

ResidentFirst

# SLOW STREETS

April 2021



KUNSILL LOKALI  
HAL GHARGHUR

ResidentFirst

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

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# Introduction

Streets in Malta and Gozo 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 and Gozo, streets are the primary public spaces, used daily by everyone. In order to improve the liveability of our localities, therefore, we need to start from our streets. Having pedestrian-friendly streets implies greater, equitable access to the outdoors, active transportation, opportunities to exercise, and the support of both physical and mental health.

Slow Streets provides residents with an opportunity to experience their neighbourhoods in a new way.



Source: [publicspace.org](https://publicspace.org)



## Who are Slow Streets for?

At the heart of Slow Streets lies the local community and the need for better well-being for all residents. The ultimate objective is to make streets more welcoming and accessible to

people of all ages, who want to travel on foot, by bicycle, wheelchair, scooter, or skateboard. In particular, there is special consideration for the needs of the elderly and physically disabled.

## How do Slow Streets work?

The Slow Streets programme is designed to limit through traffic on certain residential streets so as to allow such streets to be used more as shared spaces. 'Through traffic' is vehicular traffic which passes through a particular locality or area, rather than stopping there, solely in order to arrive at another destination.

Simple tools such as signage, floor markings and cones will be used to slow down speeds and block roads, either temporarily or permanently, to improve safety for people who want to walk or cycle. This type of intervention is commonly referred to as 'tactical urbanism'. Access to private driveways/garages and loading and unloading of goods will be maintained for residents and businesses respectively, with better management schemes, as well as access for emergency and service vehicles as required.

Different degrees of interventions are subsequently proposed according to findings from comprehensive site analyses and the development of a vision for each street as part of a wider, more extensive, network.



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.

## Hal Gharghur

Hal Gharghur is a small locality situated in the North-eastern region of Malta. The locality is predominantly residential in nature and contains agricultural land as some of its residents are farmers or are engaged in some type of agricultural activity. Situated on higher topography, the locality enjoys beautiful views over the Northern coastline, and its periphery is frequently visited by residents from other localities for recreational purposes.

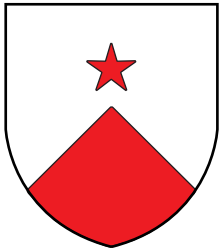
The locality is made up of the village core, the historical Victoria Lines and the Xwieki housing area lying southern to, and detached from, the main urban area. The village core centres around the Catholic Church of the Apostle St. Bartholomew, and some small-scale local commercial activity is distributed within the village core. The village centre is especially active on Sundays, when residents and church-goers interact together. The presence of outdoor seating areas just beyond the Church parvis strengthens the local identity and serves as a space for activities and festivity, providing a space for residents of all ages to interact and enjoy.

Hal Gharghur also offers footpaths in the countryside linking it to the different hamlets that are spread around the territory. The local roads are often quiet, with designated slow speeds. However, narrow local roads are often used as traffic shortcuts instead of using the more appropriate upgraded road infrastructure, threatening both the serenity of these residential streets and pedestrian safety, while further contributing to additional pollution levels.

One of the main aims of Hal Gharghur's Slow Streets strategy 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.



LOCALITY

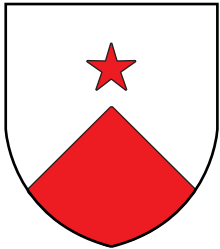


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HAL GHARGHUR





ACTIVITY  
ZONES

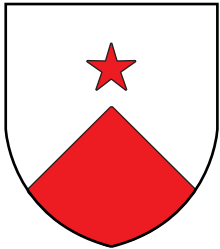


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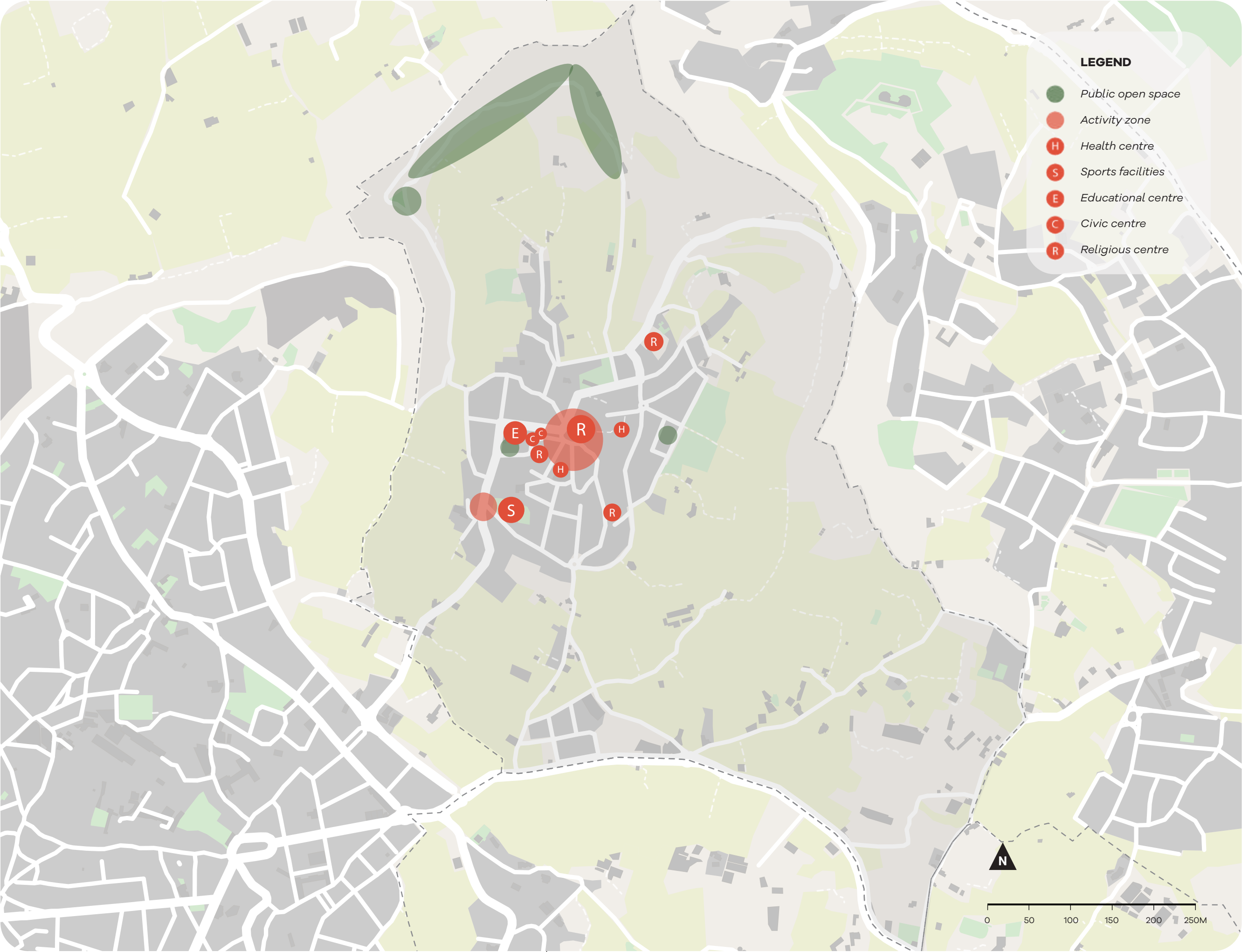




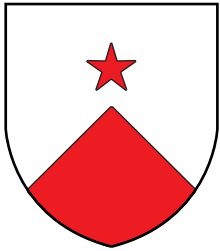
DESTINATIONS



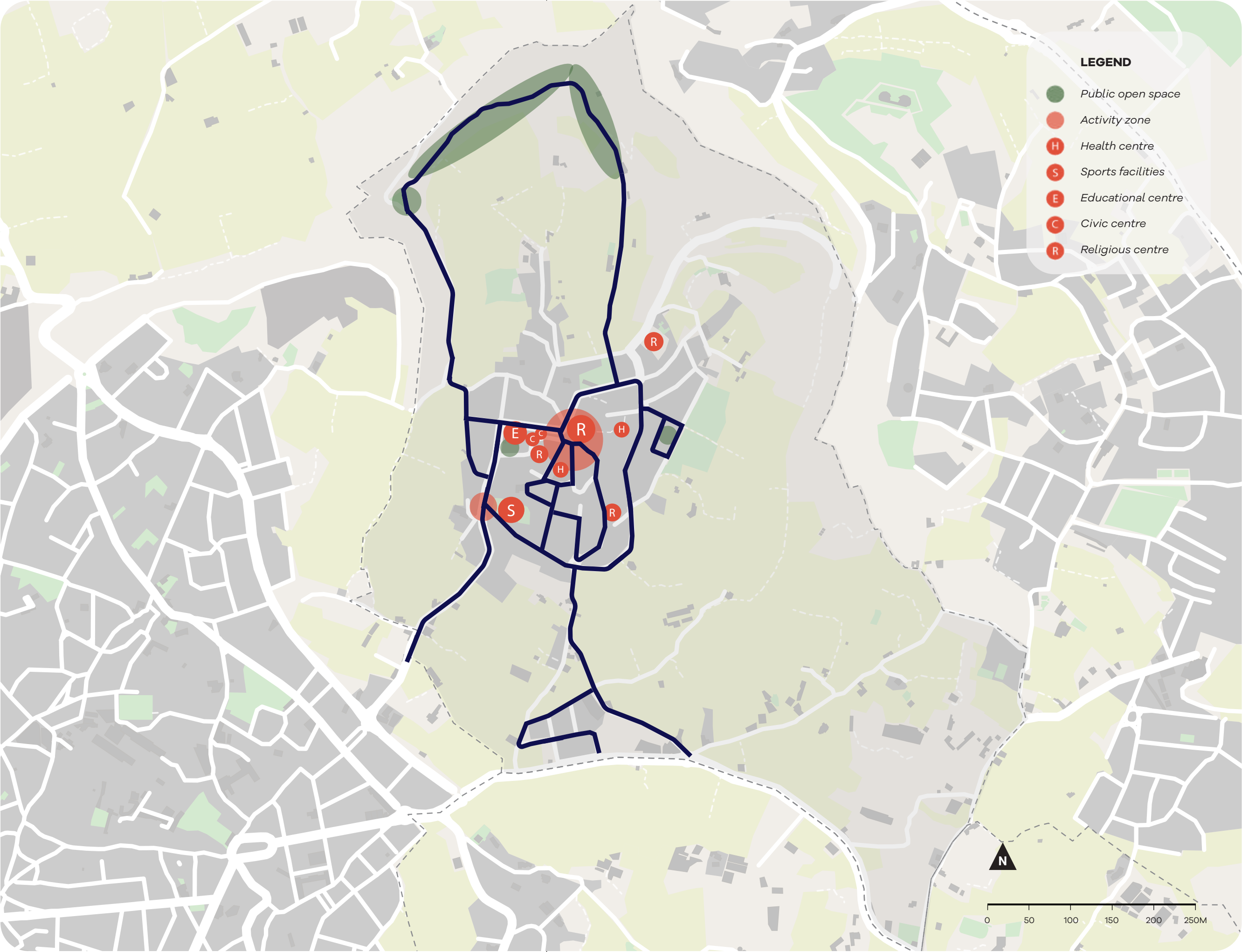
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HAL GHARGHUR



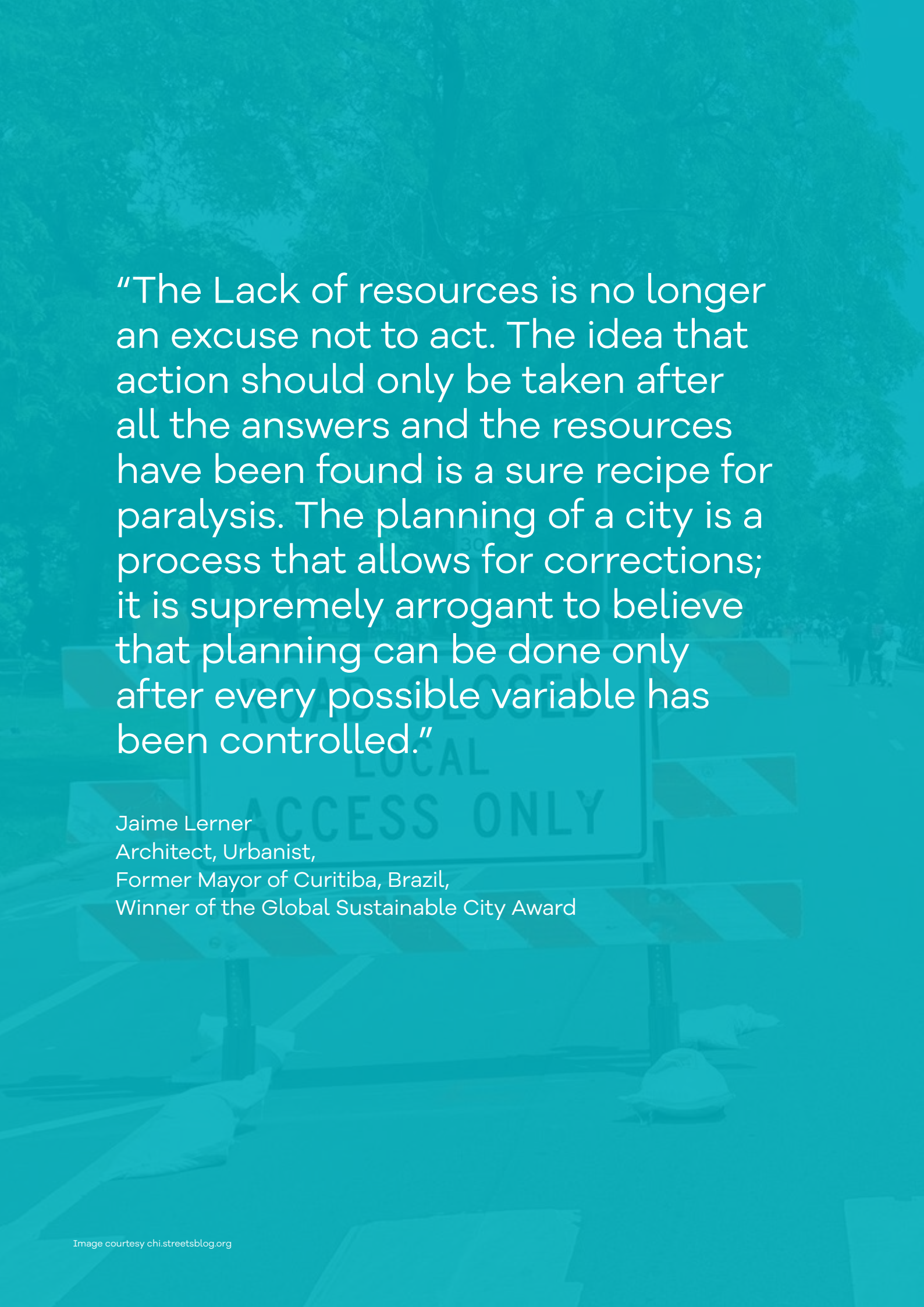
NETWORK



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HAL GHARGHUR







“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

### Hal Gharghur 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.

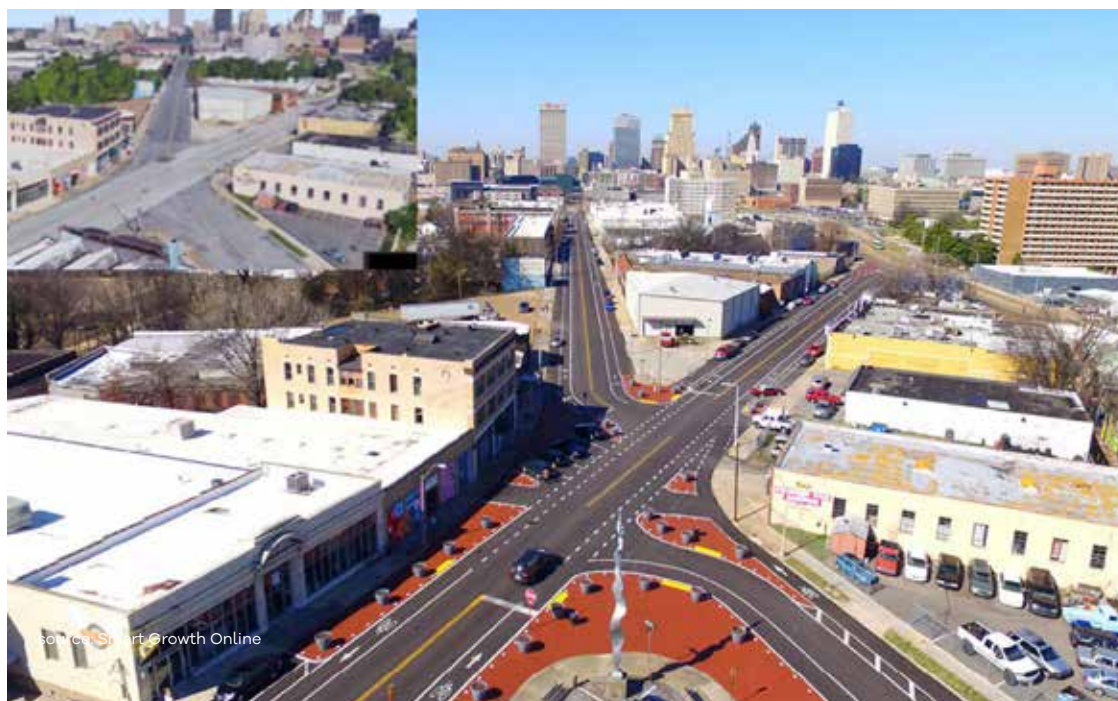


## Level 3 - tactical urbanism

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: Global Designing Cities

## Play Streets

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

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



source: Cadence



source: designcouncil.org.uk





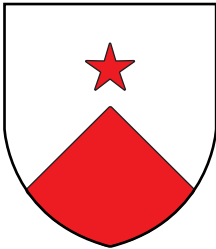
## Play streets – programming

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

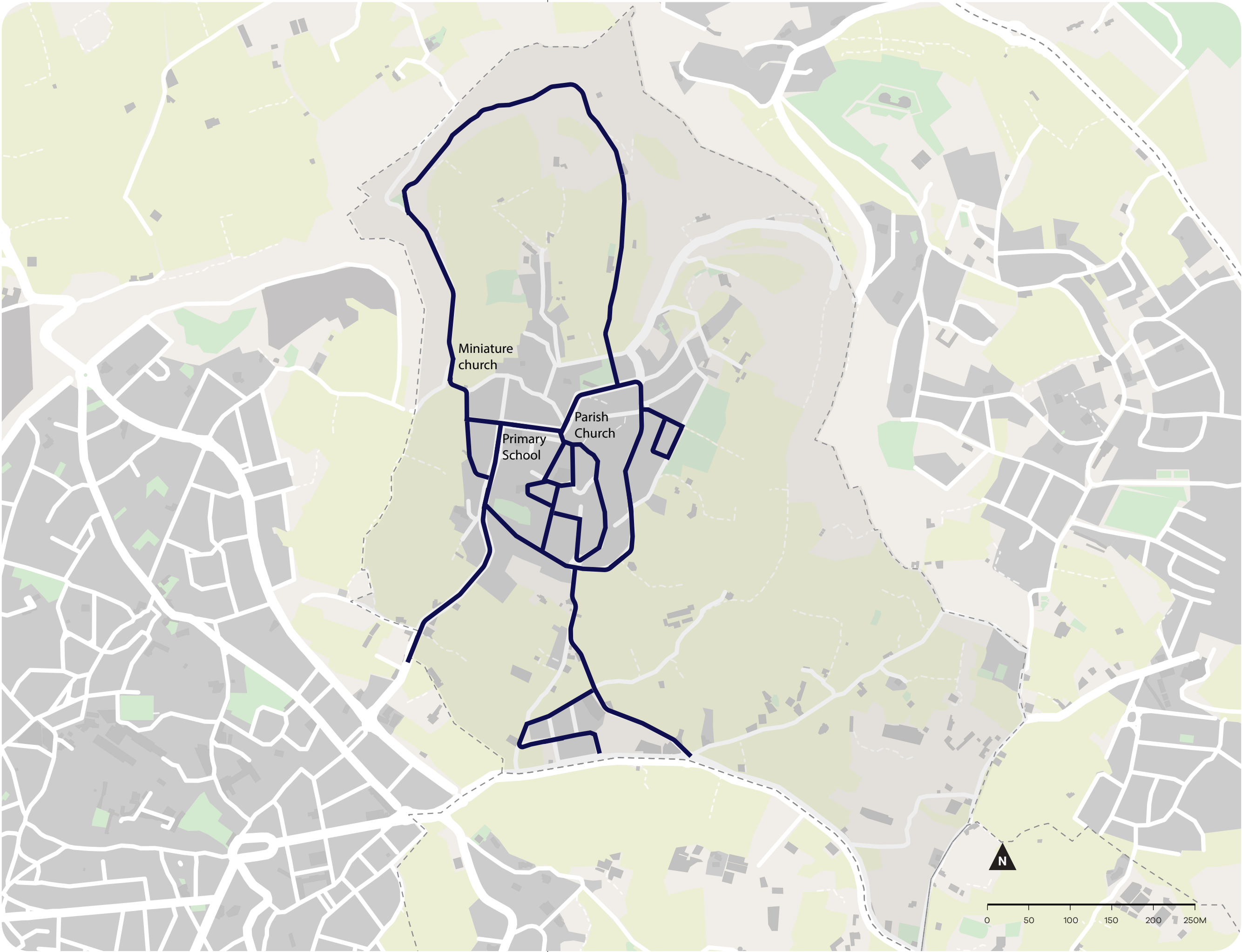




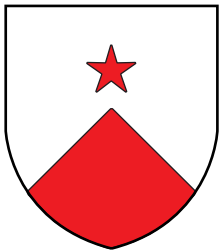
NETWORK



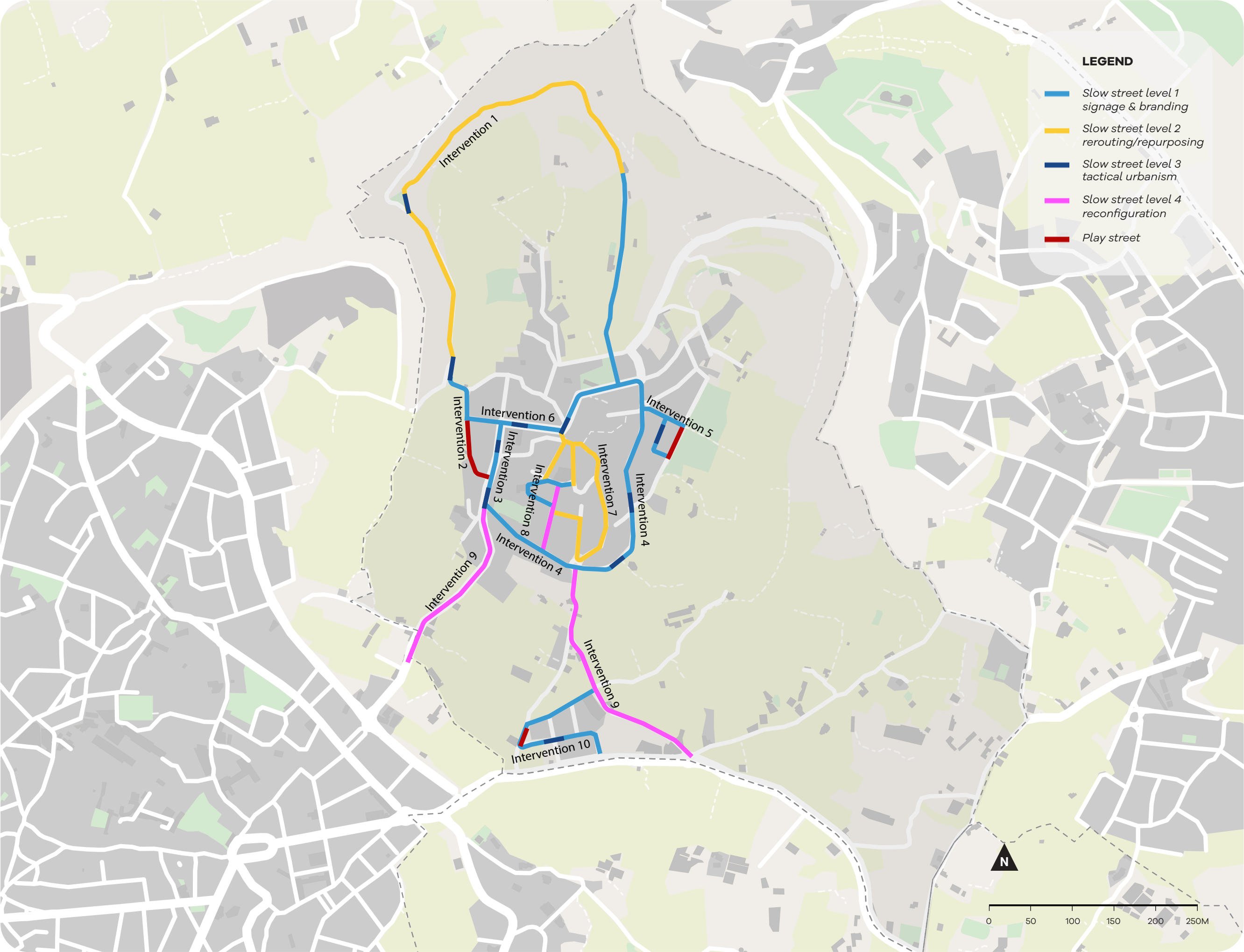
KUNSILL LOKALI  
HAL GHARGHUR



INTERVENTION

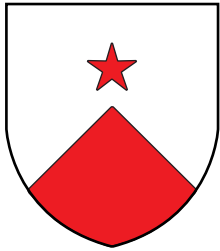


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HAL GHARGHUR

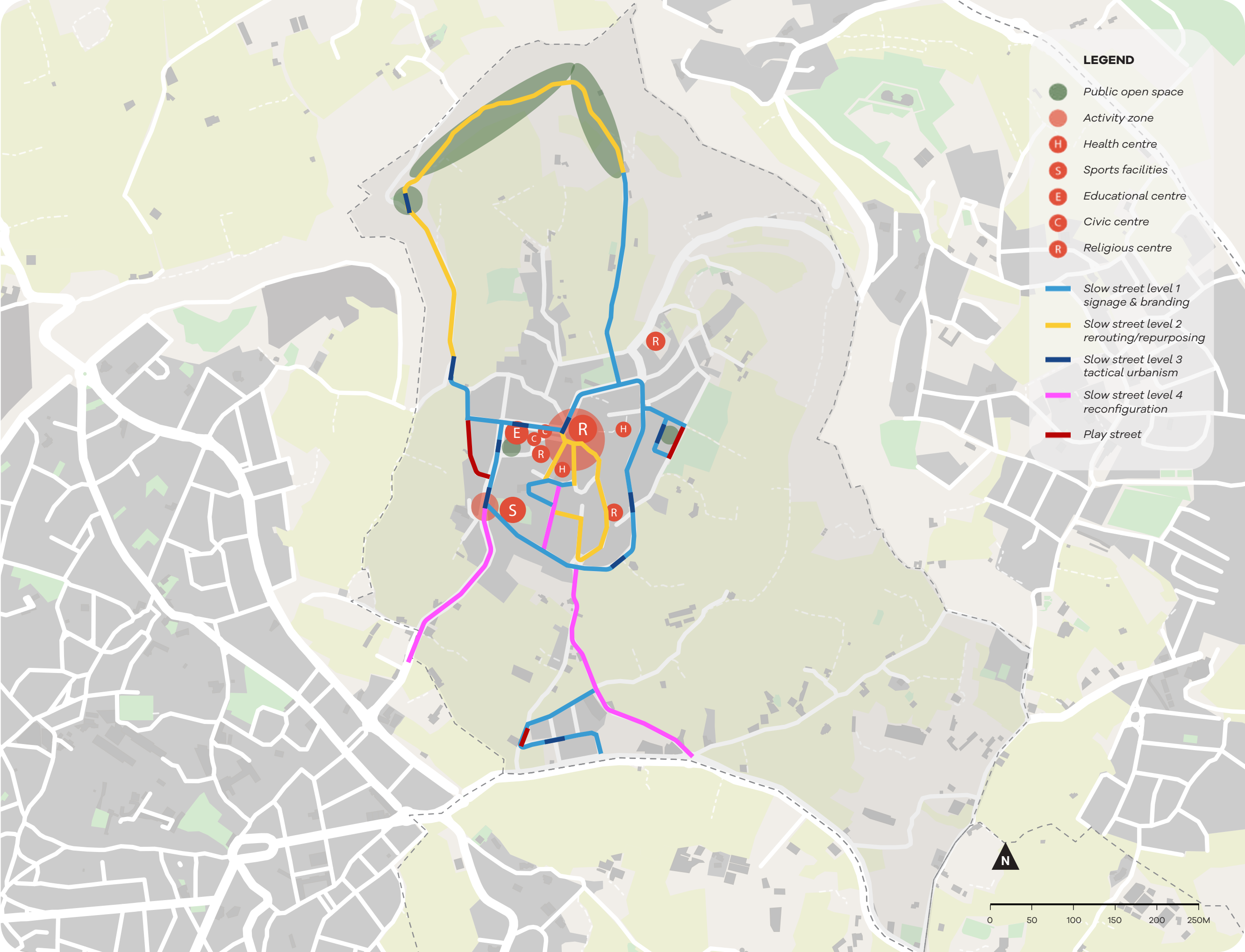




INTERVENTION



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HAL GHARGHUR



# 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.

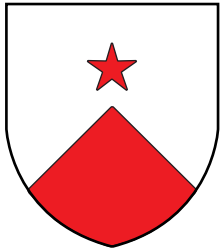
The Slow Streets initiative lays the groundwork for future strategic locality plans, wherein the urban cores and important public spaces may be freed from car traffic and instead used by pedestrians, cyclists and public transport.



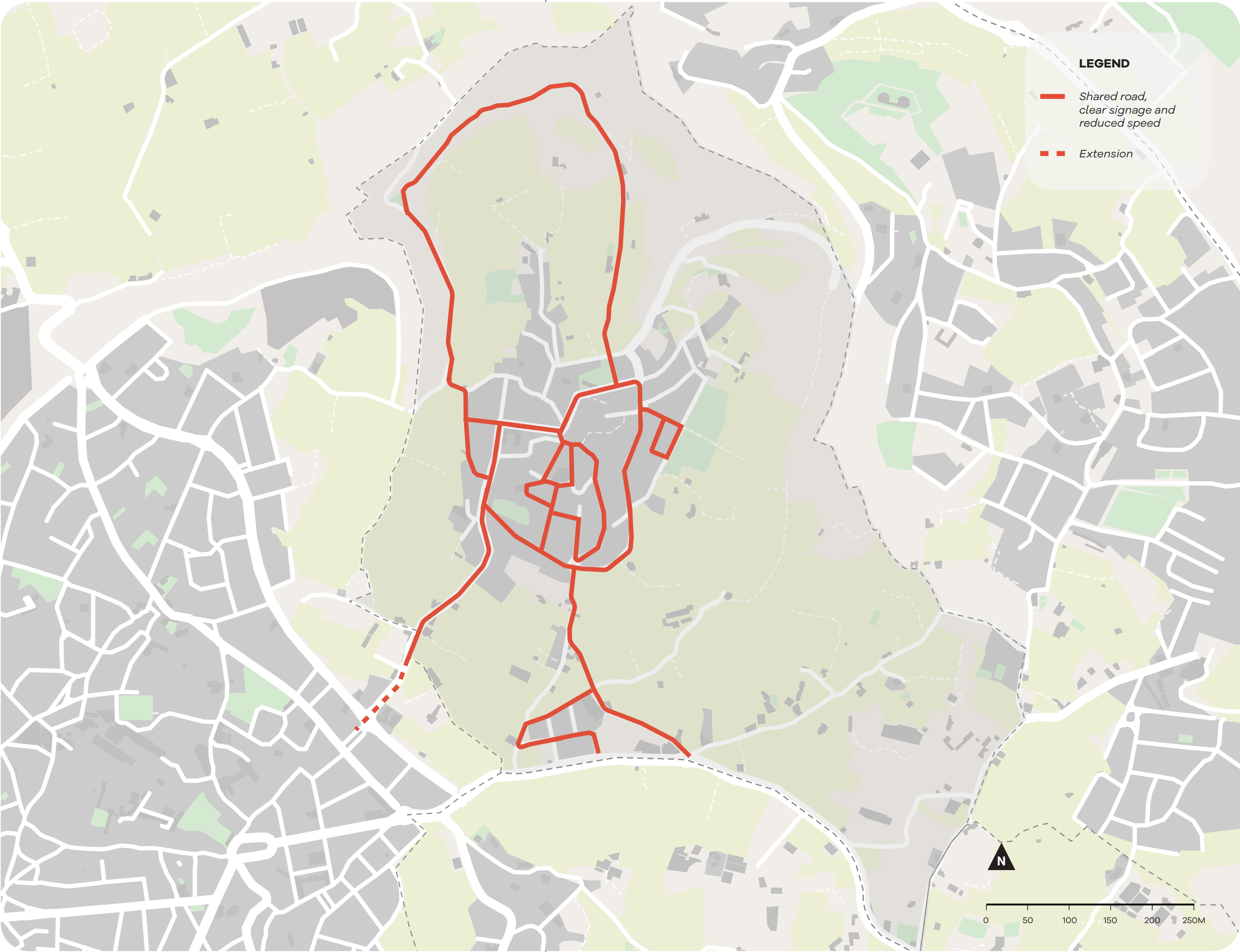
Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.



CYCLING  
NETWORK

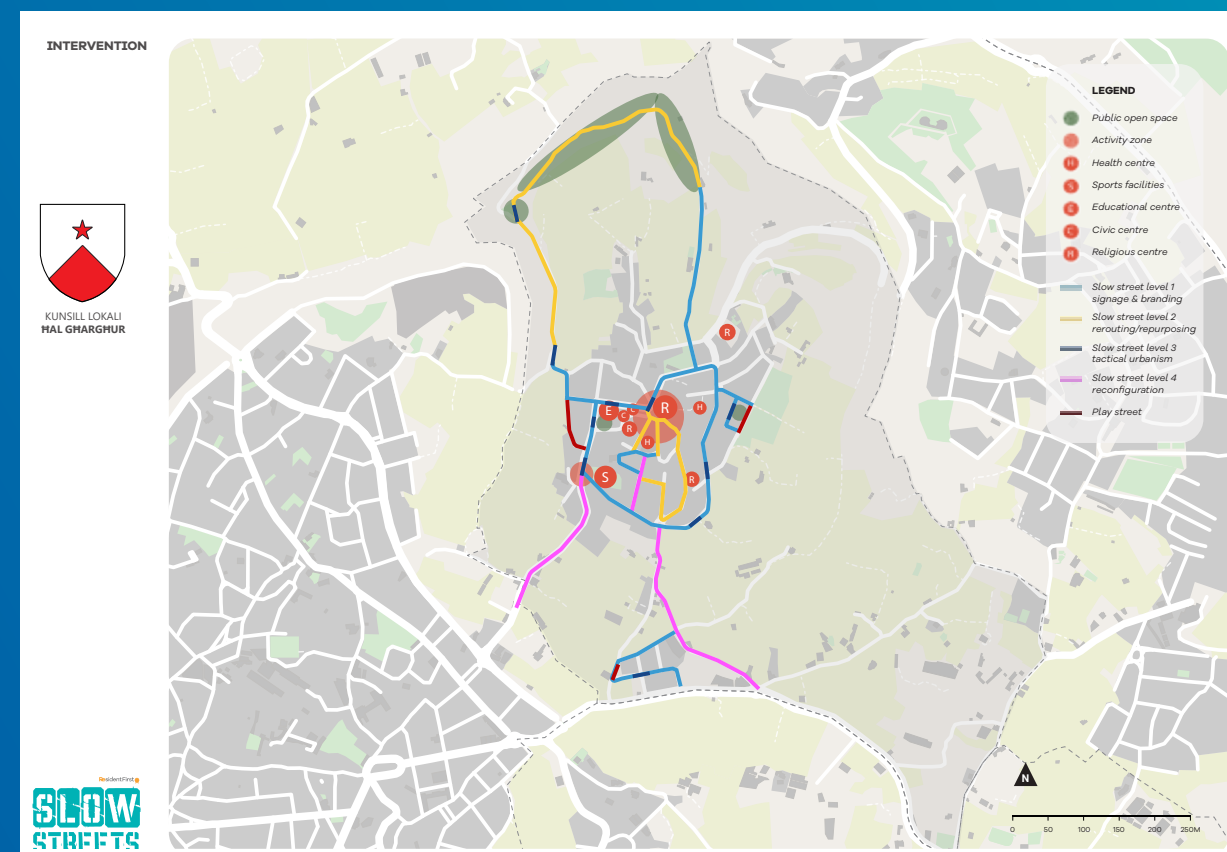


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HAL GHARGHUR



# Hal Gharghur 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. The first objective is to have more pedestrian-oriented local streets, particularly the narrower ones, by further reducing through traffic therein and instead divert vehicles onto more prominent routes. The second objective is to identify walkable routes that link peripheral areas better to the centre, so as to avoid a fragmented network disconnecting the edges of the development area from the rest of the urban fabric.



## Intervention 1

### Triq Ghaxqet L-Ghajn: Level 1, 2 and 3



This road is used as a recreational path as it offers pleasant views over the North-eastern coast, known as the “Top of the World” viewpoint. The road intersects with the Victoria Lines, and currently there are construction works along the road renovating the old structure. Residents from the locality itself and from neighbouring localities use Triq Ghaxqet L-Ghajn for walking, jogging and leisure. People may enjoy the countryside, while making use of several seating areas and a small pocket garden.

In line with the Local Council’s intentions, the intervention proposes closing off both access points into Triq Ghaxqet L-Ghajn from Saturday evening until Sunday evening. During this time vehicular traffic would be prohibited and residents would be able to enjoy the area without disturbances from vehicles. The first closure would occur on the intersection where the Hal Gharghur church miniature is located on one end, which would also require a barrier at the intersection with Triq Ghar San Brinkat. On the other end of the road, the closure would occur at the last residence along the road so that residents would be able to access their homes. However, temporary signage during the intended closure period would be necessary at the beginning of the roads to inform drivers that the road becomes a dead end and that no further access would be allowed. This closure would constitute a critical step towards giving back local roads to residents rather than cars, as well as providing a significant opportunity to promote a healthier community.

## LEGEND

### Signage/Tactical Urbanism

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

### Traffic Management

- Closure with barriers
- Proposed traffic direction
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars





The intervention further proposes tactical urbanism at Triq Ġħaxqet L-Ġħajn in front of the Ғal Ġħargħur church miniature. This landmark is currently located within an unarticulated area and should be highlighted and enhanced as an urban pocket with seating amenity. Floor markings are proposed to further provide an attraction point that would draw people towards the landmark while highlighting it together with the starting point of the recreational path. Most importantly, floor markings would alert drivers to slow down when approaching, and planters could further be introduced along the benches as a protective barrier. Similarly, floor markings are proposed at the intersection of Triq Ġħaxqet L-Ġħajn with Triq Ġħar San Brinkat, in order to slow cars down and mark the entrance into the locality.



## Intervention 2

### Triq L-Isqof Gargallo: Level 1 and Play street

This road is located along the periphery of Ғal Ġħargħur close to Triq Ġħaxqet L-Ġħajn, with residences currently present on one side of the road. The intervention proposes designating Triq L-Isqof Gargallo – from Triq San Bartilmew to Triq San Ġwann – as a play street on specific days with low traffic, such as weekends. This particular street would serve as an extension to the recreational activity occurring on Triq Ġħaxqet L-Ġħajn, and bring it closer to the residents living in the core. This scheme would require vehicles to access Triq Mons. Luigi Catania in order to access Triq San Ġwann. Programming is required to ensure that residents of all ages would be included in the community activities. Signage along the road – from Triq Ġħaxqet L-Ġħajn to Triq San Bartilmew – would have signage indicating a 20 km/hour speed limit and road sharing between drivers and cyclists.

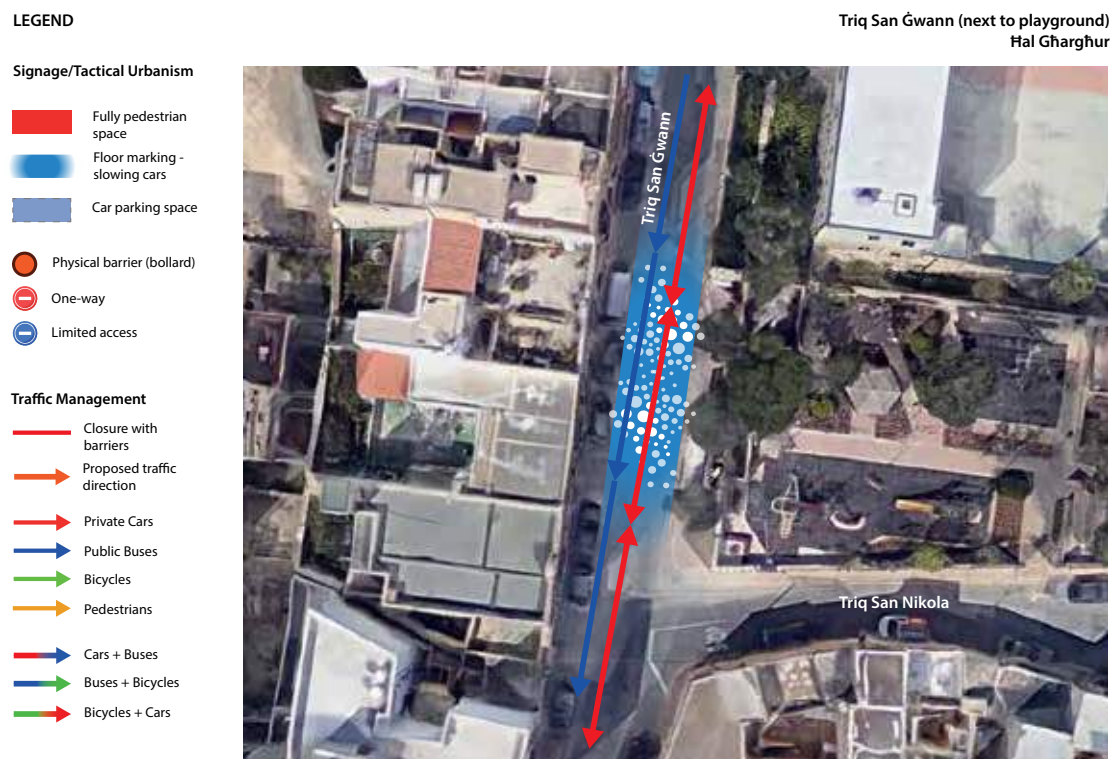




# Intervention 3

## Triq San Ġwann: Level 1 and 3

Triq San Ġwann is a main entrance road into the locality. The intervention first proposes floor markings at the entrance to the playing fields, which also coincides with ‘Bartilmew’ Bus Stop. These markings would alert drivers to slow down, particularly given the high possibility of children crossing the road. The Local Council has further expressed concerns with an area adjacent to the Hal Ġharghur cemetery where the pavement discontinues and cars park illegally therein. The floor markings would emphasise this portion of the road as being an important pedestrian zone, accompanied by adequate signage in this regard, so as to further prohibit drivers from parking or stopping within this zone. The intervention also proposes strengthening the road as a pedestrian route by introducing signage that limits driving speed to 20 km/hour and highlights pedestrian priority throughout.



### LEGEND

#### Signage/Tactical Urbanism

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

#### Traffic Management

- Closure with barriers
- Proposed traffic direction
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

### Triq San Ġwann (next to cemetery) Hal Ġharghur



# Intervention 4

## Triq Stiefnu Zerafa: Level 1 Triq Caravaggio: Level 3 and 4

Triq Stiefnu Zerafa and Triq Caravaggio form somewhat of a loop around the historic core of the locality. The Local Council has expressed its concern with overspeeding vehicles on Triq Caravaggio, especially during the night. The intervention therefore proposes the introduction of better signage and the Slow Streets branding on both streets limiting vehicular speed to 20 km/hour and indicating the sharing of both roads between drivers and cyclists.

Triq Caravaggio’s width varies at different street sections, broadly between 5.5 and 6.5 metres. The intervention proposes maintaining a 5.5 metre width along the entire road stretch, which would be wide enough for two large vehicles to pass each other. The road could be narrowed using 0.5 metre-wide planters adjacent to the pavements in order to add more greenery to the area while enhancing walkability for residents. Additionally, floor markings are being proposed at the intersection of Triq Caravaggio with Triq Iċ-Ċawl, as well as at the intersection with Triq Qieghed and Triq L-Indipendenza. These floor markings would help to slow down overspeeding vehicles at locations where pedestrians are likely to be crossing, making these local roads safer to use.



LEGEND

Signage/Tactical Urbanism

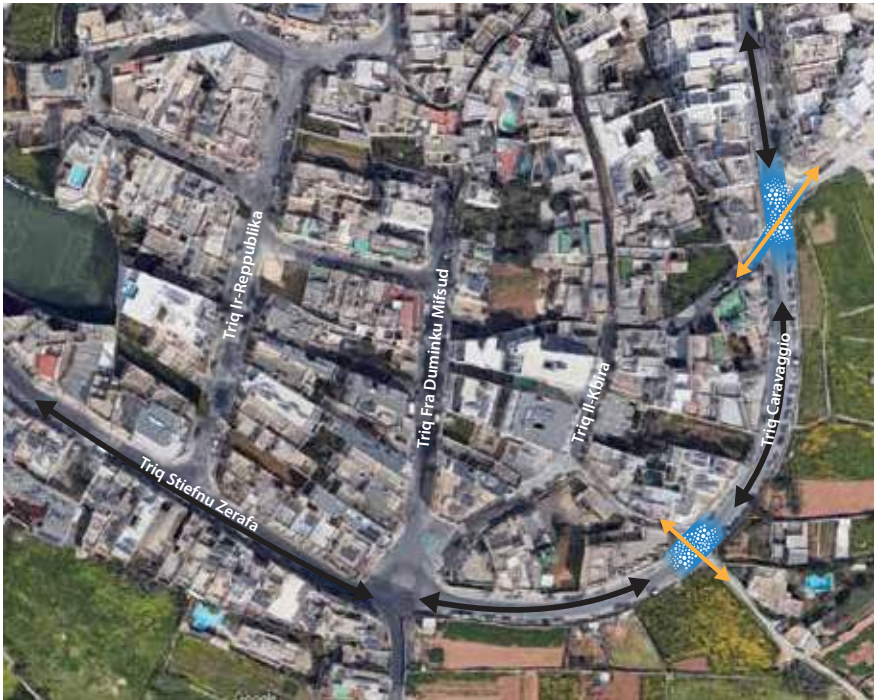
- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space

- Physical barrier (bollard)
- One-way
- Limited access

Traffic Management

- Existing traffic direction
- Proposed traffic direction
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Triq Stiefnu Zerafa - Triq Caravaggio  
Hal-Gharghur



LEGEND

Signage/Tactical Urbanism

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

- Planters
- One-way
- Limited access

Traffic Management

- Existing traffic direction
- Proposed traffic direction
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Triq Caravaggio  
Hal-Gharghur



Intervention 5

Triq Mattia Preti: Level 1 and 3  
Triq L-Indipendenza (from Triq Dun Karm  
Fenech to Triq Mattia Preti): Play street



The playground on Triq Mattia Preti is the only other formal playground other than the playing fields located next to the Local Council. The intervention proposes highlighting this open space by using floor markings in front of the entrance on Triq Mattia Preti. The markings would alert drivers to slow down and also clearly indicate the presence of the playground.

Parallel to Triq Mattia Preti is Triq L-Indipendenza. The stretch of road from Triq Dun Karm Fenech to Triq Giuseppe Cali' is proposed as a play street on designated days, ideally at times characterised by lower traffic volumes. The street has a lower demand for garage parking as residences are only located on one side of the road, while the other side offers open country views. This stretch would serve as an extension of recreational activities, especially due to its proximity to the playground. Additionally, the footpath Sqaq Ta' Ċint Il-Wiesa' connects to this road and leads to the neighbouring farmland.

The intervention also proposes strengthening this network of roads as pedestrian routes by using signage limiting driving speed to 20 km/hour and highlighting pedestrian priority.

LEGEND

Signage/Tactical Urbanism

- Play street
- Floor marking - slowing cars
- Car parking space

- Planters
- One-way
- Limited access

Traffic Management

- Existing traffic direction
- Proposed traffic direction
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Triq Mattia Preti - Triq L-Indipendenza - Triq Dun Karm Fenech - Triq Giuseppe Cali'  
Hal-Gharghur







## 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

## Surface treatment

can be used to further define the playstreet

## Signs

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



Intervention 6

Triq San Bartilmew - Misraħ Il-Knisja - Triq IL-Wieħed u Tletin Ta' Marzu: Level 1 and 3



Triq San Bartilmew is an important road within Hal Għarghur’s vehicular network as it hosts the Primary School and connects directly to Misraħ Il-Knisja, which then continues onto Triq IL-Wieħed u Tletin Ta’ Marzu. The intervention first proposes floor markings in front of the Primary School entrance on Triq San Bartilmew, in order to slow down drivers when approaching, reinforcing the existing zebra crossing. Additionally, floor markings are proposed in front of the Parish Church, providing a visual connection across Misraħ Il-Knisja to the pavement. These markings would shift the priority in the area from vehicular use to pedestrian use, further providing safer crossings to the church. The intervention also proposes strengthening this network of roads as pedestrian routes by using signage that limits driving speed to 20 km/hour and highlights pedestrian priority.



Intervention 7

Triq IL-Wiesgħa: Level 2 and 3  
Triq Karmnu Zarb - Triq L-Oratorju - Triq IL-Kbira - Triq San Nikola: Level 2



The locality enjoys an attractive historic core centred around the renovated Parish Church. The area has both vehicular and pedestrian activity as it serves as a main road through the locality but is used by residents to gather and socialise together. In tandem with the Local Council’s request to have a more pedestrian-oriented historic centre, this intervention aims at limiting vehicular traffic on Sunday mornings. If this scheme proves to be successful, it could be implemented on other days of the week.

The intervention suggests that on Sundays, between 9am – 3pm, cars would not be permitted to go beyond Triq IL-Wiesgħa to access the back streets. Instead, cars would have to drive onto Triq San Bartilmew, following the public transport route. This would automatically liberate Triq Karmnu Zarb and Triq IL-Kbira, as they allow one-way traffic towards Triq Emmanuel Perren. In turn, Triq L-Oratorju would be closed off at the beginning of the road next to the convent, thereby not allowing vehicles to drive towards the church. Similarly, Triq San Nikola would also be closed off from the Local Council



office. Residents would be notified well in advance in order to ensure that they would not remove their vehicles during the designated times. Liberating space in the locality – within the local streets and the area next to the church – would provide an encouraging urban environment for residents to walk to and from the church and interact together.

The intervention further proposes floor markings next to the church in Triq Il-Wiesgha. Floor markings linking the pavement next to the church and the pavement next to the Band club would provide a visual connection and shift the priority in the street from vehicular use to pedestrian use. Along with the floor markings in front of the church, discussed in Intervention 6, would contribute to an enhanced pedestrian environment within the centre.



### Intervention 8

#### Vjal Ir-Repubblika: Level 4 Triq Vendome - Triq Fra Duminku Mifsud: Level 2

Vjal Ir-Repubblika is an important spine that leads to Misraħ Il-Knisja. In line with the previous intervention, the proposal for this road also aims to strengthen the pedestrian network and enhance pedestrian safety. The first part of the intervention proposes rerouting Triq Vendome and Triq Fra Duminku Mifsud into a one-way street towards Stiefnu Zerafa. Rerouting local streets, while still enabling one-way loops, makes it safer for pedestrian circulation given that traffic would only approach from one direction. Triq Ir-Reppublika is a straight road, providing a linear view towards the vernacular building neighbouring the Pastoral Centre. This historic building provides an attractive focal point for the street. The presence of greenery along the road also makes it a pleasant walking route for residents. To enhance the street's attractiveness, the intervention proposes rerouting the current two-way traffic into a one-way in opposing directions towards Triq Vendome on Sundays, as an extension of Intervention 7. Cars driving from Triq Stiefnu Zerafa would be able to do a one-way loop through Triq Vendome, while cars driving from Triq Emmanuel Perren may either turn on Triq Excelsior or Triq Vendome. Therefore, Triq Vendome and Triq Fra Duminku Mifsud would form a one-way loop with Vjal Ir-Repubblika.

This scheme would enable narrowing the current two-way 5.1m-wide roadway to a one-way of 4.1 metres (which would still enable two-way car traffic in the event of an emergency and/or surrounding road closure), in order to designate 1 metre of extended pedestrian space to improve walkability towards the village centre. Planters could be used to delineate the border of the pedestrian space and provide more greenery.



# LEGEND

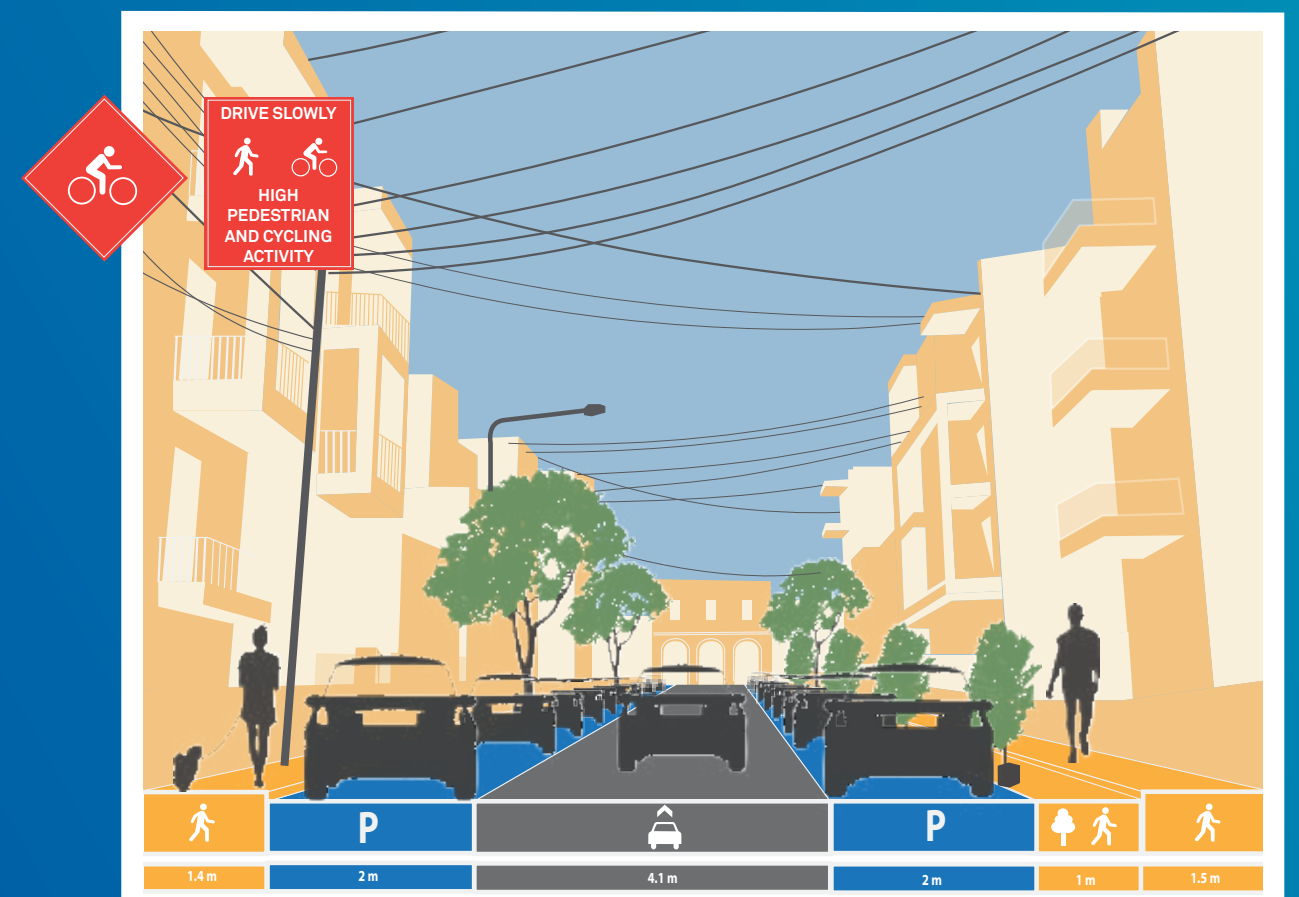
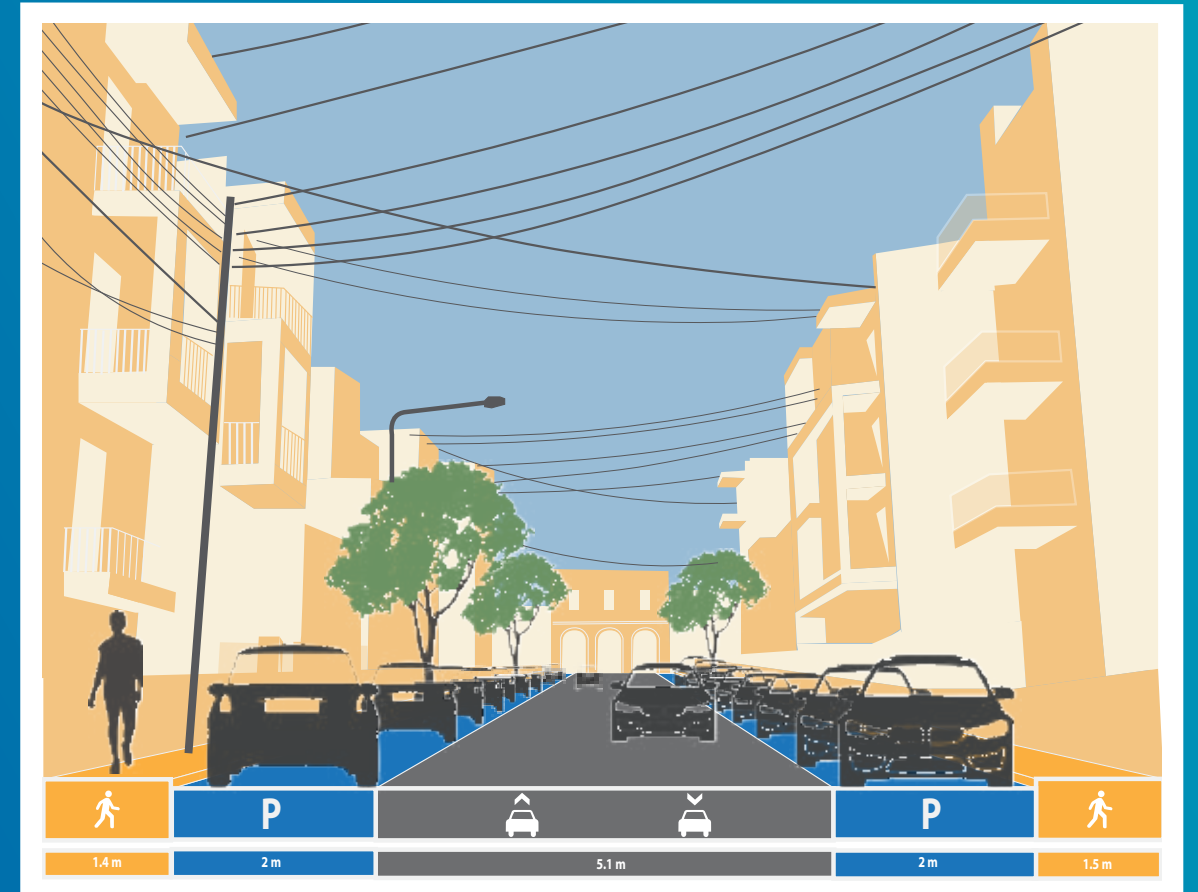
## Signage/Tactical Urbanism

- Pedestrian space
- Floor marking - slowing cars
- Car parking space
- Planters
- ⊖ One-way
- ⊖ Limited access

## Traffic Management

- Existing traffic direction
- Proposed traffic direction
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Vjal Ir-Repubblika - Triq Vendome - Triq Fra Duminku Mifsud  
Hal-Gharghur





Intervention 9

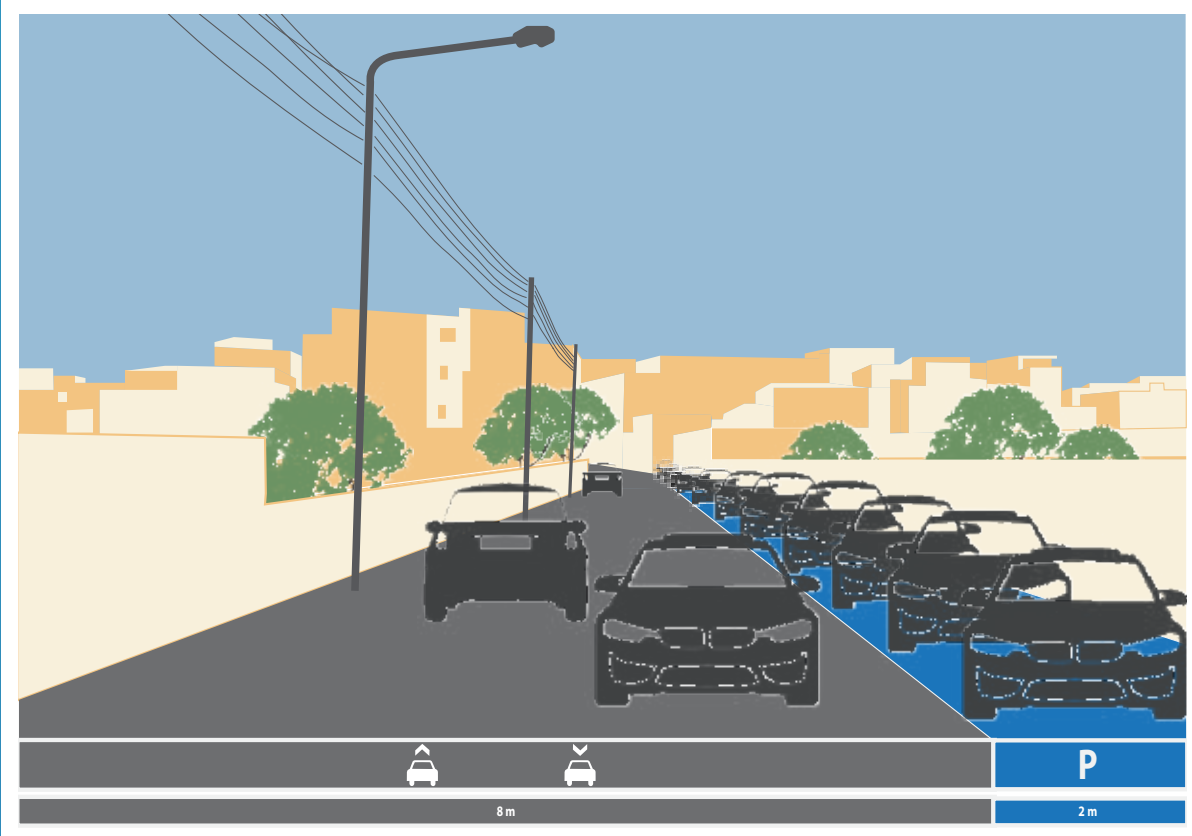
Triq San Ġwann - Triq Santa Katerina:  
Level 2 and 4

Both Triq San Ġwann and Triq Santa Katerina are entry and exit roads into the locality from the southern side. Triq San Ġwann links Hal Ġharghur to Naxxar while Triq Santa Katerina links Hal Ġharghur to Iklin/Birkirkara. This intervention proposes a rerouting scheme in order to designate a separate entrance and exit road so as to alleviate traffic congestion and improve safety for pedestrians. This scheme may be tested on designated days, such as weekends, and if proven successful it could be implemented permanently.

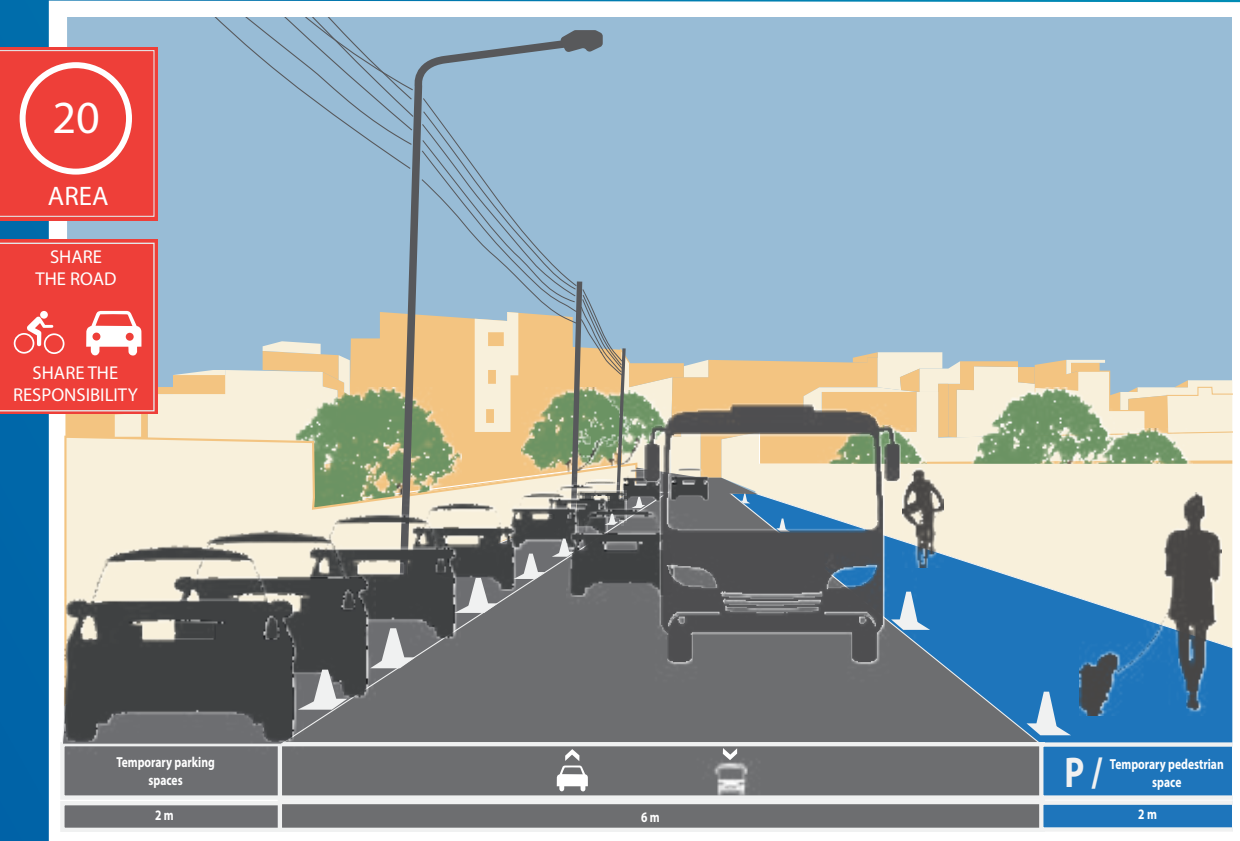
The catalyst for this intervention is the closing of Triq Ġhaxqet L-Ġhajn to vehicular traffic on weekends (discussed in Intervention 1). Triq San Ġwann provides a direct connection to Triq Ġhaxqet L-Ġhajn through Triq L-Isqof Gargallo. Therefore to strengthen the pedestrian network, Triq San Ġwann would be a one-way into the locality from Sqaq L-Imnieqa to Triq Stefano Zerafa, except for public transport that would be retained as two-way. Pedestrians would therefore be able to feel safer walking from Naxxar towards Triq Ġhaxqet L-Ġhajn. The road section beyond Sqaq L-Imnieqa averages 8 metres in width, which would narrow down to 6 metres in order to allow for two-way public transport accessibility. Two metres would be designated as a pedestrian strip where cars currently park, further elevating walkability in Hal Ġharghur while encouraging neighbouring Naxxar residents to walk and cycle to and from their locality. Parking would temporarily be shifted to the left side of the road with temporary cones designating parking spaces.







Furthermore, Triq Santa Katerina is currently a narrow roadway which allows two-way traffic. The intervention proposes rerouting the road as an exit-only route towards Triq Tal-Balal. In this manner, the current 4.9 metre-wide roadway would be narrowed down to 3.7 metres and enable 1.2 metres of dedicated pedestrian space, especially required given that the pavement is not continuous along the whole road. This designated strip would also encourage residents to walk to and from the Xwieki housing area, making the locality more connected within its different neighbourhoods. Bollards could be introduced so as to separate pedestrians from the road and increase safety while walking.







## Intervention 10

### Triq L-Isqof S. Gaffiero - Triq Giovanni Gafa': Level 1 and 3

### Triq In-Naxxar: Play street



The Xwieki housing area has recently implemented one-way routing. As the previous intervention discusses the strengthening of Triq Santa Katerina as a pedestrian route to connect the residents of the core to the residents of Xwieki, this intervention proposes signage on Triq L-Isqof S. Gaffiero and Triq Giovanni Gafa' designating a 20km/hour speed limit and road sharing between drivers and cyclists. Furthermore, the intervention proposes floor markings at the intersection of Triq Giovanni Gafa' and Triq Gaspare Formica in order to ensure safer crossings, particularly for residents walking to and from Triq tal-Balal linking to Naxxar.

Within Xwieki, Triq In-Naxxar offers a one-way entrance and then widens to include a large parking space which is currently surrounded by some open fields. This area is proposed to be designated as a play street for the local residents on designated days, as there are no close formal playgrounds. Residents would be alerted to park their cars on the sides of the space, which would be organised to house recreational activities, well programmed in advance. The Local Council has expressed its desire to implement an open space project in the future next to the abandoned field; this intervention would therefore set the scene in the shorter term by making the area more pedestrian-friendly.

#### LEGEND

##### Signage/Tactical Urbanism

- Pedestrian space
- Floor marking - slowing cars
- Car parking space
- Planters
- One-way
- Limited access

##### Traffic Management

- Existing traffic direction
- Proposed traffic direction
- Private Cars
- Public Buses
- Bicycles
- Pedestrians
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Triq L-Isqof S. Gaffiero - Triq Giovanni Gafa' - Triq In-Naxxar  
Hal Gharghur





# 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.



# Hal Gharghur

The simplest interventions to implement first would be the play streets, tactical urbanism interventions (namely floor markings) and temporary signage. Floor markings at intersections and critical crossings may be carried out first as pedestrian priority is the primary concern of the Slow Streets initiative. Specifically the entrances to already existing paths may be implemented first to increase the attraction and use of these streets, together with floor markings around the main central square to improve safety for pedestrians and cyclists. Play street closures during this phase may be carried out on designated days and at times when traffic is already low. Testing of the key interventions around the central square leading to their eventual implementation may also be carried out.

During the second phase, the rerouting and tactical urbanism interventions around the central square may be tested and eventually carried out as these would link to the streets tested in Phase 1. Simultaneously, Phase 1 testing on Sundays may extend over the entire weekend, if so wished. In addition, the reconfiguration of Triq San Ġwann and Triq Santa Katerina could commence, also following a testing phase.

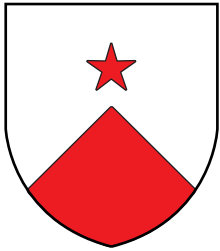
Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur, including the eastern area's rerouting interventions and all outstanding Level 1 interventions that enable the network to be consolidated.



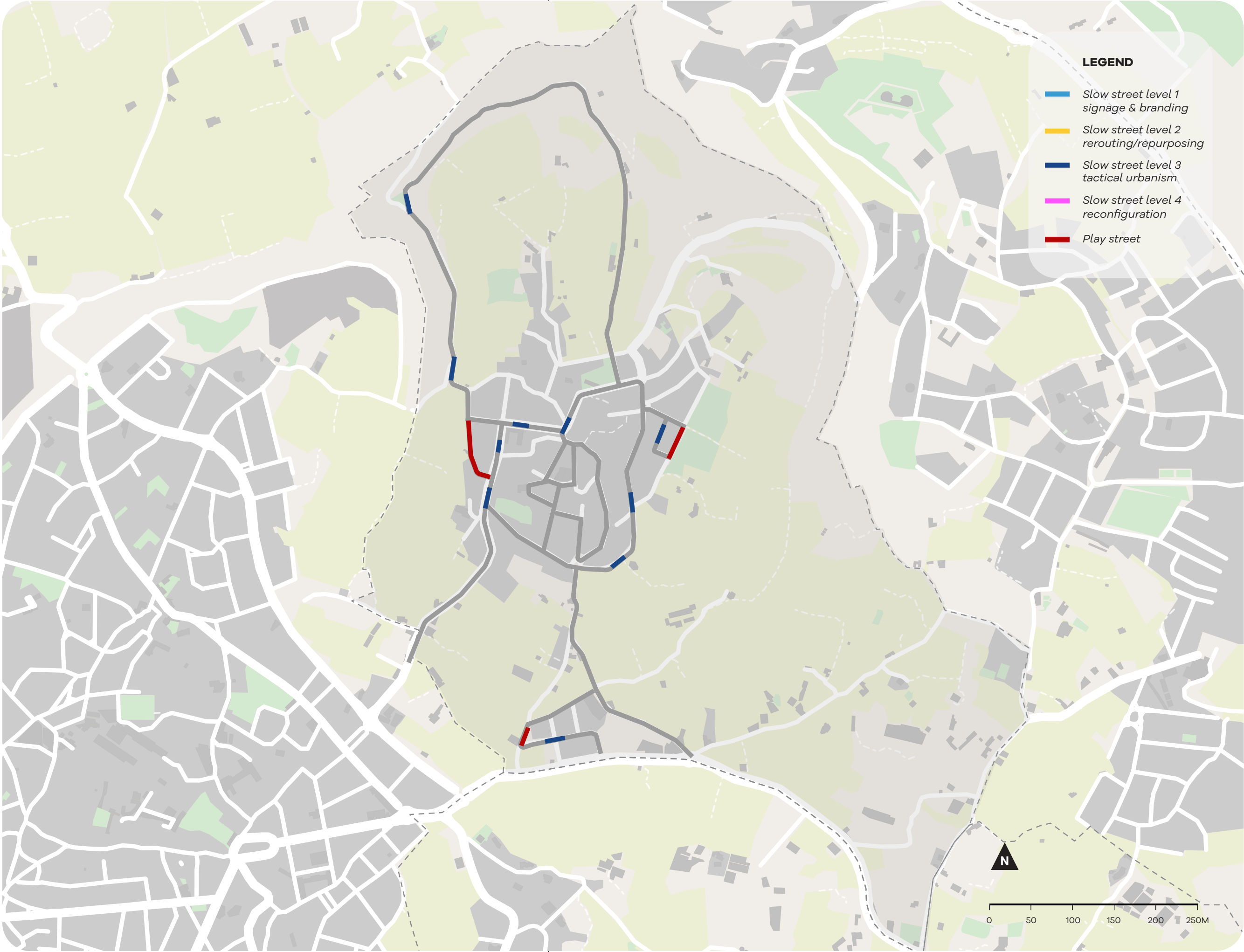


**PHASING**

STARTING &  
TESTING THE  
NETWORK



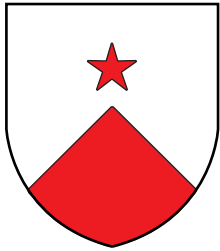
KUNSILL LOKALI  
HAL GHARGHUR



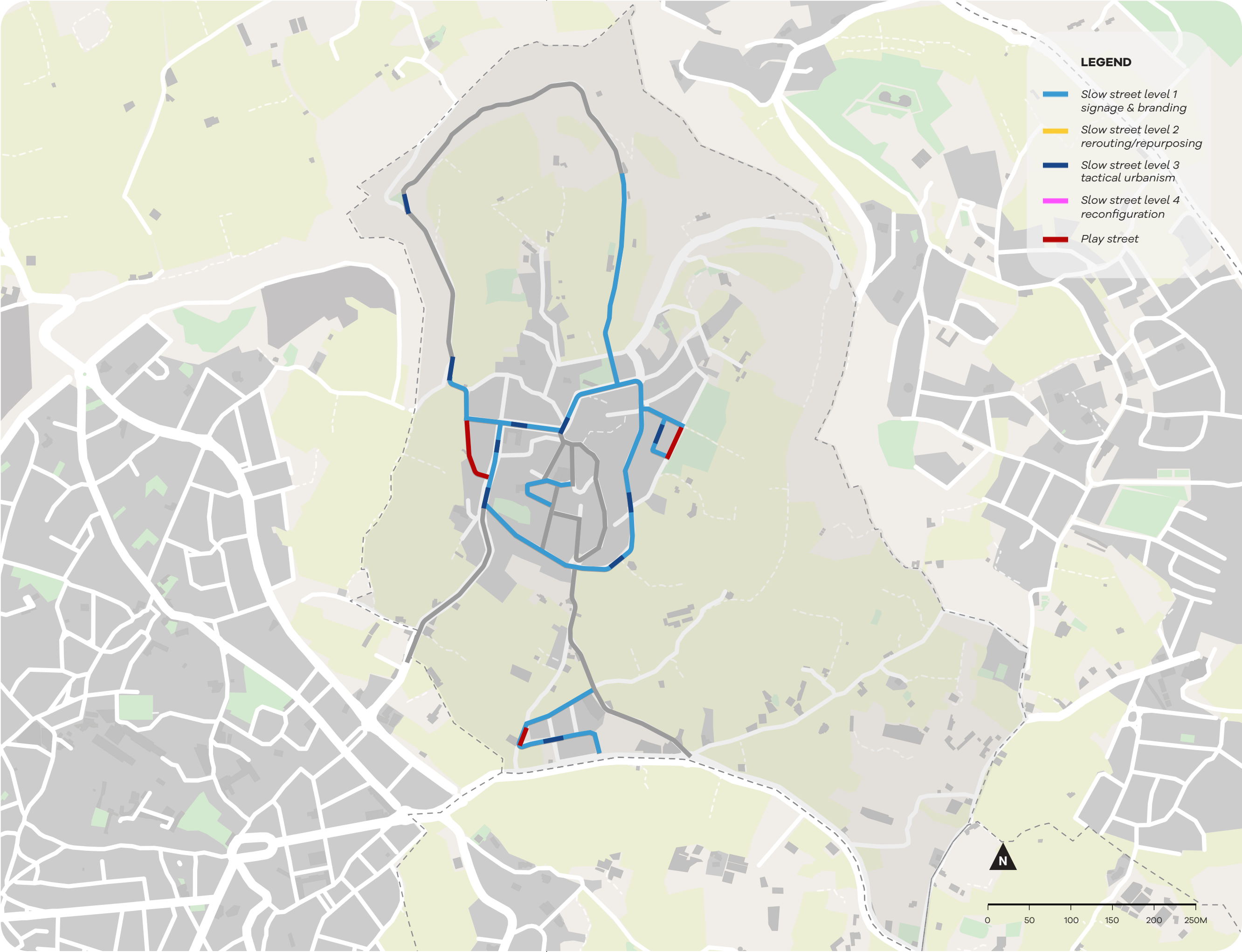


**PHASING**

STRENGTHENING  
THE NETWORK



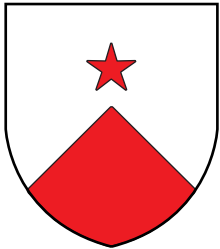
KUNSILL LOKALI  
HAL GHARGHUR



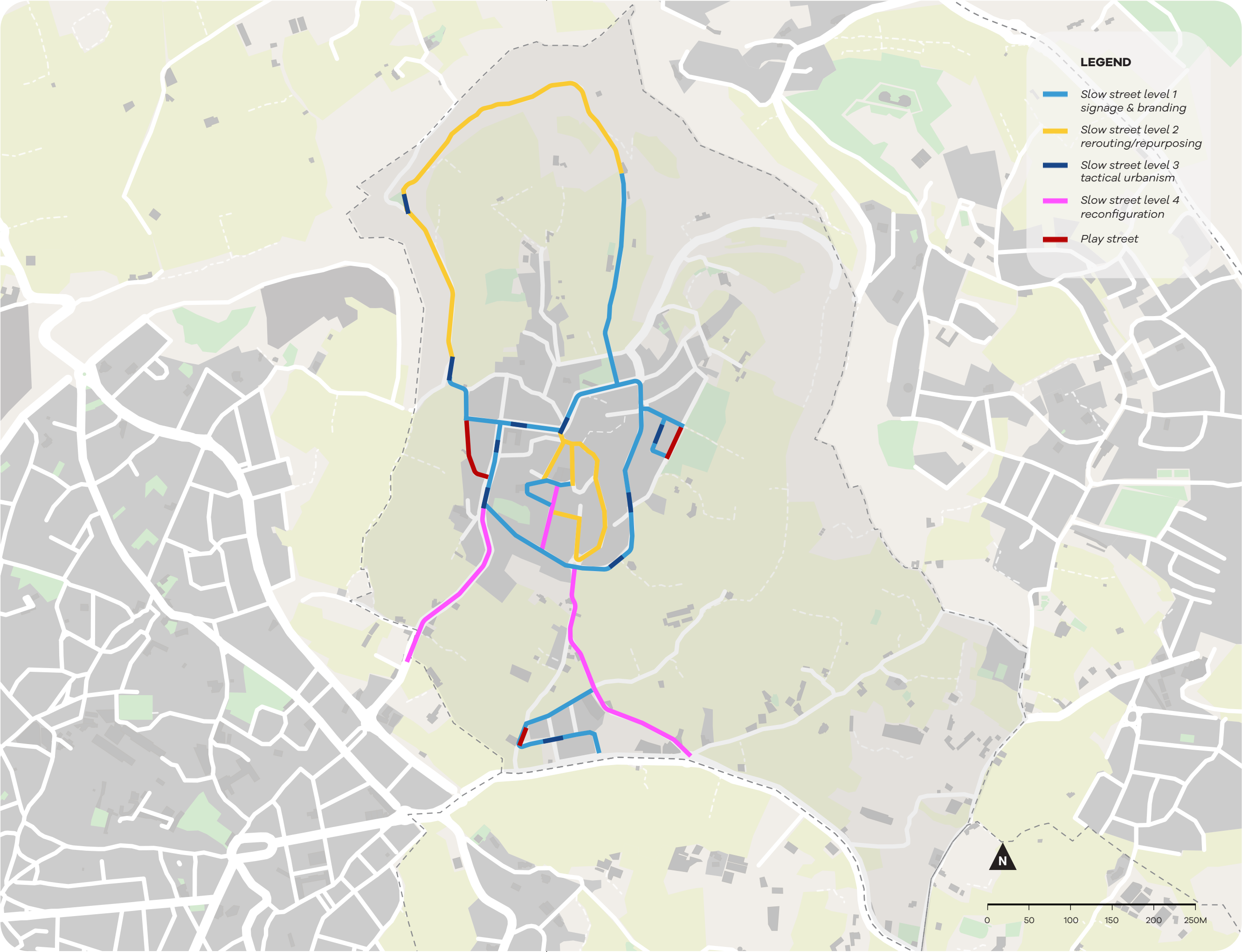


**PHASING**

COMPLETING  
THE NETWORK



KUNSILL LOKALI  
HAL GHARGHUR





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.



source: The Rouge Collection



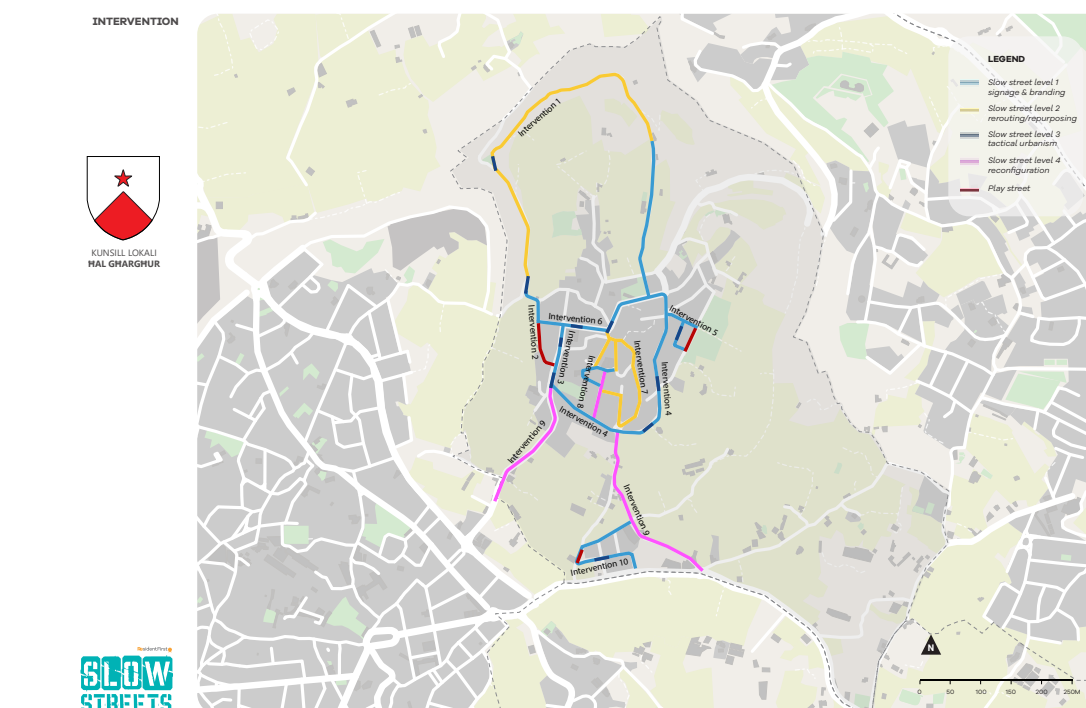
# Summary

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

- 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 Ġħaxqet L-Ġħajn (signage, rerouting and tactical urbanism)

Rerouting: closing off both access points into Triq Ġħaxqet L-Ġħajn from Saturday evening until Sunday evening.

Tactical urbanism: floor markings and planters in front of the Ġħargħur church miniature, and floor markings at the intersection of Triq Ġħaxqet L-Ġħajn with and Triq Ġħar San Brinkat

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: Pedestrian priority

## Intervention 2

### Triq L-Isqof Gargallo (signage and Play street)

Play street: Programming

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: Share the road

## Intervention 3

### Triq San Ġwann (signage and tactical urbanism)

Tactical urbanism: floor markings at the entrance of the playing fields, and area adjacent to the Ġħargħur cemetery

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: Share the road

## Intervention 4

### Triq Stiefnu Zerafa (signage)

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: Share the road

## Triq Caravaggio (tactical urbanism and reconfiguration)

Tactical urbanism: floor markings at the intersection of Triq Caravaggio with Triq Iċ-Ċawl, as well as at the intersection with Triq Qieghed and Triq L-Indipendenza.

Reconfiguration: maintaining a 5.5 metre width along the entire road stretch using 0.5 metre planters adjacent to the pavements

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: Share the road

## Intervention 5

### Triq Mattia Preti: Level (signage and tactical urbanism)

Tactical urbanism: floor markings in front of the entrance of the playground

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: Share the road

## Triq L-Indipendenza (from Triq Dun Karm Fenech to Triq Mattia Preti): Play street

Play street: programming

## Triq Dun Karm Fenech (signage)

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: Share the road

## Intervention 6

### Triq San Bartilmew - Misraħ Il-Knisja - Triq Il-Wieħed u Tletin Ta’ Marzu (signage and tactical urbanism)

Tactical urbanism: floor markings in front of the Primary School entrance on Triq San Bartilmew and in front of the church

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: pedestrian priority



### Intervention 7

#### **Triq Il-Wiesgħa (rerouting and tactical urbanism)**

Rerouting: cars would not be able to go beyond the main entrance of the church

Tactical urbanism: Floor markings linking the pavement next to the church and the pavement next to the Band club

#### **Triq Karmnu Zarb - Triq L-Oratorju - Triq Il-Kbira - Triq San Nikola (rerouting)**

Rerouting: no vehicular access on Sunday mornings.

### Intervention 8

#### **Triq Ir-Repubblika (reconfiguration)**

Reconfiguration: allow one-way traffic only in opposing direction towards Triq

Vendome, and narrow the current two-way 5.1 metres roadway to 4.1 metres, in order to designate 1 metre of extended pedestrian space

#### **Triq Vendome - Triq Fra Duminku Mifsud (rerouting)**

Rerouting: make one-way only towards Triq Stiefnu Zerafa

### Intervention 9

#### **Triq San Ġwann - Triq Santa Katerina (reconfiguration)**

Reconfiguration: designate Triq San Gwann as a one-way entrance except for public transport, and Triq Santa Katerina as a one-way exit. Triq San Gwann narrows from 8 metres to 6 metres, designating 2 metre as pedestrian space while Triq Santa Katerina narrows the 4.9 metre roadway to 3.7 and designate 1.2 metres of pedestrian space.

### Intervention 10

#### **Triq L-Isqof S. Gaffiero - Triq Giovanni Gafa' (signage and tactical urbanism)**

Tactical urbanism: floor markings at intersection of Triq Giovanni Gafa and Triq Gaspare Formica

Signage: Slow Streets branding

Signage: 20 km/hour speed limit

Signage: share the road

### Triq In-Naxxar (Play street)

Play street: programming





# 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