

ResidentFirst

# SLOW STREETS

November 2020



KUNSILL LOKALI  
MUNXAR

ResidentFirst

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

**Project Team – studjurban**

Dr. Antoine Zammit  
Tala Aldeiri  
Amaryllis Bista  
Shannon Farrugia  
Steve Montebello

**Project team – Studio Tom Van Malderen**

Tom Van Malderen  
Anna Horvath  
Daniel Lupi

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**Acknowledgements**

The project teams would like to express their gratitude to the Local Councils' Association for its ongoing support, to Transport Malta for providing important geospatial datasets for the locality, the Planning Authority for providing the digital base plan of the locality, Bicycle Advocacy Group and Environment and Resources Authority: ERA.

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**Published by:**

Local Councils' Association  
Local Government Building  
Local Government Road  
Marsa  
Malta  
Tel: (+356) 25968000  
Email: lca@lca.org.mt  
Website: www.lca.org.mt

Slow Streets is a project of the Local Councils' Association's ResidentFirst vision 2024. Follow Resident First on [facebook.com/ResidentFirst](https://www.facebook.com/ResidentFirst)

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# Introduction

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

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

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

## What is the Slow Streets initiative?

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

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

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

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

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



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



## Who are Slow Streets for?

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

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

## How do Slow Streets work?

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

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

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



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.

# Munxar

Munxar is a small village within a larger territory located along the south-west edge of Gozo, which is characterised by a small residential cluster within the centre, and a separated, even smaller commercial/ recreational and residential hub around Xlendi Bay. The rest of the territory is made up of natural and agricultural land, with several points of interest that attract a large number of visitors yearly, particularly Xlendi Bay and its environs. This zone is characterised by fishing activities but is more renowned for its numerous catering outlets (restaurants, bars, cafeterias) and touristic accommodation (including hotels). There are also numerous residential units, mostly available for short-lets particularly during the summer months. A distinct node within this area is a large surface parking area, located behind the commercial hub of the Bay, with the sole community landmarks being a police station and a small church.

Moving away from the coast, and zooming into the residential centre of Munxar, the key landmark therein is the village's Parish Church dedicated to St. Paul.

This Baroque church complements the public open square which already emphasises pedestrian-priority through the implementation of paved areas and signs. Few local roads stem out of the main square, and whilst these roads do not particularly carry high flows of traffic, they would nonetheless benefit in being more walkable routes that connect better to the main square.

The main aim of the Slow Streets strategy, therefore, is to continue liberating local streets from 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.



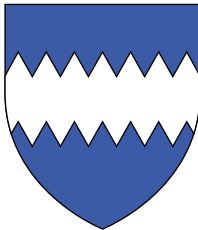
Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics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

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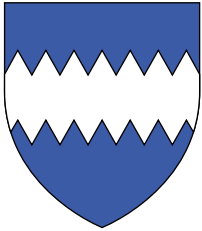


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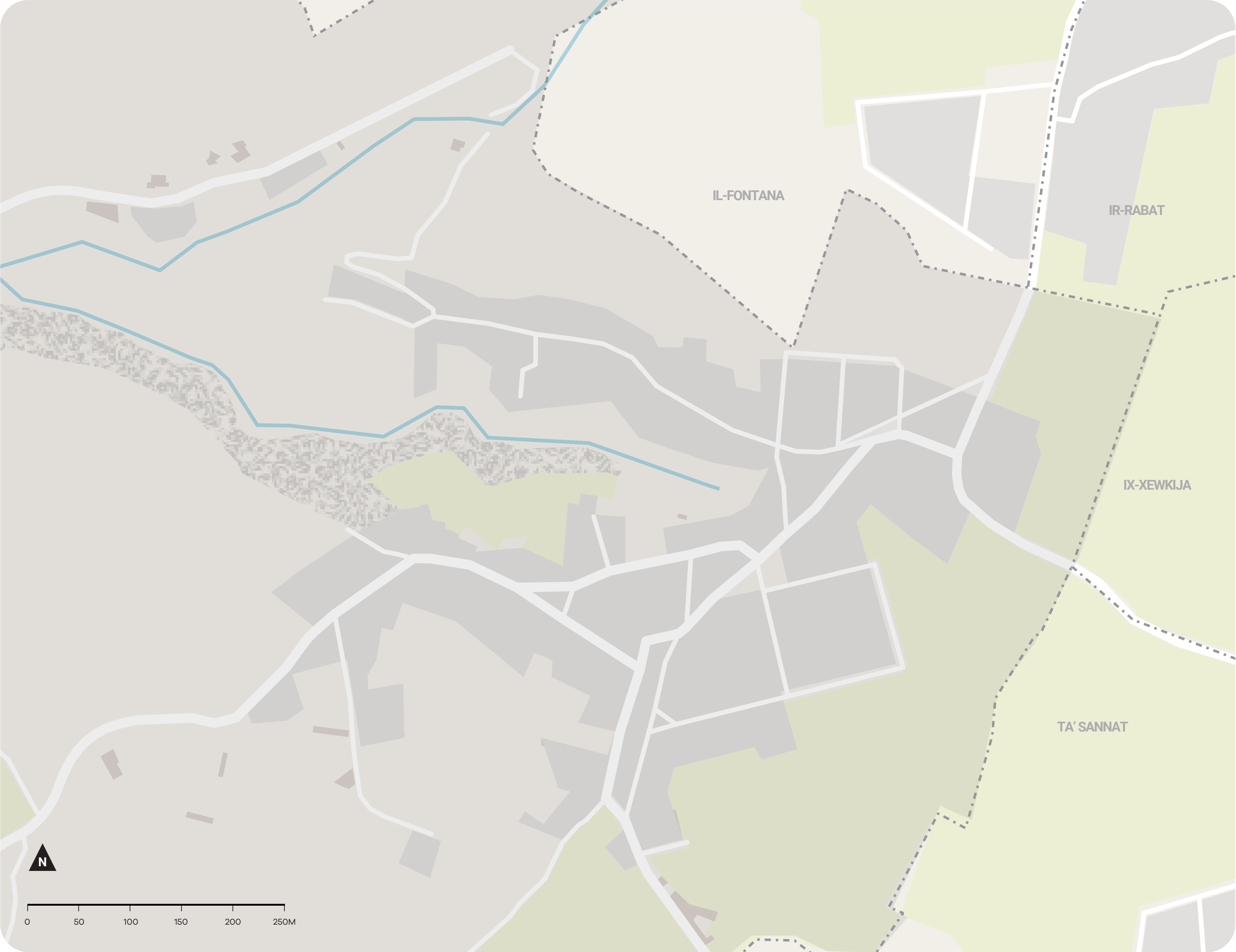




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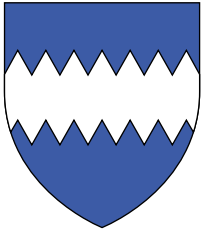


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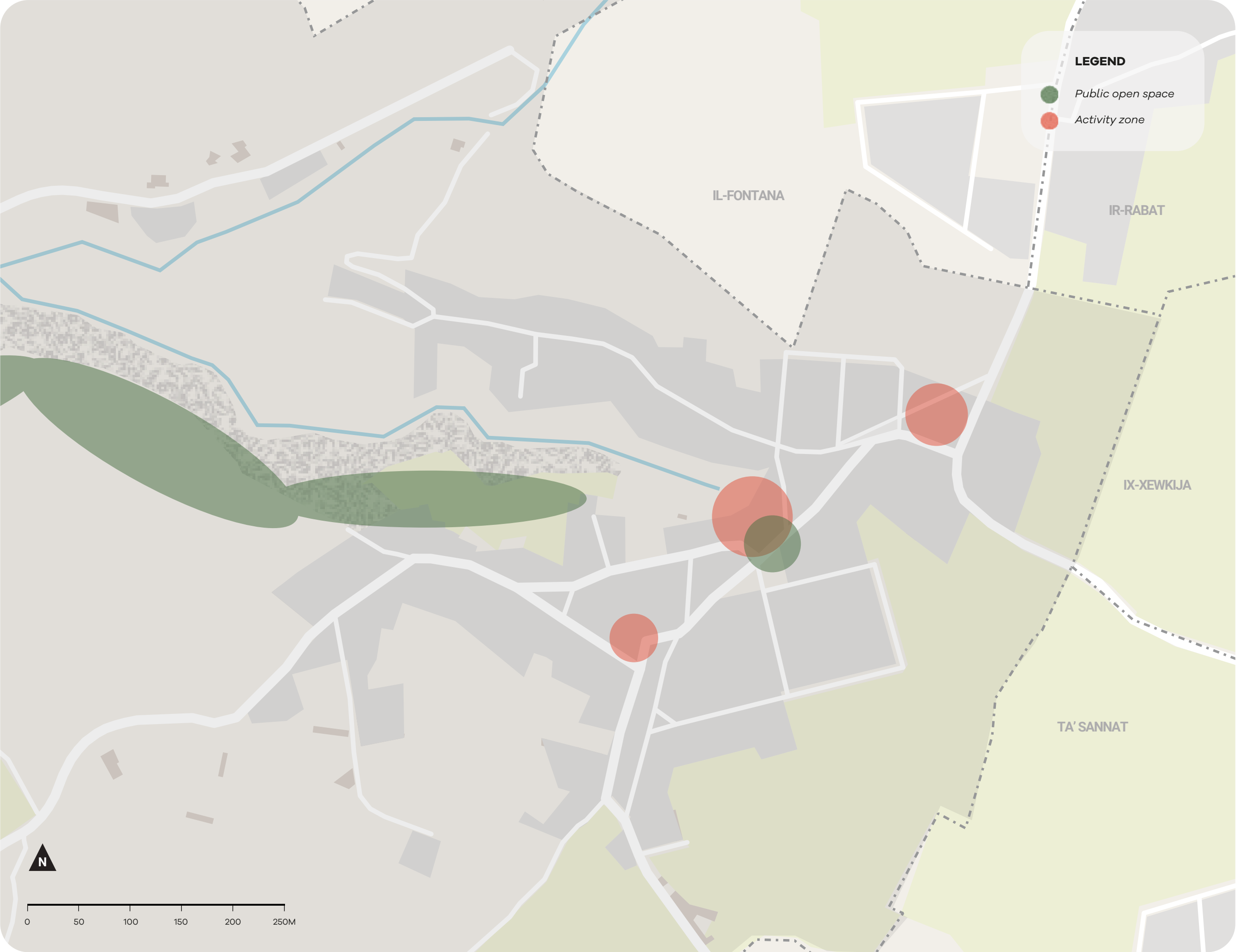




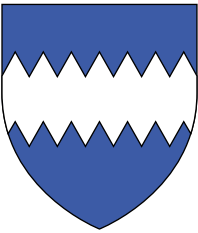
ACTIVITY  
ZONES



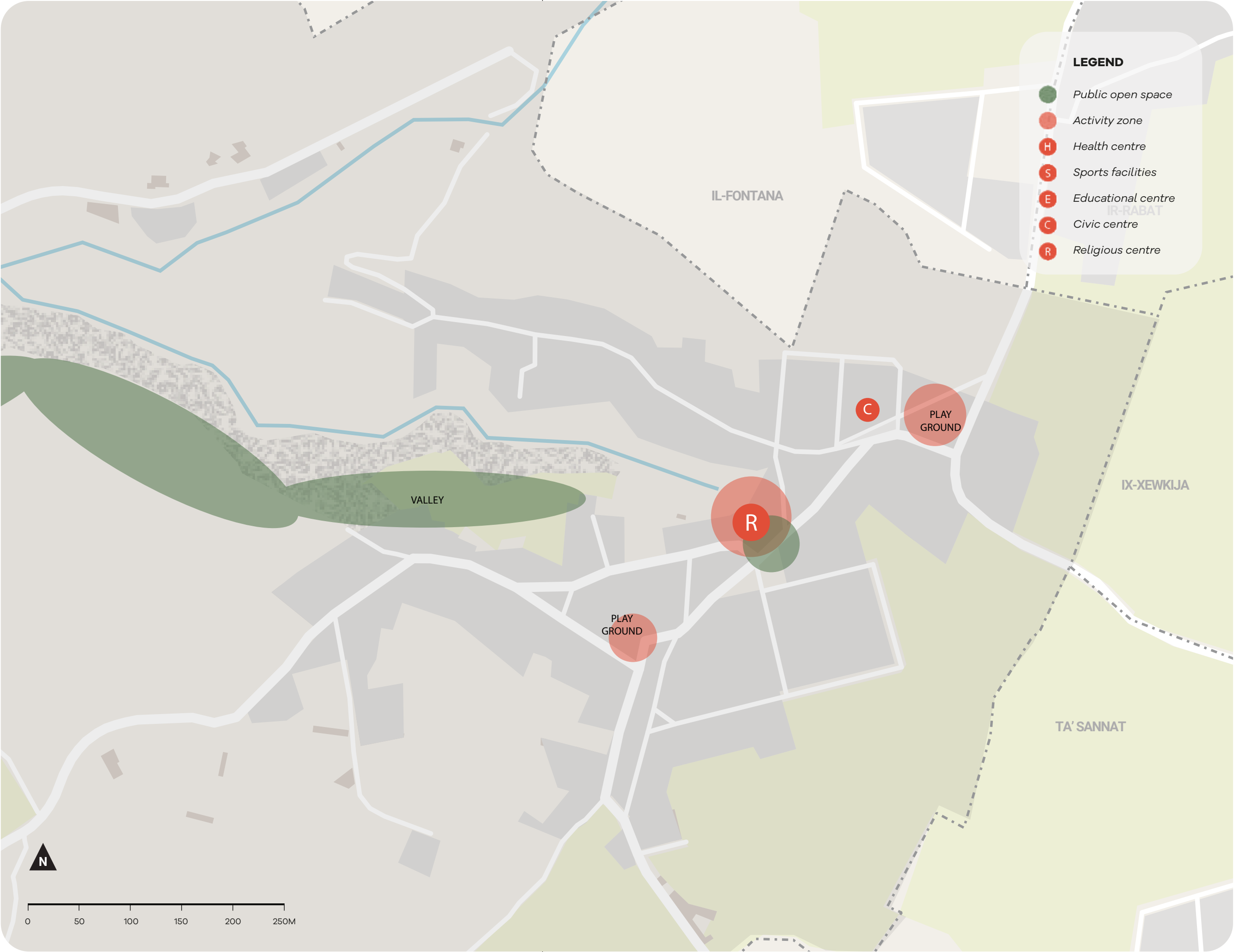
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DESTINATIONS

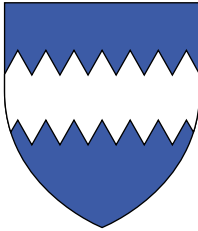


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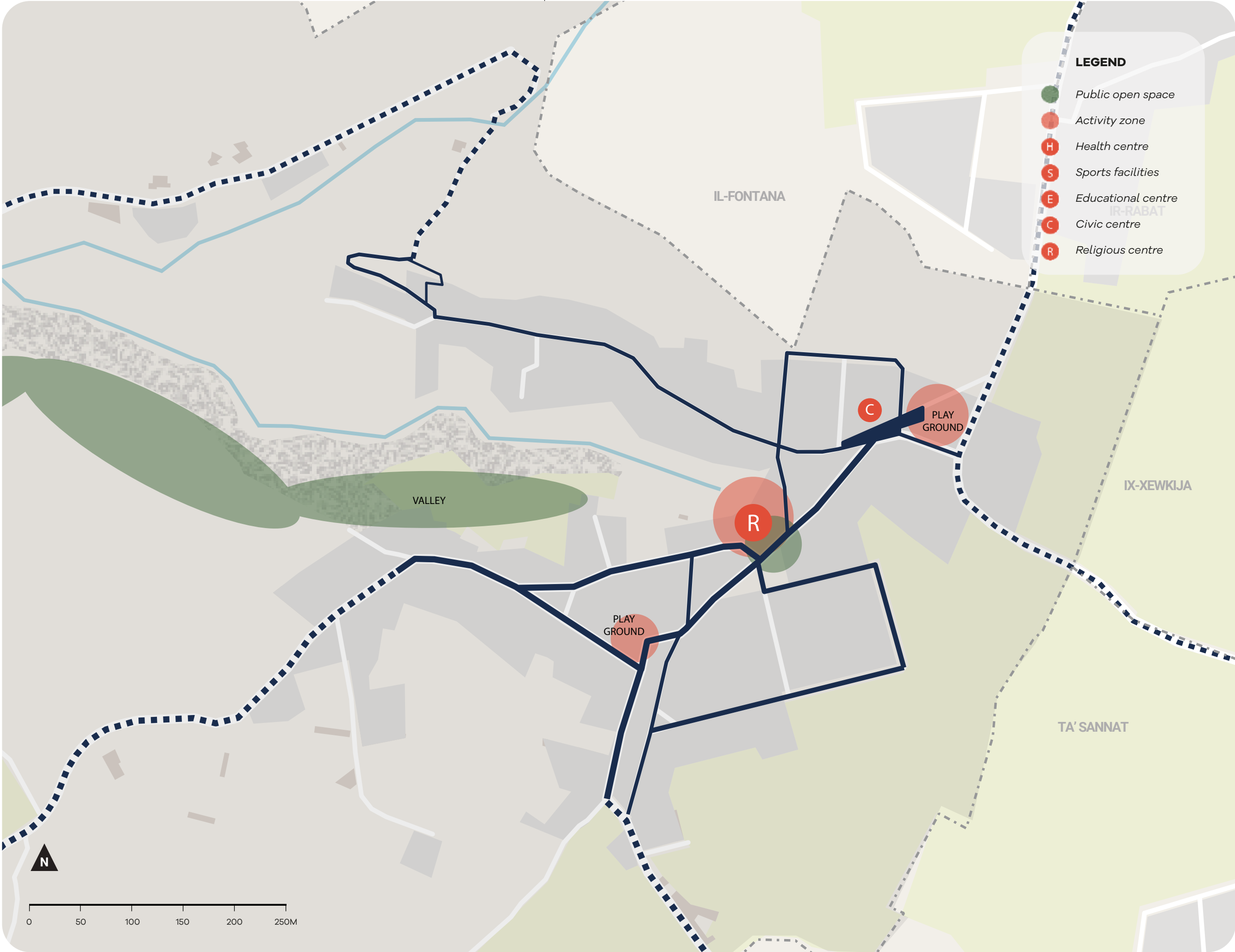




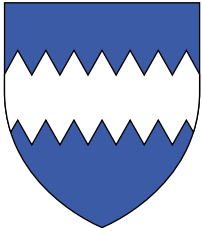
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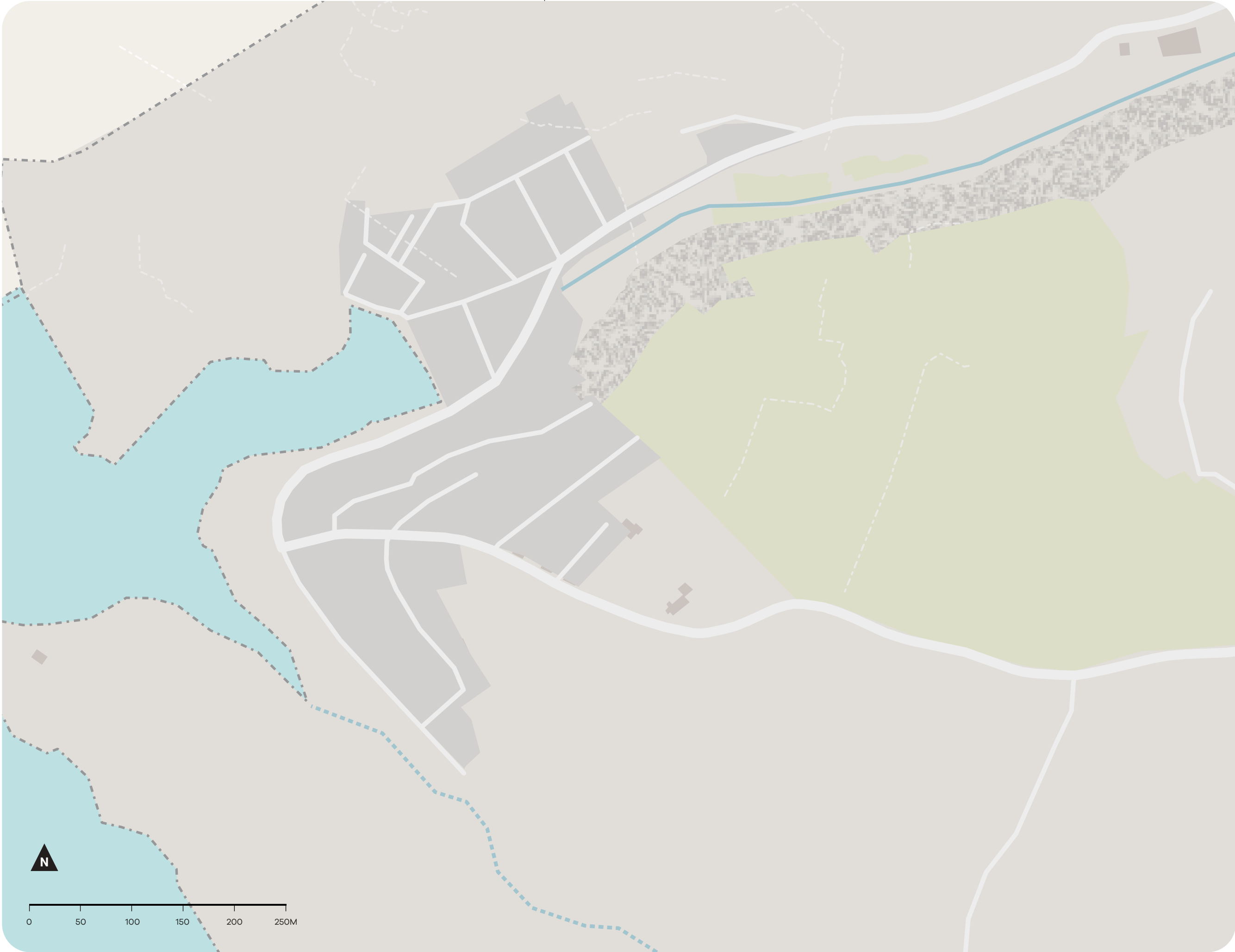
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LOCALITY

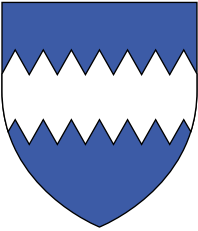


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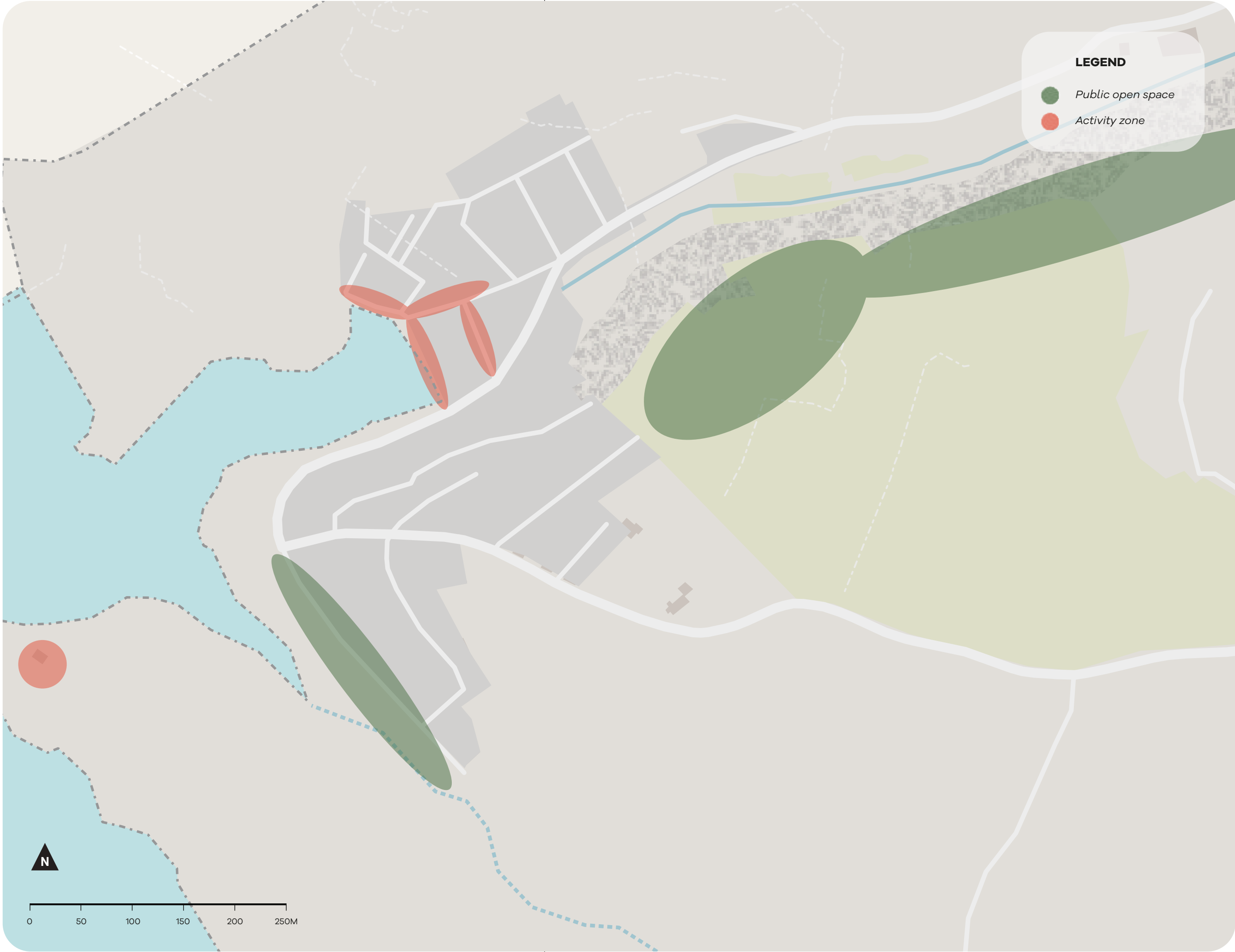




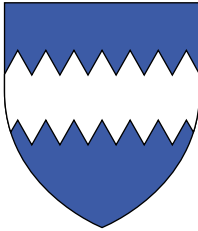
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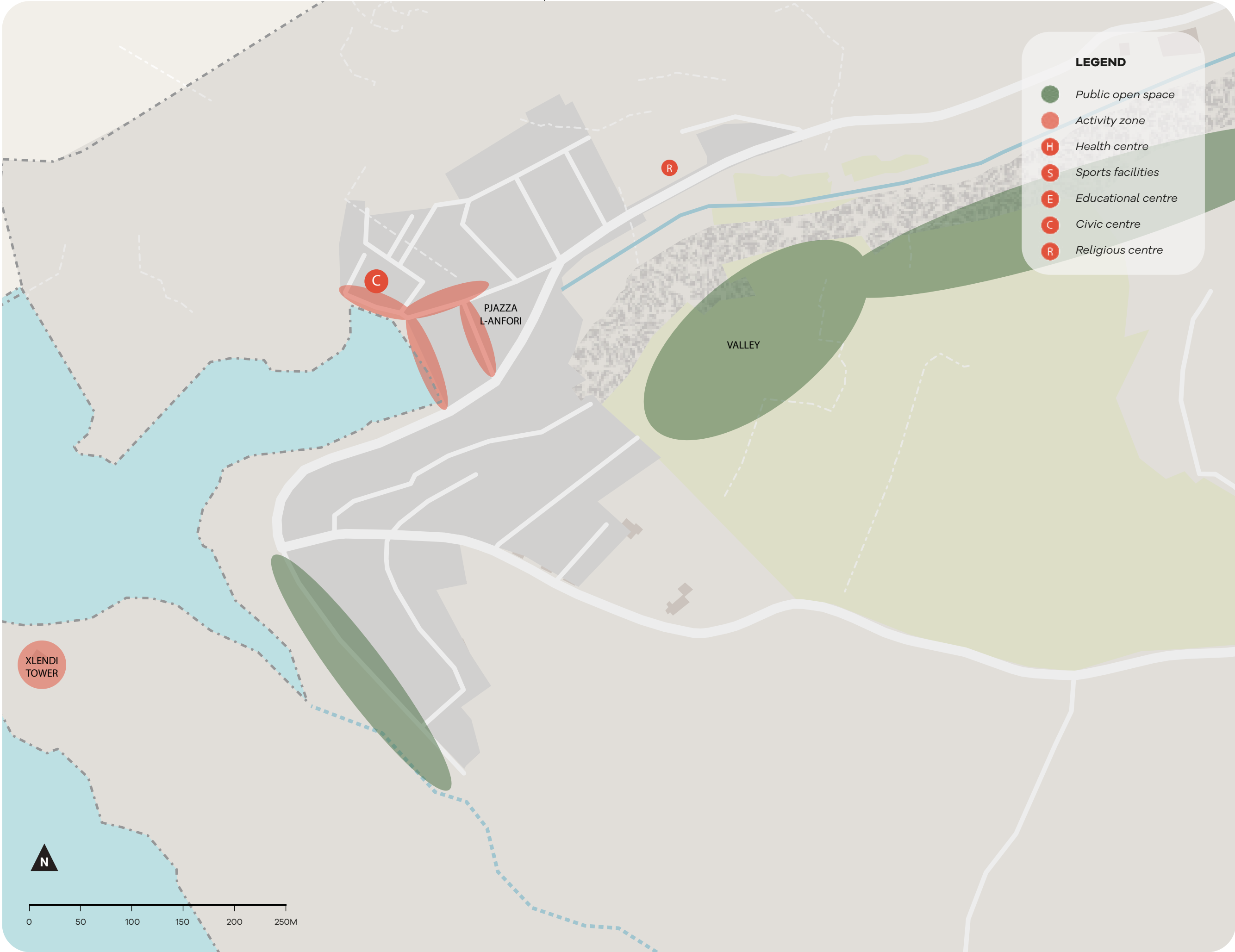
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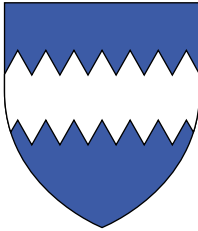


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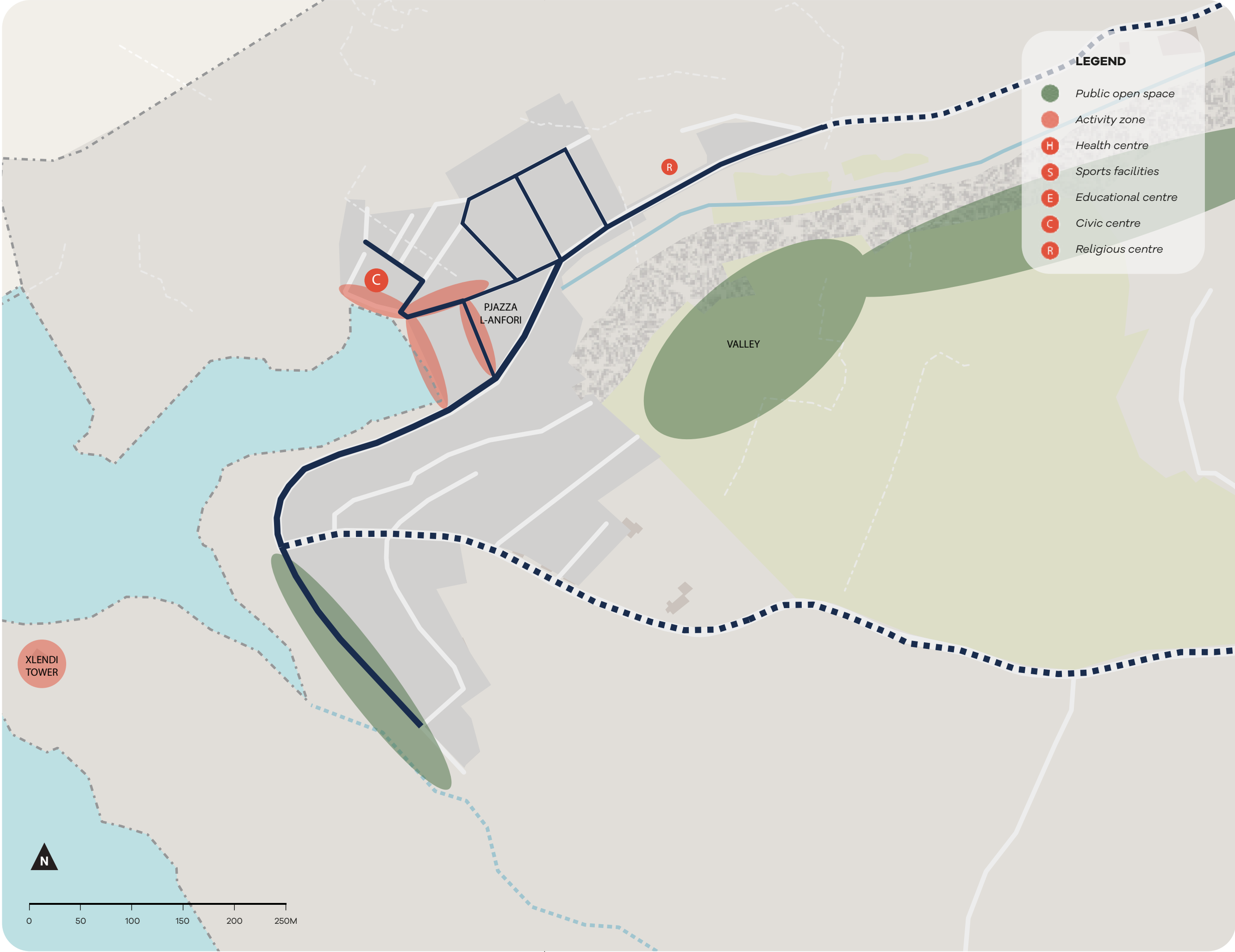


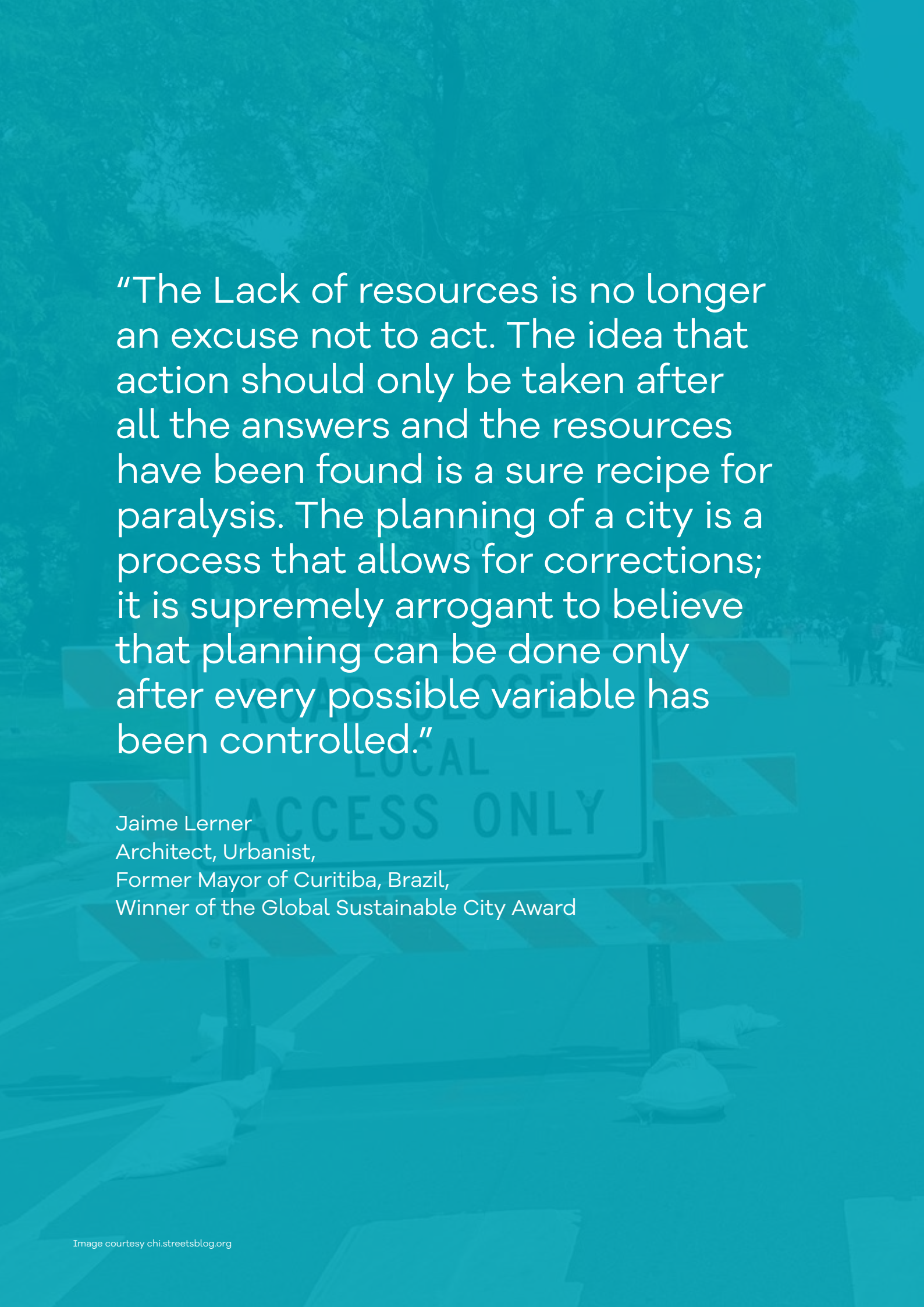


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“The Lack of resources is no longer an excuse not to act. The idea that action should only be taken after all the answers and the resources have been found is a sure recipe for paralysis. The planning of a city is a process that allows for corrections; 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

### Munxar 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: Cadence



source: designcouncil.org.uk

## 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: Tactical Urbanism Guide



source: Talk Wellington





## 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).



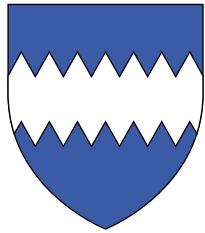
## Extensions

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.

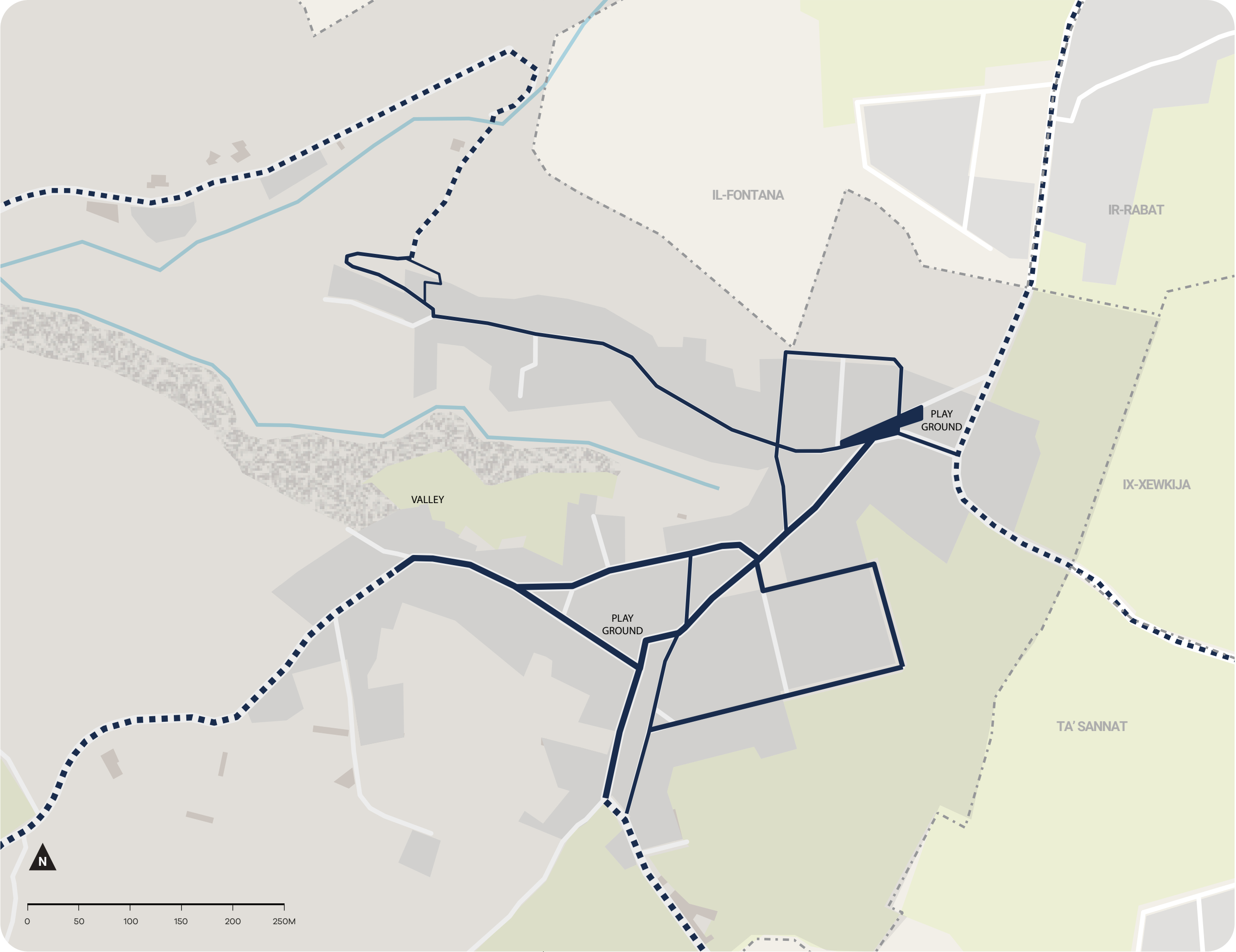




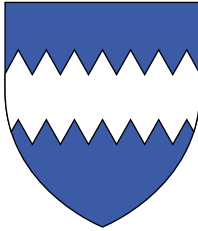
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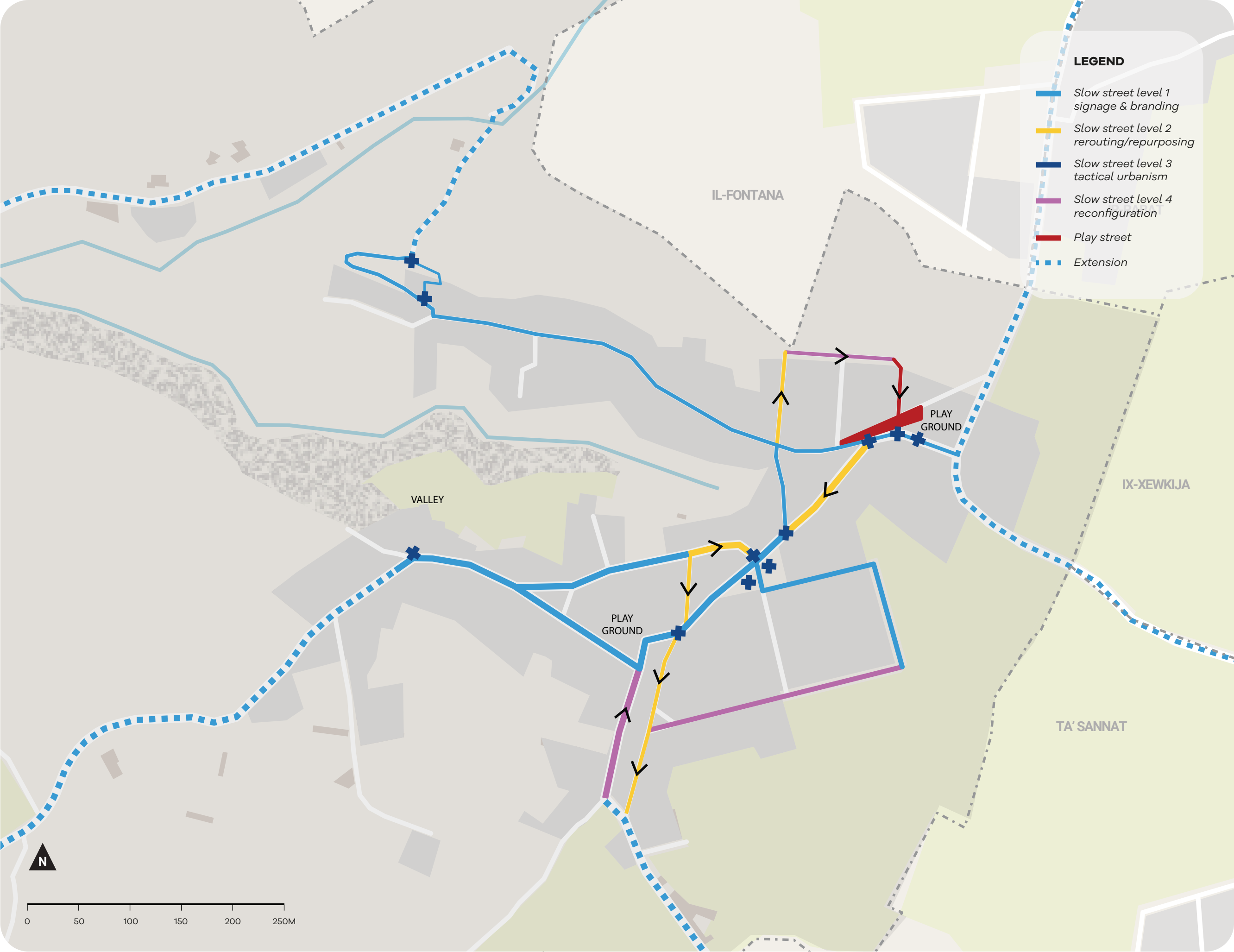
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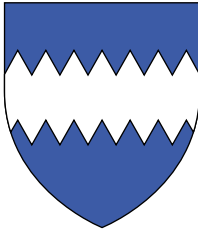
INTERVENTION



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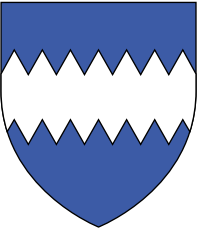
INTERVENTION



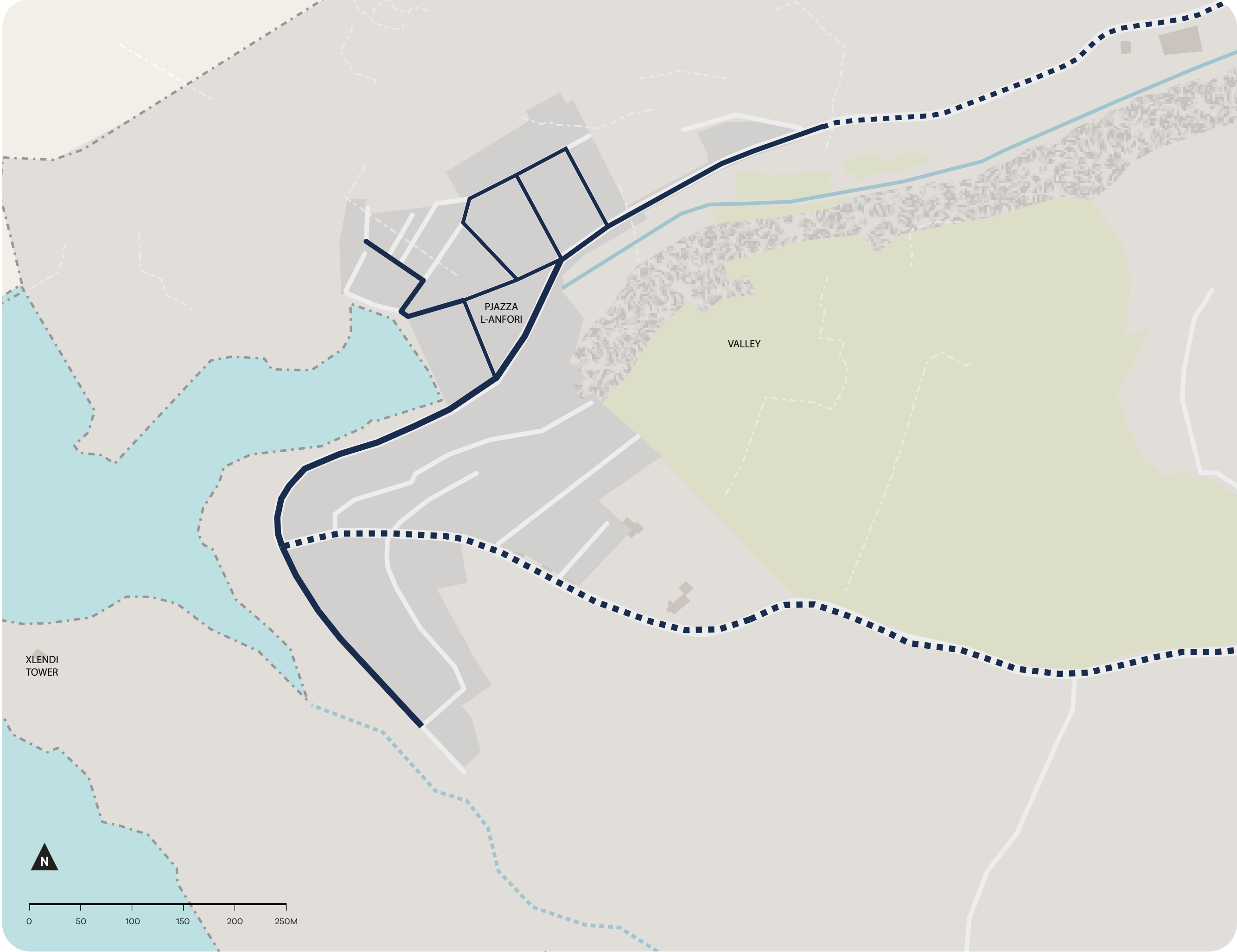
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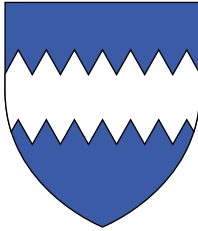


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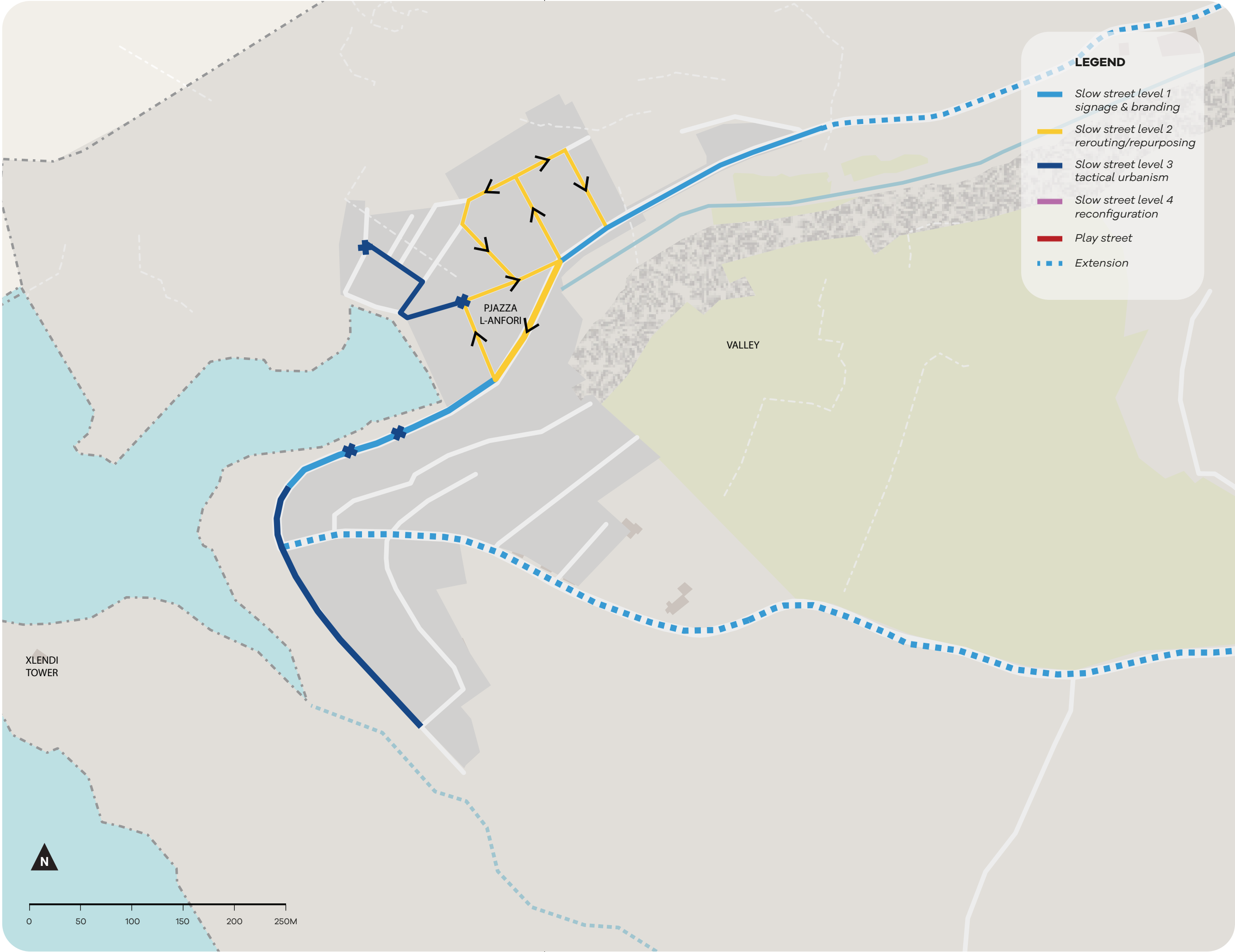




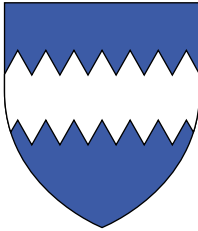
INTERVENTION



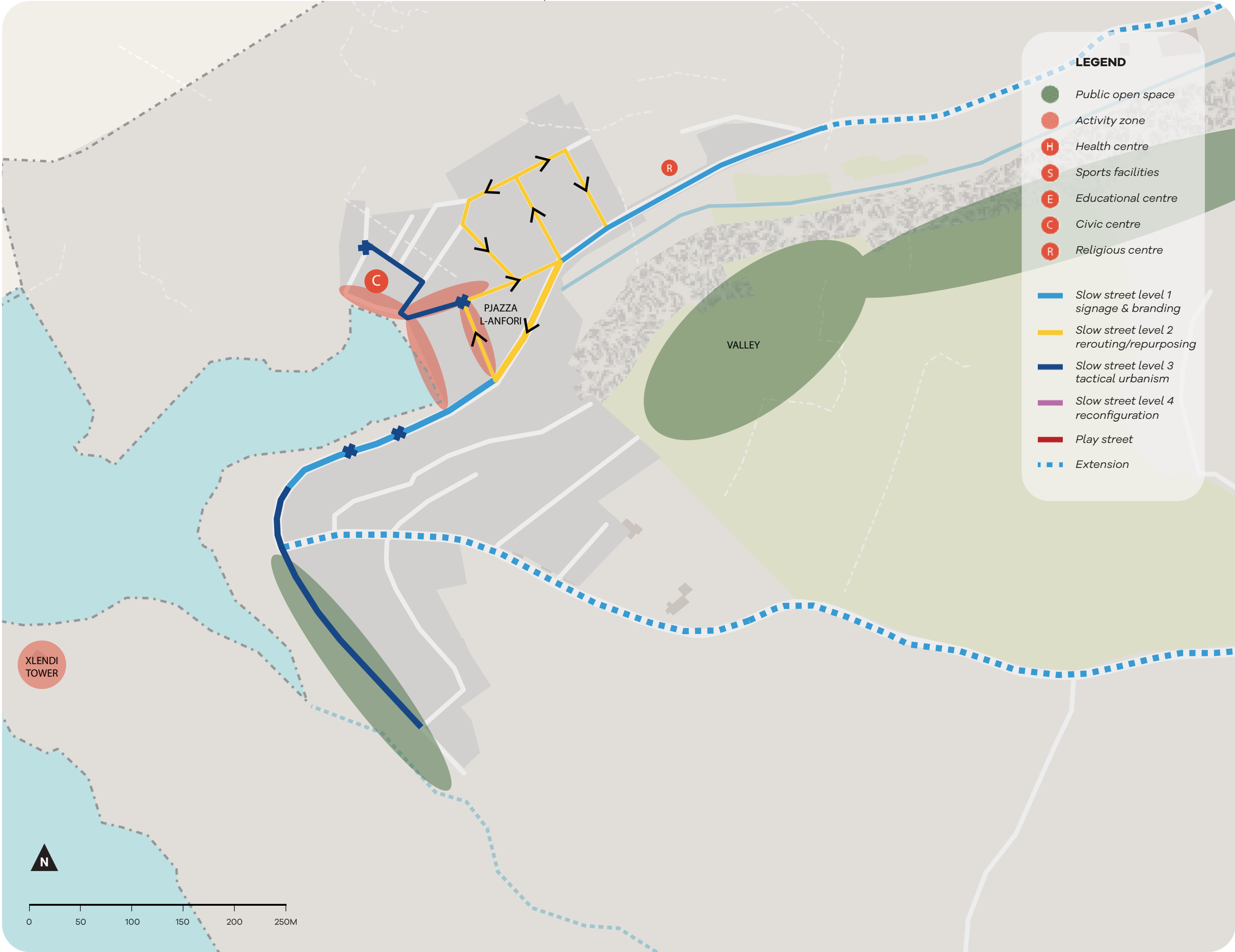
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INTERVENTION



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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.

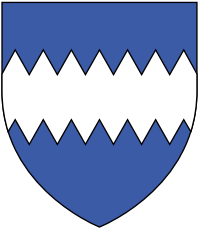
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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.

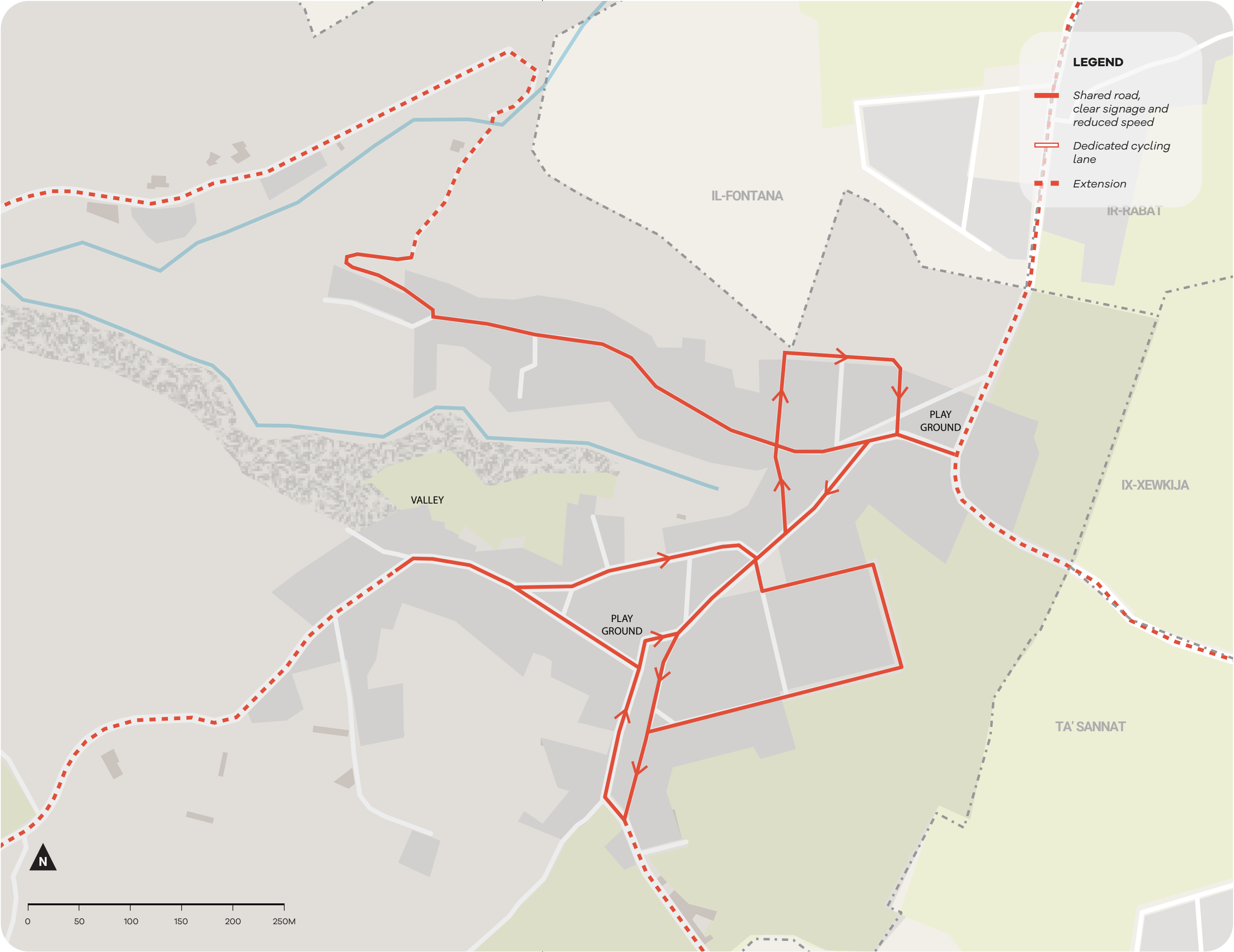


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING  
NETWORK

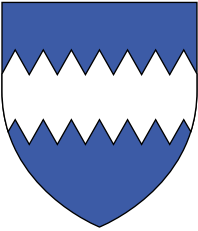


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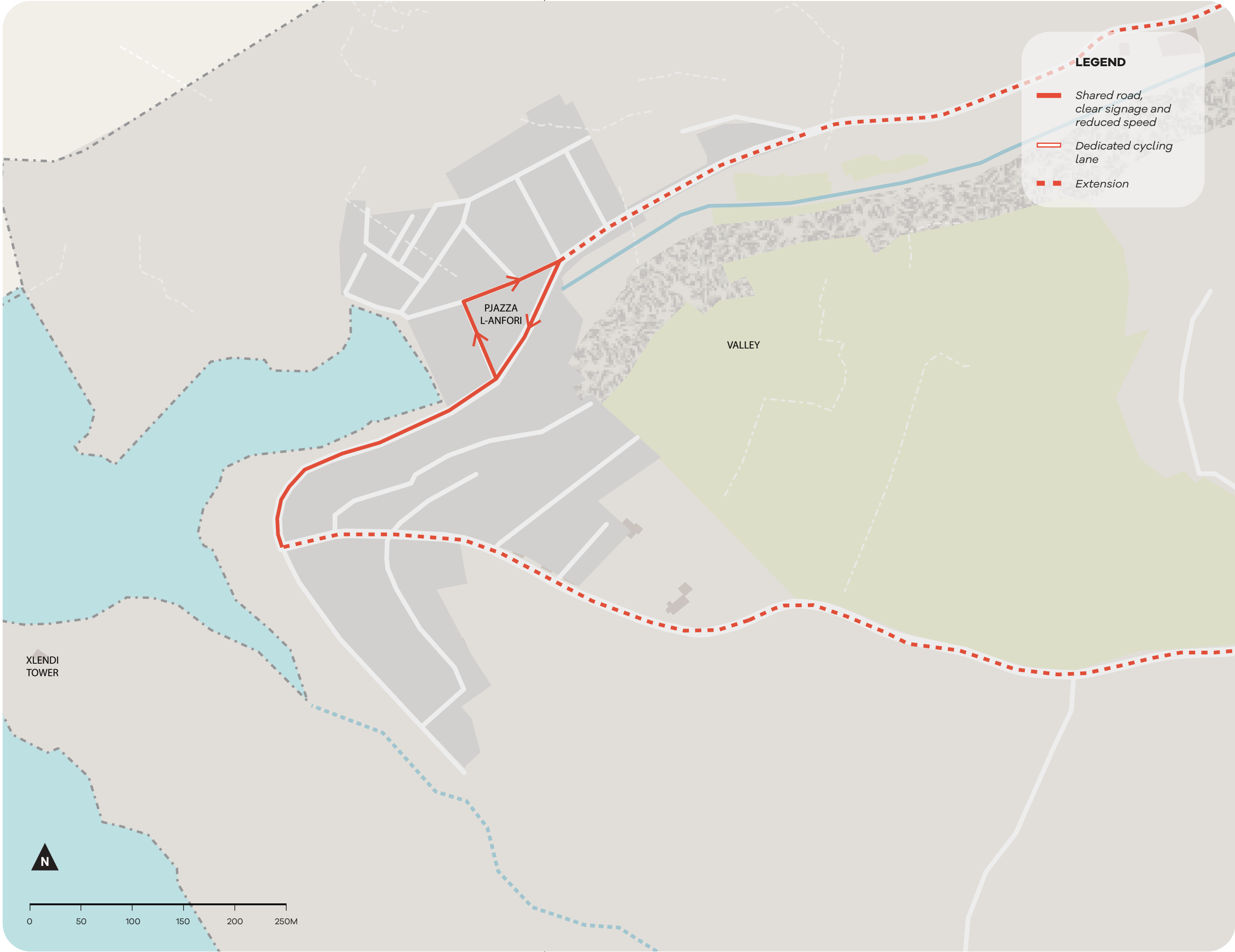




CYCLING  
NETWORK

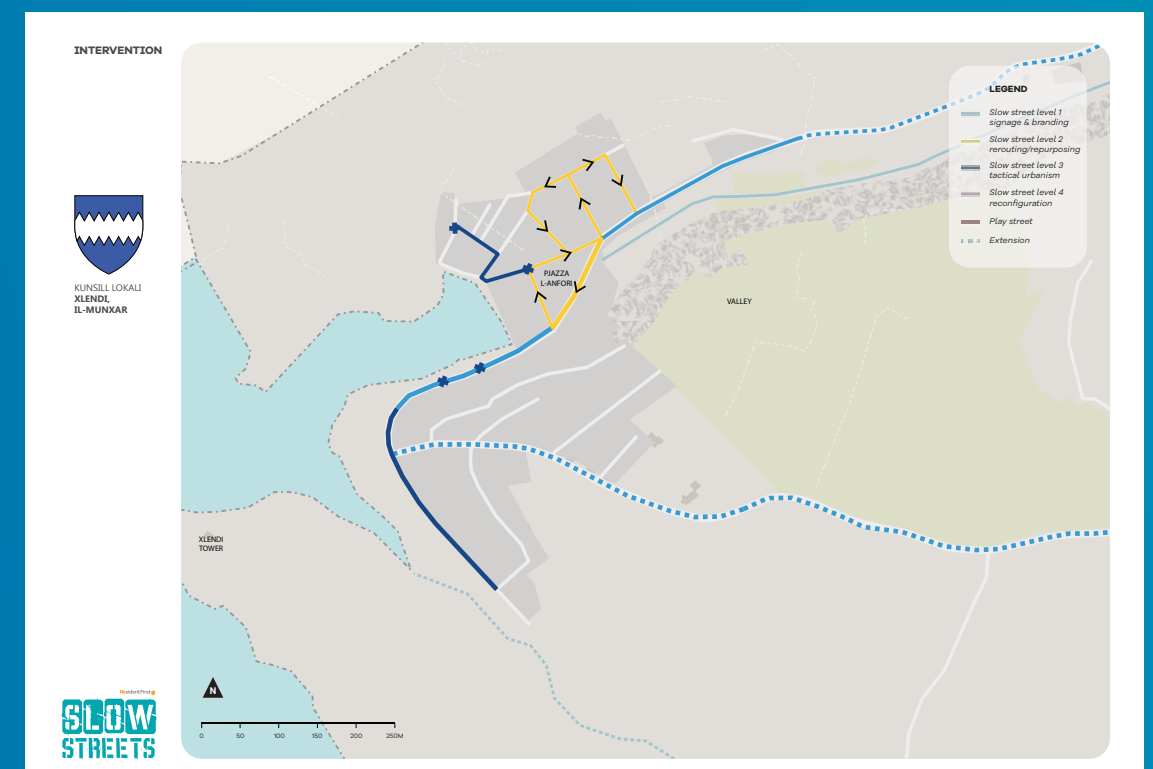
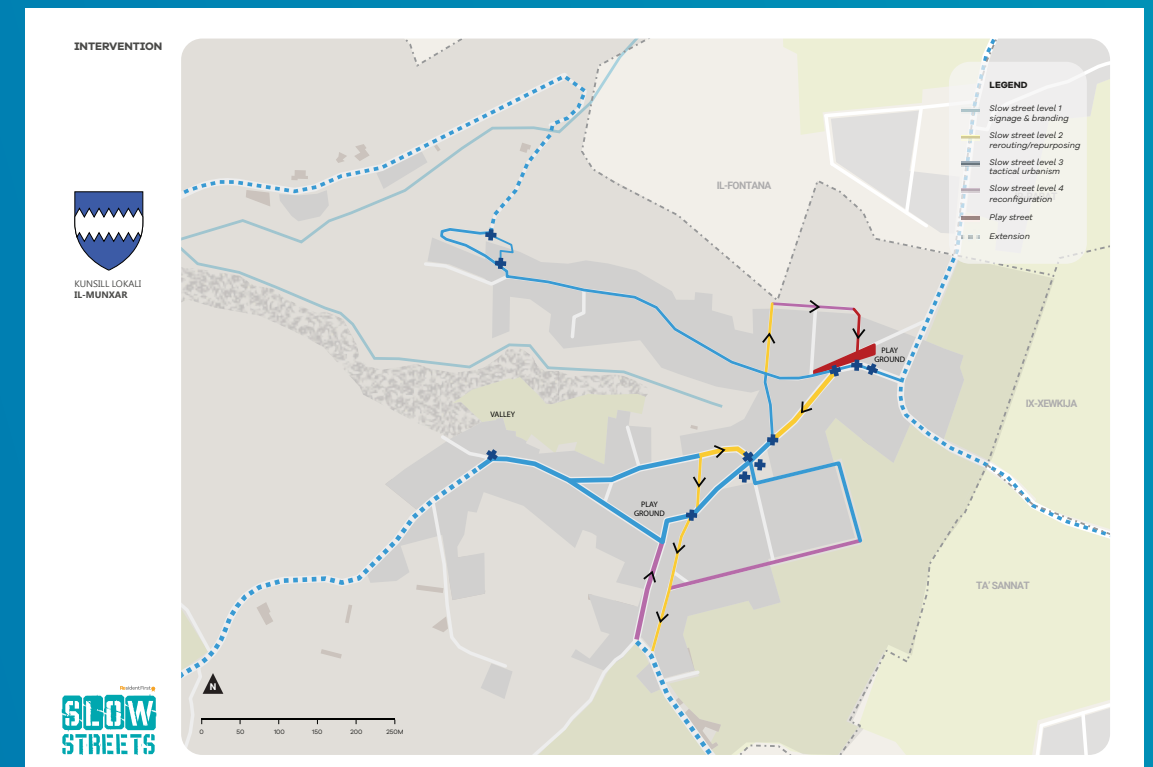


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# Munxar Interventions

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 Munxar is to relieve the existing pedestrian-friendly square from unnecessary traffic, and link better the surrounding roads to the central square. 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. Xlendi Bay presents a distinct context that merits some key interventions too, in order to strengthen its qualities and contribute to a better quality urban environment that is based on the principles of Slow Streets.



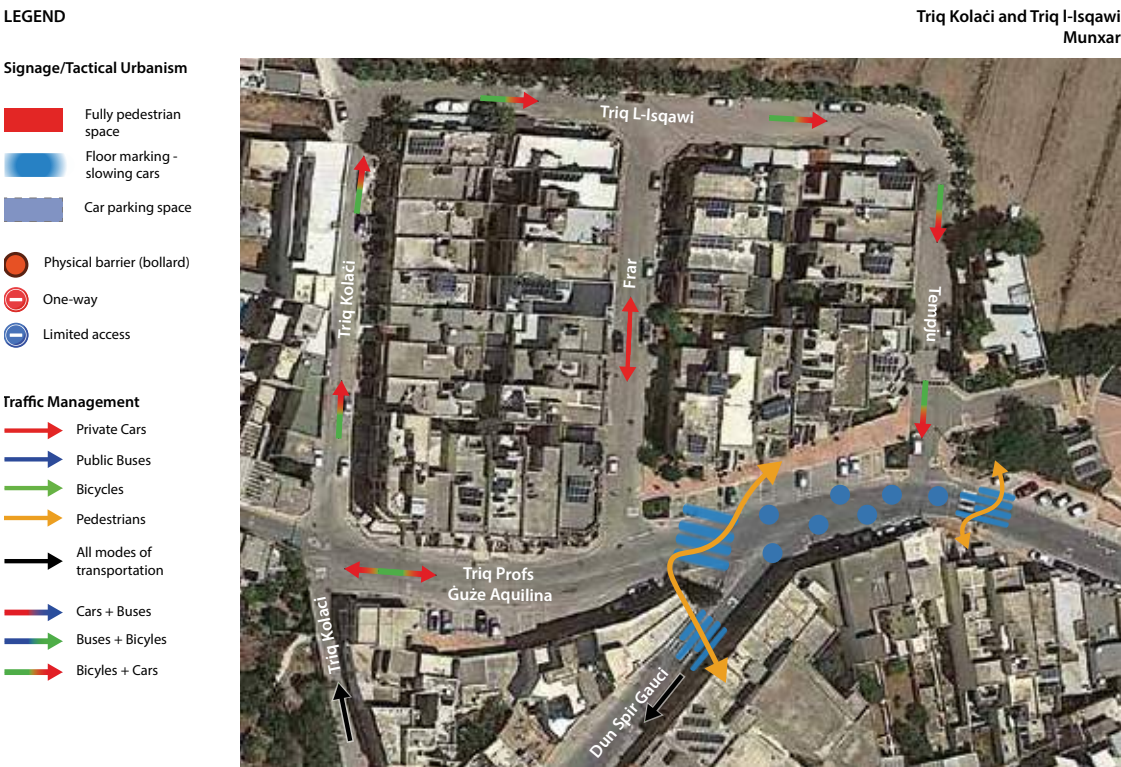
Intervention 1

Triq Kolaċi: Level 2  
Triq l-Isqawi: Level 2, Level 3 and Level 4



North to the central square of Munxar lies a residential area comprising a few roads which, in order to improve safety for pedestrians and in turn make them more walkable, are being proposed to be rerouted into one-way roads from their current two-way configuration. This intervention would work in tandem with the introduction of appropriate signage for slow speeds and road sharing between drivers and cyclists, promoting the use of alternate modes of transportation.

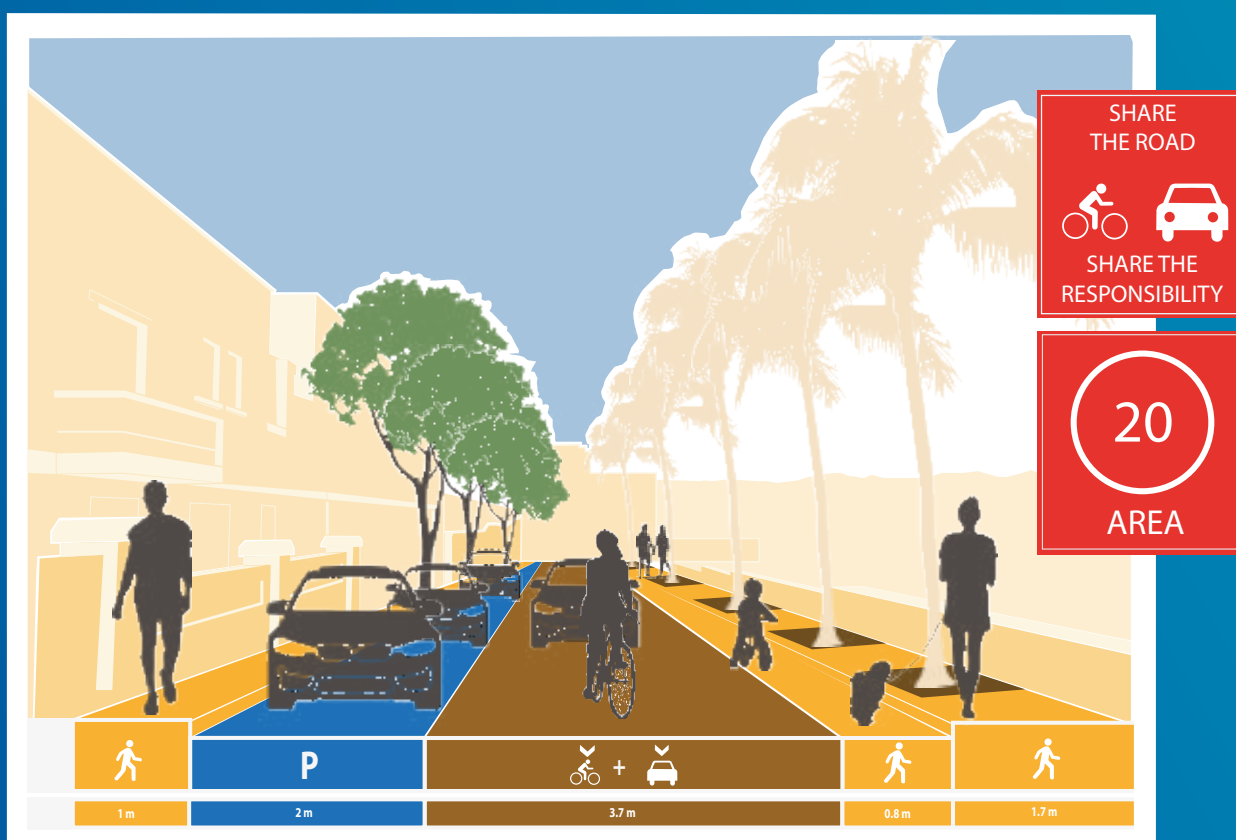
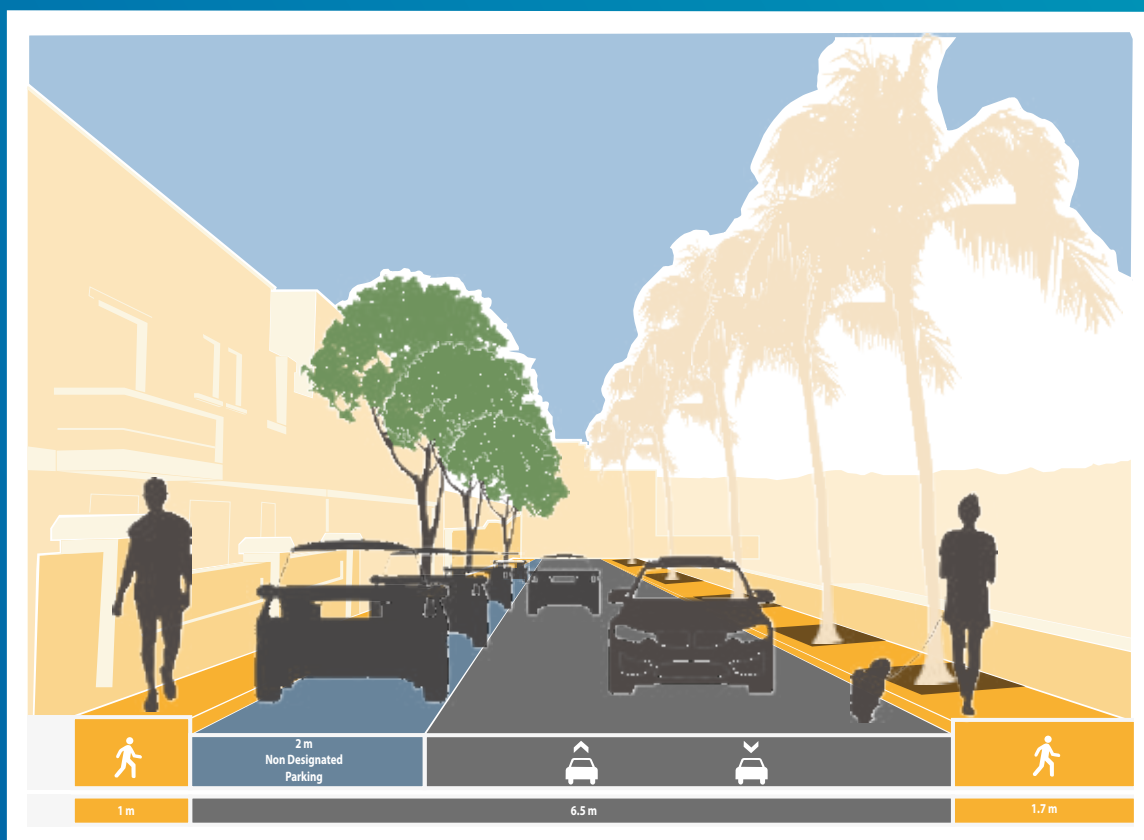
The entire stretch of Triq Kolaċi, from Triq Dun Spir Gauci to Triq l-Isqawi, is being proposed as a one-way route northwards towards Triq l-Isqawi, whilst Triq l-Isqawi is being proposed as a one-way route eastwards towards Triq it-Tempju Megalitiku (Intervention 2), eventually forming a one-way vehicular loop around the residential blocks, linming to Triq Profs Ġuże Aquilina.



In addition, Triq l-Isqawi currently contains a number of benches along its length, with trees in between, which currently take up a large part of the pavement. The space that could be released by the proposed one-way rerouting on Triq l-Isqawi would allow for tactical urbanism interventions, in the form of floor marking, to designate specific pedestrian space along the existing pavement. Formalised designated parking is also being proposed along the side of the road that contains the residential buildings, in order to provide for the evident need of parking within this same road and, even more so, to ensure that cars would not appropriate additional space, particularly along the outer extent of the road.







## Intervention 2

### Triq it-Tempju Megalitiku: Level 2 and Play Street



This road is being proposed to be rerouted from its current two-way configuration to a one-way road, direction South towards Triq Profs Ġuże Aquilina, making part of the one-way vehicular loop proposed in Intervention 1. In addition, as this is a quiet residential road and is located right next to a children's playground, it is being proposed to be used as a play street during designated times and/or days. This play street, which would have less vehicles due to the proposed rerouting, would act as an extension of the existing playground and could also spill out onto the wide pavement along the stretch of Triq Profs Ġuże Aquilina where the Local Council is located.

Programming the space for various potential activities could attract even more residents from a wider catchment within the community and would not need to be limited to the residents on this particular street, given that this road may easily be reached by pedestrians from the surrounding residential areas via the proposed Slow Streets network.



source: Sdot Photos



source: Talk Wellington





## Landscaping elements

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

## Barrier elements

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

## Programming

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



## 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 3

Triq Profs Ġuże Aquilina: Level 1 and Level 3

This road provides access to the village from the eastern direction, including the neighbouring localities of Sannat or Victoria. While the road would remain two-way, it would also form part of the cycling network, thus adequate signage is being proposed for sharing of the road between vehicles and cyclists.

Tactical urbanism, in the form of new pedestrian crossings, is being proposed along Triq Profs Ġuże Aquilina, in order to reinforce and increase the visibility of the existing ones and, in turn, ensure a safer environment for pedestrians crossing this road, one of the busiest within the locality of Munxar. In addition, colourful floor markings are being proposed in the area around the Local Council’s office and the playground’s entrance so as to further encourage drivers to slow down within this stretch of road and give first priority to pedestrians and cyclists.



Intervention 4

Triq il-Madonna tal-Karmnu / Pjazza tal-Knisja: Level 2  
Triq San Pawl (end portion): Level 2 and Level 3  
Triq Fenech: Level 2

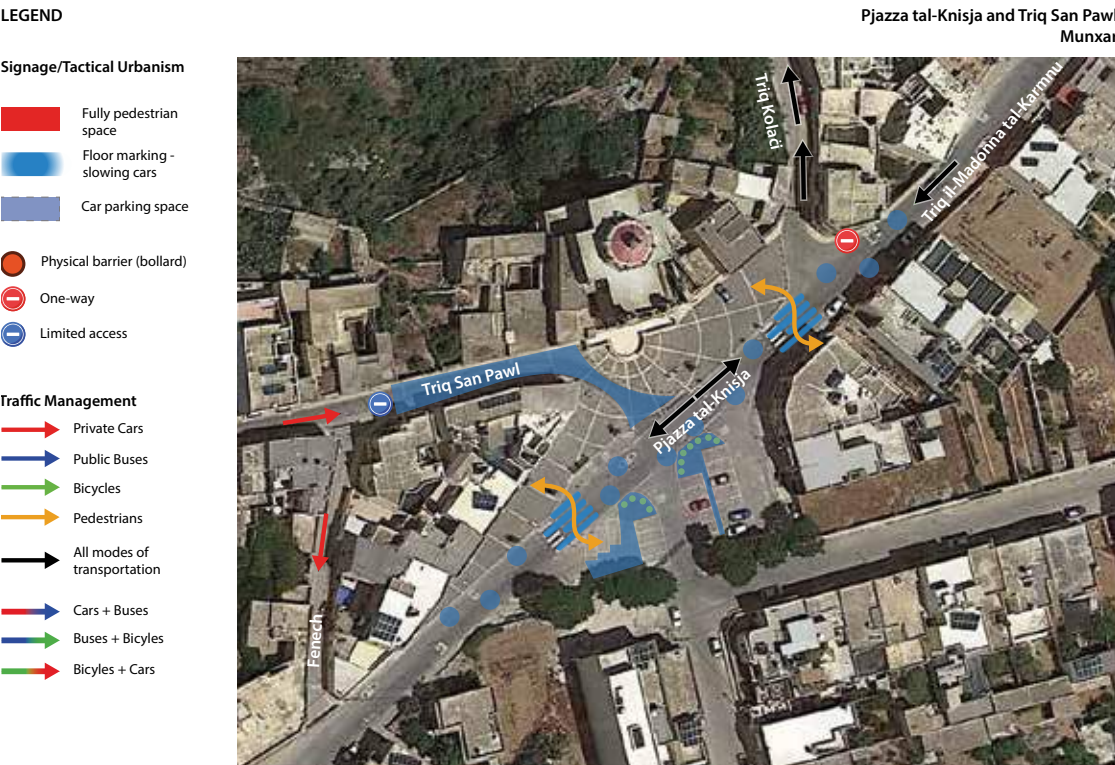
This road provides access to the village from the eastern direction, including the neighbouring localities of Sannat or Victoria. While the road would remain two-way, it would also form part of the cycling network, thus adequate signage is being proposed for sharing of the road between vehicles and cyclists.

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Triq San Pawl which leads traffic directly in the main square in front of the Parish Church is already a one-way street, however, it is being proposed to limit access further in the last portion of the road (from the intersection with Triq Fenech until the main square), with appropriate signage designating resident-only access. In turn, the traffic direction within Triq Fenech would change southwards from Triq San Pawl to Pjazza tal-Knisja.



Tactical urbanism in the form of floor marking is also being proposed along this end part of Triq San Pawl that is being designated as limited access, connecting to the square, as well as within Pjazza tal-Knisja, between Triq Kolaċi and Triq Fenech, including some pockets within the surface parking area to create visual continuity and further emphasise the pedestrian priority zones and the existing pedestrian crossings, ensuring safer crossing from one side of the road to the other. Eventually the paving within the main square could be extended more permanently onto these tactical urbanism zones in order to increase the paved space.

During the times that the existing parking area is underused, or even empty, maneuvering with a vehicle around it tends to be somewhat unclear. The tactical urbanism proposed in this area, through the use of floor paint and planters, would make those unused parts of the current parking space more evident to drivers, articulating the space clearly such that drivers may follow a path rather than driving around chaotically, to the detriment of resident safety. Naturally, the above interventions would be accompanied by adequate signage, throughout the central square, to encourage slow speeds, pedestrian priority and road sharing between drivers and cyclists.

## Intervention 5

### Triq Dun Spir Gauci: Level 2 and Level 3 Triq Żgħawri: Level 2, Level 3 and Level 4



Both Triq Dun Spir Gauci and Triq Żgħawri are being proposed to be rerouted into one-way roads from their current two-way configuration. Triq Dun Spir Gauci would direct vehicular traffic southwards towards Triq il-Kalkara, whereas Triq Żgħawri would direct traffic northwards towards the square. This intervention would reduce the traffic flow within this residential area and help to both better articulate the overly generous space within some portions of Triq Dun Spir Gauci and provide critical pedestrian space within Triq Żgħawri given that pavements in this road, where present, are overly narrow and furthermore occasionally blocked.

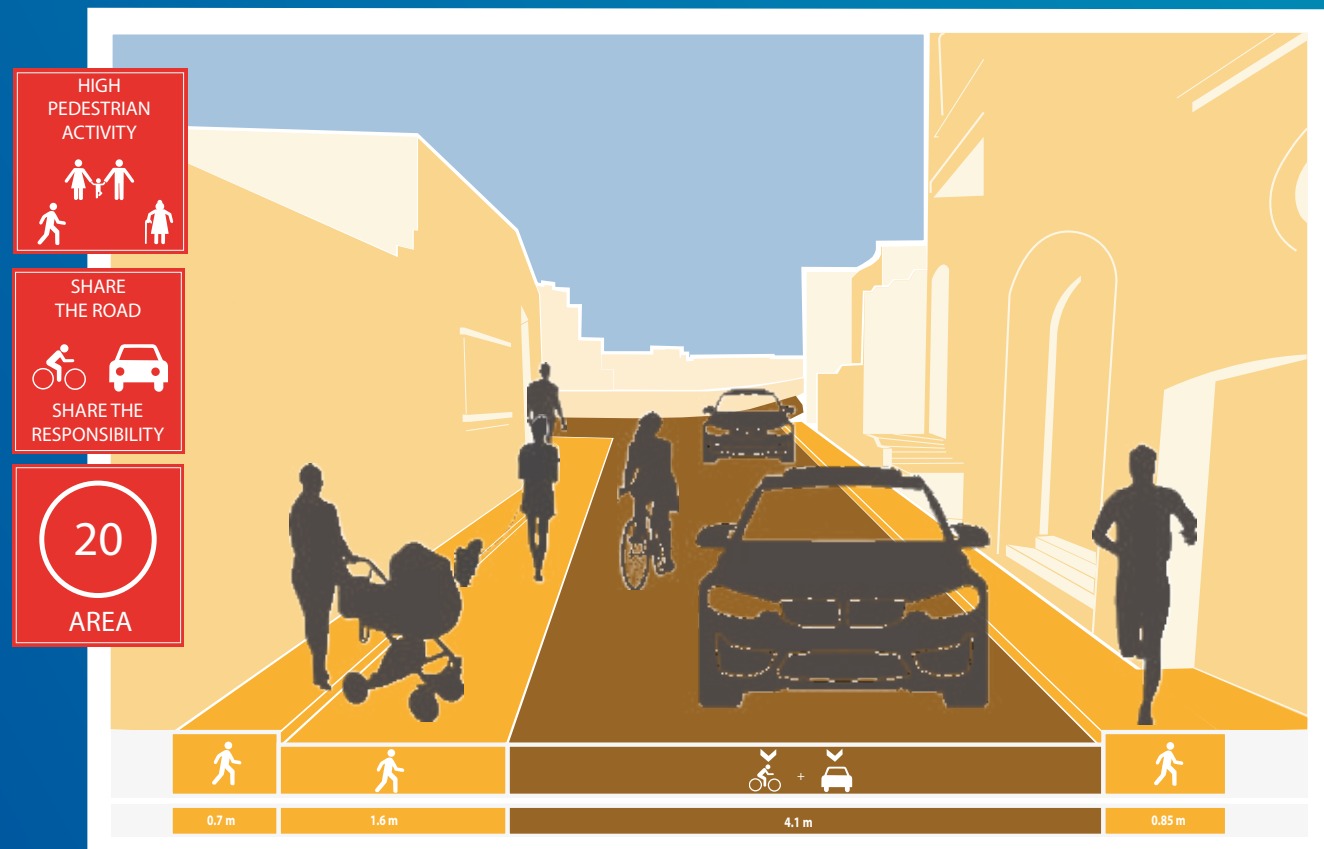
Tactical urbanism in the form of floor marking is also being proposed at the northern intersection of Dun Spir Gauci with Triq Żgħawri, in order to articulate the open space better and in turn make it safer for pedestrians.







In Triq Dun Spir Gauci the introduction of formalised designated parking is being proposed within specific parts on both sides of the road in order to replace the non-designated parking that would in turn be removed from the narrower Triq Żgħawri. In turn, removing the non-designated parking along Triq Żgħawri would liberate much-needed additional pedestrian space, emphasised with floor paint, which would transform it into a more walkable pedestrian area.



## Intervention 6

### Triq Damasku and Triq Andrijiet: Level 1 Triq Ta' Rinota: Level 3 and Level 4



The residential area lying south of the central square contains a few roads which are all of a two-way configuration. In order to link this area to the rest of the network in Munxar, all three roads are being proposed to have adequate signage for slow speeds. This would encourage pedestrians to travel on foot from this area to the central square and beyond. In addition appropriate signage is being proposed to share all three roads between drivers and cyclists.

## LEGEND

### Signage/Tactical Urbanism

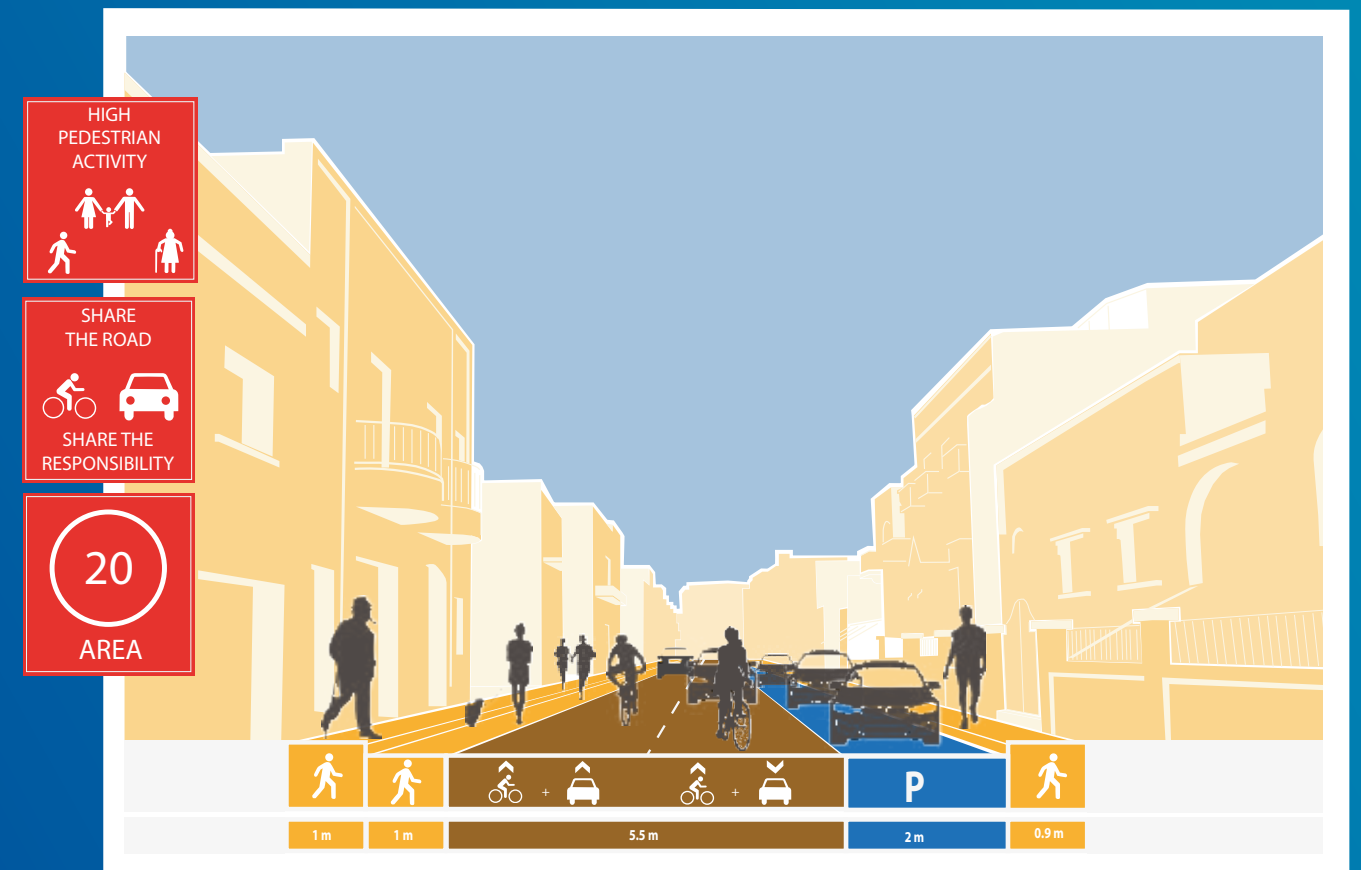
- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (bollard)
- One-way
- Limited access

### Traffic Management

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



Triq Ta' Rinota is currently a wide road which would benefit from a reconfiguration to reduce the overly generous traffic lanes and provide more space for pedestrians. While the road would remain two-way, tactical urbanism in the form of floor marking is being proposed to designate zones within a reconfigured road section. New traffic lanes would cover a total of 5.5m, in line with Development Control Design Policy, Guidance and Standards 2015 (DC15) Standard S1 (Vehicular Access Width Standards) and would be shared between vehicles and bicycles, while designated parking and additional designated pedestrian space gained from the reduction of the vehicular road space would be introduced.





Intervention 7

Triq it-Tnax ta' Diċembru 1957 (intersection):  
Level 1 and Level 3

At the western edge of the residential area of Munxar and along Triq it-Tnax ta' Diċembru 1957, lies an open space which is currently largely vehicle-oriented and appropriated by parking bays, resulting in an underutilised urban pocket that could be better used by residents.

Tactical urbanism is therefore being proposed in order to better articulate this urban space. Floor marking would alert drivers to slow down and give more priority to pedestrians and cyclists, accompanied by appropriate signage throughout Triq it-Tnax ta' Diċembru 1957 and Triq Ras il-Bajjada focusing on slow vehicular speeds and sharing of the road between drivers and cyclists.



LEGEND

Signage/Tactical Urbanism

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

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

Traffic Management

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

Triq Ras Il Bajjada and Xlendi Valley  
Munxar



Intervention 8

Xlendi Residential Area  
Triq Ġostra, Triq Karmnu iż-Żirżieb, Triq il-Qroll  
and Triq Banciz: Level 2  
Triq Sant' Andrija and Triq ir-Rabat (west end):  
Level 1 and Level 3  
Triq ir-Rabat, Triq San Xmun and Xatt ix-Xlendi:  
Level 1 and Level 2

The westernmost edge of Munxar's territory comprises Xlendi Bay and several commercial activities, attracting a number of visitors throughout the entire year, intensifying during the summer months. As an attempt to reduce traffic throughout this busy area, the network of residential roads is being proposed to follow a one-way rerouting system from the current two-way configurations that often result in vehicular traffic to the detriment of pedestrians' safety and well-being.

Within this proposed network, vehicles would enter Triq il-Qroll from Triq ir-Rabat / Triq tal-Għajn and turn either left or right onto Triq Karmnu iż-Żirżieb from which they would proceed to Triq Ġostra or to Triq Banciz respectively.

LEGEND

Signage/Tactical Urbanism

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

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

Traffic Management

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

Xlendi Residential and Commercial Zone  
Munxar







The west stretch of Triq Karmnu iż-Żirżieb, from Triq Sant' Andrija to Triq Ġostra, currently provides a very successful example of a largely pedestrianised road with limited access for residents only. Thus, a similar system is being proposed for the western end of Triq ir-Rabat, specifically between the bay and Xatt ix-Xlendi. Appropriate signage would be introduced for limited access to residents or to render a service, whilst introducing tactical urbanism in the form of floor marking to emphasise pedestrian priority within these areas, while increasing the aesthetic appeal of the area, which is also in need of such upgrade. Floor marking would continue along Triq Sant' Andrija and at the bottom of the public staircase which leads to the Xlendi's cliffs, thus making the route towards this access point much more evident for visitors.

As a final proposal to reduce traffic congestion around the parking area of Xlendi bay, and improve pedestrian safety, the two-way road system is being proposed to be rerouted into a one-way vehicular loop, with vehicles approaching Xlendi Bay from Triq tal-Għajn travelling down to Triq San Xmun and looping up to Xatt ix-Xlendi and right to Triq ir-Rabat, eventually leading back to Triq tal-Għajn. Adequate signage would be installed within the entire area to clearly signal traffic directions and emphasise slow vehicular speeds.



## Intervention 9

### Xlendi Promenade Triq San Xmun and Triq il-Kantra: Level 1 and Level 3



A very popular belvedere, with sea and cliff-views, is located within walking distance from Xlendi Bay and accessed from Triq San Xmun. Two existing staircases along Triq San Xmun connect the road to the beach at a lower level. Both staircases are currently hardly visible from the road and, therefore, it is being proposed to introduce tactical urbanism in the form of floor markings at the top part of each of the two sets of stairs, so as to make them more evident. The markings would be extended outwards so as to encourage drivers to slow down as they are approaching the stairs, in order to create a safer environment for potential pedestrian use.

In turn, along Triq il-Kantra, which is a continuation of Triq San Xmun, an improvement to the existing pedestrian crossing is being proposed by using colourful floor paint, providing a more visible and safer crossing for pedestrians, while enhancing the aesthetics of this popular spot. Tactical urbanism in the form of road marking would also be introduced around the public seating area of the belvedere, in order to alert drivers to slow down and to be aware of the pedestrian activities being carried out within this area. Along both these roads there would be adequate signage so as to caution drivers to slow down and to remind them that the road space is being shared with other road users.

#### LEGEND

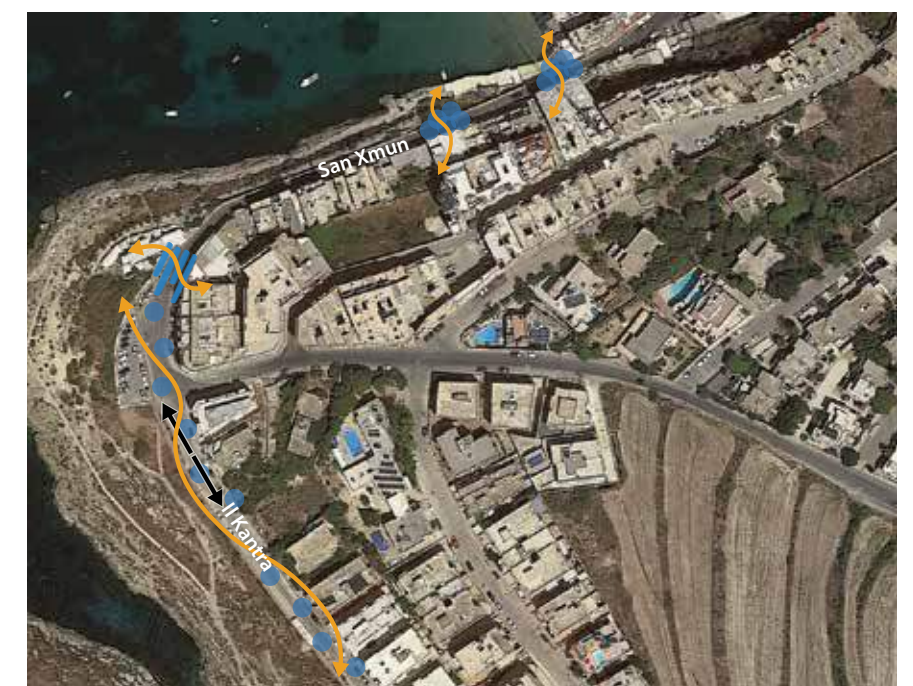
##### Signage/Tactical Urbanism

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

##### Traffic Management

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

Triq San Xmun and Triq il-Kantra (Xlendi Promenade)  
Munxar





# 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.



## Munxar

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 at the indicated intersections along Triq Profs Ġuże Aquilina and Triq Dun Spir Gauci, such floor markings are important as safety measures to ensure safe crossings linking the pedestrian and cyclist routes. 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 for the closure of Triq it-Tempju Megalitiku could commence on Sundays during this phase, using temporary signage and protective barriers. Testing of the key interventions around the square leading to their eventual implementation may also be carried out, specifically that for Triq Dun Spir Gauci.

During the second phase, the interventions for the rerouting of the northern residential area roads, specifically Triq Kolači, Triq L-Isqawi and Triq Tempju, could be tested and eventually carried out, as this would provide an important link from this residential area and improve the traffic situation around the proposed play street. Simultaneously, the interventions of the southern end of Triq Dun Spir Gauci, Triq Ras il-Bajjada and Triq Ta' Rinota may commence testing. Phase 1 testing on Sundays may extend over the entire weekend and weekdays whereas the testing for the interventions within the inner local roads could occur at designated times during the entire week.

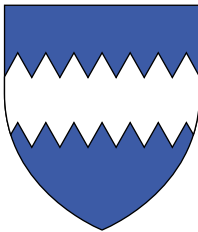
Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur, including all outstanding Level 1 interventions that enable the network to be consolidated.



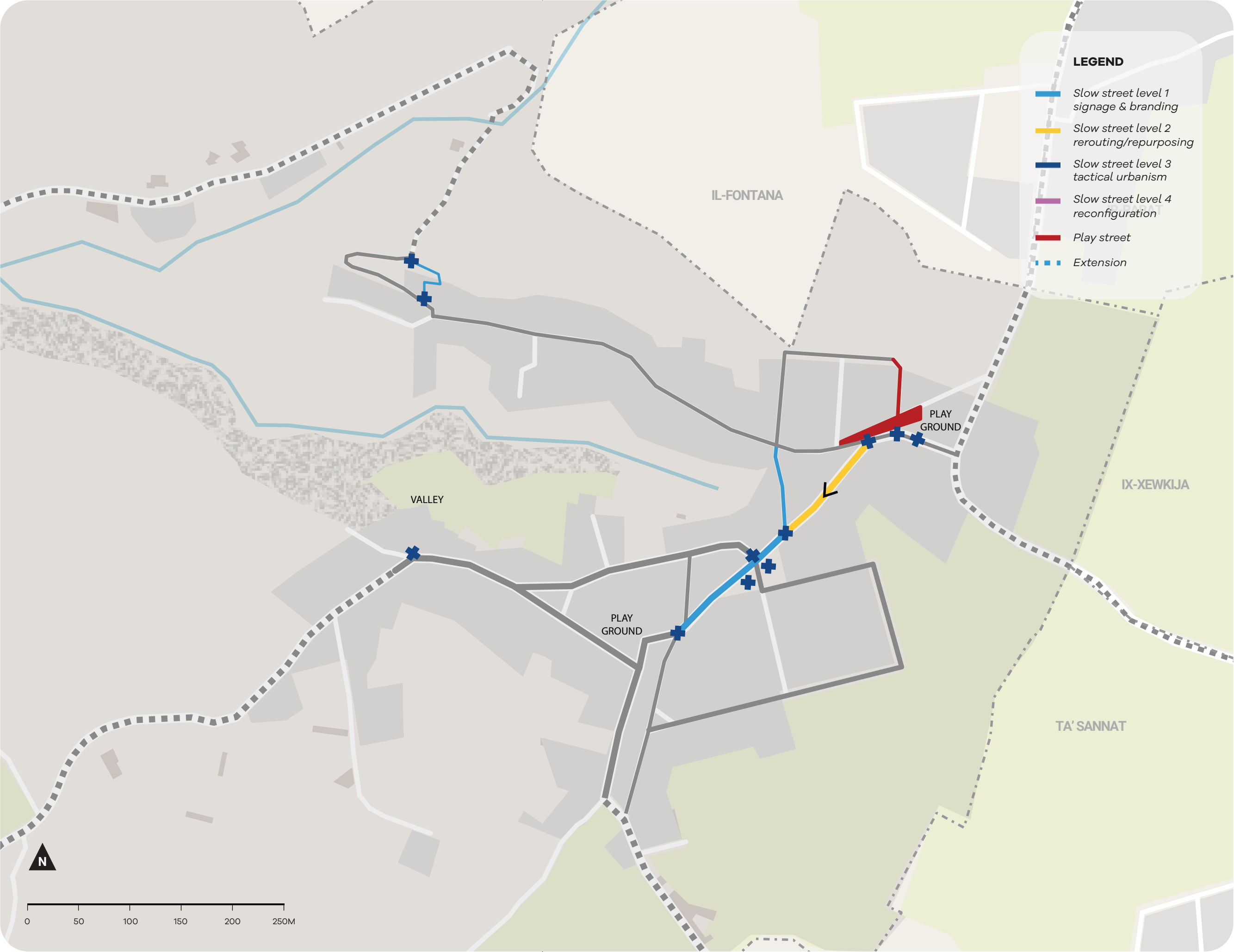


PHASING

STARTING &  
TESTING THE  
NETWORK

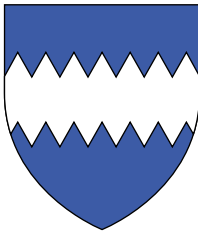


KUNSILL LOKALI  
IL-MUNXAR

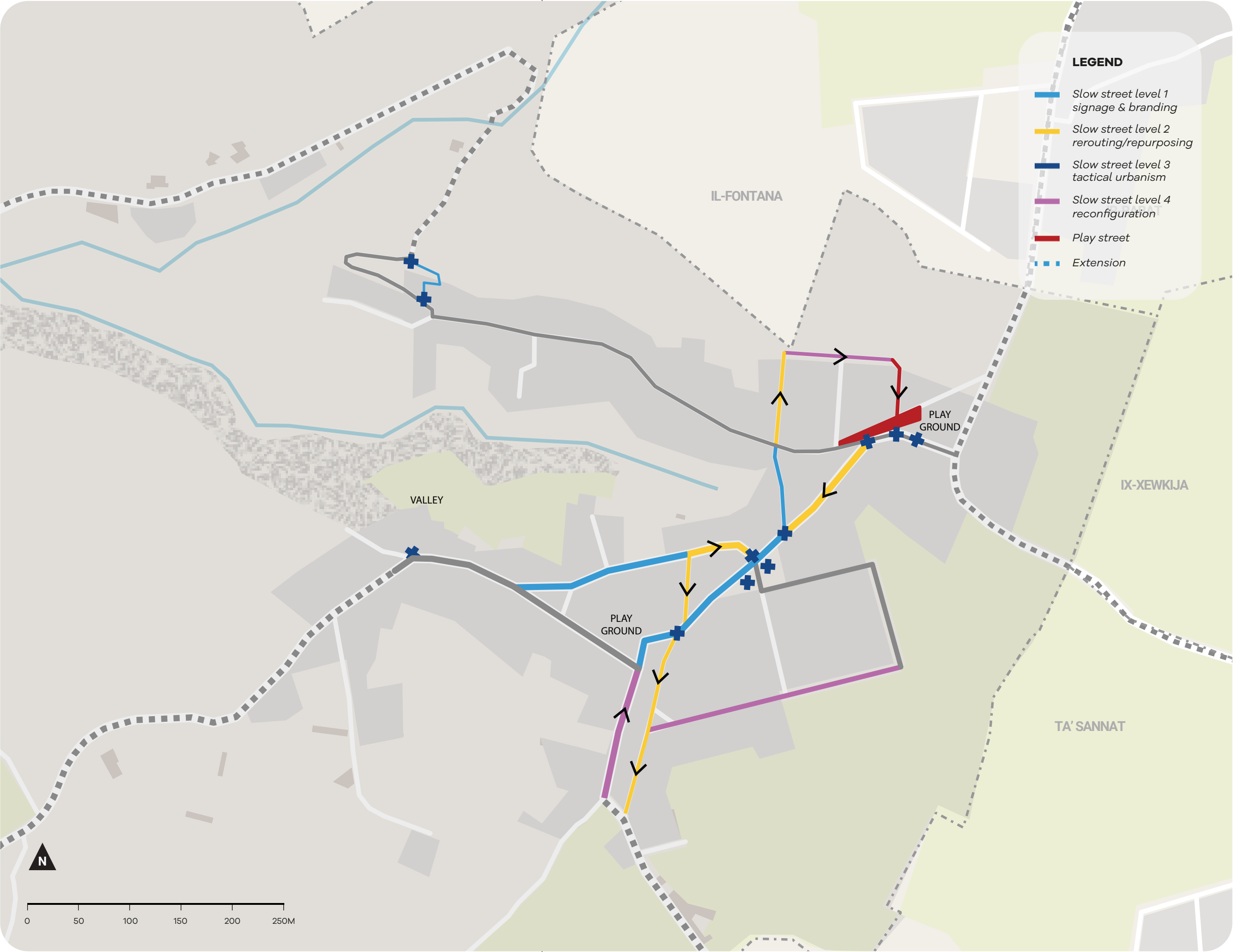


PHASING

STRENGTHENING  
THE NETWORK

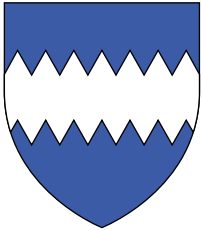


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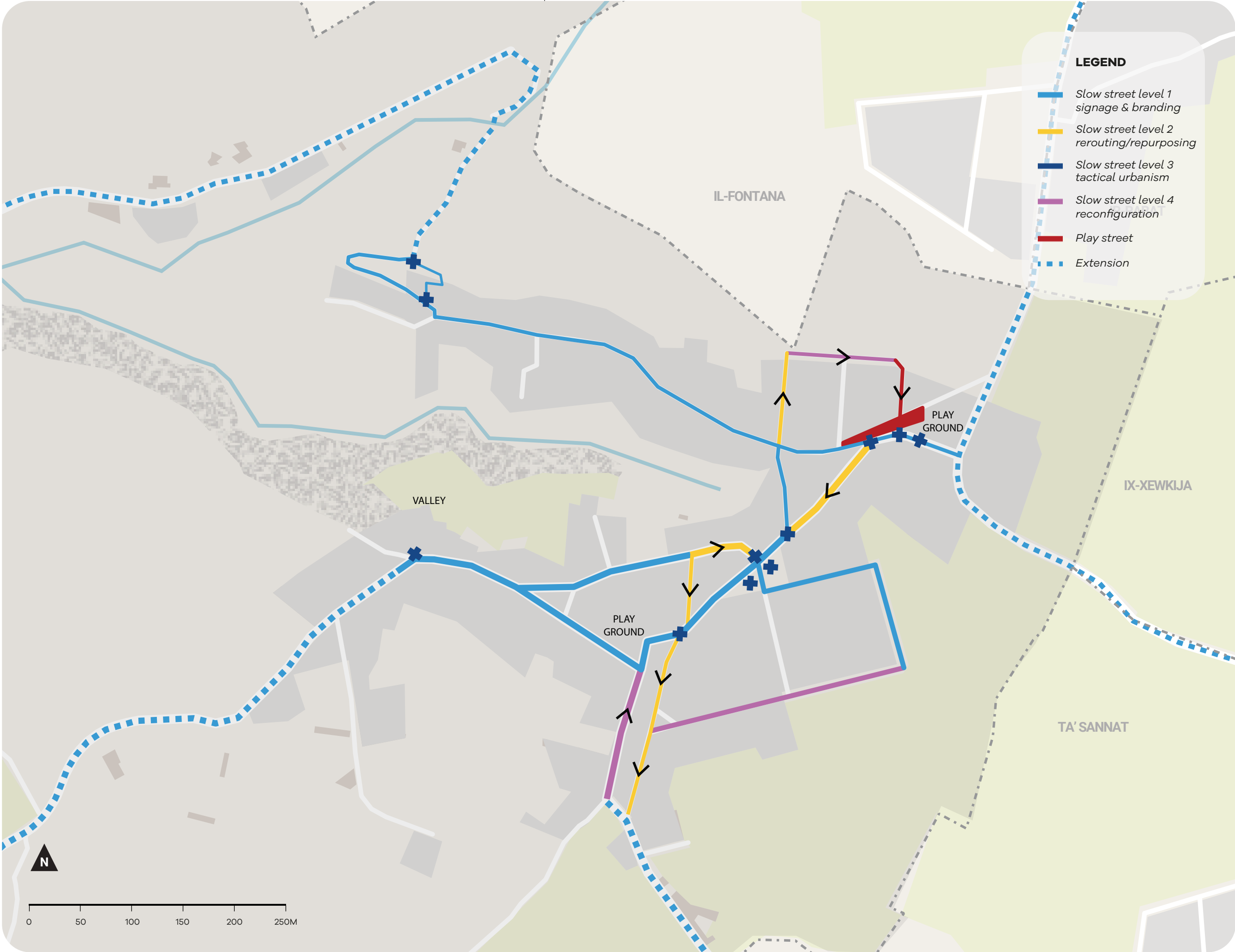


PHASING

COMPLETING  
THE NETWORK



KUNSILL LOKALI  
IL-MUNXAR





# 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.



## Xlendi Area

For the Xlendi area of Munxar, the simplest interventions to implement first would be tactical urbanism interventions (namely floor markings) and temporary signage. Floor markings would designate pedestrian priority and may be first carried out at Triq San Xmun and Triq il-Kantra as pedestrian priority and safety is the primary concern of the Slow Streets initiative. Testing for the rerouting of the routes around the surface car park area (Triq San Xmun, Triq ir-Rabat and Triq Xatt ix-Xlendi) could begin, leading to their eventual implementation.

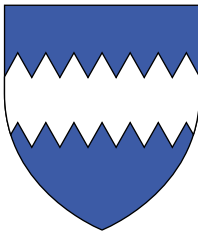
During the second phase, the interventions for the rerouting of the residential roads into one-way roads, specifically Triq Ġostra, Triq Karmnu iż-Żirzieb, Triq l-Qroll and Triq Banciż could be tested and eventually carried out, as this would provide further reduction of vehicular conflicts and improve safety for pedestrians. Simultaneously, the Level 1 interventions linking the car park to the belvedere could be carried out.

Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur, including all outstanding Level 1 interventions that enable the network to be consolidated and connect to the rest of Munxar.

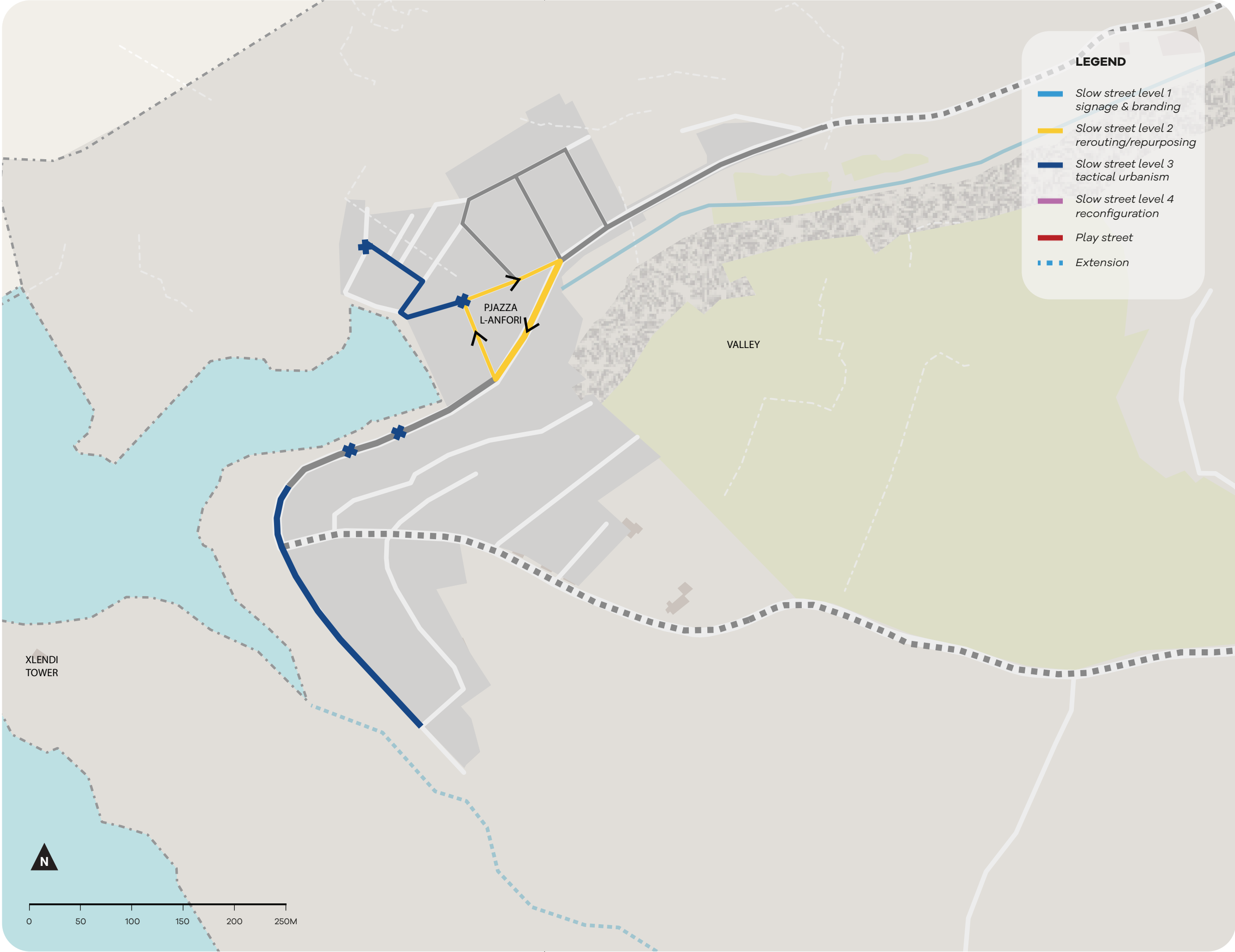


PHASING

STARTING &  
TESTING THE  
NETWORK

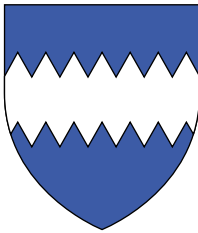


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IL-MUNXAR

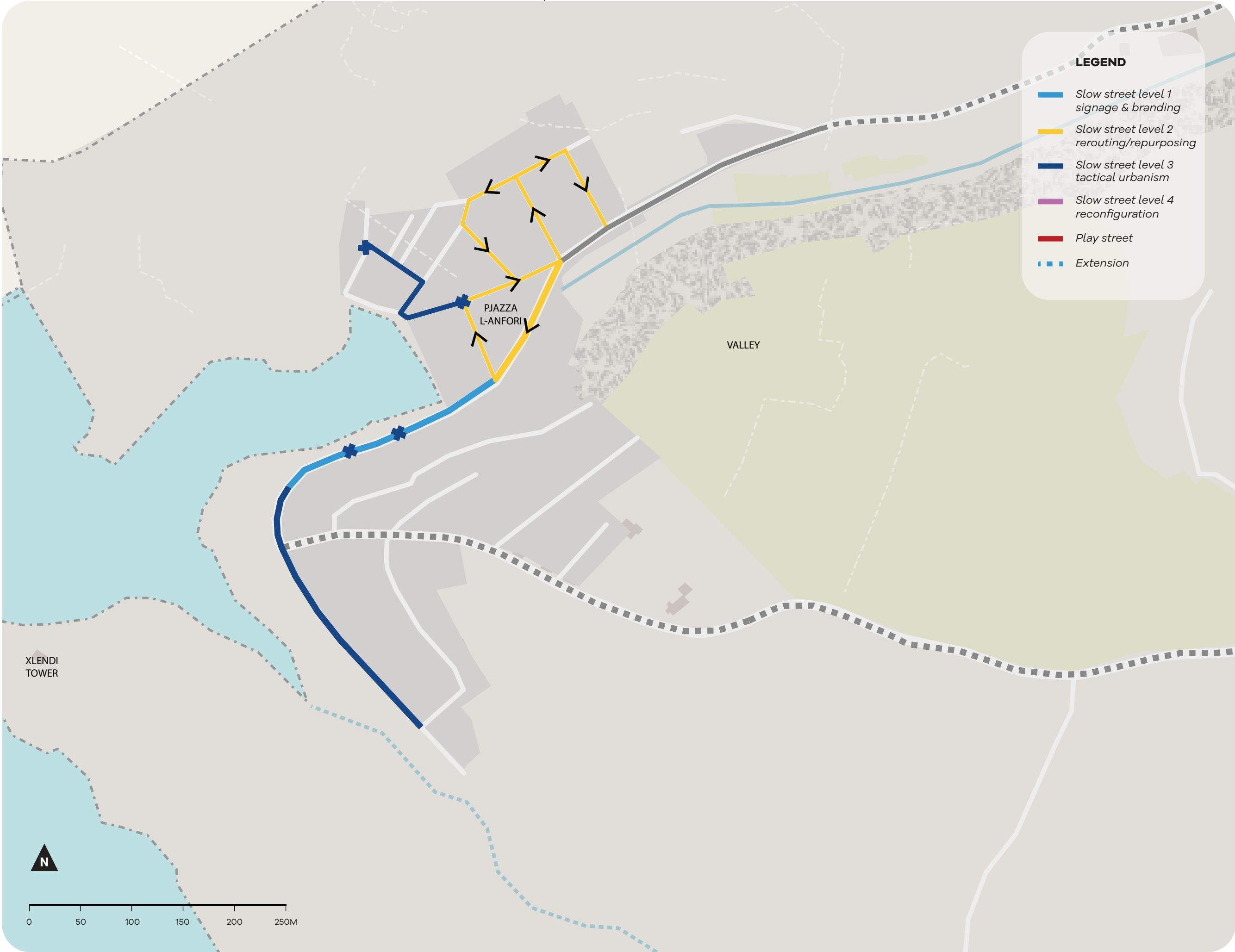


PHASING

STRENGTHENING  
THE NETWORK



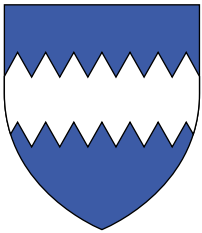
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IL-MUNXAR



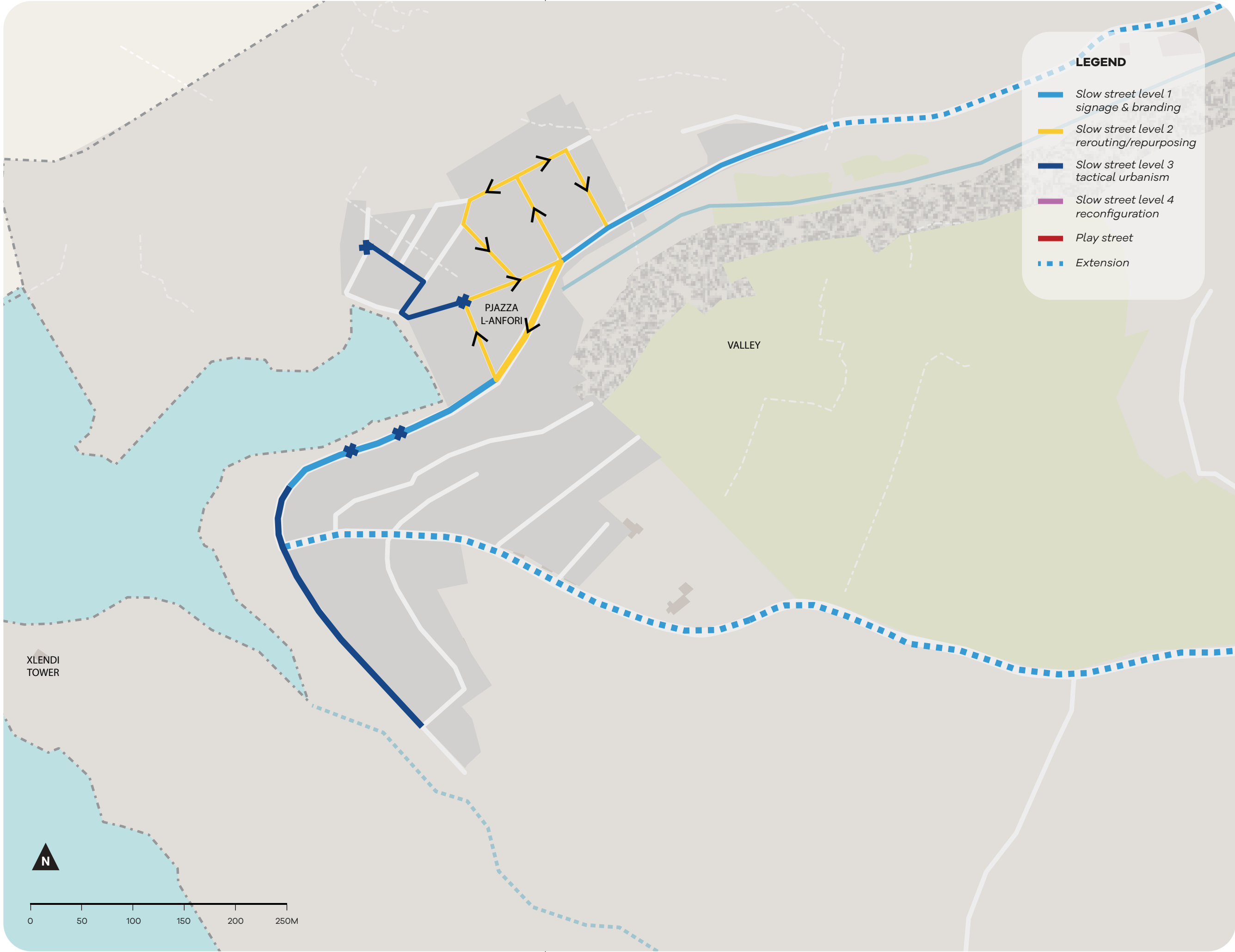



PHASING

COMPLETING  
THE NETWORK



KUNSILL LOKALI  
XLENDI,  
IL-MUNXAR





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.



Munxar is a small village within a larger territory located along the south-west edge of Gozo, which is characterised by a small residential cluster within the centre, and a separated, even smaller commercial/recreational and residential hub around Xlendi Bay. The rest of the territory is made up of natural and agricultural land. The residential centre of Munxar is characterised by the village's Parish Church dedicated to St. Paul which complements the public open square which already emphasises pedestrian-priority through the implementation of paved areas and signs. Few local roads stem out of the main square, and whilst these roads do not particularly carry high flows of traffic, they would nonetheless benefit in being more walkable routes that connect better to the main square.

The main aim of the Slow Streets strategy, therefore, is to continue liberating local streets from 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.

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

## Summary

- Level 3 interventions: Tactical urbanism initiatives – low cost and temporary solutions that are focused on reallocating more space to pedestrians and cyclists rather than cars and that can be used in the short term (to test Level 4 interventions) or the long term
- Level 4 interventions: Reconfiguration of the street section to allocate more physical space to pedestrians and cyclists  
Slow Paths: A designated slow section of the road, when intervening on the entire street is not possible, particularly for use in larger roads where slower-moving, more localised/dedicated slip roads are available, and where priority for pedestrians is often not considered
- 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 Kolači (rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: one-way road

Rerouting: two-way road to one-way road (direction north towards Triq l-Isqawi)

## Intervention 1 - Triq l-Isqawi (rerouting, tactical urbanism and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: one-way road

Rerouting: two-way road to one-way road (direction east towards Triq it-Tempju Megalitiku)

Reconfiguration: reduce road width to 3.7m, introduce additional pedestrian space and formalised parking space

Tactical Urbanism: floor marking designating pedestrian space and parking bays

## Intervention 2 - Triq it-Tempju Megalitiku (rerouting and Play Street)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: one-way road

Rerouting: two-way road to one-way road (direction south towards Triq Profs Ġuże Aquilina)

Play Street: programming of activities

Signage: road closure on designated Play Street days

## Intervention 3 - Triq Profs Ġuże Aquilina (rerouting and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: pedestrian crossing points

Tactical Urbanism: floor markings to emphasise pedestrian crossings and floor paint to alert drivers

## Intervention 4 - Triq il-Madonna tal-Karmnu / Pjazza tal-Knisja (rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Signage: share the road (drivers and cyclists)

Signage: one-way road

Rerouting: two-way part-road to one-way part-road (from Triq Profs Ġuże Aquilina to the intersection with Triq Kolači, direction west towards the square)

Tactical Urbanism: floor marking to emphasise existing pedestrian crossings and link to existing paved area in front of the church

Tactical Urbanism: floor marking and planters within the surface parking area

## Intervention 4 - Triq San Pawl (square) (rerouting/repurposing and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Signage: limited access (residents only)

Rerouting/repurposing: resident access-only

Tactical Urbanism: floor marking to emphasise pedestrian priority

## Intervention 4 - Triq Fenech (rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: one-way road

Rerouting: change one-way road direction (direction south towards Triq Dun Spir Gauci)

## Intervention 5 - Triq Dun Spir Gauci (rerouting and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: one-way road

Rerouting: two-way road to one-way road (direction south towards Triq il-Kalkara)

**Intervention 5 - Triq Żgħawri (rerouting, tactical urbanism and reconfiguration)**

Signage: Slow Streets Branding  
Signage: 20km/hr speed limit  
Signage: one-way road  
Rerouting: two-way road to one-way road (direction north towards Triq Dun Spir Gauci/square)  
Reconfiguration: reduce road width to 4.1m and introduce pedestrian space gained from the reduction of road width  
Tactical Urbanism: floor marking to emphasise additional pedestrian space

**Intervention 6 - Triq Damasku and Triq Andrijiet (signage & branding)**

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

**Intervention 6 - Triq Ta’ Rinota (tactical urbanism and reconfiguration)**

Signage: Slow Streets Branding  
Signage: 20km/hr speed limit  
Signage: share the road (drivers and cyclists)  
Reconfiguration: reduce road width to 5.5m, catering for two-way traffic, introduce additional pedestrian space gained from the reduction of road width, and designate parking spaces  
Tactical Urbanism: floor marking emphasising additional pedestrian spaces, designated parking

**Intervention 7 - Triq it-Tnax ta’ Diċembru 1957 (intersection) (signage & branding and tactical urbanism)**

Signage: Slow Streets Branding  
Signage: 20km/hr speed limit  
Signage: share the road (drivers and cyclists)  
Tactical Urbanism: floor marking to better articulate unused space

**Intervention 8 - Xlendi Residential Area: Triq Ġostra, Triq Karmnu iż-Żirżieb, Triq il-Qroll and Triq Banciż (rerouting)**

Signage: Slow Streets Branding  
Signage: 20km/hr speed limit  
Signage: one-way road  
Rerouting: two-way roads to one-way roads (forming vehicular loops between Triq l-Qroll - Triq Karmnu iż-Żirżieb - Triq Banciż or Triq il-Qroll - Triq Karmnu iż-Żirżieb - Triq Ġostra)

**Intervention 8 - Xlendi Residential Area: Triq Sant’ Andrija and Triq ir-Rabat (west end) (signage & branding and tactical urbanism)**

Signage: Slow Streets Branding  
Signage: 20km/hr speed limit  
Signage: pedestrian priority  
Signage: limited access (residents or to render a service only) (Triq ir-Rabat)  
Tactical Urbanism: floor markings emphasising pedestrian priority space

**Intervention 8 - Xlendi Residential Area: Triq ir-Rabat, Triq San Xmun and Xatt ix-Xlendi (signage & branding and rerouting)**

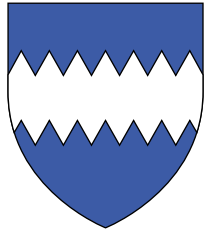
Signage: Slow Streets Branding  
Signage: 20km/hr speed limit  
Signage: drive slowly, high pedestrian activity  
Signage: one-way roads  
Rerouting: two-way roads to one-way roads (forming a vehicular loop between Triq tal-Għajn - Triq San Xmun - Xatt ix-Xlendi - Triq ir-Rabat - Triq tal-Għajn).

**Intervention 9 - Xlendi Promenade: Triq San Xmun and Triq il-Kantra (signage & branding and tactical urbanism)**

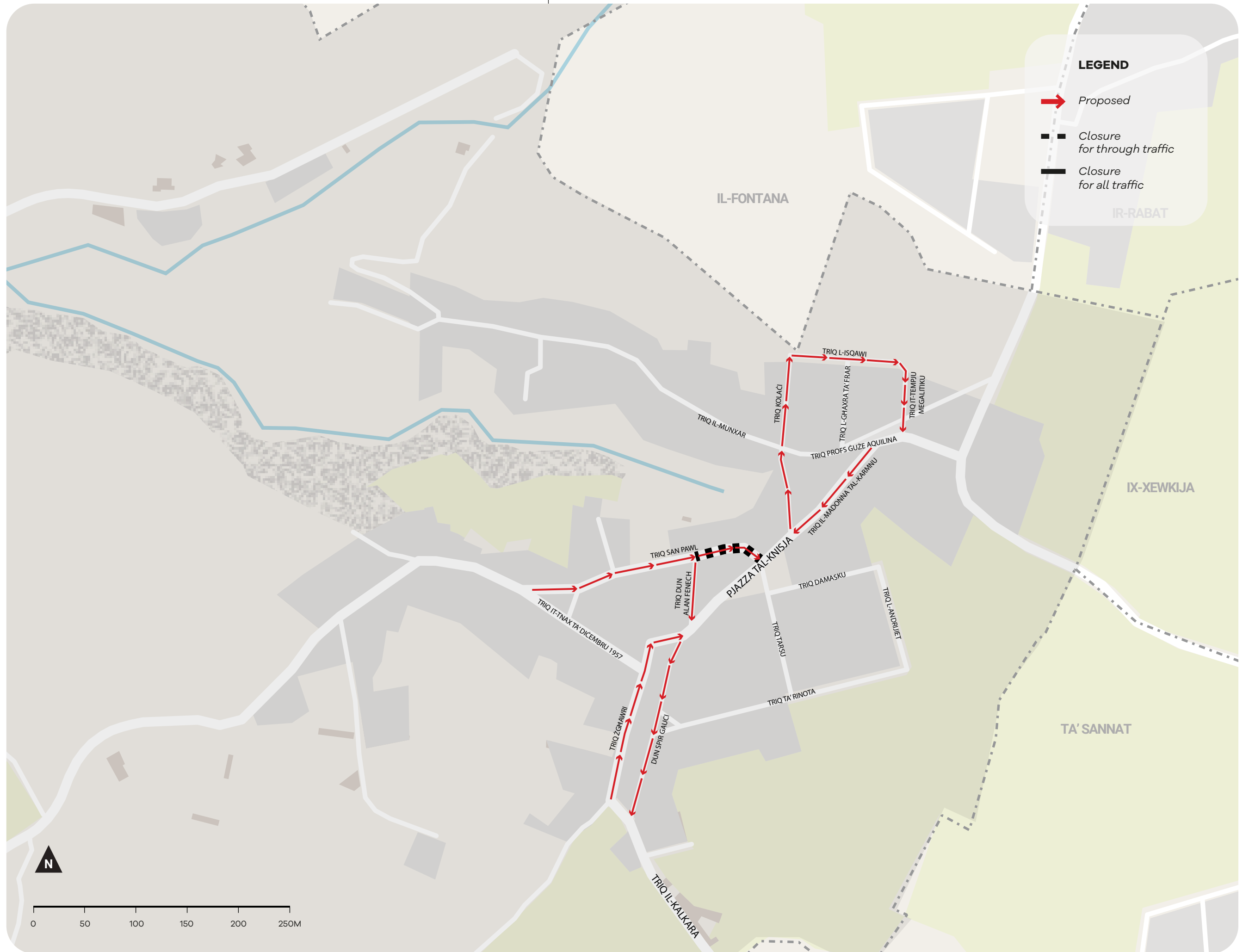
Signage: Slow Streets Branding  
Signage: 20km/hr speed limit  
Signage: drive slowly, high pedestrian activity  
Signage: share the road (drivers and cyclists)  
Tactical Urbanism: floor marking emphasising entrance to public staircases, extended along the street to slow down cars (Triq San Xmun)  
Tactical Urbanism: floor marking emphasising existing pedestrian crossings and floor marking around the belvedere/public seating area (Triq il-Kantra)



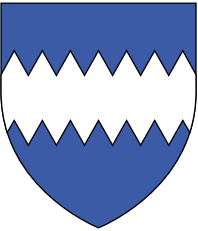
## TRAFFIC



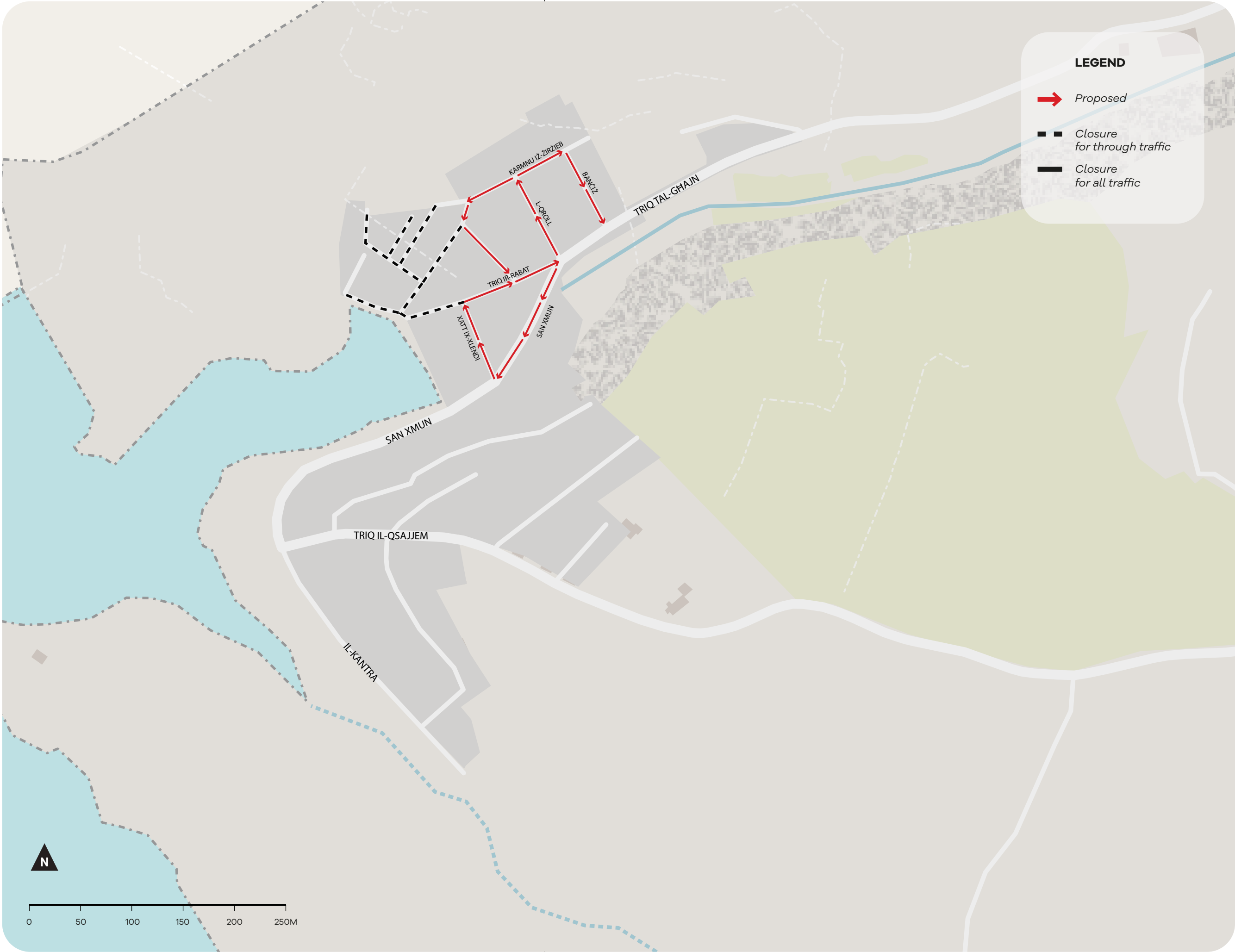
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