

ResidentFirst

SLOW STREETS

October 2020



KUNSILL LOKALI
HAMRUN

ResidentFirst

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

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Introduction

Streets in Malta are mostly dedicated for vehicles, including local streets which should encourage a greater pedestrian activity. Vehicles also travel at relatively high speeds, causing safety concerns for residents and other street users.

At the same time, the average width of pavements is, at best, 1m – too narrow to allow two people to pass each other comfortably, or for wheelchair users to be able to navigate along a pavement, or even for an individual to pass by with a stroller. As a result, people are

forced to be in close proximity with passing vehicles, risking walking, running, scooting, or cycling in the street next to speeding cars. This is a street safety issue, as well as a public health issue, in the light of the new social distancing guidelines.

What is the Slow Streets initiative?

Slow Streets is a pioneering initiative in Malta and Gozo geared towards giving back streets to the people rather than cars, focusing primarily on residents' wellbeing. The Local Councils' Association, in partnership with Transport Malta and the Planning Authority, is collaborating on this action plan in order to give priority to pedestrians and cyclists by promoting walking, cycling and better accessibility to public transport networks. These new strategies will plan to ensure that mobility within localities is safe, sustainable, healthy and efficient, in addition to providing more public open space that contributes to an elevated quality of life.

The initiative focuses on strategies of traffic calming and management. In addition, each Local Council will study the degree of pedestrianisation it should implement according to the

locality's street network and the needs of its residents, whether temporarily or permanently. Slow Streets provides residents with an opportunity to experience their neighbourhoods in a new way, as a number of safe walking corridors will connect civic landmarks, medical facilities and other important services. This includes linking cycling priority routes and temporarily designated streets converted into creative play areas for children to enjoy safely.

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

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



Source: publicspace.org

Who are Slow Streets for?

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

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

How do Slow Streets work?

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

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

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



source: Global Designing Cities



source: Global Designing Cities

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

What is 'tactical urbanism'?

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

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

Some examples of tactical urbanism strategies are:

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



source: Chicago Tribune



source: changing-transport.org

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

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

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

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

Slow Streets Network

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

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

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

private cars.

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

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

Hamrun

Hamrun is a densely populated locality and a frequently visited destination for shopping, business activities and leisure. The locality contains several activity centres, such as the main areas around Triq il-kbira San Ġużepp and Triq il-Kappillan Mifsud, but also smaller hubs around Triq Joseph Abela Scolaro, Misrah is-7 ta' Gunju 1919 and Triq Pietru Xuereb leading towards the former hospital site. While many families reside in the locality, some of the narrow streets do not promote pedestrian safety and comfort, particularly those next to schools during peak hours.

Hamrun is relatively walkable since distances between the main activity zones are short, services are easily available and, most of the time, within good reach, and the narrow streets provide much-needed shade during the hot summer months. These very same streets however, which are very characteristic of parts of Hamrun, are in need of traffic reduction, and would benefit from slowing down motorised vehicles in favour of alternative modes of travelling. Hamrun's multiple centres, as well as the presence of numerous commercial amenities (both retail and catering-related), make it an attractive

destination, also attracting residents from neighbouring localities. 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.

The main aim of Hamrun's Slow Streets strategy, therefore, is to identify and strengthen a walkable network that can be safely used by residents and visitors to link the multiple activity areas, inclusive of the connections to the many 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 routes have also been identified for potential reconfiguration since they could provide critical, much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.

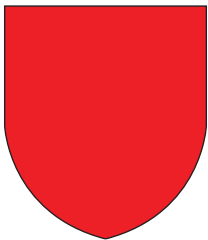
Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics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

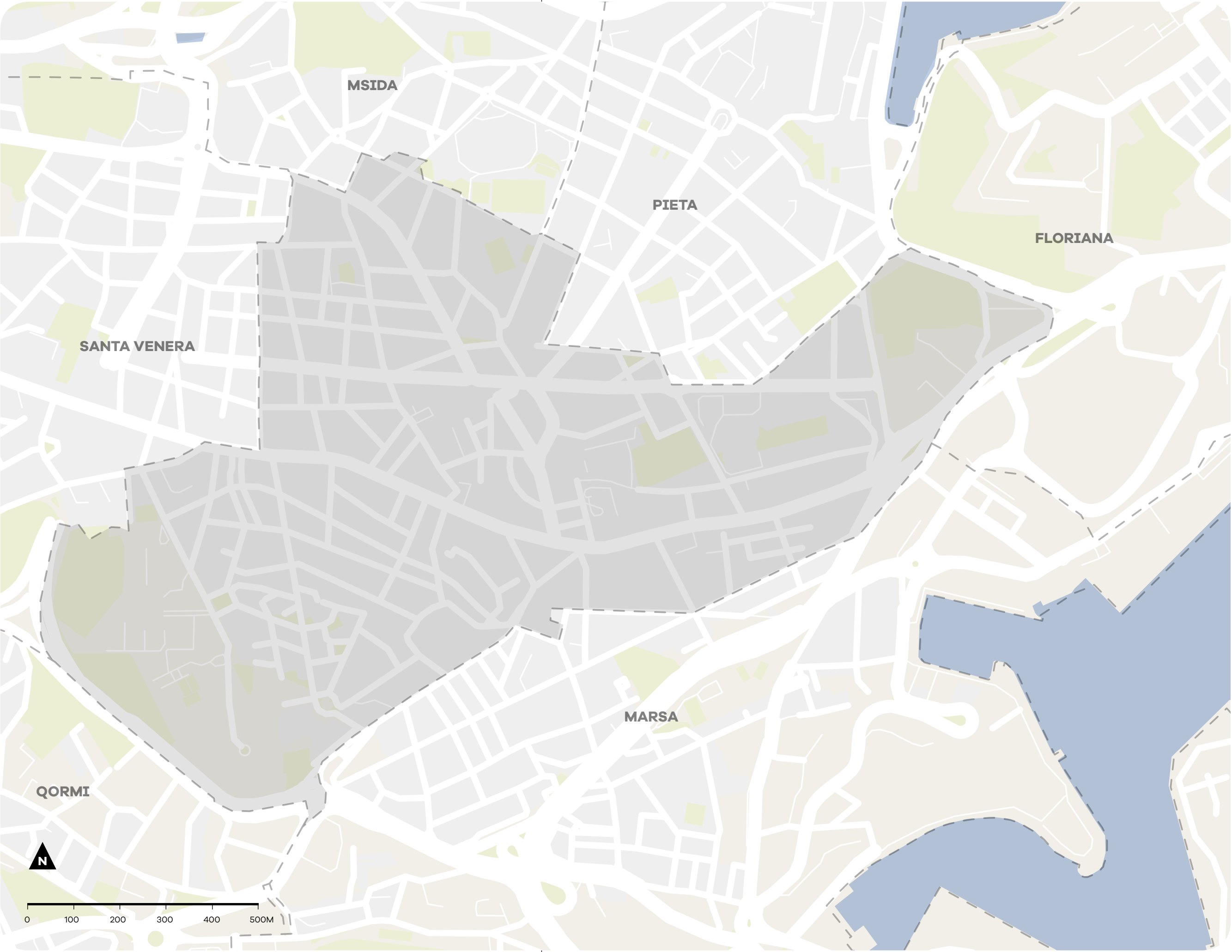
The strategy is finally concluded once it may be established that the individual interventions are able to coexist seamlessly, without creating any unwanted repercussions and while further considering potential extensions with neighbouring localities.

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.

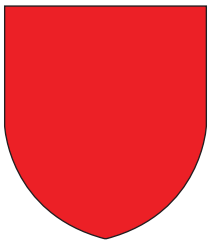
LOCALITY



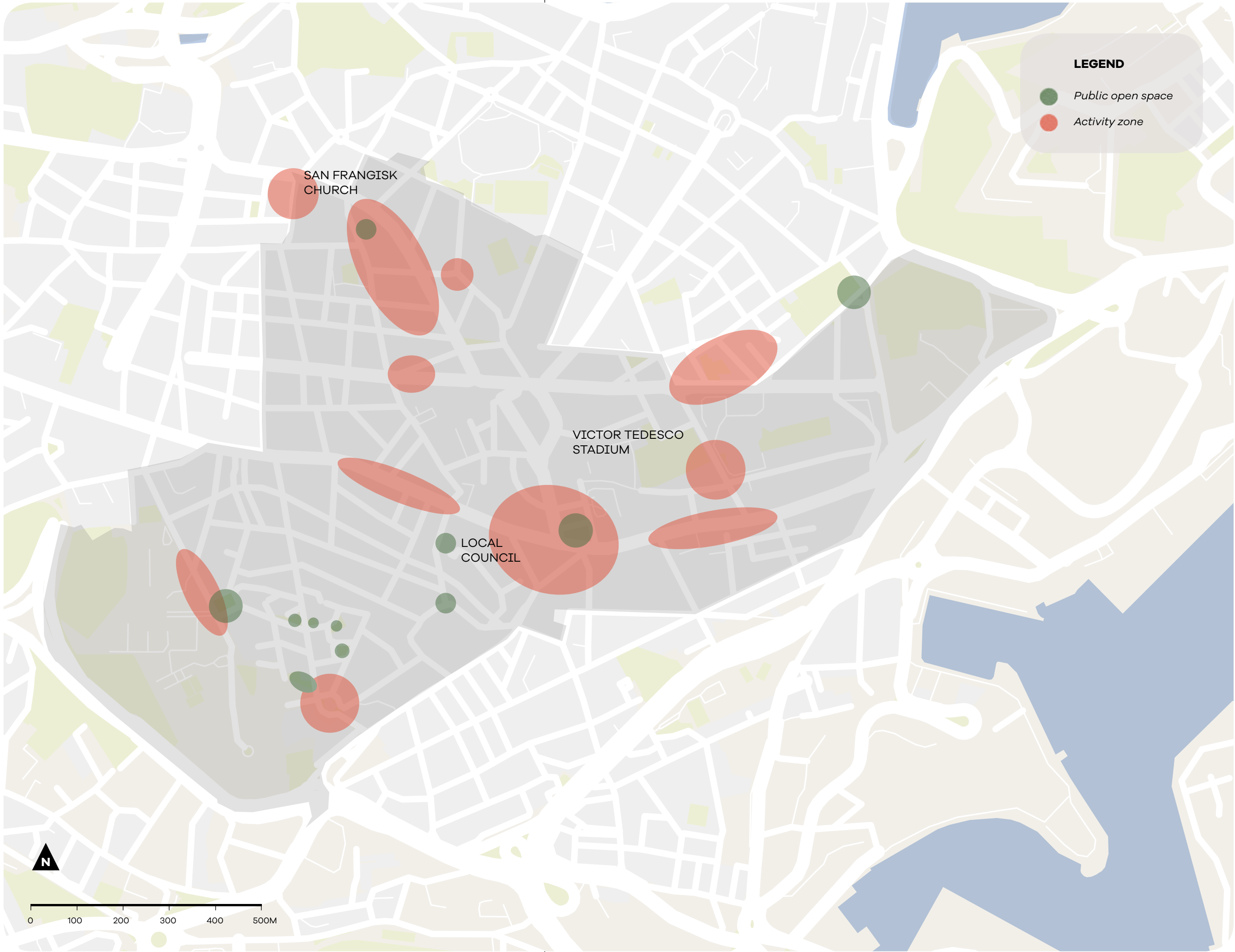
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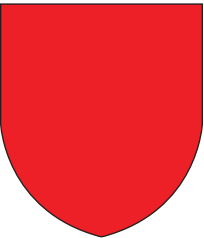
ACTIVITY
ZONES



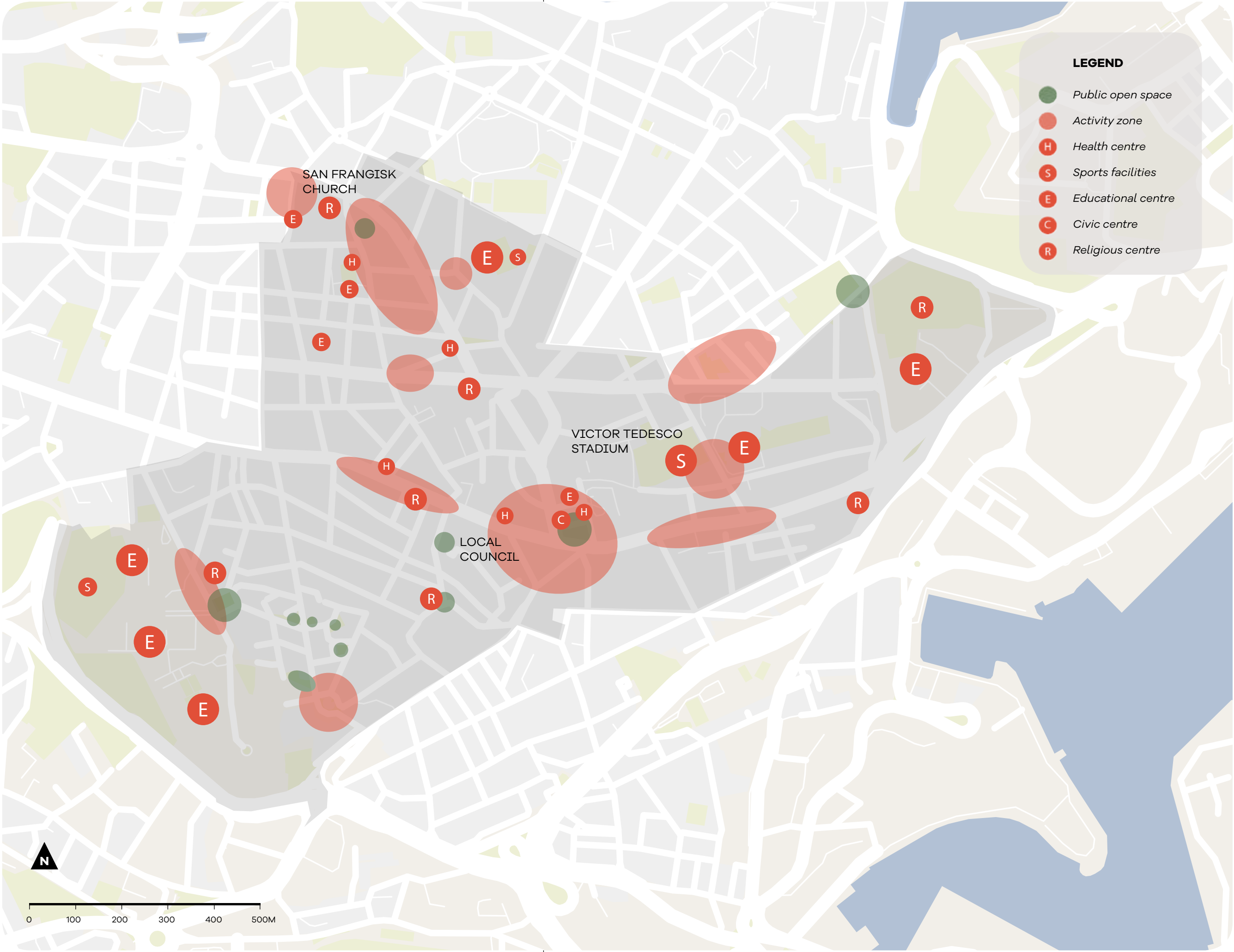
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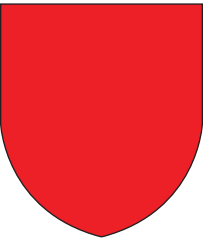
DESTINATIONS



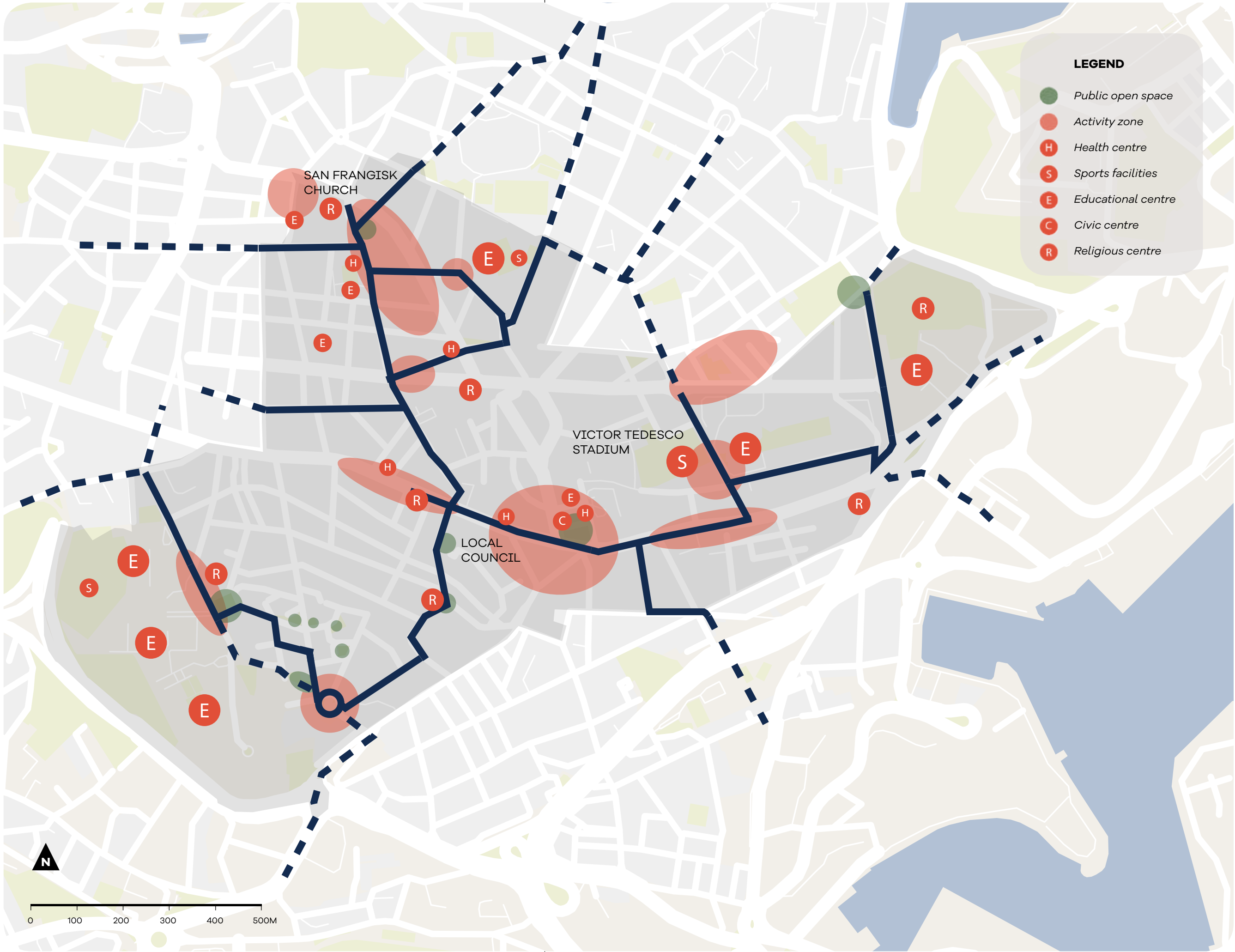
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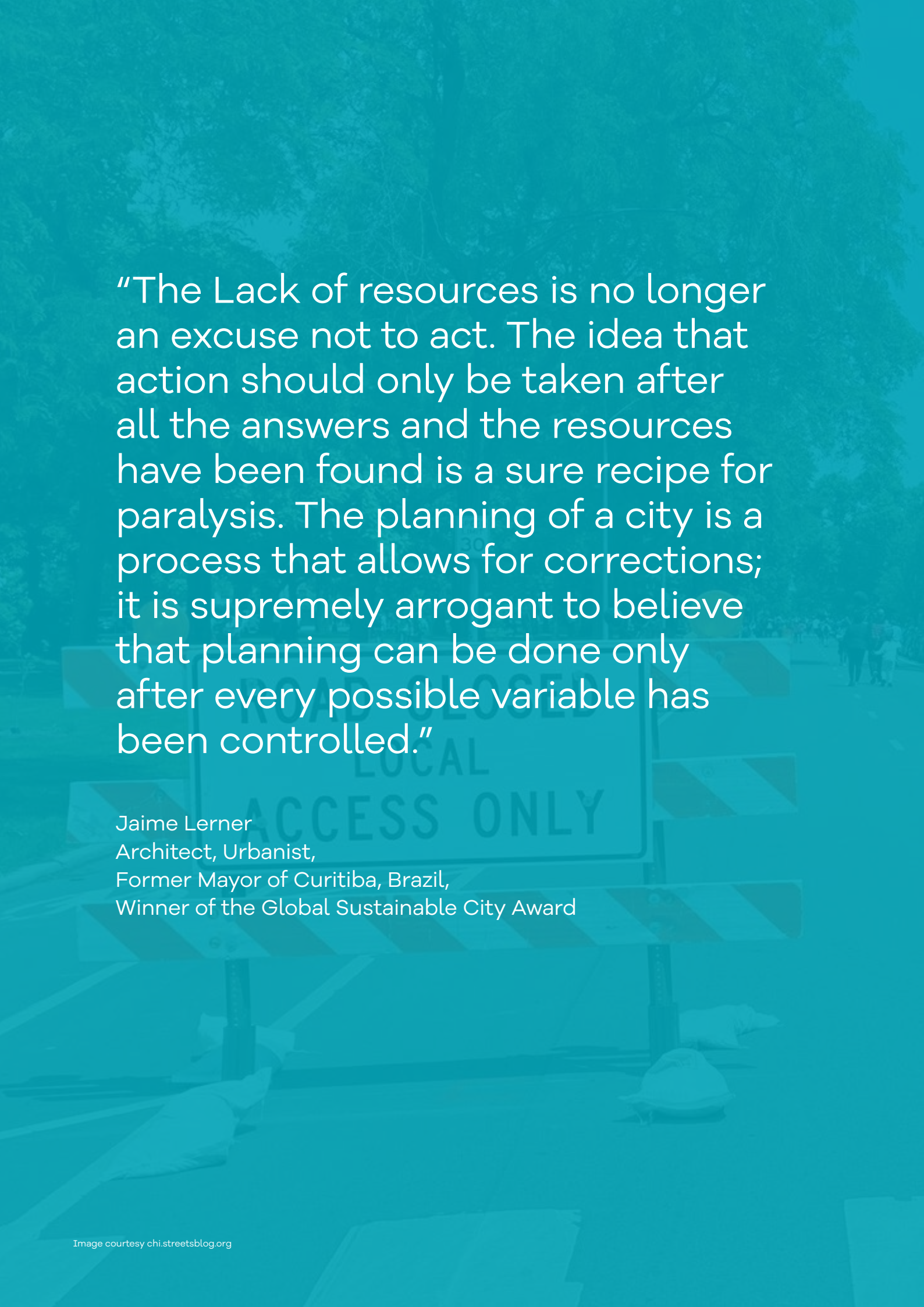


NETWORK



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

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

Implementation

Type of Interventions

Slow streets level 1 - signage & branding

Slow streets level 2 - re-routing

Slow streets level 3 - tactical urbanism

Slow streets level 4 - reconfiguration

Slow Paths

Play Streets

Extensions

Cycling

Hamrun 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).

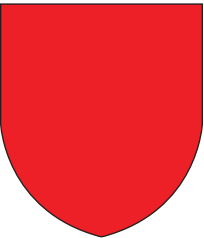


Extensions

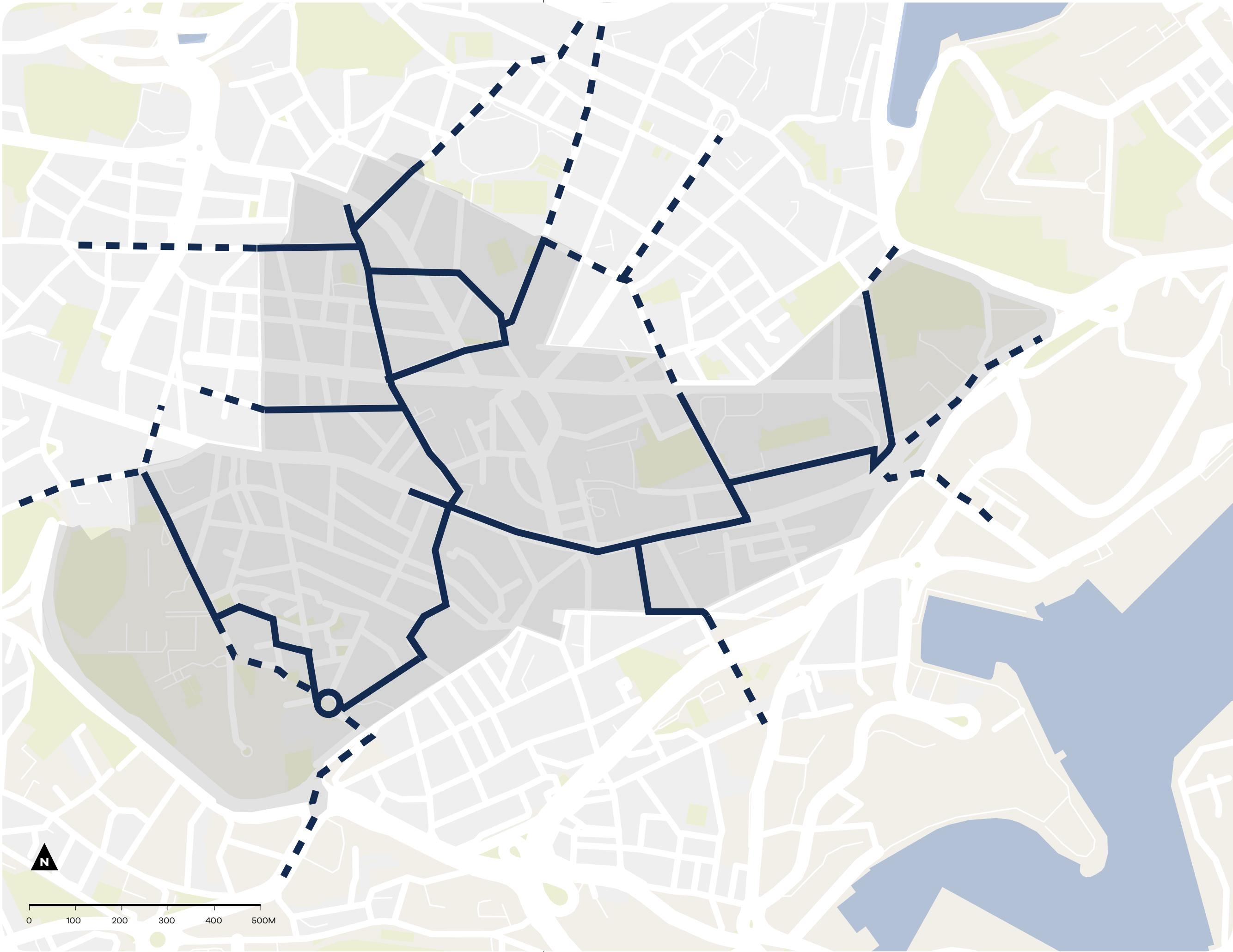
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



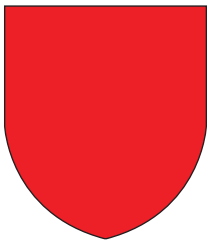
NETWORK



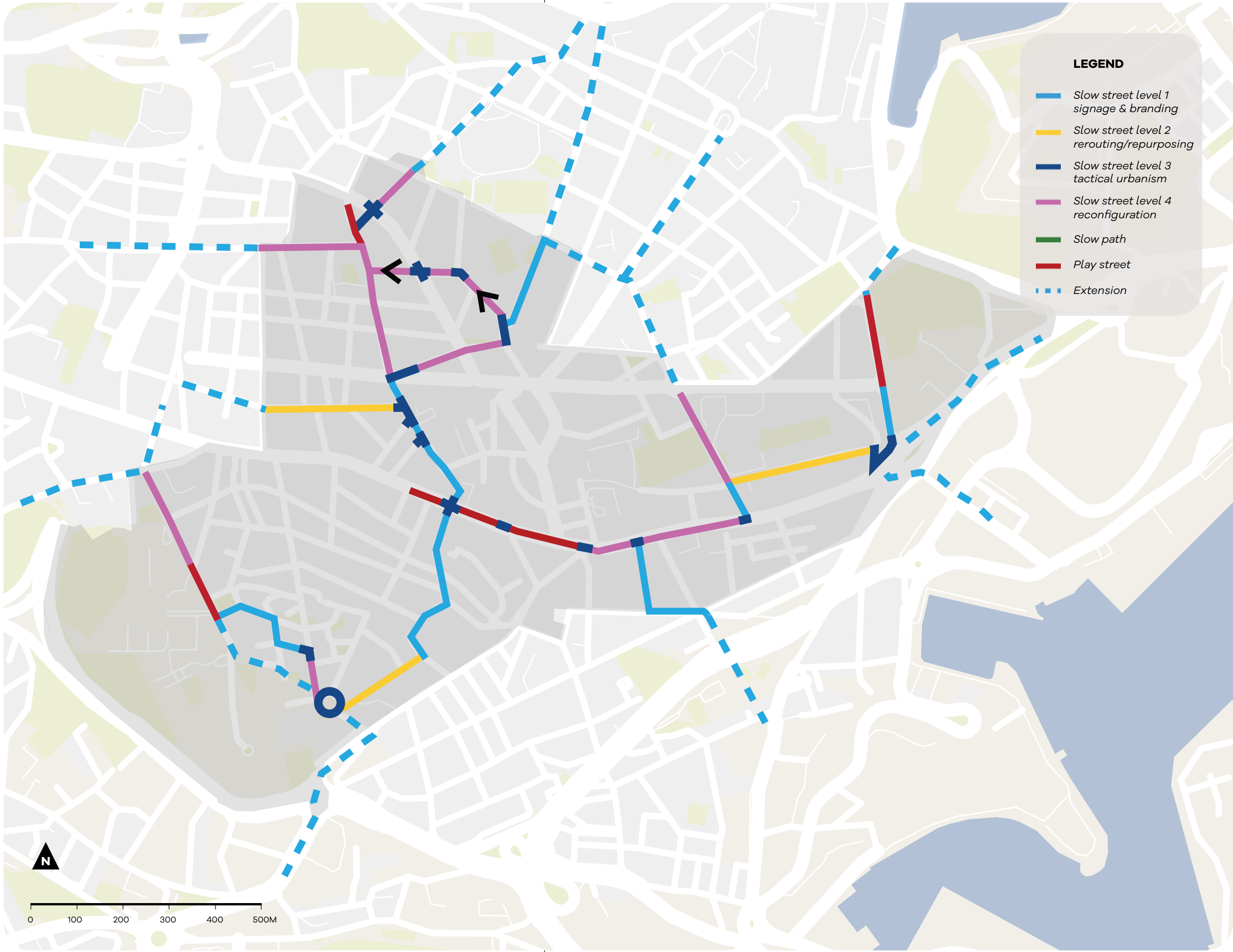
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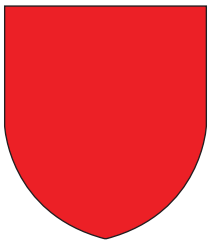
INTERVENTION



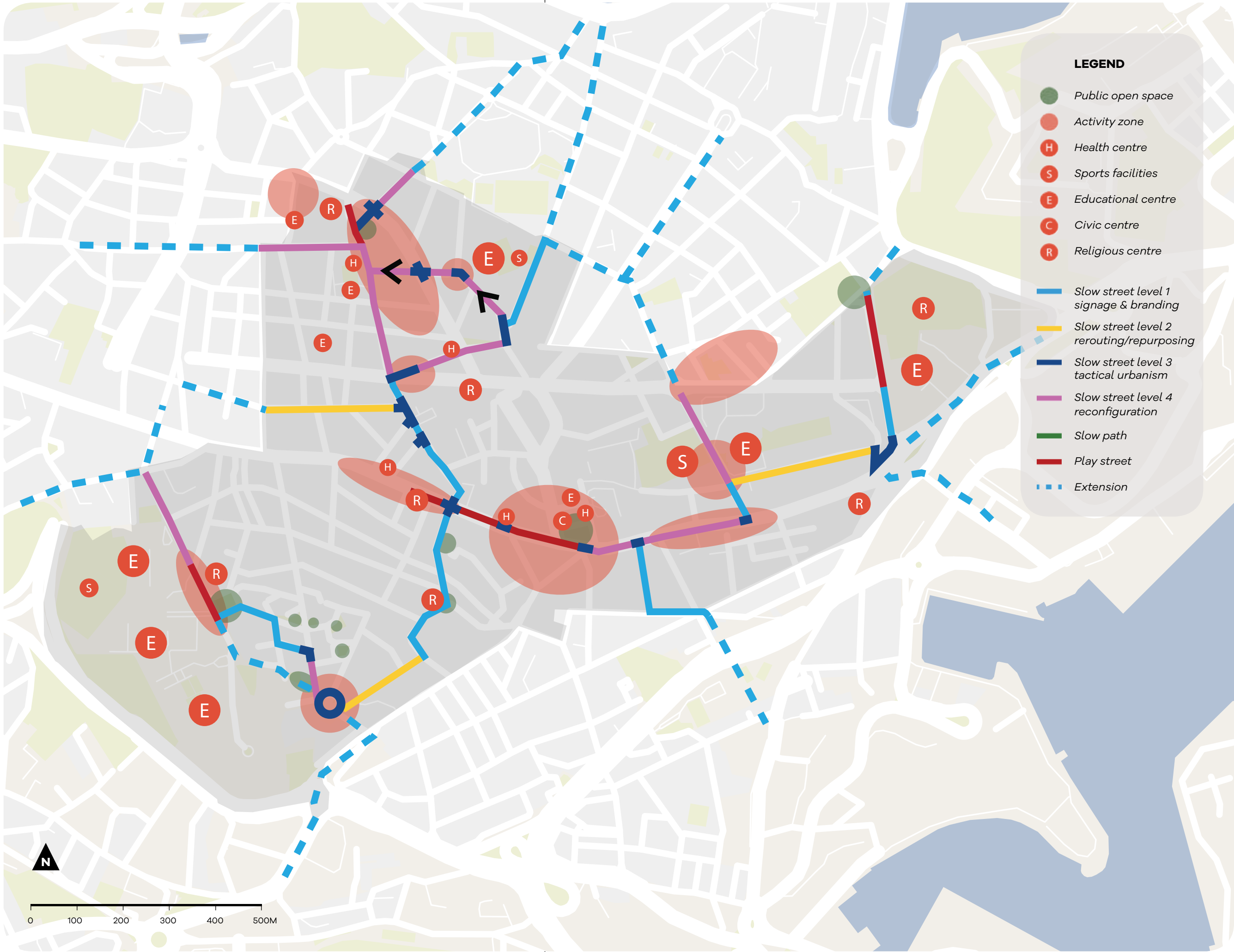
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INTERVENTION



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Cycling

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

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

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

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

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



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

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

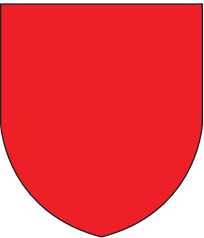
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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



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

CYCLING
NETWORK



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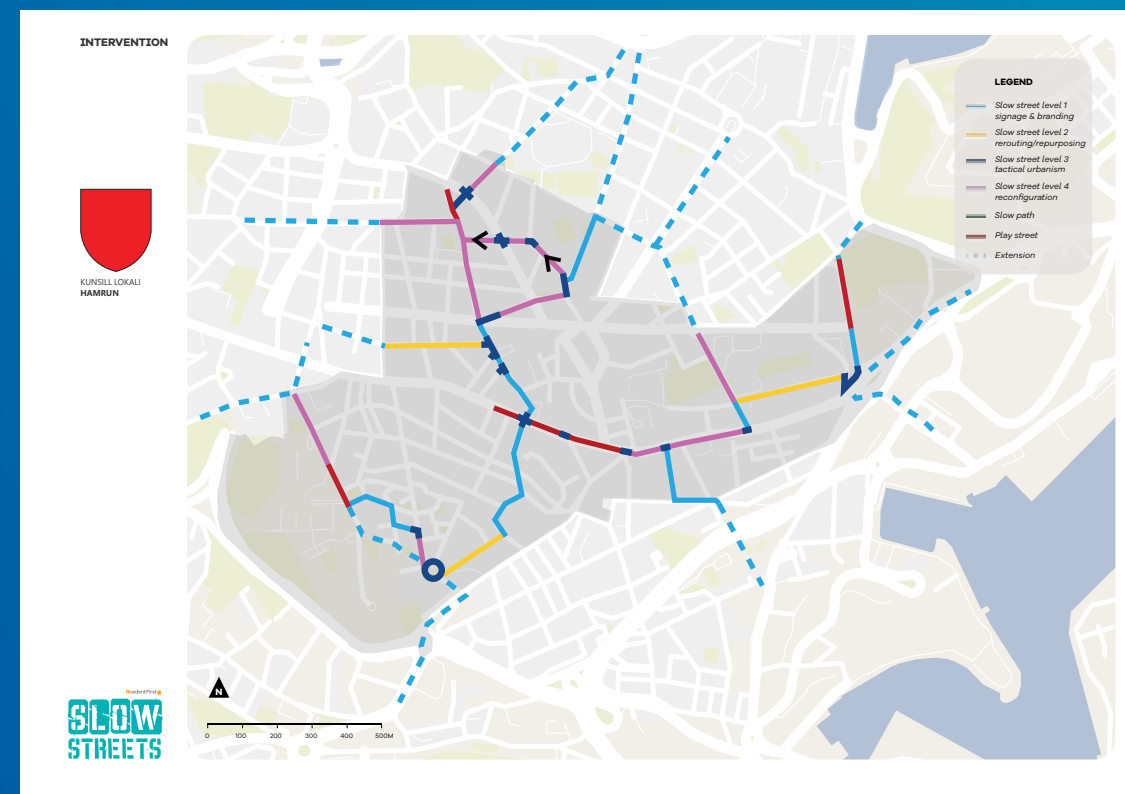
LEGEND

Shared road,
clear signage and
reduced speed

Dedicated cycling
lane

Hamrun 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.



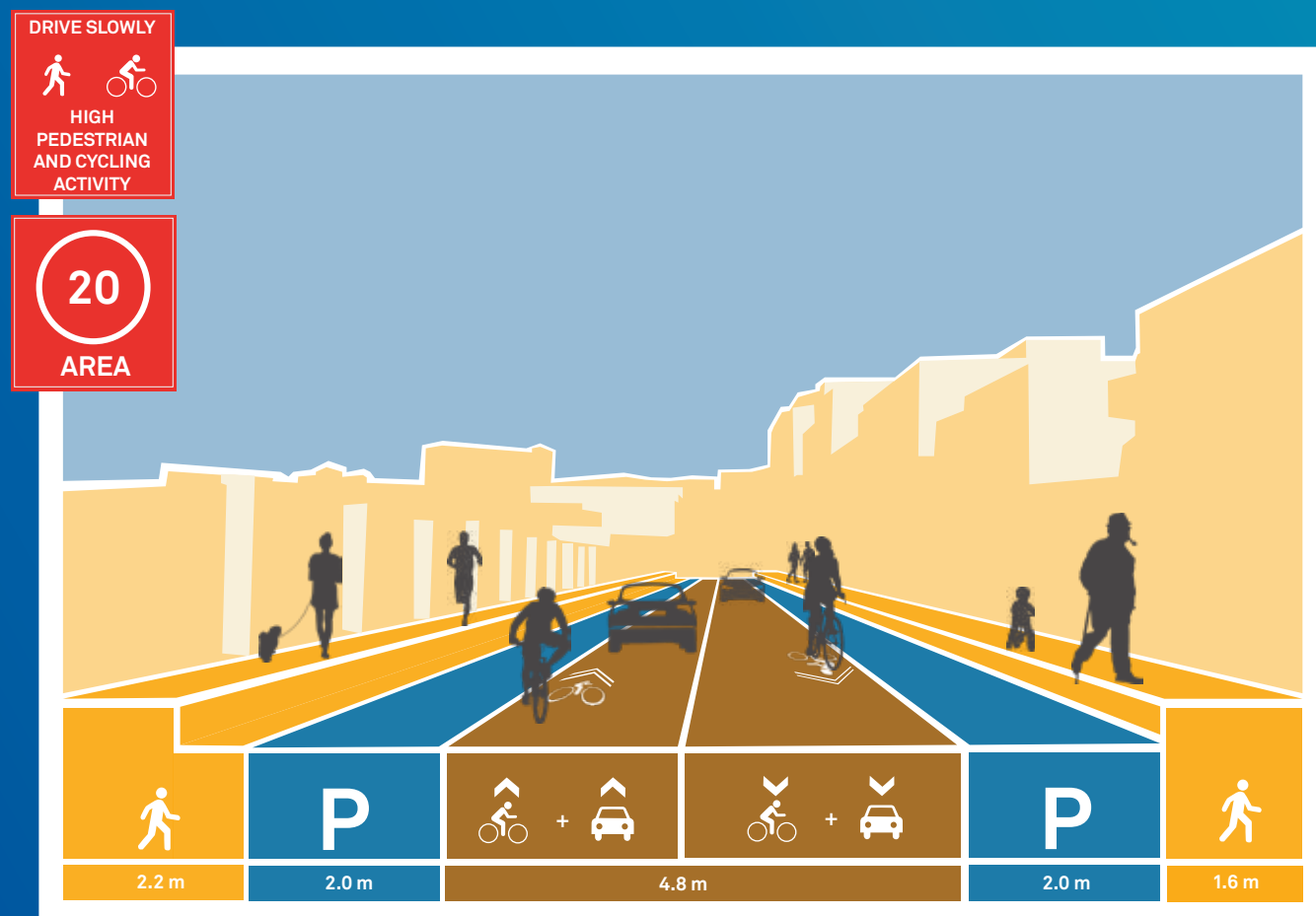
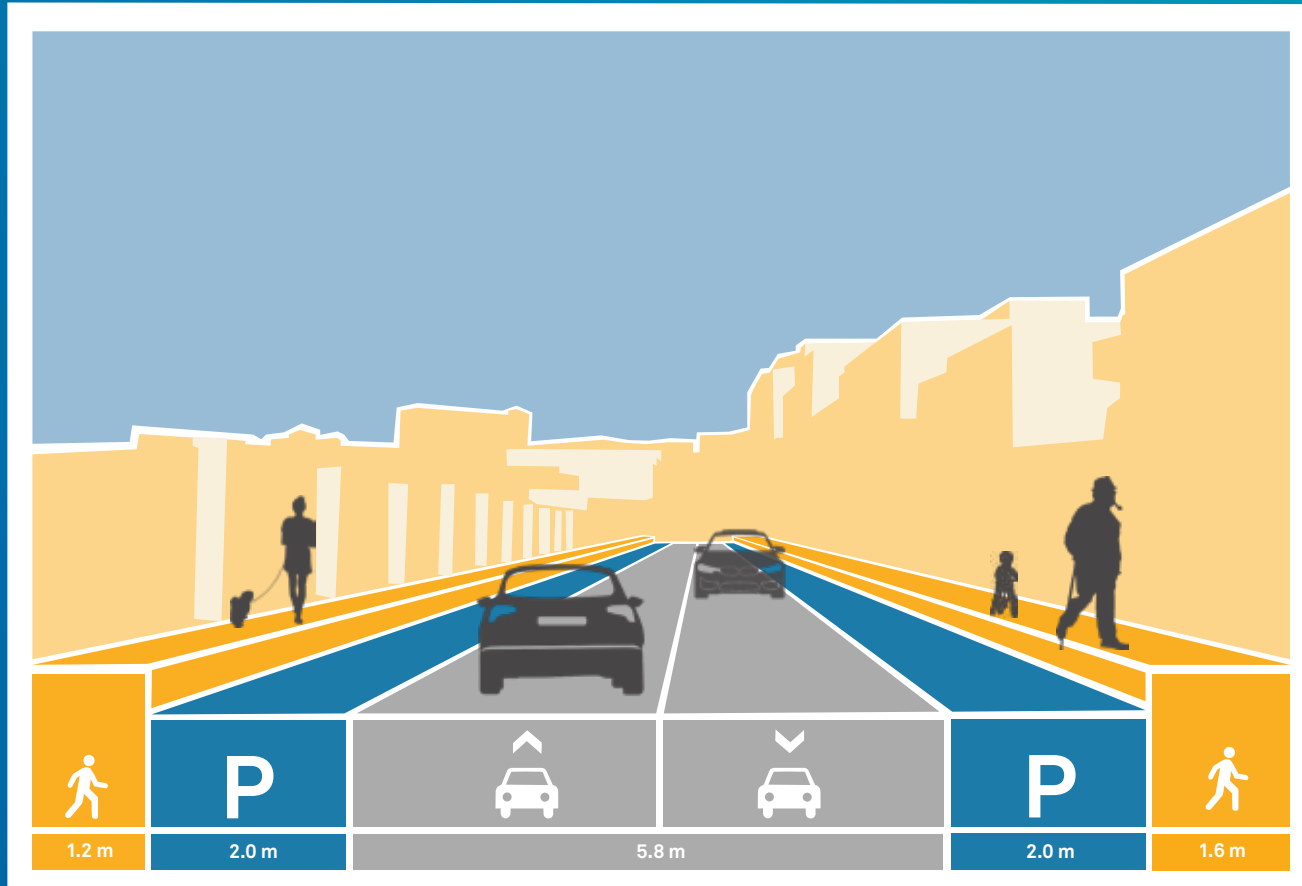
Intervention 1

Triq Joseph Abela Scolaro: Level 4 and Play Street

Triq Joseph Abela Scolaro is a long wide street, connecting several schools, Our Lady of Sorrows church, a public garden, shops and catering places. The intervention proposes narrowing down the lane allocated for vehicular road space to 4.8m (in line with the DC2015 regulations), in order to slow down traffic. This configuration will liberate space for the inclusion of additional pedestrian space on the school side and provide a safer pedestrian environment. The street should have signage for low vehicular speeds (20km) and indicate the street as shared with cyclists, including the promotion of the Slow Streets Network.

The end of Triq Joseph Abela Scolaro has great potential to become a play street on designated days and during specific times, given the presence of amenities for parents and children alike. This space may also connect to the adjacent public park. The play street would therefore become an extension of the existing garden, thus increasing its use and activity.





Intervention 2

Triq Is-Sewwieqa, Triq Wenzinu Mifsud Bonnici and Triq P Debattista: Level 1

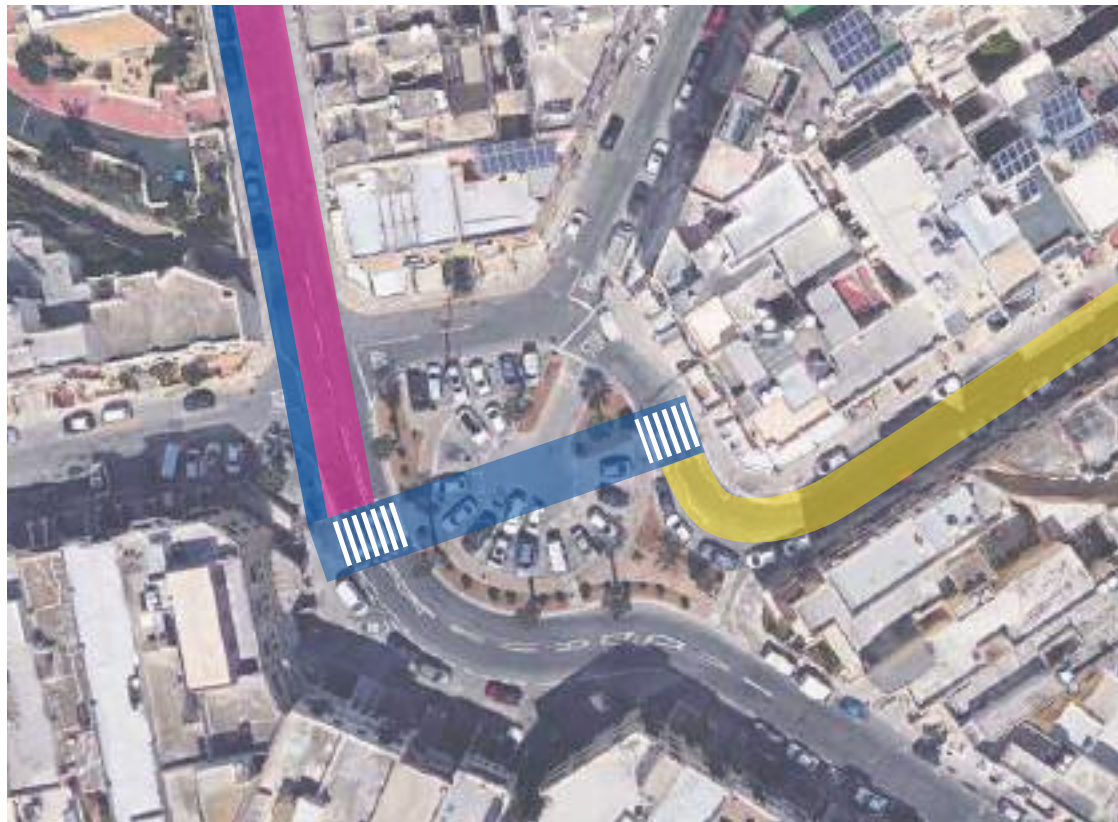
To continue the Slow Streets Network through this residential area the intervention will promote these streets as shared slow streets with slow moving vehicles in the presence of both pedestrians and cyclists. By means of proper signage a more pedestrian and cyclist friendly route will provide the necessary safety and comfort to move around. Signage will include a speed limitation of 20km, clearly communicate high pedestrian and cycling activity and promote the Slow Streets Network.



Intervention 3

Triq Giovanni Barbara: Level 4

Triq Giovanni Barbara is used intensively by through traffic between Triq Hal Qormi and Triq il-kbira San Ġużepp. The intervention focusses on narrowing down this section of the road space to 4.1m (in line with the DC2015 regulations) in order to increase the space available to pedestrians at one side of the road and slow down the driving lane which will be shared with cyclists. Bright tactical paint markings together with signage can alert approaching traffic timely to slow down and give priority to pedestrians and cyclists. Signage will include a speed limitation of 20km, clearly communicate the road sharing with cyclists and promote the Slow Streets Network.



Intervention 4

Misrah is-7 ta' Gunju 1919: Level 3

This roundabout is a particularly busy local node of activity with several commercial outlets located within a mainly residential area. Therefore the intervention proposes tactical urbanism to obtain clearer and stronger pedestrian crossings, preferably with bright paint markings so that they become unmistakably visible for approaching cars. Additional signage will emphasise slow car speed limited to 20km and pedestrian and cyclist priority.



Intervention 5

Triq Guze' Bajada: Level 2

There is potential to consider this streets for increased pedestrian and cyclist use, and have the road accessible only to residents. It is therefore proposed to be closed to through traffic in its entirety with the inclusion of appropriate signage that would only allow for local access, as there are viable alternatives for cars to use the adjacent streets to get in and out the residential neighbourhood.



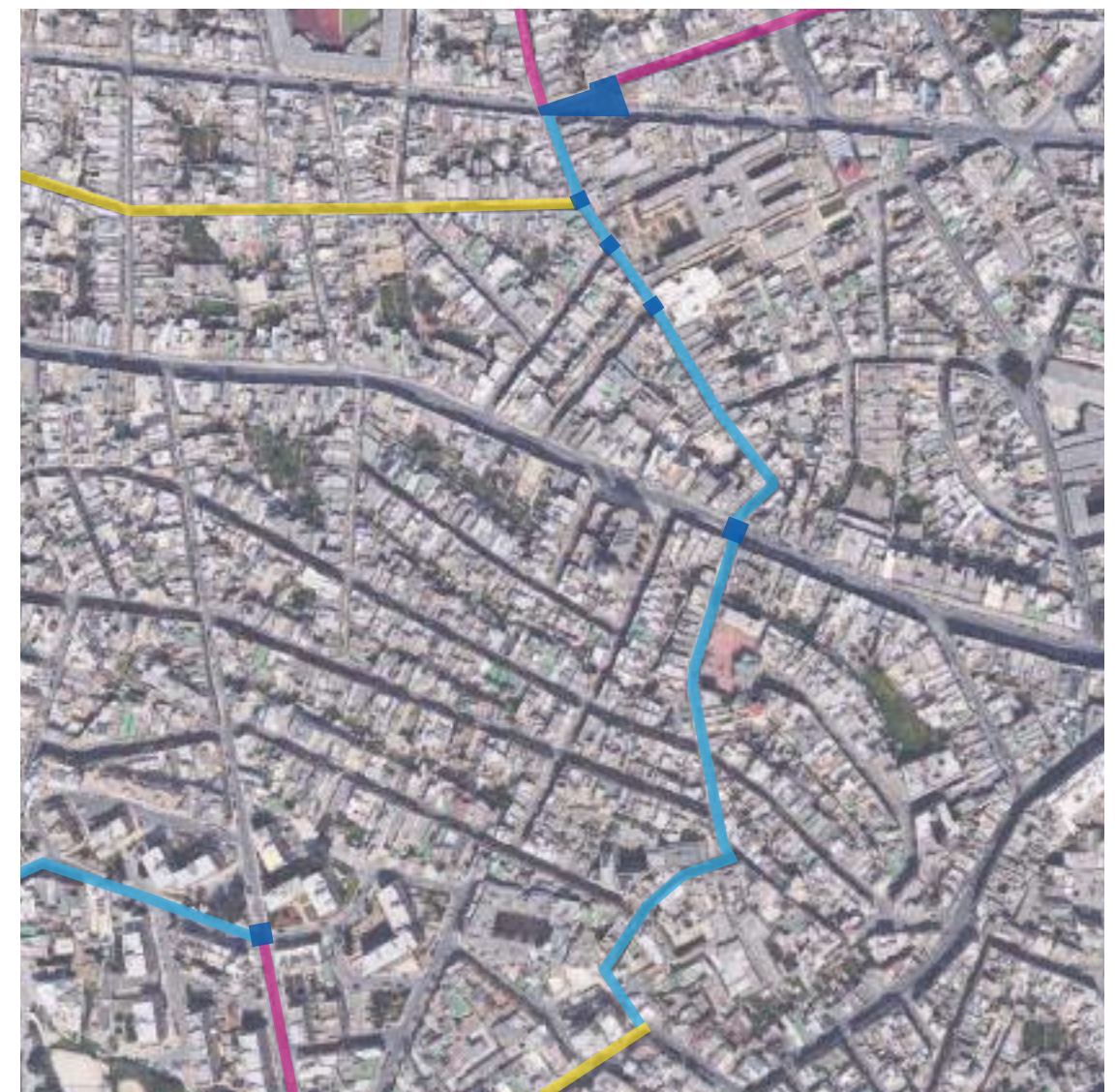
Intervention 6

Triq Atocia, Triq Duka Ta'Edinburgh and Triq Villambrosa: Level 1 and 3

These streets run right through the old core, alongside the Nuzzo Institute towards the Local Council, crossing Triq il-kbira San Ġuzepp, and continuing all the way up to the start of the commercial activity node at the northern end of Hamrun. The intervention focusses on prioritizing pedestrian movement and cycling with appropriate signage and the introduction of tactical urbanism markings at the main crossing along this spine. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.



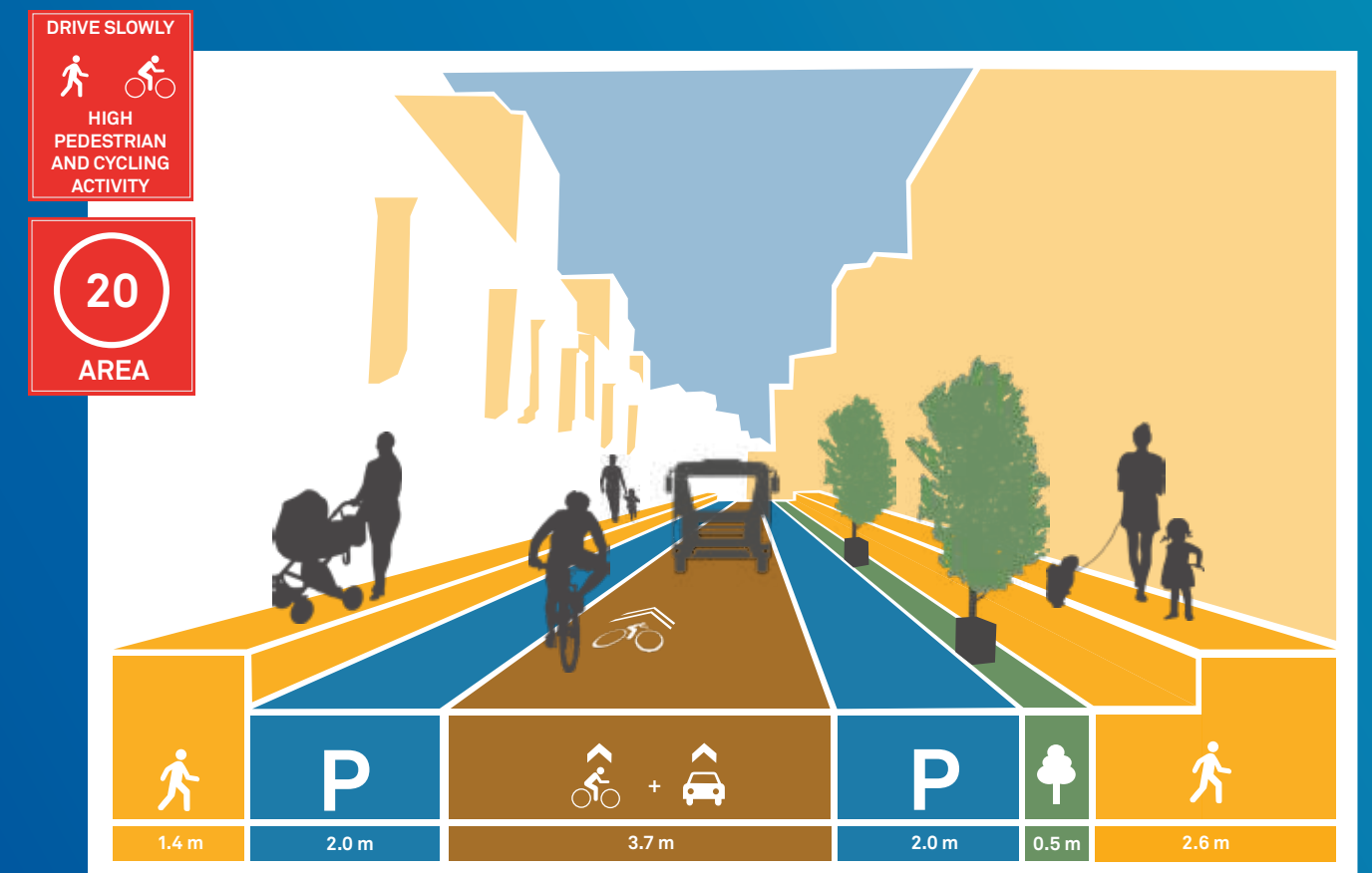
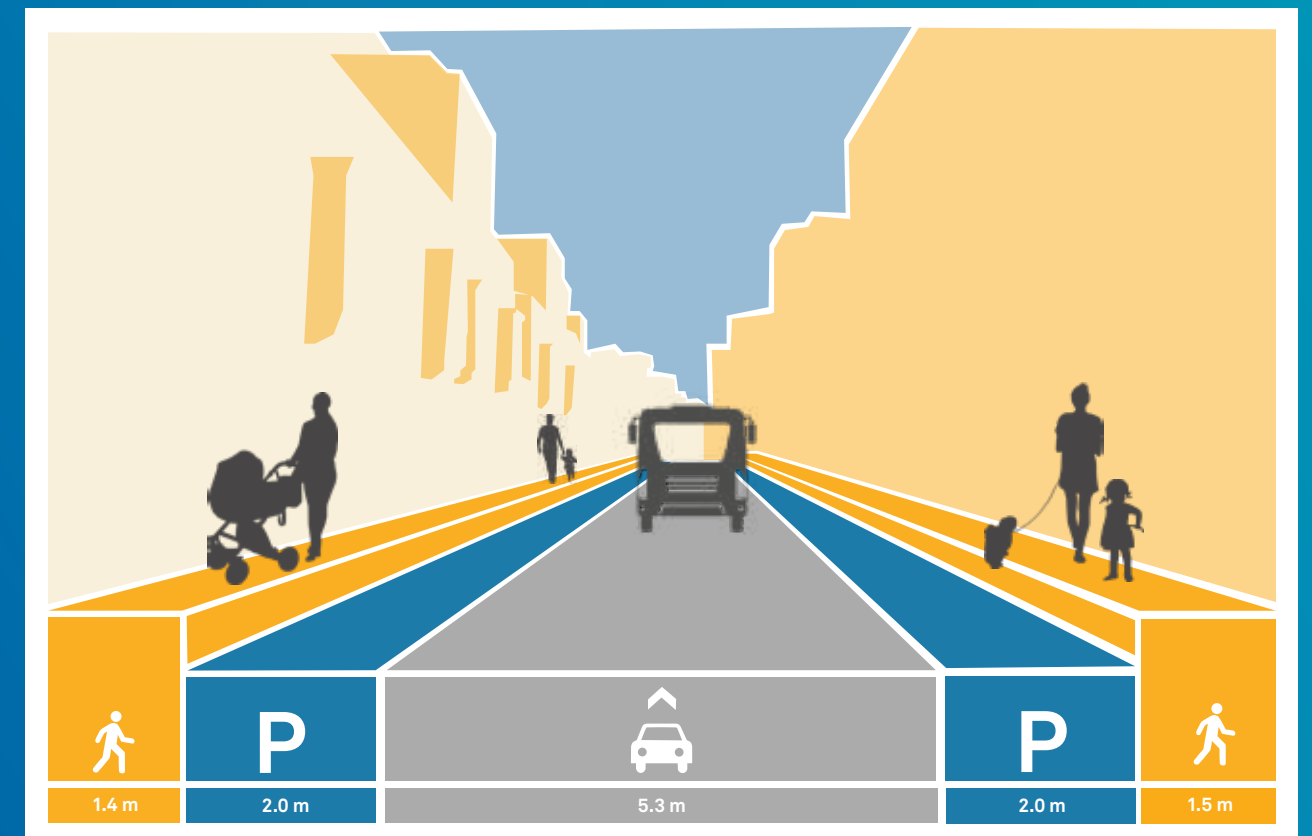
Tactical urbanism interventions could further be applied to a small existing seating pocket where Triq Ġuże Maria Camilleri and Triq Manuel Magri meet. Traffic around this junction and pedestrian movement can be restructured and guided with floor markings and some potted plants, thus enabling safer pedestrian crossing while also delineating an extended pedestrian space. The purpose of this intervention, in turn, would be to shift the priority of use in such spaces from cars to pedestrians, while simultaneously slowing down vehicular speed.



Intervention 7

Triq Ġuże Maria Camilleri: Level 4

Triq Ġuże Maria Camilleri is a frequently used pedestrian passage and the street has the potential to be converted into a much safer, pleasant and vital configuration. This intervention narrows down the one way lane allocated for vehicular road space to 3.7m (in line with the DC2015 regulations) in order to slow down traffic. As a result the liberated space can be converted to additional pedestrian space and a strip of potted plants and flowers can be inserted. Signage will include a speed limitation of 20km, clearly communicate the road sharing with cyclists and promote the Slow Streets Network.



Intervention 8

Our Lady of Sorrows (Triq Wenzu Mallia): Level 3 and 4

Similar to the previous intervention, part of road space of Triq Wenzu Mallia can be converted to 3.7m width to provide additional pedestrian space; especially since this road can be turned into a one way road, reducing motorised traffic and the space needed for motorised vehicles. Together with an improvement of the junction with Triq Qrejten by means of tactical urbanism it will result in a much safer and pleasant environment for the students of San Gorg Preca, the neighbourhood's residents and visitors to this commercially active area within the council. Signage will be included to convert the street into a one-way, limit the speed to 20km, clearly announce the pedestrian crossings, communicate the road sharing with cyclists and promote the Slow Streets Network.



Intervention 9

Triq il-Mosinjur De Piro: Level 3 and 4

The same intervention will be continued in Triq il-Mosinjur De Piro, limiting the road space to 4.8m (in line with the DC2015 regulations). At its junctions, tactical urbanism interventions can provide stronger pedestrian crossings, preferably with bright paint markings so that they become clearly visible for approaching cars. Additional signage will emphasise slow car speed (20km) and pedestrian and cyclist priority together with the Slow Streets Network visual identity.



Intervention 10

Triq Oscar Zammit and Triq Misrah il-Barrieri : Level 4

These two streets will connect the Hamrun Slow Streets network with those of Msida and Santa Venera. There is again excess road space that could be limited to 4.8m in the case of Triq Oscar Zammit, and 4.1m for Triq Misrah il-Barrieri, transforming the freed up space in to pedestrian space. Additional signage will emphasise slow car speed limited to 20km and pedestrian and cyclist priority.



Intervention 11

Triq Villambrosa: Level 3 and 4 and Play Street

Parts of this one-way street could easily be reconfigured by minimizing the road space to 3.7m width (in line with DC2015 regulations), cater for additional pedestrian space and limit the speed of cars.

The northern side of Triq Villambrosa offers an ideal opportunity to provide a Play Street for the residential community at this end of the council. Alongside offering a stronger connection with the church it will also be an opportunity to strengthen and embellish the patch of urban green in this street by means of tactical urbanism. The Play Street will provide an incentive to turn this green patch into a small public pocket, thus increasing its use and activity.





Barrier elements

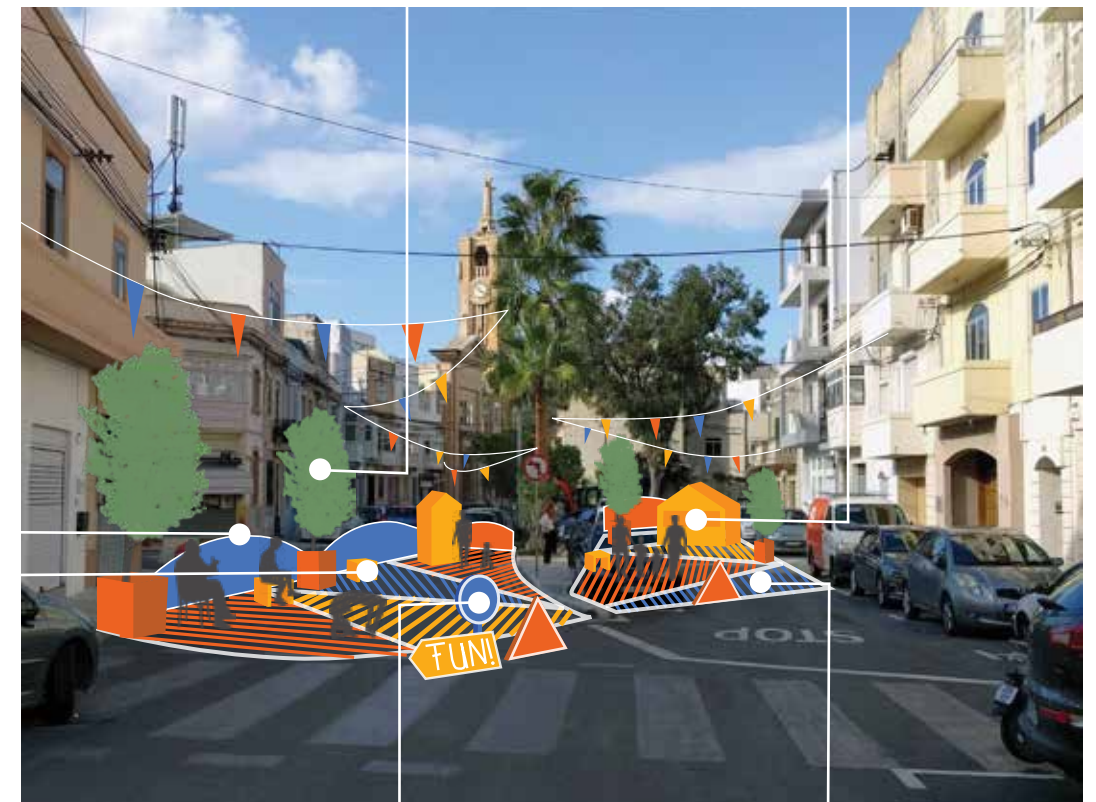
should be used to create a strong edge and define the place as a pedestrian zone

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

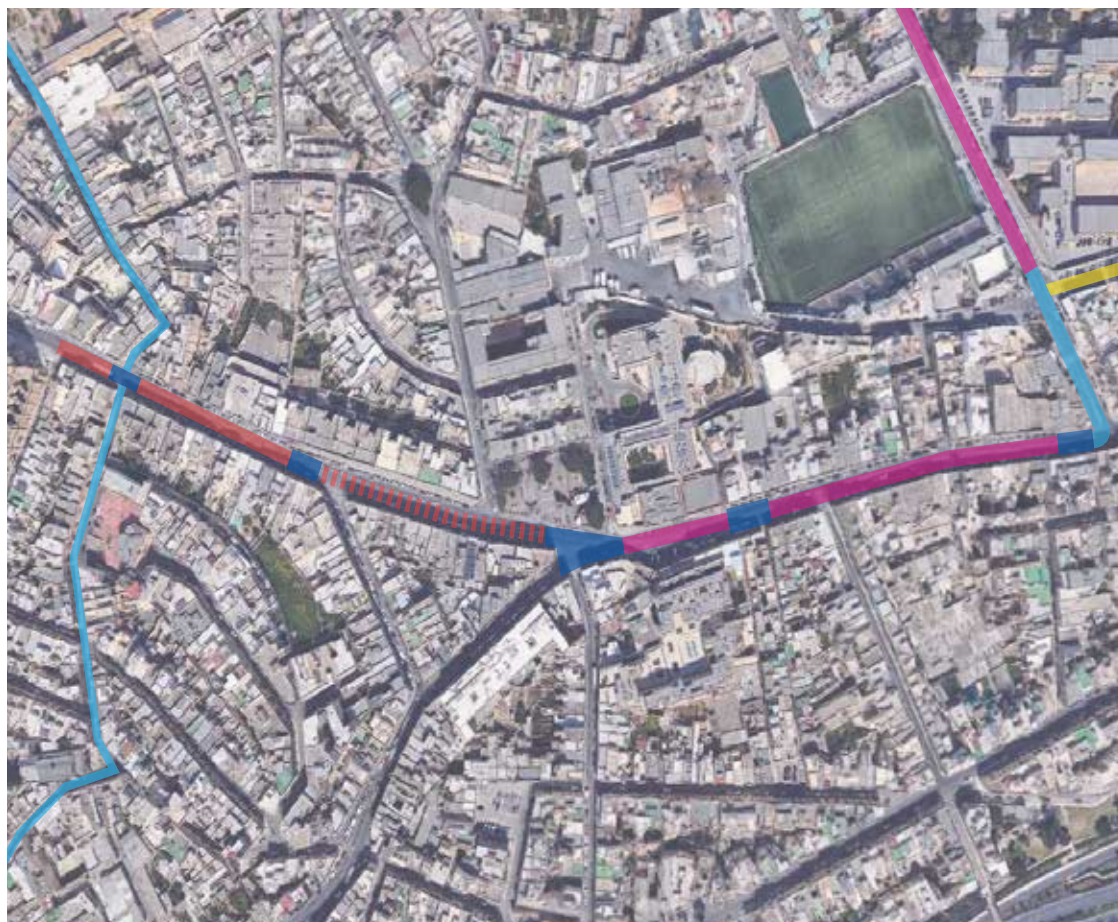
Intervention 12

Triq il-kbira San Ġuzepp: Level 3, 4 and Play Street



Intervention 12 addresses the Council's wish to experiment with the occasional closure of parts of Triq il-kbira San Ġuzepp to through traffic. The stretch between the church and Triq Cordina Perez could easily function as a Play Street on designated days and times. It could equally provide an opportunity to test the removal of parking on either side of the road. Over time, the Play Street can be extended up to Triq Hal Qormi. 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.

From Triq Hal Qormi up to Triq P. Xuereb the road space for motorised vehicles could be minimized to 5.5m (in line with the DC2015 regulations) and free up additional pedestrian space at either side of the road. It will also take away the opportunity for any unregulated double parking. Sufficient un/loading bays ought to be provided in return.



Last but not least Triq il-kbira San Ġuzepp would benefit from additional pedestrian crossing points by means of striking tactical urbanism tools. It will keep the traffic speed low, improve walkability, and over time, reduce the current through traffic all the way from Valletta towards Mriehel and the western side of the island. Signage will include a speed limitation of 30km, clearly communicate the road sharing with cyclists, announce pedestrian crossings and promote the Slow Streets Network.



Intervention 13

Triq Sant Anna and Triq il-Farfett: Level 1 and 3

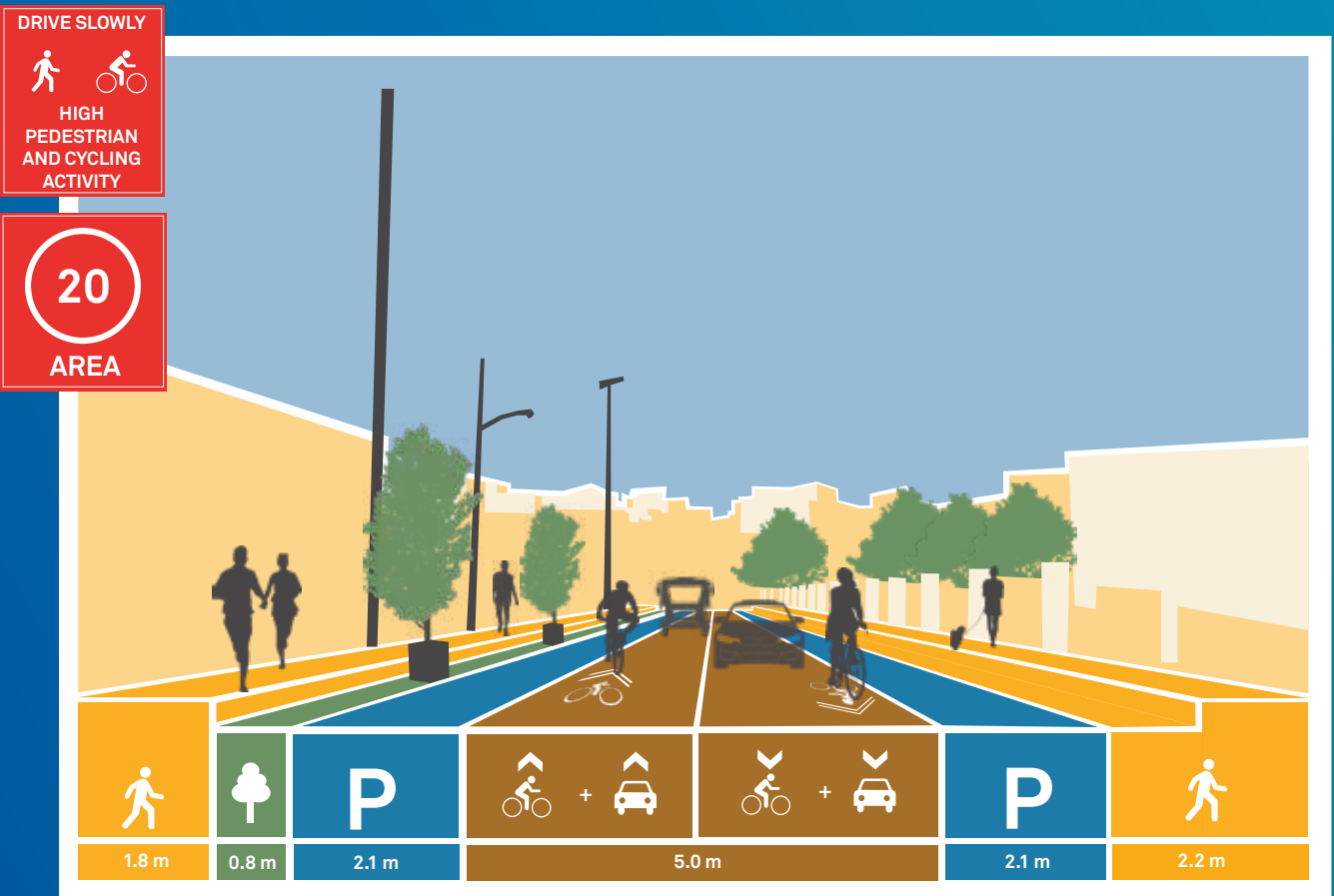
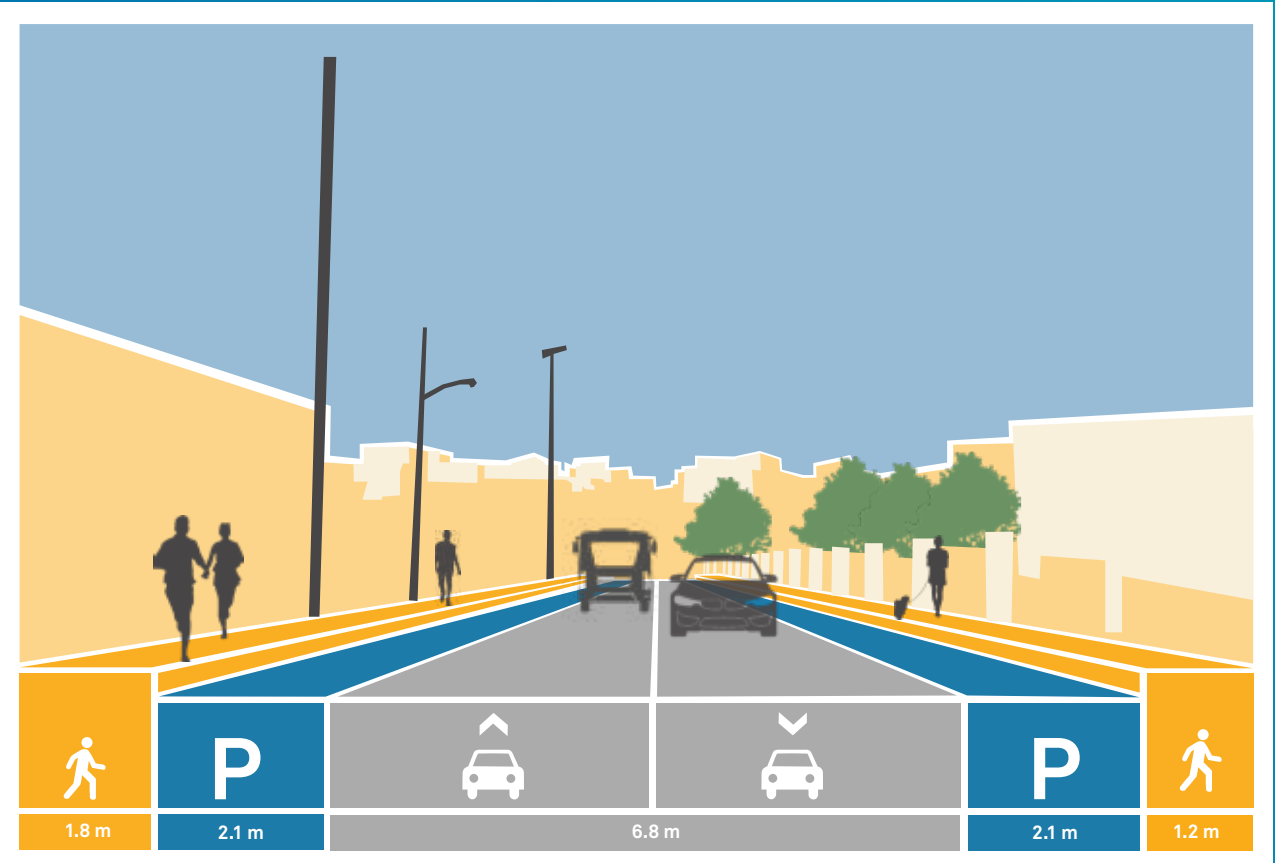
In order to extend the Slow Streets network towards Marsa, this intervention suggests to include Triq Sant Anna, which is already a pedestrianised alley. From there the network continues along a part of Triq il-Farfett which could benefit from some tactical urbanism to emphasize pedestrian priority and provide a safe crossing with Triq Stiefnu Zerafa to link up with the pedestrian bridge further down in Triq San Tumas.



Intervention 14

Triq Pietru Xuereb: Level 1 and 4

Not only can one find the Victor Tedesco Stadium and The Maria Regina Junior Lyceum in this street, but it is also a main connector to Pieta and the activity hub around the former hospital site. This intervention therefore suggests to amend the road width to 5m, add a green strip on the stadium side and extend the pedestrian area on the Lyceum side. Additional signage can be installed to slow down local cars (20km) and give priority to cyclists that will be sharing the road.





Intervention 15

Triq Mile End: Level 2

Triq Mile End should be promoted as a local access only street with low vehicular speed (20km) so the road can be shared safely with pedestrians and cyclist. Appropriate signage should be installed to alert traffic.

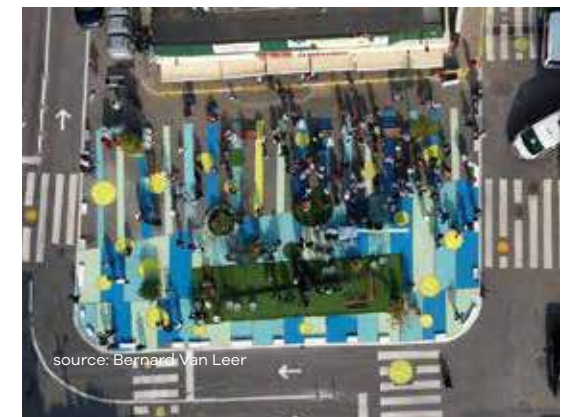


Intervention 16

Traffic junction at the Spencer Monument: Level 3

This traffic junction saw the recent inclusion of a pedestrian bridge to connect to Marsa and the bus stop on Triq Dicembru 13. To further improve the pedestrian use of this area, the intervention suggests that current pedestrian crossings would be marked again more evidently, with the marking area extending before the actual crossing itself to alert drivers to slow down ahead of time.

The connection between Triq Mile End and the junction will also benefit from tactical urbanism tools like additional planters and coloured patterns to embellish the area. Appropriate signage should be installed to alert traffic about the pedestrian crossings, together with the Slow Streets Network visual identity.



Intervention 17

Triq Dun Gorg Preca: Level 1 and Play Street

Triq Dun Gorg Preca already has a wide pedestrian pavement and a pleasant green appearance. Given that the St. Joseph School is located in this street and the street forms a perfect connection towards the Pieta waterfront and the Pinetum park, it is suggested to add it to the Slow Streets Network.



The second half of the street, leading to the public play ground on Triq Joe Gasan, has the potential of attracting more people to the area and is therefore being proposed to become a play street during designated times when traffic volumes are low. The play street would therefore become an extension of the existing playground, thus increasing its use and activity.

Intervention 18

Triq il-kbira San Ġużepp, Patri Magri and San Tumas: Cycling

In order to complete the cycling network, this intervention proposes to promote the full length of Triq il-kbira San Ġużepp as a shared road with cyclists. It will enable fast cycling through traffic and connections from the regions of Valletta and Floriana towards the western side of the island.

Triq Patri Magri and San Tumas will also be fitted out with appropriate road sharing signage to ensure cycling connections with Marsa via the existing footbridge. Additional signage will limit car speed to 20km and promote the Slow Streets Network.



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.

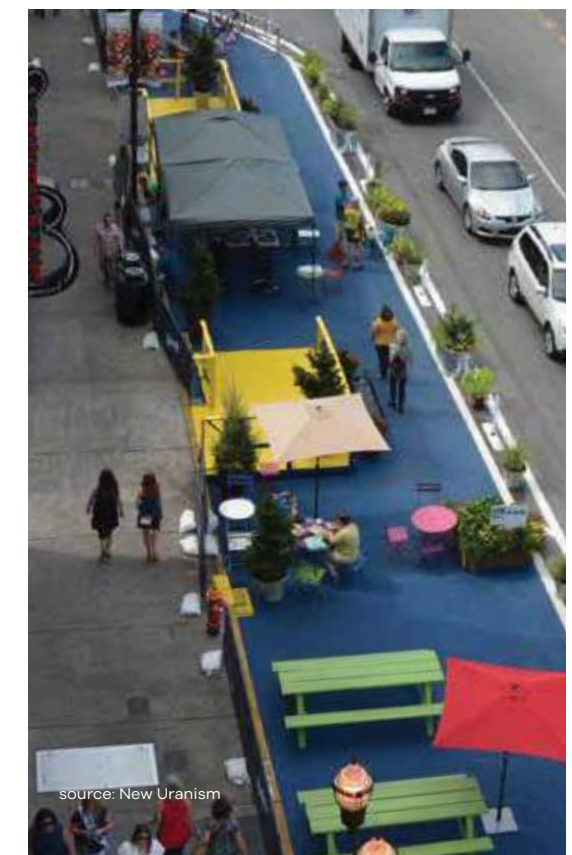


Hamrun

The simplest and most straightforward interventions to implement first would be the play streets on Triq Joseph Abela Scolaro and Triq Dun Gorg Preca. Preparations and temporarily rerouting of traffic to turn Triq il-kbira San Ġużepp into a Play Street will demand more care and dedication but should be considered as well. Play Street closures during this phase may be carried out on designated days and at times when traffic is already low. Tactical urbanism interventions (namely floor markings) at intersections and critical crossings can be carried out first as pedestrian priority is the primary concern of the Slow Streets initiative. Equally crucial is the implementation of signage along Triq Atocia, Triq Duka Ta' Edinburgh and Triq Villambrosa, which would need to address pedestrian and cyclist priority and controlled speed limits.

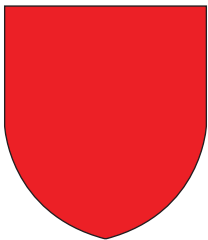
During the second phase, testing and implementation of the additional interventions should be carried out, including, among others, on Triq il-kbira San Ġużepp connecting towards Triq Pietru Xuereb, the area north of Triq Villambrosa and the activity hub around Misrah is-7 ta' Gunju 1919. All Slow Street signage, reduced traffic speed signage and signage related to sharing the road with cyclist and pedestrians should be completed during phase.

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



PHASING

STARTING &
TESTING THE
NETWORK

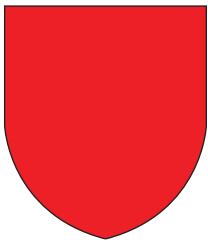


KUNSILL LOKALI
HAMRUN



PHASING

STRENGTHENING
THE NETWORK

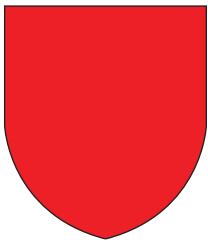


KUNSILL LOKALI
HAMRUN

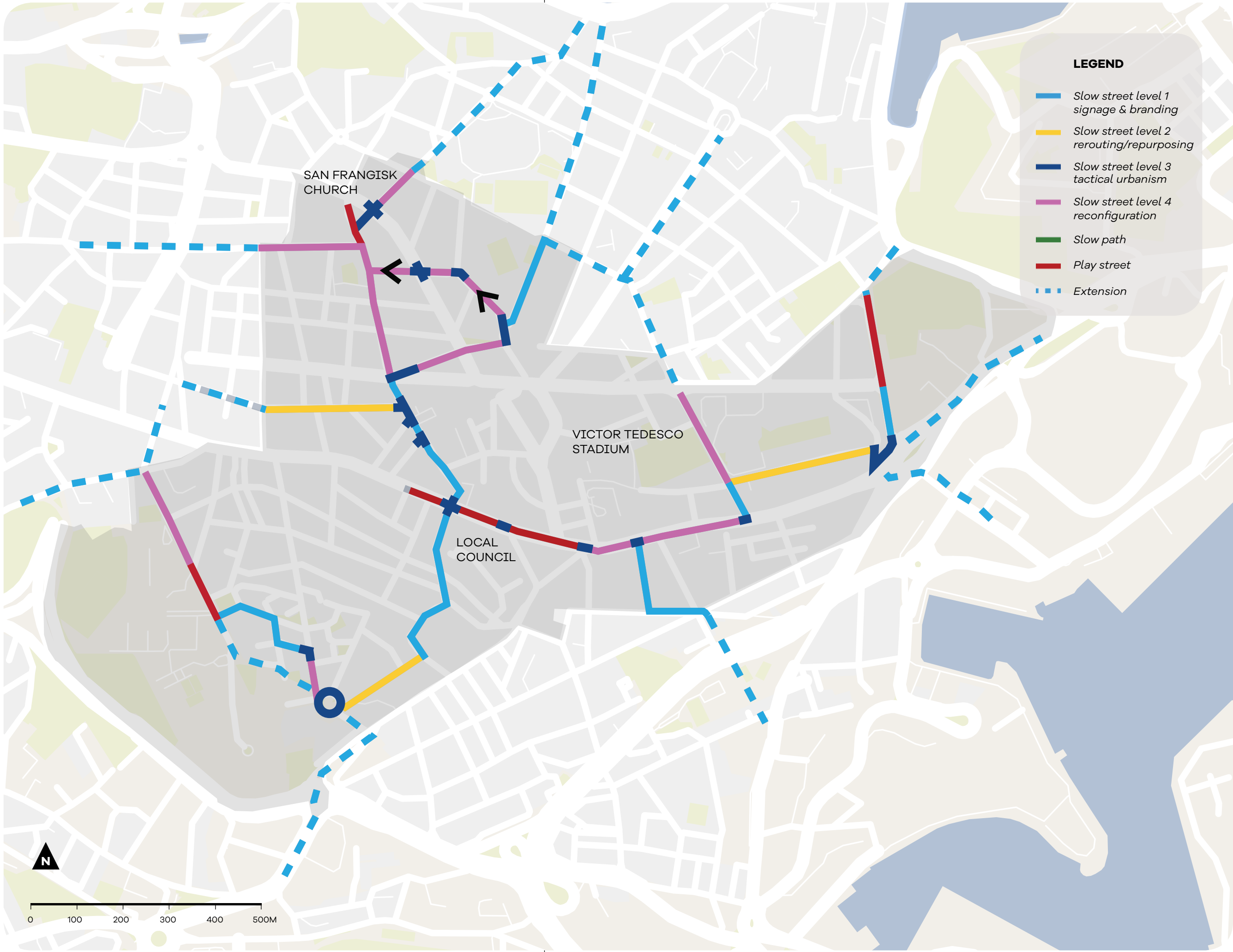



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
HAMRUN





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.

Hamrun is a densely populated locality with several activity centres, making it a frequently visited destination for shopping, business activities and leisure. While many families reside in the locality, some of the narrow streets do not promote pedestrian safety and comfort. Whilst they are very characteristic of parts of Hamrun, these streets are in need of traffic reduction, and would benefit from slowing down motorised vehicles in favour of alternative modes of travelling.

The main aim of Hamrun's Slow Streets strategy, therefore, is to identify and strengthen a walkable network that can be safely used by residents and visitors to link the multiple activity areas, inclusive of the connections to the many 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.

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

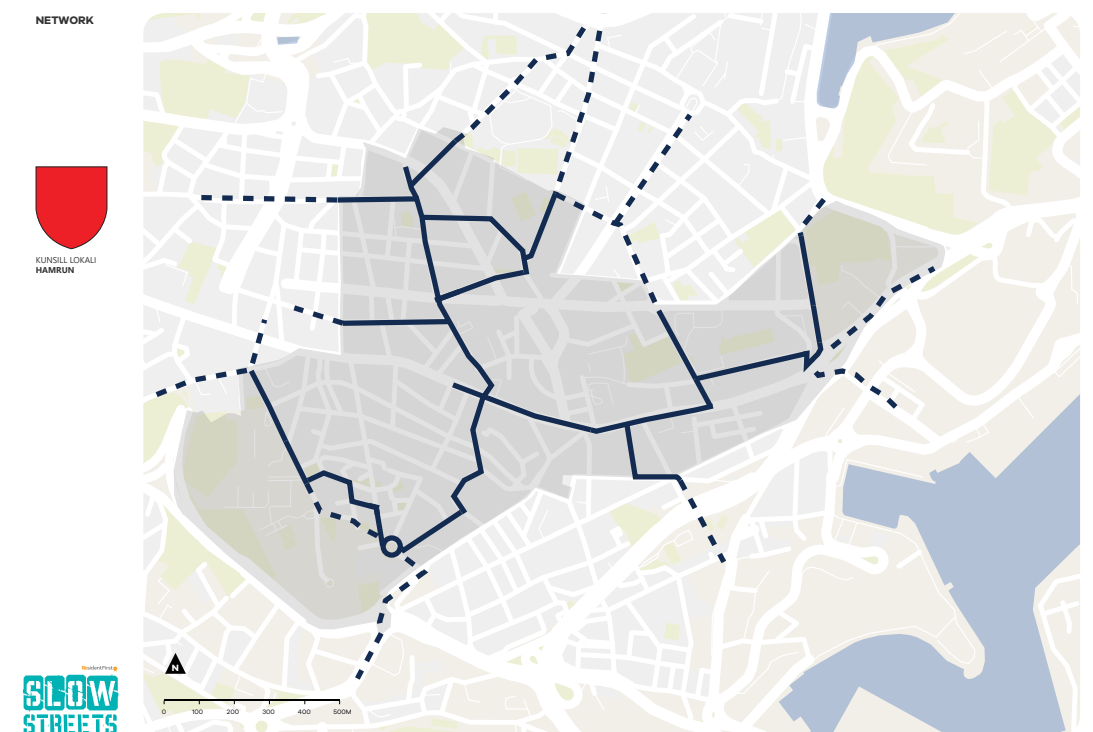
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism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

Summary

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

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

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



Intervention summary street by street

Intervention 1 - Triq Joseph Abela Scolaro: reconfiguration and play street

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: Play Street (communicating designated days and times)
- Reconfiguration: reduce road width to 4.8m and add liberated space to pedestrian walkway
- Play Street: programming of activities

Intervention 2 - Triq Is-Sewwieqa, Triq Wenzinu Mifsud Bonnici and Triq P Debattista: signage & branding

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Signage: Share the road (cyclists and motorised vehicles)

Intervention 3 - Triq Giovanni Barbara: reconfiguration

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: pedestrian crossing points
- Reconfiguration: reduce road width to 4.1m and add liberated space to pedestrian walkway
- Tactical urbanism: designing and emphasizing the pedestrian walkway

Intervention 4 - Misrah is-7 ta’ Gunju 1919: tactical urbanism

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: pedestrian crossing points
- Tactical urbanism: designing and emphasizing clear pedestrian crossing of the roundabout

Intervention 5 - Triq Guze’ Bajada: rerouting

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: local access only
- Signage: Share the road (pedestrians, cyclists and local motorised vehicles)
- Rerouting: closed for through traffic, local access only

Intervention 6 - Triq Atocia, Triq Duka Ta’Edinburgh and Triq Villambrosa: 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
- Tactical urbanism: strengthen and embellish the junction

Intervention 7 - Triq Ġuże Maria Camilleri: reconfiguration

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorized vehicles)
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Reconfiguration: reduce road width to 3.7m and add liberated space to pedestrian walkway and green strip

Intervention 8 - Our Lady of Sorrows (Triq Wenzu Mallia): tactical urbanism and reconfiguration

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: pedestrian crossing points
- Signage: one-way road
- Tactical urbanism: designing and emphasizing clear pedestrian walkways and crossings
- Rerouting : two-way road to one-way road direction south
- Reconfiguration: reduce road width to 3.7m and add liberated space to pedestrian walkway

Intervention 9 - Triq il-Mosinjur De Piro: tactical urbanism and reconfiguration

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: pedestrian crossing points
- Tactical urbanism: designing and emphasizing clear pedestrian walkways and crossings
- Reconfiguration: reduce road width to 4.8m and add liberated space to pedestrian walkway

Intervention 10 - Triq Triq Oscar Zammit and Triq Misrah il-Barrieri : reconfiguration

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Reconfiguration Triq Oscar Zammit: reduce road width to 4.8m and add liberated space to pedestrian walkway
Reconfiguration Triq Misrah il-Barrieri: reduce road width to 4.1m and add liberated space to pedestrian walkway

Intervention 11 - Triq Villambrosa: tactical urbanism, reconfiguration and Play Street

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Play Street (communicating designated days and times)
Tactical urbanism: designing a clear connection and embellishing the green area
Reconfiguration: reduce road width to 3.7m and add liberated space to pedestrian walkway
Play Street: programming of activities

Intervention 12 - Triq il-kbira San Ġużepp: tactical urbanism, reconfiguration and Play Street

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: pedestrian crossing points
Signage: Play Street (communicating designated days and times)
Tactical urbanism: designing and emphasizing clear pedestrian walkways and crossings
Reconfiguration: reduce road width to 5.5m and add liberated space to pedestrian walkway
Play Street: programming of activities

Intervention 13 - Triq Sant Anna and Triq il-Farfett: 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 walkways and crossings

Intervention 14 - Triq Pietru Xuereb: signage & branding and reconfiguration

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Reconfiguration: reduce road width to 5m and add liberated space to pedestrian walkway and green strip

Intervention 15 - Triq Mile End: rerouting

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: local access only
Signage: Share the road (pedestrians, cyclists and loca motorised vehicles)
Rerouting: closed for through traffic, local access only

Intervention 16 -Traffic junction at the Spencer Monument: tactical urbanism

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 walkways and crossings, and embellish the space with planters

Intervention 17 - Triq Dun Gorg Preca: signage & branding and Play Street

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (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 18 - Triq il-kbira San Ġużepp, Patri Magri and San Tumas: cycling Signage:

Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)

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