

ResidentFirst

SLOW STREETS

December 2020



KUNSILL LOKALI
FLORIANA

ResidentFirst

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

Project Team – studjurban

Dr. Antoine Zammit
Tala Aldeiri
Amaryllis Bista
Shannon Farrugia
Steve Montebello

Project team – Studio Tom Van Malderen

Tom Van Malderen
Anna Horvath
Daniel Lupi

© studjurban and Studio Tom Van Malderen, 2020

Acknowledgements

The project teams would like to express their gratitude to the Local Councils’ Association for its ongoing support, to Transport Malta for providing important geospatial datasets for the locality, the Planning Authority for providing the digital base plan of the locality, Bicycle Advocacy Group and Environment and Resources Authority: ERA.

Document images are cited by source. Unless otherwise specified, images have been produced by studjurban and Studio Tom Van Malderen.

Published by:

Local Councils’ Association
Local Government Building
Local Government Road
Marsa
Malta
Tel: (+356) 25968000
Email: lca@lca.org.mt
Website: www.lca.org.mt

Slow Streets is a project of the Local Councils’ Association’s ResidentFirst vision 2024. Follow Resident First on [facebook.com/ResidentFirst](https://www.facebook.com/ResidentFirst)

Contents

Introduction	2
Slow Streets Network	6
Implementation	18
Types of Interventions	20
Cycling	32
Floriana Interventions	36
Phasing	62
The Way Forward	70
Summary	72

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.

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



source: Chicago Tribune



source: changing-transport.org

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

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

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

Slow Streets Network

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

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

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

private cars.

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

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

Floriana

The small town of Floriana, boasts the largest square in Malta, the largest number of public gardens anywhere and the most monuments of national importance on the island by some of Malta's most prestigious artists. It also hosts a variety of communities with different activities and objectives. Alongside a number of residential neighbourhoods at either side of St Anna Street, there are several offices and many government institutions that bring in a very extensive and varied working community to Floriana.

The government institutions, the Police Headquarters, the Floriana Health Centre, the Library and the parks also draw in many visitors. This, however, further increases the number of cars within the locality, with drivers often opting to circulate around the locality's internal street network in order to seek on-street parking and to park as close to their destination as possible. Floriana is also located right on the doorstep of the capital, making it a busy thoroughfare for cars and busses on their way to and from the capital. Given Valletta's limited parking offer and CVA regulations, Floriana is also popular because of the many alternative parking facilities it has on offer.

Floriana is very walkable given that the distances between the main activity zones

are short, services are easily available and, most of the time, within good reach. A mixture of narrow streets, arcades and roadside trees also provide much-needed shade during the hot summer months. Most of these streets however, are taken over by traffic, and would benefit from slowing down motorised vehicles in favour of alternative modes of travelling. Currently, they do not offer the resident, workers and visitors in the locality the necessary pedestrian safety and comfort.

The main aim of Floriana's Slow Streets strategy, therefore, is to identify and strengthen a walkable network that can be safely used by all to link the multiple activity areas, including the connections to the neighbouring localities. By using different schemes of traffic management, including both the promotion of 'local access only streets' 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. A number of key streets have also been identified for potential reconfiguration since they could provide critical, much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.

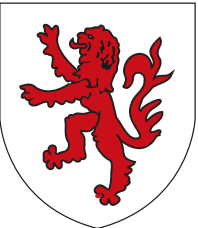
Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics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

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

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

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

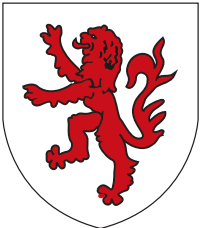
LOCALITY



KUNSILL LOKALI
FLORIANA



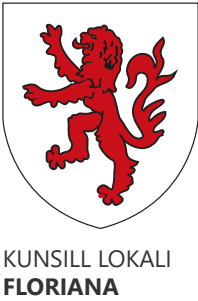
ACTIVITY
ZONES



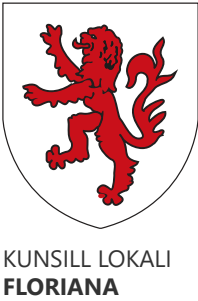
KUNSILL LOKALI
FLORIANA

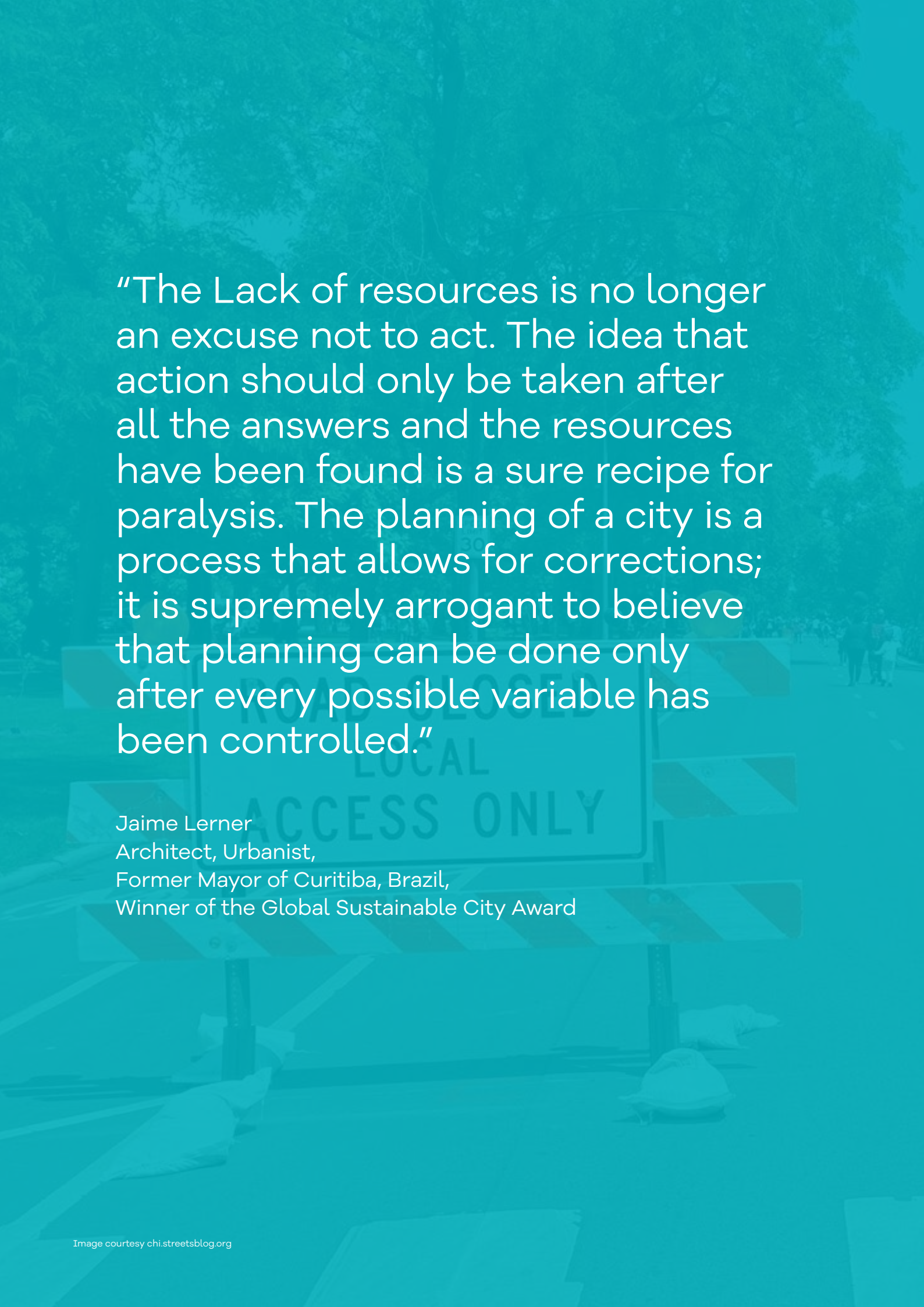


DESTINATIONS



NETWORK





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

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

Implementation

Type of Interventions

Slow streets level 1 - signage & branding

Slow streets level 2 - re-routing

Slow streets level 3 - tactical urbanism

Slow streets level 4 - reconfiguration

Slow Paths

Play Streets

Extensions

Cycling

Floriana Interventions

Phasing Strategy

Types of Interventions

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

Level 1 - signage & branding

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

Level 2 - re-routing

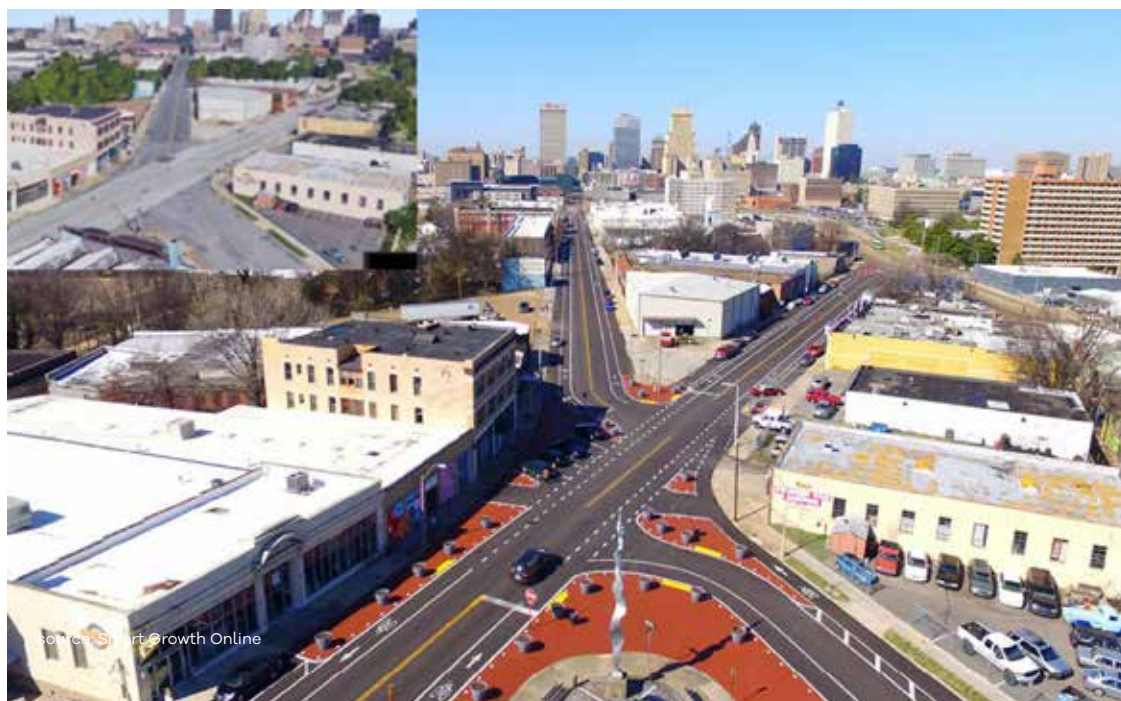
entails traffic management measures such as the introduction of dead ends and access-only to local traffic, rerouting and converting two-way streets to one-way routes. Such actions are critical in order to allocate more space for pedestrian or cycling use. At the same time, as discussed earlier, traffic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



Level 3 - tactical urbanism

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





Level 4 – reconfiguration

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



Slow Paths

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



Play Streets

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

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





Play streets – programming

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

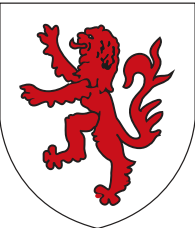


Extensions

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



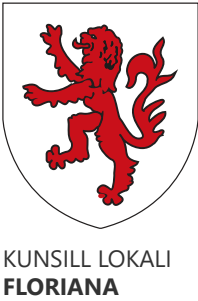
NETWORK



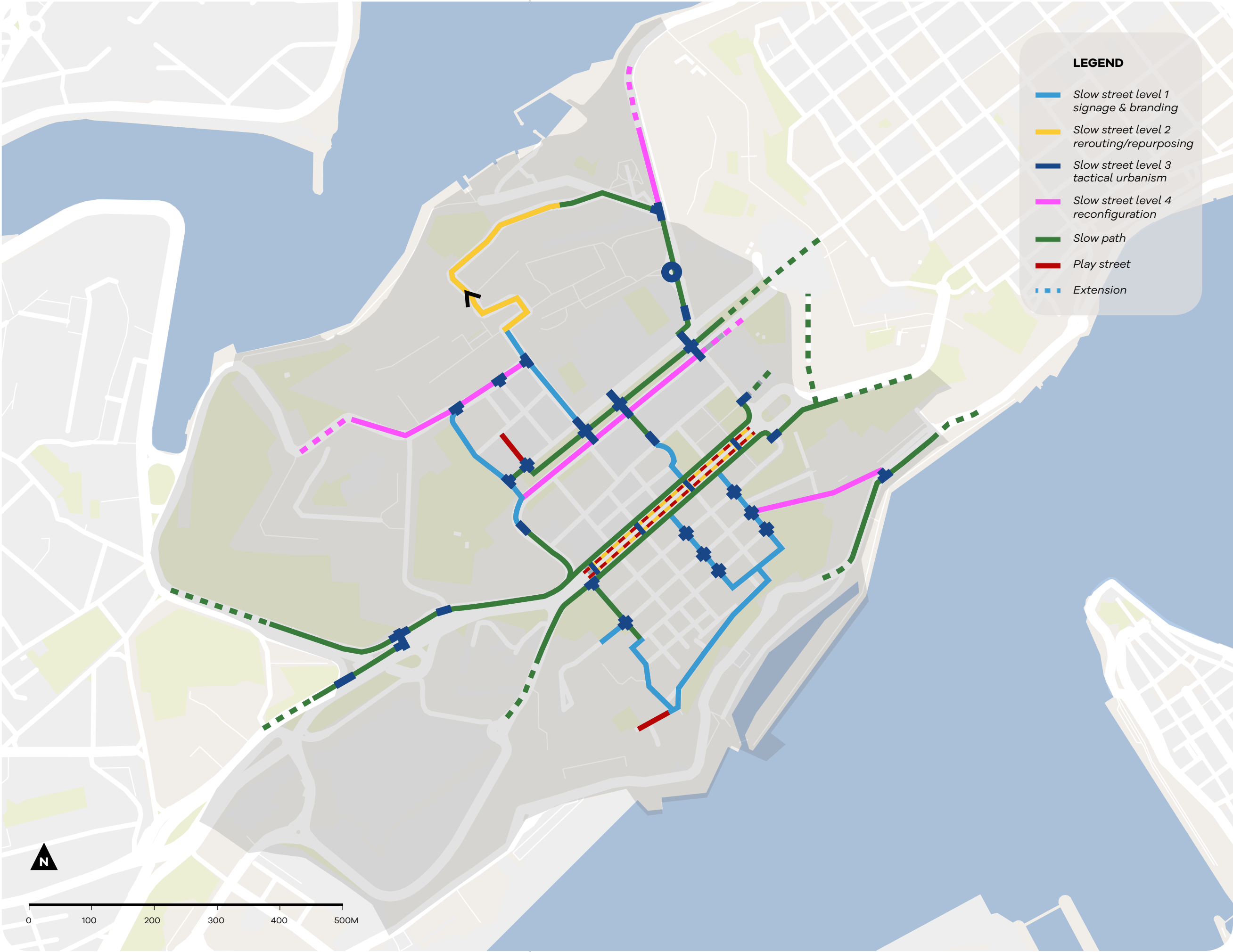
KUNSILL LOKALI
FLORIANA



INTERVENTION



KUNSILL LOKALI
FLORIANA



INTERVENTION



KUNSILL LOKALI
FLORIANA



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.

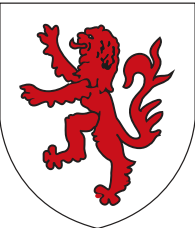
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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

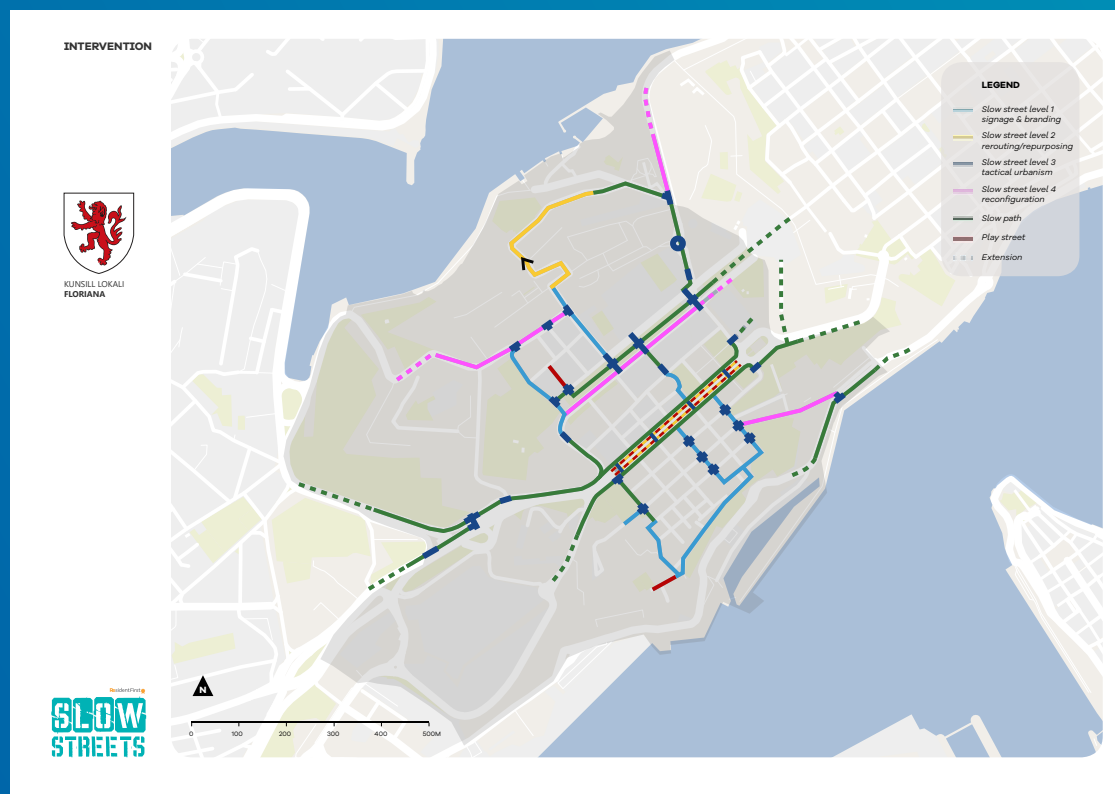


KUNSILL LOKALI
FLORIANA



Floriana Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and their connections, and the need to respond to particular traffic issues within the locality. One of the main challenges in Floriana is the intense through traffic on its way to and from the capital, and how to establish a Slow Streets network that can shift moving around in favour of pedestrians and cyclists.



Intervention 1

The Mall and Triq Sarria: Slow Path, Level 3 and 4

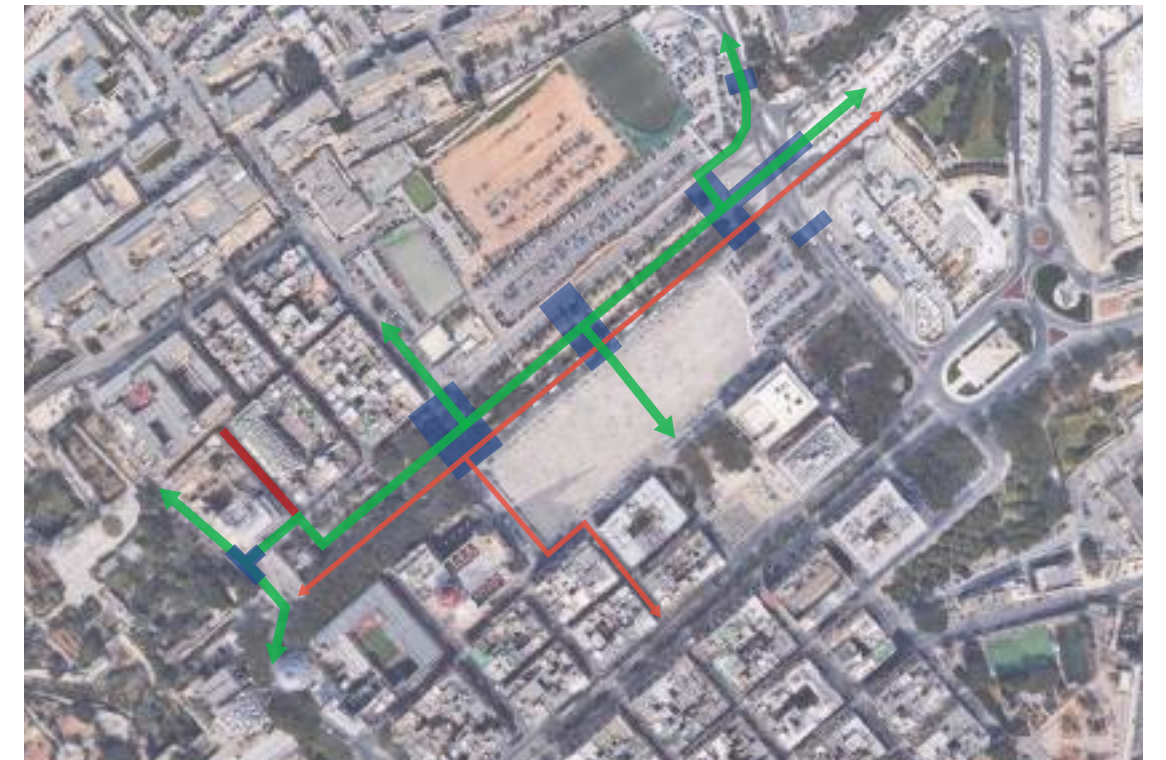
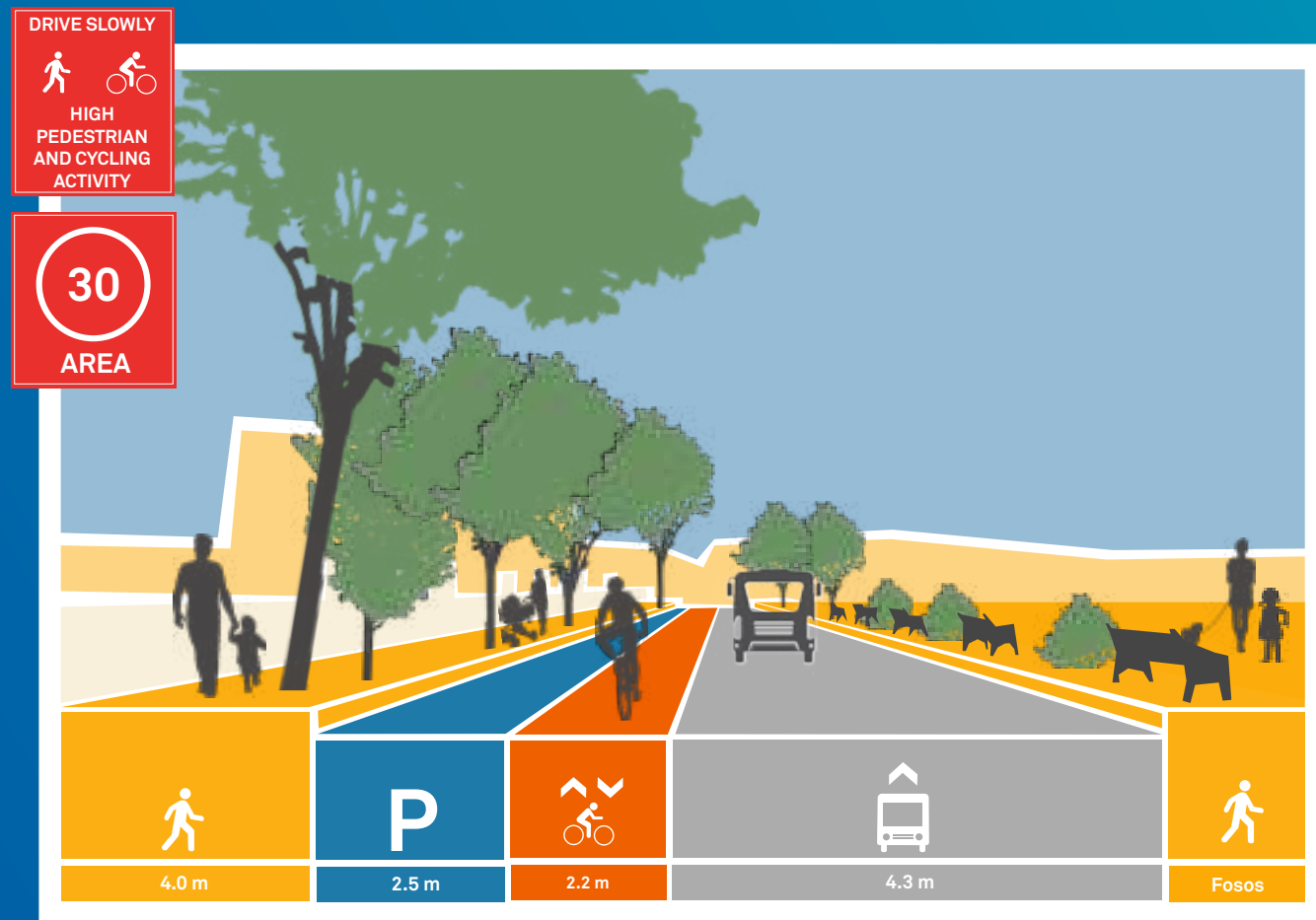
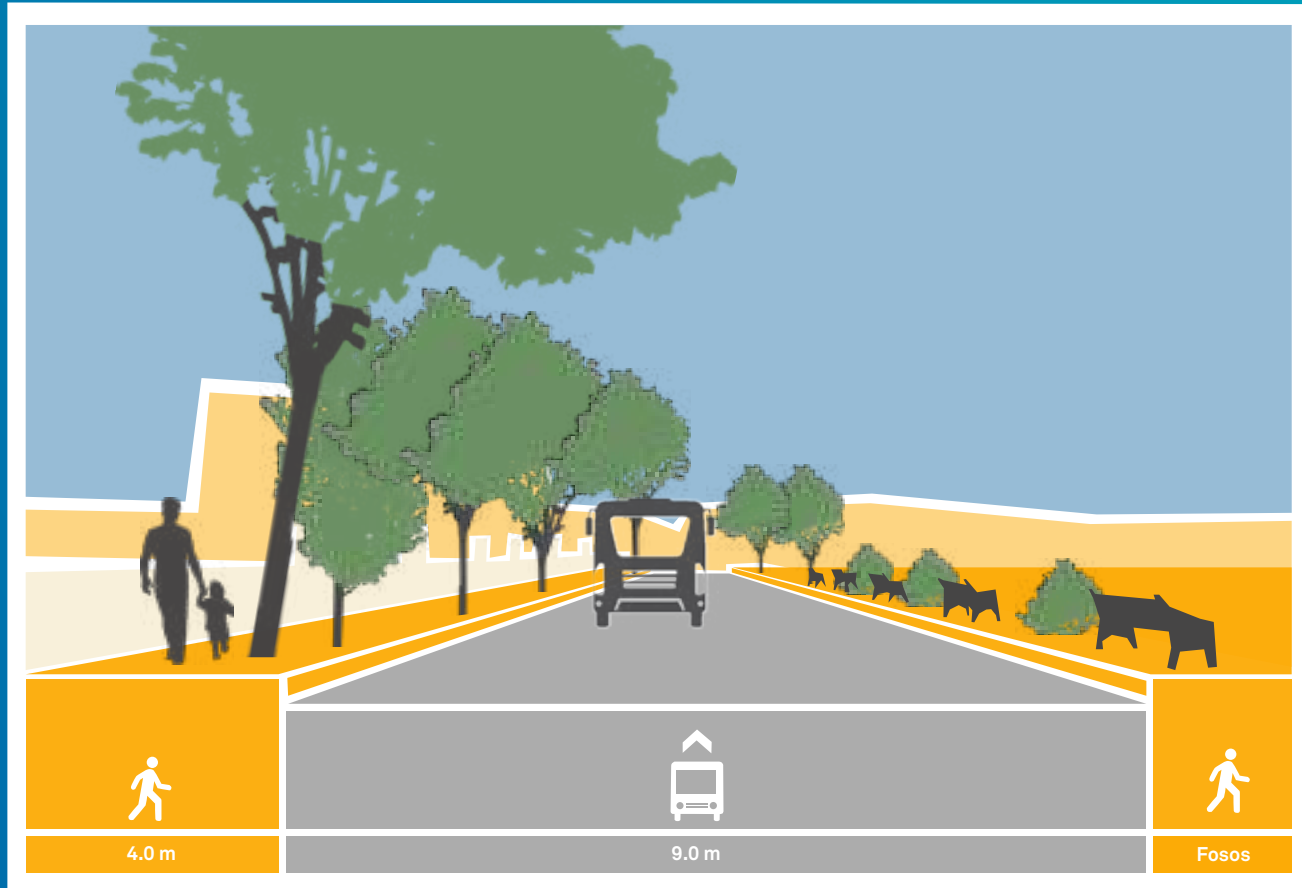


The first intervention focuses on the central spine within the Floriana Slow Streets Network. Running right through Floriana's residential and business communities, all the way from the Argotti botanic gardens, alongside St. Publius Church and IL-Fosos (the largest square in Malta) towards the entrance of the capital, the Mall and Triq Sarria are central to any pedestrian and cycling network for the locality. The 400m long Mall is the oldest garden in Floriana, and once the exclusive recreation area of the Knights of St John. As an already established green public connection, the mall should be promoted as a Slow Path within the network, and stimulate further moving about by foot.

Triq Sarria is a wide one-way boulevard, with half of its length accessible only to public transport. Given that this road is much wider than the width of a bus, It is being proposed to include a clearly marked lay-by zone for temporary parking (also in support of the regular festivities on the Fosos) and a designated two-way cycling lane in and out the capital, as shown on the before and after section. From Pjazza San Publiju, outgoing cyclists will be guided to Triq Sant' Anna to use the main crossing or subway to continue their way.

The intervention also proposes tactical urbanism to establish stronger pedestrian crossings, preferably using bright paint markings so that they become clearly visible for approaching vehicles. This will happen at the already established crossings along Tri Sarria and an additional crossing in front of the Local Council building and alongside IL-Fosos. This strategy will further shift the priority to pedestrians and increase the safety of crossings.





Additional signage will emphasise slow car speed (30km), the designated cycling strips, and alert high pedestrian and cycling activity with the Slow Streets Network branding.



Intervention 2

Great Siege Road: Level 3 and 4



Given the many nearby government institutions, the hotels and the multiple car park facilities catering for both Floriana and Valletta, there is a lot of pedestrian activity around Great Siege Road. In order to emphasise pedestrian priority and increase the safety of walking, this intervention suggests tactical urbanism to improve the existing crossings and add a further two.

From the corner with the Excelsior Hotel onwards, the walkability of the road will benefit tremendously by trimming the road for vehicles down the hill from the existing 7.5m to 6.5m and add an additional strip of 1m to the existing shallow walkway of 1.1m. It will not only improve the comfort of walking but establish this road further as a recreational and scenic path to enjoy by foot. The street should have signage for low vehicular speeds (30km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.



Intervention 3

Triq Vincenzo Dimech: Level 2 and Slow Path



The Central Public Library, The Restoration Directorate and the Msida Bastion Historic Garden, also known as the Garden of Rest can be found along Triq Vincenzo Dimech. Soon Micas (Malta International Contemporary Art Space) will be added to the variety of functions that can be found along this road. Triq Vincenzo Dimech has the potential to become a much more pleasant connection than it currently is and will undoubtedly gain importance in the future as a recreational and cultural destination. Therefore it is suggested to create a Slow Path by means of tactical urbanism tools to slowly but certainly embellish this road, improve pedestrian safety and attractivity.



When Great Siege road becomes traffic congested, Vincenzo Dimech is currently used as a shortcut, creating unwanted through-traffic. Especially considering the fact that the width of the road is very restricted between the Restoration Directorate and the Police Headquarters, the road will benefit from being a one-way road down until the small roundabout in front of the Msida Bastion Historic Garden. Additional signage will clearly indicate and timely announce the one-way road situation, emphasise slow car speed (20km), signal the sharing of the road with cyclists, and alert high pedestrian and cycling activity with the Slow Streets Network branding.



source: Real Hartford



source: rethinkingthefuture

Intervention 4

Pjazza San Kalcidonju and Triq Sa Maison: Level 3 and 4



There is a lot of pedestrian activity up and around Pjazza San Kalcidonju and Triq Sa Maison whereas the available space for pedestrians and their comfort can improve substantially. It is therefore being proposed to install additional pedestrian crossings, preferably with bright paint markings so that they become clearly visible for approaching cars in order to slow down and give priority.



source: epic small



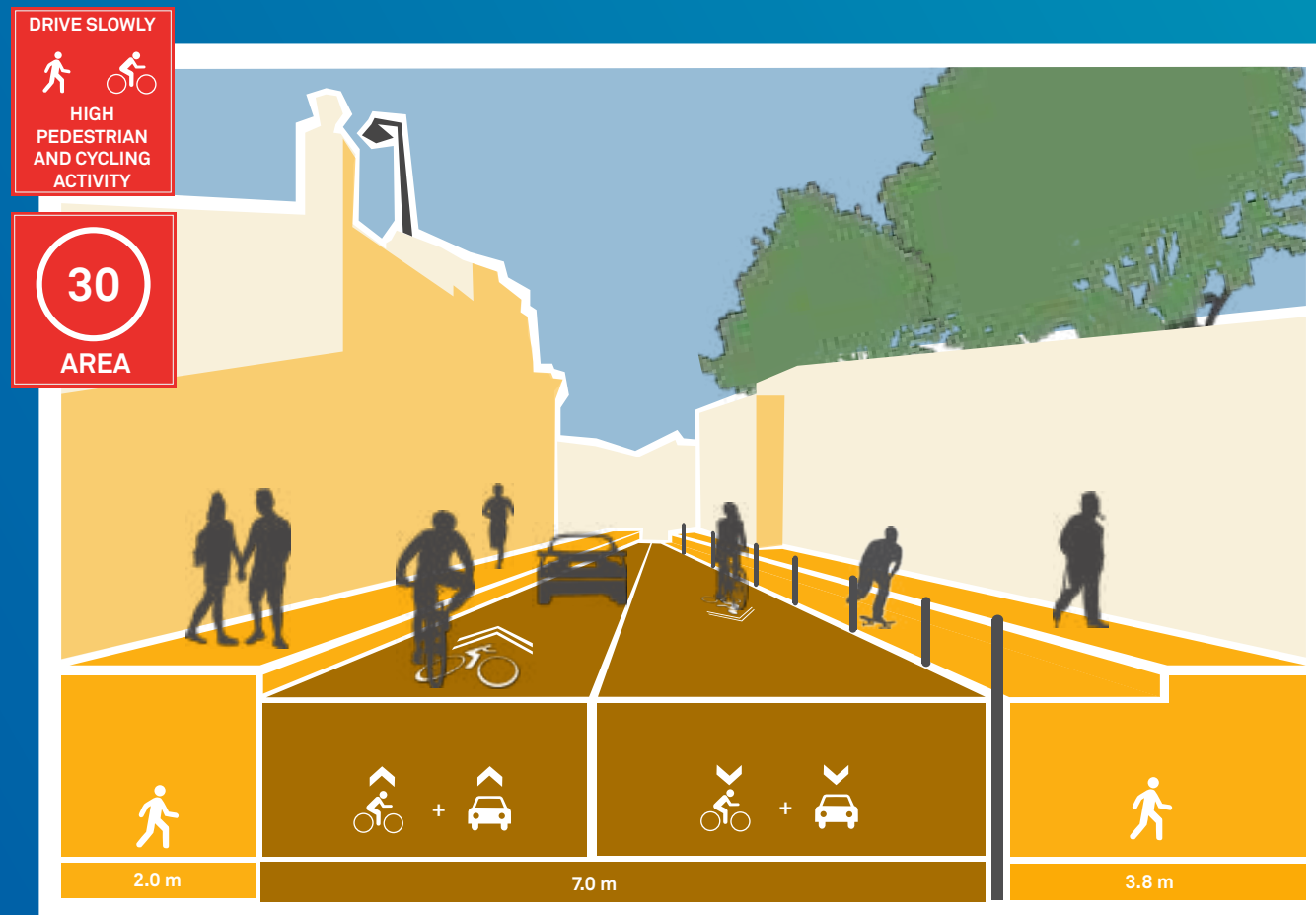
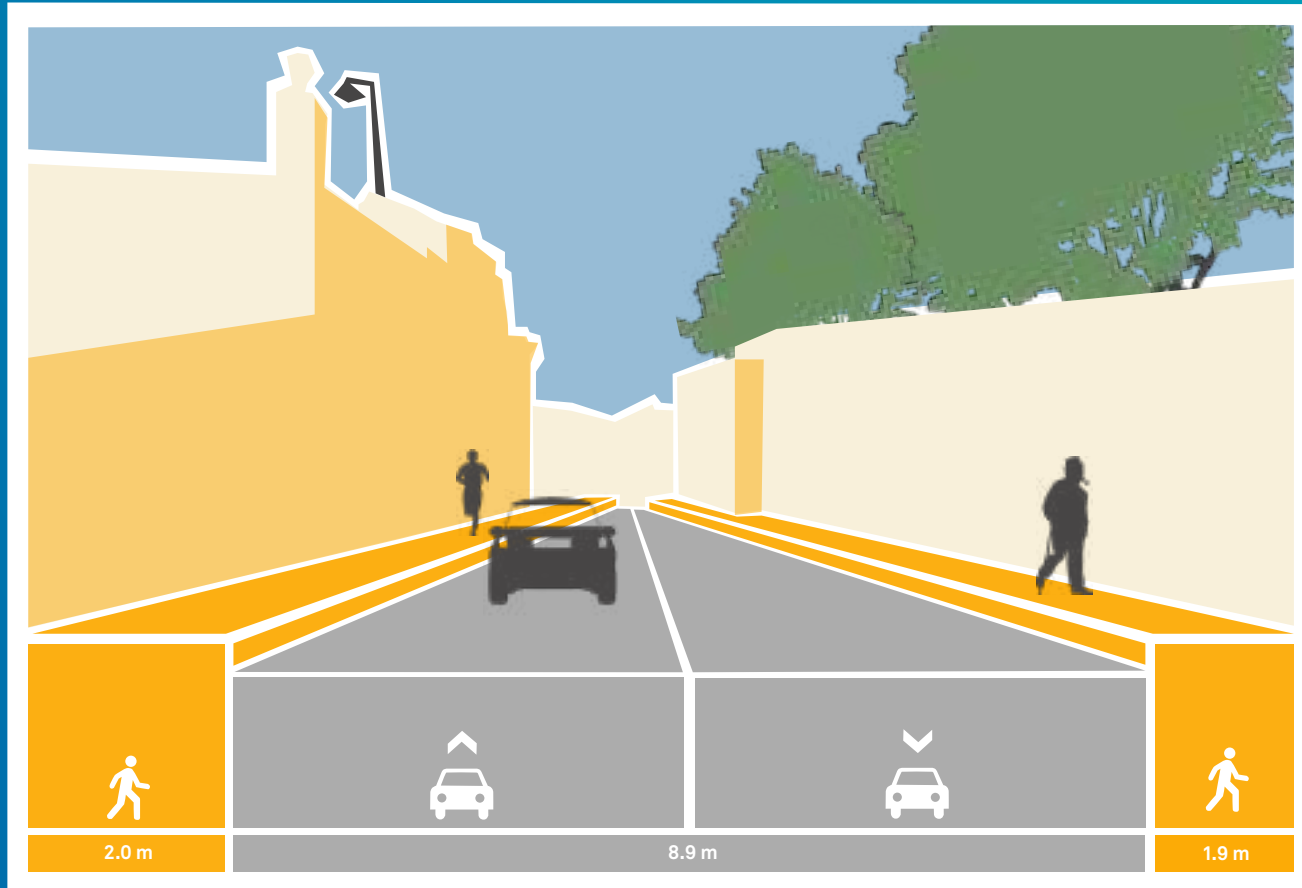
source: shutterstock



In front of the Police Headquarters the road width could be reduced from 7.5m to 6m allowing an extra 1.5m strip of road to be turned into additional pedestrian space. It is suggested to create a clearly designated and continuous footpath on one side of the road leading all the way down the hill (see sample section).

The intervention focuses on prioritizing pedestrian movement and cycling with appropriate signage and the introduction of tactical urbanism markings at the newly created crossings. Car speed will be limited to 30km, with signage communicating the road sharing with cyclists whilst promoting the Slow Streets Network.

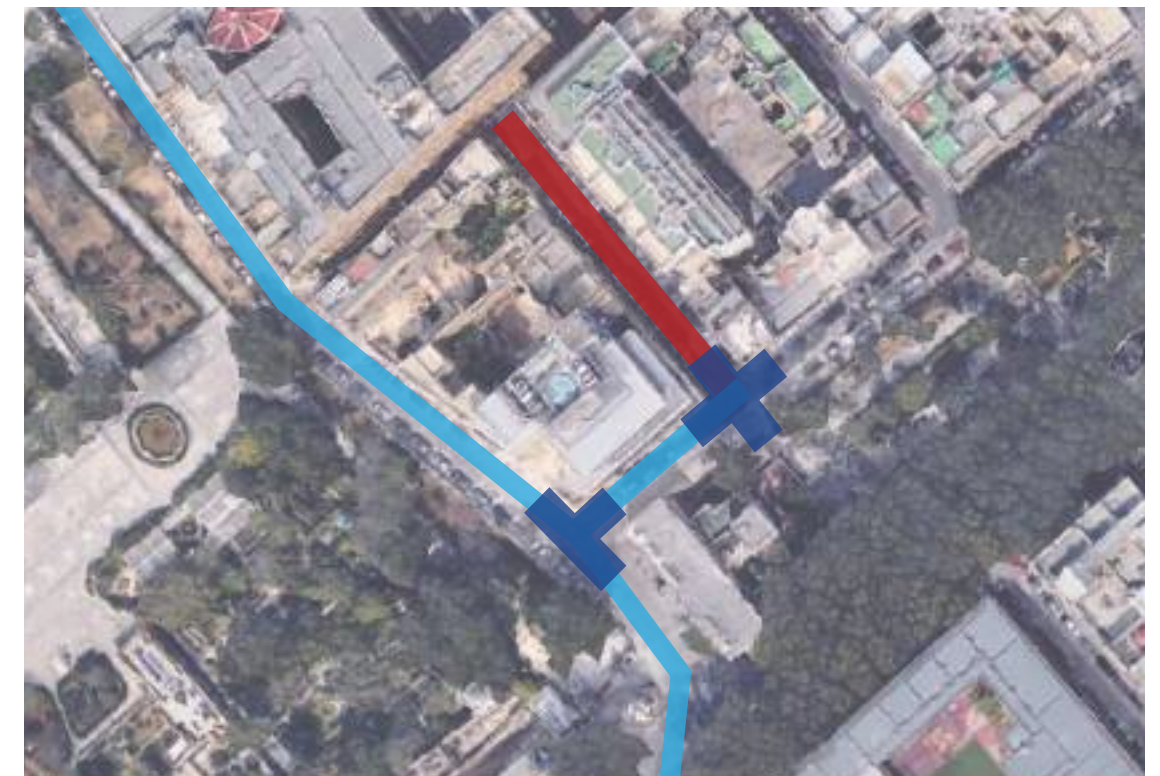




Intervention 5

Triq Vincenzo Bugeja and Il-Mall: Level 1 and 3

Triq Vincenzo Bugeja is a relatively narrow one way road alongside the Argotti Botanic gardens. Whilst pedestrians can choose to walk through the gardens during opening hours it is imperative to take this road on board in the Slow Streets Network for Floriana. A small part of Triq Il-Mall will also be incorporated into the network to make the connection with the Slow Path running all the way through the Mall. The intervention emphasises the prioritisation of pedestrian movement with appropriate signage and the introduction of tactical urbanism markings along the road and at the crossings between Triq Vincenzo Bugeja/Triq Il-Mall and Triq Il-Mall/Triq L-Argotti. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.



Intervention 6

Triq L-Argotti: Play Street

Located on the edge of a mainly residential area of Floriana, this street is proposed to be used as a Play Street during designated times and/or days as traffic use is already low and very localised. Play streets are a global movement to promote health and neighbourliness in the public area, they give young and old a chance to play, be active on their street, whilst also building community and encouraging active citizenship. As well as these immediate benefits, they can help to bring about a longer-term culture-change, where streets are safer and friendlier at all times. This space may also connect to the adjacent park which is currently being refurbished. The Play Street would therefore become an extension of the existing park, thus increasing its use and activity. Signage will communicate the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.



Intervention 7

Triq Sant'Anna, L-Indipendenza, Nazzionali and subway: Level 3 and Slow Path

In order to provide a continuous safe and attractive walkable connection towards the Pinetum Gardens and Hamrun, this intervention suggests the introduction of a Slow Path as part of the Slow Streets Network. To make this happen, the establishment of enhanced pedestrian crossings is vital, so as to slow down cars and buses on these busy roads. Therefore the intervention also proposes tactical urbanism interventions with stronger pedestrian crossings, preferably with bright paint markings so that they become clearly visible for approaching cars. Additional signage will emphasise temporary slow car speed (20km), sharing of the road with cyclists, and alert high pedestrian and cycling activity with the Slow Streets Network branding.

The connecting subway infrastructure is present however many people are hesitant to use it. The use and attraction of the existing connection could be increased with simple interventions:

Signage: Clear information that explains where the routes lead to. Adding appropriate signage at each subway entry point that explains the route's destination (even beyond the subway exit) and the time required to get there would encourage pedestrians to take this path rather than attempt to cross the dangerous arterial road, which is not designed for such movement.





Floor markings/guides: In addition to signage, the route should have floor markings or guides, such as arrows or minute countdowns that guide pedestrians while they are using the routes. These types of messages could help to reassure pedestrians further, encouraging more people to use these routes. The increase in foot traffic creates a feeling of safety and in turn would motivate even more people to use these routes.

Colour: Colour-marking the entryways and immediate surrounding zones would firstly provide an identity for the subway infrastructure and also aid pedestrians in spotting these entry points more easily. The subway entrances also have the potential to be embellished further using planters.

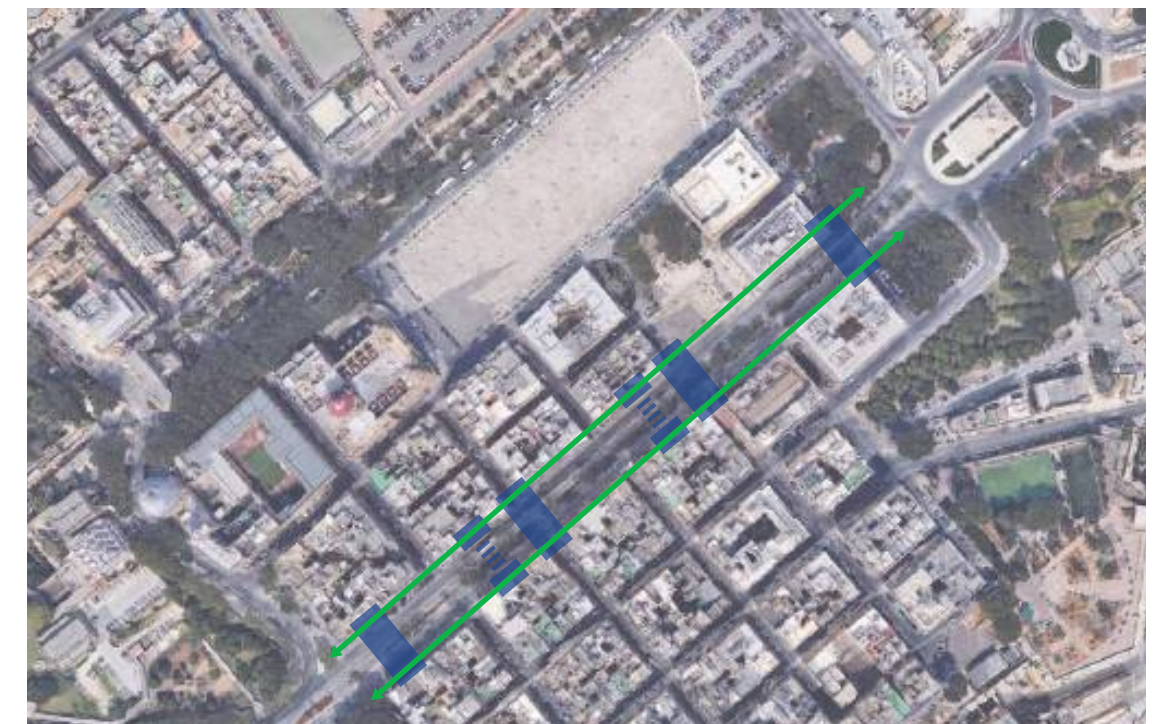


Intervention 8

Triq Sant' Anna: Level 2 and 3, Slow Path and Play Street



With its attractive and spacious arcades on either side Triq Sant' Anna is still the commercial heart of Floriana and forms a natural pedestrian Slow Path for the Floriana Slow Streets Network. However, the pressure of increasing traffic rushing through the main thoroughfare of Floriana made it less attractive over the years, and took away the glamour of the only street in Malta built in the neoclassical style. The intervention therefore focuses on measures to calm down traffic and empower pedestrian and cyclist movement as much as possible in order to return life and activity to this street.





source: Baltimore Fishbowl



source: Wongm_s Rail Gallery

Firstly, the left lane of each 3 lane road in either direction could be reserved as a shared space for cyclists and public transport, with no cars allowed and a speed limitation of 30km.

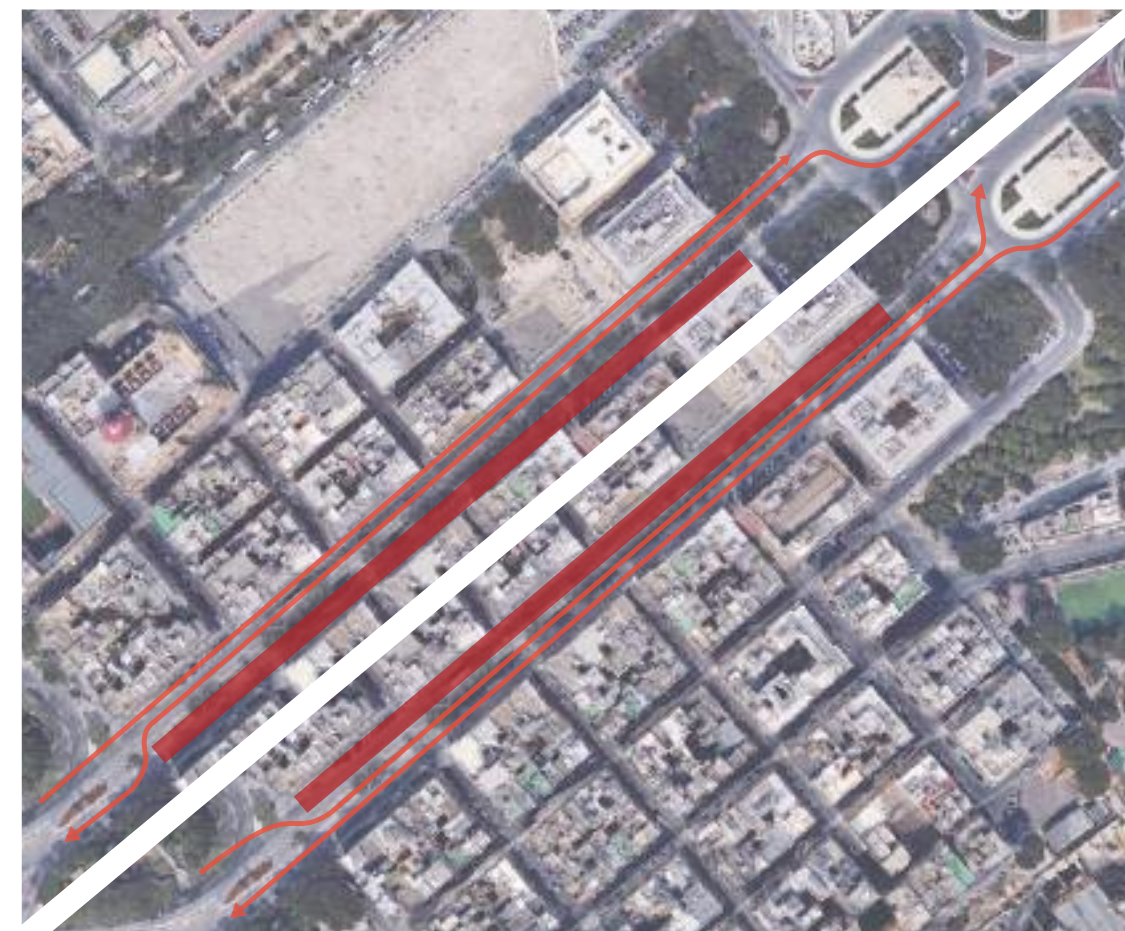


source: Cycling Fallacies



source: Philly-Bike-Coalition

Secondly, the street would benefit from officially establishing three additional overground pedestrian crossings which are already used by many today, and in doing so slowing down traffic naturally along the entire stretch of the road. This would happen by means of tactical urbanism to alert drivers well in time about pedestrian movement and provide the necessary safety when crossing. The two underground passages can be made more attractive by means of signage, floor markings, colour and patterns. These types of tactical interventions will help reassuring people to use them, increase foot traffic and instill a feeling of safety.



Thirdly, it would be interesting to experiment with turning half of the road at the time into a Play Street. The sides can alternate and extend the public space in front of the commercial outlets and colonnades. As well as the immediate benefit of stimulating the businesses and social interaction, it can help to bring about a longer-term culture-change, where streets are safer and friendlier at all times. Public transport will be encouraged to keep on using the main road and increase accessibility to the Play Street activities. This can happen by turning the other side of the road (that is not used as a Play Street) temporarily into a two-way road, using the area around the Lion fountain as a traffic regulator. Regular car traffic could be guided around, using alternative roads like Triq Sarria and Triq IL-Kappucini, or rerouted via the Police headquarters and the harbour.



source: New York Times



source: right2bike



Intervention 9

Pjazza Robert Sammut, Triq Il-Fosos and F.S. Fenech and Pjazza Sir Luigi Preziosi: Level 1 and 3, and Slow Path

This intervention incorporates a series of spaces and streets that connect the Floriana Slow Streets Network from one end of Triq Sant' Anna down to the Grand Harbour side. Pjazza Robert Sammut is an ideal Slow Path leading to the Floriana Health Centre. The intervention focuses on having clearer pedestrian crossing points using tactical urbanism tools, on limiting the traffic speed to 20 km and on sharing the road with pedestrians and cyclists. Signage for slow car speeds, for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced, including bright paint markings at crossings.

The pedestrian crossing at the intersection of Triq Sant' Anna with Pjazza Robert Sammut is of great importance to offer a safe pedestrian route to and from the PLanning Authority and the Park and Ride facility.



Intervention 10

Pjazza Sir Luigi Preziosi: Play Street, Level 1 and Slow Path

One end of the road forms a cul-de-sac and can function as a Play Street on designated days and times. This play street has been particularly chosen to serve the residential area close to it and in order to have a good geographical spread of such spaces throughout the locality.

The street continues along the bastions and the Sir Luigi Preziosi gardens all the way to King George V garden with splendid views towards the Grand Harbour. It is not only a relatively quiet pedestrian connection but also a quality space for social gatherings and recreation. The gardens will function as a Slow Path and the street as a Level 1 Slow Street. Signage for slow car speeds (20km), for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority should be introduced.



Barrier elements

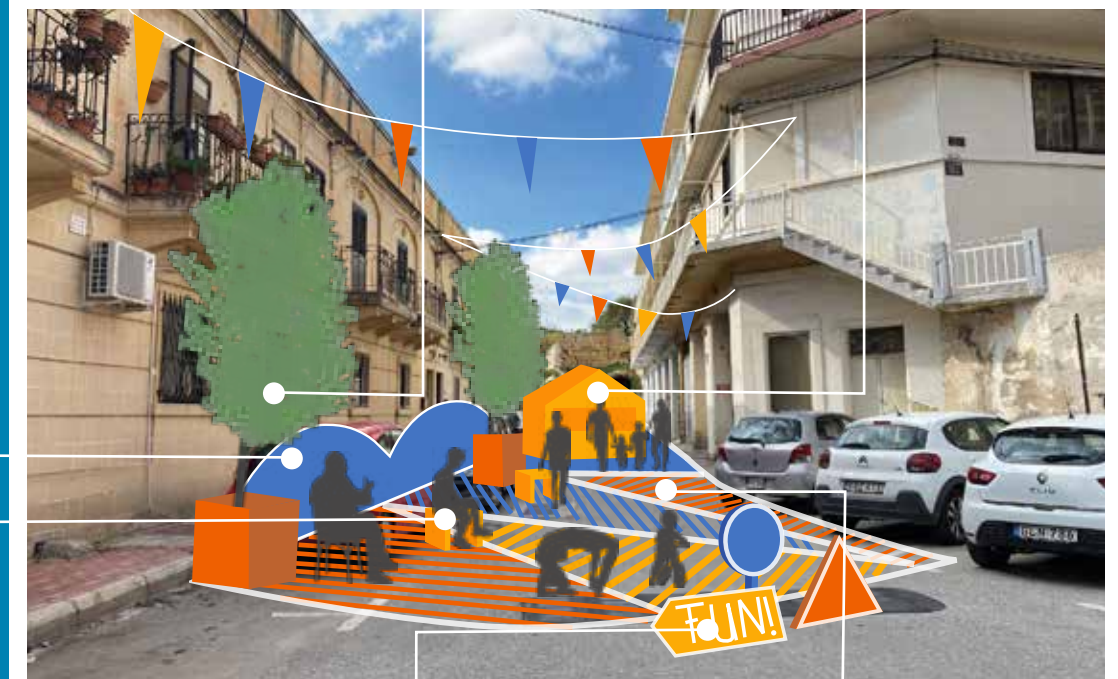
should be used to create a strong edge and define the place as a pedestrian zone

Landscaping elements

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

Programming

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



Street furniture

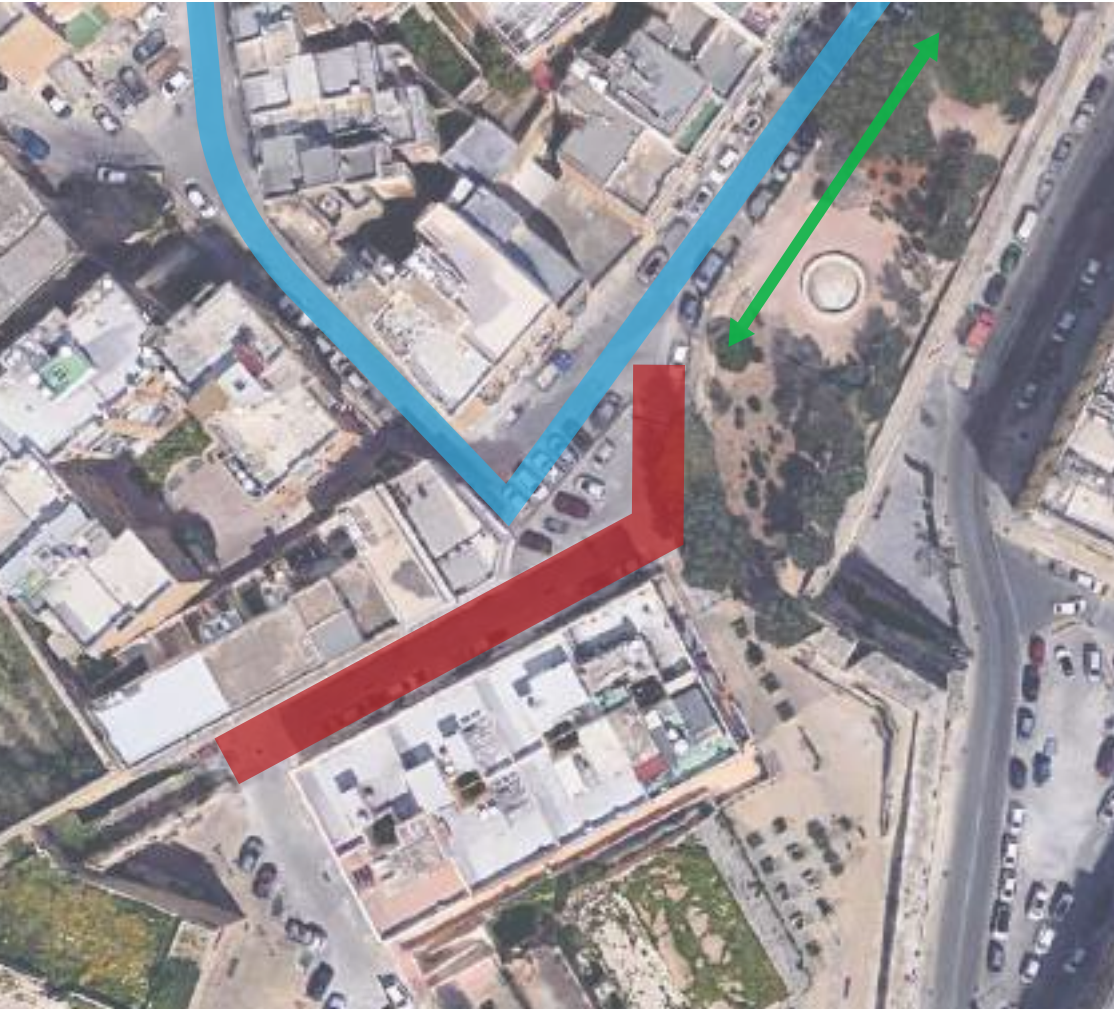
moveable chairs, tables, play, exercise and shade elements are preferable

Signs

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

Surface treatment

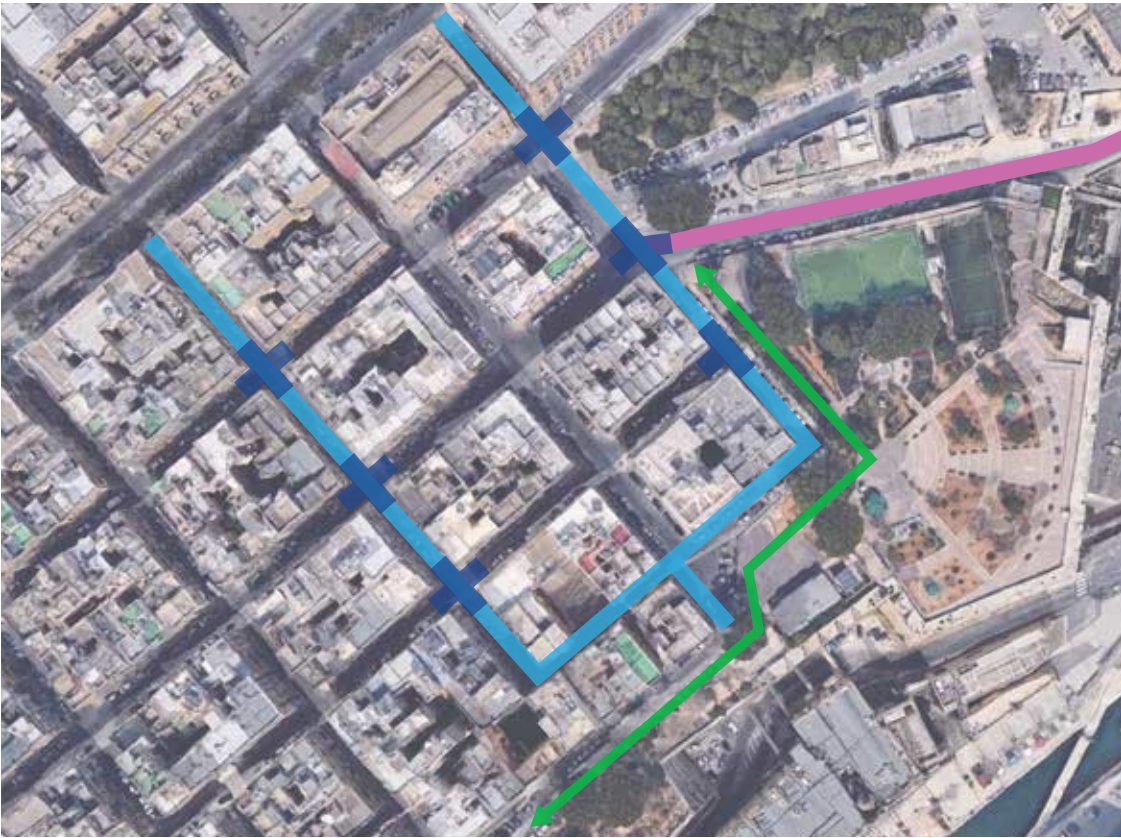
can be used to further define the playstreet



Intervention 11

Triq Is-Suq, Macerata and Vilhena: Level 1 and 3

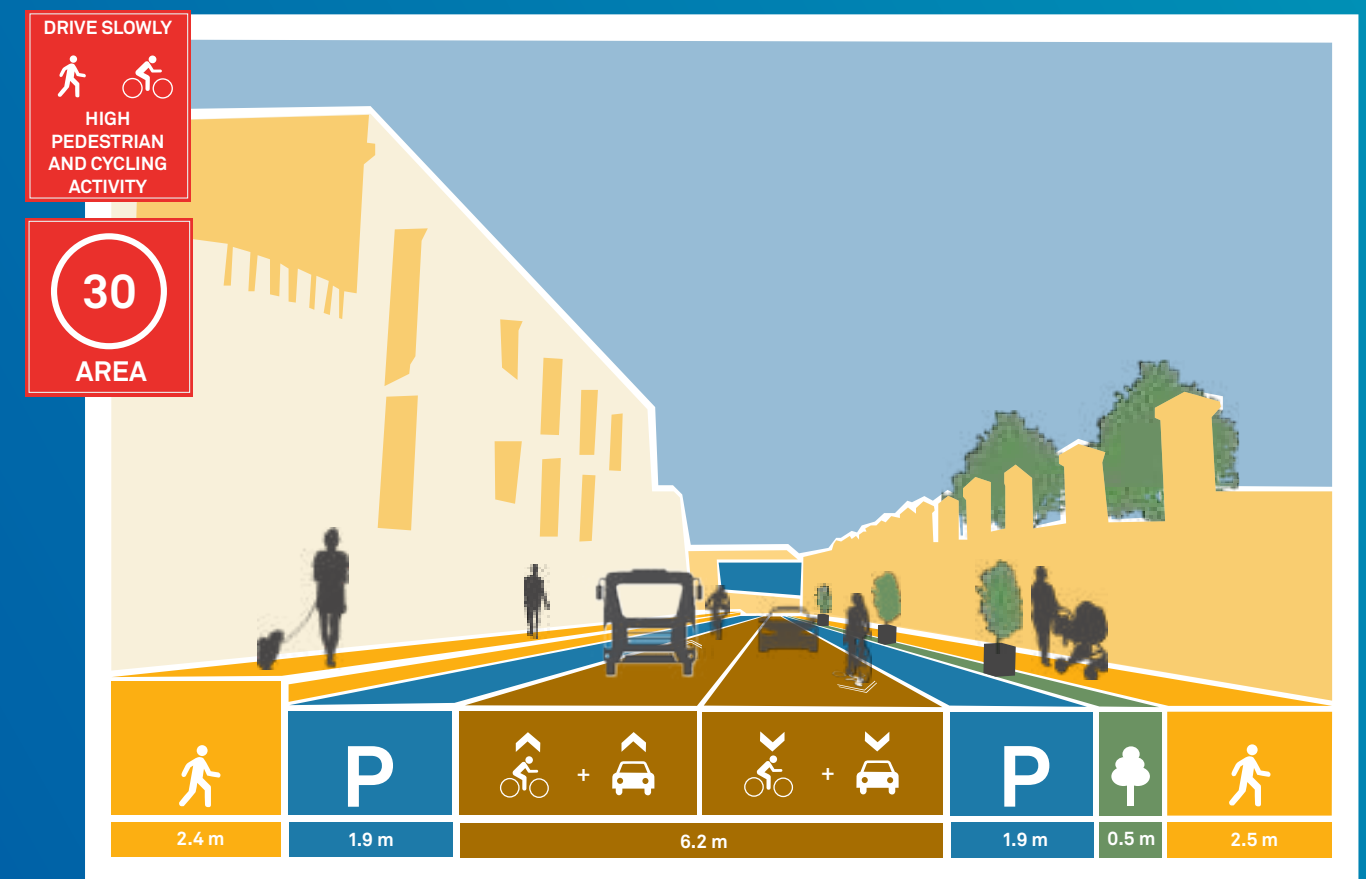
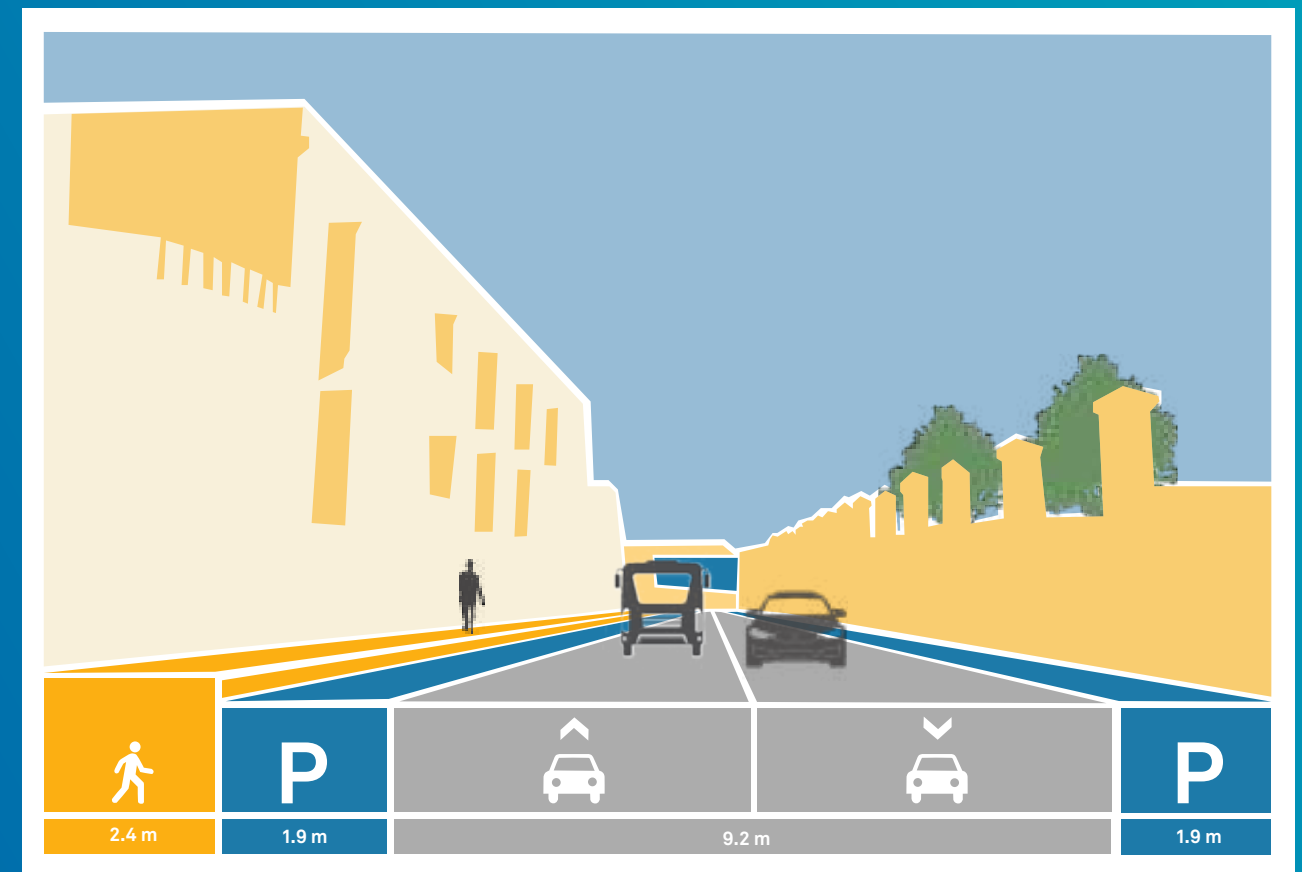
The intervention focuses on limiting the traffic speed to 20 km, on sharing the road and improving pedestrian safety with the introduction of tactical urbanism at all the main crossings along this spine. Signage for slow car speeds, for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced, including bright paint markings at crossings.



Intervention 12

Triq It-Telgha tal-Kurcifiss: Level 3 and 4

Crucifix Hill has the potential to be turned into a more comfortable and user-friendly pedestrian connection. Whilst the road is frequently used to make a connection with the Valletta Waterfront it currently lacks in quality. It is suggested to reconfigure the current 9.2m wide two-way road into a 6.2m two-way road shared with bicycles and insert a 0.5m green strip and a pedestrian walkway on the side of the bastions. At the intersection of Crucifix Hill and Pinto Wharf, a clear pedestrian crossing could be organised by means of tactical urbanism, allowing pedestrians to continue their way to Lascaris Wharf towards the capital or to Pinto Wharf and reach the establishments at the Valletta Waterfront.





Intervention 13

Triq Pietro Floriani: Level 2 and 3



The street is not that frequently used by car traffic and forms a perfect connection between the southern and northern part of the Floriana Network. The intervention suggests limiting the access to local traffic only with a maximum speed of 20 km, on sharing the road with pedestrians and cyclists, and introducing some tactical urbanism to highlight the crossing with Il-Fosos. Signage for slow car speeds, for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced, including bright paint markings at crossing.



Intervention 14

Great Siege Road: Level 3



In order to continue the Slow Streets Network in the direction of the capital, it is suggested to create a safe pedestrian passage where Triq Sant' Anna meets Great Siege Road. This will lead straight to a major pedestrian entry point of the newly created park on top of the MCP car park.



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.



Floriana

The best interventions to test and implement first would be the Play Streets on Triq L-Argotti, Sant' Anna and the end of Pjazza Sir Luigi Preziosi. Play Street closures during this phase may be carried out on designated days and at times when traffic is already low. The first rerouting, reconfiguration and tactical urbanism interventions (namely floor markings) at intersections and critical crossings on Triq Sant' Anna and Sarria can be carried out first as pedestrian and cyclist priority is the primary concern of the Slow Streets initiative.

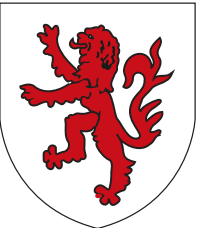
During the second phase, the focus could be on completing the Slow Street interventions up and around the residential cores of Floriana. All signage promoting the Slow Streets Network and the reduction of traffic speed should be completed during this phase. Testing can happen for the pedestrian walkways on Great Siege Road, Pjazza San kalcidonju and Triq Sa Maison.

Finally for phase 3, the completion of the entire network and the implementation of all interventions tested during phase 1 and 2 at their full scale is envisioned to occur.

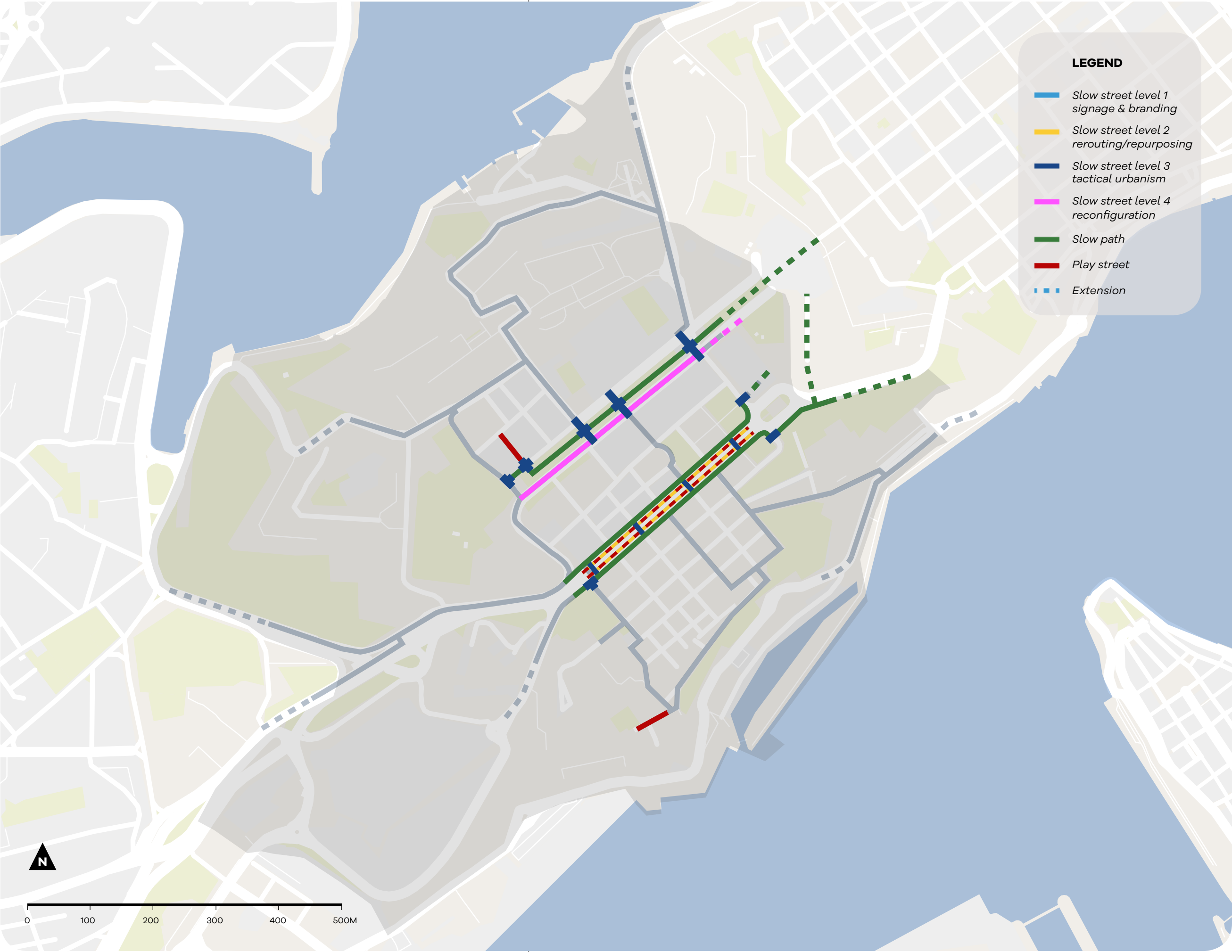


PHASING

STARTING &
TESTING THE
NETWORK

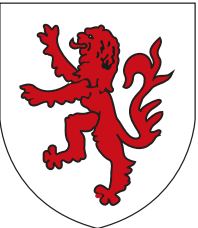


KUNSILL LOKALI
FLORIANA

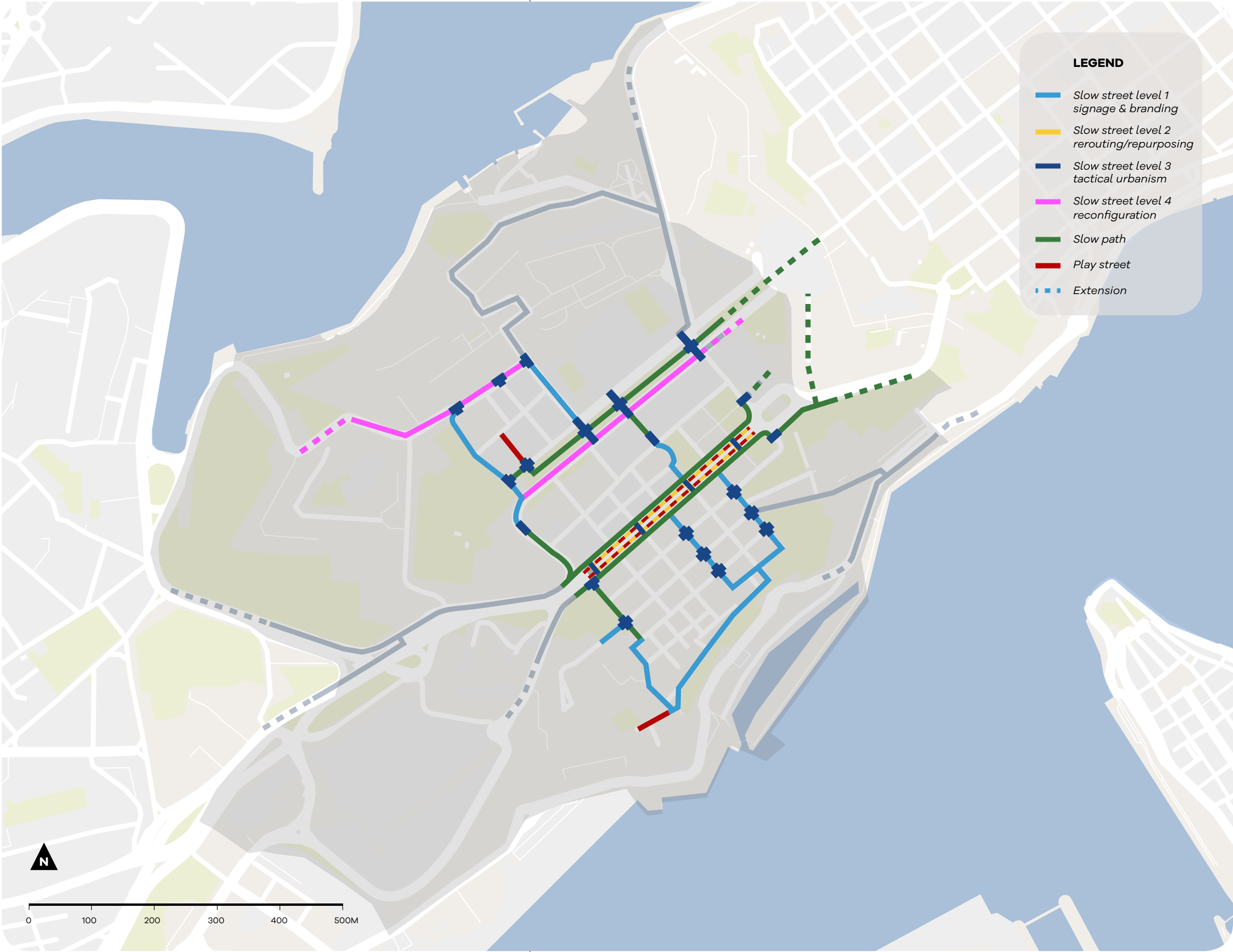


PHASING

STRENGTHENING
THE NETWORK

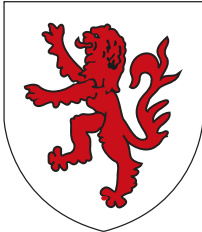


KUNSILL LOKALI
FLORIANA

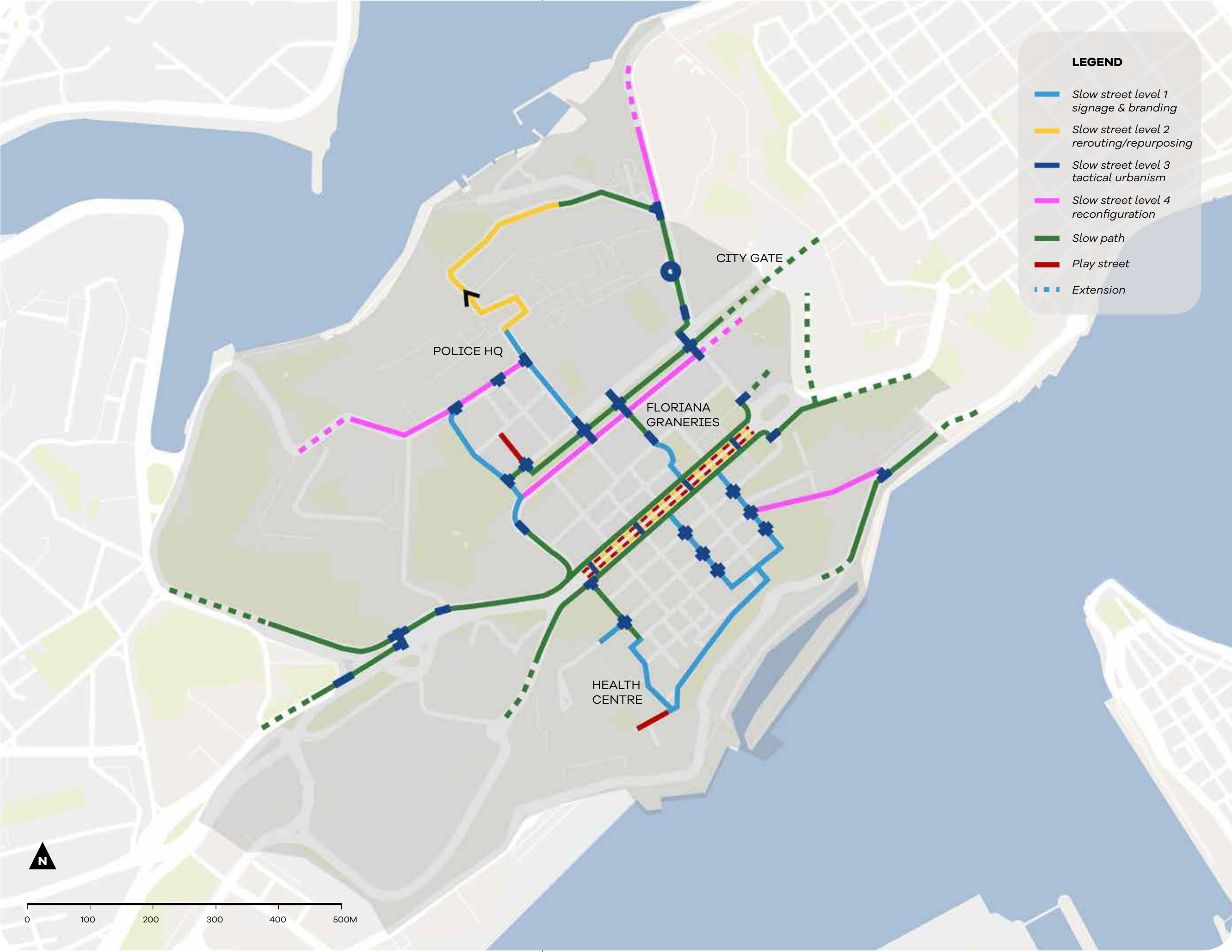



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
FLORIANA





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

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

The Way Forward

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

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

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

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

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

The small town of Floriana, boasts the largest square in Malta, the largest number of public gardens anywhere and the most monuments of national importance on the island by some of Malta's most prestigious artists. It also hosts a variety of communities with different activities and objectives. Alongside a number of residential neighbourhoods at either side of St Anna Street, there are several offices and many government institutions that bring in a very extensive and varied working community on a daily basis. Floriana is also located right on the doorstep of the capital, making it a busy thoroughfare for cars and busses on their way to and from the capital.

The main aim of Floriana's Slow Streets strategy is to identify and strengthen a walkable network by liberating and calming down local streets that can instead be safely used by residents through different schemes of traffic management, such as reconfiguration, rerouting and tactical urbanism, that shift the priority within these streets to pedestrian and cyclist use.

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

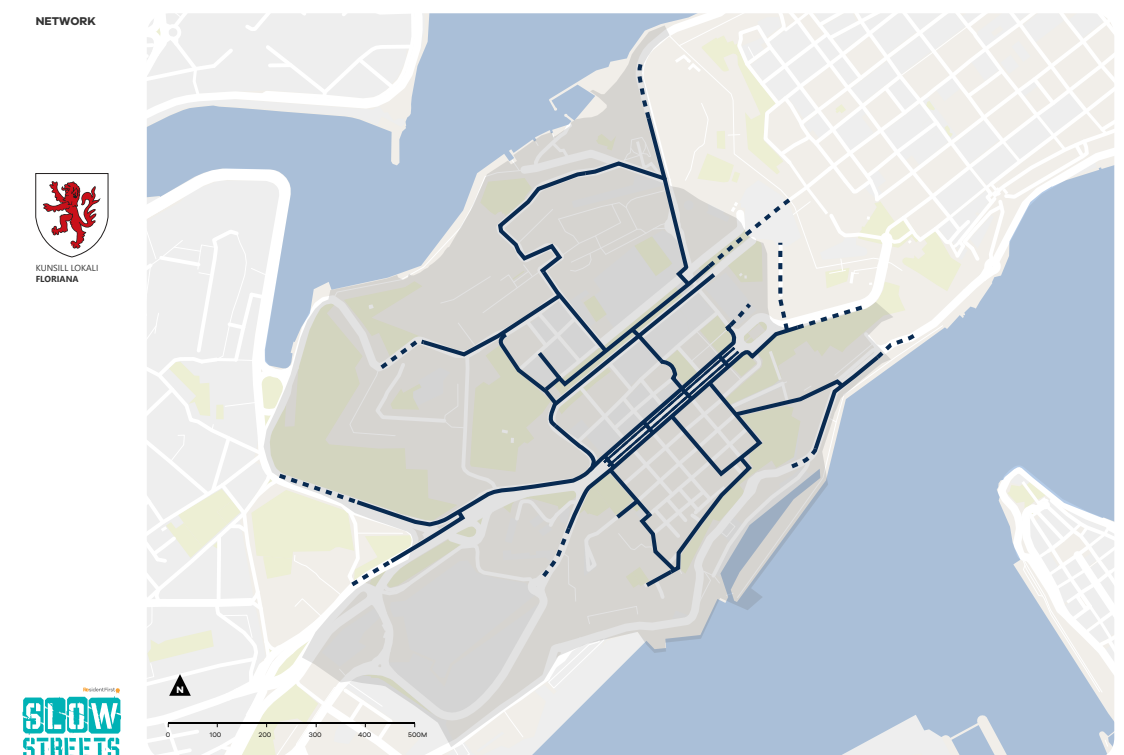
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism initiatives – low cost and temporary solutions that are focused on reallocating more space to pedestrians and cyclists rather than cars and that can be used in the short term (to test Level 4 interventions) or the long term
- Level 4 interventions: Reconfiguration of the street section to allocate more physical space to pedestrians and cyclists
- Slow Paths: A designated slow section of the road, when intervening on the entire street is not possible, particularly for use in larger roads where slower-moving, more localised/dedicated slip roads are available, and where priority for pedestrians is often not considered

Summary

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

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

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



Intervention summary street by street

Intervention 1 - The Mall and Triq Sarria: Slow Path, tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: designated cycling lanes
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: public transport access only
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
Reconfiguration : clearly zoning a lay-by area for coaches, introducing two 1.1m wide designated cycling lanes, leaving the remaining 4.3m for buses only

Intervention 2 - Great Siege Road: tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
Reconfiguration : trim the two way road to 6.5m and add an additional 1m pedestrian zone

Intervention 3 - Triq Vincenzo Dimech: rerouting and Slow Path

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: designated pedestrian walkway
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: no entry signs
Signage: dead end signs
Rerouting : turning part of the road from a two to one way road

Intervention 4 - Pjazza San kalcidonju and Triq Sa Maison: tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: designated pedestrian walkway
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pedestrian walkways
Reconfiguration : trim the available road to 7m and add a minimum of 1.5m designated pedestrian walkway on the Police HQ side

Intervention 5 - Triq Vincenzo Bugeja and Il-Mall: signage & branding and tactical urbanism

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: one-way road
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

Intervention 6 - Triq L-Argotti: Play Street

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Play Street (communicating designated days and times)
Play Street: programming of activities

Intervention 7 - Triq Sant’Anna, L-Indipendenza, Nazzjonali and subway: tactical urbanism and Slow Path

Signage: Slow Streets branding
Signage: wayfinding
Signage: designated pedestrian walkway
Signage: Share the road (cyclists and motorised vehicles)
Signage: high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pedestrian subways. Embellishing the actual underground passage.

Intervention 8 - Triq Sant’Anna: rerouting, tactical urbanism, Slow Path and Play Street

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: designated cycling and bus lanes
Signage: Share the road (cyclists and motorised bus lane)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Signage: Play Street (communicating designated days and times)
Tactical urbanism: designing and emphasizing clear pedestrian crossings and underground passages
Rerouting: installing a designated lane shared by cyclists and public transport
Rerouting: temporary rerouting to organise the PPlay Street events
Play Street: programming of activities

Intervention 9 - Pjazza Robert Sammut, Triq Il-Fosos and F.S. Fenech and Pjazza Sir Luigi Preziosi: signage & branding and tactical urbanism, and Slow Path

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkway

Intervention 10 - Pjazza Sir Luigi Preziosi: Play Street, signage & branding and Slow Path

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Play Street (communicating designated days and times)
Play Street: programming of activities

Intervention 11 - Triq Is-Suq, Macerata and Vilhena: signage & branding and tactical urbanism

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

Intervention 12 - Triq It-Telgha tal-Kurcifiss: tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: designated pedestrian walkway
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pedestrian walkways
Reconfiguration : trim the available car two way road to 6.2 m and convert the gained space into a 0.5m green strip and a 1.5m designated pedestrian walkway

Intervention 13 - Triq Pietro Floriani: rerouting and tactical urbanism

Signage: Slow Streets branding
Signage: local access only
Signage: 20 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Rerouting: the street will become local access only
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

Intervention 14 - Great Siege Road: Level 3

tactical urbanism
Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing point
Tactical urbanism: designing and emphasizing clear pedestrian crossing

ResidentFirst



MINISTRY FOR TRANSPORT,
INFRASTRUCTURE AND CAPITAL PROJECTS



MINISTRY FOR THE NATIONAL HERITAGE,
THE ARTS AND LOCAL GOVERNMENT



Transport Malta



**Assoċjazzjoni
Kunsilli Lokali**
Local Councils' Association Malta