

ResidentFirst

SLOW STREETS

December 2020



KUNSILL LOKALI
NAXXAR

ResidentFirst 

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



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.



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.

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Naxxar is a large residential locality in the Northern region of Malta, with a mixed population including local and expat families. The locality is made up of several neighbourhoods: the older core/centre, Sghajtar, Santa Marija tax-Xagħra, San Pawl tat-Tarġa, Birguma, Magħtab, Salina, Baħar iċ-Ċagħaq and part of Madliena. Commercial activities take place along several main streets – namely Triq Il-Parroċċa, Vjal Il-21 ta' Settembru, Triq San Pawl, and Pjazza Vittorja. The main historic landmarks include the Naxxar Parish Church and the Għaqba Windmill which is currently being restored.

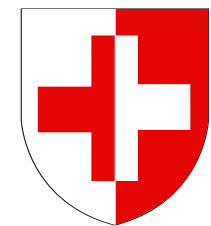
The locality has an active town centre around the Naxxar Parish Church, which has developed almost linearly along key routes. This node of busy commercial activity intensifies along Vjal Il-21 ta' Settembru. Triq Tal-Labour is another long and wide road, lined with mature trees, that runs across the southern region of the locality connecting the main vehicular spine of Triq Il-Mosta to Naxxa's centre.

While most local residential roads have low traffic volumes, the locality has a significant problem of extraneous (through) traffic caused by drivers accessing the neighbouring localities of Mosta and San Ġwann, and beyond, as well as from the northern coast towards the central localities on the island. Local roads are often used as traffic shortcuts instead of using the arterial and distributor road infrastructure, threatening the residential calmness and pedestrian safety while contributing to additional pollution levels.

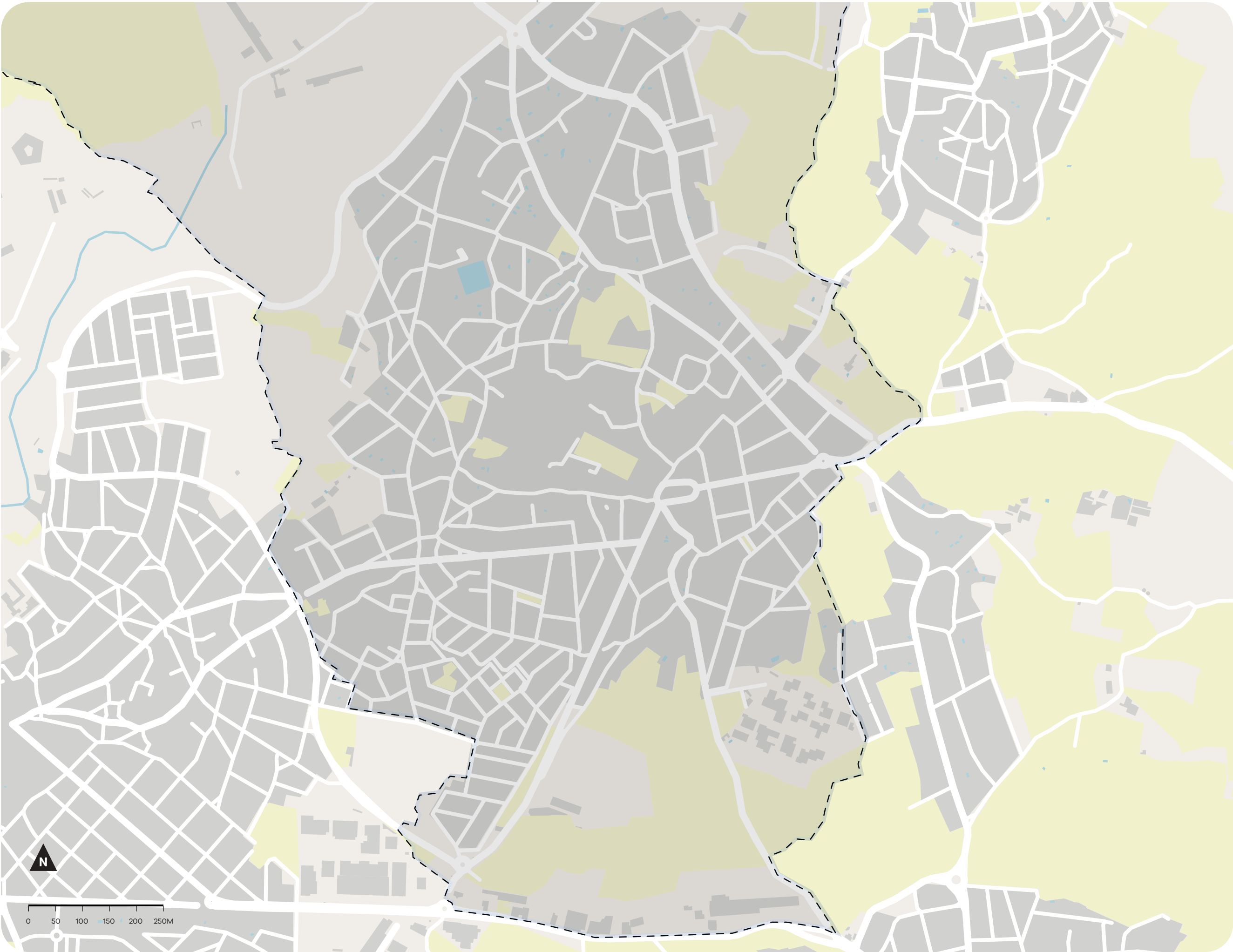
The main aim of Naxxar's Slow Streets strategy, therefore, is to liberate local streets from extraneous traffic that could instead be safely used by residents. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within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



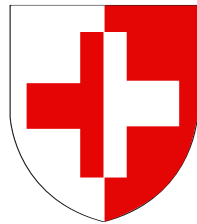
LOCALITY



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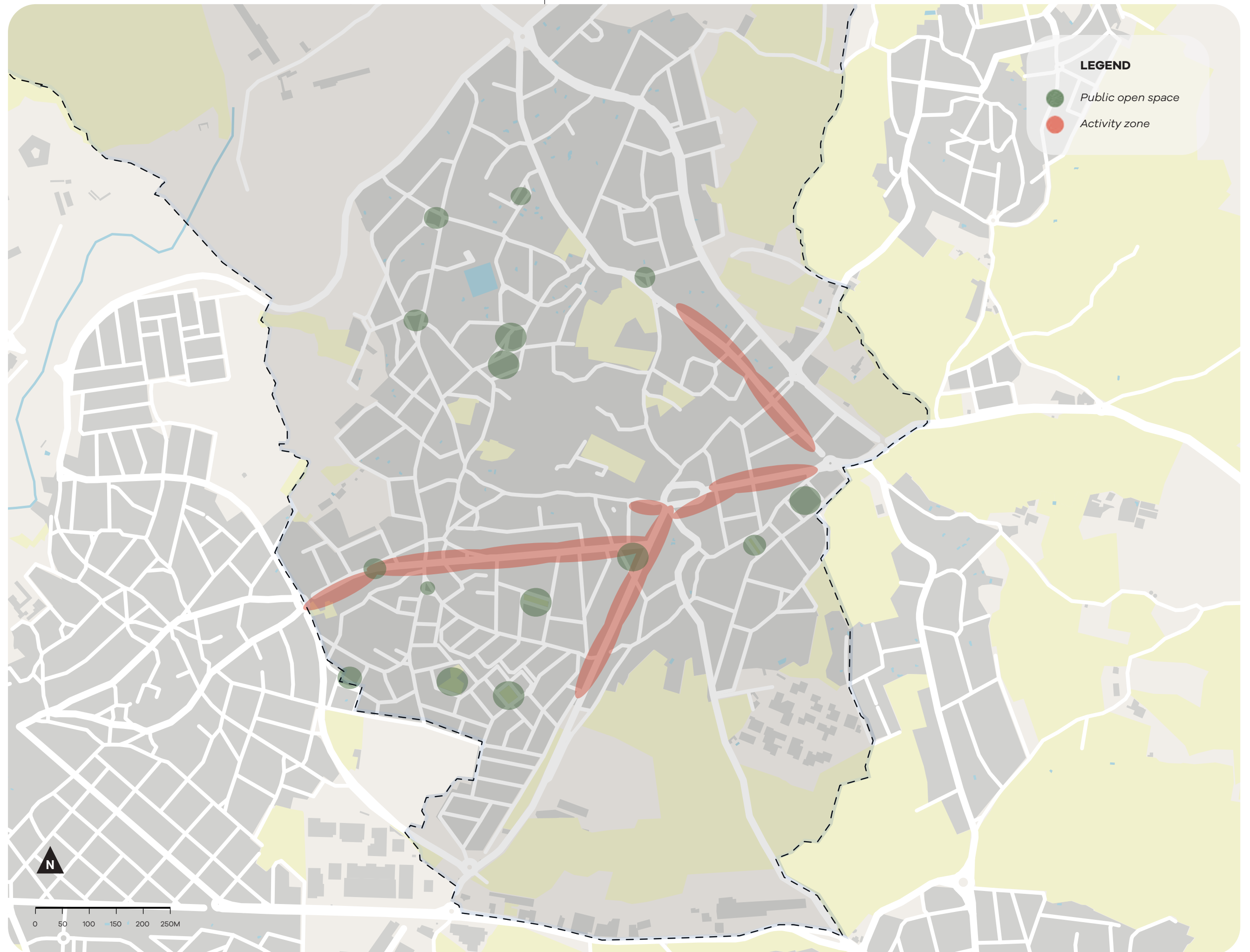


ACTIVITY
ZONES

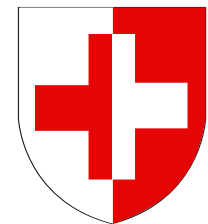


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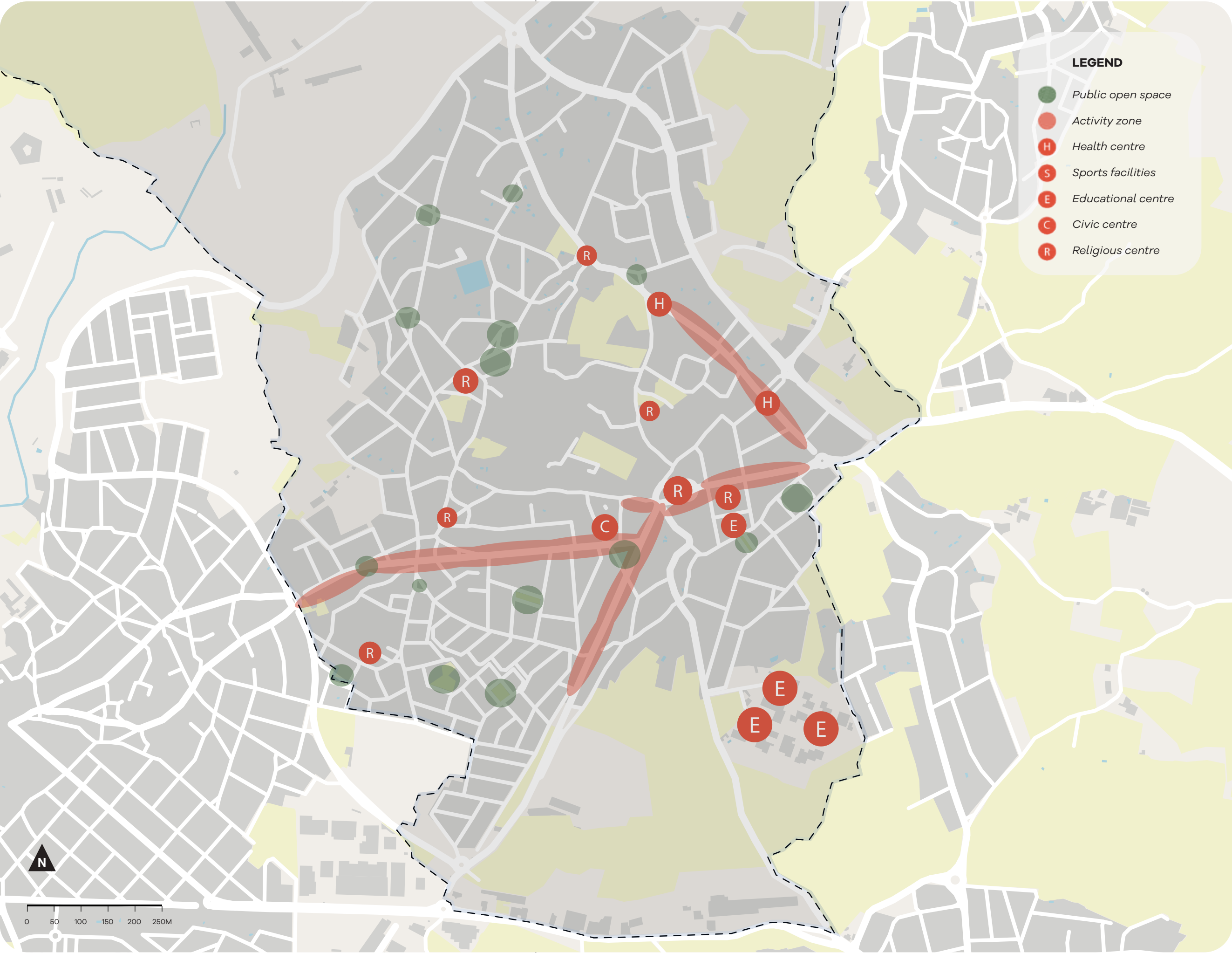
ResidentFirst
**SLOW
STREETS**



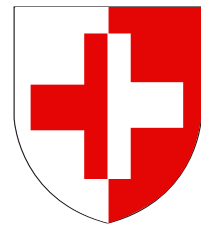
DESTINATIONS



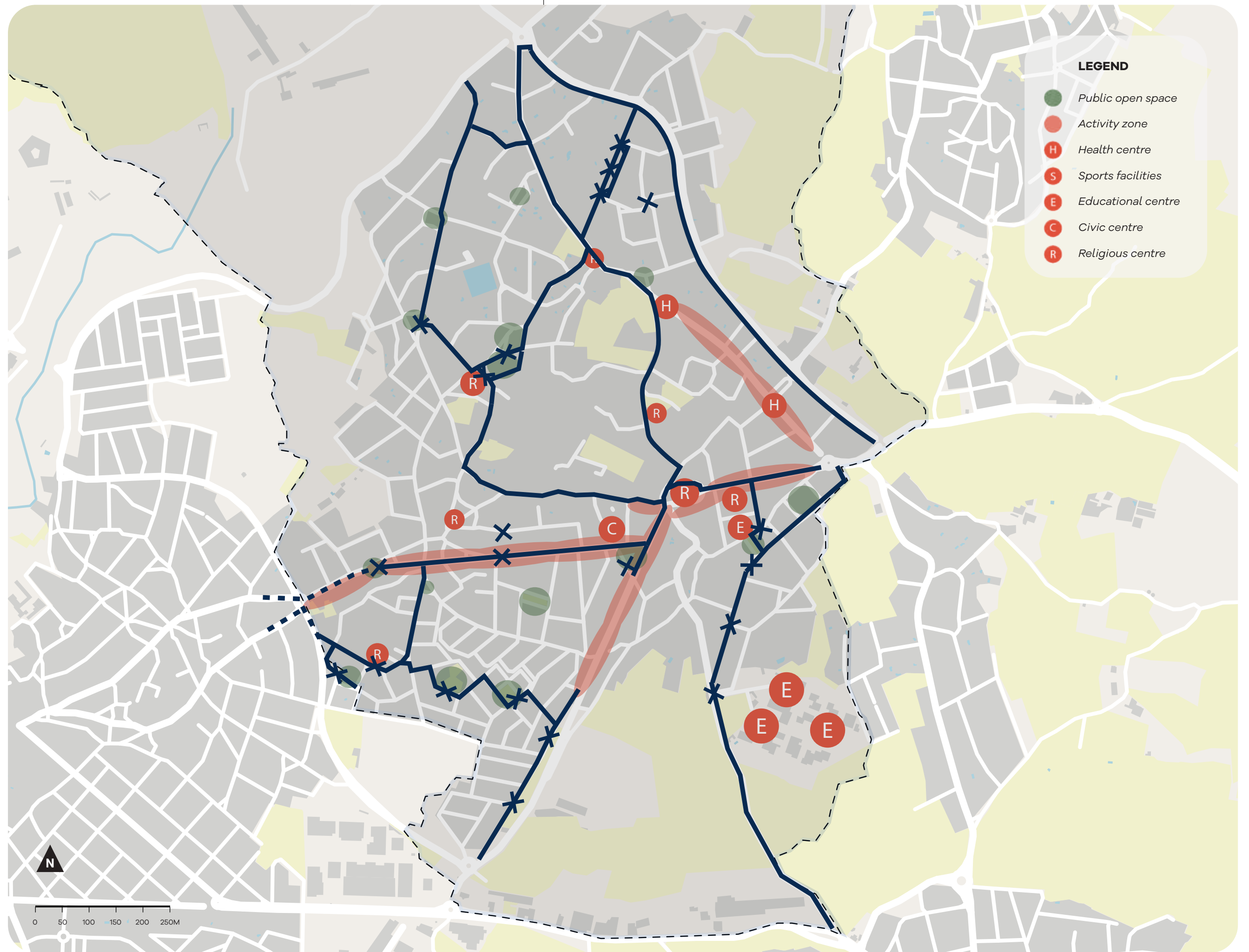
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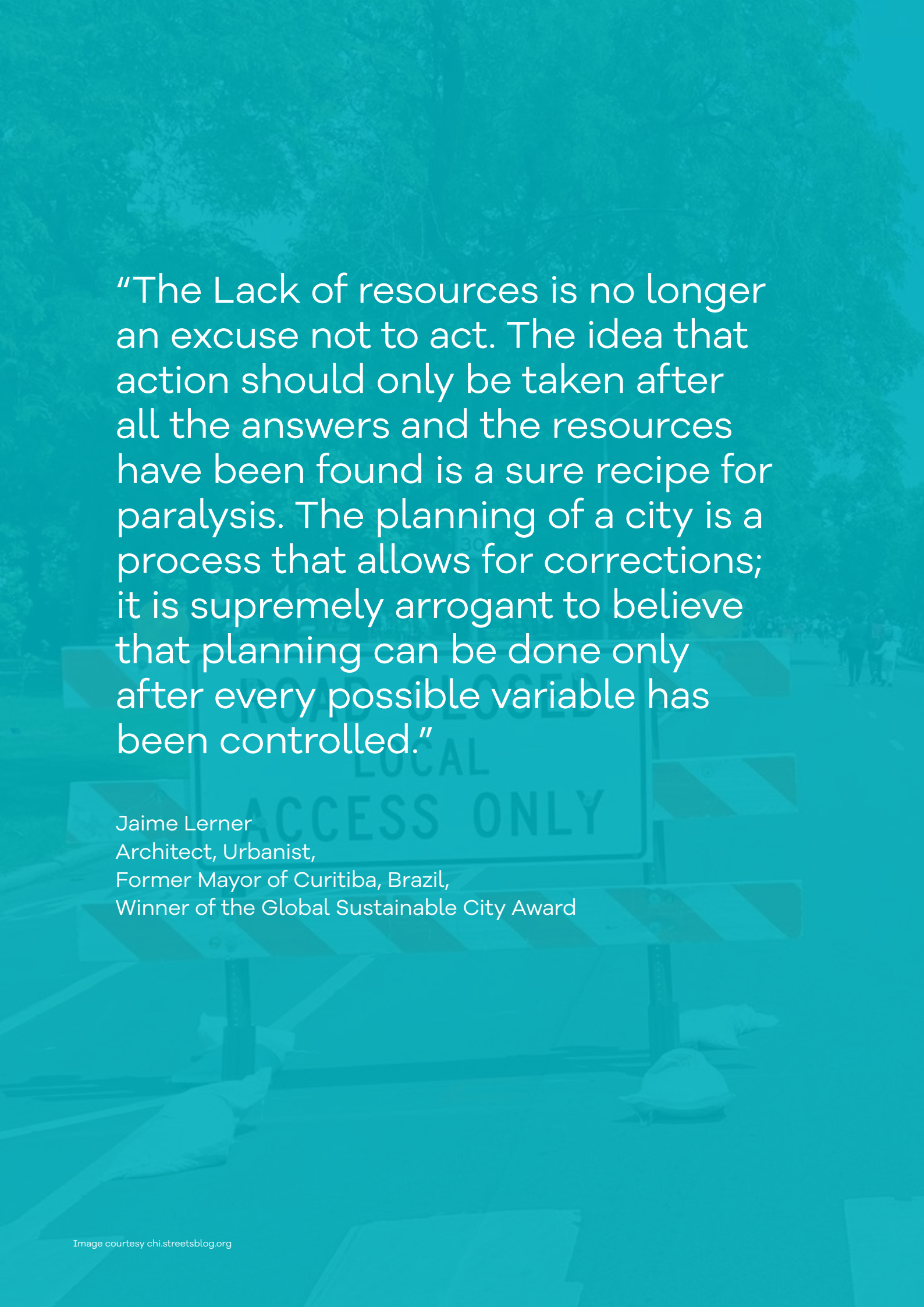


NETWORK



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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

Slow Paths

Extensions

Cycling

Naxxar 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).



Slow Paths

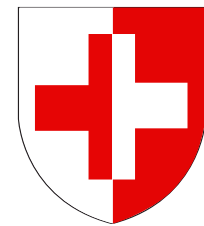
comprise another specific typology of Slow Streets (although the two names may seem similar, it must be clarified that 'slow paths' is not another term for 'slow streets'). Slow paths refer to a designated slow section of the road, when intervening on the entire street is not possible. This is often used in larger roads where slower-moving, more localised/dedicated slip roads or dedicated bus lanes are available, and where priority for pedestrians and cyclists is often not considered.

Extensions

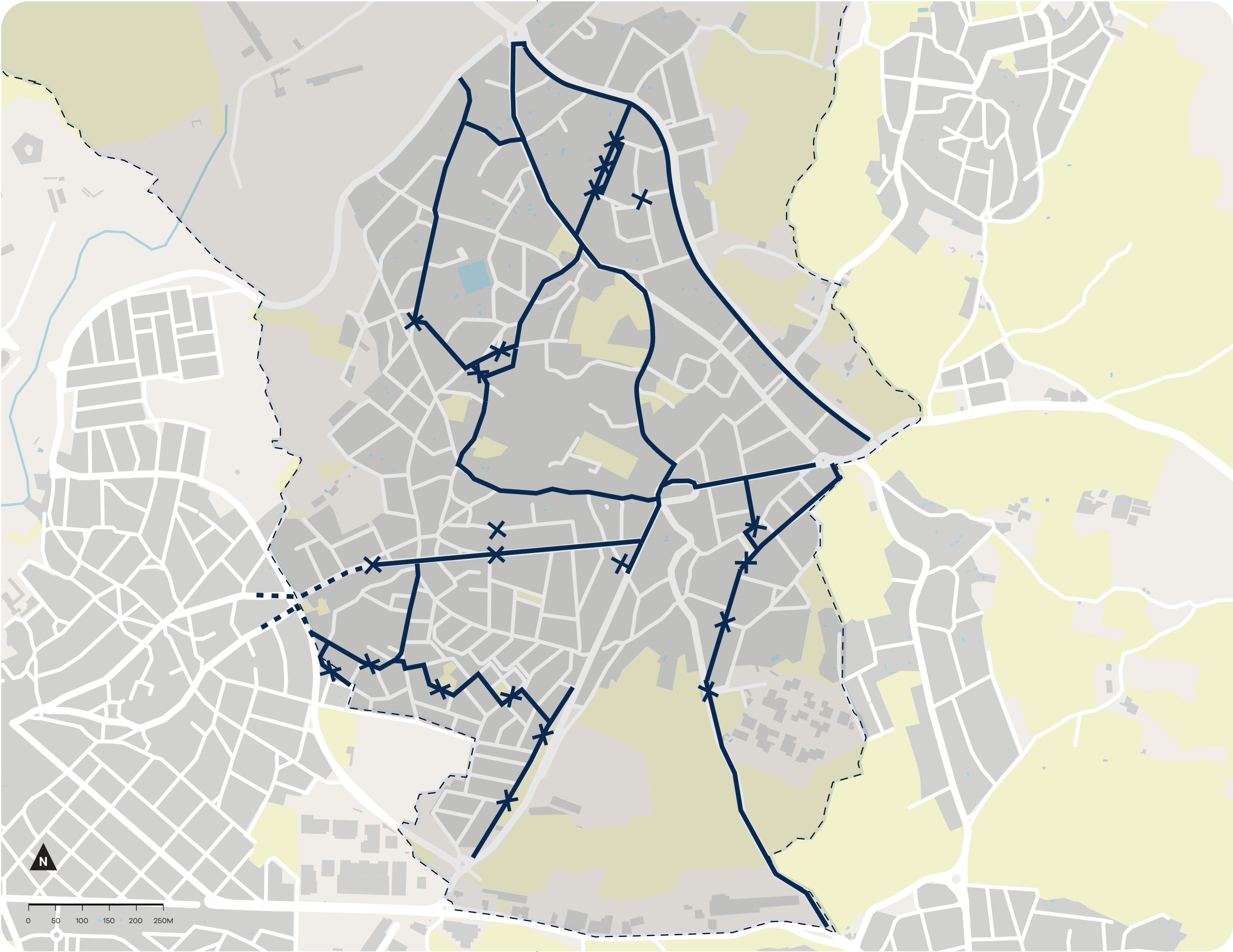
The last type of intervention refers to 'extensions' with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



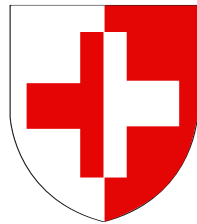
NETWORK



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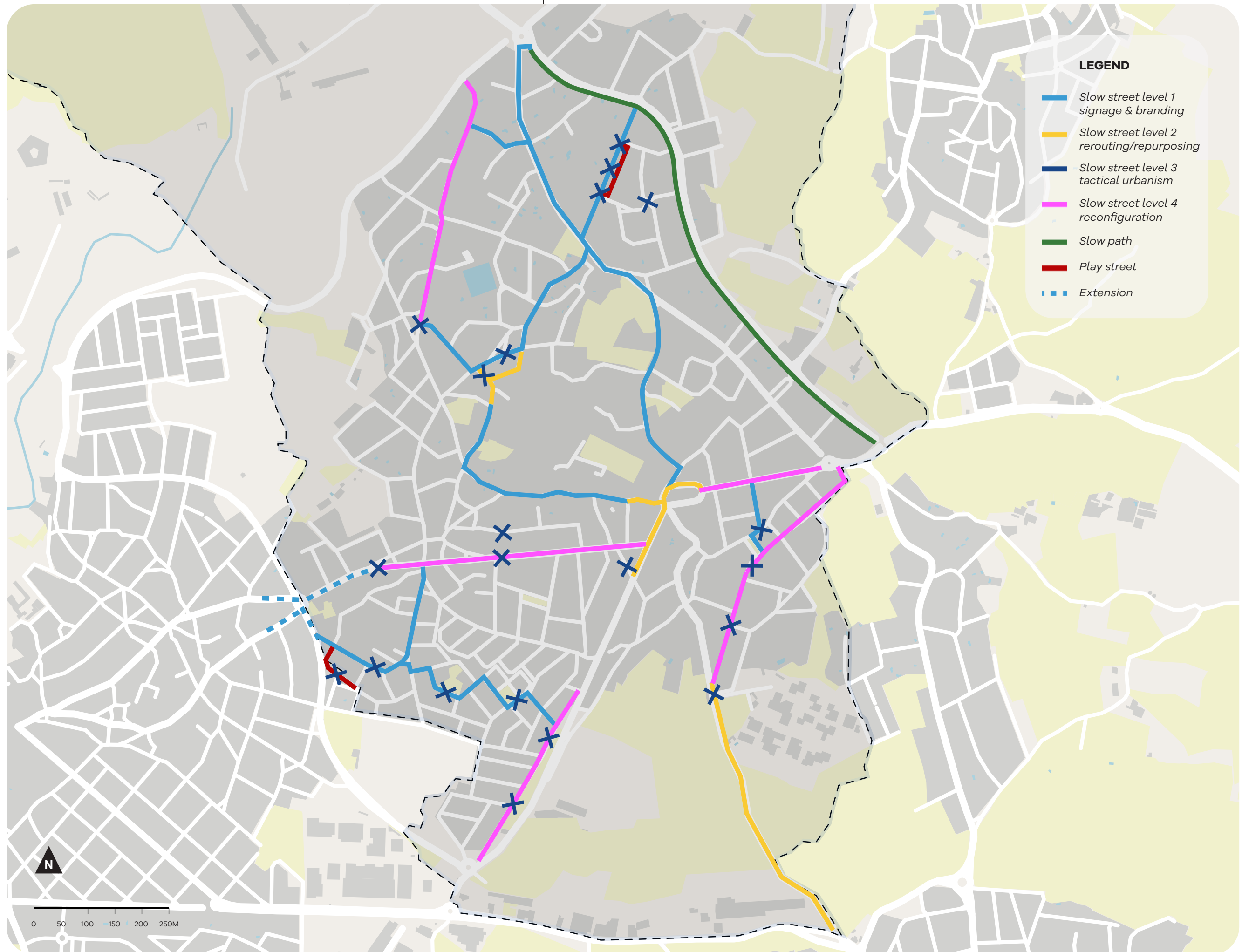


INTERVENTION

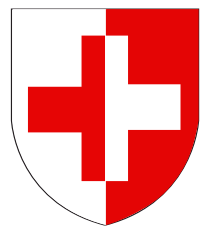


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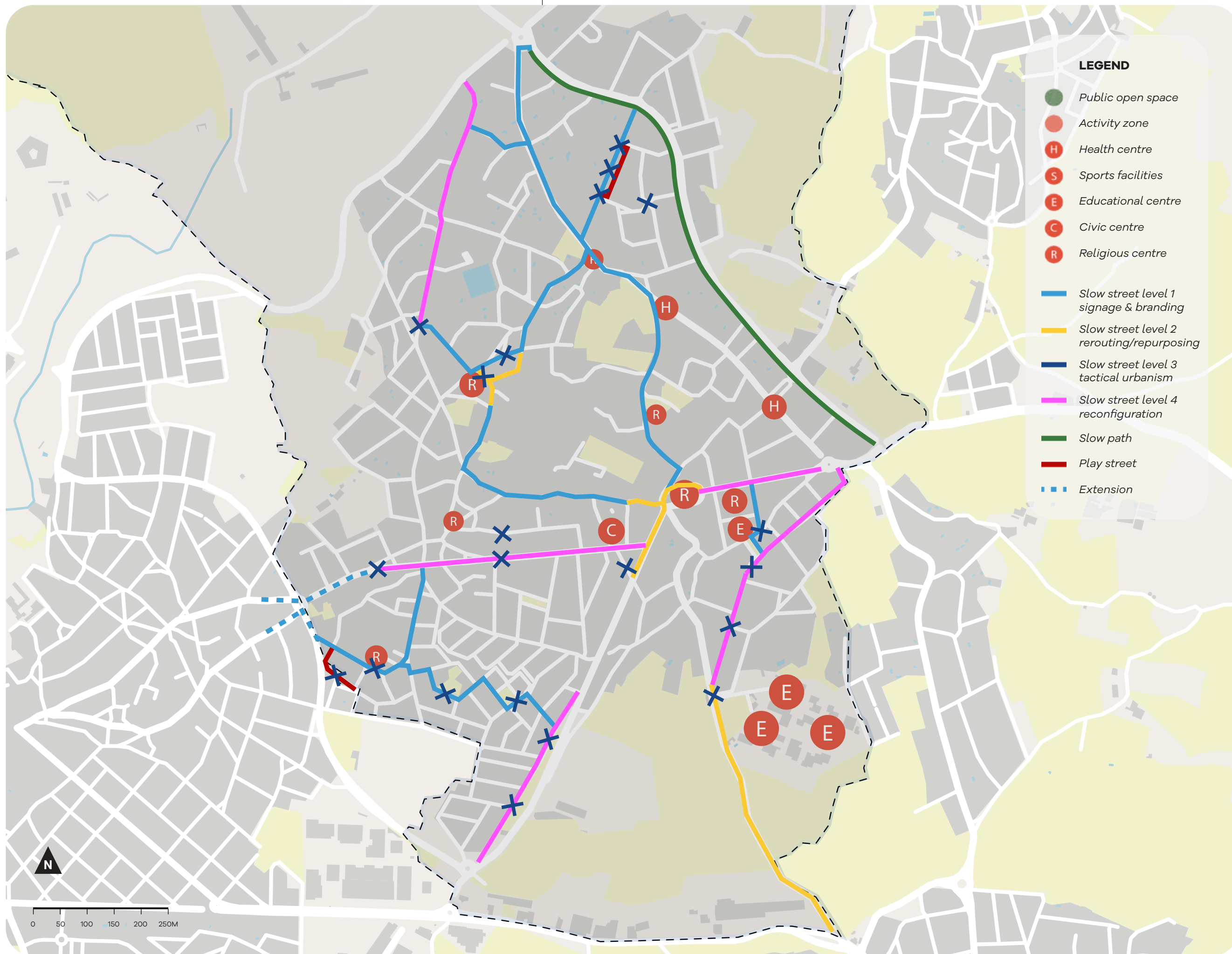
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INTERVENTION



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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.

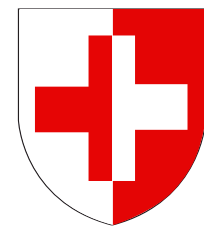
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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

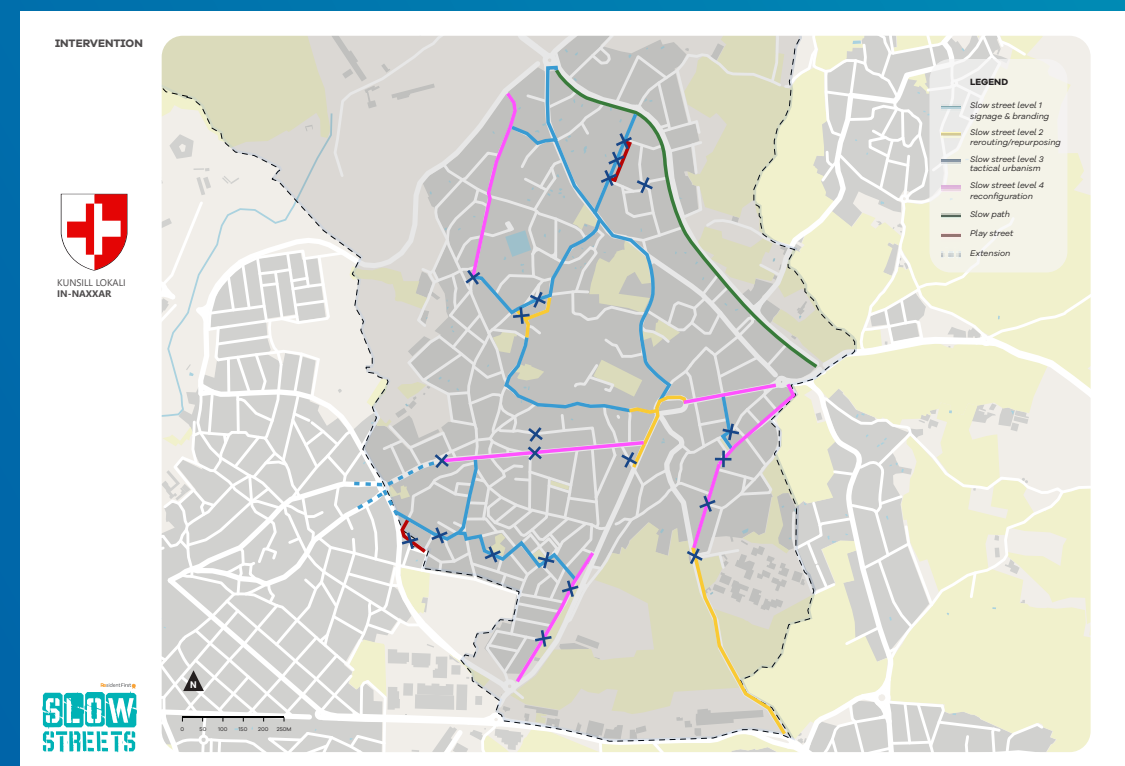


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Naxxar Interventions

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 is to deter through traffic from local roads and instead divert drivers onto more peripheral routes. The second challenge is to identify walkable routes that link residential areas better to the open spaces, so as to avoid a fragmented network and instead connect all areas of the locality using safer routes.



Intervention 1

Pjazza Vittorja: Level 2
Triq Tal-Labour (upper part): Level 2 and 3
Triq Il-Markiz Scicluna: Level 1 and 2
Triq Santa Lucija (eastern end): Level 2

In tandem with Local Council requests, this intervention suggests strategies that aim to liberate traffic around the Naxxar Parish Church and give priority to pedestrian users and activities. The main objective is to pedestrianise Pjazza Viittorja and simultaneously formulate strategies that deter traffic.

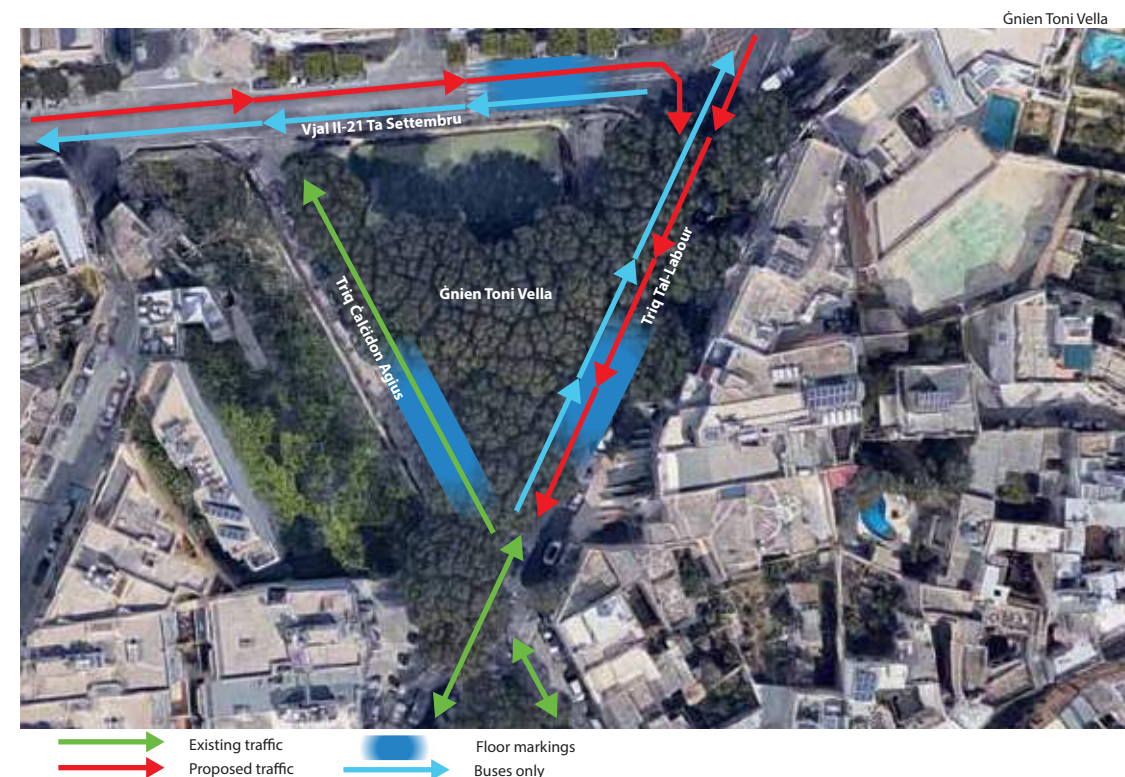
Vehicles, except for public buses, driving upwards on Triq Tal-Labour from the southern direction would be prohibited from continuing along this street after the intersection with Vjal IL-21 ta' Settembru, allowing only one-way access from Triq IL-Parroċċa towards Ġnien Toni Vella. Therefore, only buses would be able to access Pjazza Vittorja from the southern direction. Vehicles driving from Triq IL-Parroċċa would also not be permitted to turn onto Triq Il-Markiz Scicluna. This proposal would automatically liberate a significant amount of traffic that would enter Triq IL-Parroċċa in the direction of Triq San Pawl (discussed in the next intervention).

Furthermore, the intervention proposes that the easternmost segment of Triq Santa Lucija (from Triq Il-Markiz Scicluna to Triq l-Ifran) be reversed from its current direction. In this manner, vehicles would not be able to access this segment from Triq IL-Markiz



Scicluna or from Triq IL-Parroċċa, further disincentivizing drivers to use this route in order to cut through to the entire extent of Triq Santa Luċija. In order to access the eastern segment of Triq Santa Luċija, vehicles would have to drive onto Vjal il-21 ta' Settembru and through Triq I-Ifran where they would take a right and continue onto Triq IL-Markiż Scicluna to exit north, given that access towards Triq IL-Parroċċa would not be permitted. Vehicles exiting the eastern end of Triq Santa Luċija would further be able to turn down into Triq Tal-Labour, forming a loop with Vjal il-21 ta' Settembru and Triq I-Ifran. Making Triq Santa Luċija in two opposing traffic directions is a strategy to deter drivers from using this local, narrow road as a shortcut. In addition, Triq IL-Markiż Scicluna is proposed to have signage along the entire street highlighting slow vehicular speeds and pedestrian priority.

Finally, floor markings are proposed at the entrance of Ġnien Toni Vella to slow down drivers and facilitate safer pedestrian crossings.



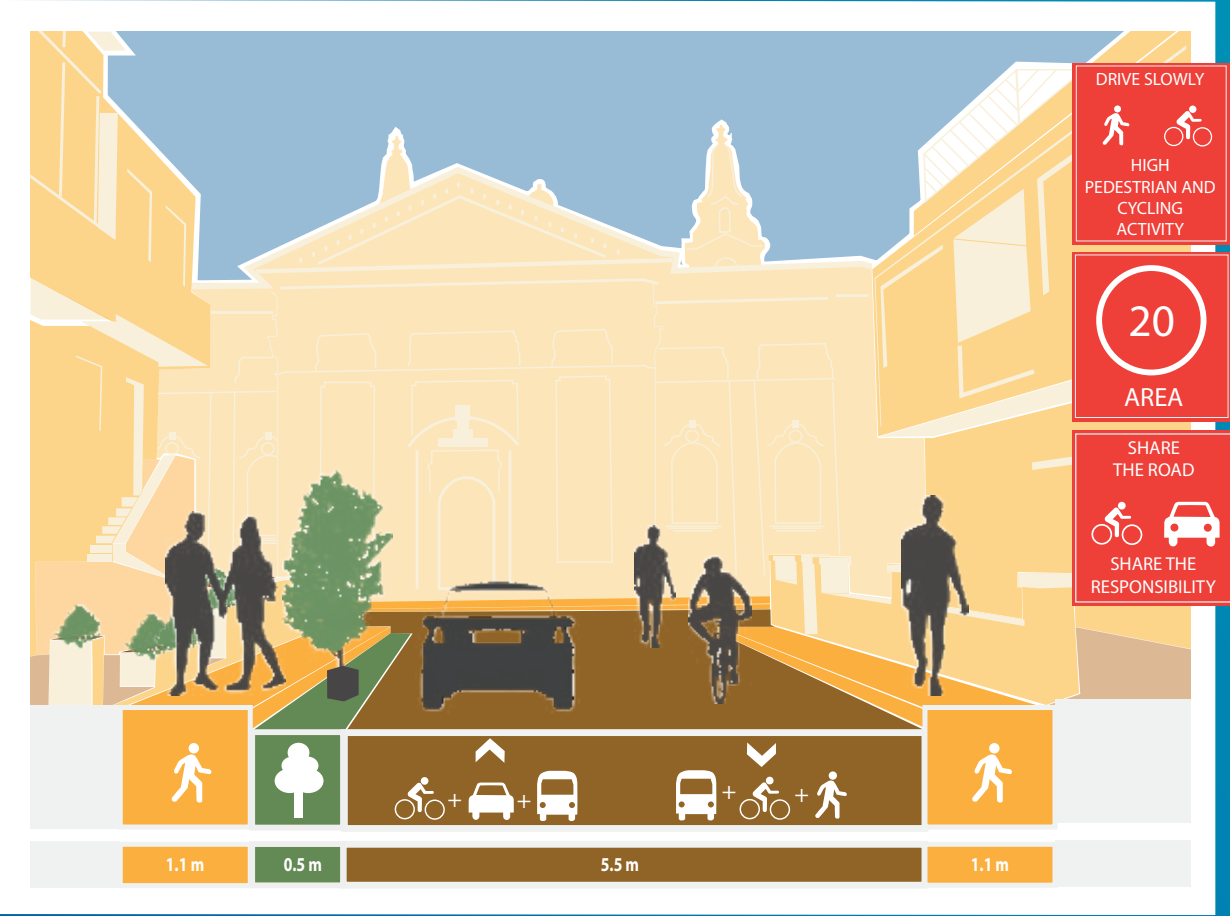
Intervention 2

Triq IL-Parroċċa: Level 2 and Level 4

This street serves as the eastern 'gateway' into Naxxar, connecting Triq IL-Balal, Vjal il-21 ta' Settembru and Triq Tal-Labour. On the axis of Triq IL-Parroċċa lies the Naxxar Parish Church, a local iconic landmark which is currently surrounded by vehicular streets onto all of its facades. As Triq IL-Parroċċa offers a clear visual towards the southern facade of the church, this intervention proposes limiting traffic direction to one-way only, from the roundabout intersecting with Triq San Pawl to Pjazza Vittorja, heading towards the Church. The current 6 metre-wide two-way road is a busy commercial strip and does not offer any on-street designated parking, which would make it ideal for introducing space for more pedestrian activity.

The intervention further proposes that the width of the vehicular lane, one-way for cars and two-way for buses, shared with cyclists, would be 5.5 metres, allowing access to emergency vehicles and for it to still work as a two-way road if the need arises due to surrounding road closures. The remaining 0.5 metres could work as a green strip in order to add an element of greenery along this important spine while protecting pedestrians. The bus lane towards Triq San Pawl would also serve as additional pedestrian space and be shared with cyclists. This would provide a safer and more visually appealing approach for pedestrians making their way into Naxxar's centre.





Intervention 3

Triq in-Nutar Debono and Triq San Ġorġ: Level 1 and 3



Perpendicular to Triq Il-Parroċċa, Triq in-Nutar Debono houses the Naxxar Primary school and further contains rear access points to the parish hall. The surrounding neighbourhood is primarily residential in nature, and it meets Triq San Ġorġ at an intersection within walking distance from a small green pocket onto Triq Il-Haddieda. Therefore signage is proposed to highlight low vehicular speeds and pedestrian priority. The intervention also proposes floor markings at this somewhat unarticulated and wide intersection in order to better articulate the space; to make it into a more visually appealing urban pocket; to improve the safety for pedestrians, particularly for school children and so as to ensure safer pedestrian crossings; and to highlight the presence of the neighbouring open pocket and improve its pedestrian connectivity.

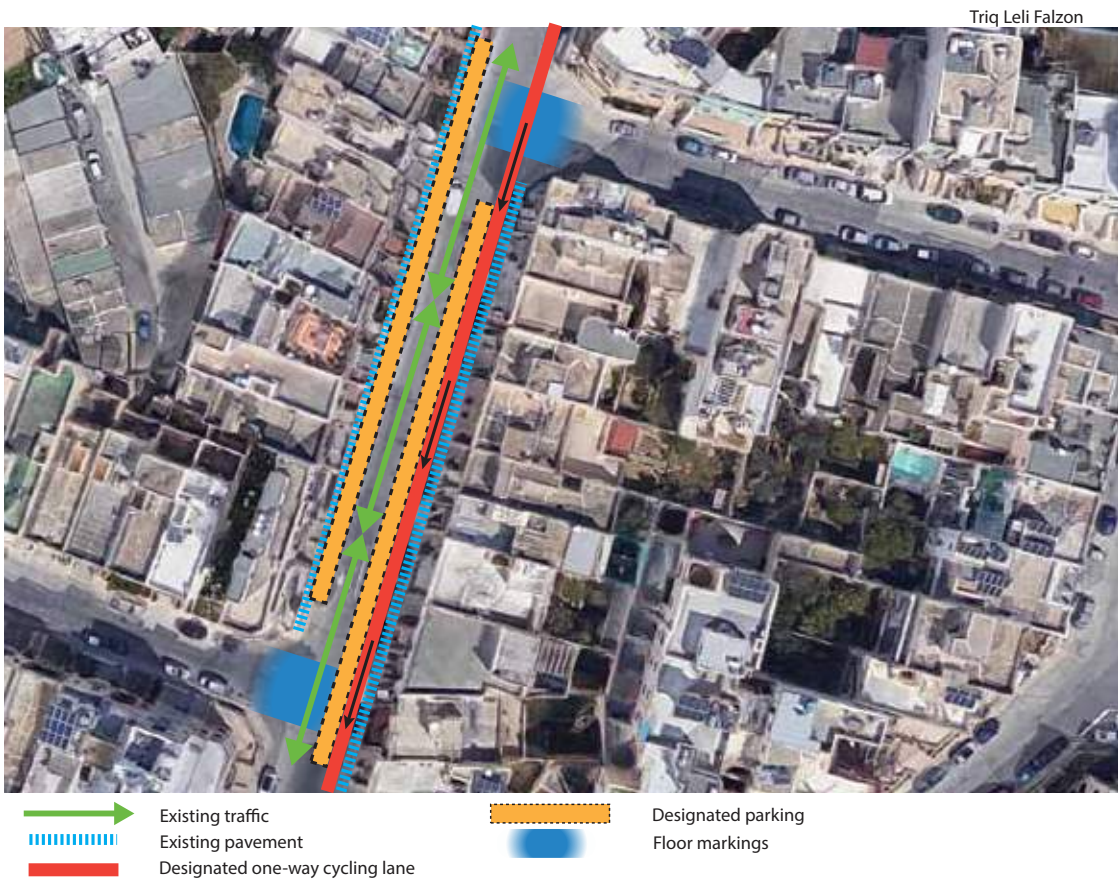


Intervention 4

Triq Leli Falzon: Level 3 and Level 4

Triq Il-Kbira: Level 2 and Level 3

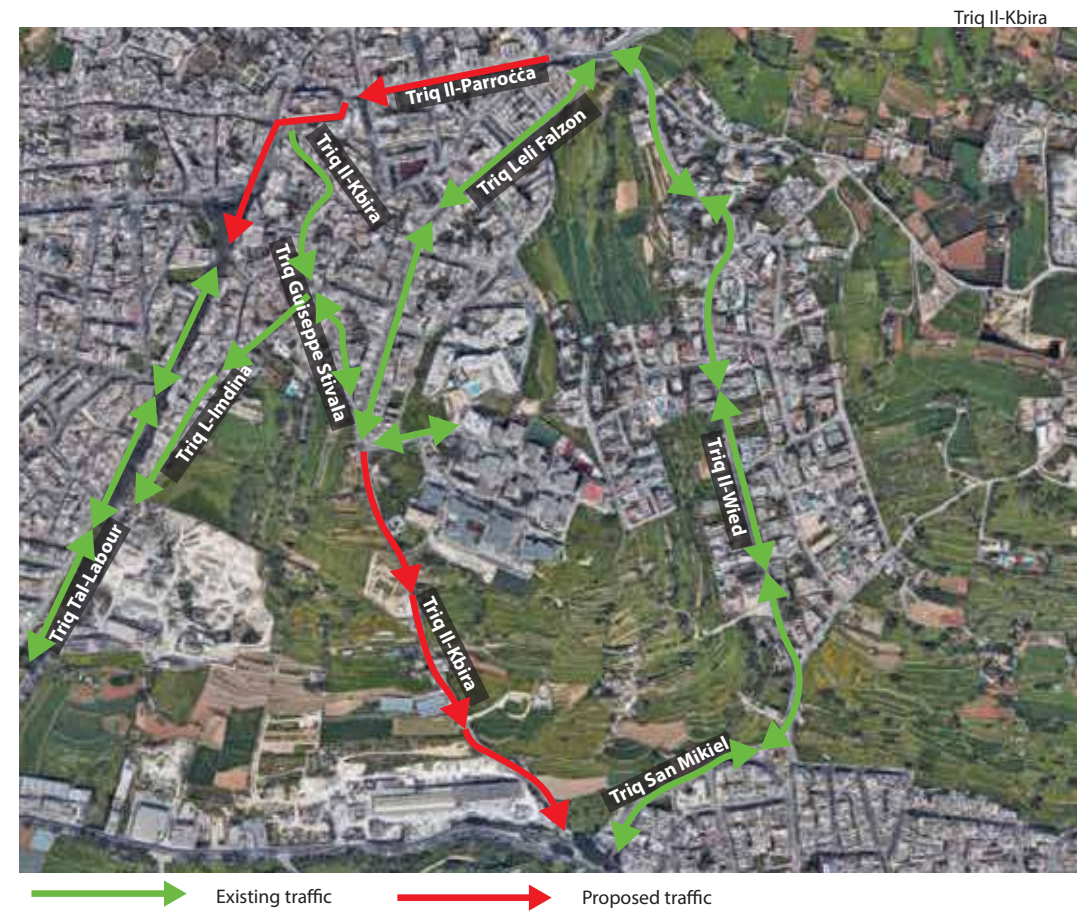
Triq Leli Falzon is a long street connecting the south-eastern segment of the locality to the rest of the urban fabric within Naxxar. It is a wide and busy vehicular road, particularly since it is now two-way in its entirety, and is often characterised by vehicles over speeding along its length. It currently comprises a vehicular lane of 6.9 metres, with 2 metre-wide designated parking on both sides. Reducing the road width to 5.7 metres, which would still allow for the two-way passage of heavy vehicles if required, would liberate a one-way cycling lane of 1.2 metres within this street while somewhat reducing the current road space that would help to slow down vehicles. Floor markings at different positions along the extent of the road would further signal to drivers to slow down. This would be especially important at the intersections with numerous side streets that are accessed off Triq Leli Falzon, as well as at the open space, discussed in the previous intervention, that connects to Triq San Ġorġ. Given that the street also lacks important pedestrian crossings, it would be crucial to increase pedestrian safety through appropriate signage highlighting low speeds and sharing of the road.



Triq Il-Kbira is another important street due to its link to and from Triq Il-Mosta to the educational grounds that house a number of important educational institutions, including an MCAST Institute, Giovanni Curmi Higher Secondary School and Maria Regina College Middle School, as well as some sports facilities. Numerous students and schoolchildren use this route on a daily basis on foot, to and from Triq Il-Mosta. However, they need to share the available road space with two-way vehicular traffic and without proper pedestrian infrastructure in place, potentially endangering their lives as they navigate through. In order to increase pedestrian safety, it is being proposed to turn this route, commencing from the end of Triq Leli Falzon to Triq Il-Mosta, into a one-way route downwards such that vehicles may exit as required. This would form a loop with Triq San Mikiel and Triq Il-Wied (in Iklin) and could potentially be limited to designated times during weekdays only, when there is a significant presence of children and youths, rather than being a permanent solution for all times on all days of the week.

Furthermore, directly facing the entrance to the school grounds, at the intersection with Triq Il-Forġa, Triq Il-Kbira houses the iconic Għaqba Windmill that is being restored. This historic building provides an important landmark, forming an interesting and active node next to a highly frequented bus stop. The intervention proposes tactical urbanism in front of the windmill and extending to the bus stop 'Stivala', intensifying at the intersection with the entrance to the school grounds. Floor markings and planters could be used to enhance the aesthetic quality of this important node, while slowing down vehicles for safer pedestrian movement throughout this area.

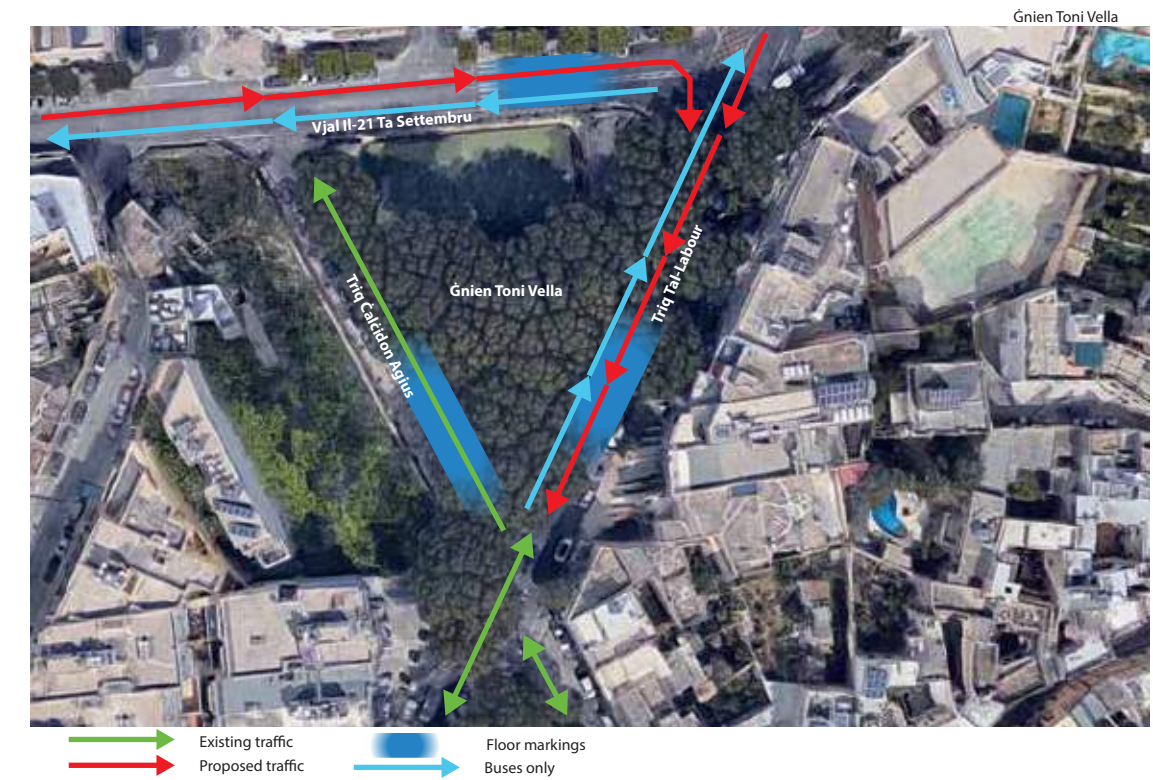




Intervention 5

Triq Ċalċidon Agius: Level 3

In order to increase pedestrian safety within this area, floor markings are proposed on this street along Ġnien Toni Vella to slow down drivers and facilitate safer pedestrian crossings.



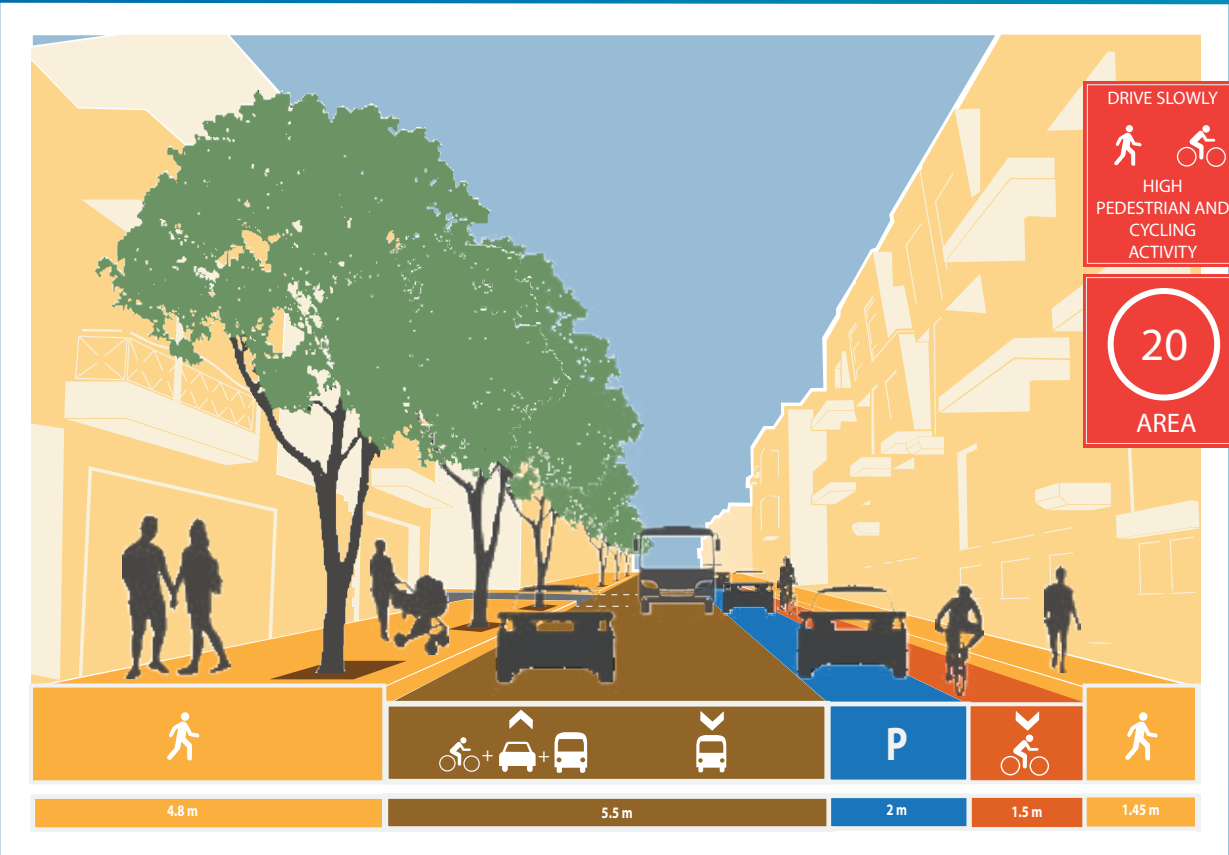
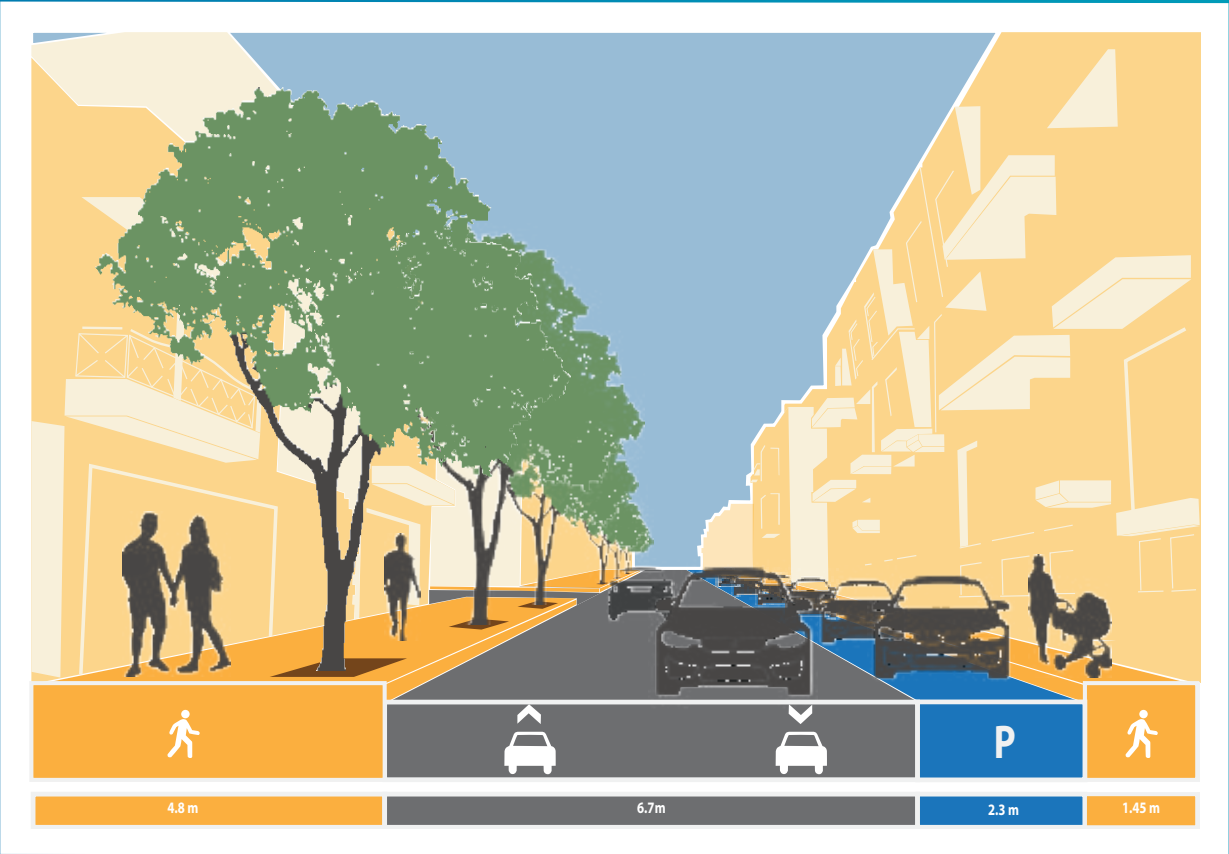
Intervention 6

Vjal Il-21 ta' Settembru: Level 3 and 4

This street is an important spine with busy commercial activity and mature trees that line its extent and that contribute to its appeal. It connects two major roads – Triq Tal-Labour and Triq Il-Mosta – that inevitably makes it an ideal route for through traffic. The easternmost segment of the road connects to Ġnien Toni Vella, an important recreational node that is frequented by many families and youths and that is located within walking distance of the Naxxar Parish Church.

The intervention proposes turning Vjal Il-21 ta' Settembru from its current two-way configuration into a one-way route towards Triq Tal-Labour. In line with the previously discussed intervention on Triq Il-Parroċċa (proposed as one-way towards the Church), this reconfiguration would significantly limit vehicular volumes that currently use this street, and other local streets, in order to access neighbouring localities. Simultaneously one would expect less vehicles on Triq Il-Parroċċa given that Vjal Il-21 ta' Settembru would not be accessible.

This intervention would also provide an opportunity to use the space for other activities and provide a significant amelioration of the urban environment, which would likely attract more potential customers to local shops and businesses. The current 6.7 metre-

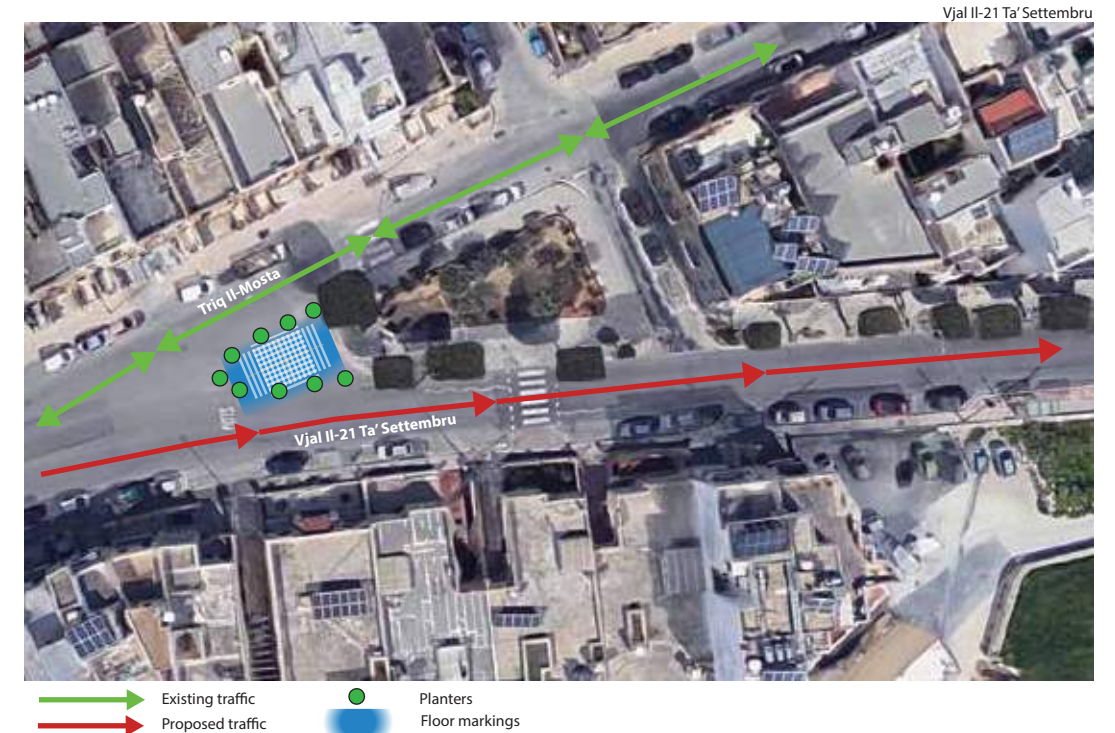




wide road would be limited to a 5.5 metre-wide one-way lane for cars shared with bicycles and two-way for buses only (that would also allow for two-way of all vehicles in the event of road closures or emergencies) while the on-street parking would be limited to 2 metres of width. The remaining space would allow the introduction of a 1.5 metre-wide one-way cycling lane next to the narrower pavement, possibly protected by the on-street parking which would shift outwards by the width of the cycling lane. This would allow for a much safer route for cyclists than the current configuration.

In addition, floor markings are proposed at the entrance of Ġnien Toni Vella to slow down drivers and facilitate safer pedestrian crossings.

Additionally, the intersection of Vjal IL-21 ta' Settembru with Triq IL-Mosta features a wide unarticulated junction next to a green open pocket housing a commemorative sculpture. This zone is proposed to be designed with floor markings and low planters which do not disturb driving visibility. The area would serve as an extension to pedestrian space from the adjacent green pocket, and would give more character and identity to the junction which is currently wasted space.



Intervention 7

Triq Hal-Dghejf: Level 3

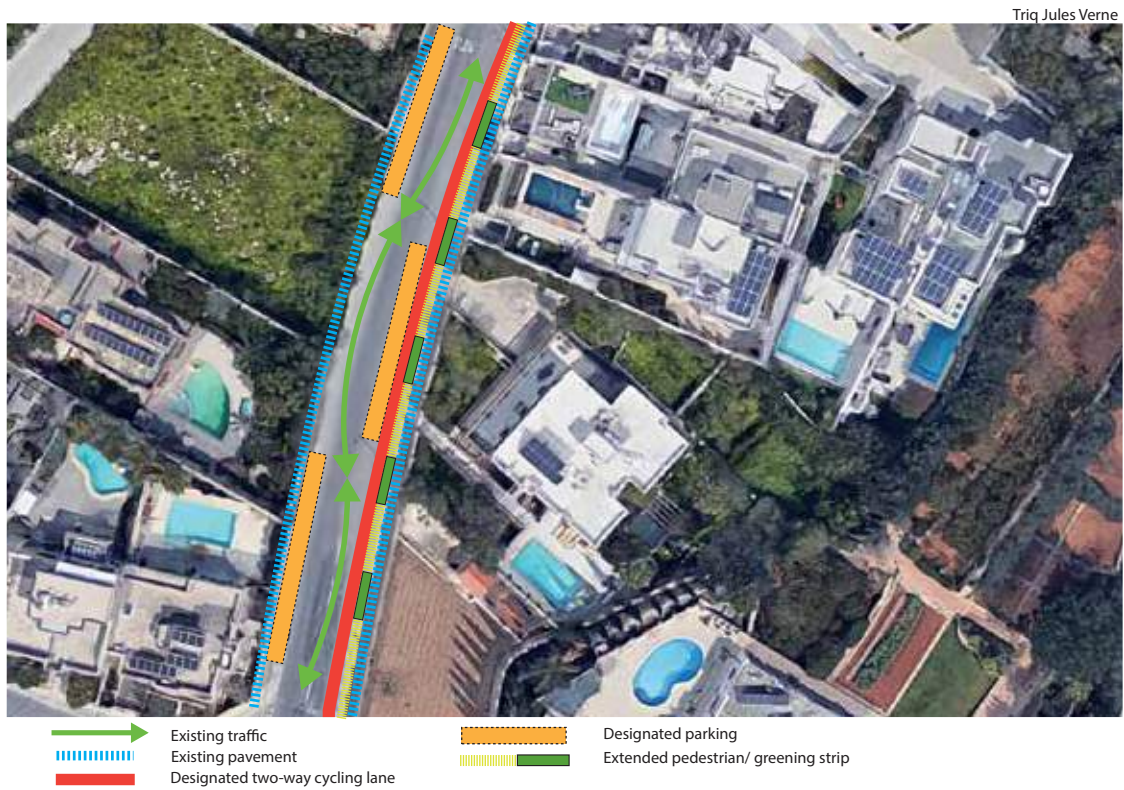
Parallel to Vjal IL-21 ta' Settembru, this residential road offers a pedestrian shortcut through a narrow alleyway (Trijqet Dun Nerik Cordina Perez), which leads to the wide pavement on Vjal IL-21 ta' Settembru. As this is a pleasant and useful pedestrian route that is currently not very visible, the intervention proposes tactical urbanism in front of the connection, with colourful floor markings and potentially some planters to attract people walking by. Floor markings could also be added at the other end of this pedestrian route within the slip road just off Vjal IL-21 ta' Settembru in order to highlight this pedestrian connection here too.

Intervention 8

Triq Jules Verne (intersection with Triq il-Fortizza tal-Mosta until intersection with Triq Pietru Caxaro): Level 4

This long residential street is an important spine for the neighbourhood of San Pawl tat-Tarġa, extending from the outer link road (Triq Il-Fortizza Tal-Mosta) and heading towards the inner part of the locality of Naxxar. The current two-way configuration of the lower stretch of the road (intersection with Triq il-Fortizza tal-Mosta until intersection with Triq Pietru Caxaro) caters for designated parking on both sides of the road, which is often not used to its full potential given the presence of individual residential garages and drive-ins. This part of Triq Jules Verne is a wide road wherein cars often overspeed, causing potential safety issues for the numerous pedestrians and cyclists who use this road for walks, jogs, runs and cycling. This intervention therefore proposes a reconfiguration so as to make it safer for residents.

On-street parking would be designated on one side, possibly alternating such parking along the length of the road so as to introduce a degree of manoeuvring for vehicles that would result in slower vehicular speeds. The road width would be reduced from 6.7 metres to 5.5 metres, retaining traffic in both directions that often includes heavy vehicles. The remaining 3.2 metres would allow for a continuous designated two-way cycling route of 2.2 metres and a 1m of additional space that would enable the greening of this important spine to provide shading to pedestrians and cyclists, with the

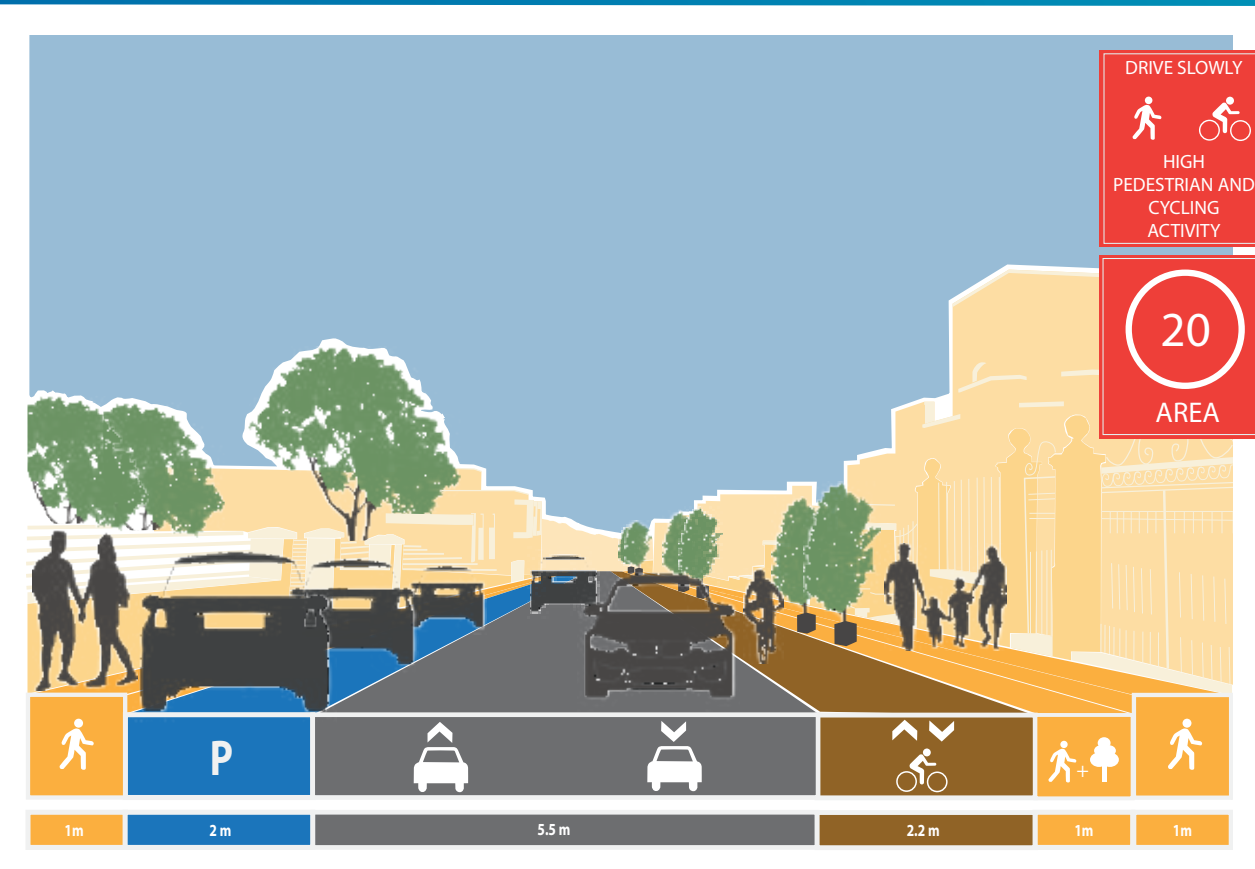
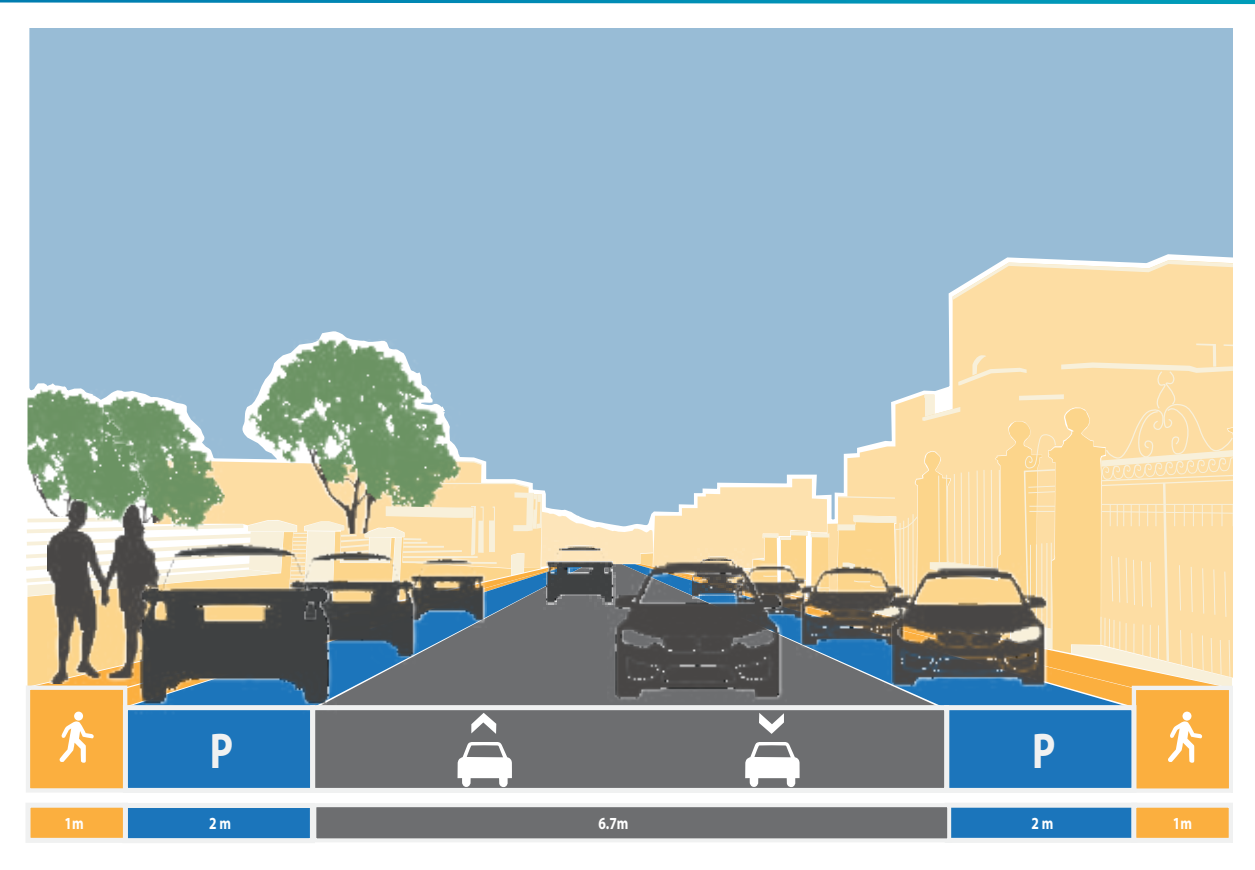


possibility of widening the existing 1 metre-wide pavement in between each planter. In the experimental phase, this additional space could be additional designated pedestrian space in its entirety.

The proposed reconfiguration of Triq Jules Verne can also be applied to Triq Anton Manuel Caruana in Baħar iċ-Ċagħaq, as it is a similar street typology and shares the same features.

In addition, the intervention proposes floor markings at the intersection with Triq E. Bradford and at Triq Ir-Raheb Kurradu next to an existing green pocket that is currently unused. This could possibly lead to a potential upgrade of this open space in the future and could be integrated within the walking and cycling experience within this street, potentially providing an important resting point to the street users.





Intervention 9

- Triq F.W Ryan (in front of Church): Level 1, 2 and 3**
- Triq Il-Kappella Ta' Xaghra: Level 1 and 2**
- Triq Santa Marija: Level 2**
- Triq V. Boron: Level 3**



Connected to Triq Jules Verne, Triq F.W Ryan offers a quiet and low traffic connection to Santwarju Ġesu Hniena Divina. Therefore signage is proposed to highlight low vehicular speeds and pedestrian priority. The segment in front of the church currently permits two-way traffic, entering or exiting to the parking area. The intervention proposes limiting the traffic direction to one-way only, as an exit point from the parking area. This would decrease the number of vehicles passing in front of the church, as they would be able to enter via the parallel Triq Il-Kappella Ta' Xaghra. Therefore there would be clearly designated entrance and exit points to the parking area which would greatly increase pedestrian safety, particularly during crossing. Floor markings are also proposed to connect the church to the two green spaces, one located right opposite and another across the road which the Local Council shall be upgrading and rehabilitating. Such tactical urbanism interventions would alert drivers to slow down as they are approaching this green space and entering the parking area.



Triq Santa Marija (segment from Triq IL-Kappella Ta' Xaghra to the church) is proposed to be reversed in direction, towards Triq San Publiju. This is done in order for vehicles not to use Triq Santa Marija as a shortcut to access Triq IL-Kappella Ta' Xaghra. Triq IL-Kappella Ta' Xaghra is identified as an interesting pedestrian route because it connects Triq San Pawl to the interior green spaces of Naxxar, adjacent to Santwarju Gesu Hniena Divina. Signage is proposed along the street, limiting speed access and prioritising pedestrians.

Finally, in order to better link the large green spaces on opposite sides of Triq V. Boron, floor markings are proposed at either ends of the 45 degree parking, where the markings can connect the pavements without having a car disrupting the connection. Improving the connections to these green spaces will encourage residents to use them more, as they are currently isolated and dangerous to access.



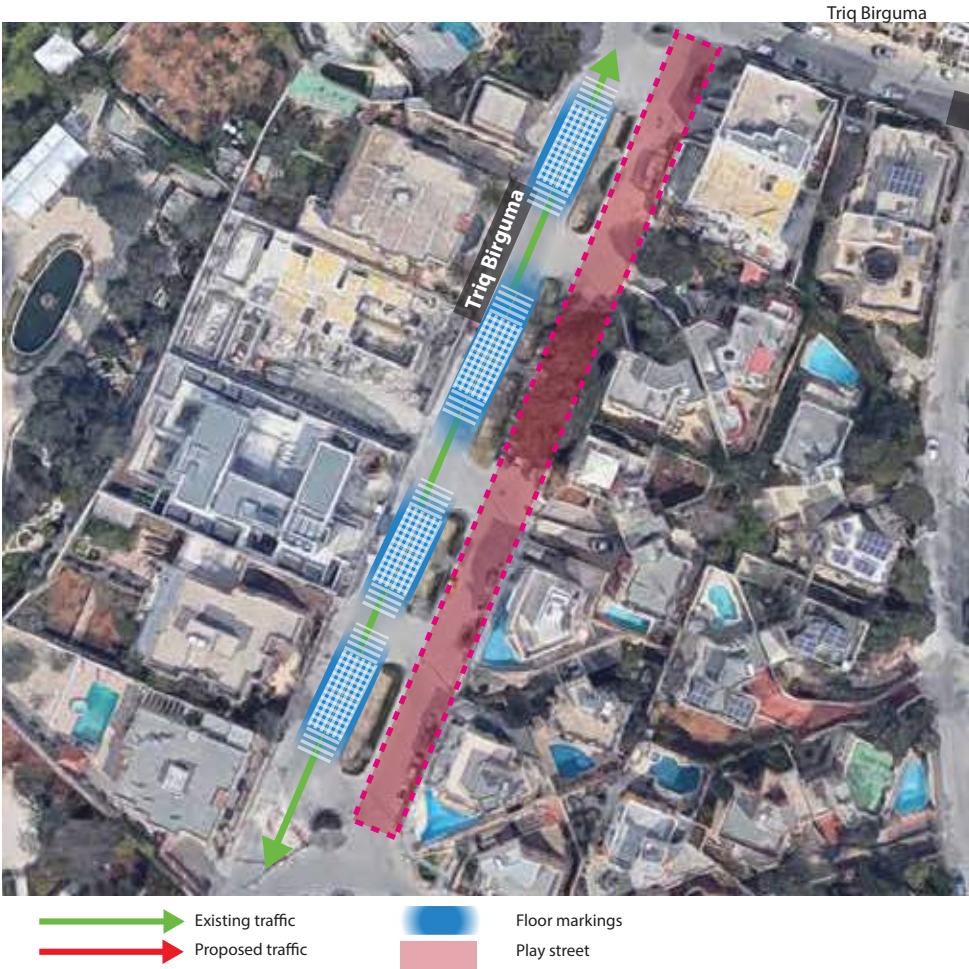
Intervention 10

- Triq M. Murray: Slow path
- Triq Birguma: Level 2 and Level 3, Play Street
- Triq P.H. Skippon and Triq Samuel Taylor Coleridge (intersection): Level 3
- Triq San Pawl and Triq De Saavedra: Level 1

Triq M. Murray is a long distributor road which features slip roads for slower moving traffic. These slip roads would classify as slow paths, within which pedestrians and cyclists would be encouraged to walk and cycle respectively.

Triq Birguma branches from Triq M. Murray, connecting to Triq San Pawl and making it a vital link. The street features green islands that form an informal slip road next to the residences (segment from Triq W.Scott Triq S. Taylor Coleridge). The intervention proposes floor markings along the width of each island, extending along the street to the pavement. This would visually encourage drivers to slow down, as vehicles often speed along this route because of its direct connection between two faster moving vehicular spines. Additionally, given the low vehicular volumes (largely resident-only) within this stretch of road, it could be easily turned into a play street on designated days and at specific times, thus liberating it as a safe space for recreational activities.

Parallel to Triq Birguma, there is a large, unarticulated space at the intersection of Triq P.H. Skippon and Triq Samuel Taylor Coleridge that results in vehicles often driving through aimlessly and occupying different sections of the space, to the detriment of pedestrian safety. Such spaces could be better designed to provide the surrounding residential areas with more open public spaces that allow residents to socially interact



and strengthen community relations, while simultaneously designating and articulating vehicular space more clearly, thus making the area safer for residents.

In this respect, the intervention proposes a tactical urbanism intervention to envision a design that could potentially lead to more permanent infrastructural solutions in the future. Colourful floor markings would designate a clear vehicular lane and allocate pedestrian space, possibly surrounded by planters to both add an element of greenery and a protective barrier.



Triq San Pawl is an important spine in the area of San Pawl Tat-targa, which has recently been upgraded with walkable pavements. The street serves a connection for several links. First, it connects Triq Birguma (proposed as a play street) and Triq Jules Verne via Triq De Saavedra, a quiet residential street with low traffic volumes. Additionally it links these streets with Triq Sir H. Luke where another large green space is located.

Secondly, Triq San Pawl links Triq Il-Markiz Scicluna and Triq Il-Kappella Ta Xaghra, which features Kappella San Pawl Tat-Targa, an important landmark in the area. Due to these vital connections, signage is proposed for both Triq San Pawl and Triq De Saavedra to limit vehicular speeds and highlight pedestrian priority in order to increase the walkability of the neighbourhood.



Intervention 11

Triq iċ-Ċirasa: Level 3 and Play Street



This street is ideally situated between a small green pocket with outdoor seating and a pedestrian crossing next to ‘Pisani’ bus stop. As a street which is currently not very busy, it may potentially serve as a play street on designated days and at specific times. The street is also in proximity to the Ċentru Pastoral i Sgħajtar, which is an important community landmark and which could co-host programming activities, particularly on Sundays.

The intervention also proposes floor markings in front of the stair and ramp link to Triq Frangisku Pisani, which leads to the pedestrian crossing and bus stop ‘Pisani’. These markings would visually alert pedestrians to use the connection when needed.





Programming

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

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



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

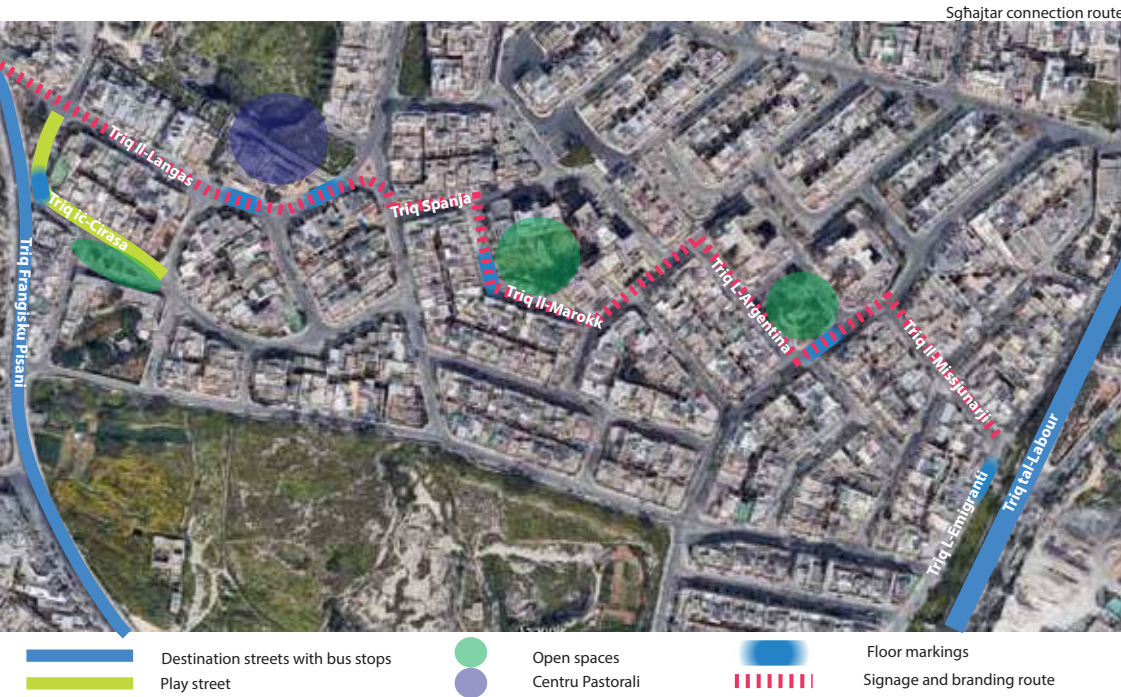


Intervention 12

Triq Il-Langas - Triq il-Marokk - Triq L-Argentina: Level 1 and 3
Triq Spanja and Triq Il-Missjunarji: Level 1

The aim of this intervention is to connect the secondary commercial hub located in the lower part of Vjal il-21 ta' Settembru and the bus stop connections towards the top of Triq Franġisku Pisani laterally to Triq Tal-Labour, via Triq L-Emigranti. This group of streets could therefore form a continuous pedestrian network across the Sgħajtar area, simultaneously linking important bus stops and open green pockets.

Triq Il-Langas is a quiet residential street that runs along the Ċentru Pastoral Sgħajtar, and connects the inner roads to the important link road Triq Franġisku Pisani. The intervention proposes floor markings in front of Ċentru Pastoral Sgħajtar's entrance so as to make it more evident and simultaneously slow down vehicles when approaching this space. This would be accompanied by signage for pedestrian priority and low speed limits intended at increasing pedestrian safety. Such signage and Slow Streets branding would continue along Triq Spanja, Triq il-Marokk, Triq Ġibiltà' and Triq L-Argentina. Both Triq il-Marokk and Triq L-Argentina host green urban spaces and would benefit from better connectivity and improved signage in order to form a safer pedestrian network. Floor markings on these streets would enable better pedestrian access to the two open spaces.



Intervention 13

Triq L-Emigranti: Level 3 and Level 4



Triq L-Emigranti is a long stretch of road with two critical connections to Triq Tal-Labour including a ramped path leading to 'Vittorja' bus stop and a stairway link to the open space of Triq Tal-Labour and Triq L-Imdina. The presence of a lush green stretch along this street with unobstructed long-range views makes it an interesting pedestrian link with significant potential albeit currently somewhat narrow. The intervention proposes a reconfiguration of the street section wherein the current width, which varies throughout its extent but averages at around 7.7 metres for a one-way lane towards Triq Frangisku Pisani, would be rethought so as to provide a vehicular lane of 4.8 metres width and 2 metres of designated parking on the outer side of the road (along the green extent). This would permit the widening of the current pedestrian space by around 0.9 metres, which eventually could be formalised into a wider pavement of about 2 metres.

The intervention also proposes floor markings in front of the stairs and ramped path leading to Triq Tal-Labour so as to visually alert pedestrians to use these connections and at the same time alert drivers to slow down as they are approaching these connections.



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.



Naxxar

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 intersections on Triq Jules Verne and Triq Leli Falzon, pedestrians would feel safer to cross the road and use these streets as primary walking routes with improved connections.

Play street closures during this phase may be carried out on designated days and at times when traffic is already low. During this phase, testing for the closure of Triq iċ-Ċirasa and the stretch off Triq Birguma could commence on specific days and/or at particular times characterised by reduced vehicular volumes, using temporary signage and protective barriers. The testing for the proposed reconfigurations and rerouting on Triq Il-Parroċċa, Vjal il-21 ta' Settembru and Triq l-Emigranti, as well as a few local roads, could be carried out on a Sunday. Further testing for the interventions within the inner local roads could occur at carefully chosen times.

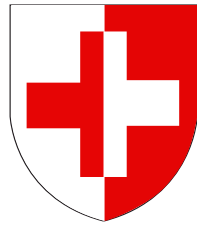
During the second phase, the testing of the increased pedestrian space and limiting of vehicular access within the central core, and specifically around Naxxar's Parish Church, may intensify and extend over the entire weekend, followed by designated times during weekdays, while simpler rerouting interventions may start to be implemented on the ground. Given that Triq Il-Parroċċa and Vjal il-21 ta' Settembru are critical vehicular routes it would be necessary to study the implications of the proposed interventions within the remit of a Traffic Management Plan for the locality. These key routes would be important additions to the pedestrian network. All signage for Level 1 interventions should become permanent during Phase 2.

Finally for Phase 3, the implementation of all interventions at their full scale is envisioned to occur in order to consolidate the entire Slow Streets network.

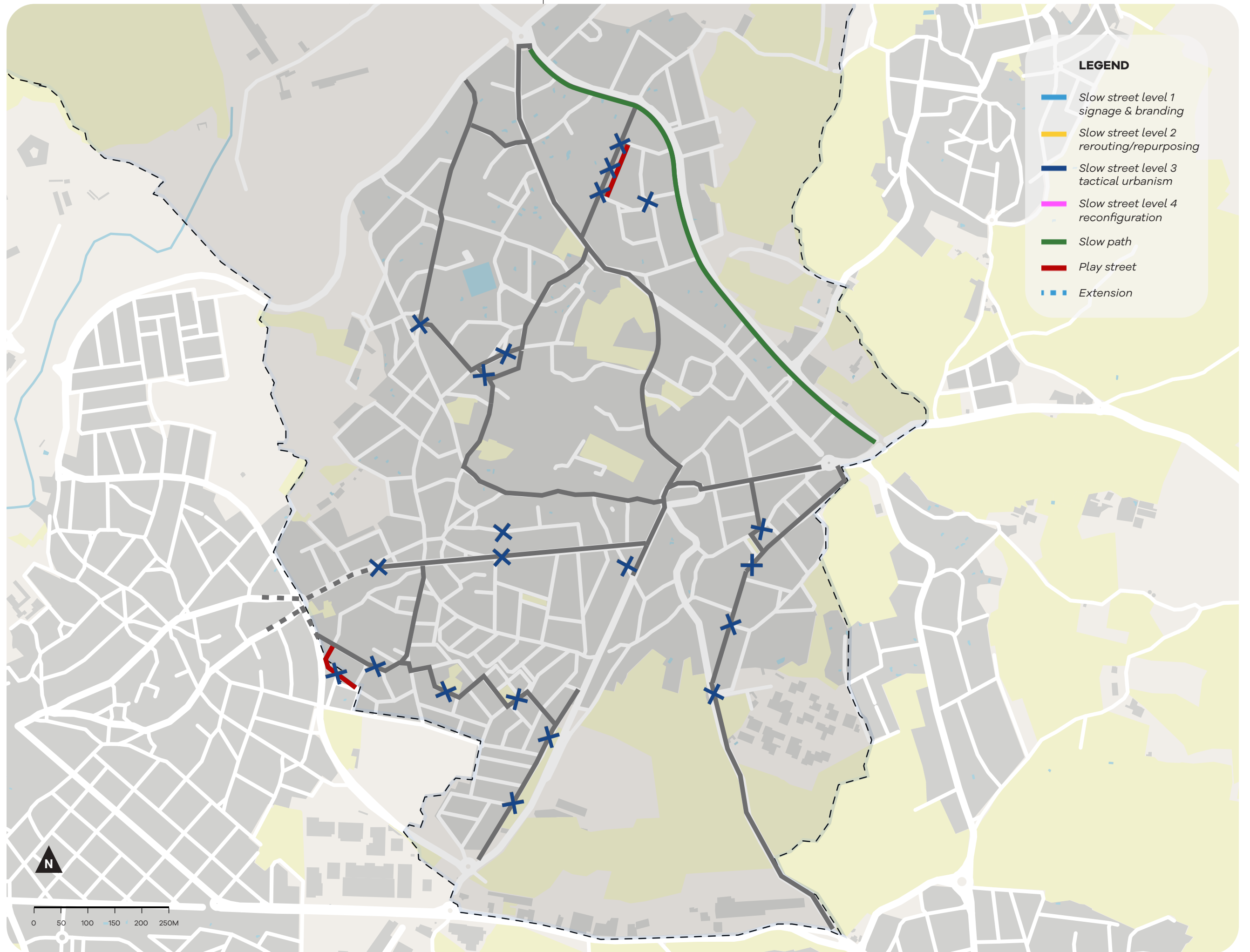


PHASING

STARTING &
TESTING THE
NETWORK

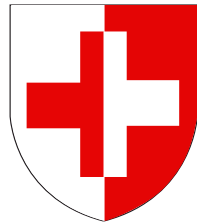


KUNSILL LOKALI
IN-NAXXAR

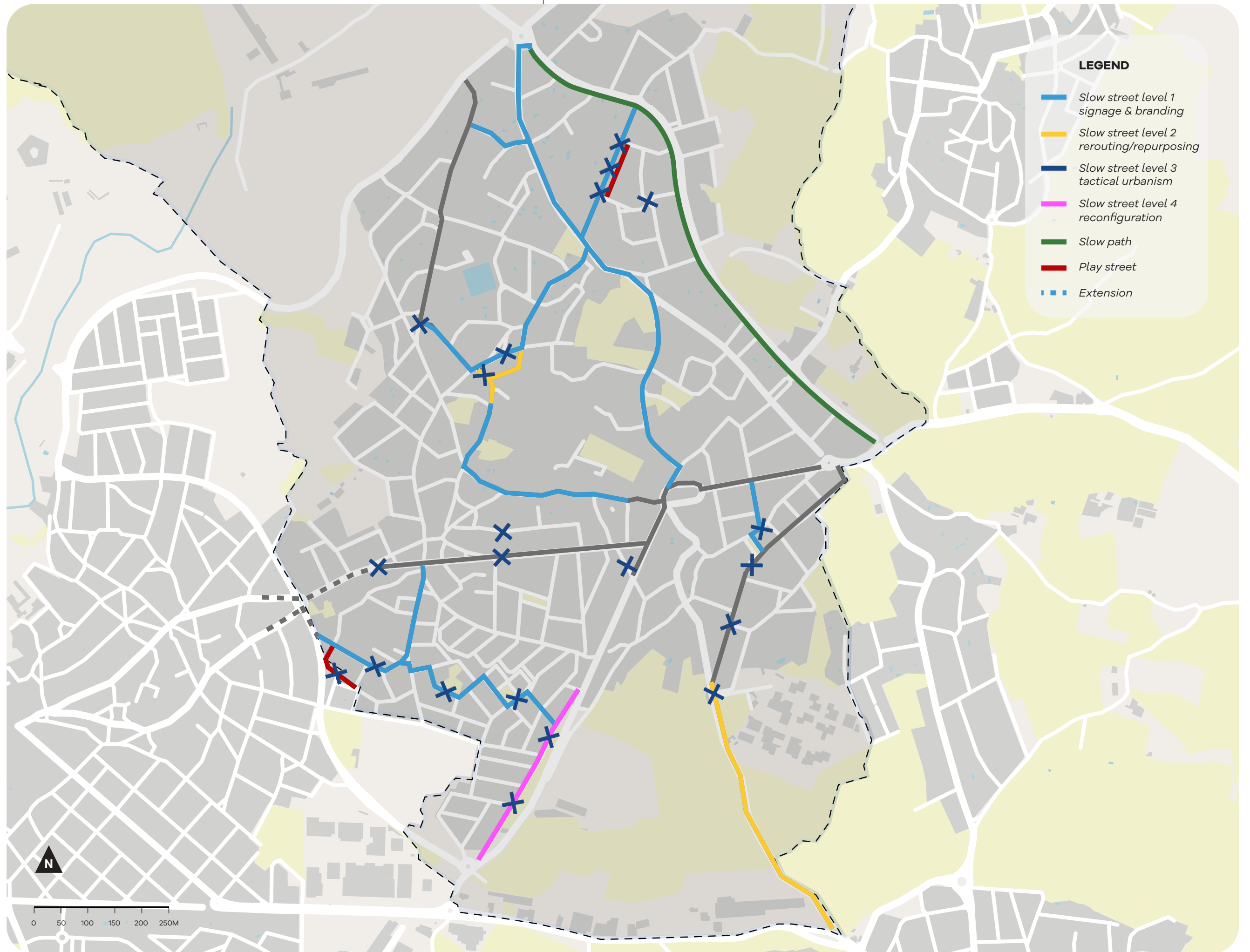


PHASING

STRENGTHENING
THE NETWORK

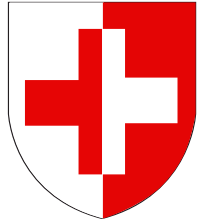


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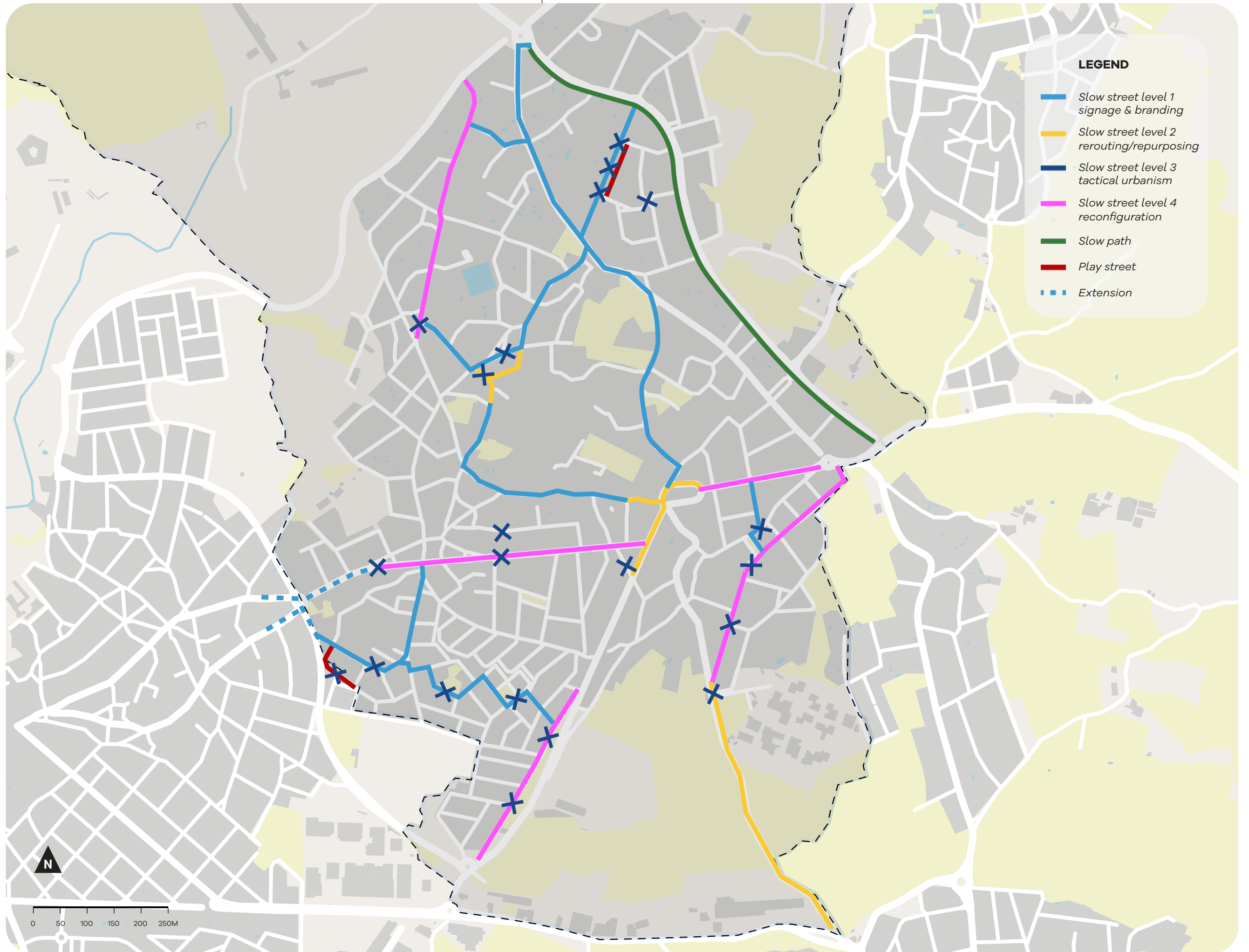


PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
IN-NAXXAR



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.

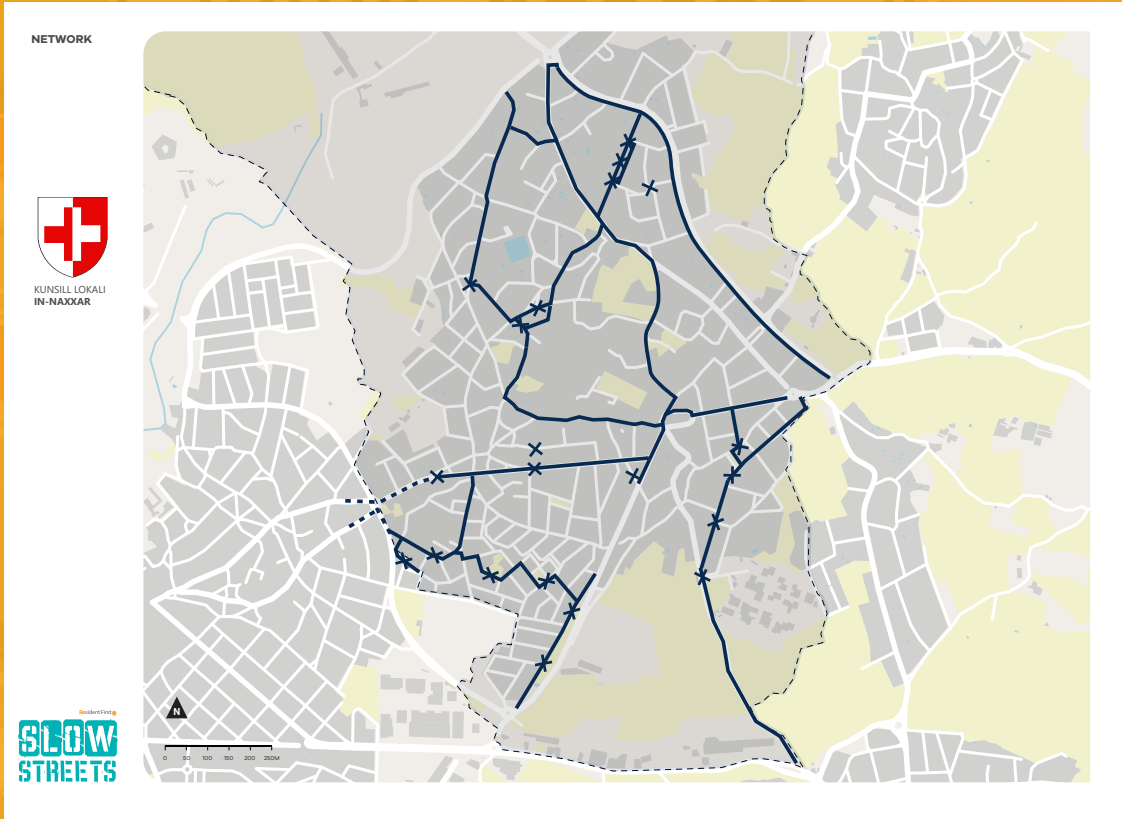
Partnerships are important for creating an agreed-upon plan for signage, programming, and for the creation of an ongoing management plan once the project is implemented. Specifically within tactical urbanism projects, a collaborative

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.

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.



Naxxar is a large residential locality in the Northern region of Malta, with a mixed population including local and expat families. The locality has an active town centre around the Naxxar Parish Church, which has developed almost linearly along key routes. This node of busy commercial activity intensifies along Vjal Il-21 ta' Settembru. Triq Tal-Labour is another long and wide road, lined with mature trees, that runs across the southern region of the locality connecting the main vehicular spine of Triq Il-Mosta to Naxxa's centre.

While most local residential roads have low traffic volumes, the locality has a significant problem of extraneous (through) traffic caused by drivers accessing the neighbouring localities of Mosta and San Ġwann, and beyond, as well as from the northern coast towards the central localities on the island. Local roads are often used as traffic shortcuts instead of using the arterial and distributor road infrastructure, threatening the residential calmness and pedestrian safety while contributing to additional pollution levels.

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

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

Summary

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

Piazza Vittorja (rerouting)

Rerouting: No vehicular access from Triq IL-Markiż Scicluna except for public transport

Signage: one-way road

Signage: Slow Streets branding

Signage: pedestrian priority

Triq Tal-Labour - upper part (rerouting and tactical urbanism)

Rerouting: only one-way access for cars from Triq IL-Parroċċa towards Ġnien Toni Vella except for public transport which remains two-way

Signage: 20km/hr speed limit

Signage: one-way road (except for buses)

Tactical urbanism: floor markings next to entrance of Ġnien Toni Vella

Triq IL-Markiż Scicluna (signage and rerouting)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Rerouting: Vehicles driving from Triq IL-Parroċċa would also not be permitted to turn onto Triq IL-Markiż Scicluna

Triq Santa Luċija - eastern end (signage and rerouting)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Rerouting: Reverse the easternmost segment of Triq Santa Luċija (from Triq IL-Markiż Scicluna to Triq l-Ifran) from its current direction

Signage: one-way road

Intervention 2

Triq IL-Parroċċa (rerouting and reconfiguration)

Rerouting: one-way towards church for vehicles, two-way only for public transport

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: one-way road

Reconfiguration: reduce road width to 5.5m and designate 0.5m for green buffer

Intervention 3

Triq in-Nutar Debono and Triq San Ġorġ (signage and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Tactical urbanism: Floor markings at school corner leading to green pocket (intersection with Triq San Ġorġ) and along the entire length of green pocket

Intervention 4

Triq Leli Falzon (tactical urbanism and reconfiguration)

Signage: 20km/hr speed limit

Tactical urbanism: Floor markings at intersection with Triq Is-Sejjieh, Triq Is-Simblija and Triq IL-Minfah

Reconfiguration: Reduce road width to 5.7 metres, and introduce a 1.2-metre wide cycle lane next to the pavement protected by on street parking

Triq IL-Kbira (rerouting and tactical urbanism)

Signage: 20km/hr speed limit

Signage: pedestrian priority

Rerouting: segment from Triq Leli Falzon to Triq IL-Mosta would be only one-way towards Triq IL-Mosta (designated days/times)

Tactical urbanism: floor markings and planters in front of Għaqba windmill and Stivala bus stop next to MCAST Institute, Giovanni Curmi Higher Secondary School and Maria Regina College Middle School

Intervention 5

Triq Ċalċidon Agius (tactical urbanism)

Tactical urbanism: floor markings next to entrance of Ġnien Toni Vella

Intervention 6

Vjal Il-21 ta’ Settembru (rerouting, tactical urbanism and reconfiguration)

Rerouting: only one-way for vehicles towards Triq Tal-Labour except for public transport

Signage: two-way only for buses

Signage: 20km/hr speed limit

Signage: pedestrian priority

Reconfiguration: reduce road width to 5.5m and designate 1.5m for one-way cycling lane protected by on-street parking

Tactical urbanism: floor markings next to entrance of Ġnien Toni Vella, at the intersection with Triq il-Mosta and at entrance of Trejjet Dun Nerik Cordina Perez.

Intervention 7

Triq Ħal-Dghejf (tactical urbanism)

Tactical urbanism: colourful floor markings and planters in front of the alley Trejjet Dun Nerik Cordina Perez

Intervention 8

Triq Jules Verne (intersection with Triq il-Fortizza tal-Mosta until intersection with Triq Pietru Caxaro) (reconfiguration)

Reconfiguration: reduce road width from 6.7 to 5.5 metres with alternating designated on-street parking and introduce 2.2 metre-wide two-way cycling lane next to 1 metre-wide extended pedestrian and greening strip.

Tactical urbanism: Floor markings next to open green space (also located on Triq Ir-Raheb Kurradu)

Intervention 9

Triq F.W Ryan (in front of Church) - (signage, rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Signage: one-way road

Rerouting: one-way exit-only route from parking

Tactical urbanism: floor marking in front of church

Triq Il-Kappella Ta’ Xaghra (signage and rerouting)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road (bicycles and cars)

Signage: one-way road (next to parking entrance)

Rerouting: one-way entrance-only route into parking

Triq Santa Marija (signage and rerouting)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road (bicycles and cars)

Rerouting: Reverse direction of segment from Triq Il-Kappella Ta’ Xaghra to the church towards Triq San Publiju

Triq V. Boron (tactical urbanism)

Tactical urbanism: Floor markings connecting two open green spaces from upper and lower ends

Intervention 10

Triq M. Murray: Slow path

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road (bicycles and cars)

Triq Birguma (signage, tactical urbanism and play street)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

The stretch of road off this street is being proposed to serve as a play street on designated days and at specific times.

Tactical urbanism: Floor markings in front green islands

Triq P.H. Skippon and Triq S. Taylor Coleridge (tactical urbanism)

Tactical urbanism: floor markings and planters at intersection

Triq San Pawl and Triq De Saavedra (signage)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: share the road (bicycles and cars)

Intervention 11

Triq iċ-Ċirasa (tactical urbanism and play street)

This street is being proposed to serve as a play street on designated days and at specific times.

Tactical urbanism: Floor markings next to stairs leading to Pisani bus stop on Triq Franġisku Pisani

Intervention 12

Triq Il-Lanġas - Triq Spanja - Triq il-Marokk - Triq L-Argentina - Triq Il-Missjunarji

(signage and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: pedestrian priority

Tactical urbanism: Floor markings in front of Ċentru Pastoral and in front of green open spaces

Intervention 13

Triq L-Emigranti (tactical urbanism and reconfiguration)

Tactical urbanism: floor markings in front of stair and ramp connection to Triq tal-Labour

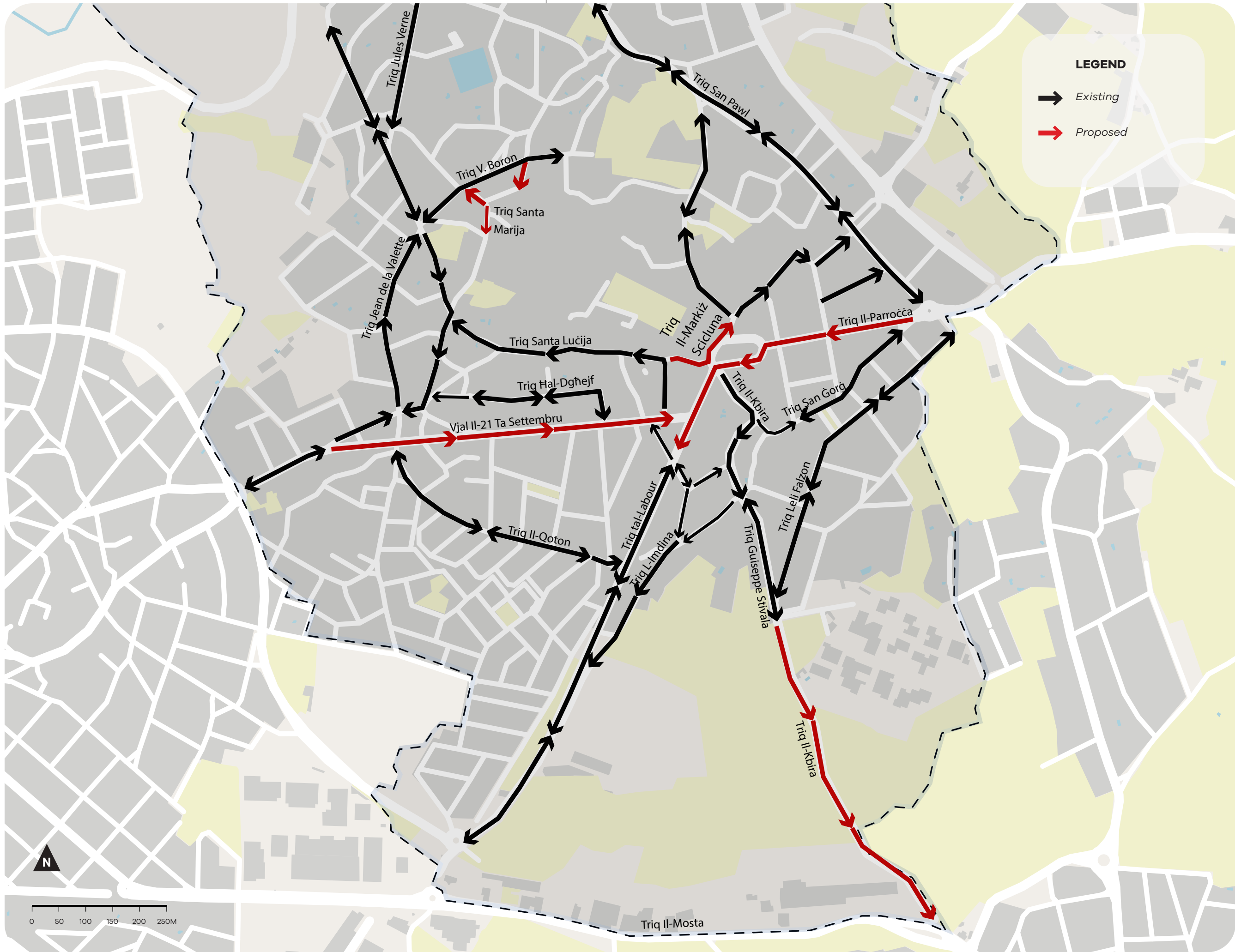
Reconfiguration: reduce road width from 7.7 metres to 4.8 metres and designate 2 metre-wide parking on one side next to additional 0.9 metres of pedestrian space next to existing pavement



TRAFFIC



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