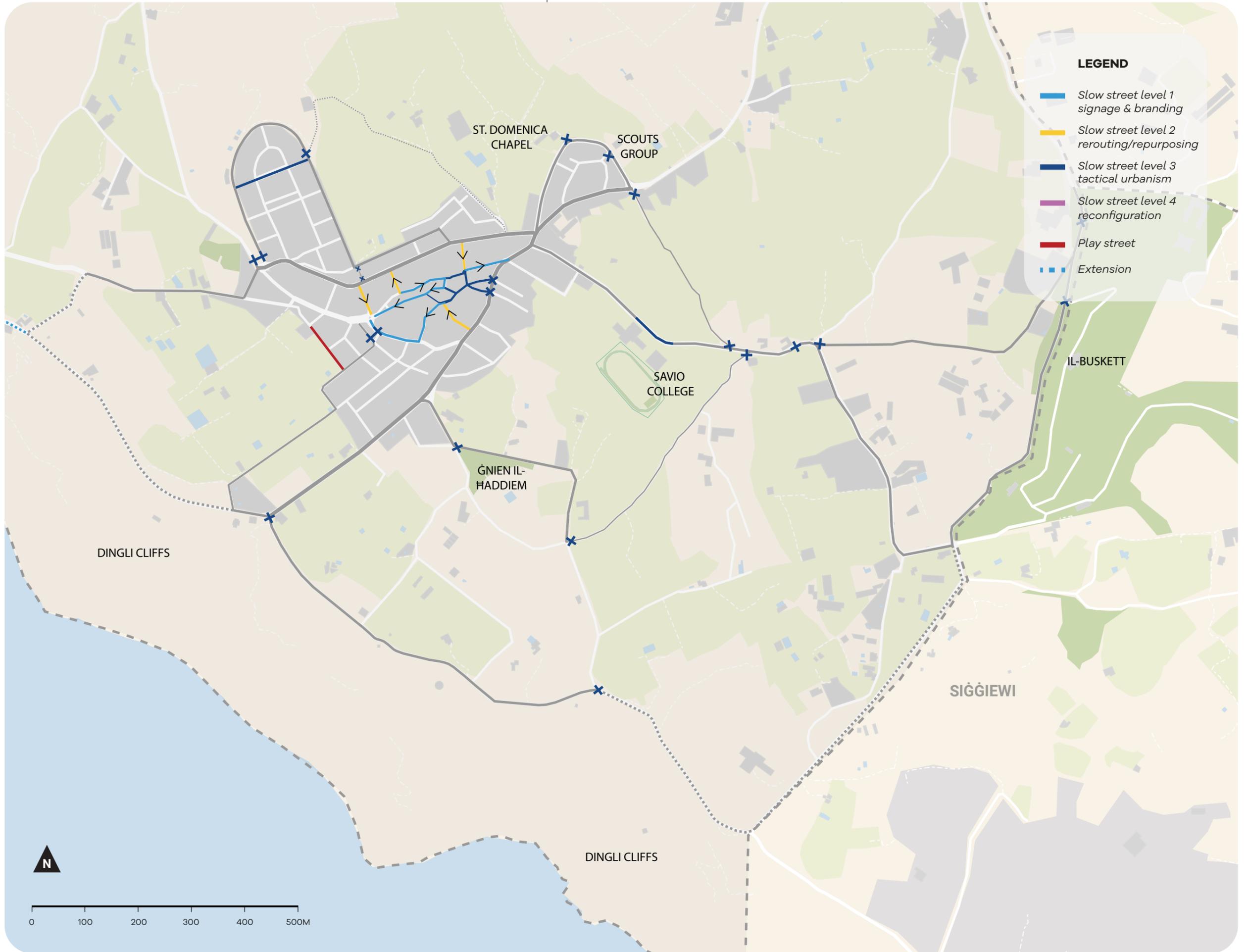


PHASING

STARTING &
TESTING THE
NETWORK

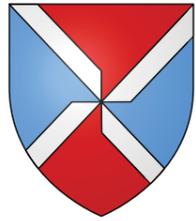


KUNSILL LOKALI
DINGLI

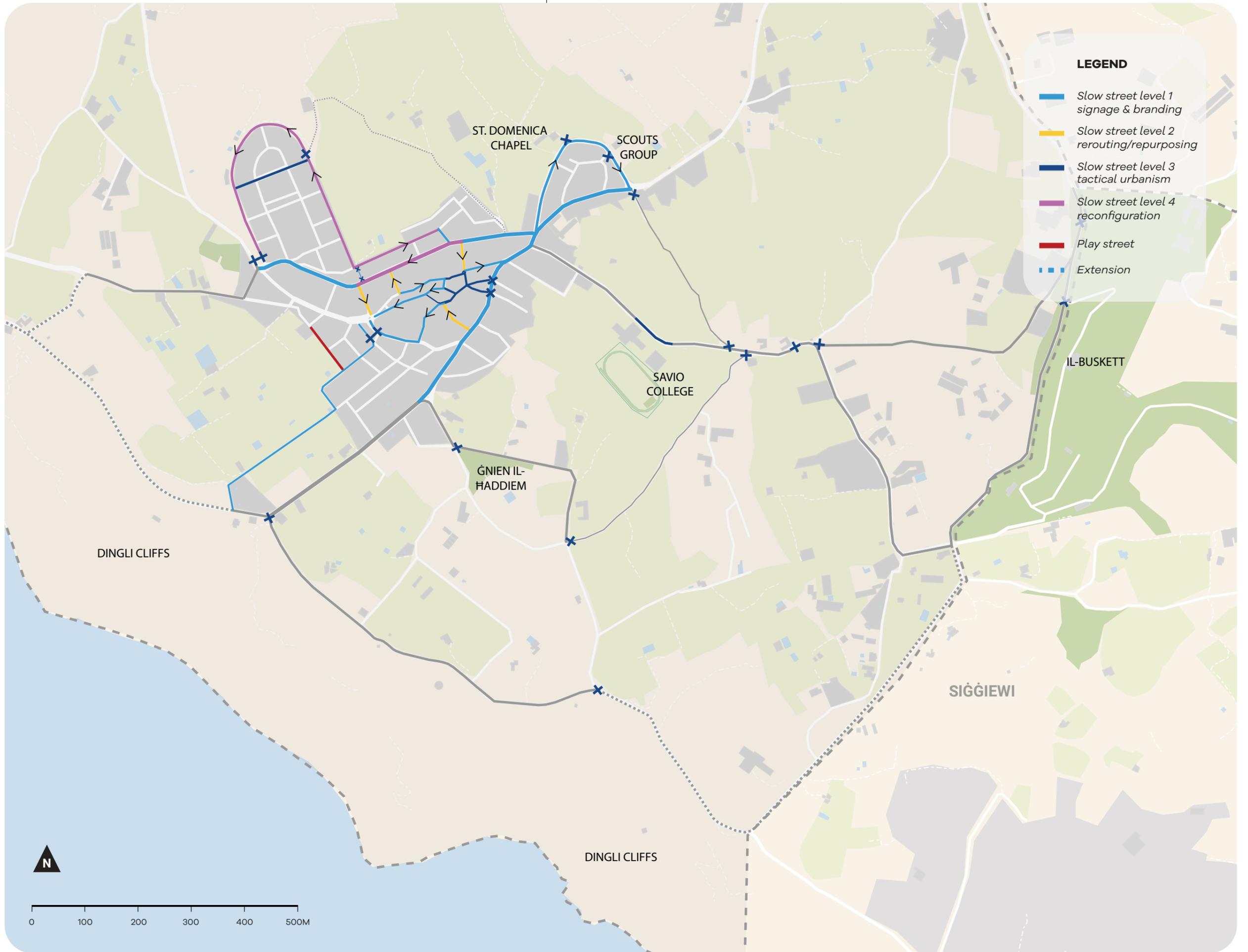


PHASING

STRENGTHENING THE NETWORK

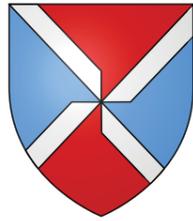


KUNSILL LOKALI DINGLI

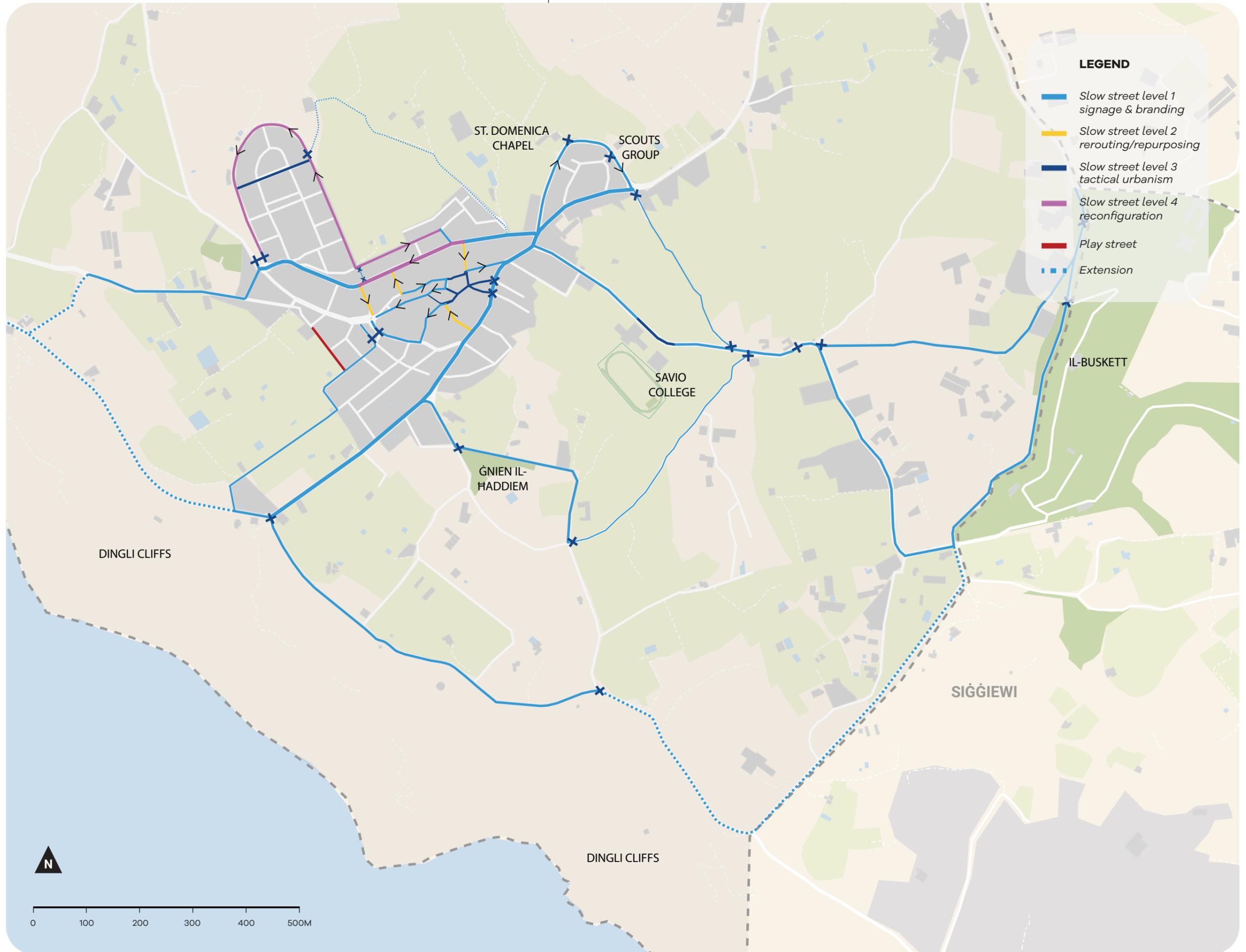


PHASING

COMPLETING THE NETWORK



KUNSILL LOKALI
DINGLI



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.

Dingli is a small town located in the south of Malta and enjoys a small population mostly of local families. It is best known for its countryside and iconic Dingli cliffs, which attract many locals and tourists to the locality. Also located in close proximity to the Buskett forest area, Dingli is a popular destination for recreational hikes and nature activities. It has several open public spaces including: Misraħ Ġuże Ellul Mercer, Ġnien il-Ħaddiem, and Ġnien il-Familja. While most local residential roads have low traffic volumes, the locality has a traffic issue within its centre, circling Santa Marija Parish Church. The locality lacks a formalised centre due to its congestion with parking and vehicular access. Central local roads are often used as traffic shortcuts instead of using the larger local roads.

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

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

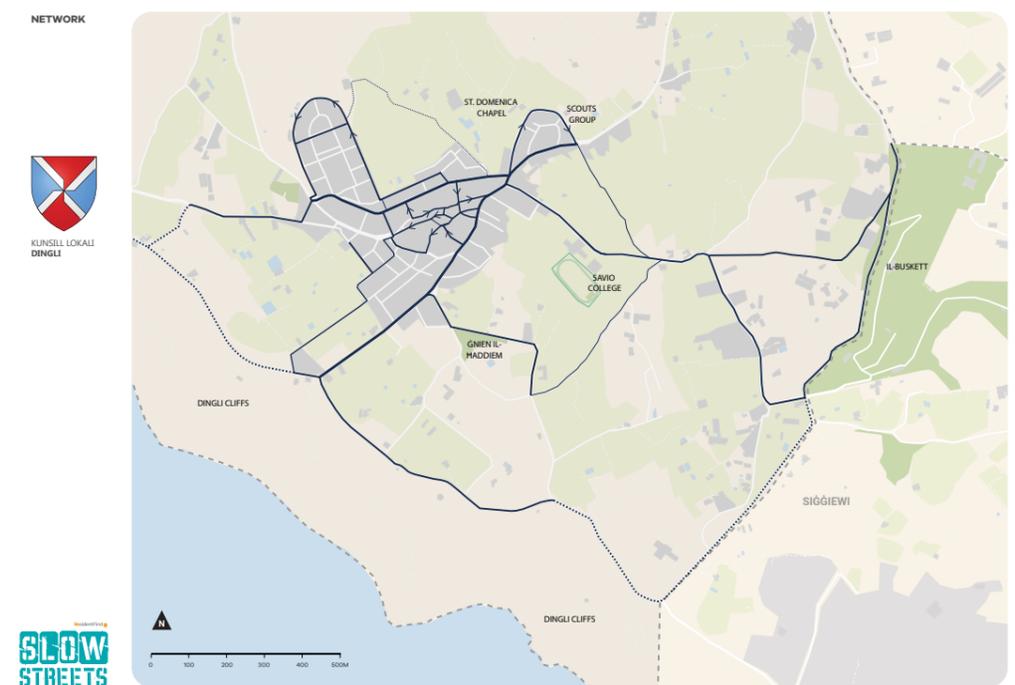
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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 L-Imnarja and Triq IL-Buskett (along Woodland) (signage & branding and tactical urbanism)

Signage: Slow Streets branding

Signage: pedestrian and cyclist priority

Signage: 30km/hr speed limit

Tactical urbanism: floor markings at unarticulated spaces and the entrances of the woodland leading to Chateau Palace and Verdala Palace

Intervention 2: Triq Ross, Triq Hal Tartarni, Triq IL-Buskett (Savio College) and Villa Psaigon (signage & branding and tactical urbanism)

Signage: Slow Streets branding

Signage: pedestrian and cyclist priority

Signage: 30km/hr speed limit

Tactical urbanism: floor markings on intersecting area between Triq Ross and Triq Hal Tartarni next to the paved seating area, at entrances of Savio College and Villa Psaigon

Intervention 3: Triq il-Għajn (signage & branding and tactical urbanism)

Signage: Slow Streets branding

Signage: pedestrian priority, share the road

Signage: 30km/hr speed limit

Tactical urbanism: floor markings at the bend close to St Domenica Chapel, and the wide intersection with Triq IL-Liedna

Intervention 4: The Parish Church Area

Signage: Slow Streets branding

Signage: share the road (drivers and cyclists)

Signage: 20km/hr speed limit

Intervention 4: Triq Id-Dejqa, Triq IL-Parroċċa, Triq San Pawl, Triq IL-Knisja (rerouting and tactical urbanism)

Rerouting: all streets to become fully pedestrian with no vehicular access

Tactical urbanism: floor markings and planters for the different piazzas within this central area

Intervention 4: Triq San Rokku (rerouting)

Rerouting: one-way traffic towards the church

Intervention 4: Triq Ċensa Spiteri (rerouting)

Rerouting: one-way traffic towards Triq San Pawl

Intervention 4: Triq IL-Kbira (tactical urbanism)

Tactical urbanism: floor markings leading to Triq Id-Dejqa and Triq IL-Parroċċa

Intervention 5: Triq Ġużè Ellul Mercer (rerouting and reconfiguration)

Rerouting: one-way westwards beginning from the intersection with Misraħ il-Mafkar

Reconfiguration: reduce current 8 metres of road space to include a 4.1 metre-wide one-way lane, 2 metres of designated on-street parking, a landscaped buffer zone (in the remaining width) to protect a 1.2 metre-wide pedestrian strip next to the existing 1.1 metre-wide pavement.

Intervention 5: Triq Pawlu Ebejer (rerouting and reconfiguration)

Rerouting: one-way eastwards towards Triq il-Kbira

Reconfiguration: reduce current 8.8 metres of road space to include a 4.1 metre-wide one-way lane, 2 metres of designated on-street parking, a landscaped buffer zone (in the remaining width) to protect a 1.2 metre-wide one-way cycling lane adjacent to a 0.8 metre-wide pedestrian extension to the existing pavement.

Intervention 5: Triq Ġużi Cutajar, Triq Salvu Azzopardi (rerouting)

Rerouting: rerouted into one-way roads, forming a vehicular loop from Triq San Pawl to Triq Ġużè Ellul Mercer.

Intervention 6: Triq Claudette Agius (rerouting, tactical urbanism and reconfiguration)

Rerouting: one-way road starting from Triq Għar Mirdum towards Triq il-Merill

Tactical urbanism: Floor markings are proposed at the entry point to Sqaq Ta' Qasam.
Reconfiguration: reduce the existing 6.9 metres of road width to 3.7 metres, in order to formalise 2 metres of designated parking protecting a 1.2 metre-wide pedestrian strip adjacent to the existing 0.95 metre-wide pavement.

Intervention 6: Triq il-Merill (rerouting and reconfiguration)

Rerouting: one-way from Triq Claudette Agius until Triq Il-Hemda

Tactical urbanism: floor markings for safer crossing between Triq il-Merill and Triq Ġann Mari' Abela

Reconfiguration: reduce the existing 6.9 metres of road width to 3.7 metres, in order to formalise 2 metres of designated parking protecting a 1.2 metre-wide pedestrian strip adjacent to the existing 0.95 metre-wide pavement.

Intervention 6: Triq Il-Hemda (tactical urbanism)

Tactical Urbanism: floor markings along Triq il-Hemda at Ġnien il-Familja.

Intervention 6: Triq Ġann Mari' Abela, Triq San Pawl Tal-Pitkali (signage & branding)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road

Intervention 7 - Triq Dun Karm Azzopardi and Triq Għar Bittija (signage & branding and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road

Tactical urbanism: floor markings connecting to Art and Culture centre

Intervention 7 - Triq Ġuże' Ebejer, Triq Lemħet Filfla (signage & branding)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road

Intervention 7: Triq L-Irdum (segment between the intersections with Triq Panoramika and Triq Lemħet Filfla) (rerouting)

Rerouting: restricted access to residents and farmers only

Intervention 8: Triq L-Għabex (Play Street)

Signage: Slow Streets Branding

Signage: road closure on designated Play Street days

Play Street: programming of activities

Intervention 9: Triq Panoramika (signage & branding and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road

Tactical urbanism: floor markings at key locations, such as the viewing ramp at Triq Panoramika and the roundabout at Triq it-Turretta, as well as at the open space in front of St. Mary Magdalene Chapel.

Intervention 10: Triq Il-Maddalena and Triq il-Ġnien (tactical urbanism) and Triq It-Turretta (signage & branding)

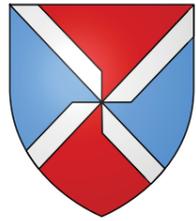
Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road

Tactical urbanism: floor markings for better articulation of the intersection of Triq il-Maddalena with Triq il-Ġnien (entrance to Ġnien il-Haddiem)

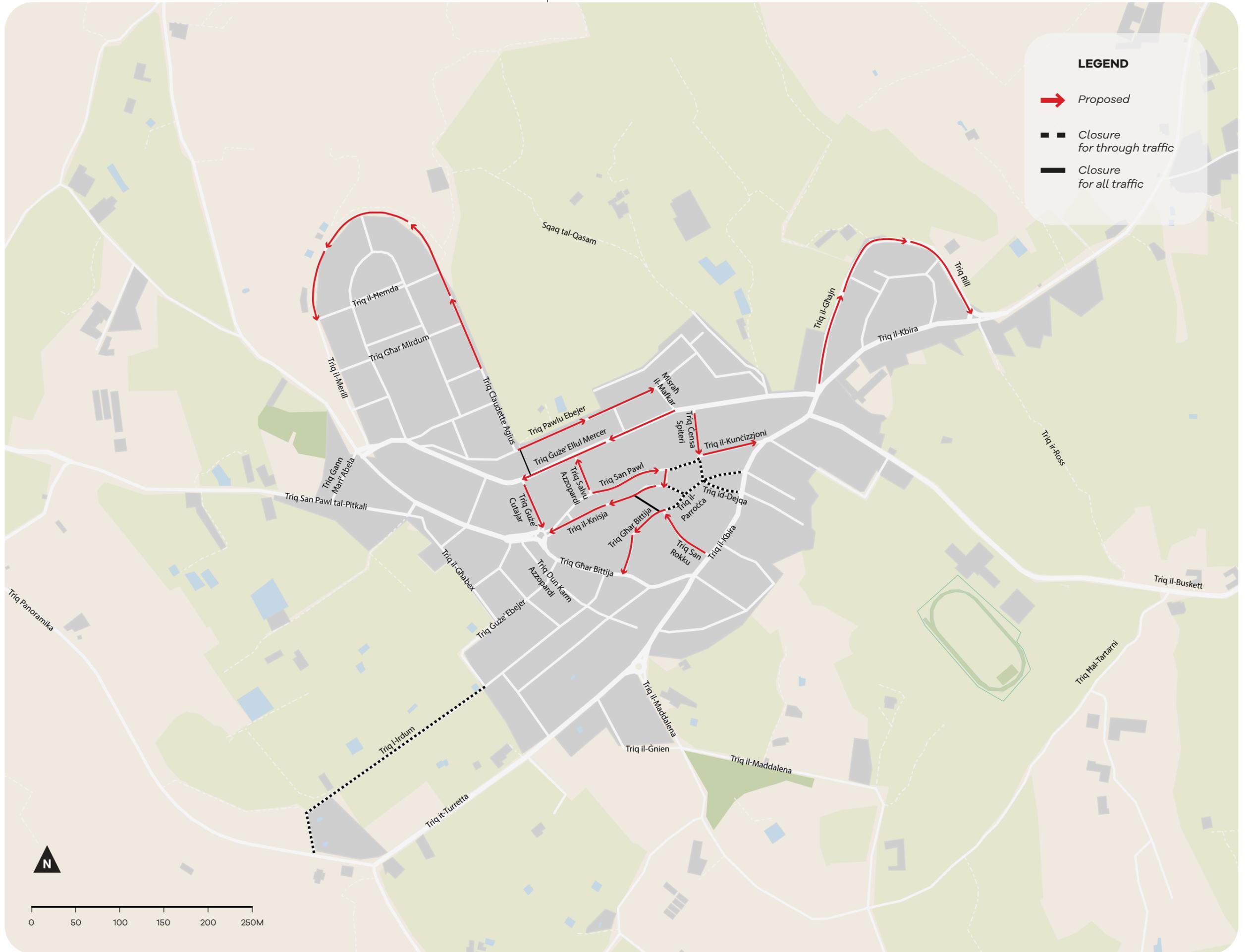
TRAFFIC



KUNSILL LOKALI
DINGLI

LEGEND

- Proposed
- Closure for through traffic
- Closure for all traffic



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Local Councils' Association Malta