

SLOW STREETS

March 2021



KUNSILL LOKALI
MĠARR

ResidentFirst

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

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



source: Chicago Tribune



source: changing-transport.org

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

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

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

Slow Streets Network

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

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

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

private cars.

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

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

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.

Mgarr

Mgarr is a large locality situated at the North-western coast of Malta. The locality is predominantly residential and contains many farmlands and vineyards which take up a large surface of the locality's area, as some of its residents are farmers or are engaged in some type of agricultural activity. It also has an attractive coastline, which includes the popular Ġnejna and Ġhajn Tuffieħa beaches, frequently visited by residents from all localities for recreational use. Mgarr also houses two important prehistoric sites in a good state of preservation: Ta' Haġrat, near the village centre; and Ta' Skorba which is located in the centre of the Żebbiegħ area. The locality is made up of several areas, including Żebbiegħ, Ta' Mrejnu, Il-Bokka Tač-Čarčara, Bingemma, L-Iskorvit, Il-Lippija, and the historical centre around the Parish Church.

An increase in commercial activity has developed along Sir Temi Zammit and Triq Fisher. Triq Il-Kbira is popular for catering establishments located within the older urban core. In turn, the village centre is especially active on Sundays, when residents and church-goers interact together. The presence of the church's paved parvis strengthens the local identity and serves as a space for activities and festivity, providing a space for residents of all ages to interact and enjoy.

Mgarr is characterised by informal footpaths in the countryside linking it to the different hamlets that are spread around the territory. The local roads are often quiet, with designated slow speeds. However, narrow local roads are often used as traffic shortcuts instead of using the upgraded infrastructure, threatening both

the serenity of these residential streets and pedestrian safety, while contributing to additional pollution levels. Currently, the road leading to Ġhajn Tuffieħa beach has been upgraded, alleviating some traffic congestion from the centre. However, the only road access to Ġnejna beach passes through the centre next to the Parish Church, causing congestion in the area, especially on weekends. Additionally, large buses including public transport need to access the centre through narrow two-way roads, causing further congestion and safety issues.

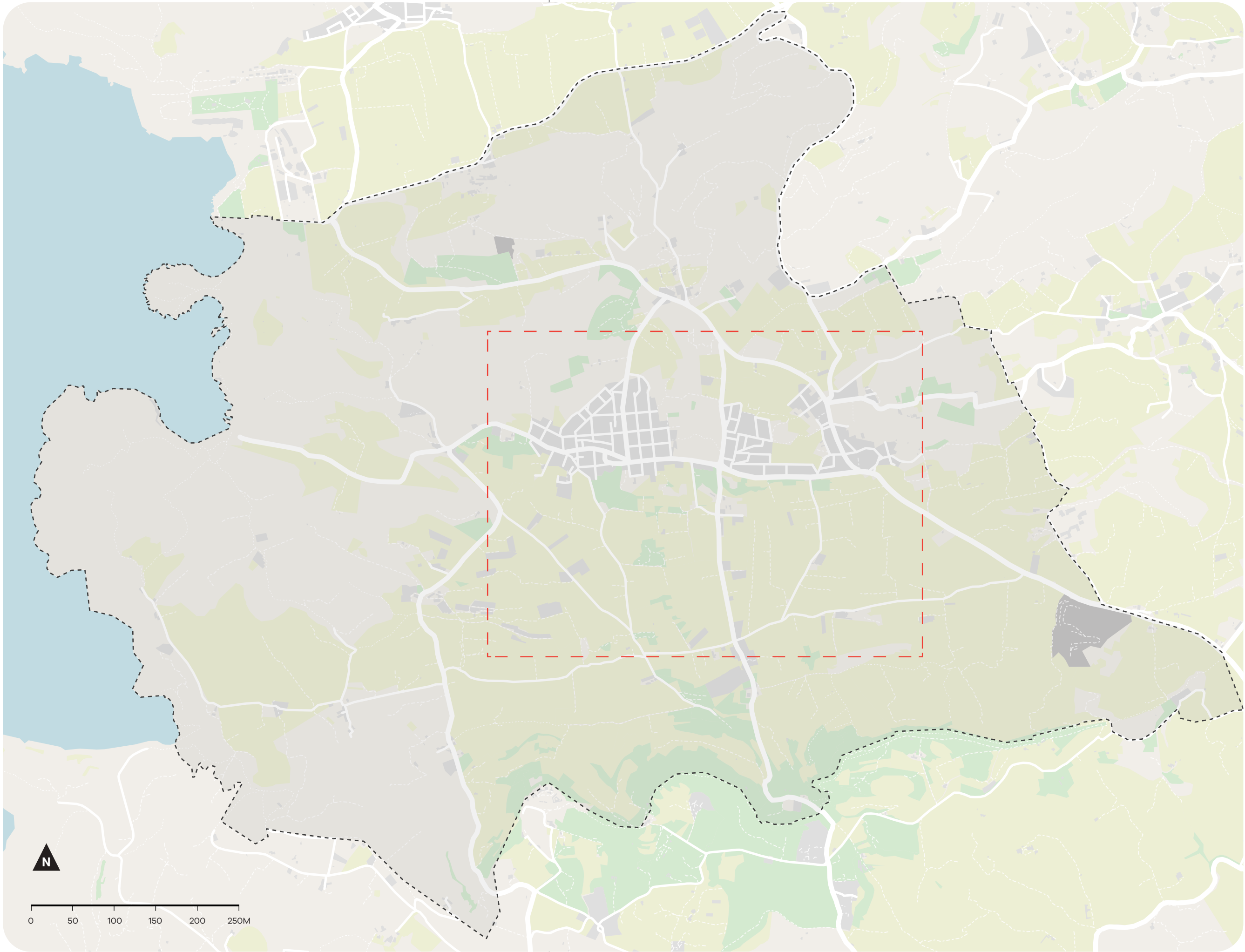
One of the main aims of Mgarr's Slow Streets strategy is to liberate local streets from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being shifted to pedestrian and cyclist use rather than cars, while still retaining the important bus routes that navigate within the locality.



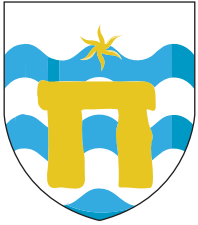
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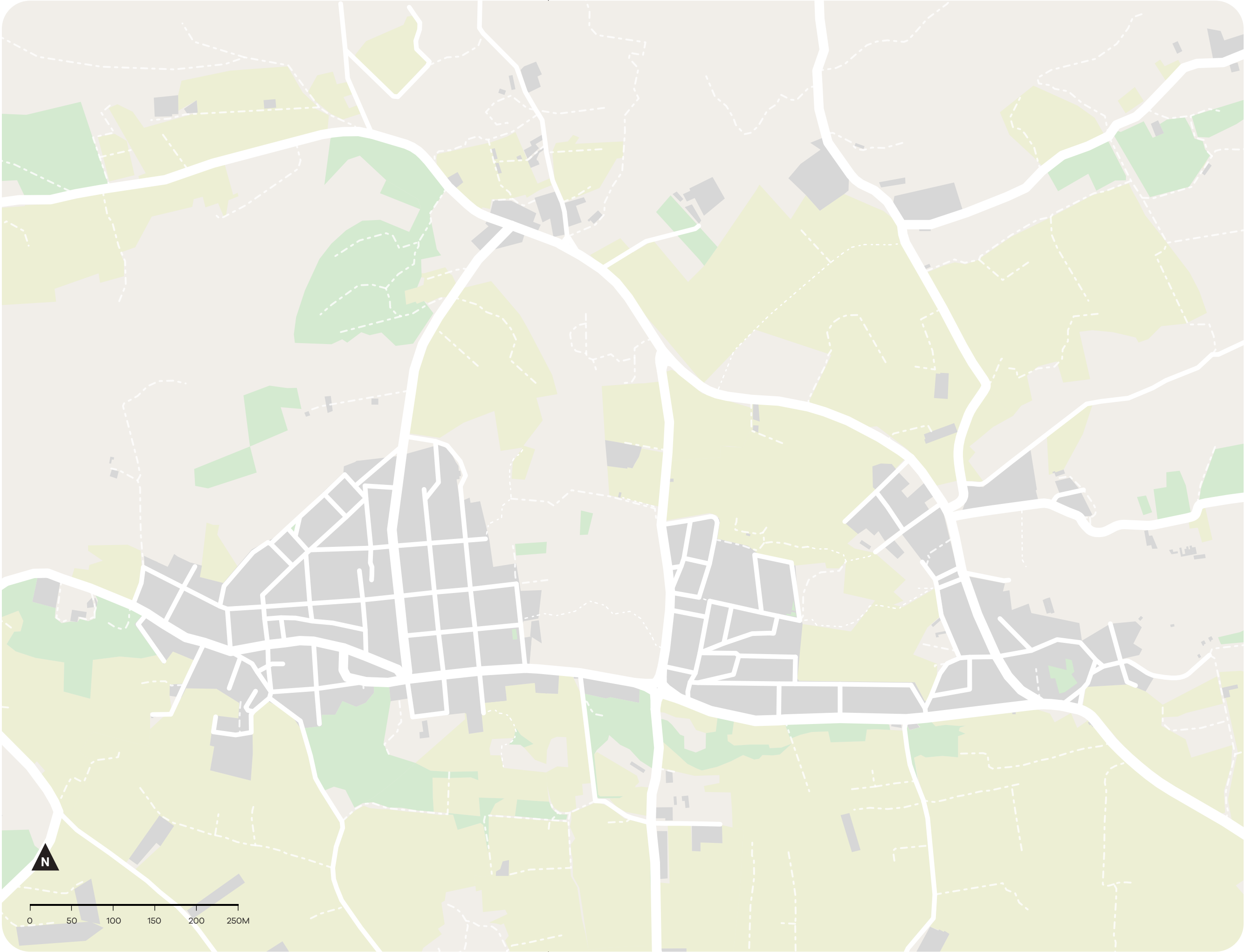
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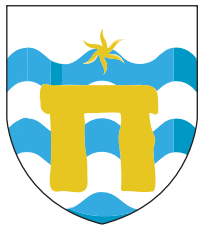
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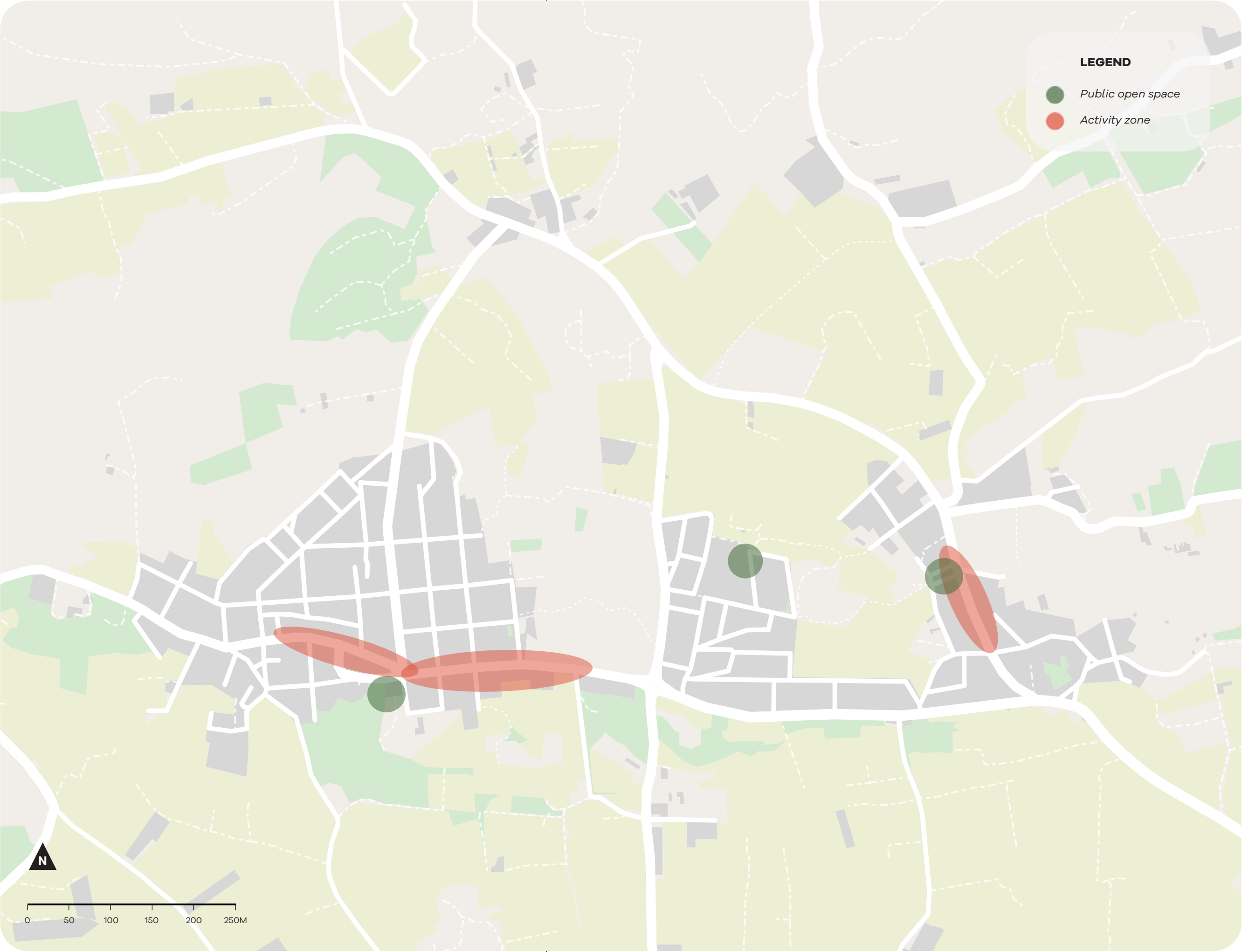
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ACTIVITY
ZONES



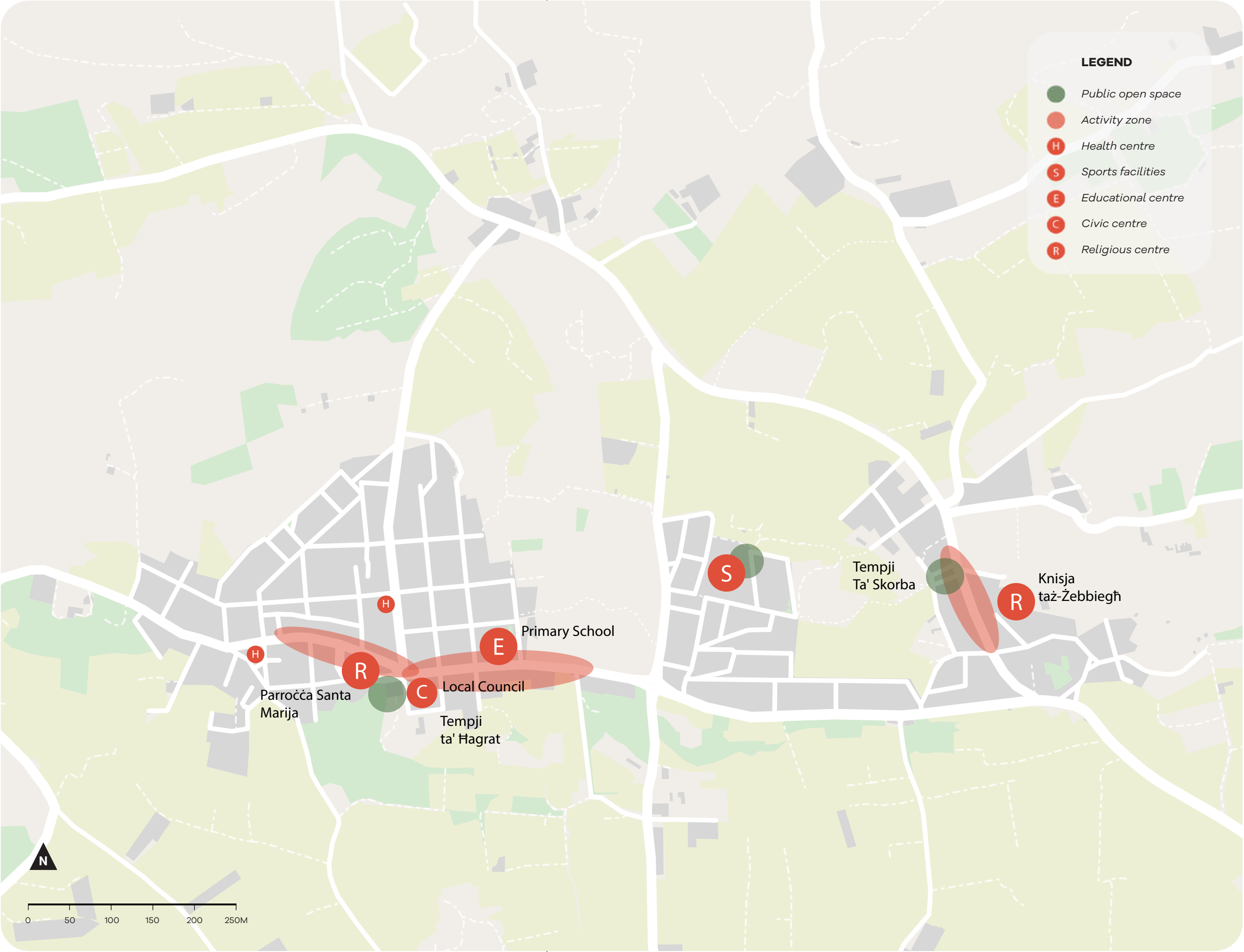
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DESTINATIONS



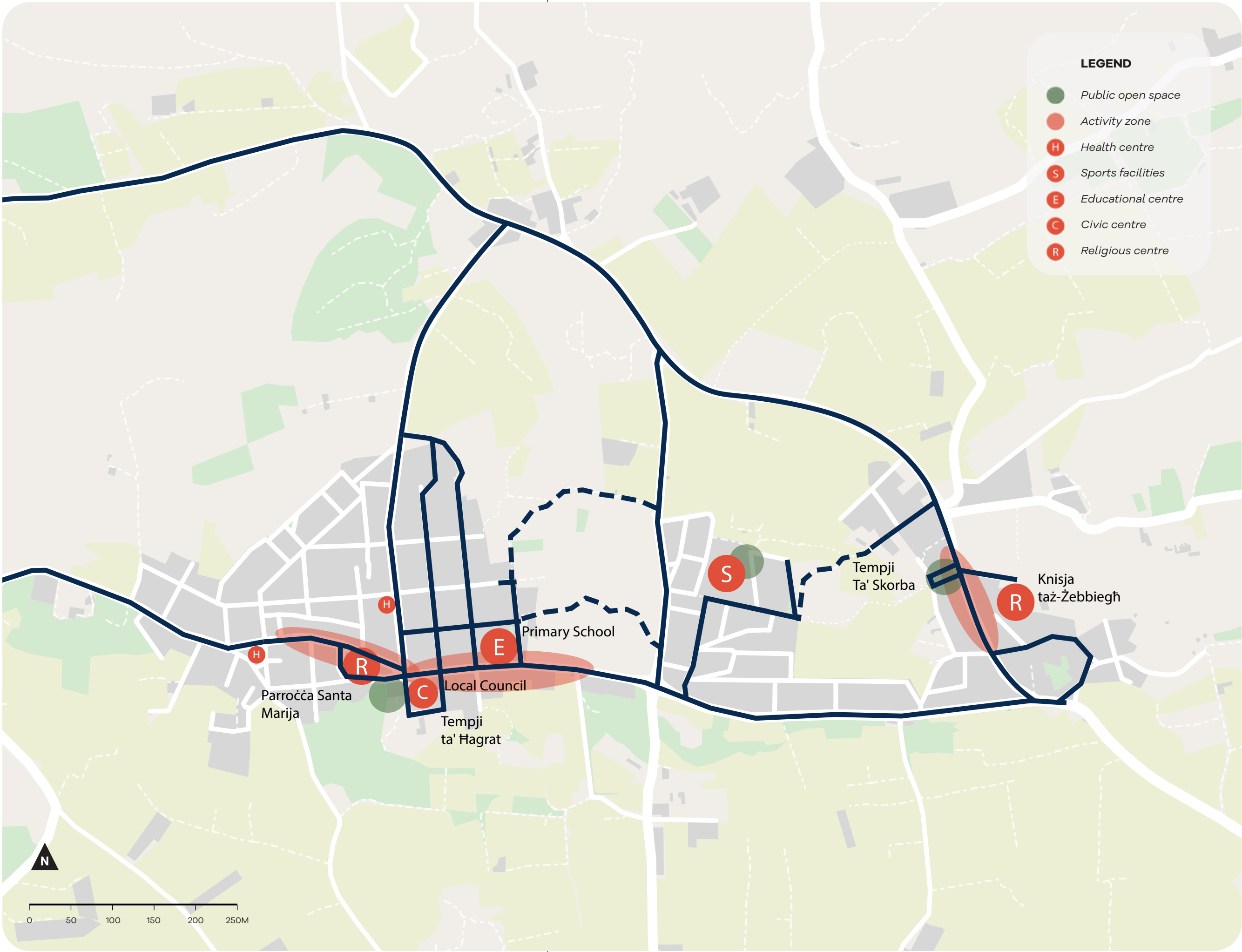
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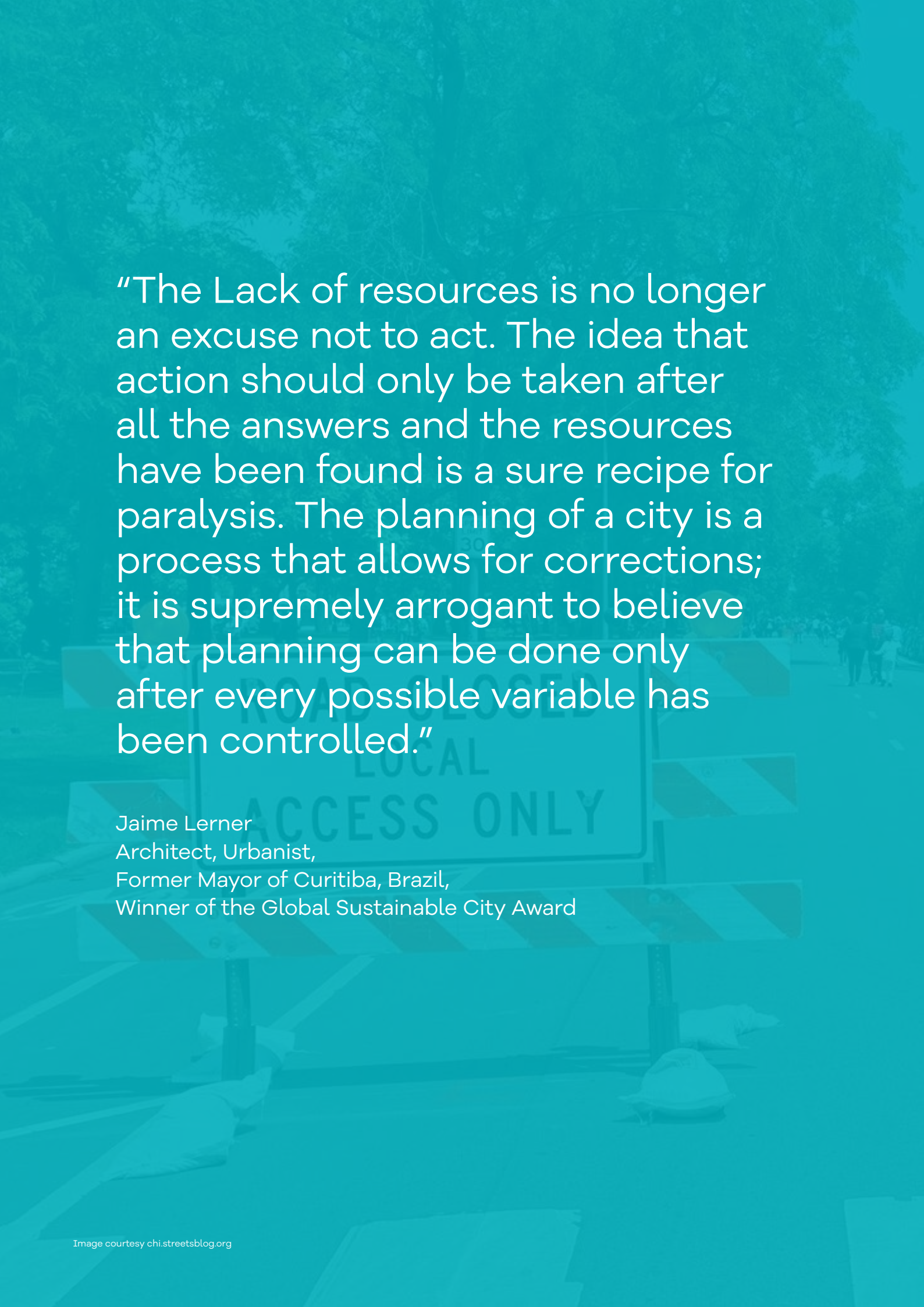


NETWORK



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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

Mgarr Interventions

Phasing Strategy

Types of Interventions

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

Level 1 - signage & branding

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

Level 2 - re-routing

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



Level 3 - tactical urbanism

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





source: Smart Growth Online

Level 4 – reconfiguration

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



source: South Carolina Safe Routes



source: publicspace.org



source: Global Designing Cities

Play Streets

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

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



source: Cadence



source: designcouncil.org.uk



Play streets – programming

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

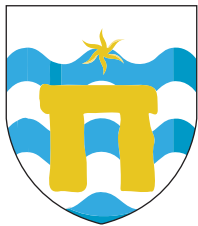


Extensions

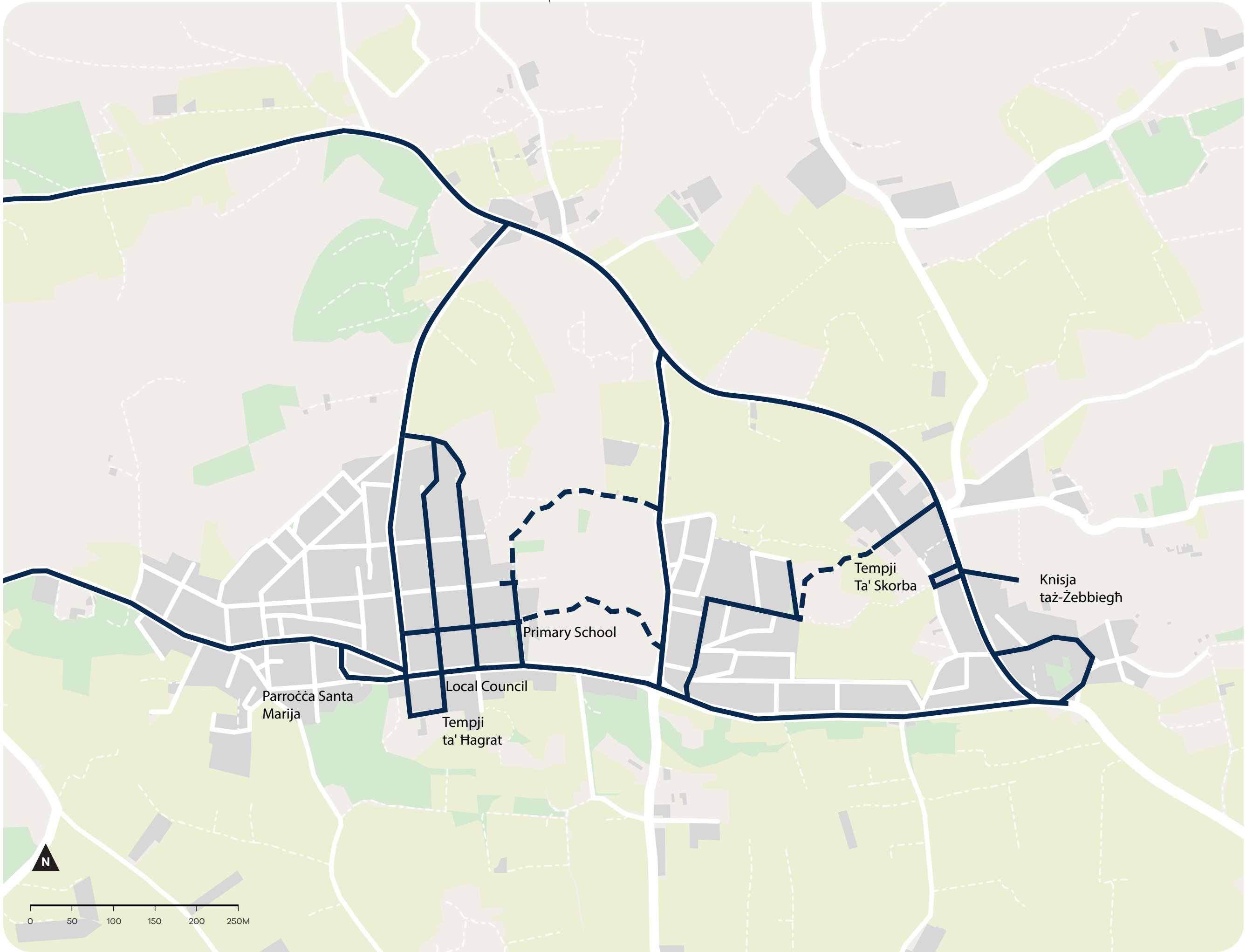
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



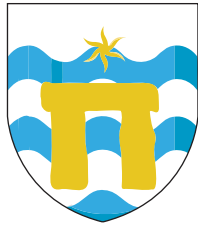
NETWORK



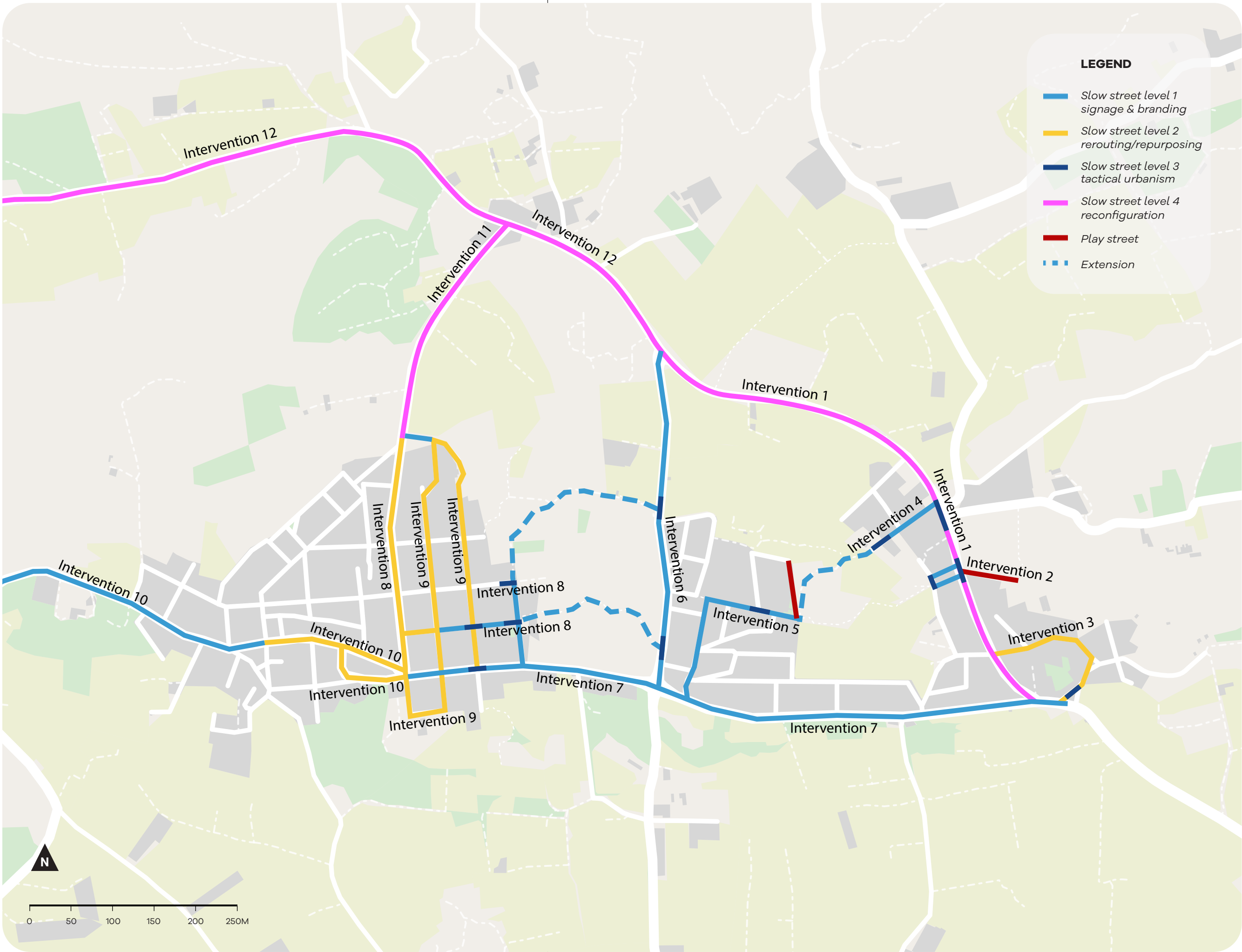
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INTERVENTION



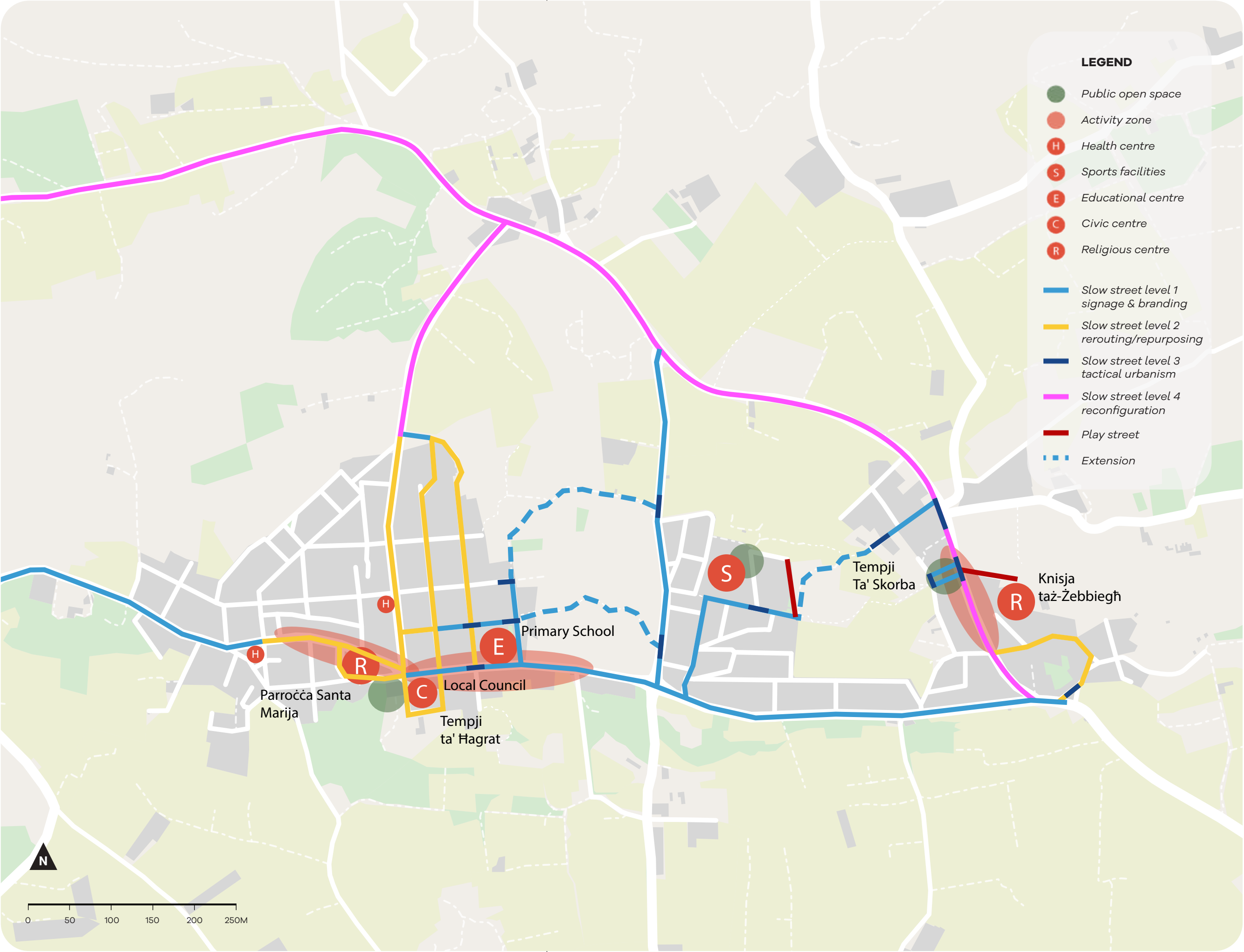
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INTERVENTION



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Cycling

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

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

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

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

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



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

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

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

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

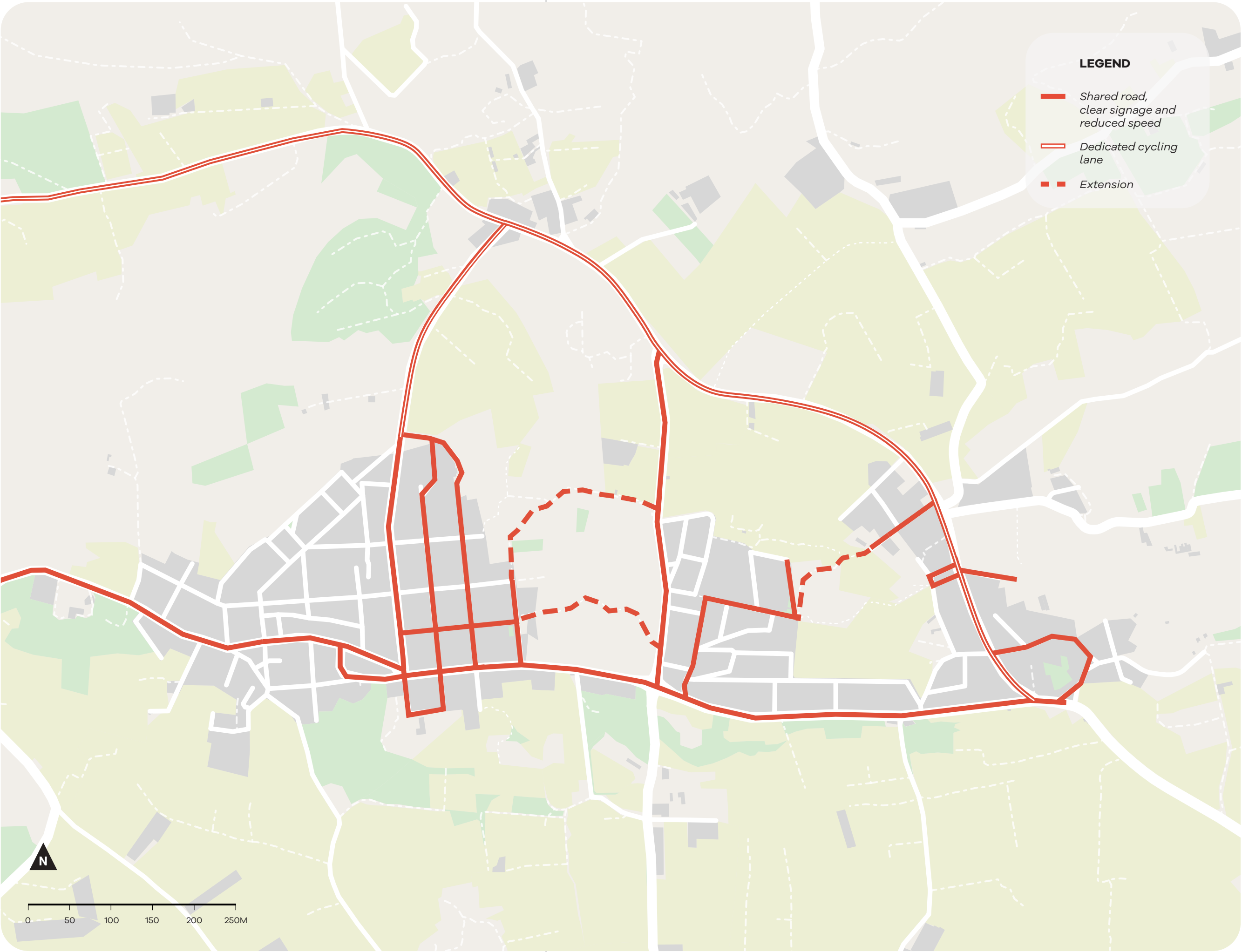


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

**CYCLING
NETWORK**

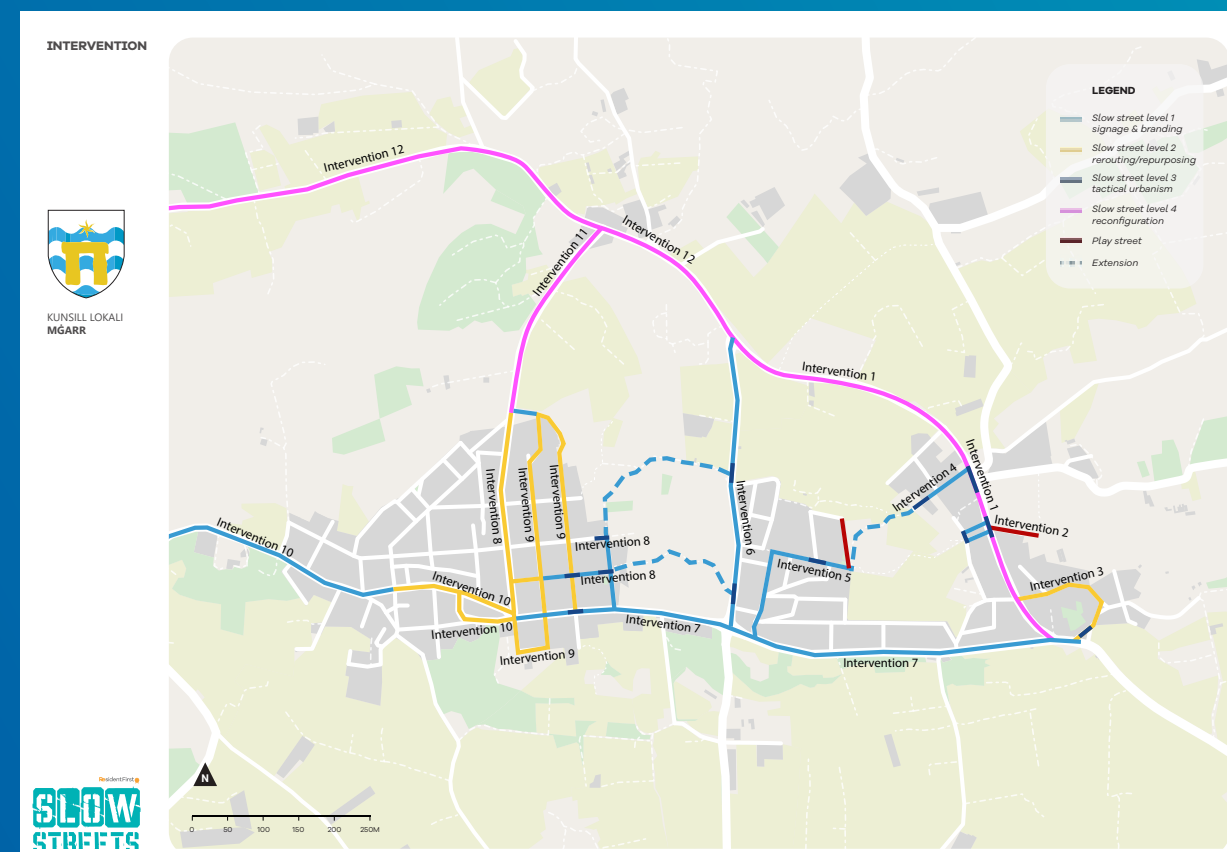


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Mġarr Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and the need to resolve particular traffic issues within the locality. The first objective is to have more pedestrian-oriented local streets, particularly the narrower ones, by further reducing through traffic therein and instead divert vehicles onto more prominent routes. The second objective is to identify walkable routes that link peripheral areas better to the centre, so as to avoid a fragmented network disconnecting the edges of the development area from the rest of the urban fabric.



Intervention 1

Triq Sir Temi Zammit: Level 3 and 4

Triq Sir Temi Zammit is the main street in Żebbiegħ, which branches off the distributor road Triq L-Imġarr and links to Triq Ġhajn Tuffieħa. The street is also a commercial spine, and is a busy and frequently used vehicular route since it also leads to the northern locality of Mellieħa and popular beaches such as Ġhajn Tuffieħa. The commercial activity is concentrated in the centre of the stretch, at the intersection with Triq Sant'Anna, which features traffic lights in tandem with pedestrian crossings. The Żebbiegħ playground is located on this particular intersection, as well as the entrance to the dominant church of Żebbiegħ located on the opposite side towards the end of Triq Sant'Anna.

To highlight the importance of this intersection, the intervention first proposes tactical urbanism using floor markings, planters and possibly seating facilities adjacent to the bus stops 'Temi'. This intervention aims to reinforce the existing pedestrian crossings and make this zone a clearer, safer environment for the residents.

LEGEND

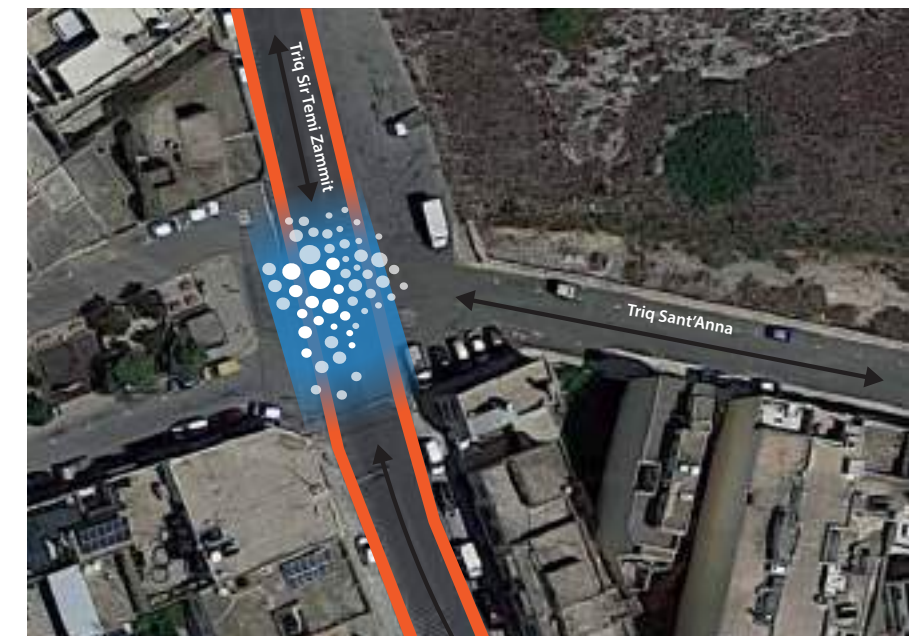
Signage/Tactical Urbanism

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

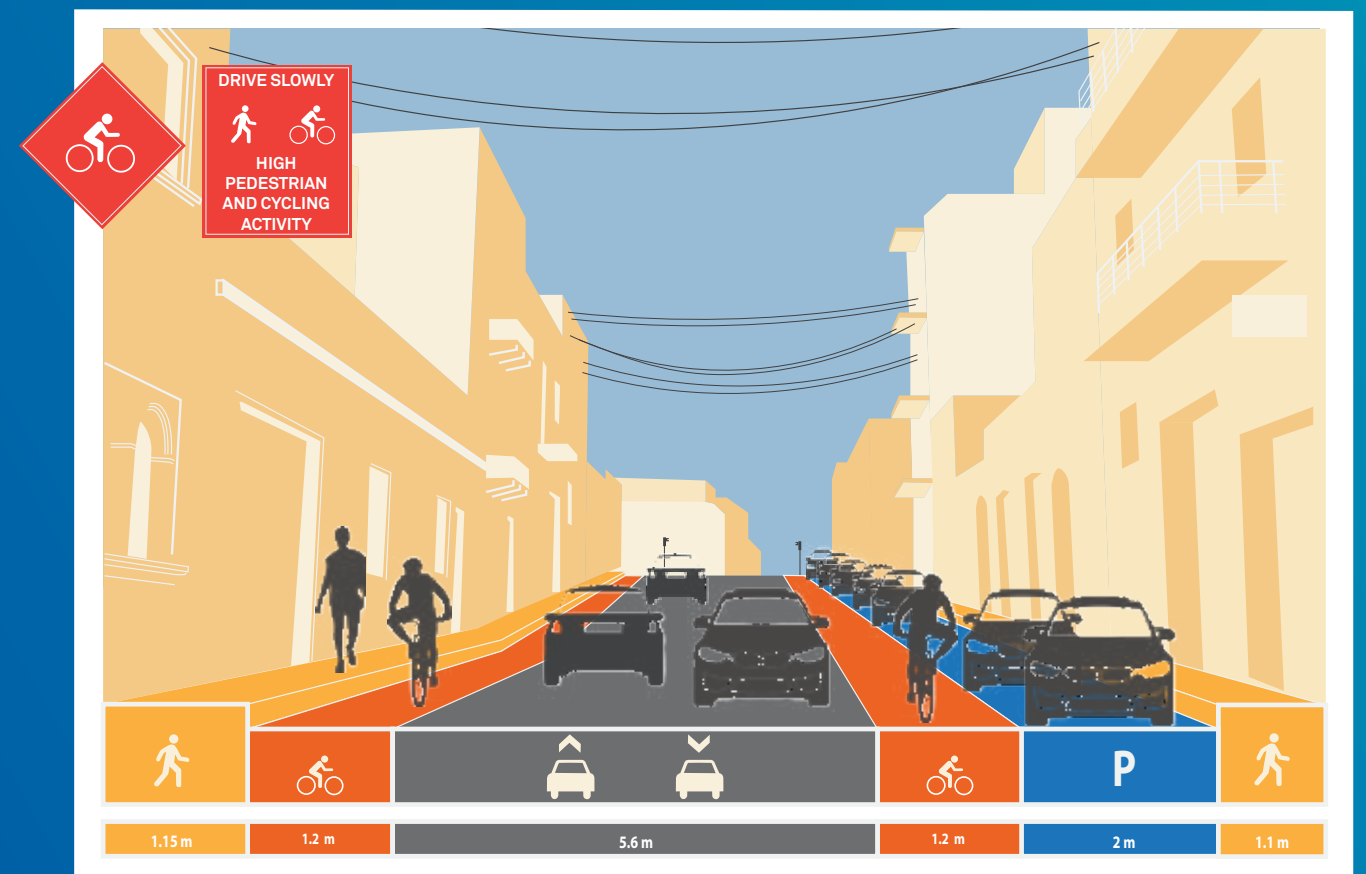
Traffic Management

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

Triq Sir Temi Zammit
Mġarr



As Triq Sir Temi Zammit has been recently upgraded and presents a direct connection to Ghajn Tuffieha, the intervention also tackles the street section of the road in order to introduce cycling lanes since it has the potential as a recreational route. The first segment of the street from Triq L-Imgarr to Triq Sant'Anna measures 8 metres in width. The designated on-street parking alternates along the street or, when wide enough, is present on both sides. The pavements measure 1.1 to 1.2 metres on both sides. The intervention proposes narrowing the road to 5.6 metres, which would still allow two heavy vehicles to pass each other, in order to introduce designated 1.2 metre-wide cycling lanes along both sides of the road. The cycling lanes would be designated on the road space itself, so as not to disrupt the parking floor marking, and would also not have a barrier along their outer edge, in case the full 8 metres of road width would be needed, due to the passage of very large vehicles, as well as emergencies and/or the presence of any accidents.



Along the intersection with Triq Sant'Anna, the roadway widens to 9 metres, with perpendicular informal parking on one side of the road and designated parking next to a 1.4 metre-wide pavement on the opposite side. The designated parking area widens to 3.9 metres, and cars encroach next to the pavement in order to be closer to the shops present here, particularly fruit and vegetable vendors, characterised by very busy activity, including on the weekend. The intervention proposes narrowing the roadway to continue the designated 1.2 metres of pavements on either side of the road. Next to the fruit and vegetable shops, the existing pavement would have an additional 1.3 metre-wide pedestrian extension, potentially protected by a 0.6 metre-wide buffer (such as a series of planters) next to the designated on-street parking. In this manner, more space would be available for residents to walk in front of the shops safely without cars getting close to the kerb of the narrow pavement as is the case currently.



After the intersection with Triq Sant'Anna, Triq Sir Temi Zammit continues with a roadway width of 8 metres, with a pavement on one side of the road. The road would then also be narrowed down to 5.6 metres in order to designate 1.2 metres of cycling lane on either side of the road. The reconfiguration along the entire road would strengthen Triq Sir Zammit as a cycling route.

Intervention 5

Triq Sant'Anna: Play street Triq L-Imqades: Level 3

Triq Sant'Anna has a central location within the area of Żebbiegħ, intersecting with Triq Sir Temi Zammit. The road from the intersection towards the Żebbiegħ church is a wide dead end, used mainly to access the church and for parking. The intervention proposes designating the road as a play street, particularly on weekends or at times of

the day when traffic is already low. The play street would serve as an extension to the playground on the opposite side of the road. Programming is required to ensure that residents of all ages are included in the community activities.

Behind the Żebbiegħ playground is the entrance to the Ta' Skorba temples on Triq L-Imqades, an important and well preserved historical site. Currently, the entrance road is not differentiated from the other local roads and could be easily missed. Adjacent to the entrance is also a footpath that connects to another part of the village, frequently used by residents in order to avoid walking along the main roads. The intervention proposes floor markings in order to highlight the presence of such an important historical landmark and pedestrian connection, while providing a visible and safe crossing between the playground and the temple's entrance.





Barrier elements

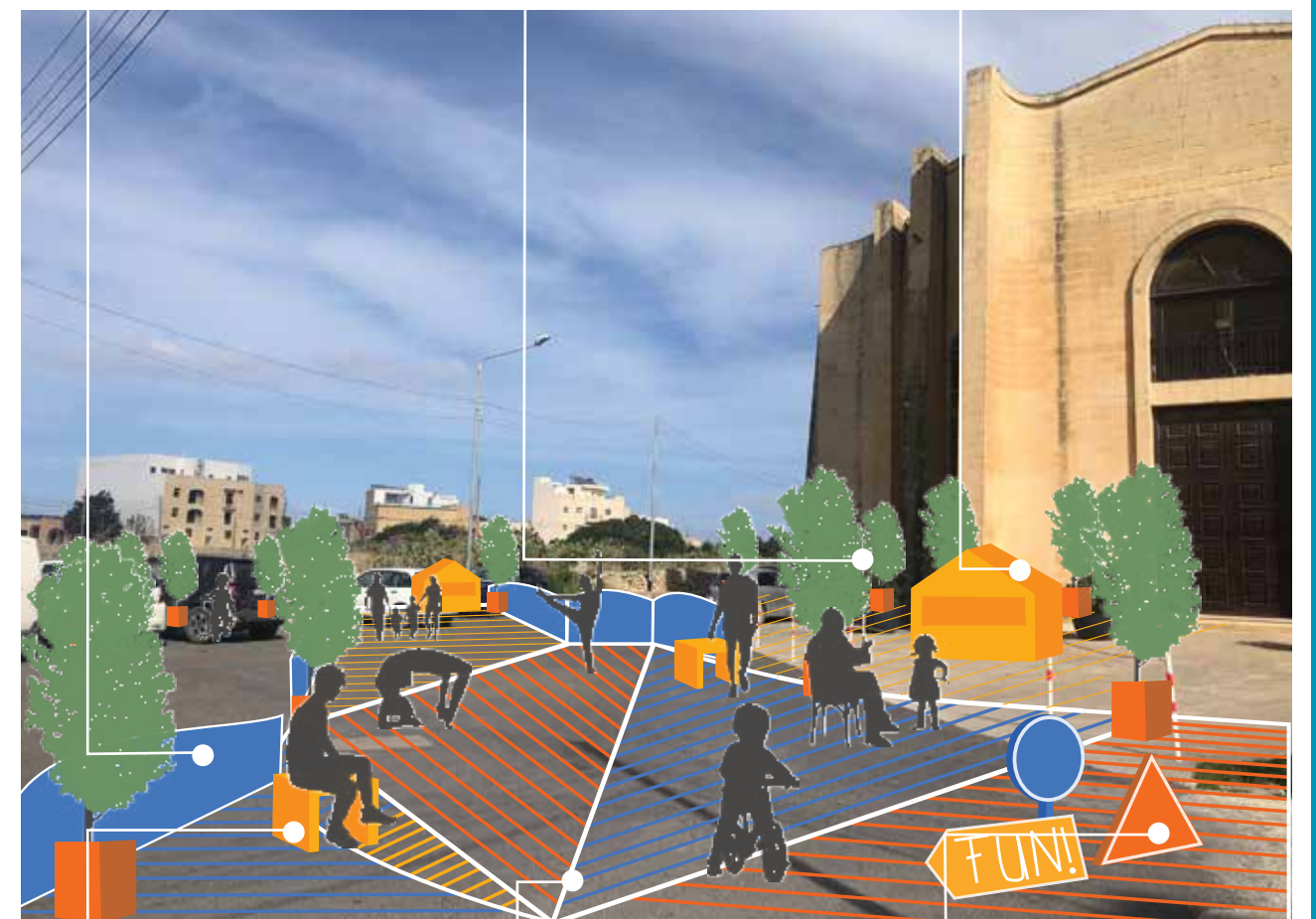
should be used to create a strong edge and define the place as a pedestrian zone

Landscaping elements

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

Programming

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



Street furniture

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

Surface treatment

can be used to further define the playstreet

Signs

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

Intervention 3

Triq Ġnien Id-Dwieli: Level 2 and 3 Triq Il-Fuħħar L-Aħmar: Level 2



Branching of Triq L-Imġarr, Triq Ġnien Id-Dwieli provides a secondary entrance and exit point for residents within Żebbiegħ. It links to Triq Il-Fuħħar L-Aħmar which loops around to Triq Sir Temi Zammit. Currently, drivers exiting Triq Ġnien Id-Dwieli onto Triq L-Imġarr pose a traffic issue with the vehicles driving on the main road, which is also dangerous for residents walking along this stretch. Therefore, the intervention proposes rerouting Triq Ġnien Id-Dwieli and Triq Il-Fuħħar L-Aħmar as a one-way route only, in the direction towards Triq Sir Temi Zammit. As the streets are predominantly residential in nature and quite narrow, this would reduce conflicts caused by vehicles and encourage walkability within the area. The intervention further proposes tactical urbanism on the intersection of Triq L-Imġarr and Triq Ġnien Id-Dwieli, where floor markings and planters would delineate the entrance roadway and ensure that the pavement edges are safer for residents to use while walking.

LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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

Triq Ġnien Id-Dwieli - Triq Il-Fuħħar L-Aħmar
Mgarr



Intervention 4

Triq L-Iskorba: Level 1 and 3 Triq L-Ispika: Play street



Triq L-Iskorba is a dead road which leads to another footpath that crosses the countryside towards the next part of the village, directly to Triq L-Ispika and Triq L-Alwiża, where the Mgarr playground is located. These footpaths are important to highlight and make more visible to both locals and visitors, as they are very

characteristic of the locality and present safer and more pleasant walking routes than walking along the main vehicular roads. The intervention proposes floor markings at the beginning of Triq L-Iskorba, next to Triq Sir Temi Zammit, in order to signal the presence of this footpath and the direct connection to Triq L-Ispika and Triq L-Alwiża.

In turn, Triq L-Ispika is a residential dead end street, located parallel to Triq L-Alwiża. Residences along this street are situated on one side only, providing unobstructed country views on the other side. In addition, traffic volumes are already quite low within this street. Due both to the street's configuration and traffic volumes therein, which facilitates the implementation of a more pedestrian-oriented environment, the intervention proposes designating Triq L-Ispika as a play street, expanding the recreational activities within the area around the sports grounds.

LEGEND

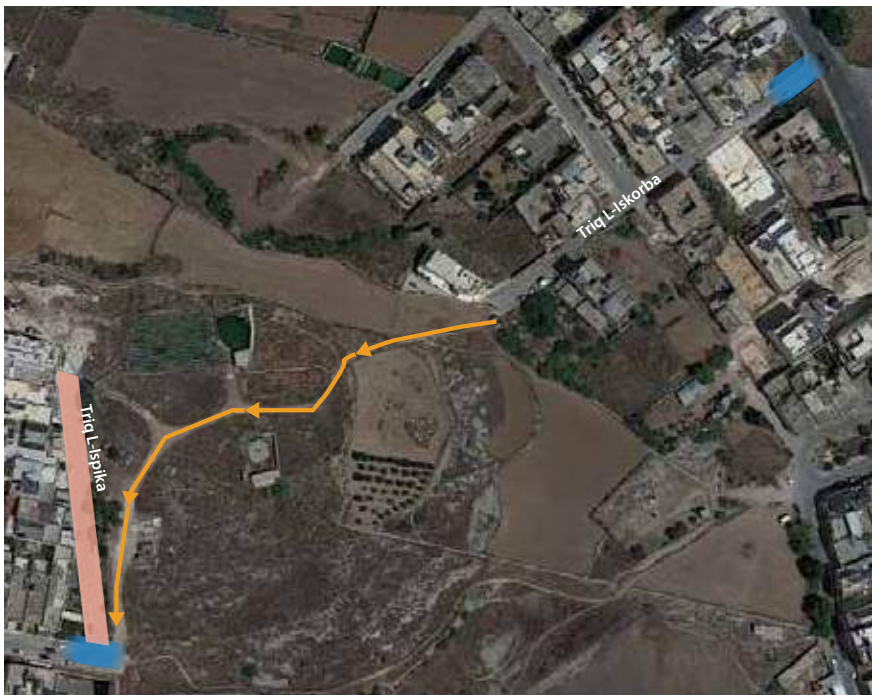
Signage/Tactical Urbanism

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

Traffic Management

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

Triq L-Iskorba - Triq L-Ispika
Mgarr



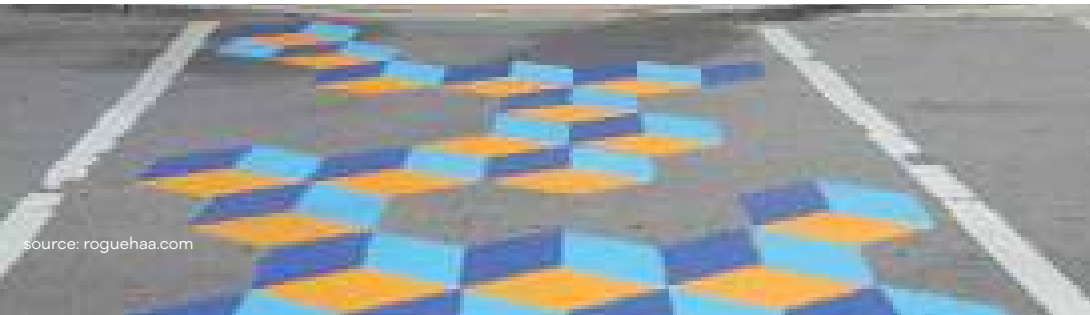
Intervention 5

Triq Il-Plejjju - Triq Il-Ganfra: Level 1 and 3

Triq Il-Plejjju links to both Triq L-Ispika and Triq L-Alwiza, making it an important pedestrian route. Triq Il-Ganfra also forms part of this route, since it links to the distributor road of Triq Iż-Żebbiegħ, where the bus stop 'Fisher' is situated. The intervention proposes strengthening the two roads as pedestrian routes by using signage limiting driving speed to 20 km/hour and highlighting pedestrian priority.



The intervention also proposes floor markings at the intersection with Triq L-Ispika and Triq L-Alwiza, to highlight the activity that takes place on both streets. These markings would also serve for wayfinding especially for children, senior residents and visitors who would not be familiar with the area. On Triq Il-Ganfra, the intervention proposes tactical urbanism at the wide unarticulated intersection with Triq Il-Vanilja and Triq Il-Ġulepp. Floor markings, planters and seating would transform the junction to a more pedestrian-oriented space, which would attract pedestrians walking along the main road. The existing bins could be moved towards the first segment of Triq Il-Vanilja (towards Triq Il-Banjijet Rumani).



Intervention 6

Triq Il-Banjijet Rumani: Level 1 and 3

This road links the two main roads bordering Mgarr, Triq Ġhajj Tuffieħa and Triq Iż-Żebbiegħ. It is therefore a very useful and direct connection across the locality. The road currently has residences on one side only, offering pleasant countryside views. The intervention proposes signage limiting driving speed to 30 km/hour and indicating road sharing between cyclists and drivers. Two footpaths are additionally present along the road, leading to Triq San Pawl and Triq Ramiro Cali. The intervention proposes floor markings in front of these footpaths in order to highlight their presence and provide safer crossings to and from them.



Intervention 7

Triq Iż-Żebbiegħ - Triq Fisher: Level 1

The distributor road of Triq Iż-Żebbiegħ offers a narrow pavement with country views. It eventually links to Triq Fisher, which is a commercial strip with wide, tree-lined pavements, offering a pleasant walking route for residents. Triq Fisher leads to the area in front of Mġarr’s Parish Church, known as Wesgħat IL-Ġublew. The intervention proposes signage on both roads indicating the sharing of the road between cyclists and drivers.



Intervention 8

Triq Sir Harry Luke (from Wesgħat IL-Ġublew to Triq San Pietru): Level 2
Triq Ramiro Cali: Level 1, 2 and 3
Triq San Pawl: Level 3

The Local Council has expressed a strong interest in having a pedestrian-oriented centre around the Parish church, while acknowledging that there is a significant challenge due to the fact that the roads passing through the centre of the locality provide a busy route for vehicles accessing Ġnejna beach. In addition, the Council has remarked that Triq Sir Harry Luke is narrow for the two-way traffic that it currently permits, creating problems for both drivers and local residents.

In tandem with the Local Council’s wishes, the intervention proposes several strategies to limit vehicular access around the Parish Church. The first strategy suggests designating the first segment of Triq Sir Harry Luke – from Wesgħat IL-Ġublew to Triq San Pawl – to be used only by public transport. Other than buses, vehicular access would not be permitted and drivers would have to instead use other streets in order to access the upper segment of the road. Additionally, the first segment of Triq Ramiro

Cali – from Triq Sir Harry Luke to Triq Santa Marija – would be closed off to all vehicular traffic. This would be necessary so as to prevent vehicles from accessing Triq Sir Harry Luke. This rerouting scheme would also decrease the vehicular conflicts that occur on Wesgħat IL-Ġublew, with vehicles manoeuvring in various directions. The remainder of Triq Ramiro Cali would have signage indicating slow speed limits and pedestrian priority.

The intervention also proposes floor markings on Triq Ramiro Cali and Triq San Pawl intersecting with Triq IL-Konkorsi Teatrali, highlighting the presence of the footpaths leading towards Triq IL-Banjijet Rumani. These footpaths constitute an important component of the existing pedestrian circulation within the locality.



Intervention 9

Triq San Pietru: Level 2 and 3
Triq Santa Marija - Ta' Haġrat: Level 2
Triq IL-Konkorsi Teatrali: Level 1

Parallel to Triq Sir Harry Luke is Triq San Pietru. This road would be rerouted as one-way along the entire stretch towards Triq Santa Marija. In turn, Triq Santa Marija would be designated as one-way towards Triq Fisher. The road segment between Triq Santa Marija and Triq Sir Harry Luke would remain a two-way road. Furthermore, the segment of Triq Sir Harry Luke from Triq San Pawl to Triq San Pietru would be rerouted to a one-way for all vehicles except for public transport. The remainder of the road towards Triq Ġhajj Tuffieħa would remain as a two-way road.

This one-way rerouting would redistribute traffic in a more orderly manner which would

cause less vehicular conflicts. The narrow local roads allow on-street parking and therefore do not offer sufficient road width for two-way traffic. The one-way rerouting also applies on Triq Ta' Haġrat, where it would form a loop with Triq Santa Marija and Triq Sir Harry Luke. The rerouting would provide safer crossings between the Local Council building and the playground on the opposite side of the street.

Furthermore, floor markings are proposed along Triq San Pietru on the intersections with Triq Ramiro Cali and Triq Fisher, where the Primary School is located. The markings would signal drivers to slow down while approaching the school, and provide safer crossings for pedestrians, especially children. Signage on Triq IL-Konkorsi Teatrali would indicate 20 km/hr speed limit and pedestrian priority.



Intervention 10

- Triq IL-Kbira: Level 1 and 2
- Triq IL-Kurat Chetcuti: Level 2
- Wesġhat IL-Ġublew: Level 3

The Mġarr Parish Church is surrounded by Triq IL-Kbira, Triq IL-Kurat Chetcuti, and Wesġhat IL-Ġublew. Triq IL-Kbira contains many catering establishments overlooking the church. It is a very busy road due to its link to Triq Ġnejna and the accessibility to the church, which gets particularly busy on weekends. The aim of this strategy is to reduce traffic on Triq IL-Kbira so as to provide an opportunity for full pedestrianisation in the future.

The intervention proposes closing off vehicular access on Triq IL-Kbira – from Wesġhat IL-Ġublew to Triq Ġammari Camilleri – during the evening or on certain days of the week, except for public transport. In addition, vehicles would only be able to access Triq IL-Kurat Chetcuti for parking, and would not be able to continue onto Triq IL-Kbira. Traffic would be shifted onto Triq Mons. Orazju Vella, which already serves as the back

road access to the church. This would become the access route for cars, while Triq IL-Kbira would be designated for pedestrians, thus further enabling the front of the church to be strengthened. Triq Mons. Orazju Vella currently allows for two-way traffic and has the same road width as Triq IL-Kbira, thus having similar conditions with regard to vehicular traffic flow therein. Displacement of on-street parking along Triq Mons. Orazju Vella, if possible, would greatly benefit this rerouting scheme.



The intervention also proposes floor markings in front of the church on Wesġhat IL-Ġublew, in order to better articulate the wide junction that is present here. Given that vehicles on Triq IL-Kbira would not be able to access Triq Sir Harry Luke, as mentioned in the previous intervention, such floor markings could delineate larger areas for pedestrian use.



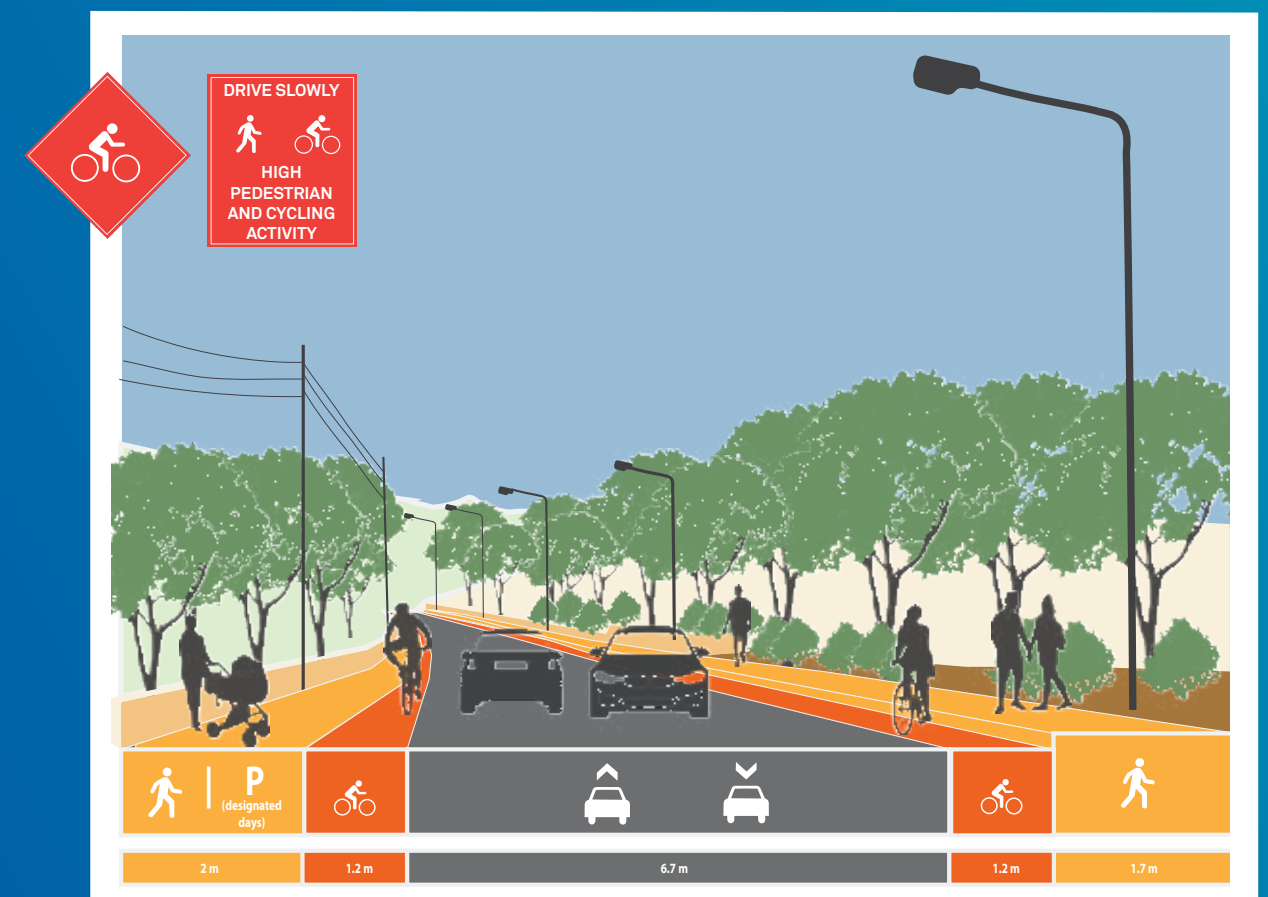
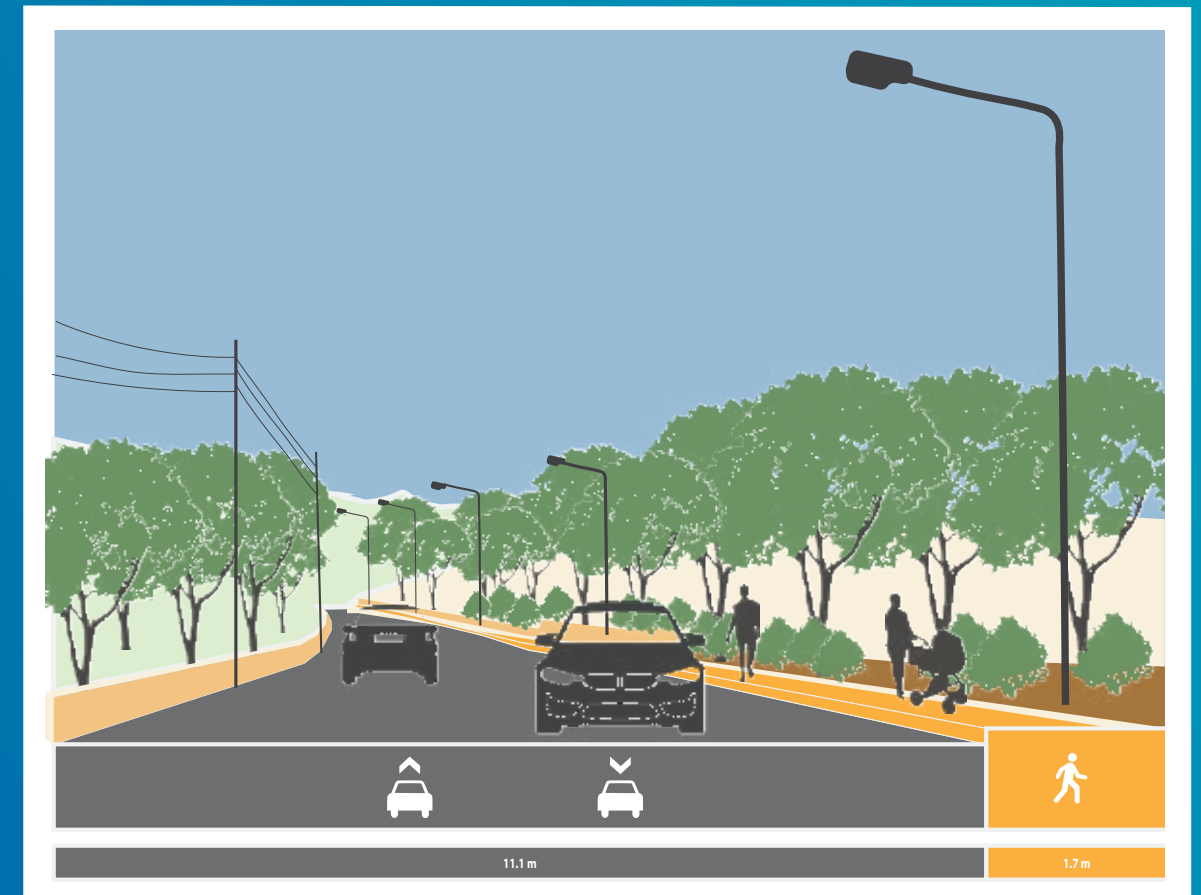
Intervention 11

Triq Sir Harry Luke (from Triq San Pietru to Triq Għajn Tuffieħa): Level 3 and 4

The upper segment of Triq Sir Harry Luke – from Triq San Pietru to Għajn Tuffieħa – is a wide road, particularly when compared to other local roads and to the lower segment of the road itself. The road offers pleasant views of the countryside on either side, as it is not yet surrounded by buildings. It also offers a direct route between the Parish church area and that known as Ta' Mnejru.

The road section features a wide 11.1 metre roadway adjacent to an existing 1.7 metre-wide pavement on one side only which offers some seating opportunities. Since this road is linked to Triq Sir Temi Zammit (discussed in Intervention 1), the intervention proposes continuing the road section by narrowing the roadway to allocate designated cycling lanes, 1.2 metres wide, on either side of the road. Offering designated lanes would encourage residents to cycle more frequently, especially with such routes that offer recreational opportunities in the surrounding countryside, with better air quality and pleasant views.

Furthermore, the intervention proposes a 2 metre-wide strip for pedestrian activity on the side of the road where no pavement is currently present. This space could be used for supplementary parking when Triq Il-Kbira would be closed off on certain days, as discussed in the previous intervention. Vehicles would park along the road and the residents could walk down towards the church, instead of saturating the area with their parked vehicles. The proposed reconfiguration would therefore have a dual role – serving pedestrians as an additional walking path or alleviating traffic within the centre when necessary. The intervention also proposes floor markings at the intersection with Triq San Pietru in order to alert drivers to slow down and provide safer crossings.

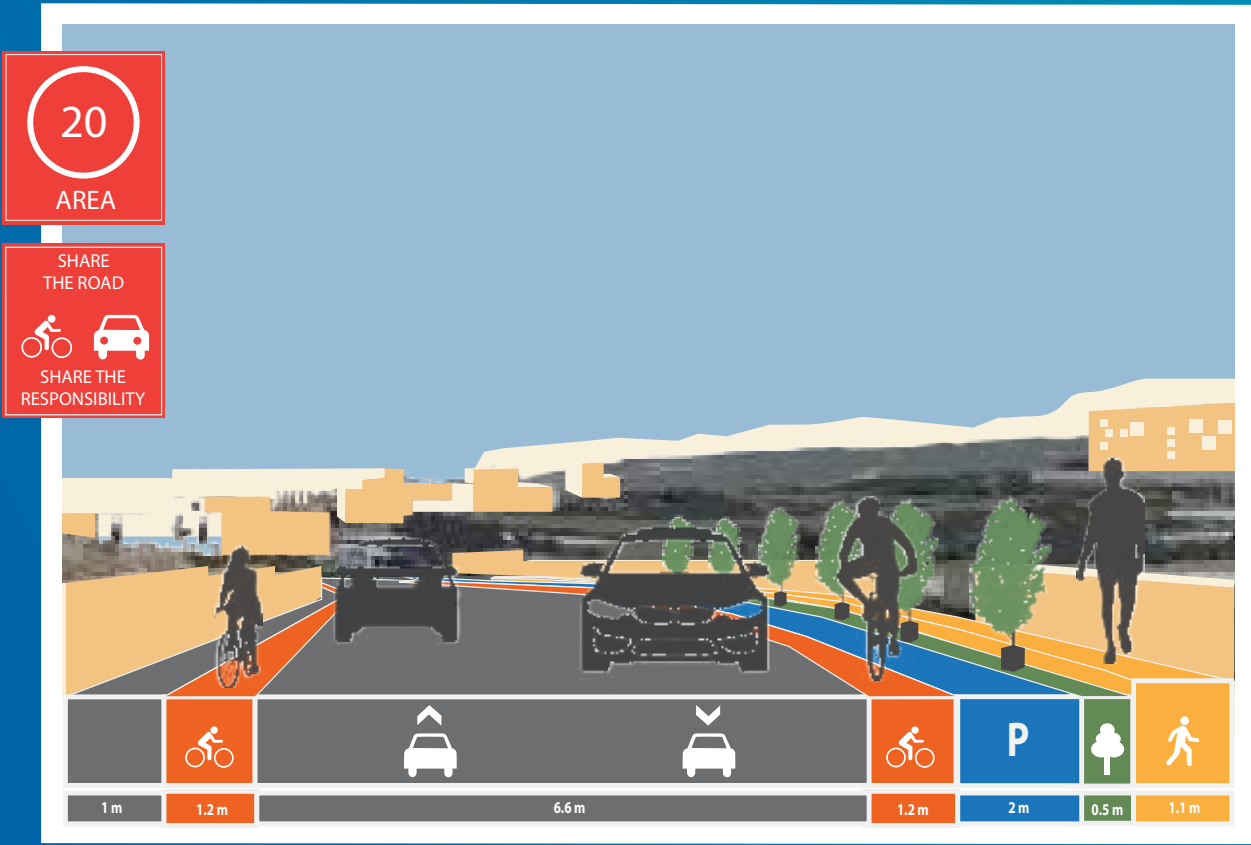
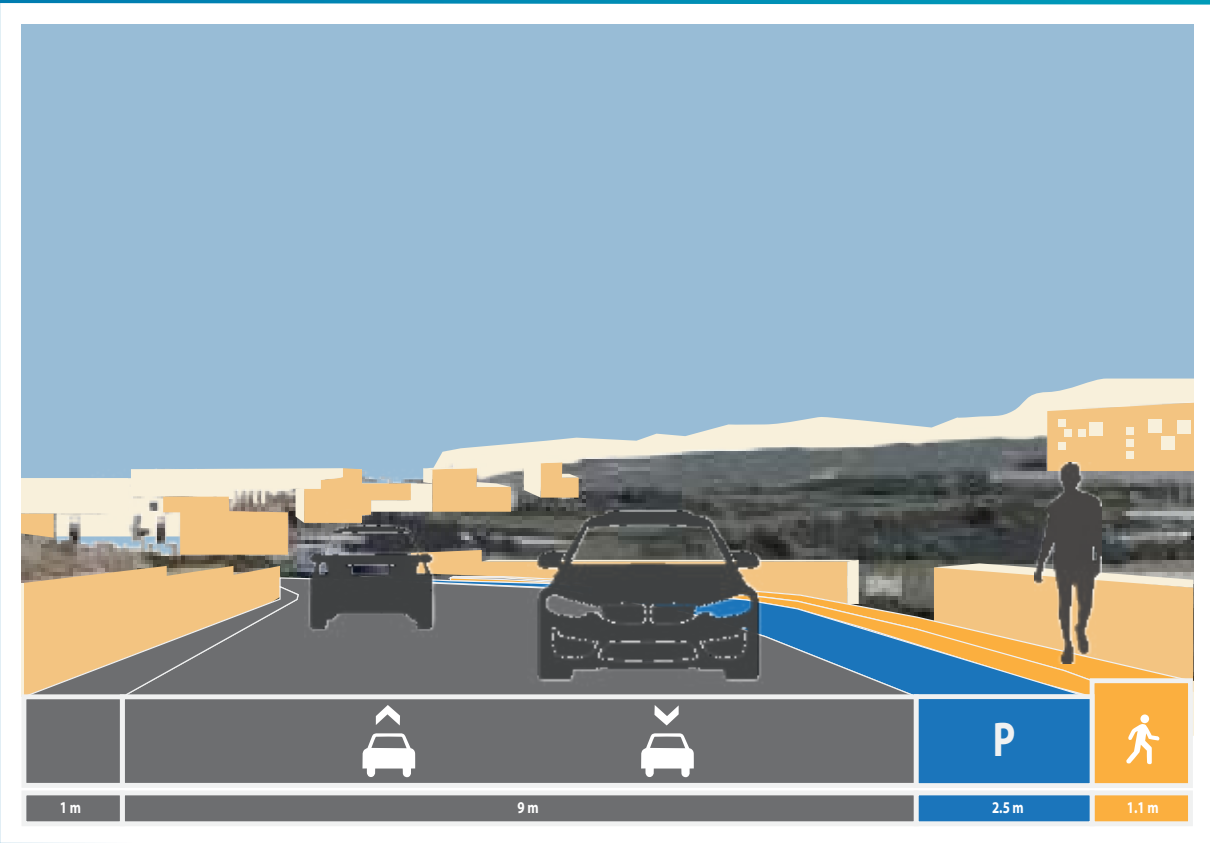


Intervention 12

Triq Għajn Tuffieħa: Level 4

Leading to Għajn Tuffieħa beach and Mellieħa, this road is frequently used, particularly on weekends. The road mainly passes through farmland, so on-street parking is not present. However, the wide 9-metre roadway does widen ever so often to provide a shoulder/breakdown lane. The road is characterised by a 1.1 metre-wide pavement on one side of the road, while the other side has a 1 metre-wide buffer between the roadway and the farms.

The intervention proposes narrowing the existing roadway from 9 metres to 6.6 metres in order to introduce designated 1.2 metre-wide cycling lanes on either side of the road. Additionally, when on-street parking is wider than 2 metres, a narrow (around 0.5 metre-wide) greening strip could be located next to the existing pavement in order to protect pedestrians from vehicular traffic, on which planters could be placed. The aim of this intervention is to continue the designated cycling lanes along both Triq Sir Temi Zammit (discussed in Intervention 1) and Triq Għajn Tuffieħa, thus strengthening both streets as important recreational routes. Designated and protected spaces encourage residents to walk and cycle to their destinations rather than use their vehicles.



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.



Mgarr

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

During the second phase, the rerouting and tactical urbanism interventions around the central square may be tested and eventually carried out as these would link to the roads tested in Phase 1. Simultaneously, Phase 1 testing on Sundays may extend over the entire weekend. In addition, the reconfiguration of Triq Sir Temi Zammit, Triq Sir Harry Luke and Triq Ghajn Tuffieha could commence.

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

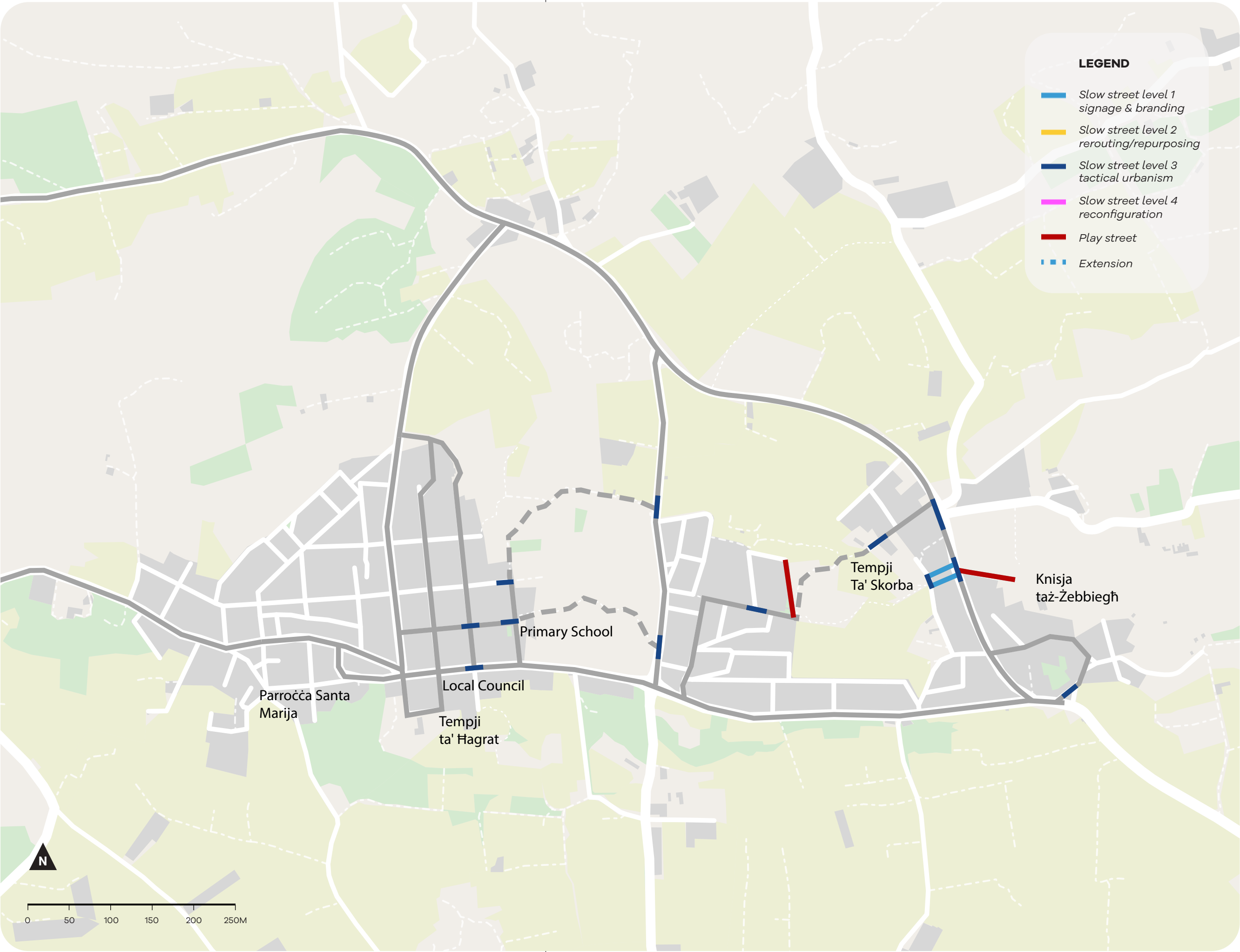


PHASING

STARTING &
TESTING THE
NETWORK

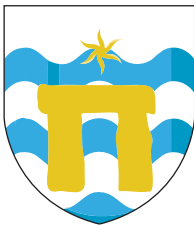


KUNSILL LOKALI
MĠARR

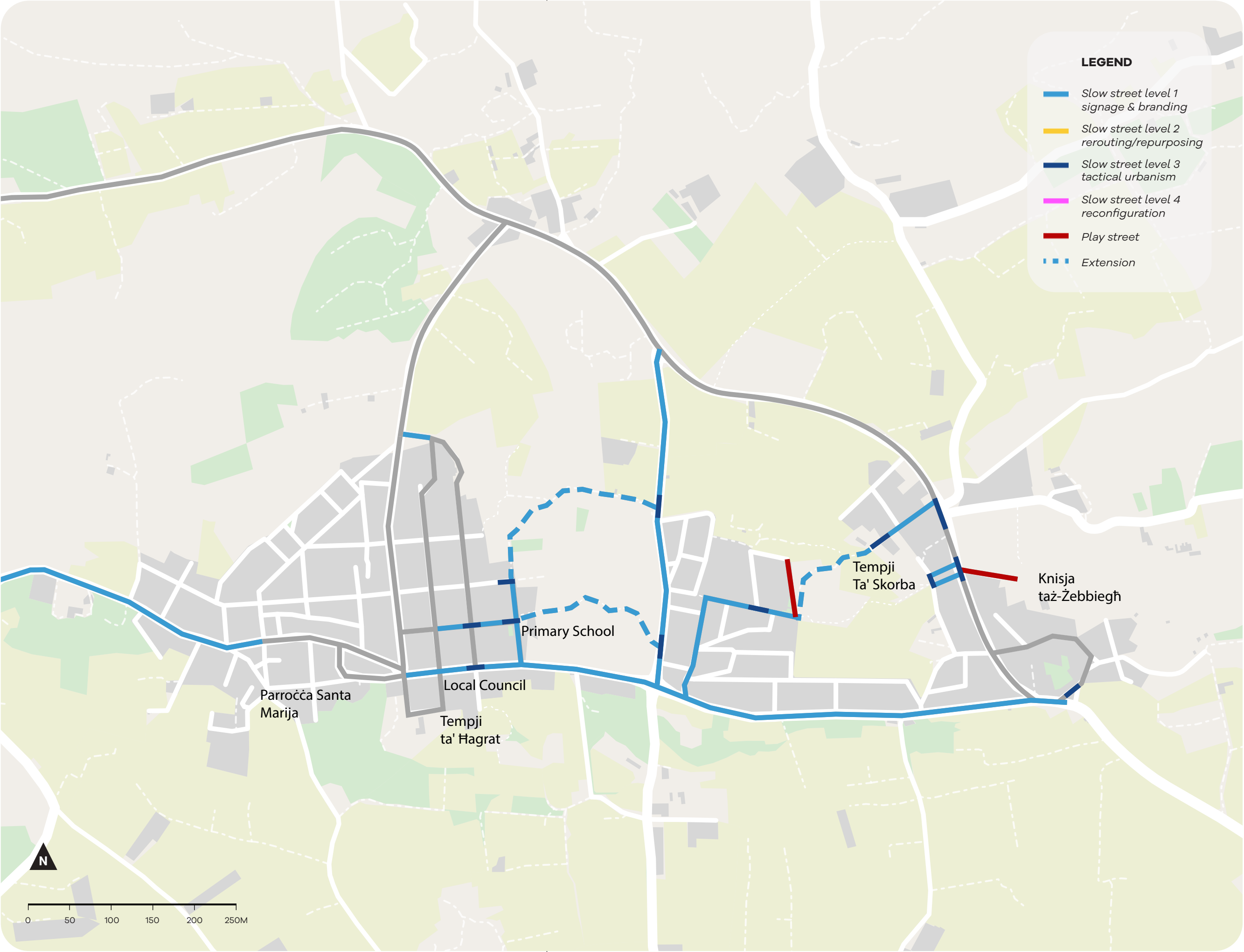


PHASING

STRENGTHENING
THE NETWORK

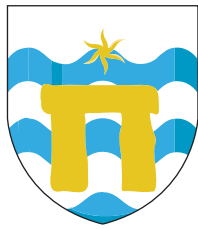


KUNSILL LOKALI
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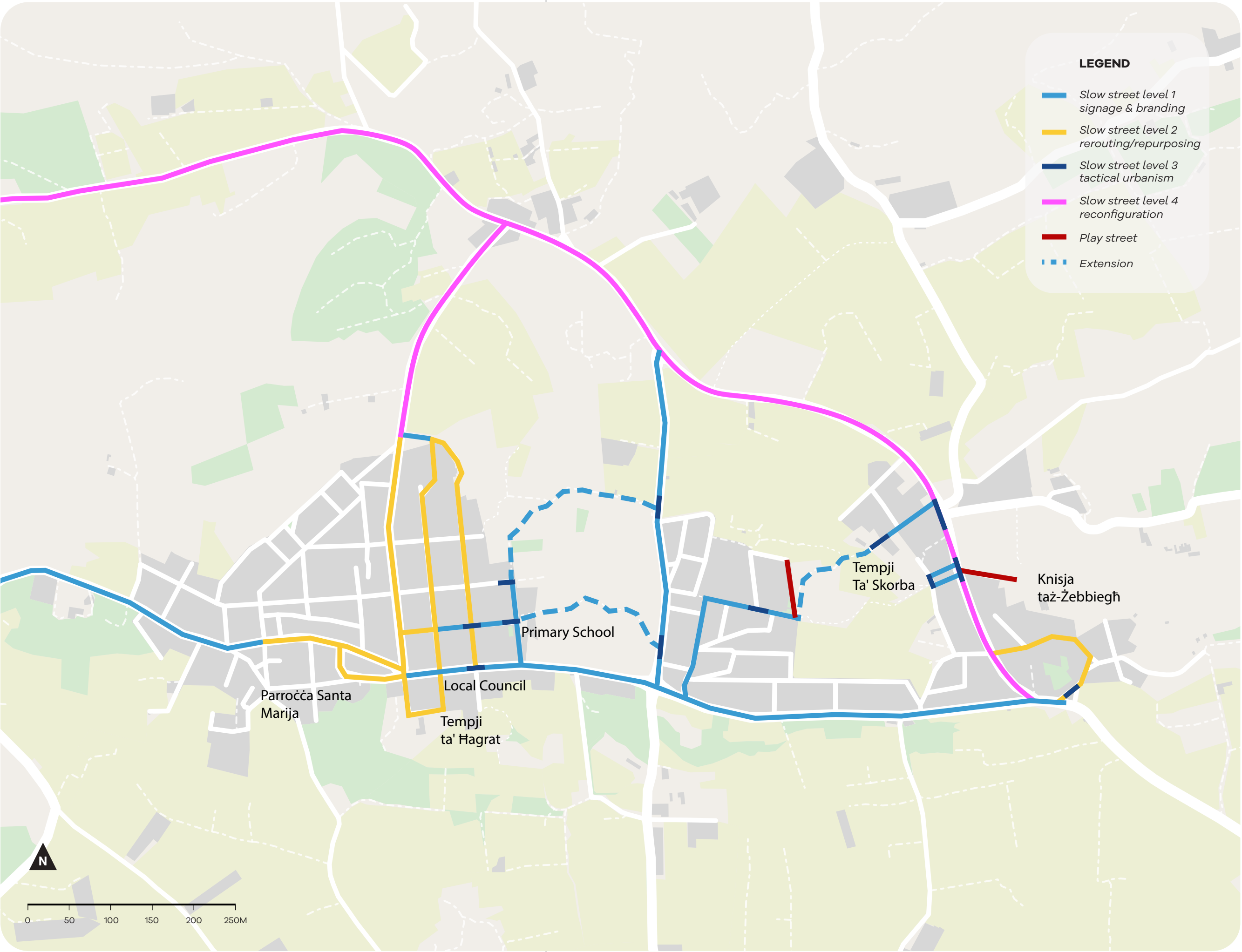


PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
MĠARR



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

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

The Way Forward

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

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

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

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

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



source: The Rouge Collection

Mġarr is a large locality situated at the North-western coast of Malta. The locality is predominantly residential and contains many farmlands and vineyards which take up a large surface of the locality's area.

Mġarr is characterised by informal footpaths in the countryside linking it to the different hamlets that are spread around the territory. The local roads are often quiet, with designated slow speeds. However, narrow local roads are often used as traffic shortcuts instead of using the upgraded infrastructure, threatening both the serenity of these residential streets and pedestrian safety, while contributing to additional pollution levels. Currently, the road leading to Ġhajn Tuffieħa beach has been upgraded, alleviating some traffic congestion from the centre. However, the only road access to Ġnejna beach passes through the centre next to the Parish Church, causing congestion in the area, especially on weekends. Additionally, large buses including public transport need to access the centre through narrow two-way roads, causing further congestion and safety issues.

One of the main aims of Mġarr's Slow Streets strategy is to liberate local streets from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being shifted to pedestrian and cyclist use rather than cars, while still retaining the important bus routes that navigate within the locality.

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

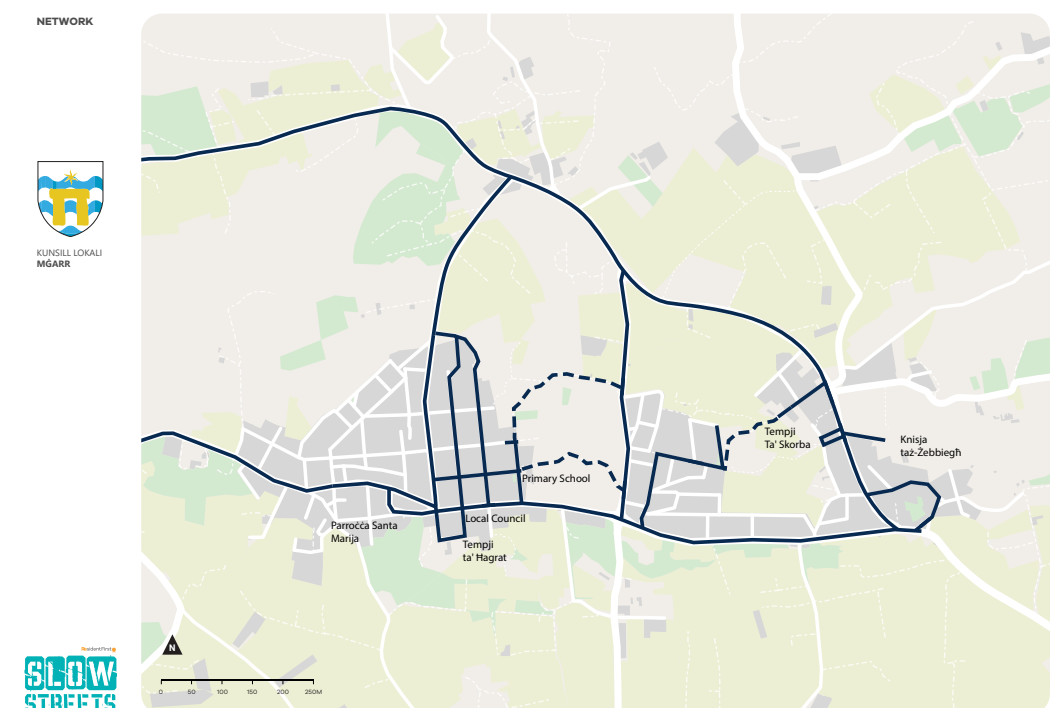
Summary

intervening on the entire street is not possible, particularly for use in larger roads where slower-moving, more localised/ dedicated slip roads are available, and where priority for pedestrians is often not considered

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

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

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



Intervention Summary street by street

Intervention 1

Triq Sir Temi Zammit (tactical urbanism and reconfiguration)

Tactical urbanism: tactical urbanism at intersection with Triq Sant’Anna using floor markings, planters and possibly seating, adjacent to the bus stops ‘Temi’

Reconfiguration: narrowing down the road to 5.6 metres, designated 1.2 metre-wide cycling lanes along the sides of the road

Intervention 2

Triq Sant’Anna (Play street)

Signage: Slow Streets Branding

Signage: road closure on designated Play Street days

Play street: programming

Triq L-Imqades (tactical urbanism)

Tactical urbanism: floor markings to highlight presence of Ta’ Skorba temples and footpath to Triq L-Ispika

Intervention 3

Triq Ġnien Id-Dwieli (rerouting and tactical urbanism)

Rerouting: one-way towards Triq IL-Fuħħar L-Aħmar

Tactical urbanism: on the intersection of Triq L-Imġarr and Triq Ġnien Id-Dwieli, floor markings and planters to delineate the entrance roadway

Triq IL-Fuħħar L-Aħmar (rerouting)

Rerouting: one-way towards Triq Sir Temi Zammit

Intervention 4

Triq L-Iskorba (signage & branding and tactical urbanism)

Tactical urbanism: floor markings at the beginning of the road next to Triq Sir Temi Zammit

Signage: Slow Streets branding

Signage: 20 km / hour speed limit

Signage: pedestrian priority

Triq L-Ispika (Play street)

Signage: Slow Streets Branding

Signage: road closure on designated Play Street days

Play street: programming of activities

Intervention 5

Triq IL-Plejju (signage & branding and tactical urbanism)

Tactical urbanism: floor markings at the intersection with Triq L-Ispika and Triq L-Alwiza

Signage: Slow Streets branding

Signage: 20 km / hour speed limit

Signage: pedestrian priority

Triq IL-Ganfra (signage & branding and tactical urbanism)

Tactical urbanism: floor markings, planters and seating within the intersection with Triq IL-Vanilja and Triq IL-Ġulepp

Signage: Slow Streets branding

Signage: 20 km / hour speed limit

Signage: pedestrian priority

Intervention 6

Triq IL-Banjijet Rumani (signage & branding and tactical urbanism)

Tactical urbanism: floor markings in front of footpaths leading to Triq San Pawl and Triq Ramiro Cali

Signage: Slow Streets branding

Signage: 20 km / hour speed limit

Signage: share the road (cyclists and drivers)

Intervention 7

Triq Iż-Żebbieġh - Triq Fisher (signage & branding)

Signage: Slow Streets branding

Signage: share the road (cyclists and drivers)

Intervention 8

Triq Sir Harry Luke (from Wesgħat IL-Ġublew to Triq San Pietru) (rerouting)

Rerouting: access only for public transport

Triq Ramiro Cali (rerouting and tactical urbanism)

Rerouting: first segment – from Triq Sir Harry Luke to Triq Santa Marija – closed off to all vehicular traffic

Tactical urbanism: floor markings at intersection with Triq IL-Konkorsi Teatrali, highlighting footpath leading towards Triq IL-Banjijet Rumani

Signage: Slow Streets branding

Signage: 20 km / hour speed limit

Signage: pedestrian priority

Triq San Pawl (tactical urbanism)

Tactical urbanism: floor markings at intersection with Triq IL-Konkorsi Teatrali, highlighting footpath leading towards Triq IL-Banjijet Rumani

Intervention 9

Triq San Pietru (rerouting and tactical urbanism)

Rerouting: one-way towards Triq Santa Marija

Tactical urbanism: floor markings along Triq San Pietru on the intersections with Triq Ramiro Cali and Triq Fisher

Triq Santa Marija - Ta’ Haġrat (rerouting)

Rerouting: one-way towards towards Triq Fisher

Triq IL-Konkorsi Teatrali

Signage: Slow Streets branding

Signage: 20 km / hour speed limit

Signage: pedestrian priority

Intervention 10

Triq IL-Kbira (signage & branding and rerouting)

Rerouting: closing off vehicular access from Wesgħat IL-Ġublew to Triq Ġammari Camilleri

Signage: Slow Streets branding

Signage: 20 km / hour speed limit

Signage: share the road (cyclists and drivers)

Triq IL-Kurat Chetcuti (rerouting)

Rerouting: parking-only vehicular access to Triq IL-Kurat Chetcuti, no possibility to continue onto Triq IL-Kbira

Wesgħat IL-Ġublew (tactical urbanism)

Tactical urbanism: floor markings in front of the church in order to better articulate the wide junction

Intervention 11

Triq Sir Harry Luke (from Triq San Pietru to Triq Ghajn Tuffieha) (tactical urbanism and reconfiguration)

Tactical urbanism: floor markings at intersection with Triq San Pietru

Reconfiguration: narrowing the roadway to allocate designated 1.2 metre-wide cycling lanes on either side of the road and a 2 metre-wide strip for pedestrian activity

Intervention 12

Triq Ghajn Tuffieha (reconfiguration)

Reconfiguration: narrowing the existing roadway to introduce designated 1.2 metre-wide cycling lanes on either side of the road and a greening strip (around 0.5 metres wide) for planters

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