

ResidentFirst

SLOW STREETS

January 2021



KUNSILL LOKALI
KALKARA

ResidentFirst

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

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Introduction

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

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

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

What is the Slow Streets initiative?

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

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

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

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

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



Source: publicspace.org

Who are Slow Streets for?

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

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

How do Slow Streets work?

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

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

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



source: Global Designing Cities



source: Global Designing Cities

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

What is 'tactical urbanism'?

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

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

Some examples of tactical urbanism strategies are:

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



source: Chicago Tribune



source: changing-transport.org

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

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

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

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

Slow Streets Network

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

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

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

private cars.

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

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

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

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

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

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

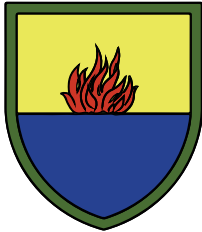
Kalkara

Kalkara is a compact and densely populated town organised around Kalkara Creek, with a number of traditional streets and attractions like the monastery, the science museum and the beach to be explored. The town's centre is relatively walkable since distances are short but the topography can be challenging with moments. Kalkara is circumvented by larger roads that help keeping traffic out of the residential cores most of the time, and local streets extend to the peripheral areas and serve as walking paths for commuting or recreational purposes. However, many of these roads and streets would benefit from traffic calming interventions in order to be used as quality pedestrian spaces by its residents and visitors. This can be achieved by keeping cars primarily on the upgraded main and arterial roads or by programming road closures during designated times and/or days. Kalkara Creek and Rinella beach make it an attractive destination, also attracting residents from neighbouring localities. This, however, increases the number of cars within the

locality at certain times, with drivers circulating the locality's streets in order to seek on-street parking and to park as close to their destination as possible.

The main aim of Kalkara'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, including 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 streets have also been identified for potential reconfiguration since they could provide critical, much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.

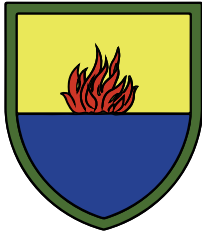
LOCALITY



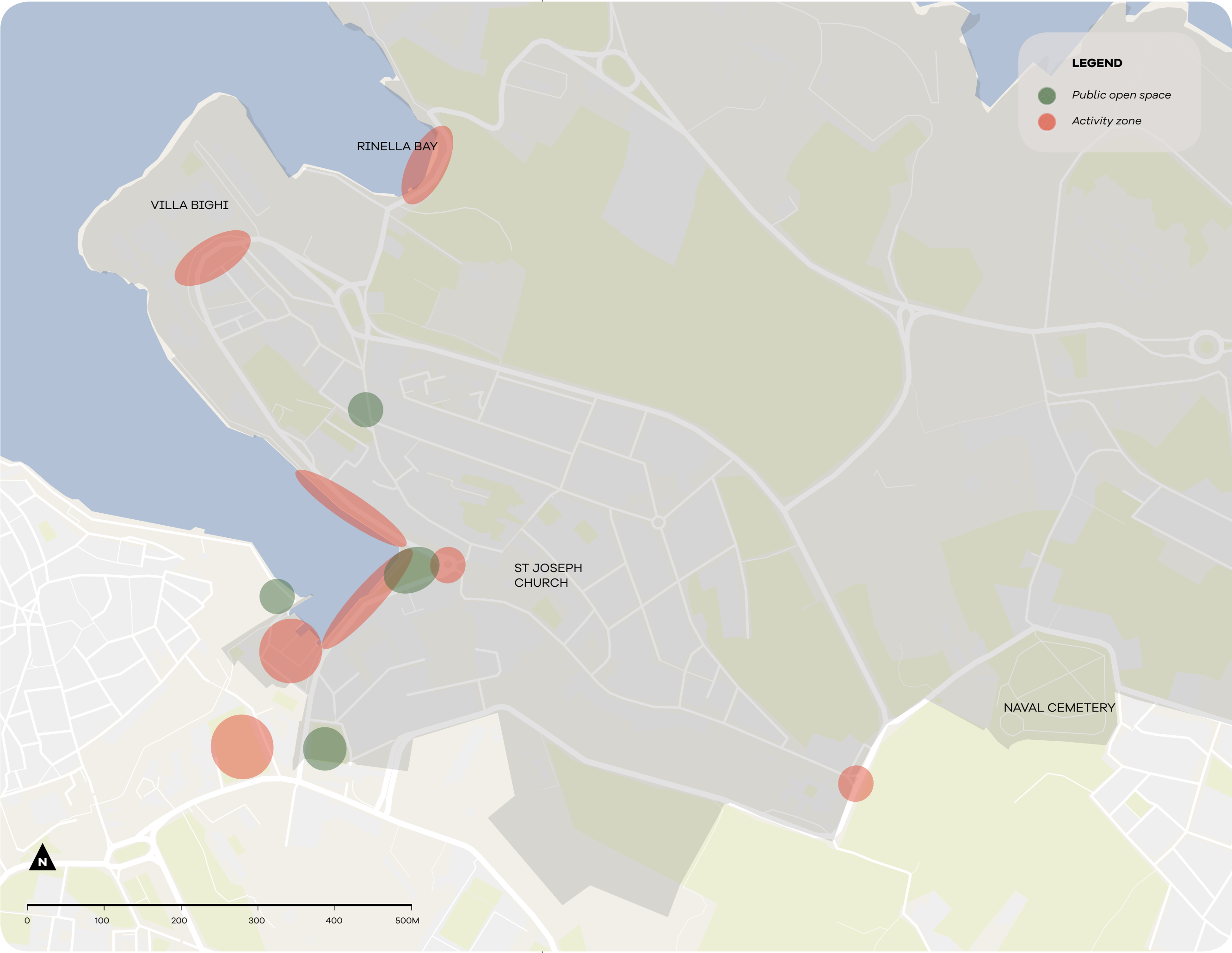
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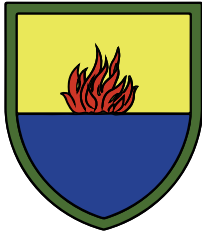
ACTIVITY
ZONES



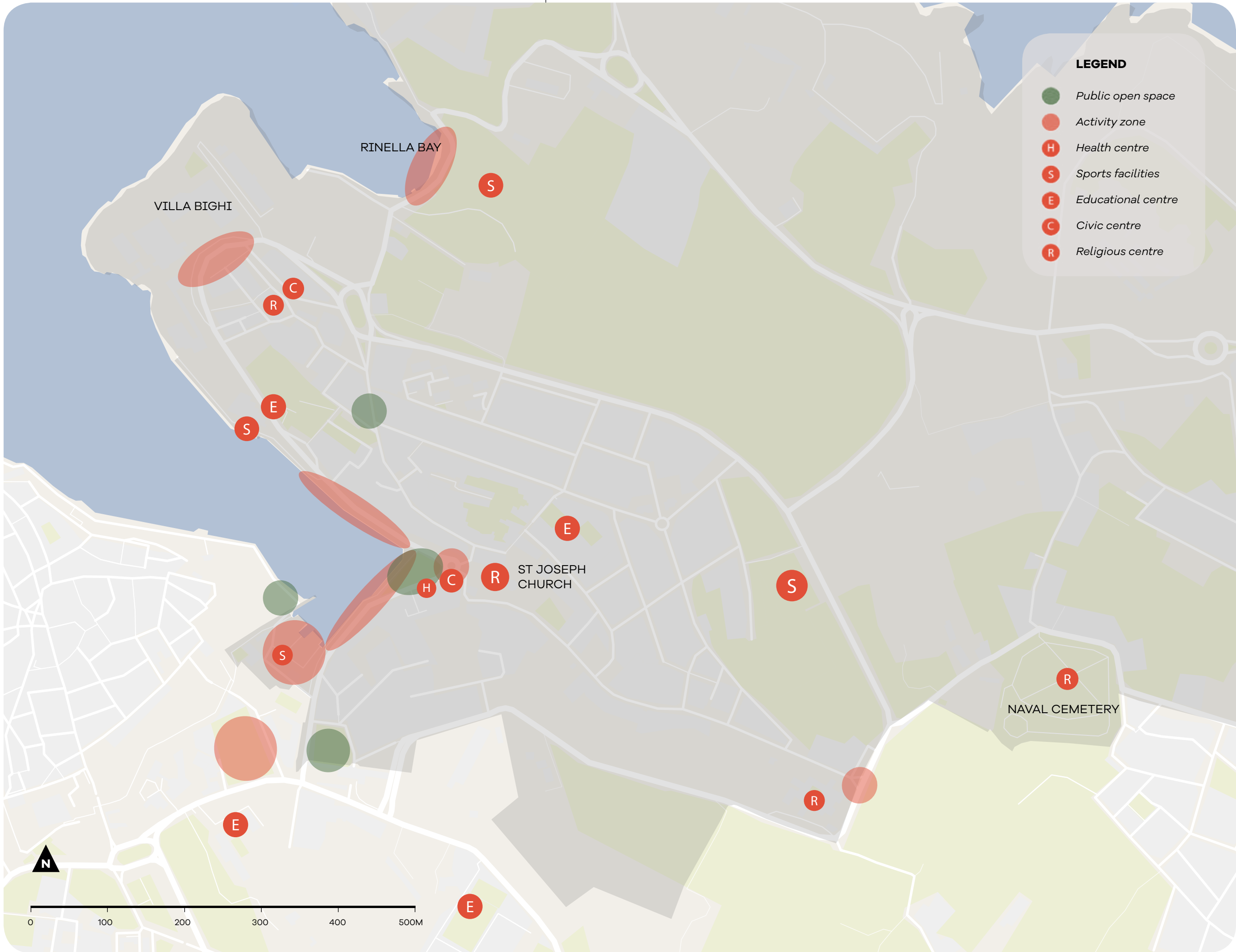
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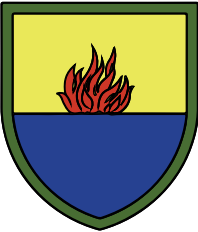
DESTINATIONS



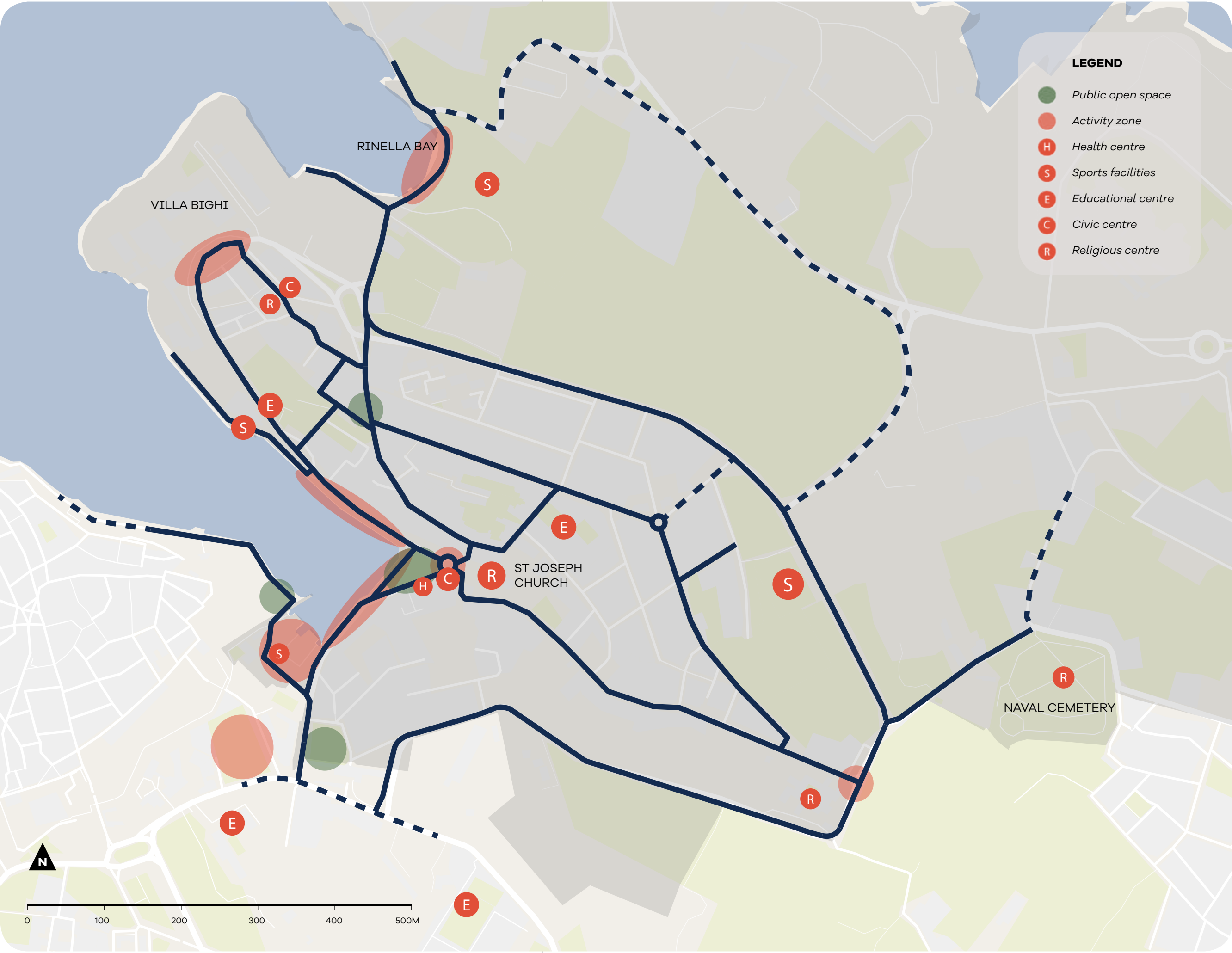
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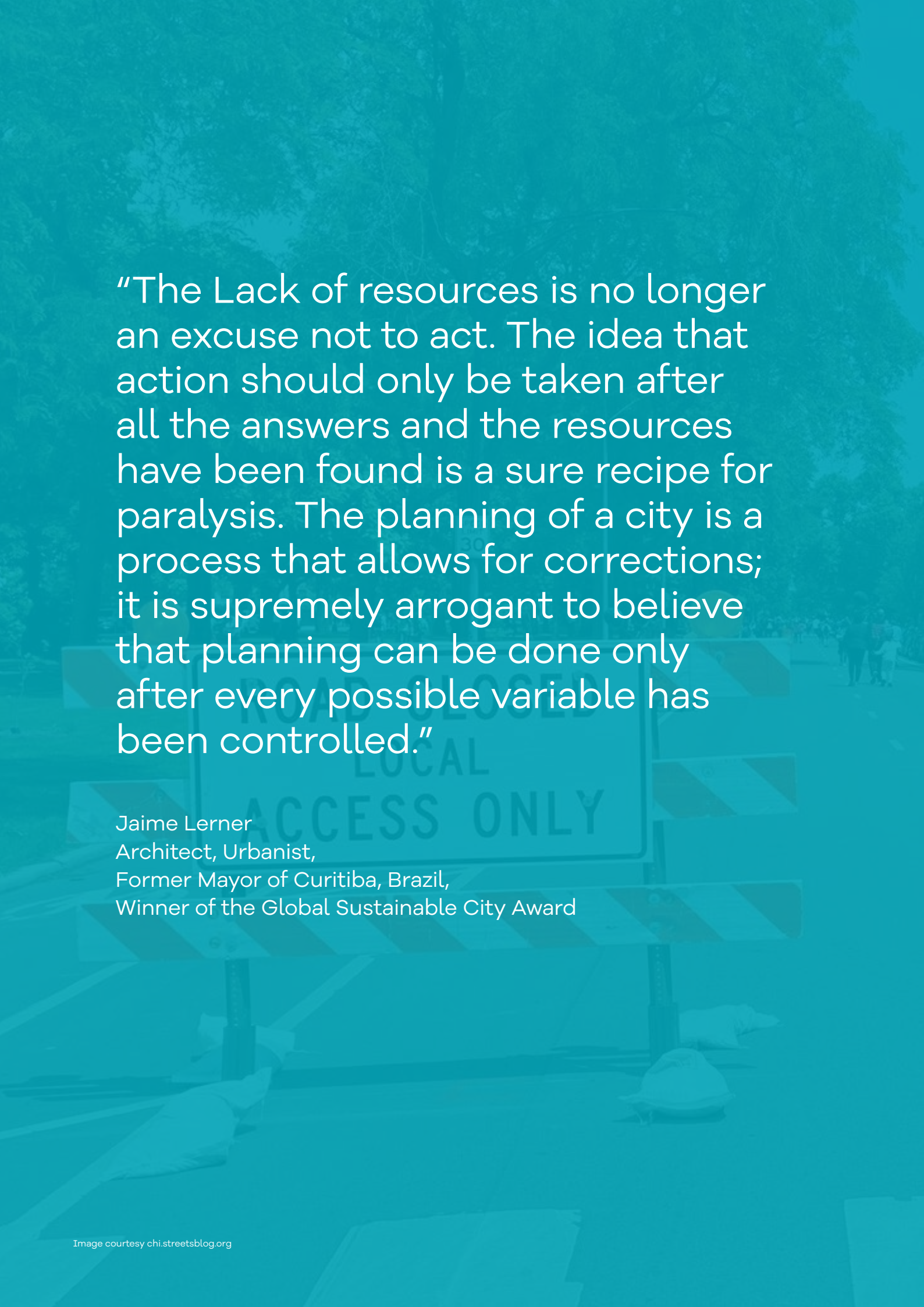


NETWORK



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KALKARA





“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

Kalkara 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).

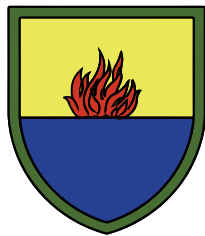


Extensions

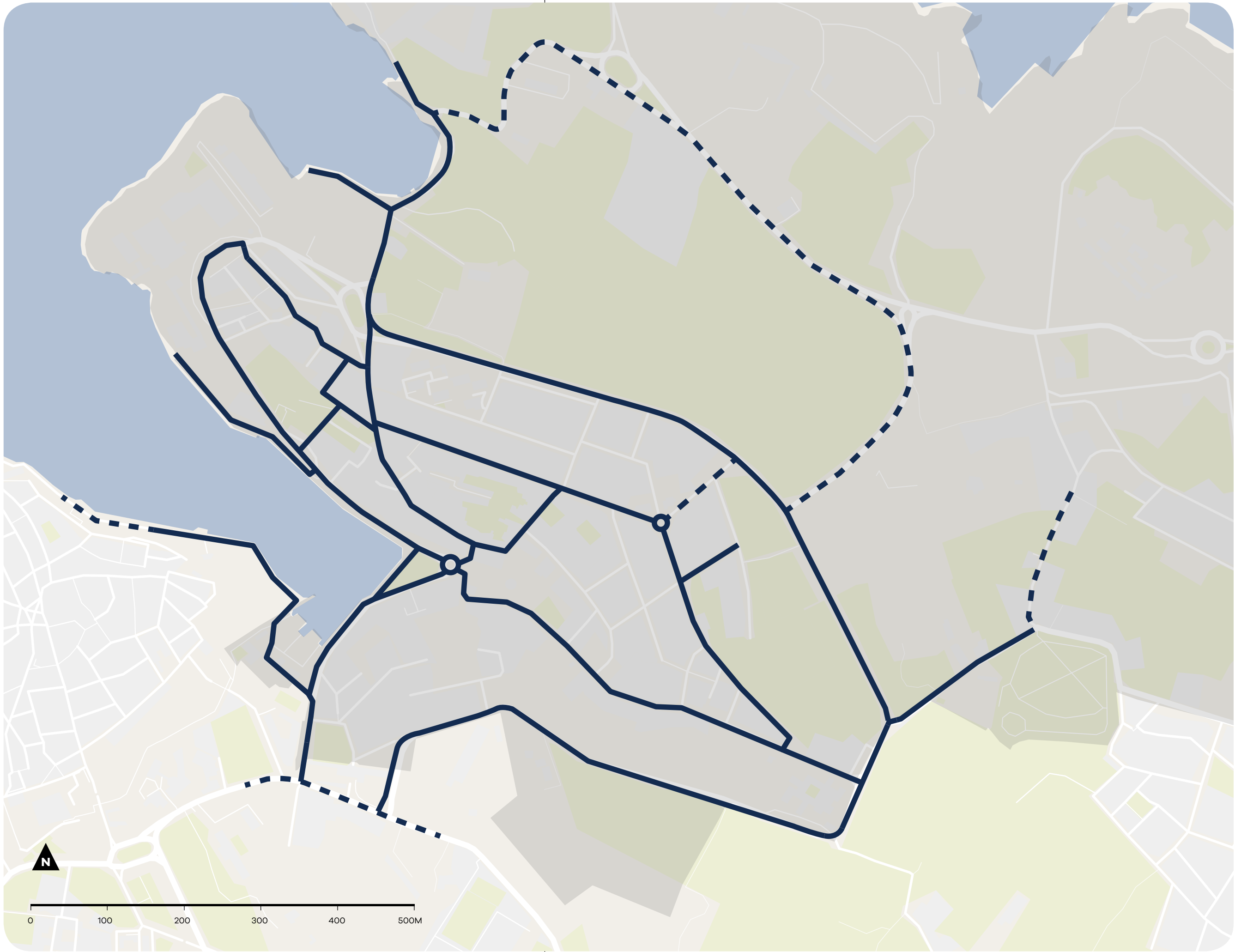
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



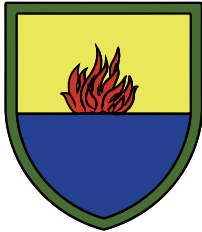
NETWORK



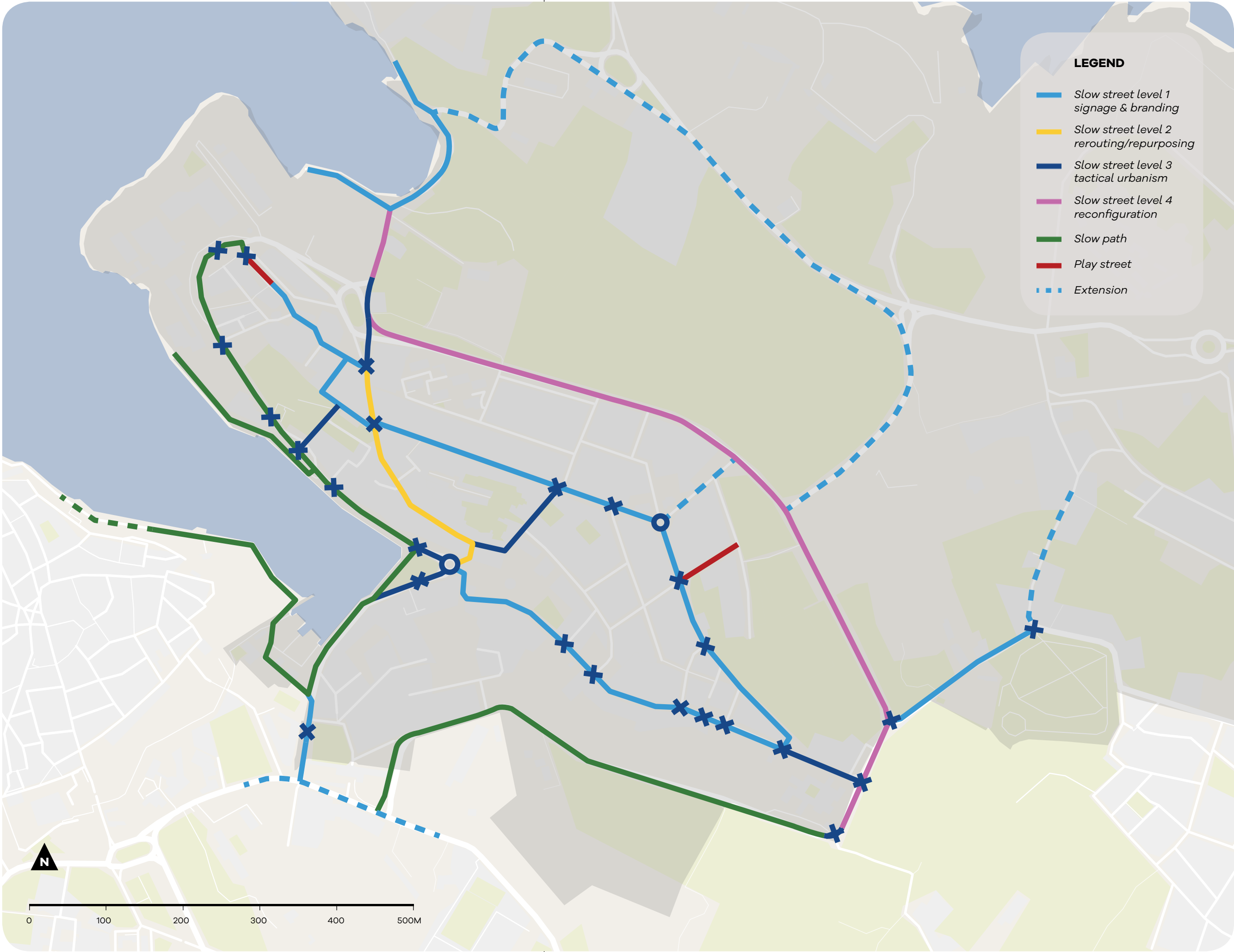
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INTERVENTION



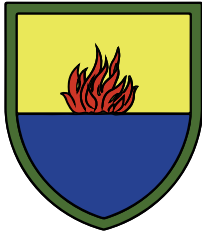
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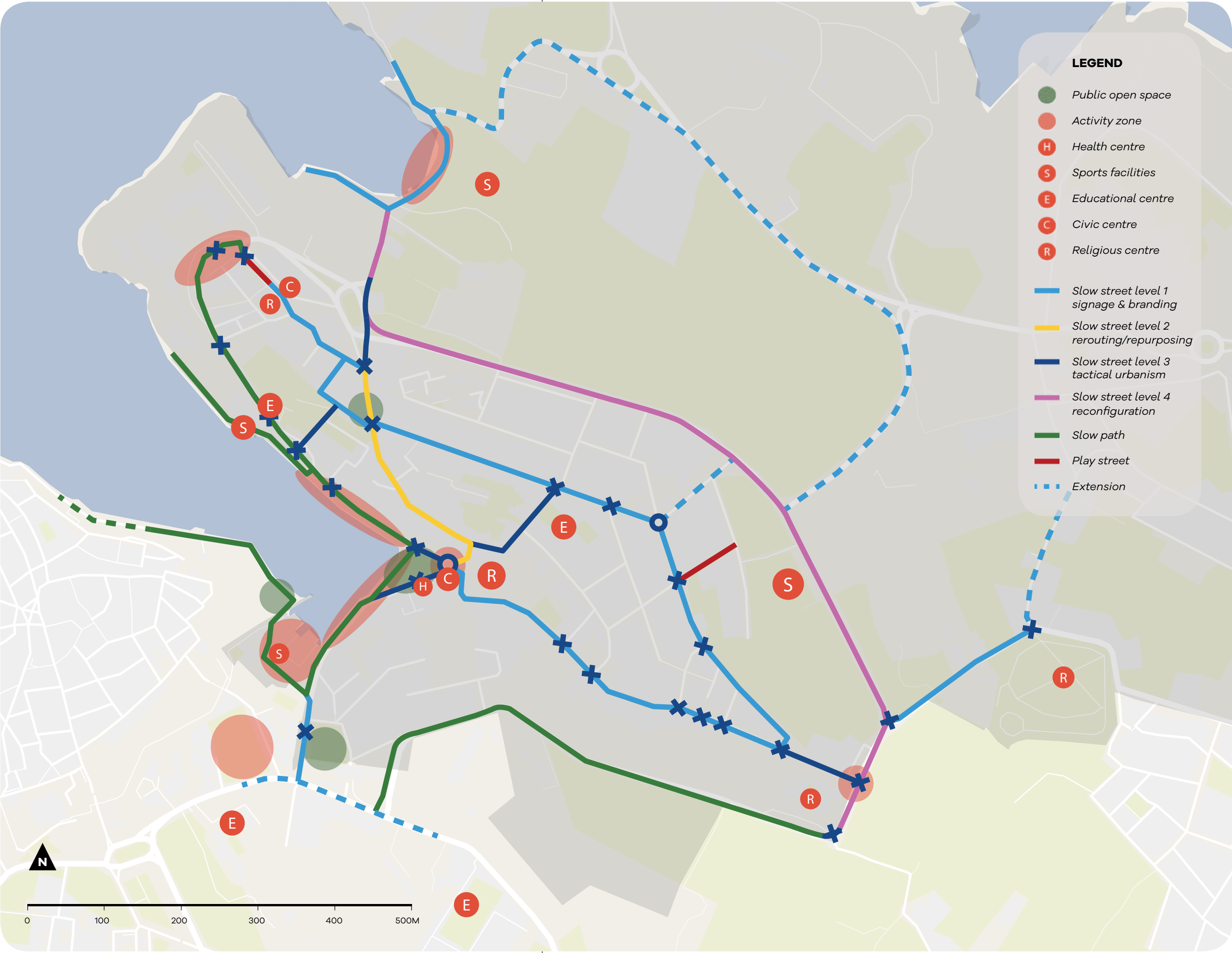
LEGEND

- Slow street level 1
signage & branding
- Slow street level 2
rerouting/repurposing
- Slow street level 3
tactical urbanism
- Slow street level 4
reconfiguration
- Slow path
- Play street
- Extension

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.

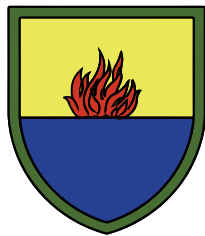
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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

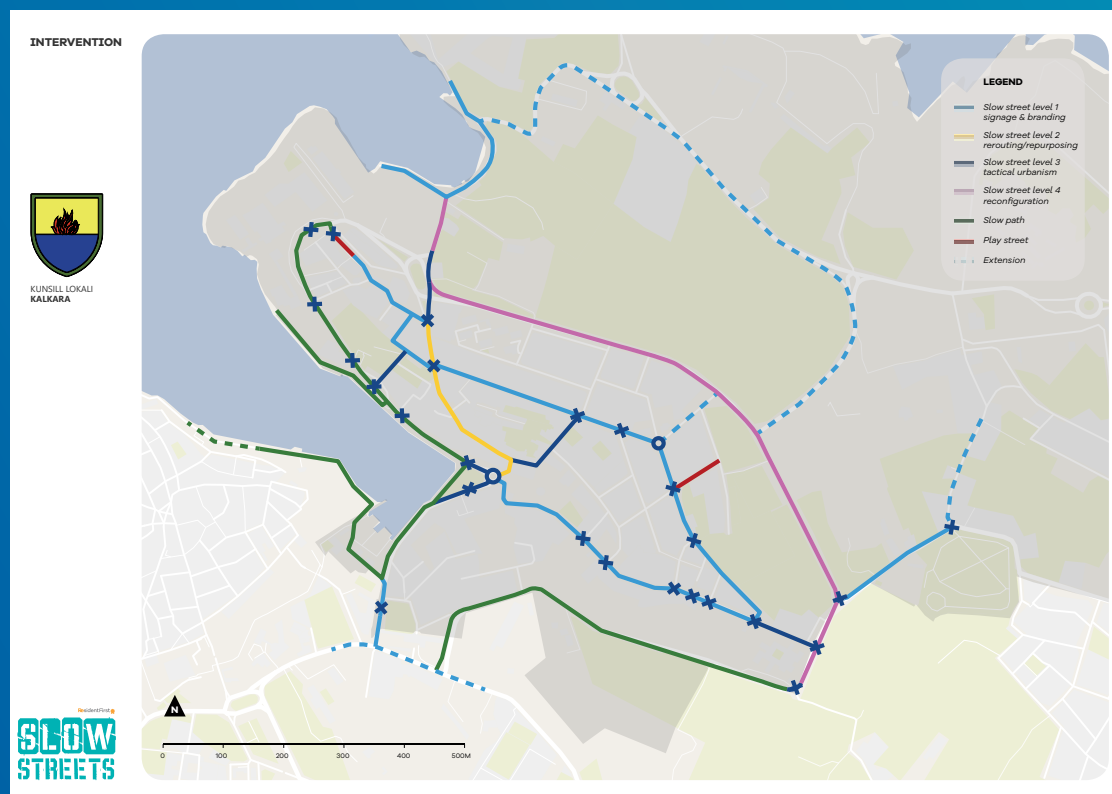


KUNSILL LOKALI
KALKARA



Kalkara 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 Is-Salvatur and L-Ipstar Navali: Level 1, 3 and Playstreet



The first intervention focuses on the Local Council area, on establishing a better link between the residential core of Kalkara and the Villa Bighi area, and the creation of a Play Street for this part of town. With the use of tactical urbanism tools the existing pedestrian crossing at the junction of Triq Ir-Rinella with Triq Is-Salvatur can be reinforced further. By means of clear signage and the use of brightly coloured floor paint, cars can be alerted to slow down timely, give priority to pedestrians and create a safer environment.

At the end of Triq L-Ipstar Navali, where the public stairs arrive at the main road, It is suggested to organise a brand new and visually very prominent crossing point towards Villa Bighi and the Science museum in order to link it better with the rest of town. To cross this bending road safely, it is imperative to design the crossing with care, temporarily narrow the driving lanes and slow down traffic well ahead.. Signage will emphasise slow car speed (30km), signal the narrowing of the road, announce the crossing point and alert high pedestrian and cycling activity with the Slow Streets Network branding.





On Triq Is-Salvatur and L-Ipstar Navali the prioritisation of pedestrian movement and the sharing of the road with pedestrians and cyclists will be emphasized with appropriate signage. Car speed will be limited to 20km, with signage and floor stamps communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.

Located in the middle of this residential area, the end of Triq L-Ipstar Navali is proposed to be used as a Play Street during designated times and/or days as traffic use is already low and very localised. Play streets are a global movement to promote health and neighbourliness in the public area, they give young and old a chance to play, be active on their street, whilst also building community and encouraging active citizenship. As well as these immediate benefits, they can help to bring about a longer-term culture-change, where streets are safer and friendlier at all times. Signage will communicate the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.



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

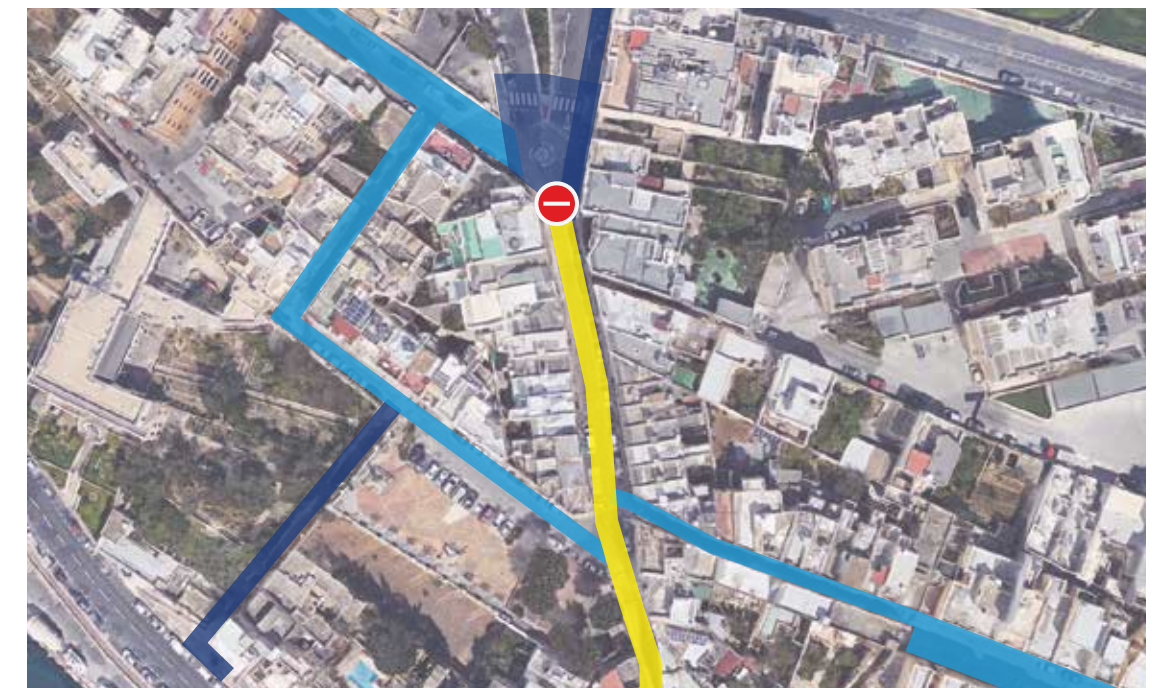
can be used to further define the playstreet

Intervention 2

Triq Ir-Rinella: Level 2, 3 and 4



Triq Ir-Rinella is an important node in the Kalkara Slow Streets network, linking the Parish Church all the way up to the Kalkara beach, and even beyond as a potential recreational extension. The first part, between the church and Triq Is-Salvatur is a traditional narrow road and there is the potential to consider the road for more active pedestrian and cyclist use by turning it 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 allow for resident access only. General traffic can easily use the main roads around town to get from the upper to the lower end, or vice versa. Signage will include a speed limitation of 20km, indicate the streets as local access only, clearly communicate the sharing of the road with high pedestrian and cycling activity and promote the Slow Streets Network.



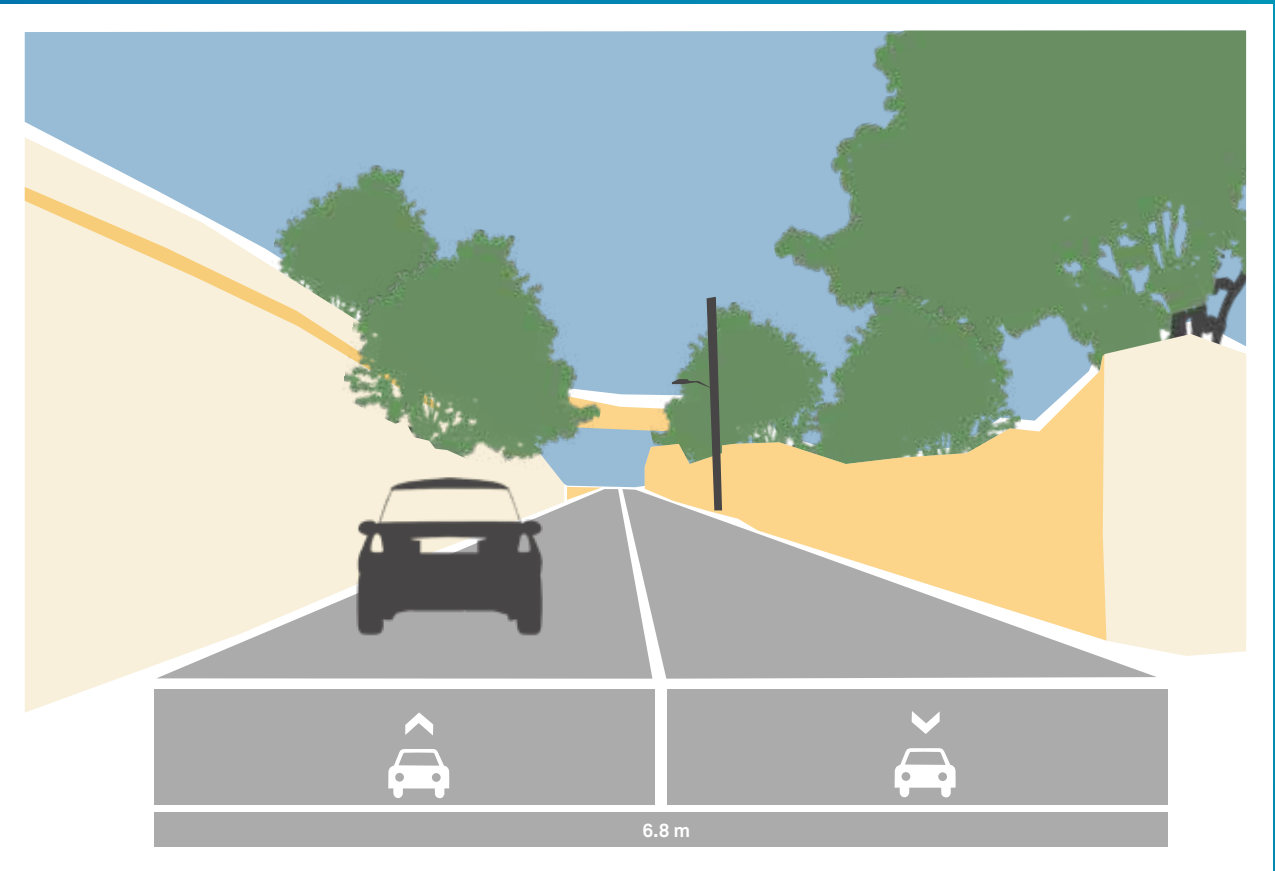
source: slowerstreets



source: Global Designing Cities Initiative

The intervention also proposes tactical urbanism to establish a clear and strong pedestrian passage and crossing at the large roundabout area where Triq Ir-Rinalla, Marina and Missjoni Taljana meet. This should happen preferably by using bright paint markings so that the pedestrian zones become clearly visible for approaching vehicles. This strategy will further shift the priority to pedestrians, increase the safety at crossings and promote walking by foot to the beach and beyond.

To promote the connection with Kalkara beach as a proper, safe and comfortable area for people walking and cycling, the intervention also suggests to turn the part of Triq Ir-Rinalla between the roundabout and the beach into a one-way road. Traffic will only be allowed to drive down to the beach and will use Triq Santu Rokku to make its way out again. It will allow this small but vital passage to be converted into a designated walkway, and have the road shared with cyclists in both directions. Currently the road is a 6.8m wide undefined two-way road between the two walls, which can be reconfigured in a 4.3m wide one-way road shared with cyclists both ways, and a 2m pedestrian walkway at street level including a 0.5m green buffer.

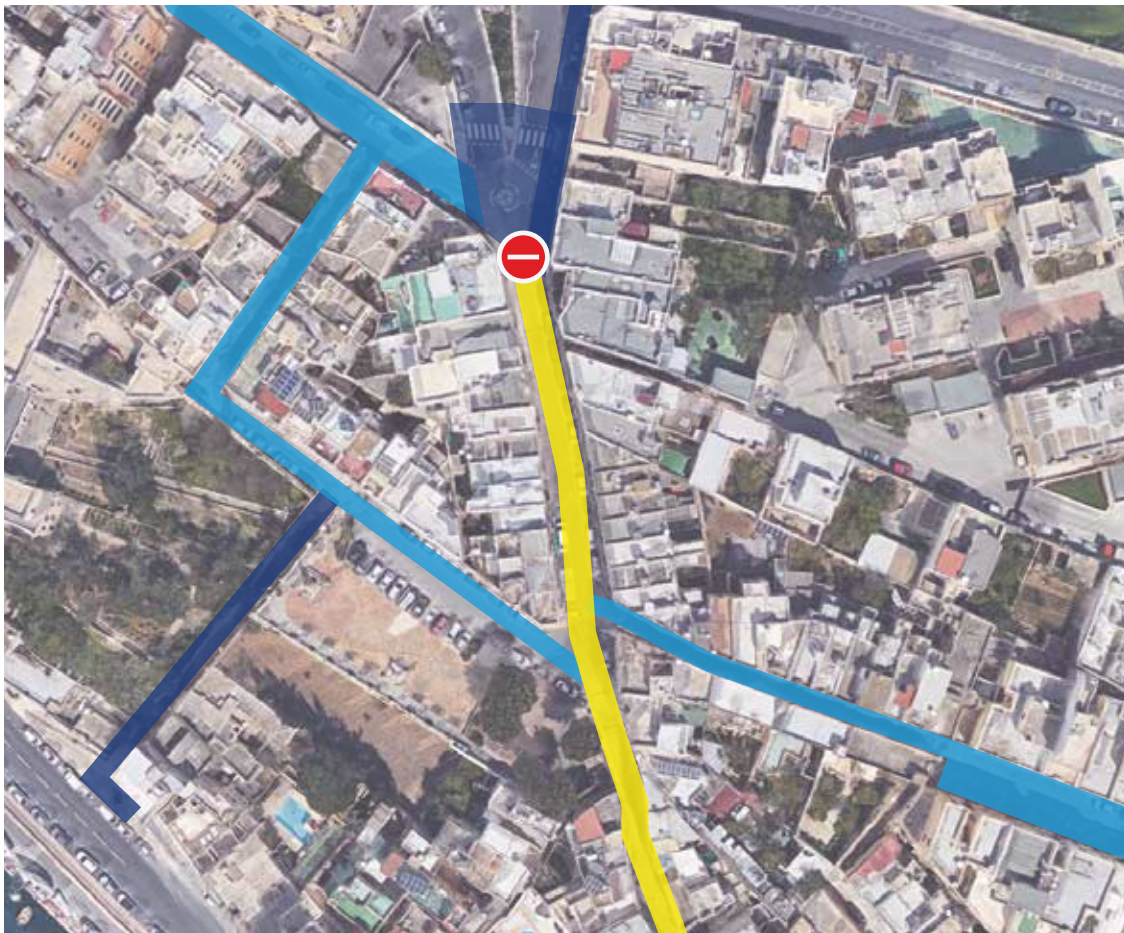


Intervention 3

Triq Patist Borda and Tarag San Guzepp:
Level 1 and 3

Triq Patist Borda connects the Local Council area and Triq Ir-Rinella with Pjazza Sagra Familja, a beautiful local recreational square with a great vista towards the marina. The intervention focuses on limiting the speed of traffic to 20 km and on sharing the road with pedestrians and cyclists. Signage for slow car speeds, for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced.

It is also suggested to include the public staircase that is currently closed off due to adjacent construction works. When reinstating this connection between the upper and lower part of the town, tactical urbanism could strengthen the pedestrian path and make it more evident through the use of colour and signage, such that pedestrians may be aware of its presence and may be further incentivised to use the stairs as a connecting route. Adding appropriate signage at each entry point explaining the route's destination will increase the foot traffic. Painted artworks will make the stairs feel more 'public', generate a feeling of safety and in turn motivate even more people to use this connection. The access points can be further embellished using planters.



Intervention 4

Triq Is-Sienja and Patri Matthew Sultana:
Level 1 and 3

The following four interventions focus on the most central connections within the Kalkara Slow Streets Network. Given that Kalkara has a good set of ring roads bypassing the denser residential cores, most of these cores attract local access only, resulting in streets that are already fairly quiet and walkable. For triq Is-Sienja and Patri Matthew Sultana, the intervention proposes the introduction of appropriate signage for low speeds (20km) and pedestrian priority in order to further increase safety and walkability along this route, while also catering better for cyclists. It is proposed to make the roads shared with pedestrians and cyclists and have tactical urbanism interventions at all junctions and the roundabout. Additional tactical urbanism tools and signage need to slow down traffic up and around the Kalkara Primary School.



Intervention 5

Triq Giovanni Ricasoli: Play Street

This play street has been particularly chosen to serve the residential area around it and in order to have a good geographical spread of such spaces throughout the locality. It is easy to organise alternative access to all neighbouring streets during designated times and days when traffic use is already low and very localised. Signage will communicate a slow car speed (20km), the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.



Intervention 6

Triq Il-Kapuccini: Level 1 and 3

This long winding road leads directly to the Church and the social heart of Kalkara, from where the network continues in several directions. The intervention focuses on limiting the speed of traffic to 20 km, on sharing the road with pedestrians and cyclists, and on improving pedestrian safety with the introduction of tactical urbanism touches along this spine and all crossroads. Signage for slow car speeds (20km), for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced. Special attention needs to be given to the upper end of the road in order to slow down traffic and make drivers aware of the pedestrian and cyclist priority.



Intervention 7

Triq Santa Filumena: Level 3

Given this street is the main access to the school and provides a short pedestrian connection via its steps to the Church and social heart of town, it is proposed to use tactical urbanism tools throughout the entire street. It can start with using touches of paint marks on the upper part of the street to signal the pedestrian priority. The large stretch of steps could be further embellished with painted artworks and pots of plants. Painted artworks will make the stairs feel more 'public', generating a feeling of safety and in turn motivate even more people to use this connection.

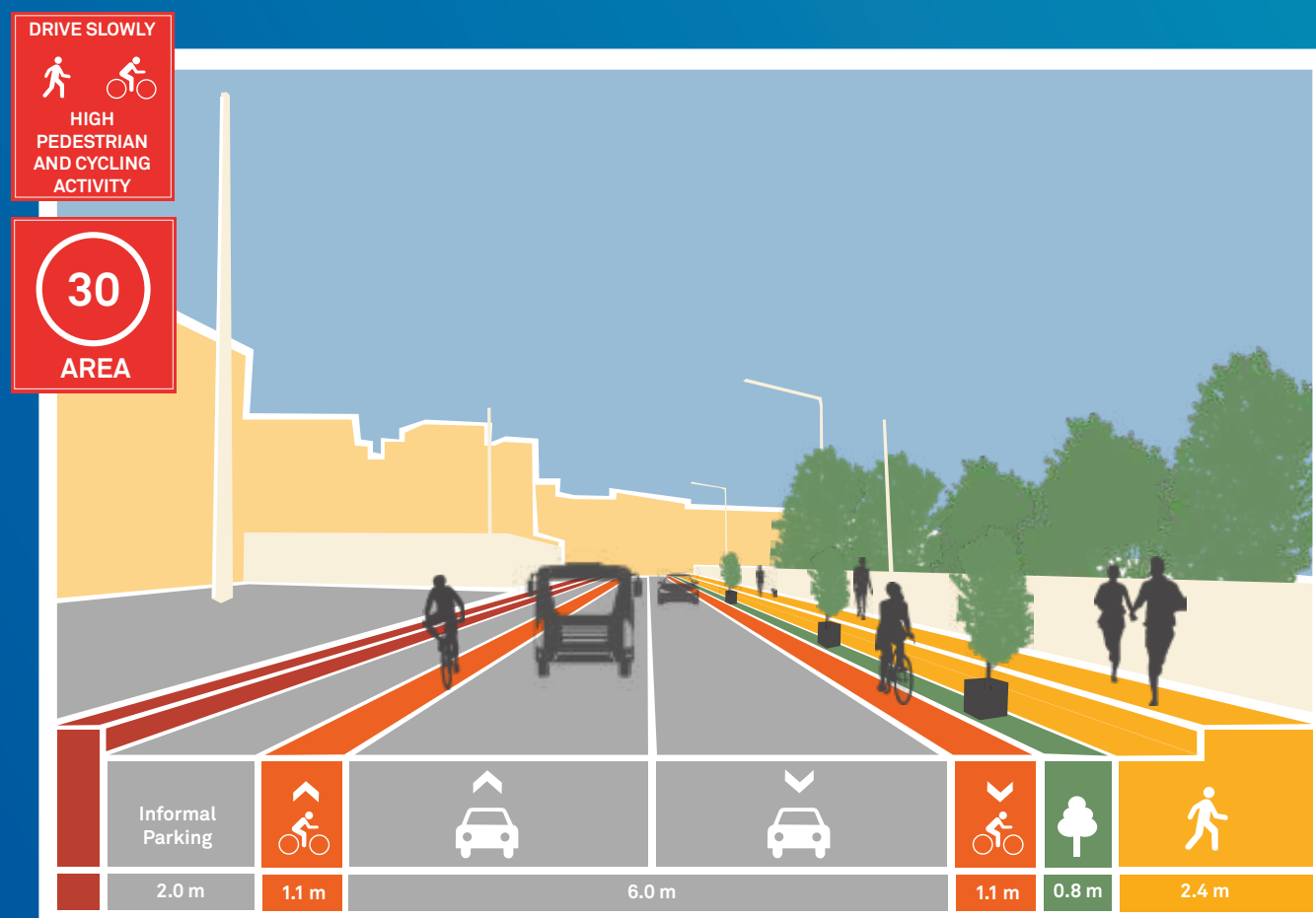
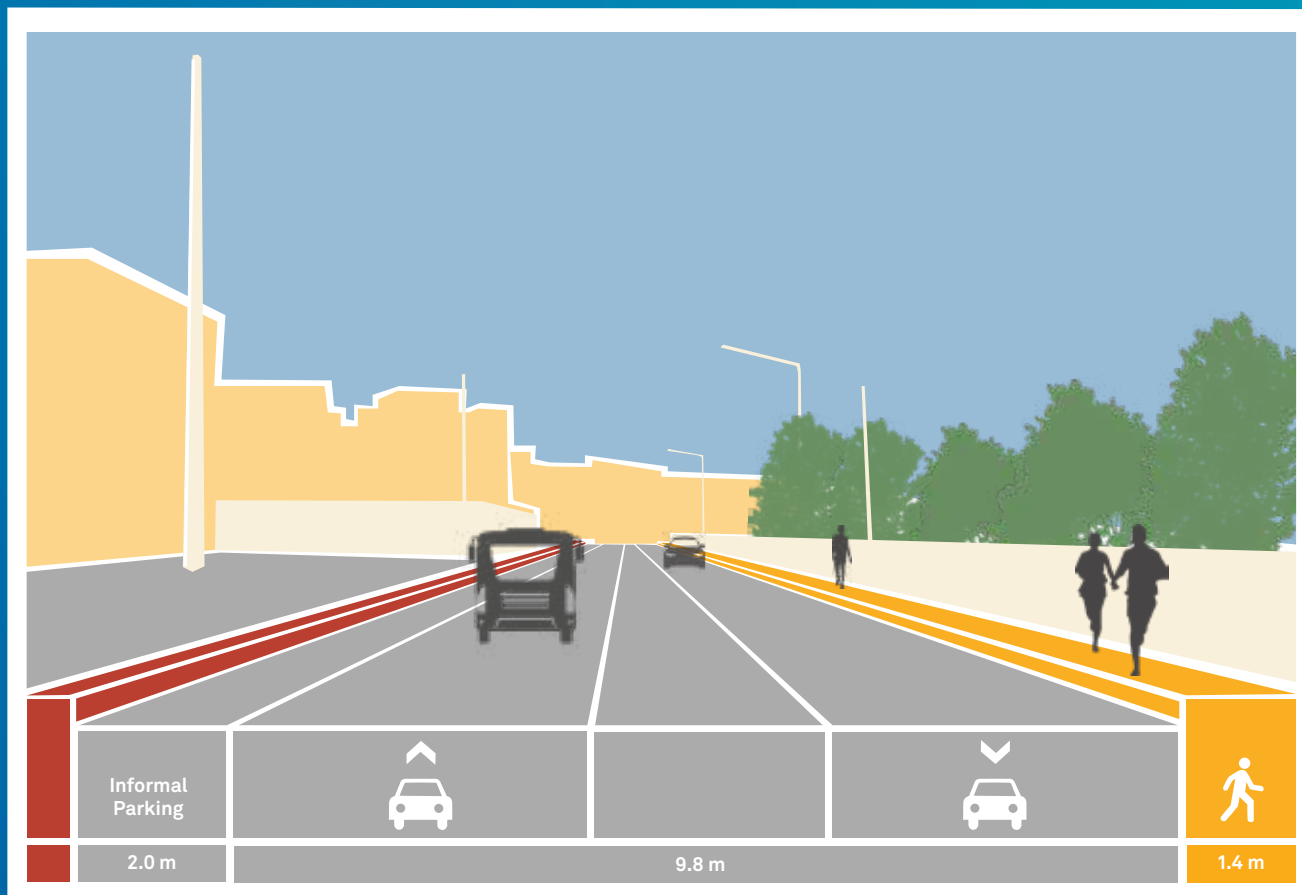


Intervention 8

Triq Il-Missjoni Taljana: Level 4

Triq Il-Missjoni Taljana is one of many roads circumventing Kalkara. These roads are very important to establish a well-connected and functioning cycling network, linking Kalkara with its neighbouring localities whilst providing opportunities for recreation and exercise. This 9.8m wide two-way road could easily be reconfigured to include a designated cycling lane on either side of the road, and a comfortable 3.2m wide walkway including a green buffer.





Intervention 9

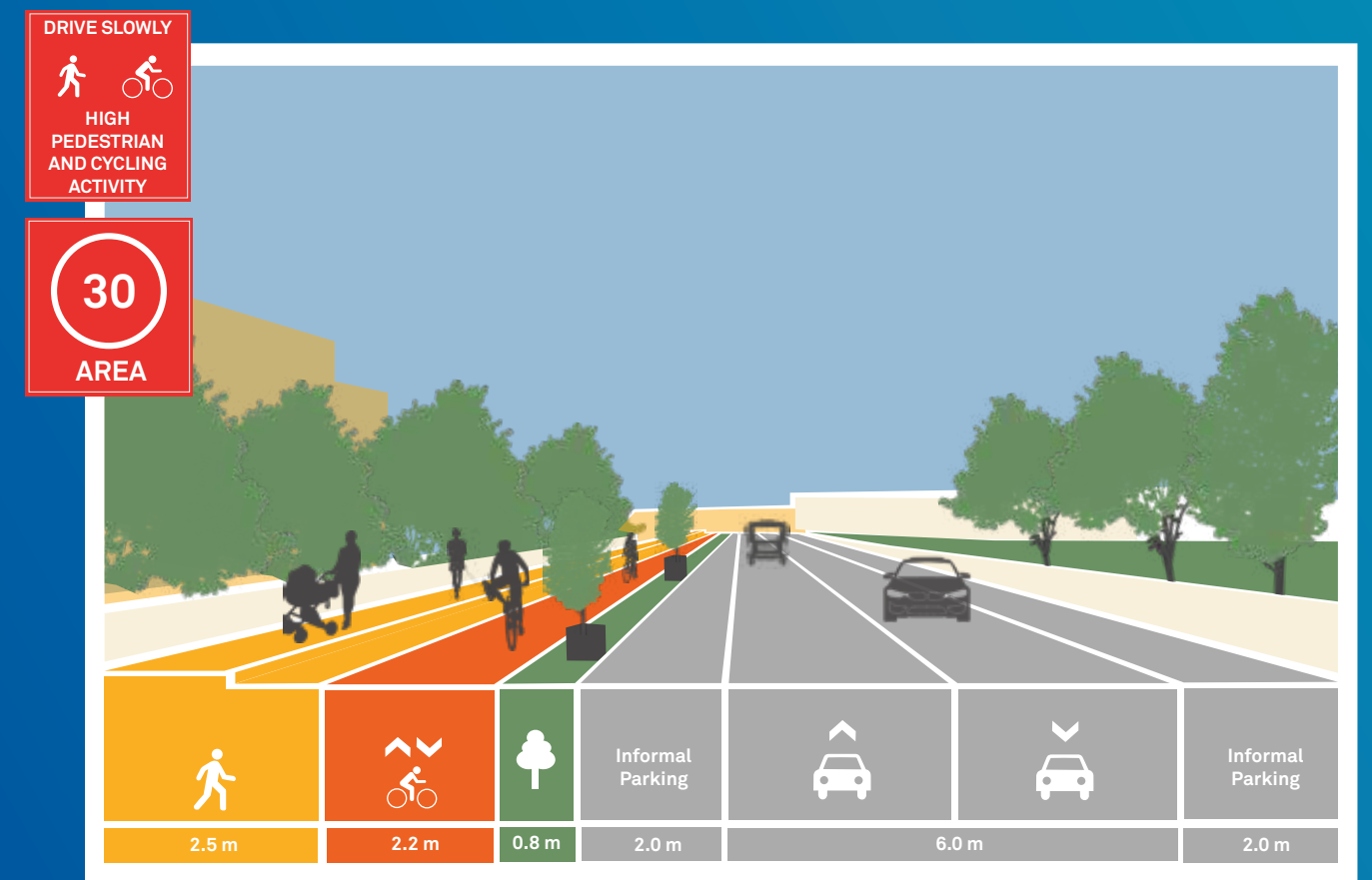
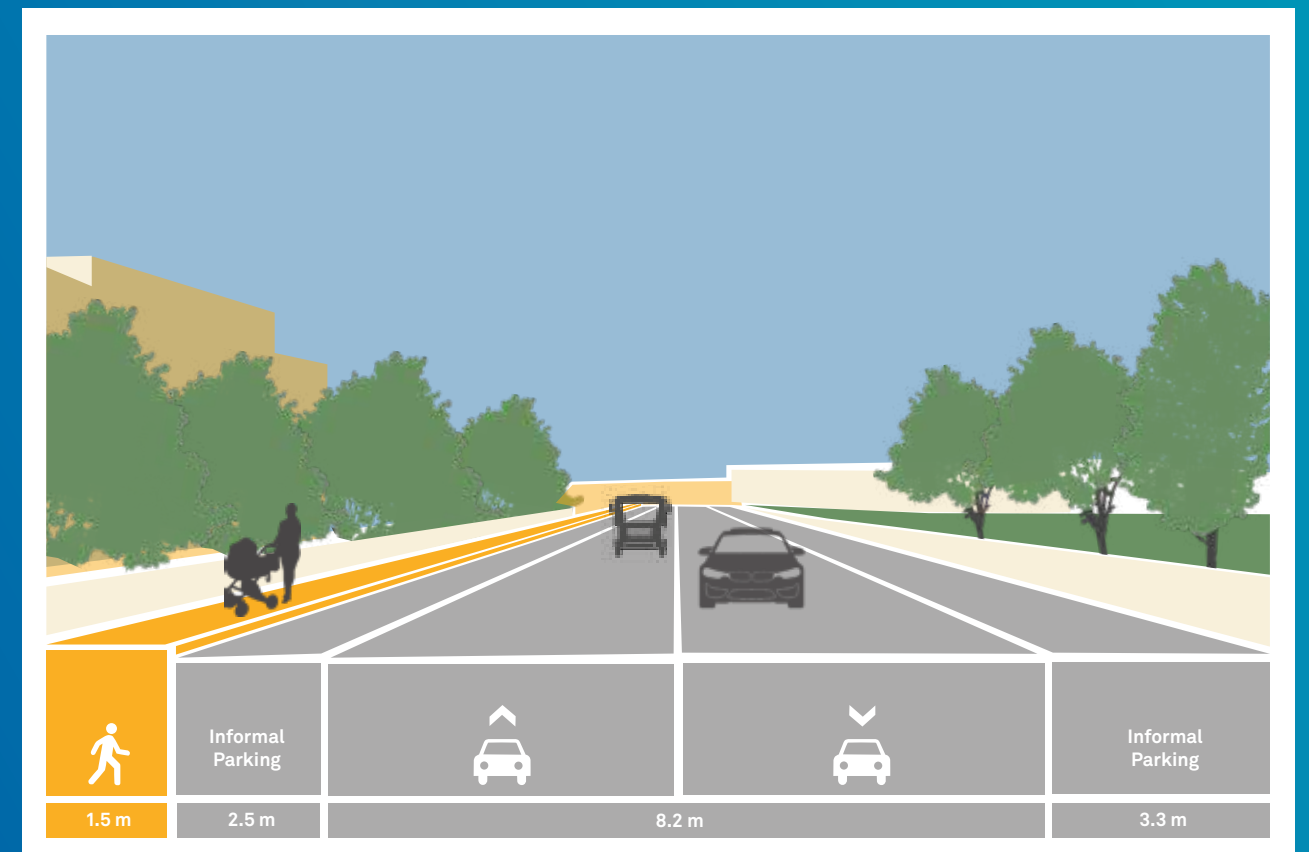
Triq Straubenzee, Joseph Calleja and Santu Rokku: extension (recreational)

Although these streets are not taken on board in the primary Slow Streets Network for Kalkara it is important to acknowledge their potential as an important and interesting extension to the network. Adding this cluster of roads to the network would emphasize and further establish a connection that is already in use for recreation and to reach Fort Rinella, Fort Ricasoli and the Film Studios. By means of signage, reconfiguration and tactical urbanism, the streets could be turned into a safe and welcoming pedestrian and cycling environment.

Intervention 10

Triq Santu Rokku: Level 1, 3 and 4

The stretch of triq Santa Rokku adjacent to the Santa Barbara church and convent is suggested to be reconfigured to a more prominent and pedestrian friendly passage to access the church and other connections that can be made from this point onwards. This 14m wide road with informal parking on either side can be reconfigured to include an extra 1m pedestrian walkway, a 2.2m designated cycling lane in two directions and a protective green buffer of 0.8m on the side of the convent. It will not only slow down traffic and provide a safer environment for persons walking or cycling, but also upgrade the upper entrance to town. It is also suggested to create a safe crossing point on the corner with the convent. Signage will include a speed limitation of 30km, clearly communicate high pedestrian and cycling activity and promote the Slow Streets Network.





The second stretch of Triq Santa Rokku provides connections to the Naval Cemetery, a smaller residential cluster, Zabbar, Xghajra, Smart City and the coastline. It is suggested to organise clear crossing points at either end of this stretch to guarantee a safe pedestrian access. Given the limited available road space to organise designated walking lanes it is further suggested to focus on making the road a shared space with pedestrians and cyclists. Signage for slow car speed (20km), for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced, including paint markings at the crossings.



Intervention 11

Triq Santa Liberata: Slow Path

Triq Santa Liberata is a scenic route and also an important link to establish a well-connected cycling network. Therefore it is suggested to reconfigure this very wide road to include designated cycling lanes and even install a walking/jogging path. It will automatically slow down traffic on this road and make the road more attractive as a pedestrian and cycling connection for both recreation and to move from locality to locality.



Intervention 12

Misrah Arcisqof Gonzi: Level 3 and Slow Path

For Kalkara's main square, the intervention focuses on reorganising the roundabout as much as possible in favour of pedestrian movement. Roads don't need to be wider than the minimum physical space and the turning radius required for public transport vehicles. All additional space could be given to pedestrians and cyclists.

It is also recommended to make the existing crossing points more visible using tactical urbanism tools and create a pedestrian passage around the fountain including a further two crossing points to provide a swift shortcut from the church steps to the garden and playground.





The existing path alongside the Marina can be made part of the Slow Streets Network as a Slow Path and embellished with painted artworks and pots of plants and flowers.



source: Greater Washington

Intervention 13

Triq Marina: Level 2, 3 and Slow Path



The Marina would benefit from further upgrading and reorganising in favour of pedestrian use, and especially from continuing a clear pedestrian walkway all the way to the Regatta Club and the lower end of Esplora next to the bay. The intervention focuses on limiting car access to this stretch, on sharing the road with pedestrians and cyclists, and on improving pedestrian safety with the introduction of tactical urbanism touches along this spine.



The upper part of Triq Marina has a decent pedestrian walkway leading to the upper entrance to Villa Bigli and the Local Council area. It is suggested to install an additional crossing in between the two existing ones and possibly add some tactical colour interventions to the existing ones. Signage for slow car speed (30km), for the promotion of the Slow Streets Network, for the sharing of the road with cyclists will be introduced, including some paint markings along the road and crossings.



source: Greater Washington



source: epic small

Intervention 14

Triq Ix-xatt and Ix-Xewkija: Level 3 and Slow Path

This intervention promotes the continuation of the Slow Path that runs along Triq Marina and Misrah Arcisqof Gonzi all the way towards Birgu. It is already established as a very popular recreational path, however some stretches could benefit from some tactical urbanism interventions to outline a clear and safe pedestrian walkway. Especially the connection between Triq Ix-xatt and Ix-Xewkija and the stretch crossing the parking area could be embellished and improved.



To continue the Slow Streets Network towards the Birgu Flea Market, Cospicua and Zabbar it is suggested to fix the temporary narrowing of the pedestrian walkway by means of signage and tactical urbanism. Ideally traffic is warned and slowed down in time, in order to have pedestrians taking up an additional narrow walkway at road level for a good 10 to 15 meters. It is also proposed to organise an additional pedestrian crossing leading to the residential area and the public garden across the road. Signage for slow car speed (30km), for the promotion of the Slow Streets Network, for the sharing of the road with cyclists, and to alert the additional pedestrian strip will be introduced, including bright paint markings at new crossing.



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.



Kalkara

The best interventions to test and implement first are the Play Streets. Play Street closures during this phase may be carried out on designated days and at times when traffic is already low. Together with the Play Streets, the tactical urbanism interventions suggested for the main square could be tested, and all interventions within the residential areas should be established.

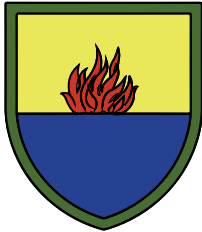
During the second phase, both the interventions suggested for Kalkara Creek and the connections leading the Rinella beach and the Naval Cemetery could be tested and established.

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

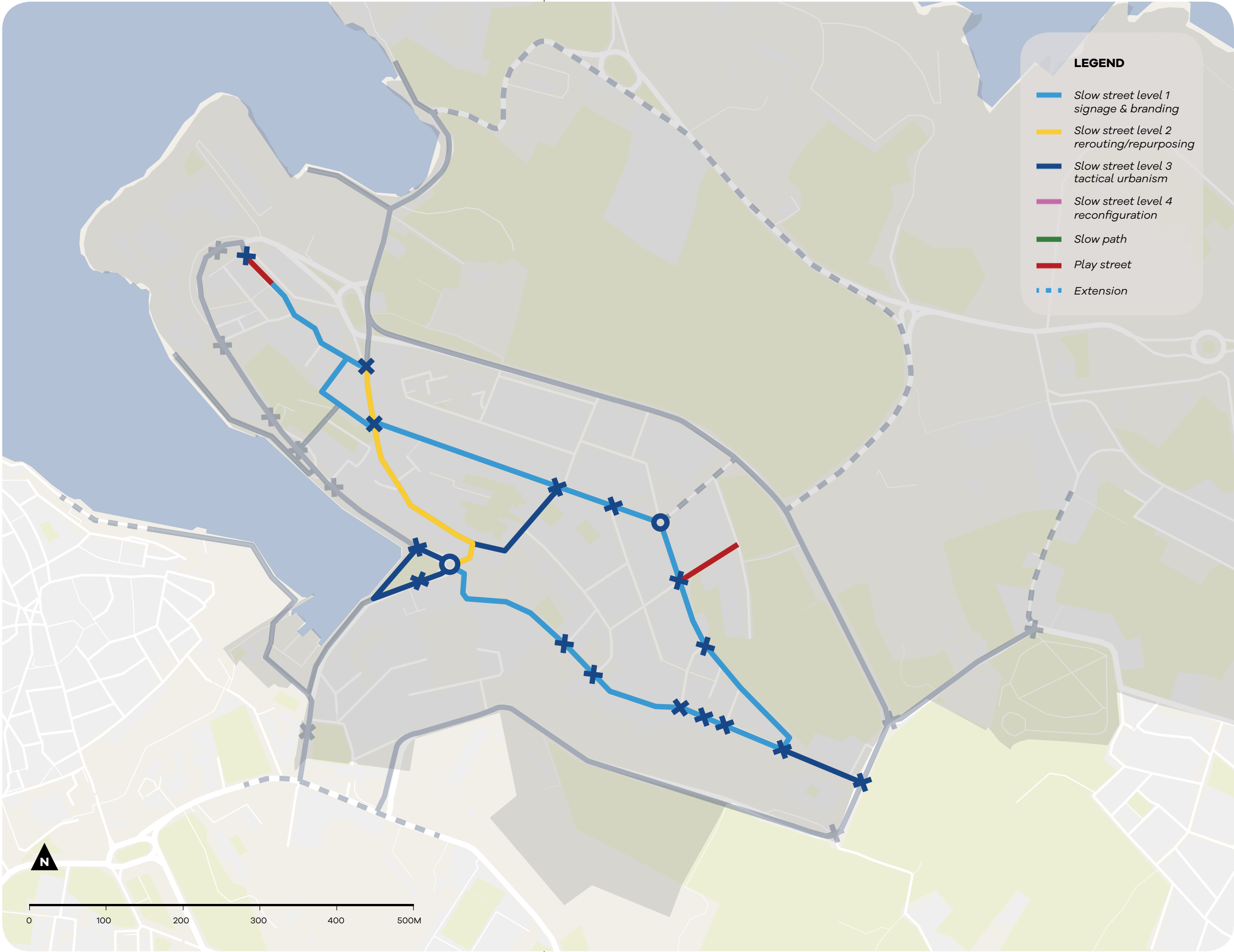


PHASING

STARTING &
TESTING THE
NETWORK



KUNSILL LOKALI
KALKARA

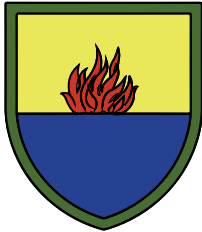


LEGEND

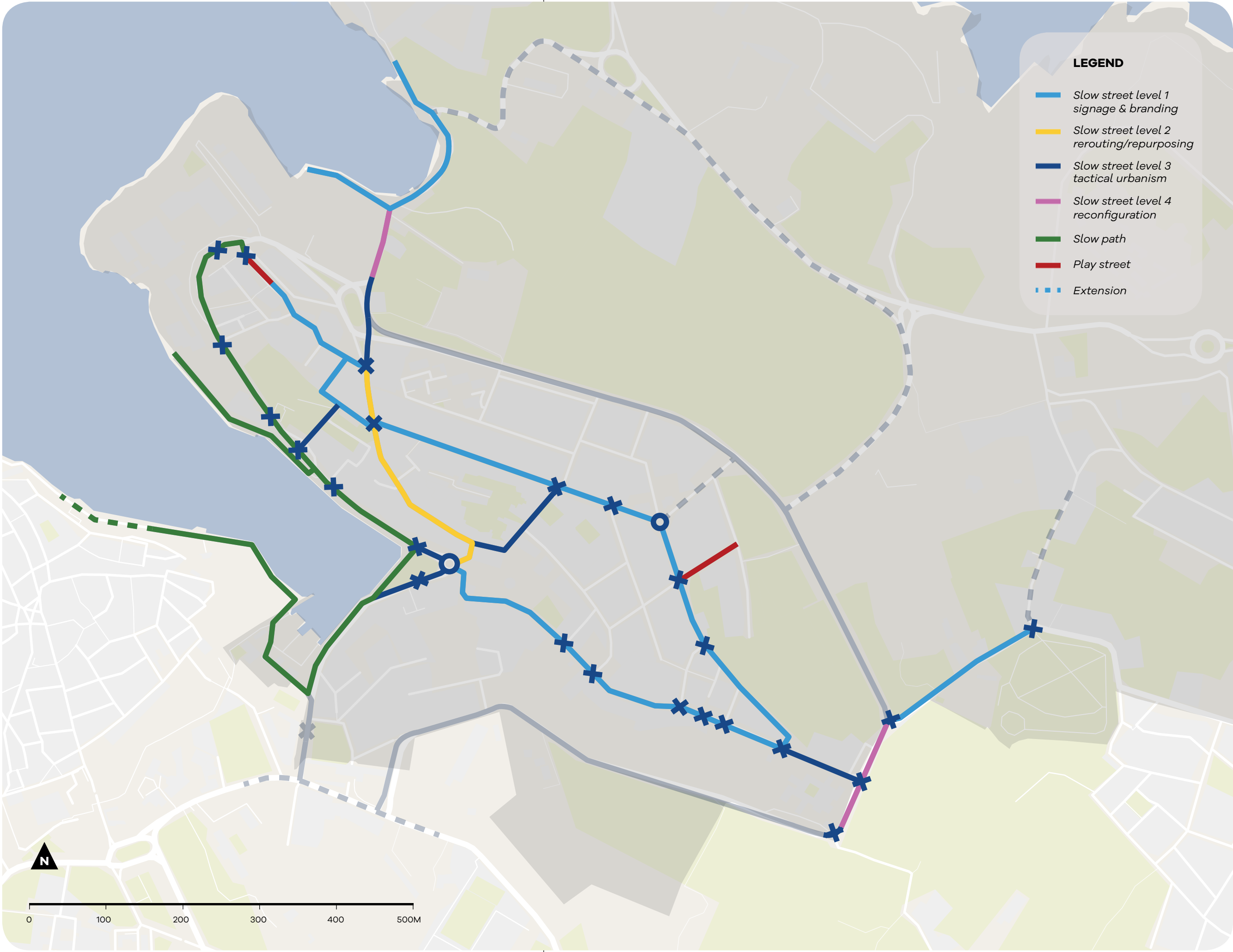
- Slow street level 1
signage & branding
- Slow street level 2
rerouting/repurposing
- Slow street level 3
tactical urbanism
- Slow street level 4
reconfiguration
- Slow path
- Play street
- Extension

PHASING

STRENGTHENING
THE NETWORK



KUNSILL LOKALI
KALKARA

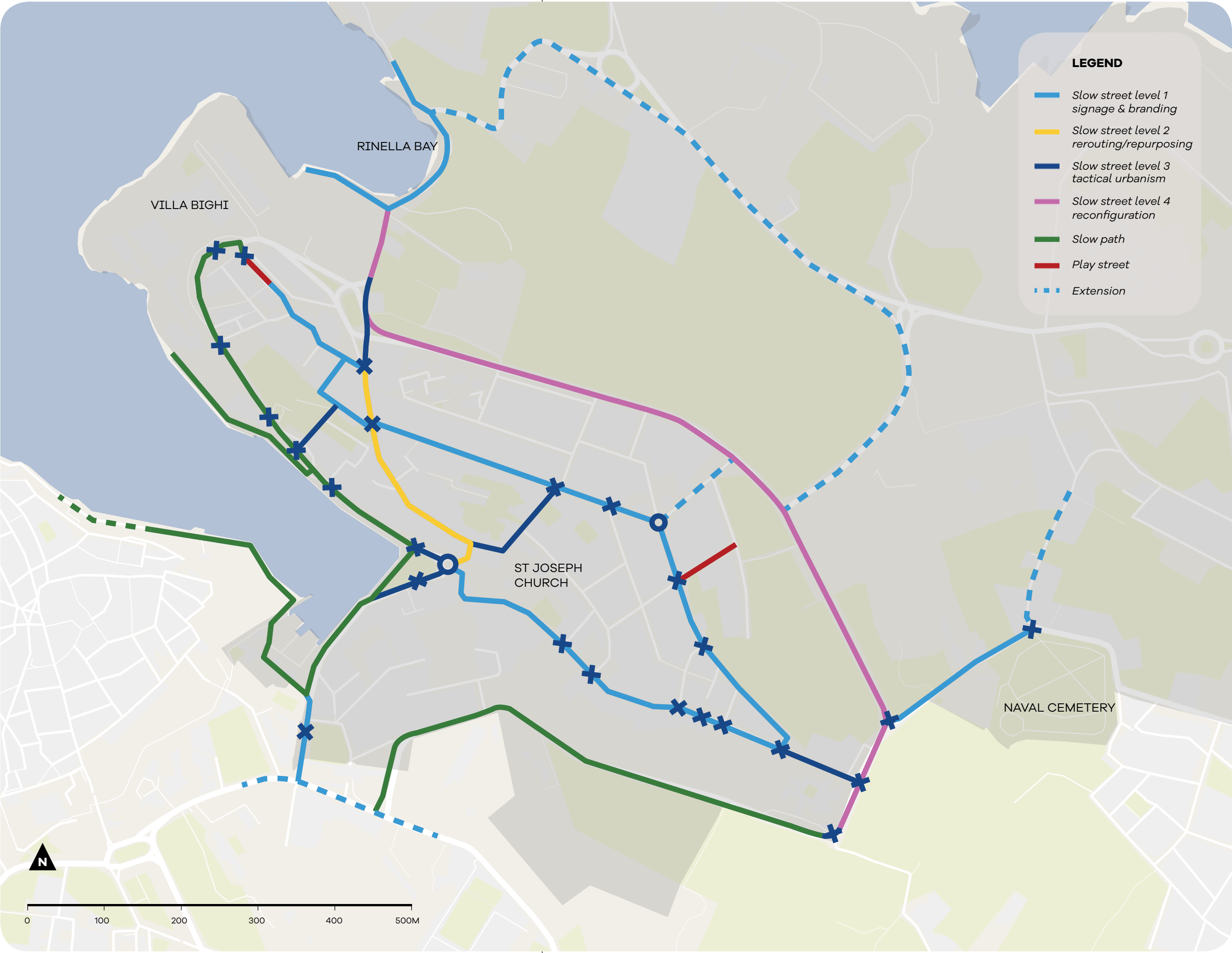



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
KALKARA





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.

Kalkara is a compact and densely populated town organised around Kalkara Creek, with a number of traditional streets and attractions like the monastery, the science museum and the beach to be explored. The town's centre is relatively walkable since distances are short but the topography can be challenging with moments. Kalkara is circumvented by larger roads that help keeping traffic out of the residential cores most of the time, and local streets extend to the peripheral areas and serve as walking paths for commuting or recreational purposes.

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

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

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

Summary

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

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

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



Intervention summary street by street

Intervention 1 - Triq Is-Salvatur and L-Ipstar Navali: signage & branding, tactical urbanism and Play Street

- 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
- Signage: Play Street (communicating designated days and times)
- Tactical urbanism: installing a safe crossing point and strengthening an existing one
- Tactical urbanism: signage, floor markings for the public stairs
- Play Street: programming of activities

Intervention 2 -Triq Ir-Rinella: rerouting, tactical urbanism and reconfiguration

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Signage: pedestrian crossing points
- Signage: local access only, one-way only
- Rerouting: a part of the road will become local access only
- Rerouting: a part of the road will one way only
- Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
- Reconfiguration: narrowing a stretch of road to include a 2m walkway + 0.5m green buffer on one side

Intervention 3 - Triq Patist Borda and Tarag San Guzepp: 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
- Tactical urbanism: embellishing the stairs through art works, signage and planters

Intervention 4 - Triq Is-Sienja and Patri Matthew Sultana: signage & branding and tactical urbanism

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

Intervention 5 - Triq Giovanni Ricasoli: Play Street

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Signage: Play Street (communicating designated days and times)
- Play Street: programming of activities

Intervention 6 - Triq Il-Kapuccini: signage & branding and tactical urbanism

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

Intervention 7 - Triq Santa Filumena: 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: scholl safety zone
- Tactical urbanism: designing and emphasizing clear pedestrian priority
- Tactical urbanism: embellishing the stairs through art works, signage and planters

Intervention 8 - Triq Il-Missjoni Taljana: reconfiguration

- Signage: Slow Streets branding
- Signage: 30 km/hr speed limit
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Tactical urbanism: designing and emphasizing clear pedestrian crossings
- Reconfiguration: to include designated cycling lanes both directions and add a 1.6m walkway including green buffer

Intervention 9 - Triq Straubenzee, Joseph Calleja and Santu Rokku: extension (recreational)

- Signage: Slow Streets branding
- Signage: 30 km/hr speed limit
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Signage: pedestrian crossing points

Intervention 10 - Triq Santu Rokku: signage and branding, tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 20 and 30 km/hr speed limit
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
Reconfiguration: to include a 1m pedestrian walkway, a 2.2m two-way designated cycling strip and a 0.8m green buffer

Intervention 11 - Triq Santa Liberata: Slow Path

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Drive Slowly, high level of pedestrian and cycling activity
Reconfiguration: to include designated cycling lanes and a walking/jogging path

Intervention 12 - Misrah Arcisqof Gonzi: Slow Path and tactical urbanism

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: Designated Slow Path
Signage: Pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pathways, redirecting road space for pedestrian use

Intervention 13 - Triq Marina: Slow Path, rerouting and tactical urbanism

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Designated Slow Path
Signage: Pedestrian crossing points
Signage: local access only for the stretch to the Regatta Club
Rerouting: the stretch to the Regatta Club will become local access only
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pathways

Intervention 14 - Triq Ix-xatt and Ix-Xewkija: Slow Path and tactical urbanism

Signage: Slow Streets branding
Signage: 20 and 30 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Designated Slow Path
Signage: Pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pathways, redirecting road space for pedestrian use

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