

ResidentFirst

SLOW STREETS

April 2021



KUNSILL LOKALI
MARSA

ResidentFirst

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

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Introduction

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

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

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

What is the Slow Streets initiative?

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

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

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

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

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



Source: publicspace.org

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.

Marsa

Marsa is one of the larger localities of Malta, situated within the south eastern portion of the island and wrapping around the inner area of the Grand Harbour. Around 5000 people currently reside in Marsa, spread across different zones of the locality. These zones were either developed under different occupations along the years, such as Albert Town (that was constructed under the rule of the British Empire), or formed more recently due to infrastructural upgrades, such as the northern and southern areas of Marsa which are separated by the main arterial road, Triq Diċembru 13, which is arguably the most used vehicular spine to access the southern territory. Indeed these two primary areas are characterised by two separate Parishes – Marija Reġina Parish Church and Holy Trinity Parish Church, respectively – both having a number of open spaces for the public to use.

Apart from the residential use, the southernmost side of Marsa is characterised by a large sports area which includes the Marsa horse racing track, the Royal Malta Golf Club and the Athletics stadium. On the other hand, the eastern area of the locality is mostly dedicated to industrial uses, interfacing with a number of quays, with the southwest extension of the port used for ship repairs, and in turn also leading to the Valletta waterfront which caters for a number of commercial, food and beverage facilities. All these land uses bring high volumes of vehicular traffic to the locality, originating from the rest of the island. Moreover, Marsa's

location makes it a primary transitional hub for those crossing from neighbouring localities, as a result of which, local roads have also become more vehicular-oriented, characterised by increasing issues of vehicular parking, rather than being safe and walkable for locals and other pedestrians to use.

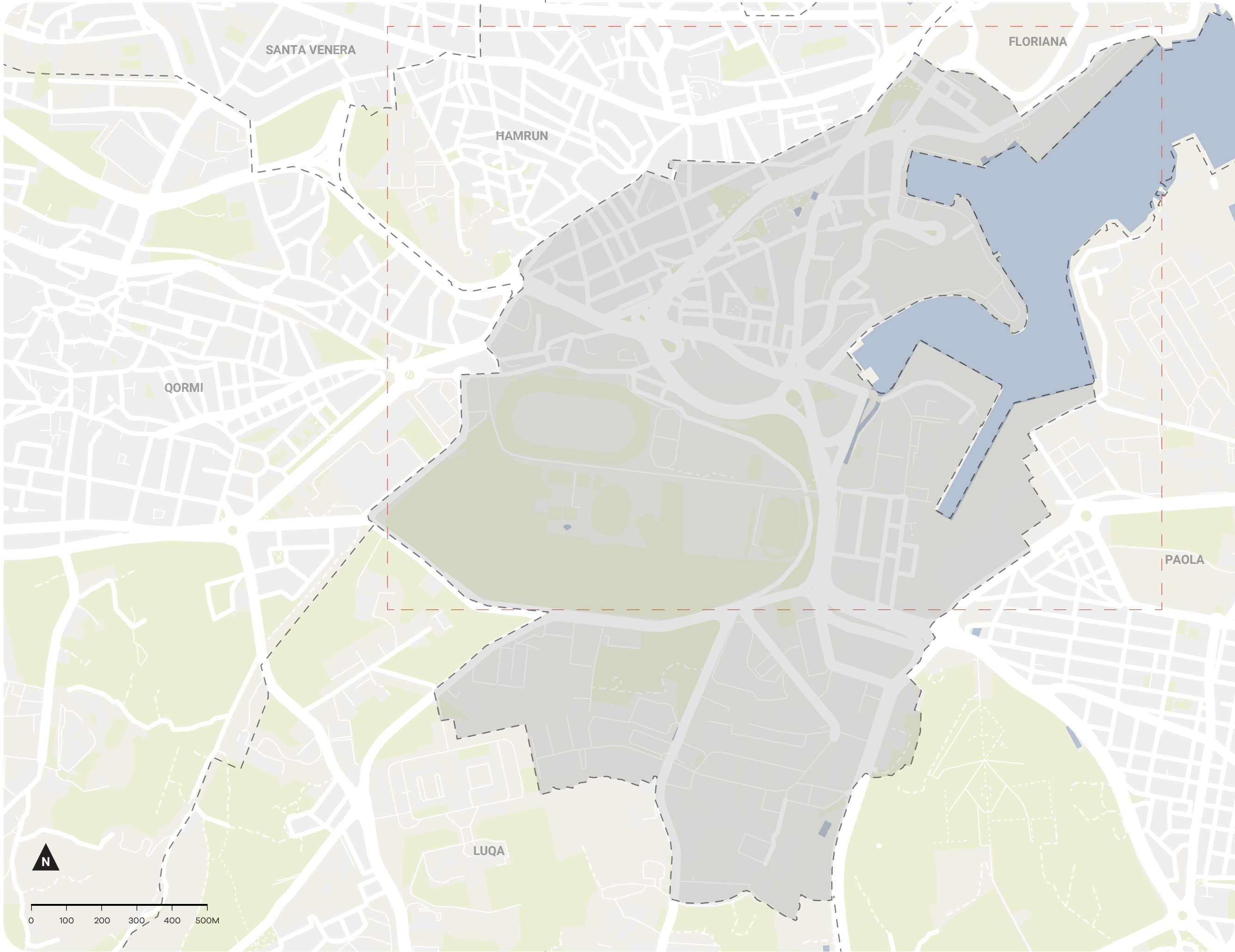
The main aim of the Slow Streets strategy, therefore, is to liberate local streets from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being shifted to pedestrian and cyclist use rather than cars, while still retaining the important bus routes that navigate within the locality. A number of key routes have also been identified for potential reconfiguration since they could provide critical and 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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LOCALITY



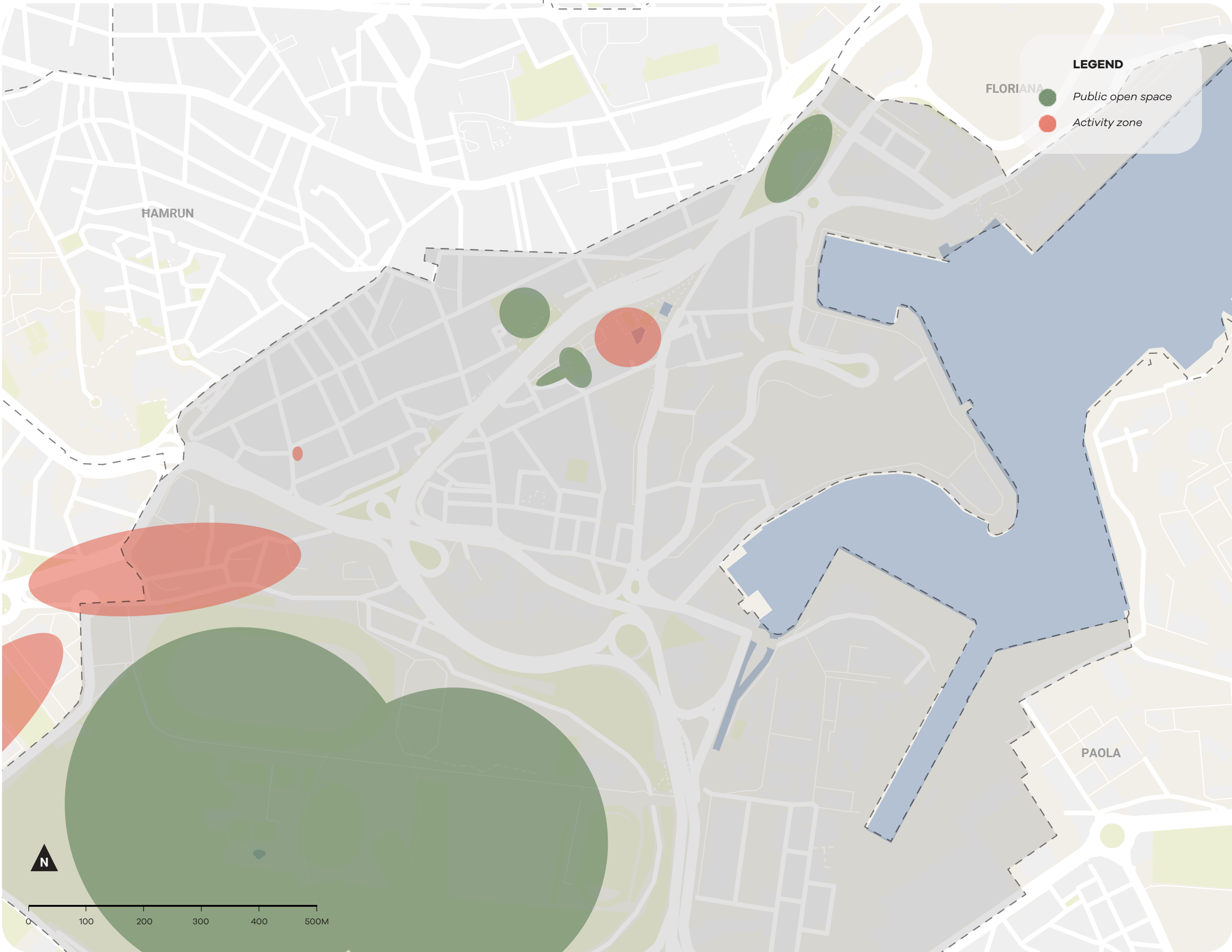
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**ACTIVITY
ZONES**



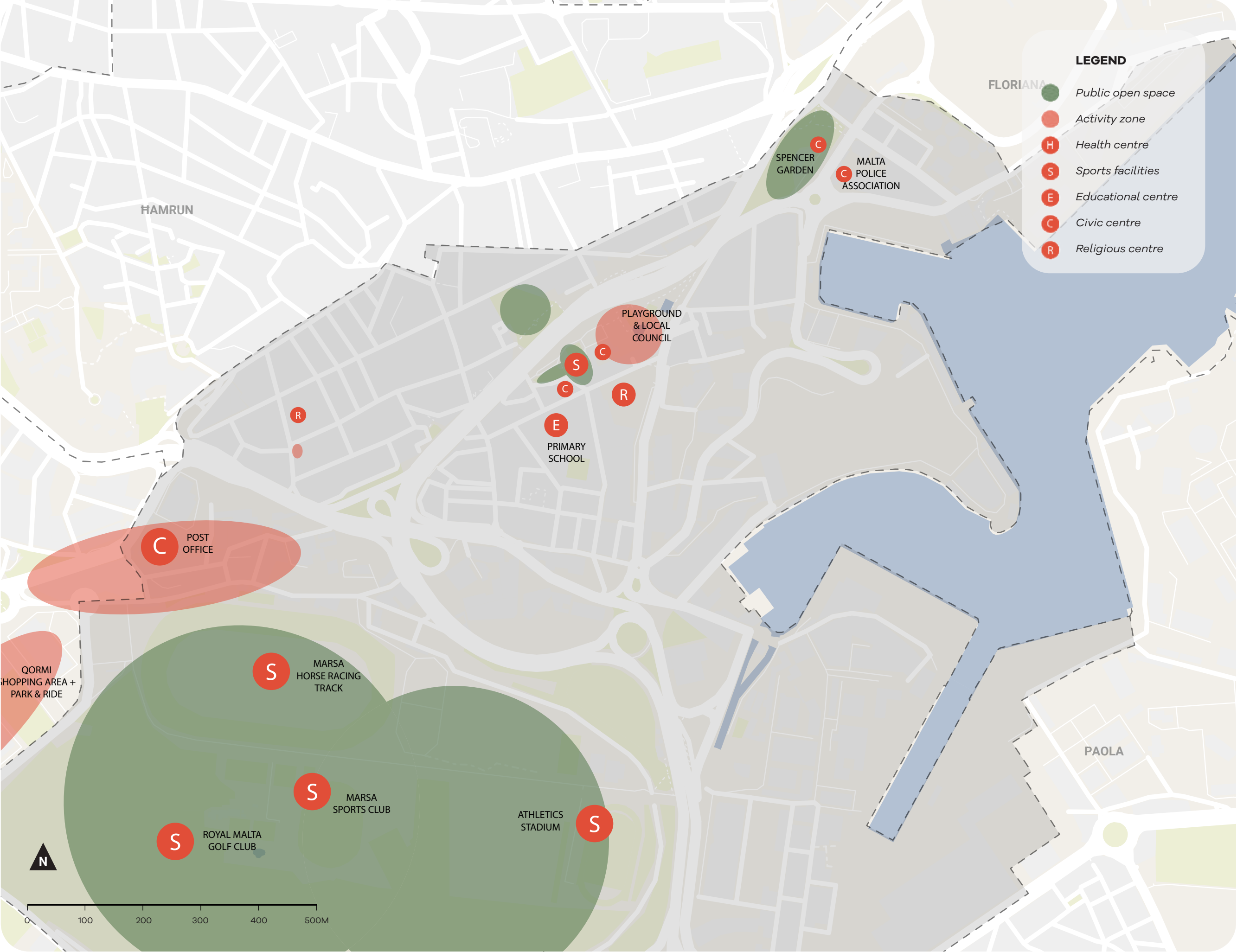
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DESTINATIONS



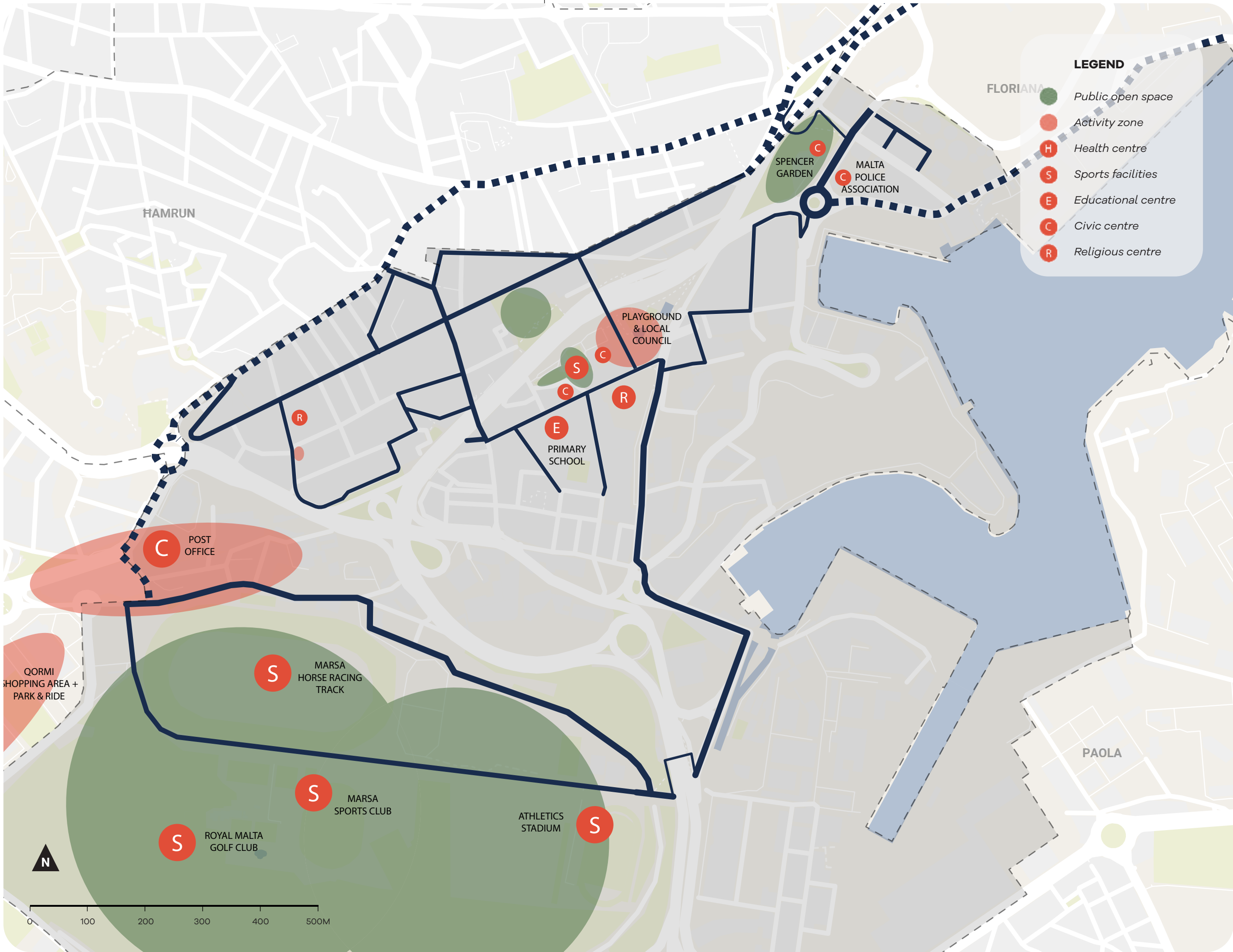
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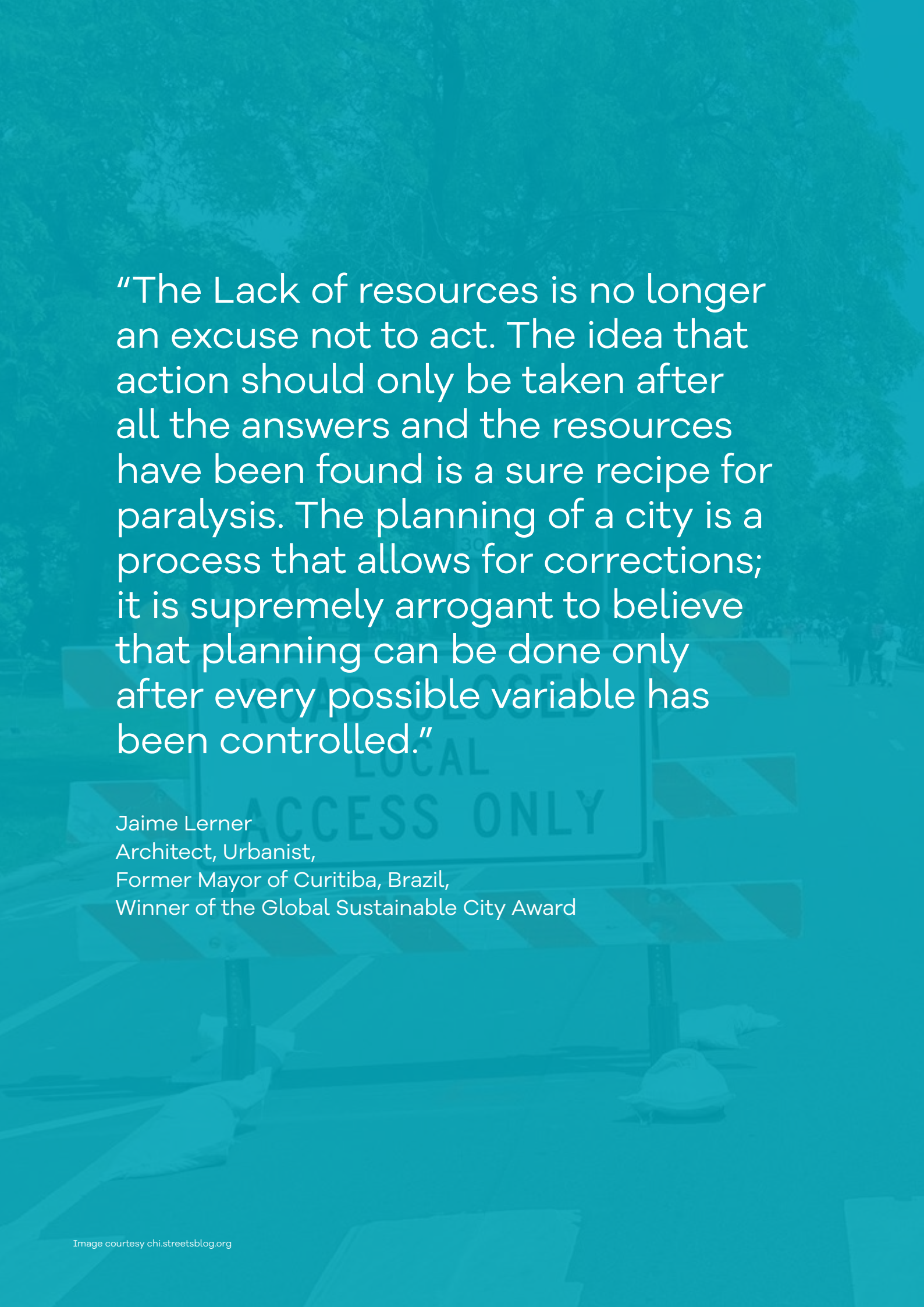


NETWORK



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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

Play Streets

Extensions

Cycling

Marsa 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.



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

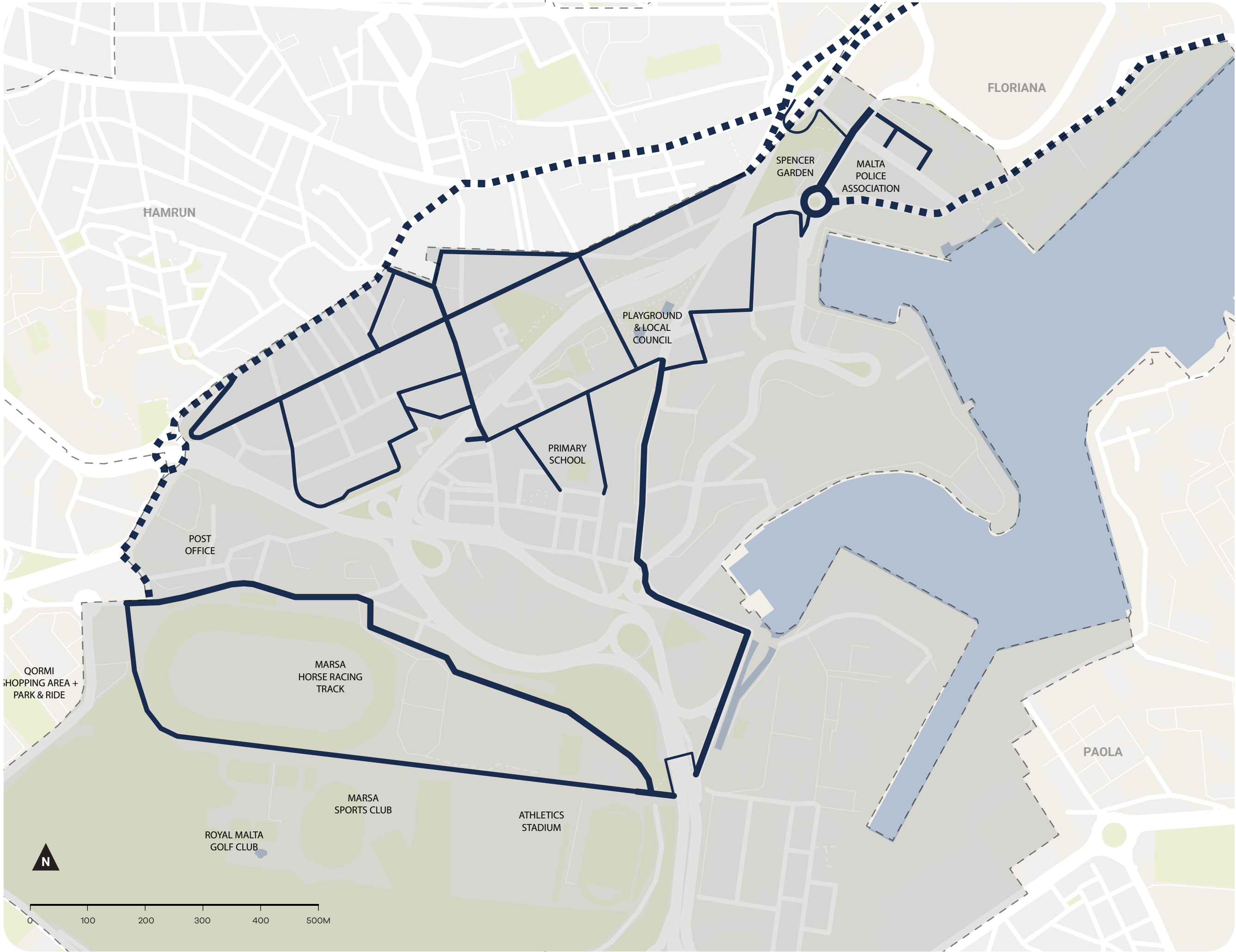
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



NETWORK



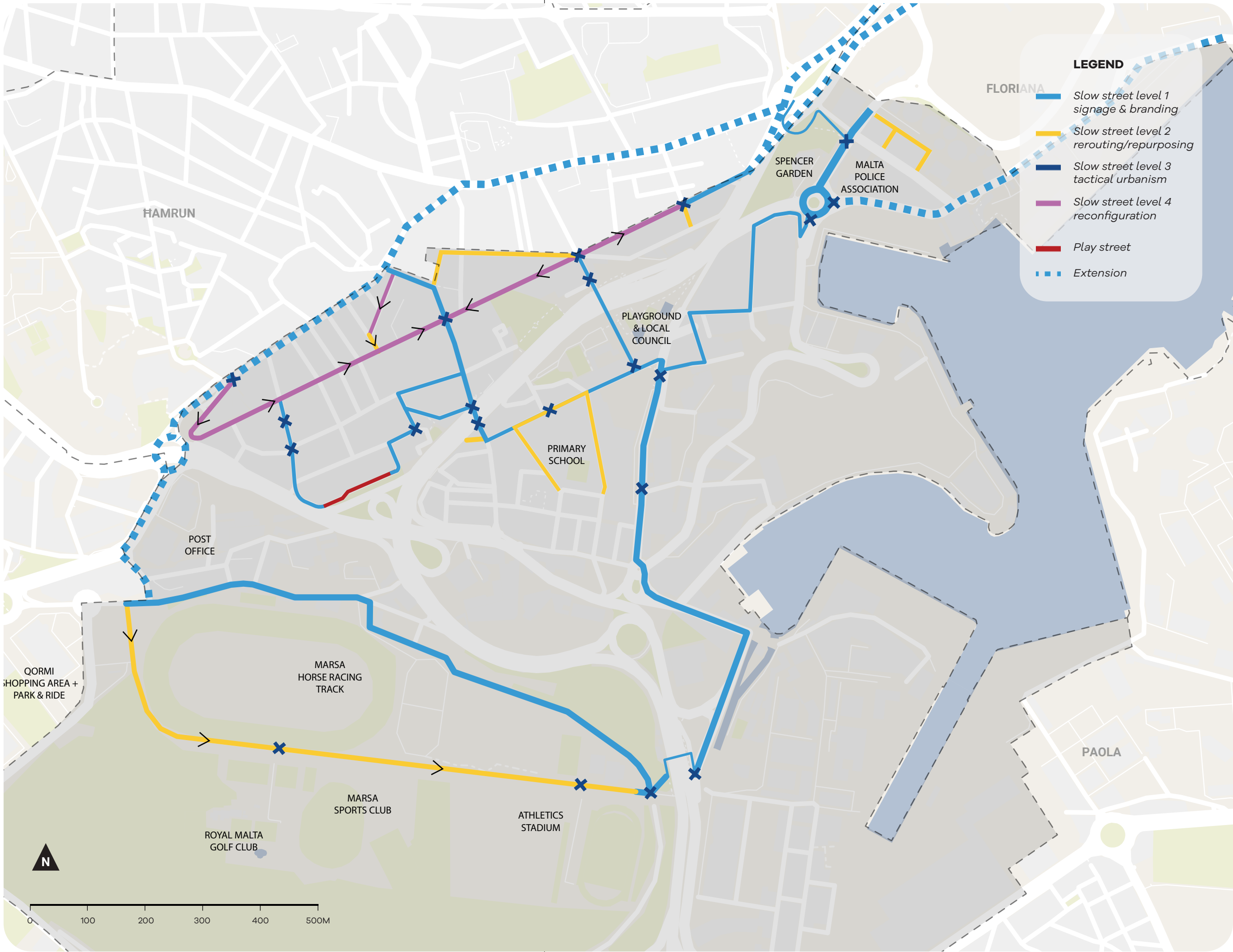
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INTERVENTION



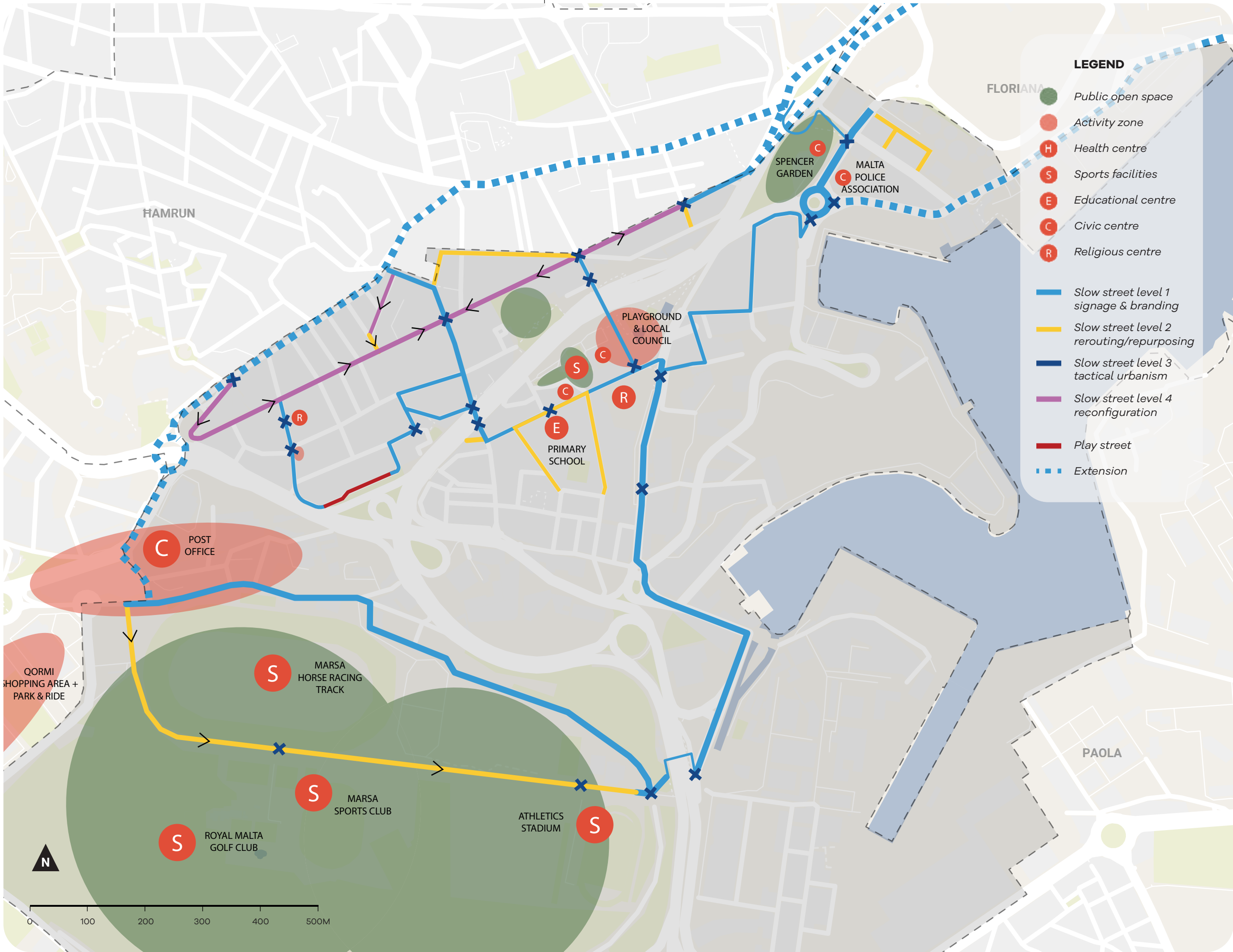
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INTERVENTION



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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 Rota, 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

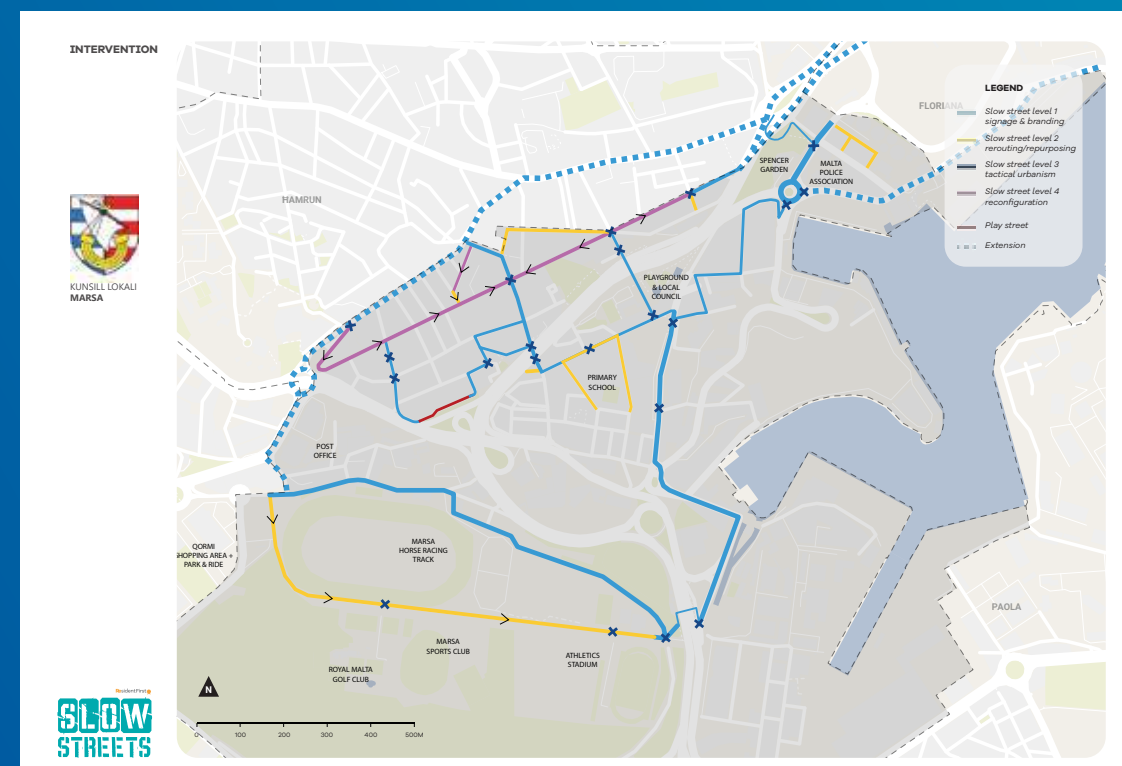


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Marsa Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and the need to resolve particular traffic issues within the locality. One of the main challenges in Marsa is to decongest the narrower local streets from extraneous, through traffic and instead divert drivers onto more prominent routes, particularly the arterial and distributor road network. The second challenge is to identify walkable routes that link peripheral areas better to the centre, so as to avoid a fragmented network disconnecting the edges of the development area from the rest of the urban fabric.



Intervention 1

Triq Isouard / Triq Stiefnu Zerafa: Level 1, Level 2, Level 3 and Level 4
Triq is-Santissima Trinita' (southern section): Level 1 and Level 2

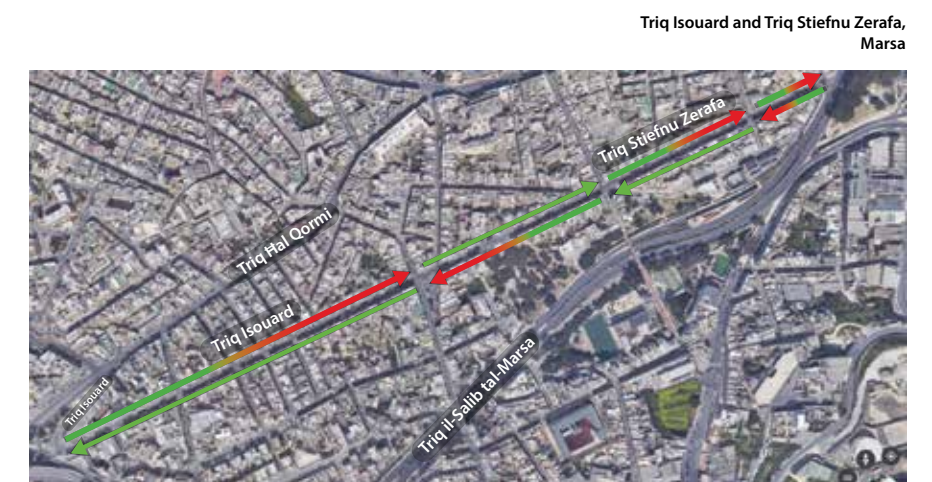


Triq Isouard/Triq Stiefnu Zerafa is a 1km-long and straight spine, located at the northernmost area of Marsa. It stretches from the east to the west side of the locality and as it is also located parallel to another local main road, Triq Hal Qormi (which in turn carries large flows of vehicular traffic on a daily basis), it is often used as a shortcut by drivers. This road, which also contains designated parking bays on either side, is therefore currently more vehicle-oriented as opposed to being safe and walkable for pedestrians to use, in spite of a low allowable vehicular speed limit of 30km/hr within this street.

It is therefore being proposed that Triq Isouard/Triq Stiefnu Zerafa be rerouted in a way that detracts drivers from using it as a transitional route, and in turn, minimising through traffic. The road is being proposed to be rerouted into a one-way road for vehicles from its current two-way configuration, changing direction of traffic in four different sections, while remaining two-way for bicycles. This intervention would also work with both existing and proposed vehicular loops stemming out of Triq Isouard/Triq Stiefnu Zerafa (further explained in Intervention 2).

LEGEND

- Traffic Management**
- Private Cars (red arrow)
 - Public Buses (blue arrow)
 - Bicycles (green arrow)
 - Pedestrians (orange arrow)
 - All modes of transportation (black arrow)
 - Cars + Buses (red and blue arrow)
 - Buses + Bicycles (blue and green arrow)
 - Bicycles + Cars (green and red arrow)



The westernmost section (Triq Isouard), commencing from Triq Hal Qormi, is being proposed to cater for traffic in the eastern direction. This would minimise vehicular access to this part of the road from local narrower streets and instead make the westernmost access at Triq Hal Qormi (intersection with Triq Isouard) more prominent, considering the vehicular-oriented character of the latter road. In this regard, tactical urbanism in the form of colourful floor marking is being proposed at these entry points to make the entrances more visible and to alert drivers to slow down when approaching them.

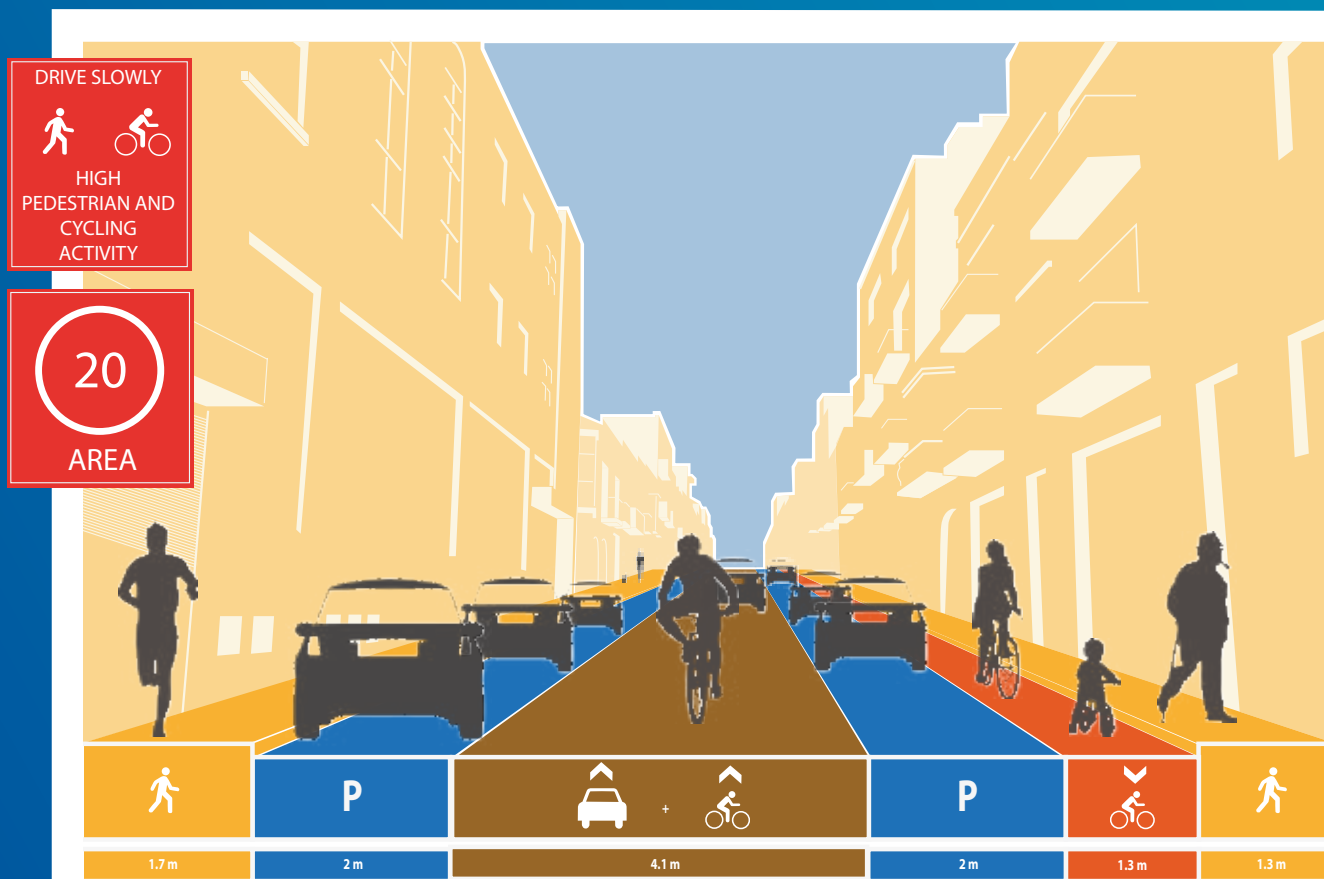
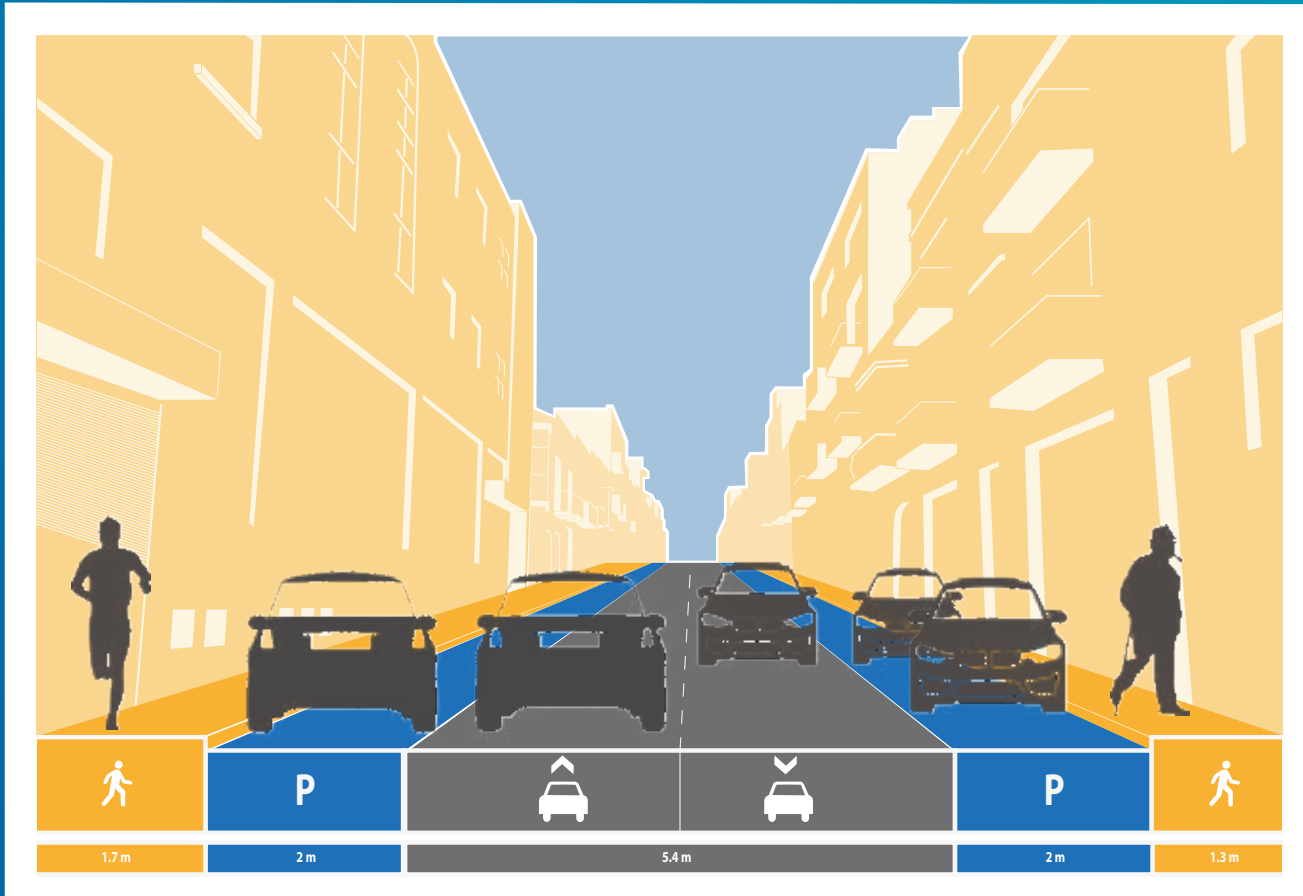


In addition, the space gained from the reduction of one vehicular traffic lane in Triq Isouard/Triq Stiefnu Zerafa provides the opportunity for this road to be better reconfigured, catering for designated cycle lanes, and thus, promoting different modes of transportation. The reconfiguration would occur along the entire street, changing the vehicular direction accordingly.



With respect to the westernmost section (Triq Isouard), the current designated parking bays on either side of the road are proposed to be retained, whilst the two-way vehicular lanes occupying a width of 5.4m are proposed to be reconfigured into a one-way vehicular lane of 4.1m (shared with cyclists) and a designated cycle lane in the opposite direction, buffered by the parked vehicles on the side of this lane. This would allow cyclists to still use this road in a two-way direction, while limiting vehicular flows to a one-way direction. At the same time, the proposed width of the lane would also permit its use as a two-way route for cars in the event of an emergency or due to surrounding road closures. Adequate signage is also being proposed for slow speeds and sharing of the vehicular lane between drivers and cyclists, and both this signage and the reconfiguration would be repeated for the other sections of the road in a similar manner.





The westernmost stretch (Triq Isouard) is proposed to continue with the same one-way vehicular direction up until the intersection with Triq il-Marsa. The direction of traffic is then proposed to change (western section of Triq Stiefnu Zerafa). In order to highlight this change in traffic direction more evidently, tactical urbanism in the form of colourful floor marking is being proposed at the intersection with Triq il-Marsa, which is the main vehicular spine of the locality carrying high flows of vehicular traffic on a daily basis. This is being proposed in order to alert drivers to slow down when approaching this intersection from both Triq Isouard/Triq Stiefnu Zerafa and from Triq il-Marsa, and also make this area safer for pedestrians to use.

LEGEND

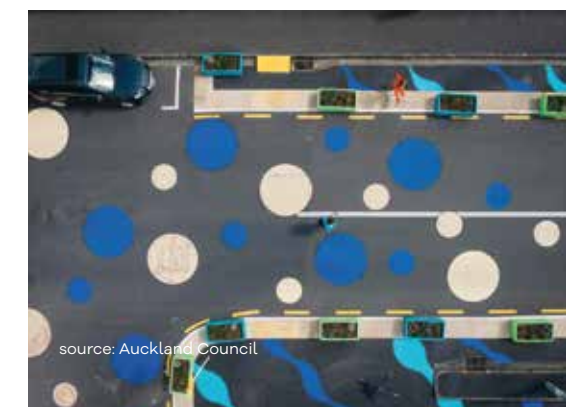
Signage/Tactical Urbanism

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

Traffic Management

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

Triq Isouard and Triq Stiefnu Zerafa, Marsa



The easternmost stretch (Triq Stiefnu Zerafa) is proposed to continue with the same one-way vehicular direction up until the intersection with Triq San Tumas. The direction of vehicular traffic is then proposed to change once again from Triq San Tumas to the intersection with Triq is-Santissima Trinita', whilst remaining two-way (as existing) at the easternmost end of the road.

Therefore, tactical urbanism in the form of colourful floor marking is being proposed at the intersection with Triq San Tumas, specifically where traffic direction changes. This is being proposed in order to alert drivers to slow down when approaching this intersection from both Triq Isouard/Triq Stiefnu Zerafa and from Triq San Tuma. In addition, walkability at this intersection would be improved considering the high levels of pedestrians using it to access the pedestrian bridge (southern part of Triq San Tumas).



LEGEND

Signage/Tactical Urbanism

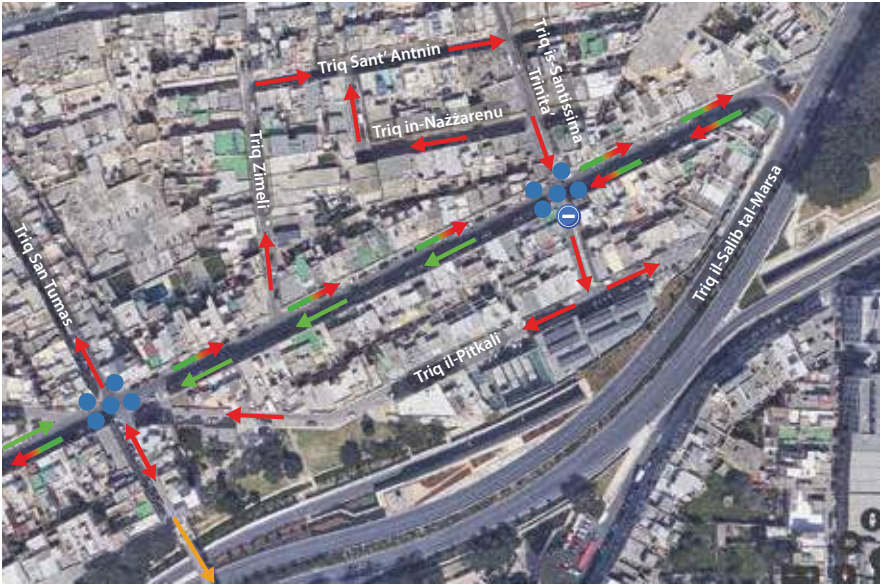
- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space

- Physical barrier (planters)
- One-way
- Limited access (Residents only)

Traffic Management

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

Triq Isouard, Triq Stiefnu Zerafa and Triq is-Santissima Trinita', Marsa



Finally, the southern section of Triq is-Santissima Trinita', from the intersection with Triq Stiefnu Zerafa to Triq il-Pitkali, is already a one-way road directing traffic southward, but is being proposed to be rerouted into a limited road for residents only. This intervention would detract non-residents, entering Triq Stiefnu Zerafa from the right hand side, from using this road to access Triq il-Pitkali and exit once again onto Triq Stiefnu Zerafa – which would go against the proposed plan to stop Triq Isouard/Triq Stiefnu Zerafa from being used as a transitional route by through traffic. Adequate signage is also being proposed for slow speeds and limited access to residents only.

Intervention 2

- Triq il-Marsa (northern section): Level 1
- Triq Saura: Level 1, Level 2 and Level 4
- Triq il-Kuncizzjoni (southern section), Pjazza Patri Magri and Triq il-Farfett: Level 1 and 2



Triq il-Marsa, the vehicular-dominant spine of the locality, cuts across Triq Isouard/Triq Stiefnu Zerafa, and from it several other local roads stem out; most of them currently cater for one-way traffic. Pjazza Patri Magri and Triq il-Farfett are one-way roads in the north and east directions respectively, forming a vehicular loop from Triq Isouard or Triq Stiefnu Zerafa - Triq il-Marsa - Pjazza Patri Magri - Triq il-Farfett - Triq Stiefnu Zerafa. Therefore, these roads are being proposed to form part of the Slow Streets network by introducing adequate signage for slow speeds and sharing of the roads between cyclists and drivers.

In addition, and in a similar manner to Triq is-Santissima Trinita' and its proposal as a limited access road to residents only (Intervention 1), Pjazza Patri Magri and Triq il-Farfett are also being proposed to be rerouted into limited access roads for residents only. In this way, non-residents/through traffic would not be able to use these local roads as a shortcut to access Triq Stiefnu Zerafa, and in turn, both these roads and Triq Stiefnu Zerafa would enjoy less vehicular volumes. This intervention would also detract non-residents, coming from Triq Isouard, from using this vehicular loop road to exit onto Triq Stiefnu Zerafa which would otherwise work against the proposed plan to stop Triq Isouard/Triq Stiefnu Zerafa from being used by through traffic as a transitional route.

LEGEND

Signage/Tactical Urbanism

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

- Physical barrier (planters)
- One-way
- Limited access (Residents only)

Traffic Management

- Private Cars
- Bicycles
- Buses + Bicycles
- Bicycles + Cars

Triq Saura, Triq il-Kuncizzjoni, Triq il-Marsa, Pjazza Patri Magri and Triq il-Farfett, Marsa

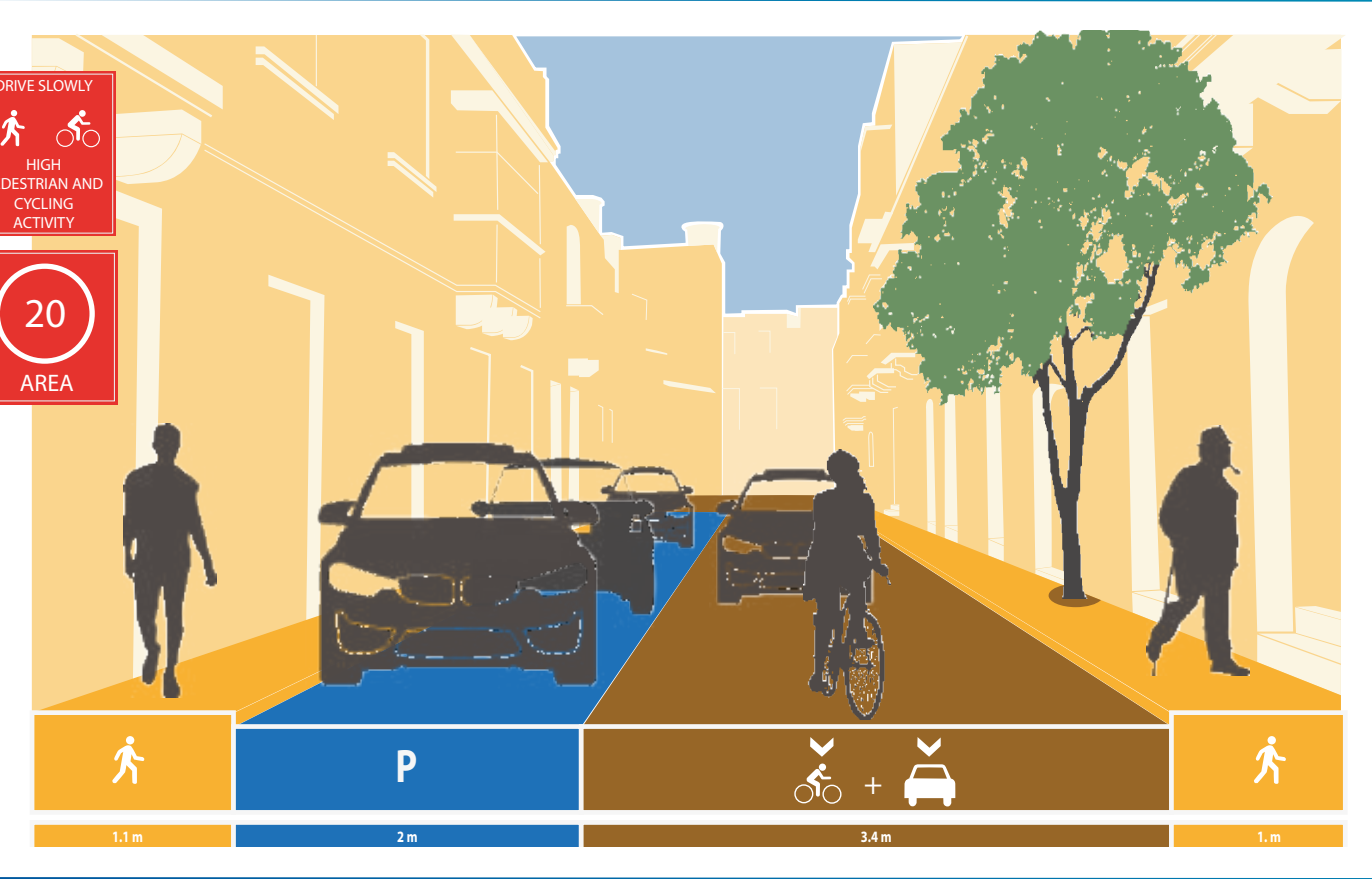
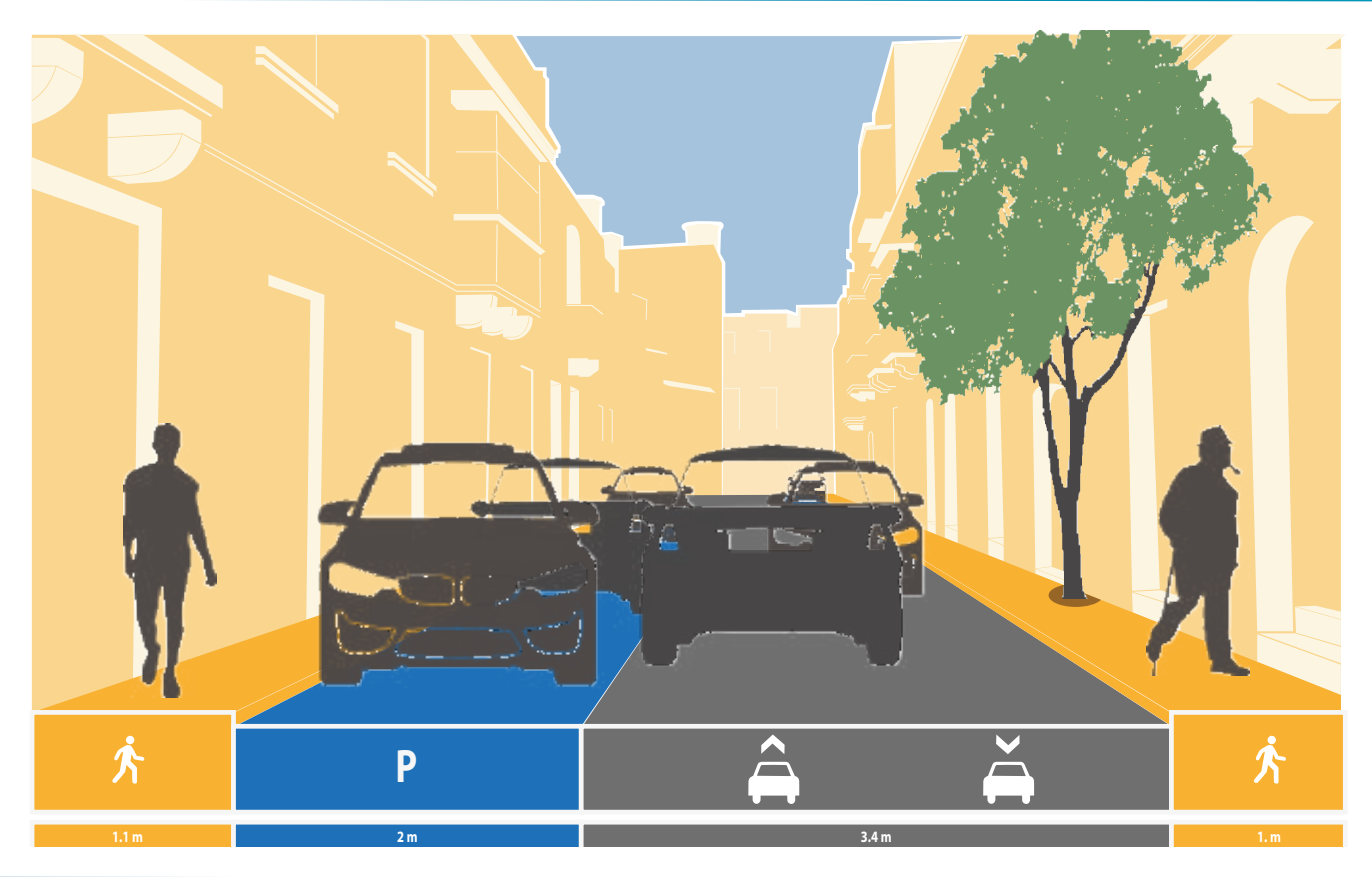


Triq Saura, also stemming out of the northern section of Triq il-Marsa, is currently a two-way road. However, due to its existing narrow width and its further narrowing down at the northern end, it is being proposed to be rerouted into a one-way road in the southern direction, together with the southern section of Triq il-Kuncizzjoni (from the intersection with Triq Saura to Triq Isouard) as a continuation of Triq Saura. This intervention would form a vehicular loop from Triq Isouard/Triq Stiefnu Zerafa - Triq il-Marsa - Triq Saura - Triq il-Kuncizzjoni (southern section) - Triq Stiefnu Zerafa.

In a similar manner to Pjazza Patri Magri and Triq il-Farfett, Triq Saura is being proposed to be rerouted into a limited access road for residents only. It is envisaged that intervention could significantly reduce vehicular flows within this road, and also stop through traffic from using this road to access Triq Isouard/Triq Stiefnu Zerafa.



In addition, Triq Saura is being proposed to be reconfigured by retaining the designated parking on the left hand side along the wider part of the road (5.4m-wide), but removing the existing parking bays at the northern end of the road (where the road narrows down to only 3.7m). In addition, adequate signage for slow speeds and sharing of the roads between pedestrians, cyclists and drivers is being proposed. Such similar signage is also being proposed along the southern end of Triq il-Kuncizzjoni.



Intervention 3

Triq Nerik Sacco and Triq Azzopardi: Level 1 and Level 3

Triq Nerik Sacco is another local road which stems out of Triq Isouard, and which houses the Parish Church dedicated to Marija Regina and a public open space containing seating areas at the corner of Triq Nerik Sacco with Triq Azzopardi. In order to make the access points of these two attractors more prominent, tactical urbanism in the form of colourful floor marking is being proposed, specifically along Triq Nerik Sacco in front of the entrance to the church and along the corner with Triq Azzopardi.

In addition, to improve pedestrian safety and walkability across both Triq Nerik Sacco and Triq Azzopardi, tactical urbanism in the form of floor paint is being proposed to designate two new pedestrian crossings. Colourful floor paint before and after each crossing is also being proposed to alert drivers to slow down when approaching this area. In this regard, appropriate signage emphasising slow vehicular speeds and road sharing between drivers and cyclists would further complement this proposed intervention.



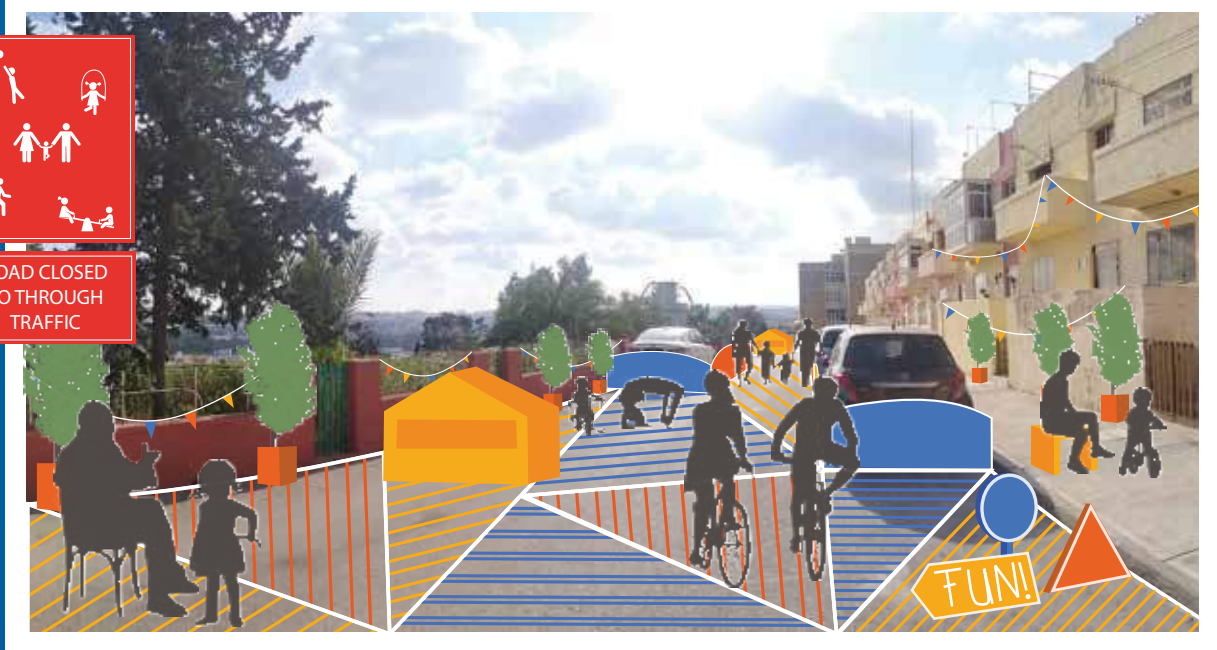
Intervention 4

Triq il-Jum: Level 1 and Play Street

South of Triq Nerik Sacco lies a very quiet and local road, Triq il-Jum, on the outskirts of a residential area. The road is fronted by a long green stretch, which is divided in allotments and taken care of by the same residents of the street. Considering the character of this road, the lack of garages and the residential units which provide natural surveillance on the road, it would be fair to say that this road is relatively safe for pedestrians (especially when compared to other more vehicular-oriented roads within the locality). Therefore, adequate signage is being proposed for slow speeds and sharing of the road between drivers and cyclists to strengthen it further as a slow street within the network.



In addition, Triq il-Jum is also being proposed to be used as a play street during designated days and/or times as traffic use is already low and localised. Programming the space for various potential activities could attract residents from a wide catchment within the community and does not need to be limited to the residents on this particular street, given that this road may easily be reached by pedestrians from the main square and surrounding areas.



Programming

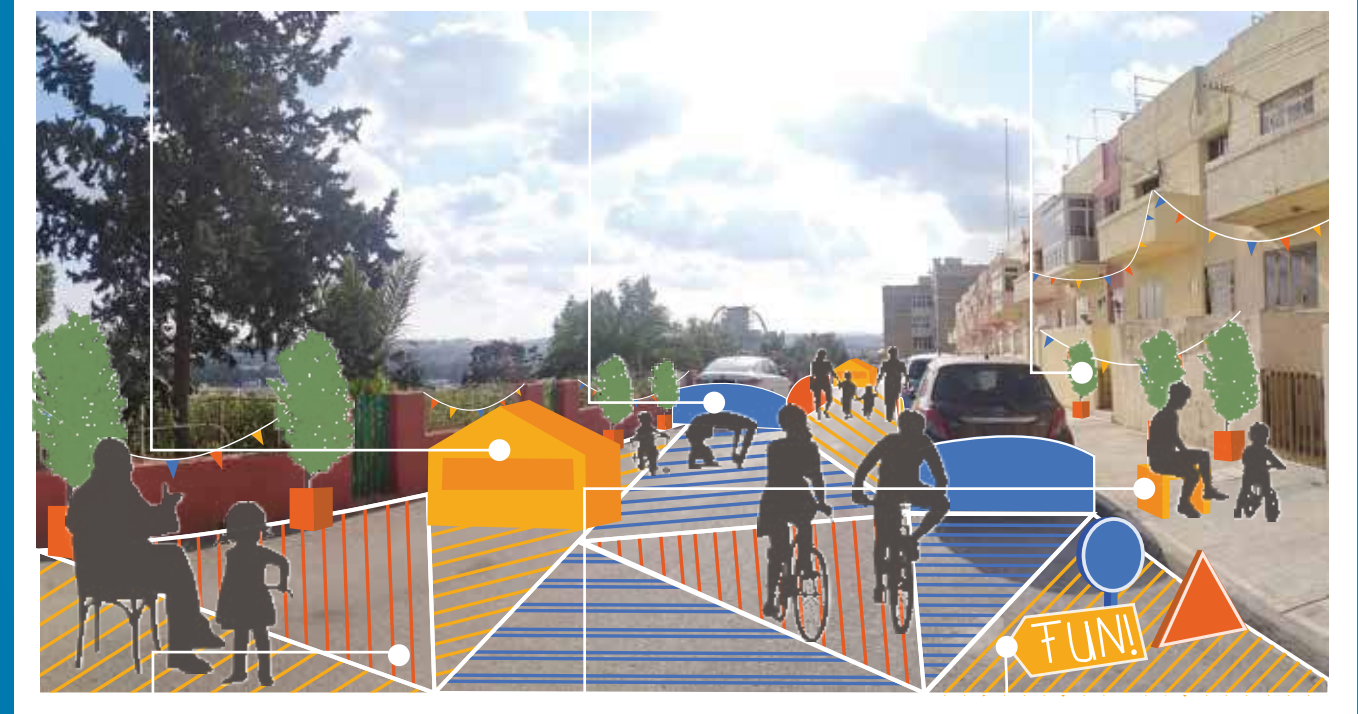
activating play streets with programming is key to success. Events and activities can include exercise classes, live music, food trucks, markets, etc.

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



Surface treatment

can be used to further define the playstreet

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

Intervention 5

Triq Santa Rita and Triq Xemxija (eastern section): Level 1

Triq San Vincenz: Level 1 and Level 2

Triq il-Kungress Marjan (southern section) and Triq il-Marsa (vehicular bridge): Level 1 and Level 3

One of the most popular playgrounds with children lies eastwards of Triq il-Jum and is also in close proximity to Triq il-Marsa; specifically, the vehicular bridge over the arterial road of Triq Diċembru Tlettax which connects the northern and southern Parishes of the locality. Given that this bridge provides an important pedestrian spine and is actively used by Marsa residents, the Local Council is actively studying the possibility of its lateral extension (further roofing over Triq Diċembru Tlettax) in order to create a new pedestrian public open space, which would connect to the existing open spaces. The area surrounding the playground and the vehicular bridge of Triq il-Marsa are therefore proposed to form part of the Slow Streets network as a walkable and safer route, by introducing adequate signage for slow speeds and sharing of these roads between drivers and cyclists.



This signage would be installed along the eastern section of Triq Xemxija (from the intersection with Triq il-Jum to Triq il-Kungress Marjan), the southern half of Triq il-Kungress Marjan (from Triq Xemxija to Triq Santa Rita), along Santa Rita and along the Triq il-Marsa vehicular bridge. This walkable route would also link the above-mentioned playground to a public garden, wedged between Triq il-Marsa (vehicular bridge) and Triq San Vincenz, which is also very popular with residents due to the presence of surrounding local shops.



Whilst the existing playground is already very popular with locals, its entrance is not very visible from the street. Thus, tactical urbanism in the form of colourful floor marking is being introduced at the southern end of Triq il-Kungress Marjan, to make this entrance more prominent. This would have a twofold objective – alert drivers to slow down when approaching this pedestrian-priority zone and make this area safer for children to use. Tactical urbanism in the form of colourful floor marking is also being proposed in Triq il-Marsa, at the intersection with Triq Santa Rita, and before and after the existing pedestrian crossing in Triq il-Marsa (on the vehicular bridge). This intervention would alert drivers to slow down when driving across this part of Triq il-Marsa and when approaching Triq Santa Rita which also forms part of the proposed walkable route. Strengthening the route along the bridge and the points at either end that link to other routes and open spaces would constitute an important first step in view of the Local Council’s longer-term plans to extend the bridge and form a new public open space for Marsa’s residents.

In addition to improving the area of, and around, Triq il-Marsa (vehicular bridge), Triq San Vincenz – which is a short and narrow road adjacent to the public garden – is proposed to be closed off for traffic and instead be dedicated to pedestrians. This intervention would work as an extension to the existing garden and further provide a safer zone for the existing commercial units. In this regard, adequate signage would also be introduced to mark this road as a pedestrian zone.

Intervention 6

Triq Balbi: Level 1, Level 2 and Level 3 Triq l-Iskola and Triq Simpson (northern sections): Level 1 and Level 2

The local primary school lies in the central area of the locality along Triq Balbi, which stems out of Triq il-Marsa. This street is currently a one-way road directing vehicles in the eastern direction towards the square and it generally carries very localised traffic. However, to further improve the street's walkability and make the area around the school safer for pedestrians to use, the stretch of road between Triq l-Iskola and Triq Simpson is being proposed to be rerouted into a limited access road for residents and school transportation only. Tactical urbanism in the form of colourful floor marking is also being proposed in front of the school to further alert drivers to slow down when approaching this area.



In order for this intervention to work, general traffic coming from the left of Triq Balbi would not be able to progress further due to the limited access, but would instead have to turn right onto Triq l-Iskola and then enter Triq Balbi once again from Triq Simpson. Given that currently Triq l-Iskola and Triq Simpson are one-way roads in the northern and southern directions respectively, the north sections of these roads would need to be rerouted in the opposite directions. This reversal of traffic direction would cater for this proposed vehicular loop: Triq Balbi - Triq l-Iskola - Triq Simpson - Triq Balbi. Adequate signage is also being proposed for slow speeds across all three roads, while signage to share the road between drivers and cyclists is being proposed along Triq Balbi.

LEGEND

Signage/Tactical Urbanism

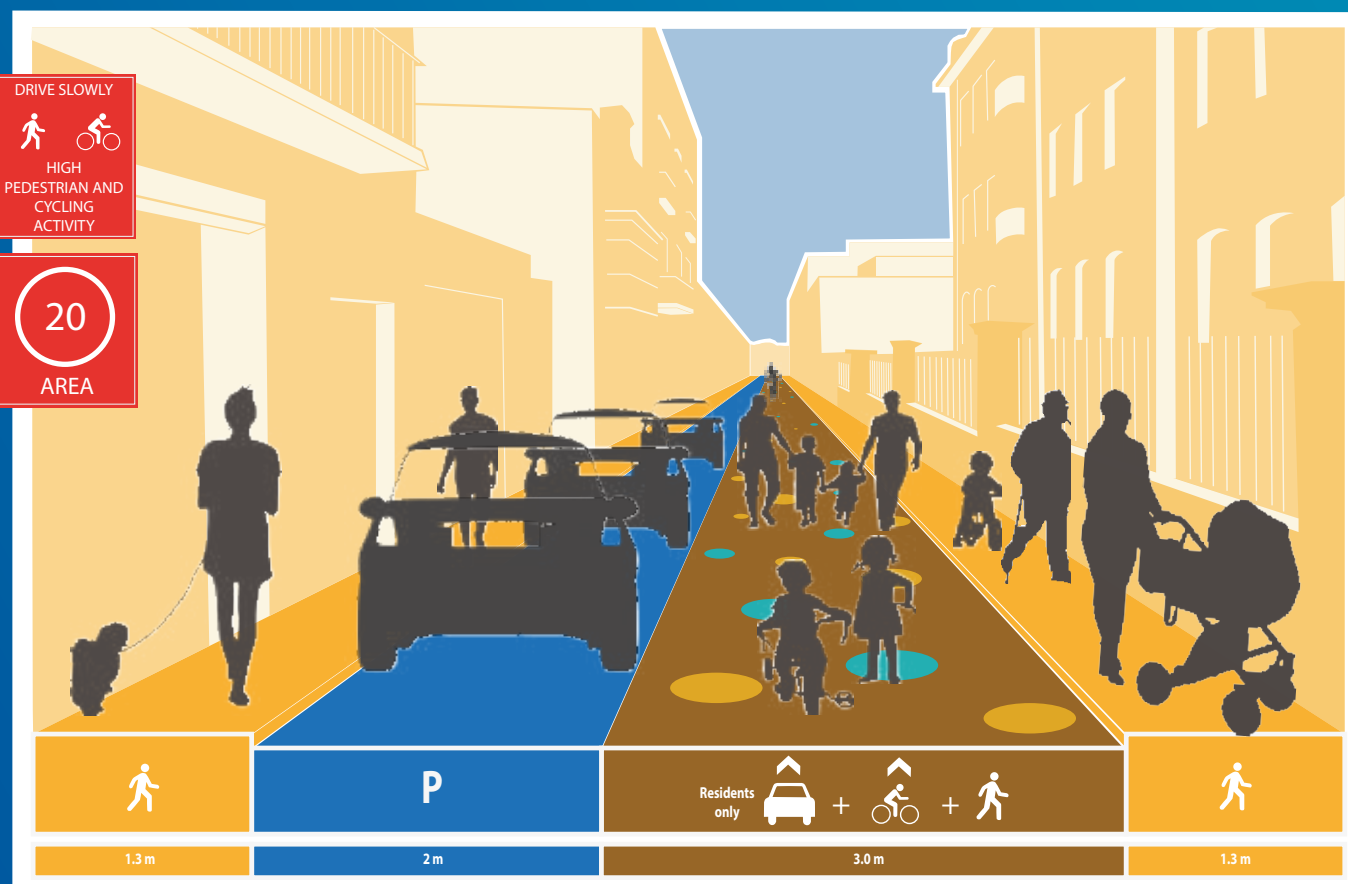
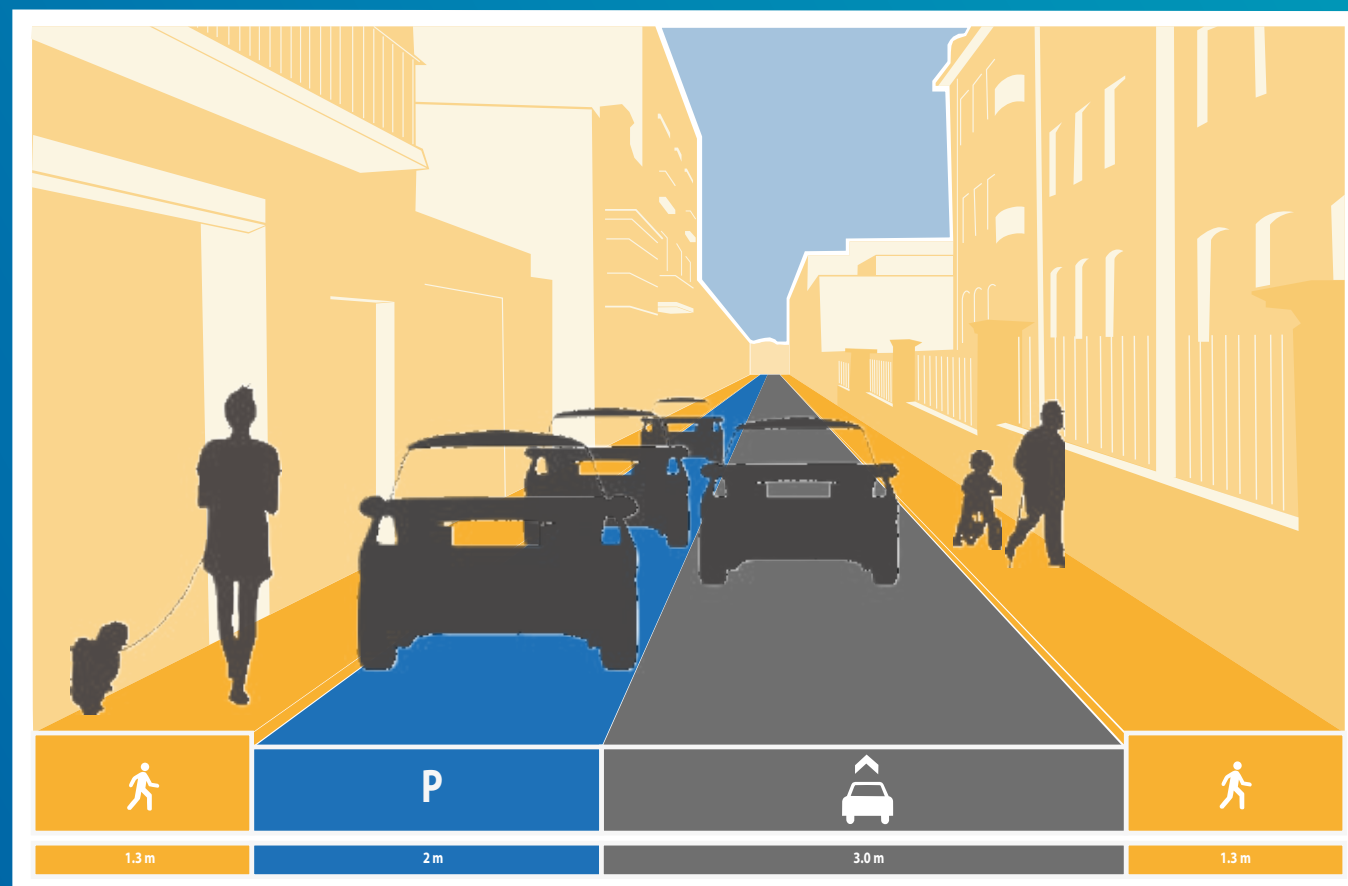
- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- One-way
- Limited access (Residents and School Transportation only)

Traffic Management

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

Triq Balbi, Triq l-Iskola and Triq Simpson, Marsa





Intervention 7

Holy Trinity Church: Triq Is-Salib Tal-Marsa and Triq San Tumas: Level 1 and Level 3
Triq il-Kappuċċini, Telgħa tal-Ġiżwiti, Triq is-Sajjieda, Triq Fra Diegu and Triq Patri Feliċjan Bilocca: Level 1

Triq Balbi ends at the main square of the locality, characterized by the Parish Church dedicated to the Holy Trinity and its large parvis in front. Currently, the safest way to access the square when coming from the northern area of the locality is through Triq San Tumas – a pedestrian-only bridge lying above the Local Council and public gardens (both situated at a lower level). To make this pedestrian bridge more visible for those on foot to use, tactical urbanism in the form of floor marking is being proposed at both entrances. In addition, adequate signage to share this bridge between pedestrians and cyclists is also being proposed.



The main square is also located along a very busy vehicular road, Triq is-Salib tal-Marsa, and therefore the current state of the square makes it unsafe for pedestrians or cyclists to use. Tactical urbanism using floor marking is therefore also being proposed across the entire square (from the northern outer edge of the parvis up until the entrance to the slip road of Triq is-Salib tal-Marsa). This intervention would alert drivers to slow down when approaching the square, emphasise the existing zebra crossing located along Triq is-Salib tal-Marsa, and also connect the area of the church to Triq il-Kappuċċini – a local, narrow, pedestrian-only road linking the square to the eastern side of the locality.

In addition, and to also improve safety for pedestrians along the rest of Triq is-Salib tal-Marsa, a new pedestrian crossing is being proposed at the intersection of this road with Sqaq Sannat. Adequate signage for slow speeds and road sharing between drivers and cyclists is also being proposed along Triq is-Salib tal-Marsa.



LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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

Holy Trinity Church: Triq San Tumas, Triq is-Salib tal-Marsa and Triq San Tumas, Marsa



Given that Triq il-Kapuċċini is a pedestrian-only road which stems directly out of the square, it is being proposed to form part of the Slow Streets network; specifically, as part of a walkable route connecting the square to the pedestrian crossing on Il-Moll tal-Ħatab, and eventually leading to the Menqa waterfront. This proposed route includes Triq il-Kappuċċini, Telgha tal-Ġizwiti, Triq is-Sajjieda, Triq Fra Diegu and Triq Patri Feliċjan Bilocca – these roads are therefore proposed as Level 1 streets, with adequate signage emphasising both slow vehicular speeds and sharing of the roads between cyclists and drivers.

LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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

Triq il-Kappuċċini, Telgha tal-Ġizwiti, Triq is-Sajjieda, Triq Fra Diegu and Triq Patri Feliċjan Bilocca, Marsa



Intervention 8

It-Telgha Ta' Spencer, il-Moll Tal-Ħatab and Triq Nazzjonali - Level 1 and Level 3
Triq il-Ħaddiem, Triq Spencer 'B' - Level 1 and 2

The vehicular junction, located in the easternmost area of Marsa, leads to the Menqa waterfront through Il-Moll tal-Ħatab (along which eventually one may arrive at the Valletta waterfront), as well as to the public Spencer Garden located along it-Telgha ta' Spencer. Considering the amount of vehicular traffic that uses this junction on a daily basis, tactical urbanism using colourful floor paint is being proposed before and after each existing pedestrian crossing (specifically, the existing crossings at Il-Moll tal-Ħatab), increasing their visibility for pedestrians and also for drivers to slow down further within this important zone.

In addition, the existing crossing located in it-Telgha ta' Spencer is proposed to be shifted northwards just before the intersection with Telghet Spencer to cater for residents living therein, whilst floor marking is being proposed at the entrance of the pedestrian staircase leading to Triq il-Ħaddiem. In this regard, and considering that Triq il-Ħaddiem is a Cul-de-Sac, it is being proposed to be rerouted into a residents only access road including the two roads which allow entrance to it (Triq Spencer 'B') by implementing new signage designating the road as limited access.

In addition, there is a formal entrance to the existing public garden off it-Telgha ta' Spencer, and thus tactical urbanism in the form of colourful floor paint is being proposed here so as to further alert drivers to slow down when approaching it. Both it-Telgha ta' Spencer and the junction are also being proposed to have adequate signage for slow vehicular speeds and road sharing between drivers and cyclists.



This entrance path is particularly important as it leads to the new pedestrian bridge that was recently constructed, enabling a safer crossing from Spencer Garden towards Triq Nazzjonali in Hamrun. Considering that one may enter and exit this bridge from the garden, the garden itself should be as safe as possible for pedestrians to use, as well as visible from other areas surrounding it. Floor markings are being proposed along the paths of the garden in order to make these paths more vibrant and invite pedestrians to use them more.

Given that there is a current Planning Authority application for the upgrade of Spencer Garden (PA/09540/19), which intends to improve and refurbish both landscaped areas and paths within it, this intervention is being proposed as an interim solution until the full refurbishment of the garden is approved and upgrade works commence.



Intervention 9

Pedestrian Bridge (Triq Aldo Moro): Level 3
Marsa Sports Area: Level 1, Level 2 and Level 3
Triq it-Tigrija: Level 1

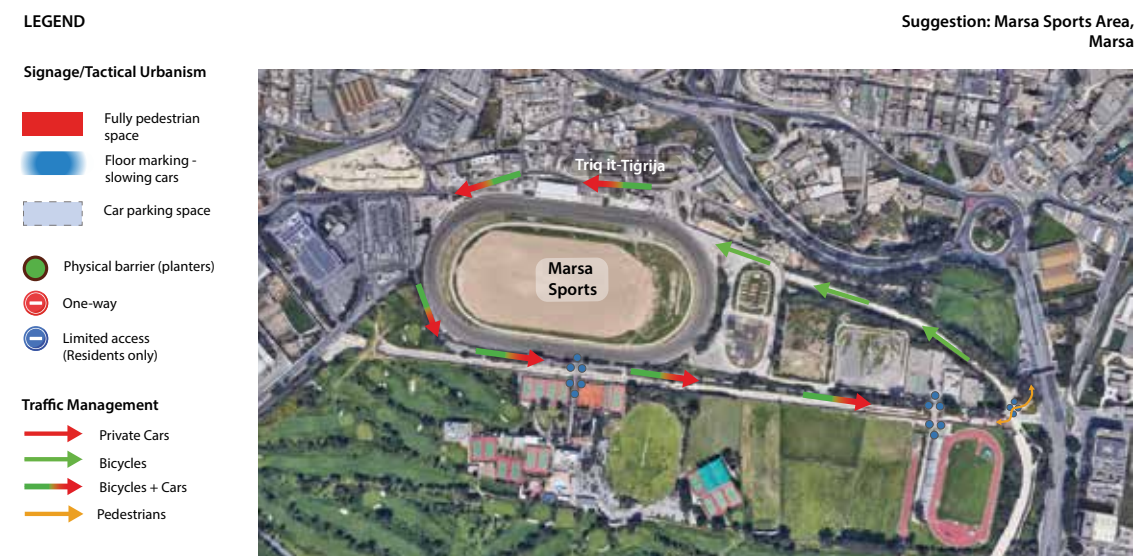
The southern area of Marsa is characterised by a large sports complex, including the Marsa horse racing track, the Royal Malta Golf Club and the Athletic stadium. It is also an area which, albeit surrounded by significant traffic volumes, only caters for local traffic therein. As this Sports Area falls within the Central Government remit, and not the Local Council, the following intervention is being put forward as a suggestion.

The internal road running along the Marsa Sports track has considerable potential as a strong connection for both pedestrians and cyclists. However, it is narrow and, currently, vehicles have to wait along the side of the road to allow those coming from the opposite direction to pass, with the issue becoming more acute when cars are parked along this road. Therefore, in order to further improve both pedestrian and vehicular safety of the internal road along the Marsa Sports track, it is being suggested as a one-way road in the eastern direction. Vehicles would therefore enter this road from the Marsa Park and Ride area on the left hand side, and exit onto Triq Aldo Moro on the right hand side. This intervention would drastically reduce vehicular flows within this road, eliminate vehicular conflicts and, in turn, make this road more pedestrian- and cyclist-friendly.



In addition, tactical urbanism in the form of floor marking is being suggested before and after the two bridges situated along this road, crossing over a water channel. This intervention would make these bridges more visible for drivers when driving along this road and, in turn, alert them to slow down when approaching them. In this regard, adequate signage for slow speeds is also being suggested, including signage to share the road between drivers and cyclists.

Adequate signage is also being suggested along the already one-way road Triq it-Tigrija for sharing of the road between drivers and cyclists, and within the north-eastern peripheral road of the Marsa Sports area as an area that could be used by cyclists. This intervention as a whole, would not only make this road safer for pedestrians to use but improve it as a recreational route for cyclists around the perimeter of the Marsa Sports ground as shown in the graphic.



Finally, the eastern side of the Marsa Sports area is characterised by a pedestrian bridge which provides a safe crossing across the arterial road, Triq Aldo Moro. In order to make the entrances to the stairs of this pedestrian bridge more evident and prominent for pedestrians to use, tactical urbanism in the form of floor marking is also being suggested before the path that pedestrians use in order to access this elevated bridge.



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.



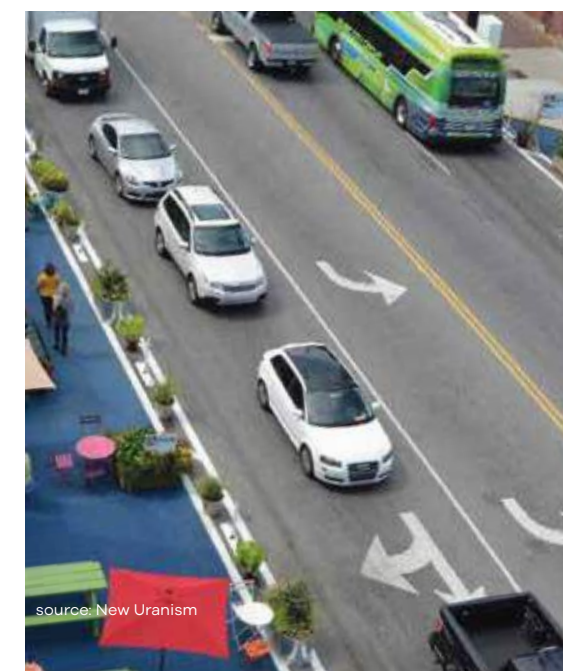
Marsa

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

During the second phase, the rerouting and reconfiguration interventions around Triq Isouard/Triq Stiefnu Zerafa, and the interventions of Triq il-Marsa and Triq San Tumas may be tested and eventually carried out as these would link to the roads tested in Phase 1. Simultaneously, Phase 1 testing on Sundays may extend over the entire weekend.

In addition, testing of the rerouting of the roads surrounding the local school (specifically Triq l-Iskola, Triq Balbi and Triq Simpson) and the internal road of the Marsa Sports complex could commence, leading to their eventual completion in the final phase.

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

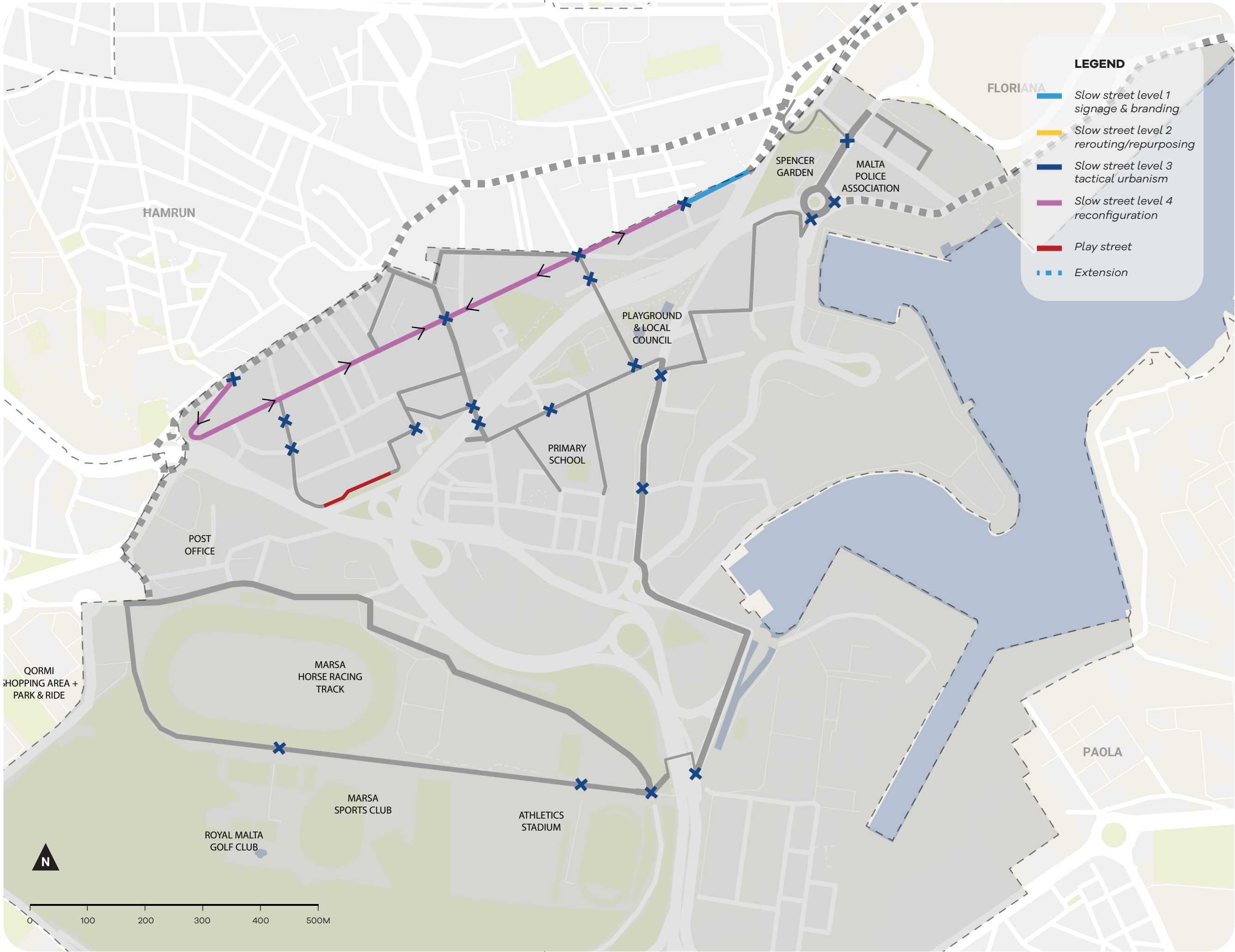


PHASING

STARTING &
TESTING THE
NETWORK



KUNSIILL LOKALI
MARS

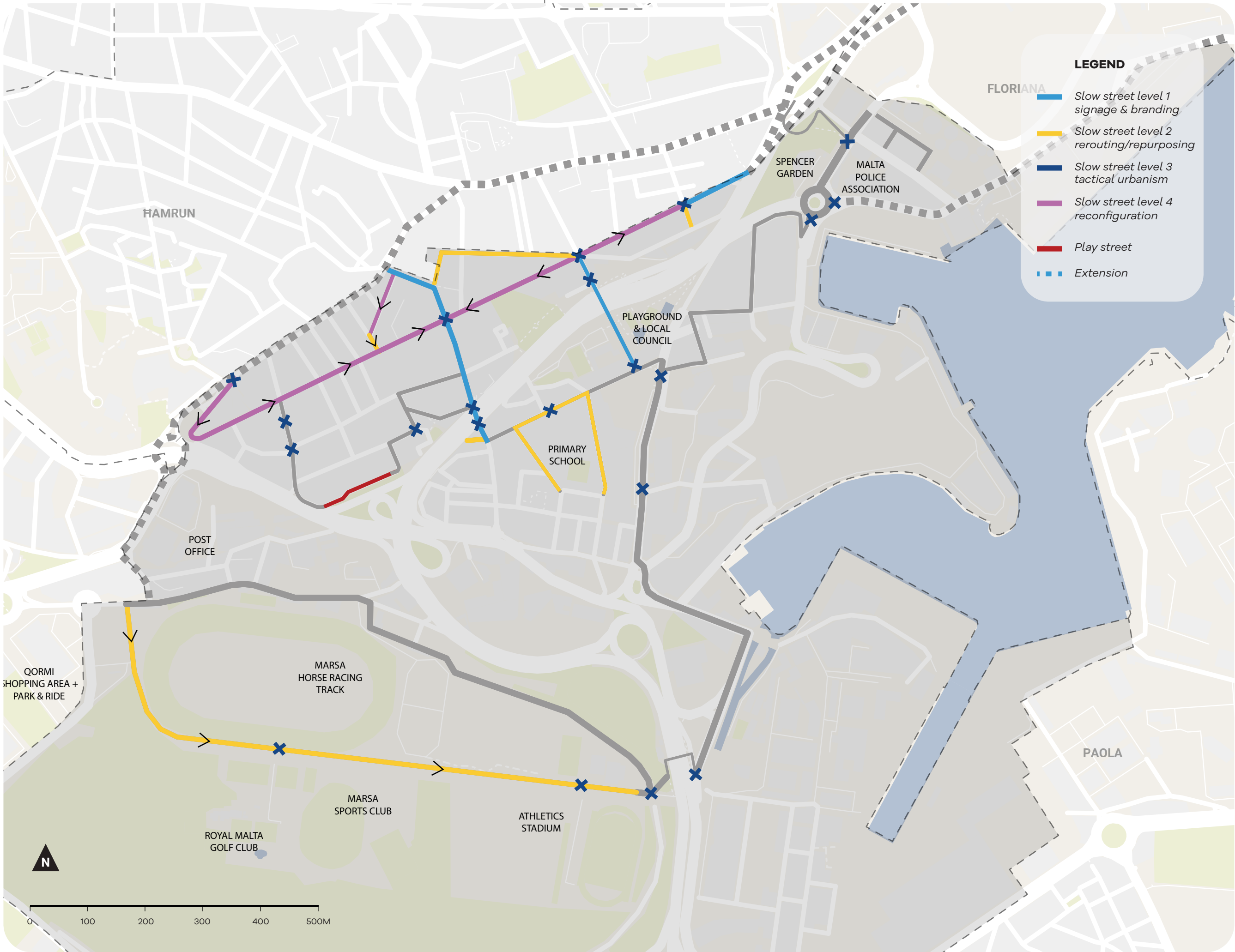


PHASING

STRENGTHENING
THE NETWORK



KUNSILL OKALI
MARSA

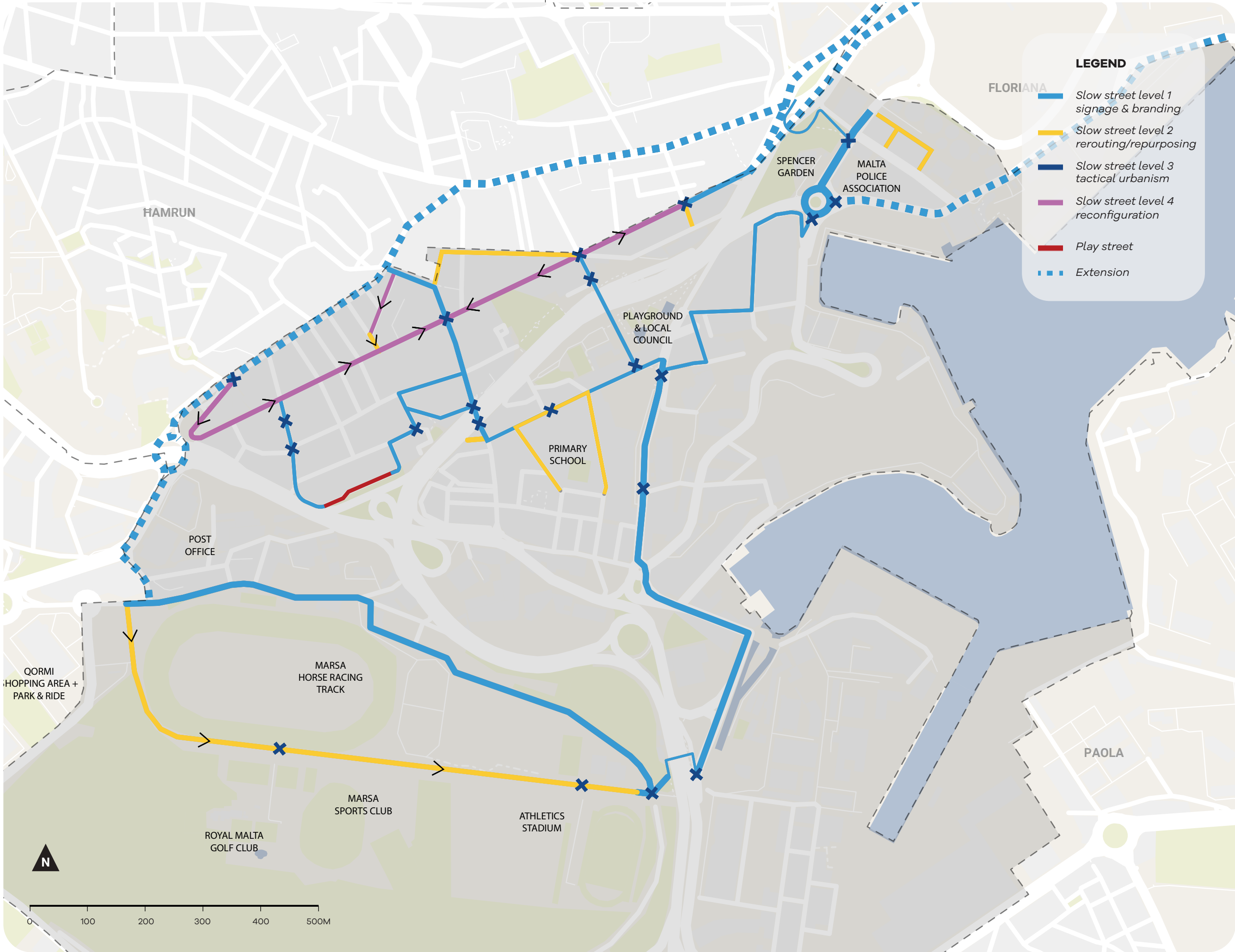



PHASING

COMPLETING
THE NETWORK



KUNSILL OKALI
MARSA





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 Rota 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.

Marsa is one of the larger localities of Malta, situated within the south eastern portion of the island and wrapping around the inner area of the Grand Harbour. The locality is divided into different zones, including Albert Town, the northern and southern areas of Marsa which are separated by Triq Diċembru 13, a large sports area which includes the Marsa horse racing track, the Royal Malta Golf Club and the Athletics stadium within the southernmost side of Marsa and industrial uses in the eastern area of the locality, interfacing with a number of quays. All these land uses bring high volumes of vehicular traffic to the locality, originating from the rest of the island. Moreover, Marsa's location makes it a primary transitional hub for those crossing from neighbouring localities, as a result of which, local roads have also become more vehicular-oriented, characterised by increasing issues of vehicular parking, rather than being safe and walkable for locals and other pedestrians to use.

The main aim of the Slow Streets strategy, therefore, is to liberate local streets from extraneous traffic that could instead be safely used by residents by using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions. A number of key routes have also been identified for potential reconfiguration since they could provide critical and much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.

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

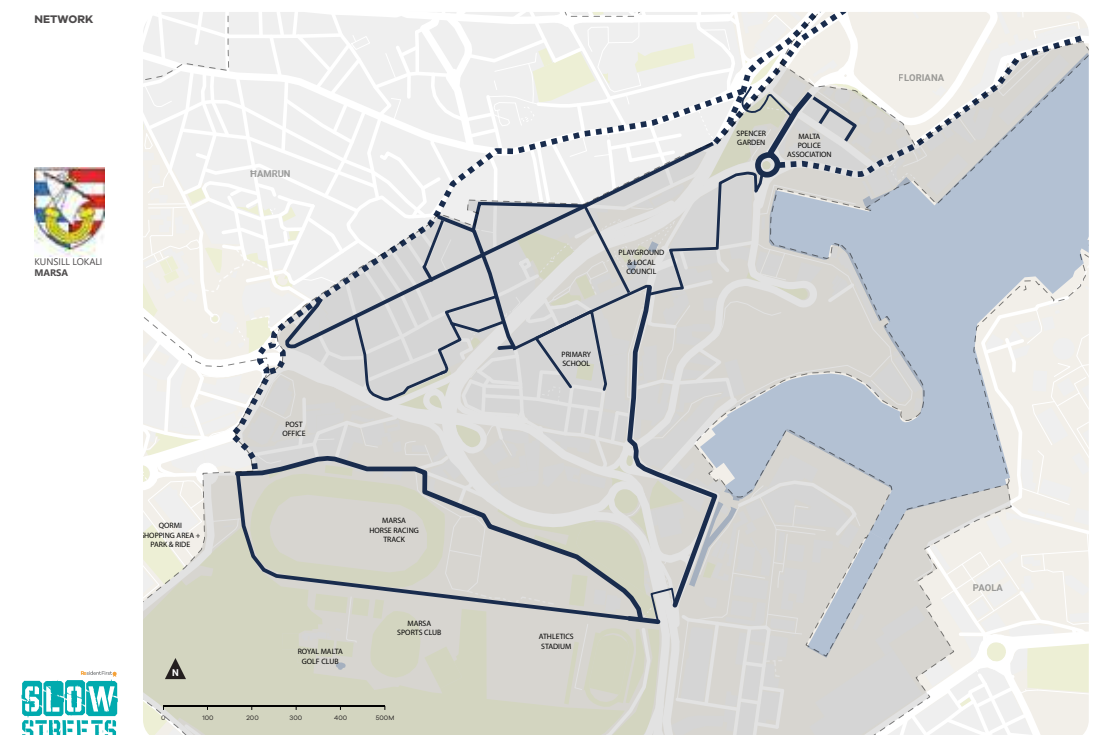
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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

Summary

- Level 4 interventions: Reconfiguration of the street section to allocate more physical space to pedestrians and cyclists
- 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 Isouard / Triq Stiefnu Zerafa (signage & branding, rerouting, tactical urbanism and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the lane (vehicles and bicycles)

Signage: one-way road

Tactical Urbanism: colourful floor paint to alert drivers to slow down (intersections with Triq il-Marsa and Triq San Tumas)

Rerouting: two-way road into one-way road, direction east (Triq Hal Qormi to Triq il-Marsa)

Rerouting: two-way road into one-way road, direction west (Triq il-Marsa to Triq San Tumas)

Rerouting: two-way road into one-way road, direction east (Triq San Tumas to Triq is-Santissima Trinita’)

Reconfiguration: retain parking bays on either side of the road, reduce two-way vehicular lanes of 5.4m into a one-way vehicular lane of 4.2m (shared with cyclists), and introduce a designated cycle lane in the opposite direction

Tactical Urbanism: floor paint to designate cycle lanes

Intervention 1 - Triq is-Santissima Trinita’ (southern section) (signage & branding and rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: limited access for residents only

Rerouting: no entry except for residents

Intervention 2 - Triq Saura (signage & branding, rerouting and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (pedestrians, drivers and cyclists)

Signage: limited access for residents only

Rerouting: no entry except for residents

Reconfiguration: retain existing designated parking on the left hand side along the wider part of the road (5.4m-wide), and remove the existing parking bays at the northern end of the road (where the road narrows down to only 3.7m).

Intervention 2 - Triq il-Marsa (northern section) (signage & branding)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

Intervention 2 - Triq il-Kunċizzjoni (southern section) (signage & branding and rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

Signage: one-way road

Rerouting: two-way part-road into one-way part-road, direction south

Intervention 2 - Pjazza Patri Magri and Triq il-Farfett (signage & branding and rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

Signage: limited access for residents only

Rerouting: no entry except for residents

Intervention 3 - Triq Nerik Sacco and Triq Azzopardi (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

Tactical Urbanism: floor markings in the form of colourful floor paint (entrances to church and public open space)

Tactical Urbanism: floor markings in the form of a new pedestrian crossing

Intervention 4 - Triq il-Jum (signage & branding and play street)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (vehicles and bicycles)

Signage: road closure on designated Play Street days

Play Street: programming of activities

Intervention 5 - Triq Santa Rita and Triq Xemxija (eastern section) (signage & branding)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit
Signage: share the road (vehicles and bicycles)

Intervention 5 - Triq San Vincenz (signage & branding and rerouting)

Signage: Slow Streets Branding
Signage: pedestrian priority
Signage: no entry
Rerouting: road closed off to traffic

Intervention 5 - Triq il-Kungress Marjan (southern section) (signage & branding and tactical urbanism)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit
Signage: share the road (vehicles and bicycles)
Tactical Urbanism: floor markings in the form of colourful floor paint (playground entrance)

Intervention 5 - Triq il-Marsa (vehicular bridge) (signage & branding and tactical urbanism)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit
Signage: share the road (vehicles and bicycles)
Tactical Urbanism: floor markings in the form of colourful floor paint (intersection with Triq Santa Rita)
Tactical Urbanism: floor markings emphasising existing pedestrian crossing

Intervention 6 - Triq Balbi (signage & branding, rerouting and tactical urbanism)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit
Signage: limited access for residents and school transportation only
Rerouting: no entry except for residents and school transport
Tactical Urbanism: floor markings in the form of colourful floor paint

Intervention 6 - Triq l-Iskola and Triq Simpson (signage & branding and rerouting)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit

Signage: one-way road
Rerouting: changed existing direction of traffic to north (Triq l-Iskola) and south (Triq Simpson)

Intervention 7 - Triq San Tumas (signage & branding and tactical urbanism)

Signage: Slow Streets Branding
Signage: share the bridge (pedestrians and bicycles)
Tactical Urbanism: floor markings in the form of colourful floor paint (bridge entrances)

Intervention 7 - Triq is-Salib tal-Marsa (signage & branding and tactical urbanism)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit
Signage: share the road (vehicles and bicycles)
Tactical Urbanism: floor markings in the form of colourful floor paint (across the square)
Tactical Urbanism: floor markings in the form of a new pedestrian crossing

Intervention 7 - Triq il-Kappuċċini (signage & branding)

Signage: Slow Streets Branding
Signage: share the road (pedestrians and bicycles)

Intervention 7 - Telgħa tal-Ġiżwiti, Triq is-Sajjieda, Triq Fra Diegu and Triq Patri Feliċjan Bilocca (signage & branding)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit
Signage: share the road (vehicles and bicycles)

Intervention 8 - It-Telgħa Ta’ Spencer, il-Moll Tal-Hatab and Triq Nazzjonali (signage & branding and tactical urbanism)

Signage: Slow Streets Branding
Signage: 20km/hr speed limit
Signage: share the road (vehicles and bicycles)
Tactical Urbanism: floor markings emphasising existing pedestrian crossings (roundabout); shifting of pedestrian crossing in it-Telgħa ta’ Spencer
Tactical Urbanism: floor markings in the form of colourful floor paint (at entrance of garden and along its lanes. and at staircase entrance to Triq il-Haddiem)

Intervention 8 - Triq il-Haddiem and Triq Spencer ‘B’ (signage & branding and rerouting)

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: limited access for residents only
- Rerouting: no entry except for residents

Intervention 9 - (Suggestion) Pedestrian Bridge (Triq Aldo Moro) (tactical urbanism)

Tactical Urbanism: floor markings in the form of colourful floor paint (entrance to stairs leading to pedestrian bridge)

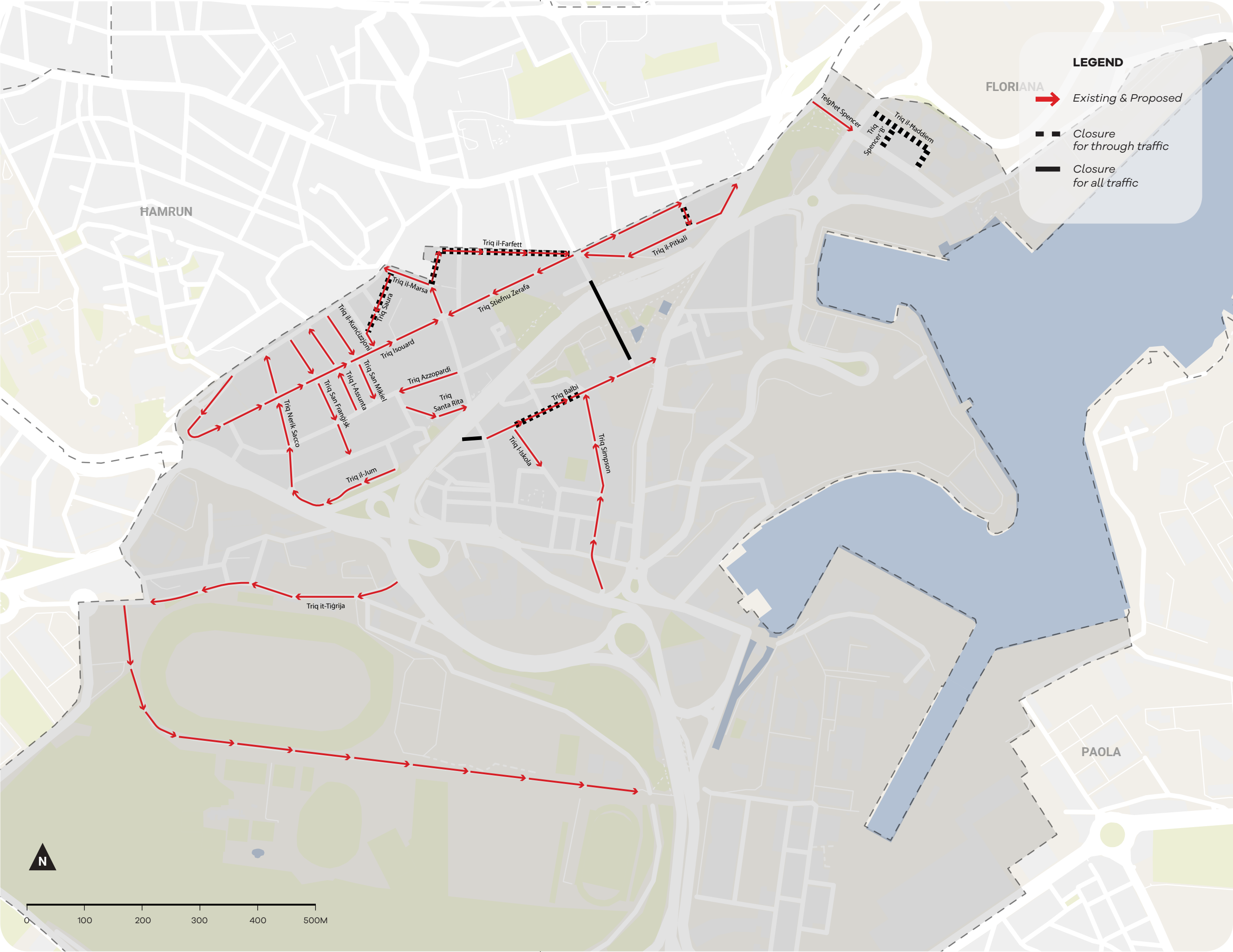
Intervention 9 - (Suggestion) Marsa Sports Area (signage & branding, rerouting and tactical urbanism)

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (vehicles and bicycles)
- Signage: one-way road
- Rerouting: two-way road into one-way road, direction east
- Tactical Urbanism: colourful floor paint to alert drivers to slow down (bridges and easternmost entrance to desire path leading to pedestrian bridge)

Intervention 9 - (Suggestion) Triq it-Tiġrija (signage & branding)

- Signage: Slow Streets Branding
- Signage: 20km/hr speed limit
- Signage: share the road (vehicles and bicycles)

TRAFFIC



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