

ResidentFirst

# SLOW STREETS

January 2021



KUNSILL LOKALI  
RABAT

ResidentFirst

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

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# Introduction

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

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

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

## What is the Slow Streets initiative?

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

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

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

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

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



Source: [publicspace.org](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.

# Rabat

Rabat is a large and densely populated town with a large number of centuries old churches, chapels, buildings, catacombs, traditional streets and attractions to be explored. The town's centre is relatively walkable since distances are short, services are easily available and largely within good reach; and narrow streets provide much-needed shade during the hot summer months. In addition, many attractive streets extend to the peripheral areas and can serve as walking paths for commuting and recreational purposes. These streets, which are very characteristic in nature, are also in need of traffic management in order to be used as quality public spaces by residents and visitors alike. This can be achieved by diverting cars primarily towards the main and arterial roads or by programming road closures during designated times and/or days.

The centre, the churches, the schools, the market, the historic attractions and the walled city Mdina make it an attractive destination, also attracting many tourists and visitors from neighbouring localities.

This, however, further increases the number of cars within the locality, with drivers often opting to circulate around the locality's internal street network in order to seek on-street parking and to park as close to their destination as possible.

The main aim of Rabat's Slow Streets strategy, therefore, is to identify and strengthen a walkable network that can be safely used by residents and visitors to link the multiple activity areas, including the connections to the many neighbouring localities. By using different schemes of traffic management, including both the promotion of 'local access only streets' and tactical urbanism interventions, the priority within these streets is being shifted to pedestrian and cyclist use rather than cars, while still retaining the important bus routes that navigate within the locality. A number of key streets have also been identified for potential reconfiguration since they could provide critical, much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.

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.

LOCALITY



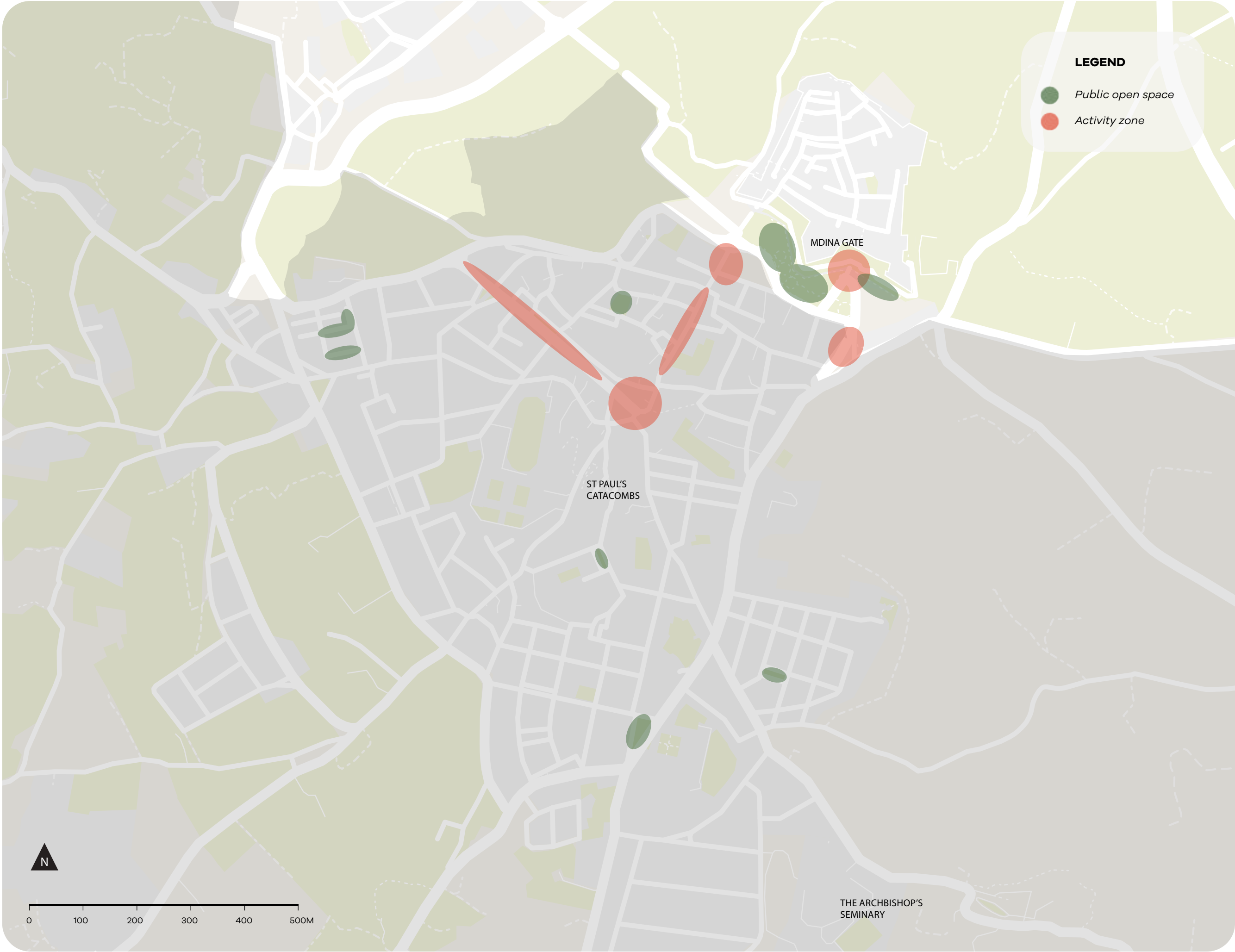
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ACTIVITY  
ZONES



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RABAT

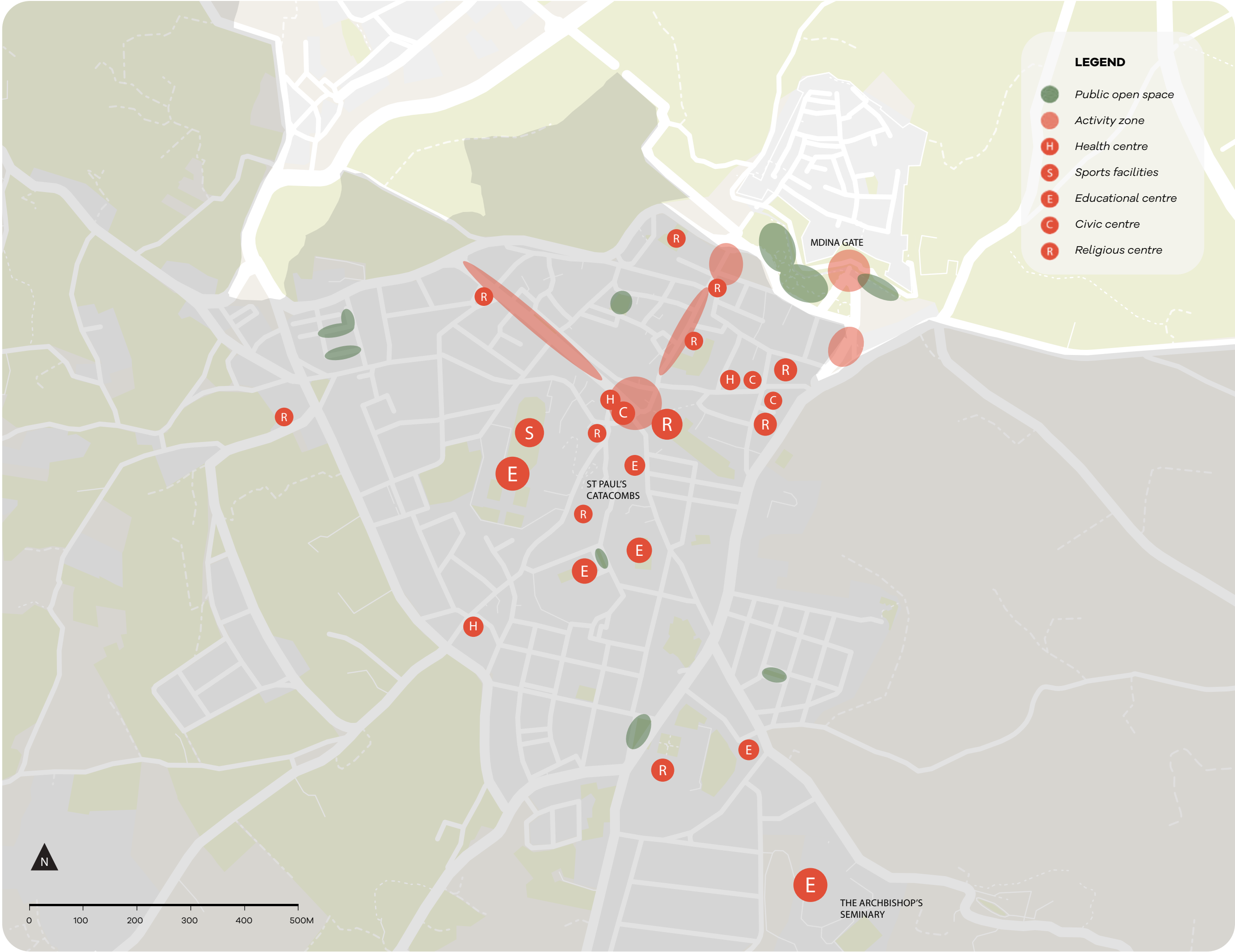




DESTINATIONS



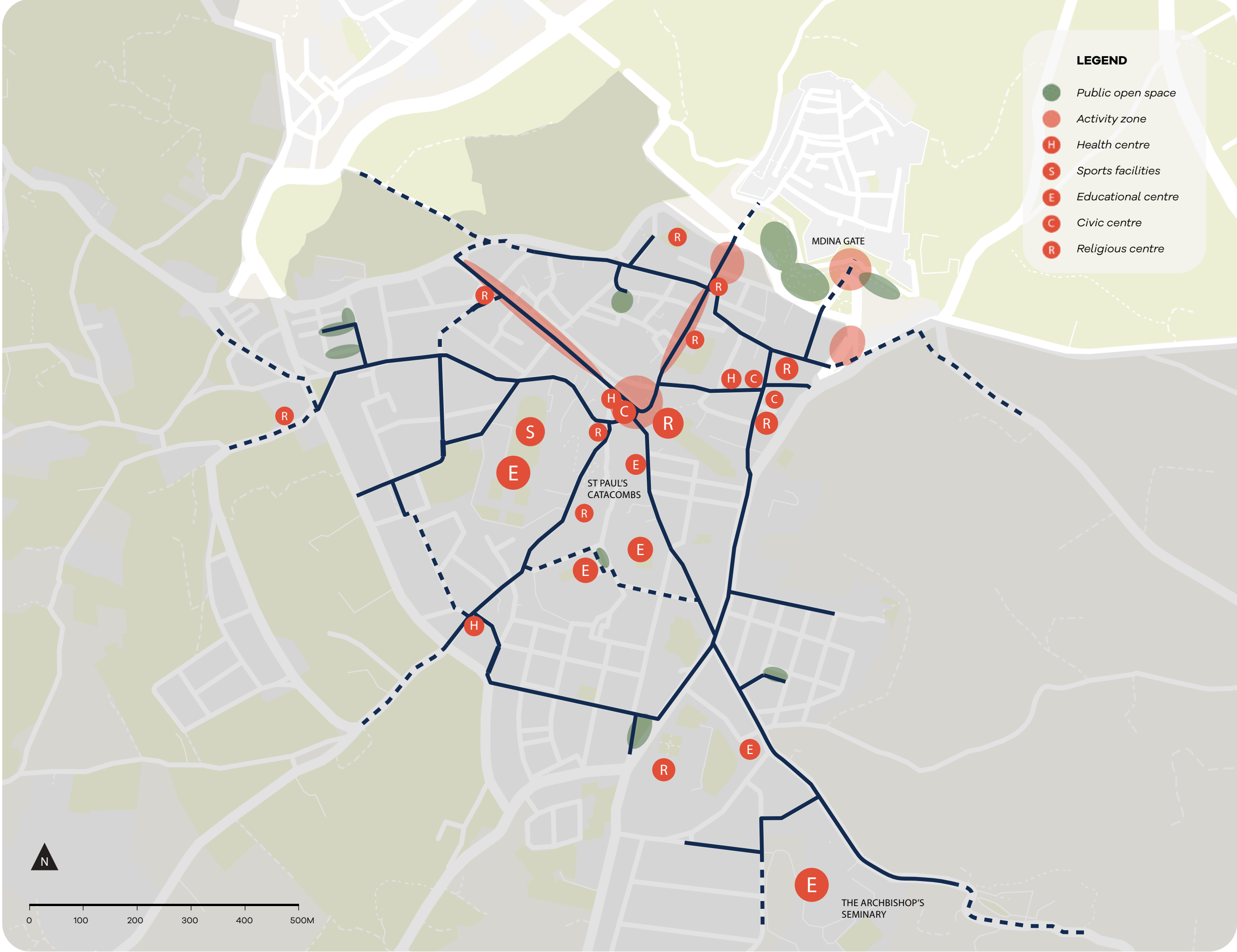
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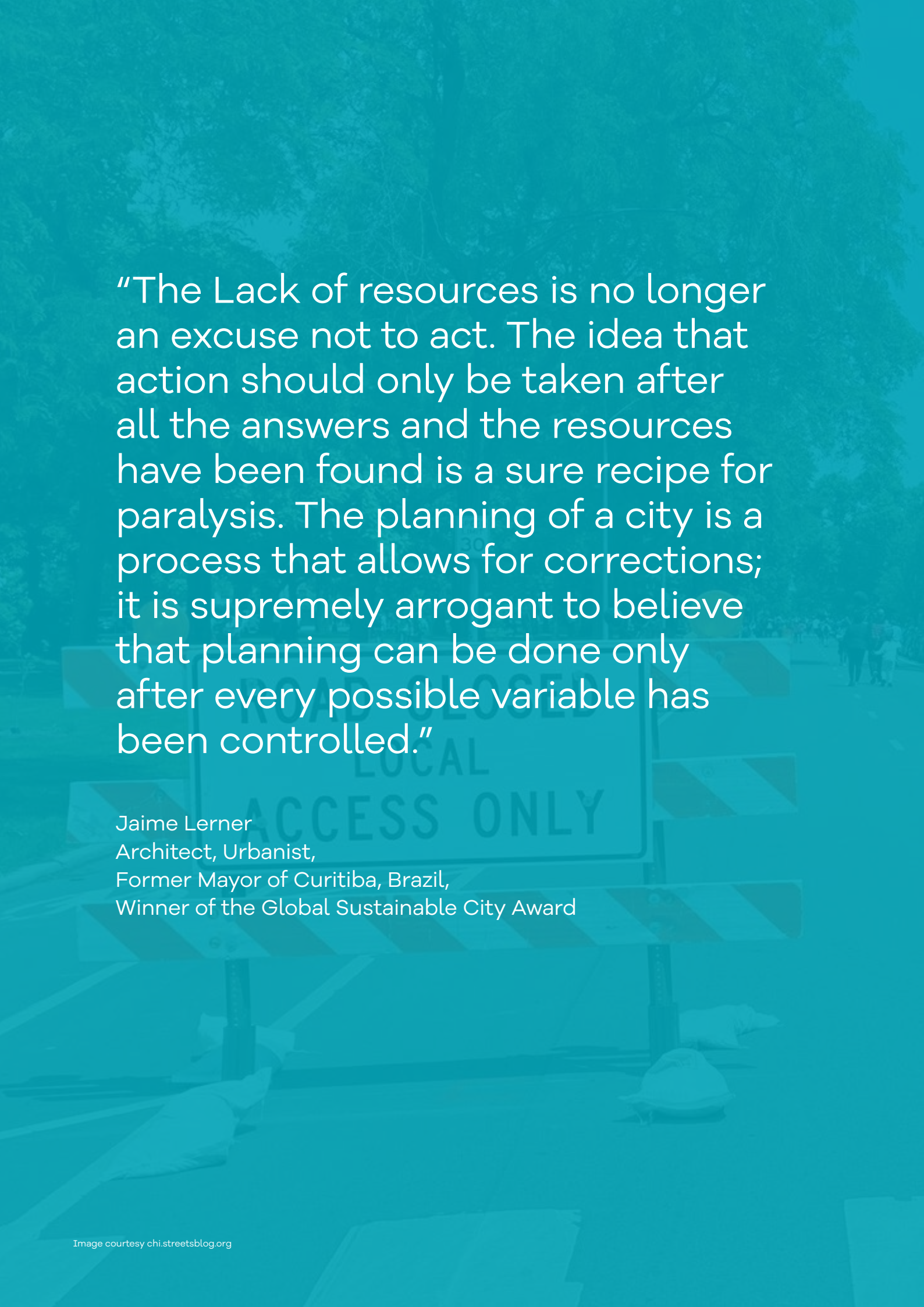
NETWORK



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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

Slow Paths

Play Streets

Extensions

### Cycling

### Rabat Interventions

### Phasing Strategy



# Types of Interventions

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

## Level 1 - signage & branding

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

## Level 2 - re-routing

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



## Level 3 - tactical urbanism

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







## Level 4 – reconfiguration

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



## Slow Paths

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



## Play Streets

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

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







## Play streets – programming

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



## Extensions

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

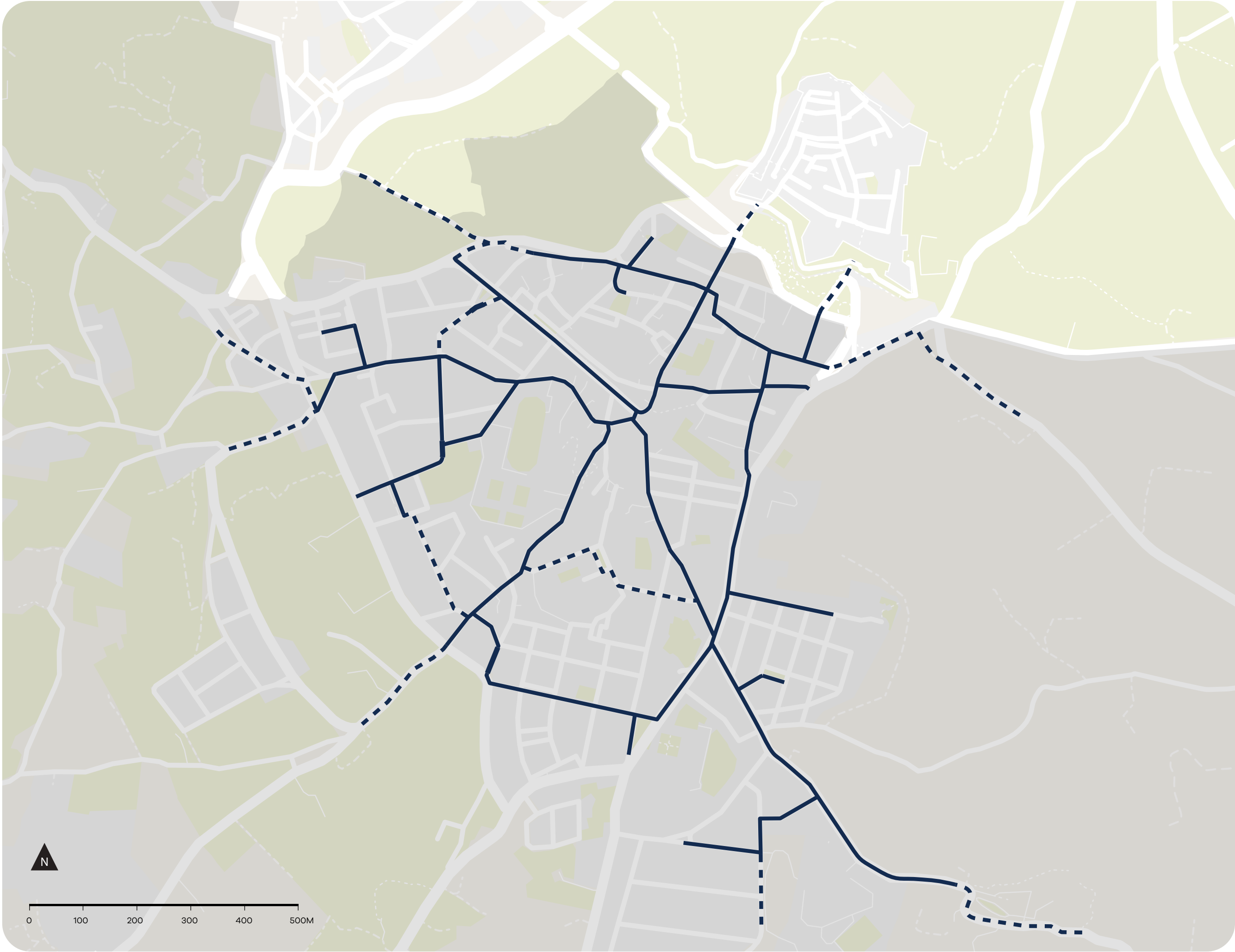




NETWORK



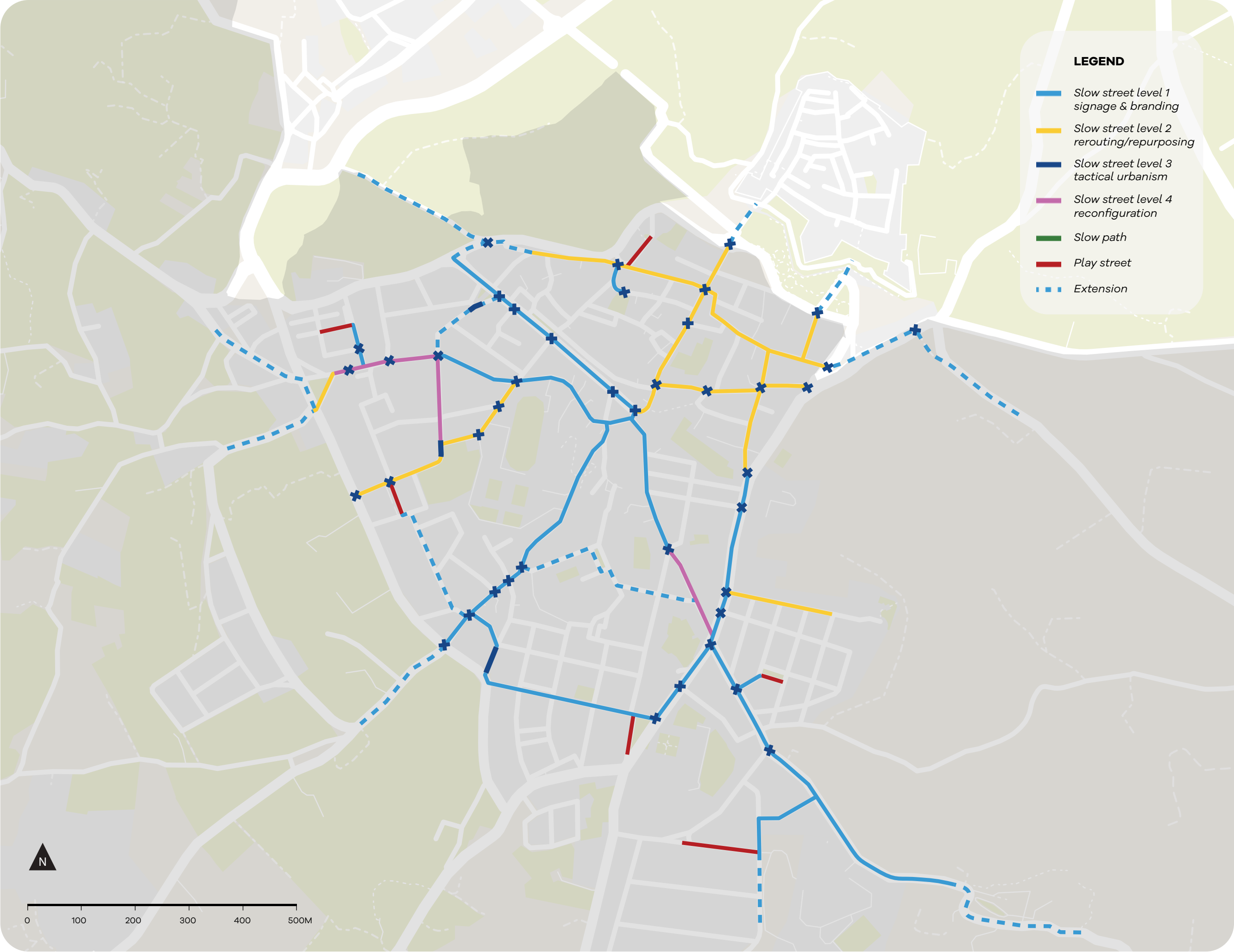
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INTERVENTION



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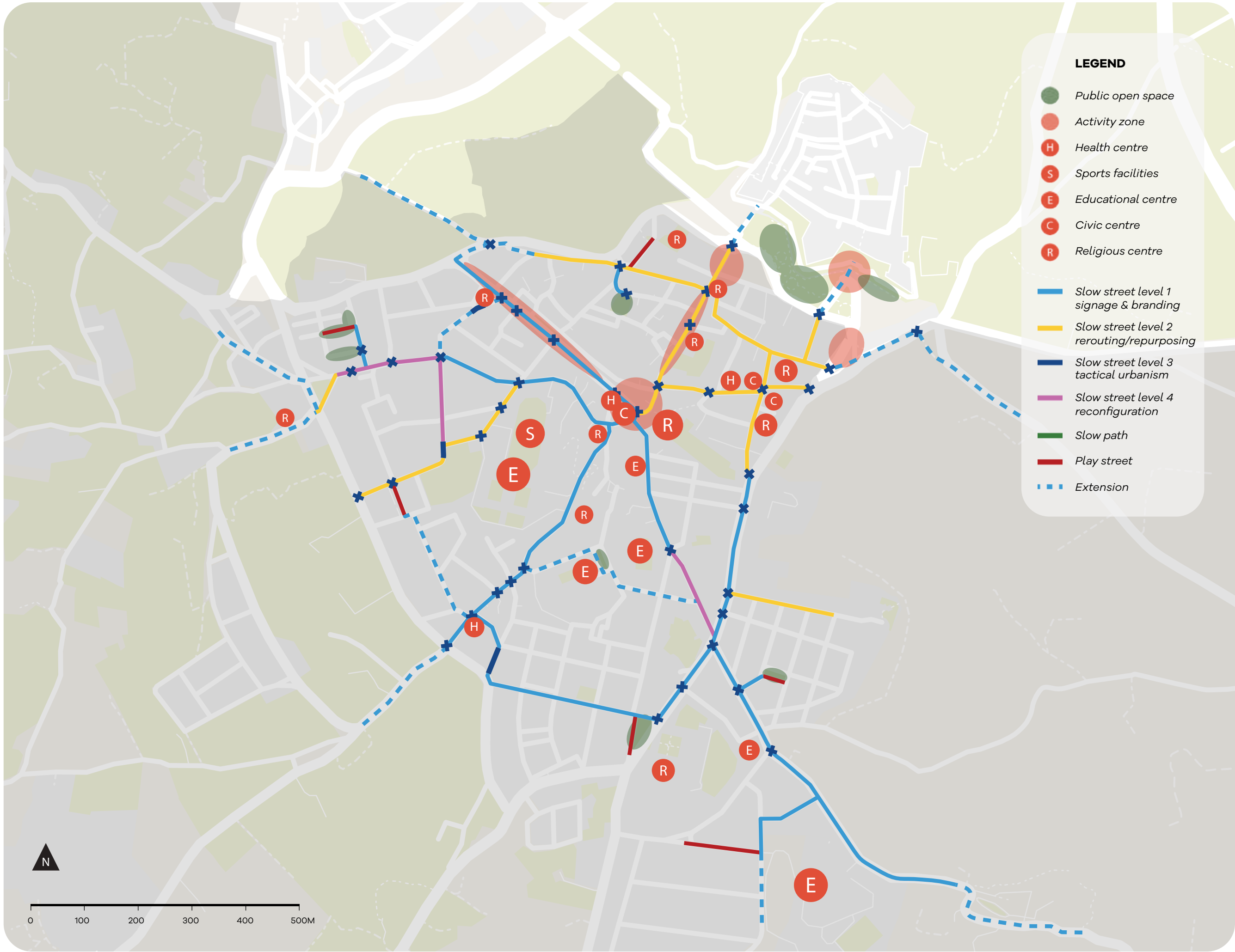




INTERVENTION



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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



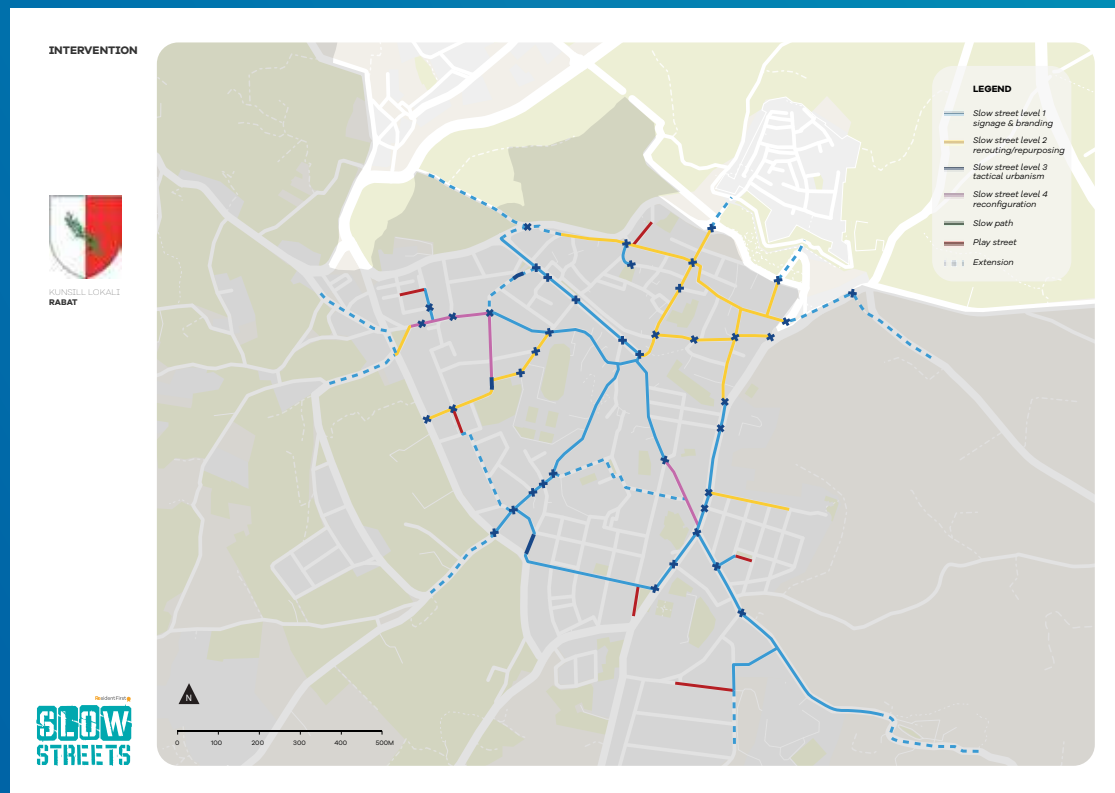
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# Rabat Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and their connections, and the need to respond to particular traffic issues within the locality.



## Intervention 1

### Triq and Vjal Santu Wistin: Level 2 and 3

The first intervention focuses on two beautiful streets at the perimeter with Mdina. Not only do these streets provide great pedestrian connections between both localities and the Howard Gardens, they also form an important link to major bus routes and amenities like the local banks. From the Saqqajja bus stop, pedestrians can continue for recreational walks towards the field roads between Rabat, Siggiewi and Zebbug. To keep traffic low and reassure a quality pedestrian area, It is therefore proposed to have both streets closed to through traffic in its entirety with the inclusion of appropriate signage that will allow for resident access only, as there are viable alternatives for cars to use the main roads and go around the neighbourhood.

The intervention also proposes tactical urbanism to strengthen the existing pedestrian crossing on Triq Tal-Muzew at one end of Vjal Santu Wistin, and the one on Telgha Tas-Saqqajja leading to the field roads. With the use of brightly coloured floor patterns, the crossing can become more striking and a great feature for residents and visitors alike. Signage will include a speed limitation of 20km, indicate the streets as local access only, clearly communicate the sharing of the road with high pedestrian and cycling activity and promote the Slow Streets Network.





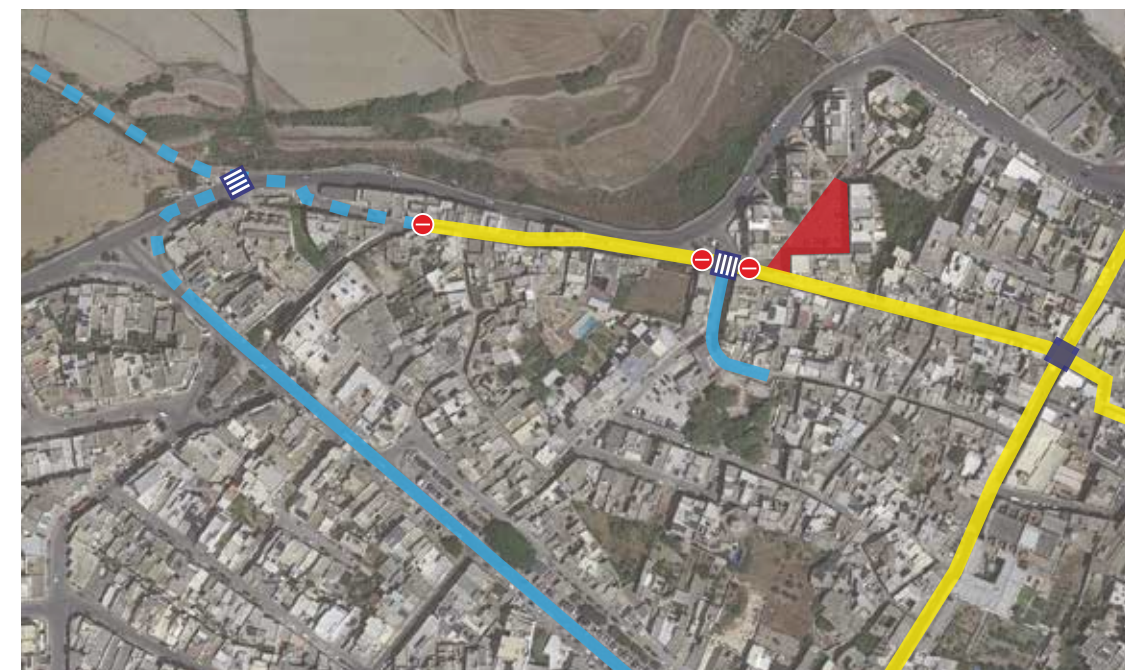


## Intervention 2

### Triq Doni and Gilormu Dingli: Level 2 and 3



To continue and complete the Slow Streets network on the southern side of town, it is suggested to make both streets also local access only and keep any unnecessary traffic on the main roads close-by. The intervention emphasises the prioritisation of pedestrian movement with appropriate signage and the introduction of tactical urbanism markings along the road and at the crossings between Triq Doni and Gilormu Dingli. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network. At the end of Triq Gilormu Dingli an extension can be established at a later stage when the ongoing road works on Triq Gheriexem come to completion and the connections to the field roads between Rabat and Mtarfa can be reestablished.



## Intervention 3

### Triq Gheriexem Block 4: Level 1 and Playstreet



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





## Intervention 4

### Triq Doni L-Qadima and Indri Borg: Level 1 and 3



This intervention suggests adding a small part of Triq L-Qadima and Indri Borg to the Rabat Slow Streets network to include the Gnien Bir Iljun garden which is earmarked for refurbishment. Reopening the garden's back-entrance and making it part of the network should help increase its use and activity and establish it as a quality public space for residents and visitors alike. Car speed will be limited to 20km, with signage communicating a high level of pedestrian and cycling activity, whilst promoting the Slow Streets Network. Tactical urbanism can be applied to Triq Indri Borg to emphasize the pedestrian priority and highlight the back entrance leading to the garden.



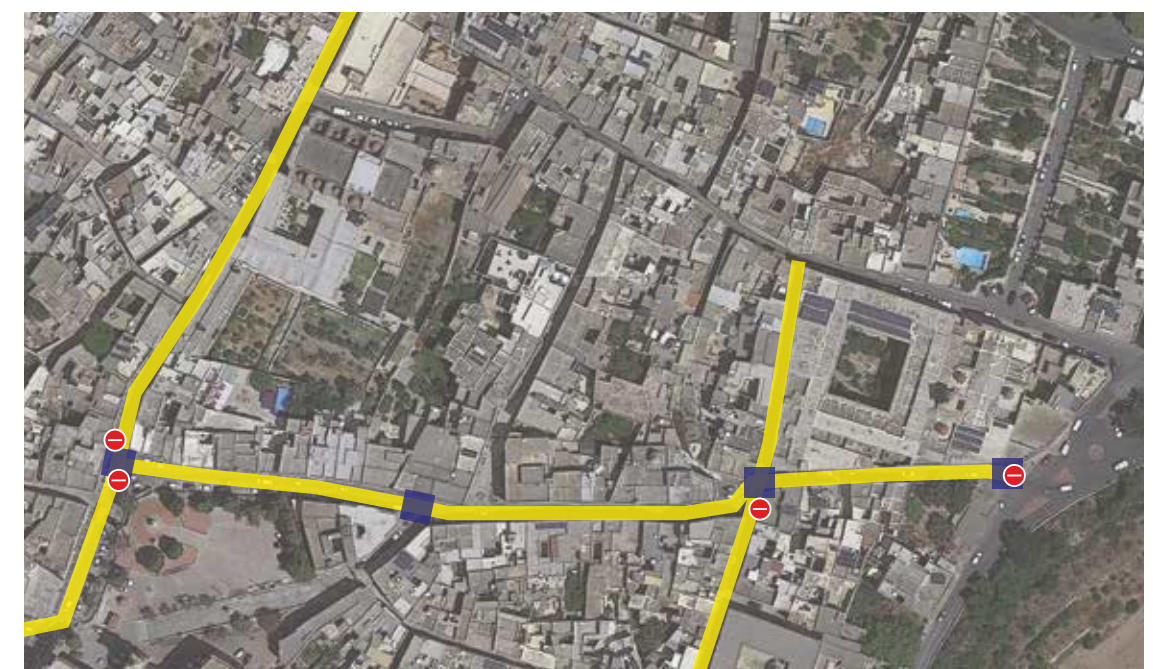
## Intervention 5

### Triq San Pawl, Il-Kbira, L-Isptar and San Frangisk : Level 2 and 3



This intervention focuses on a set of roads in the heart of the council that are already heavily used and frequented by locals, visitors and tourists. They also connect a lot of historic places worth visiting and the Local Council which is still being refurbished. To reassure traffic will be reduced to its minimum, it is suggested to only allow local access. Only vehicles belonging to residents or those whose destination is on the street will be allowed access. The streets themselves will be turned into shared spaces where pedestrians and cyclists enjoy priority. Signage will include a speed limitation of 20km, indicate the streets as local access only, clearly communicate the sharing of the road with high pedestrian and cycling activity and promote the Slow Streets Network.

It is also suggested to add a few strategically placed pedestrian crossing points with very well-designed tactical urbanism interventions. It will help slow down traffic and create awareness for the intense pedestrian movement up and around these frequently visited streets.



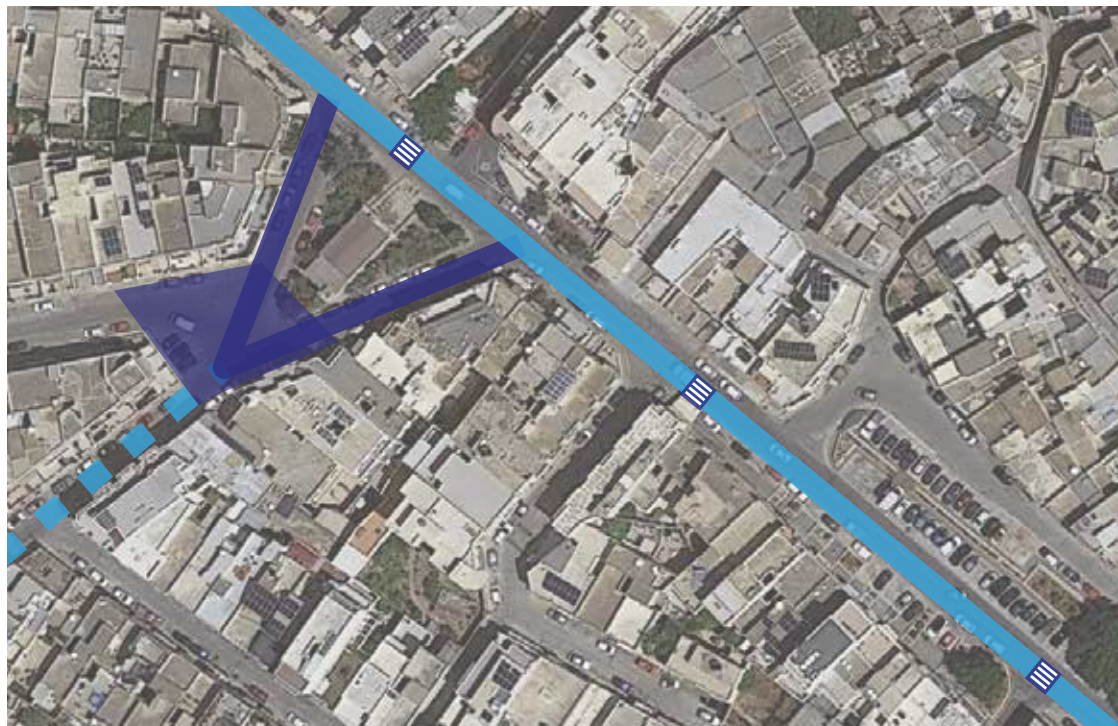


## Intervention 6

### Triq Santa Rita: Level 1 and 3



Triq Santa Rita is one of the busier roads or Rabat, giving access to the centre, the St Publius Church, and the many shops and amenities up and around this road. It is such a crucial connector in the distribution of traffic and public transport that it is difficult to limit or reduce access to the road. Instead, the intervention concentrates on highlighting pedestrian activity and on slowing down traffic. By means of tactical urbanism tools it is suggested to introduce several pedestrian crossing points along the street and to reorganise the area around the chapel in favour of movement by foot and bicycle. Signage will include a speed limitation of 30km, highlight all pedestrian crossing points, clearly communicate high pedestrian and cycling activity and promote the Slow Streets Network.



## Intervention 7

### Triq Bir Ir-Riebu: Level 1, 3 and 4

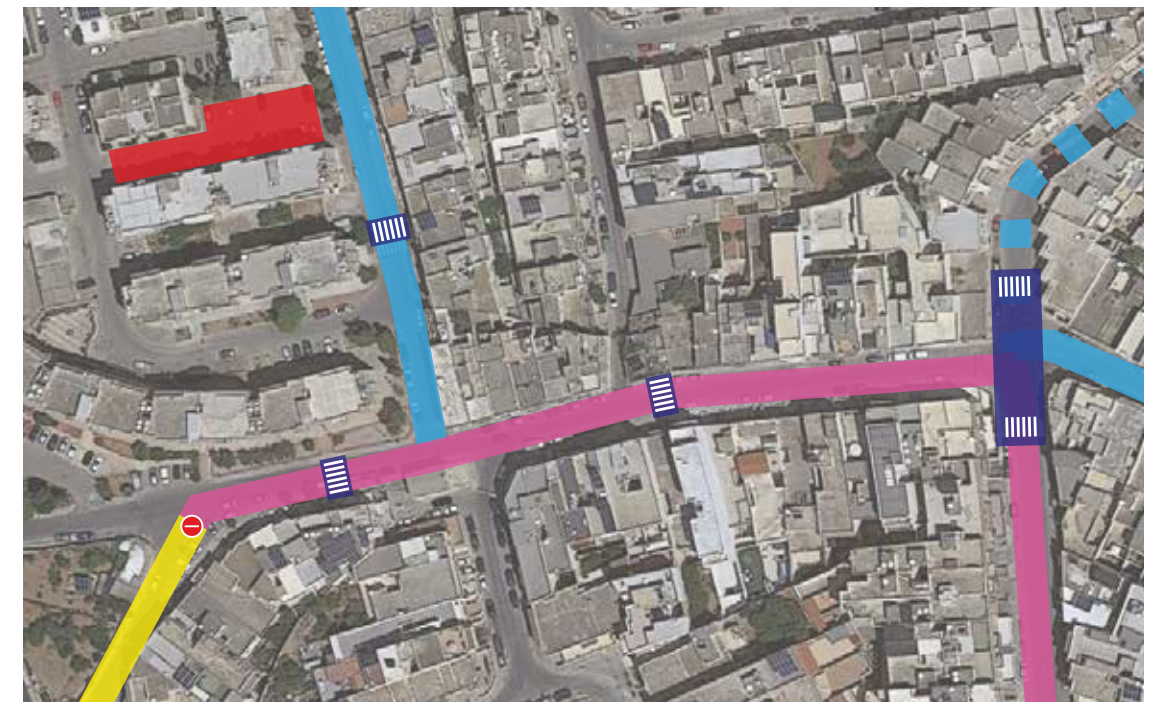
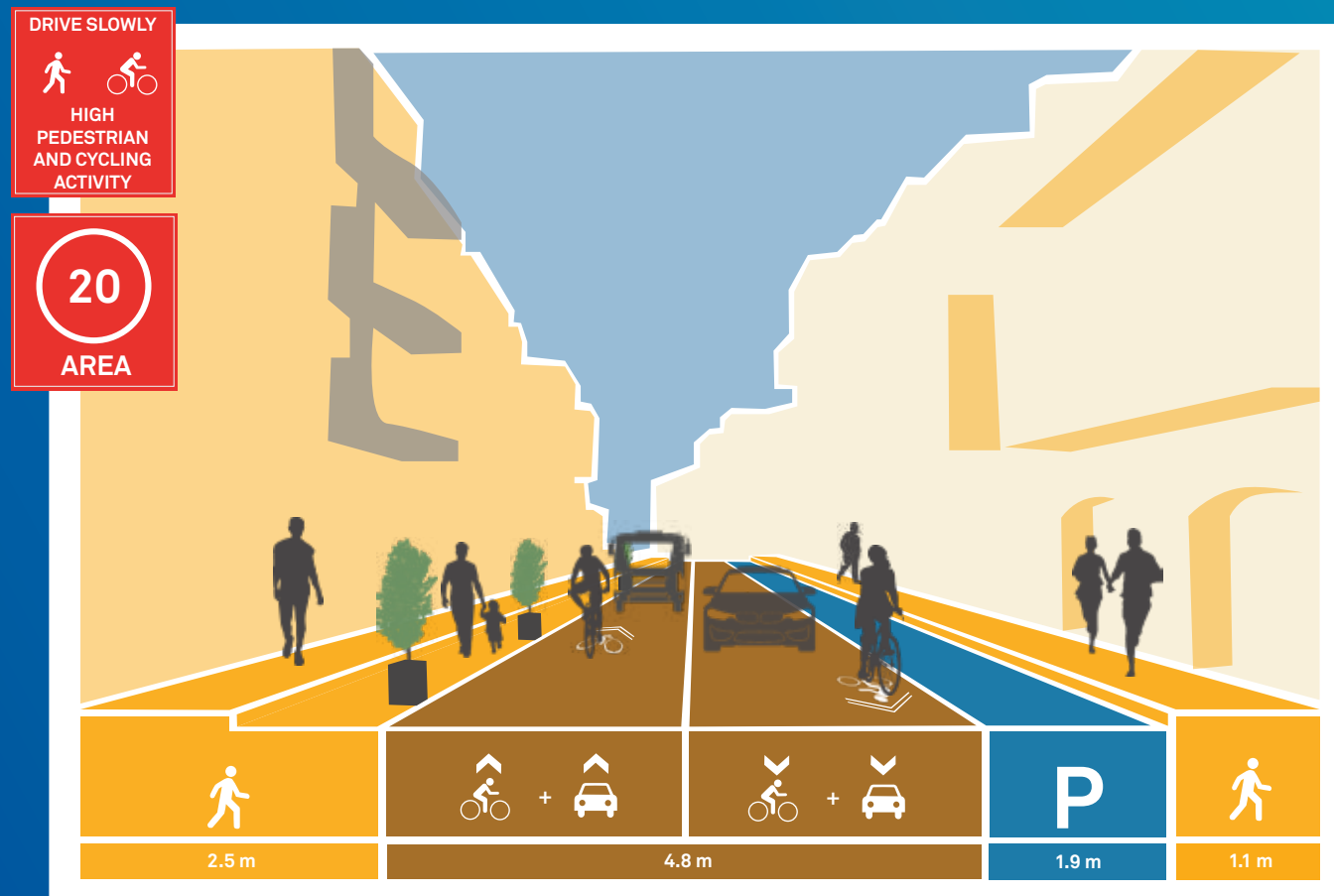
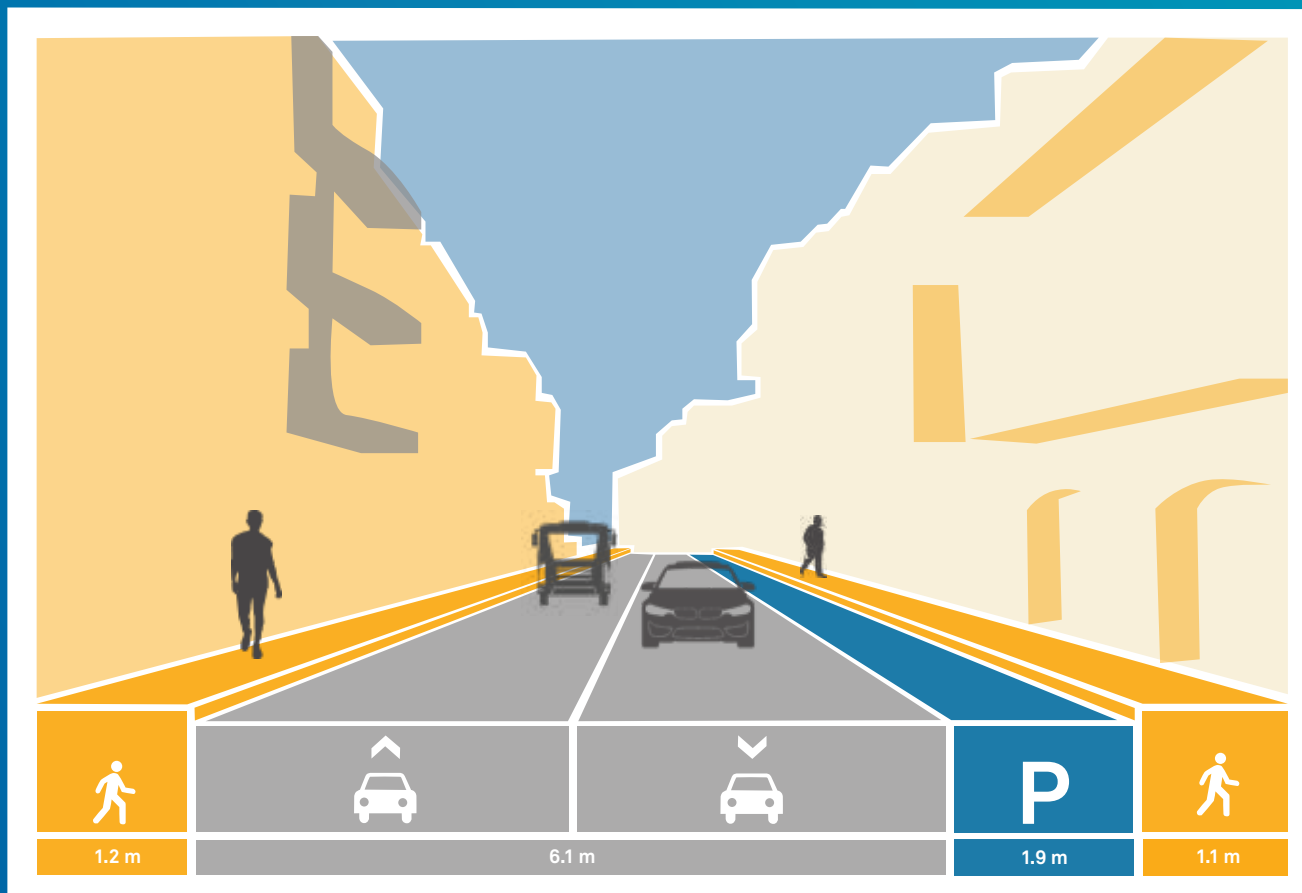


This long winding road connecting the centre with the north western part of town would be an excellent addition to the Slow Streets Network. Hence, It is suggested to provide clear signage to announce pedestrian and cycling priority in the narrow historic part of the road, to apply tactical urbanism tools to define pedestrian walkways where possible and to include several crossing points. Signage will include a speed limitation of 20km, highlight all pedestrian crossing points, clearly communicate the sharing of the road with pedestrians and cyclists and promote the Slow Streets Network.

From the crossing with Triq Pierre Muscat onwards, in the direction away from the centre, it is proposed to reconfigure the street. The existing road is relatively wide for a two way road and instigates illegal parking. By reducing the road to a 4.8m width in line with the DC2015 regulations, the excess space can be transferred and become an additional pedestrian walkway at street level including a green buffer.







## Intervention 8

### Triq Patri G.A. Bonelli and Edward J Nicolas: Level 1 and Playstreet

It is imperative to lead the Slow Streets Network into this residential neighbourhood on the outskirts of town and reassure a safe and walkable connectivity towards the centre. Signage will include a speed limitation of 20km, clearly communicate high pedestrian and cycling activity and promote the Slow Streets Network.

Part of Triq Edward J Nicolas can be turned into a Play Street at designated times and days, given that traffic is already very low in this dead end street. This Play Street has been particularly chosen to serve the residential area around it and in order to have a good geographical spread of such spaces throughout the locality. Signage will communicate a slow car speed (20km), the frequency and use of the Play Street, together with a temporary closure of the street for through traffic.







## Landscaping elements

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

## Programming

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

## 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

## Signs

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

## Street furniture

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



## Intervention 9

### Triq In-Nigret: Level 2, 3 and Extension



Triq In-Nigret is important to provide a link to the residential hubs that are located just across the 'main road' or Vjal Il-Haddiem. Connections like this are essential in stimulating alternative ways of moving around, to install pedestrian and cycling links towards the centre but also in providing recreational paths that move outside the urban core. It is proposed to turn the part of Triq In-Nigret between Triq Bir Ir-Riebu and Vjal Il-Haddiem into a local access only road to limit car traffic as much as possible. The road will be turned into a shared space with priority for persons on foot or cycling. Signage will include a speed limitation of 20km, indicate the streets as local access only, clearly communicate the sharing of the road with high pedestrian and cycling activity and promote the Slow Streets Network.

At the crossing with Vjal Il-Haddiem, tactical urbanism tools can be applied to create a highly visible pedestrian crossing point, with clear signalisation in order to slow down traffic timely. Once across Vjal Il-Haddiem, Triq In-Nigret is earmarked to become a potential extension to the network in the future.



source: moool



source: Dezeen

## Intervention 10

### Triq Il-Fejgel and Manwel Vitale: Level 2 and 3



Both roads are a good addition to the network to reassure that all neighbourhoods within the locality are well connected. They are an important connection to the St.Paul's Missionary College but also attract quite some through traffic. It is therefore suggested to only allow vehicles belonging to residents or those whose destination is on the street, and turn them into local access only streets.

It is also proposed to include a series of pedestrian crossing at intersections, using tactical urbanism tools to clearly signal the movement of pedestrians and slow down the speed of cars. Signage will include a speed limitation of 20km, indicate the streets as local access only, clearly communicate high pedestrian and cycling activity and promote the Slow Streets Network.



source: nido



source: bike portland

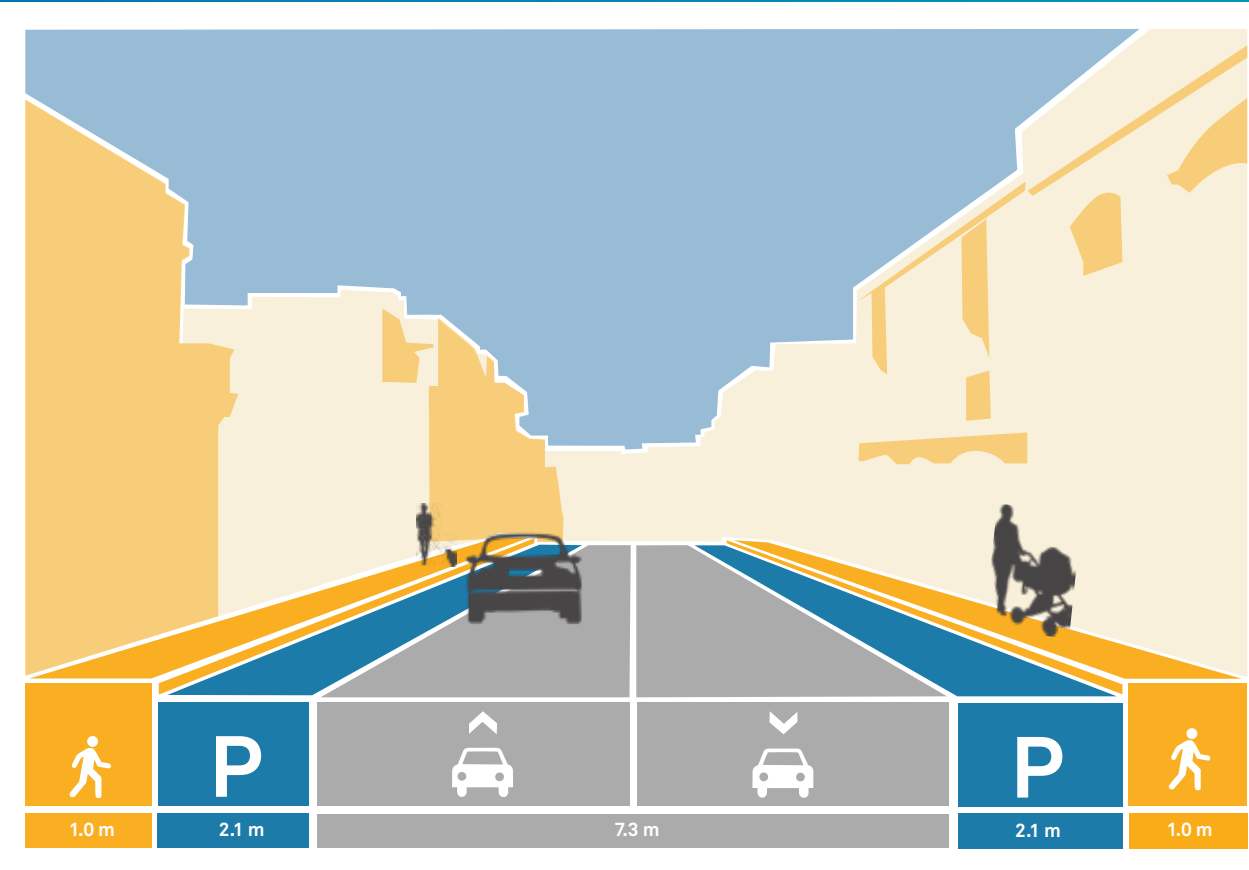




Intervention 11

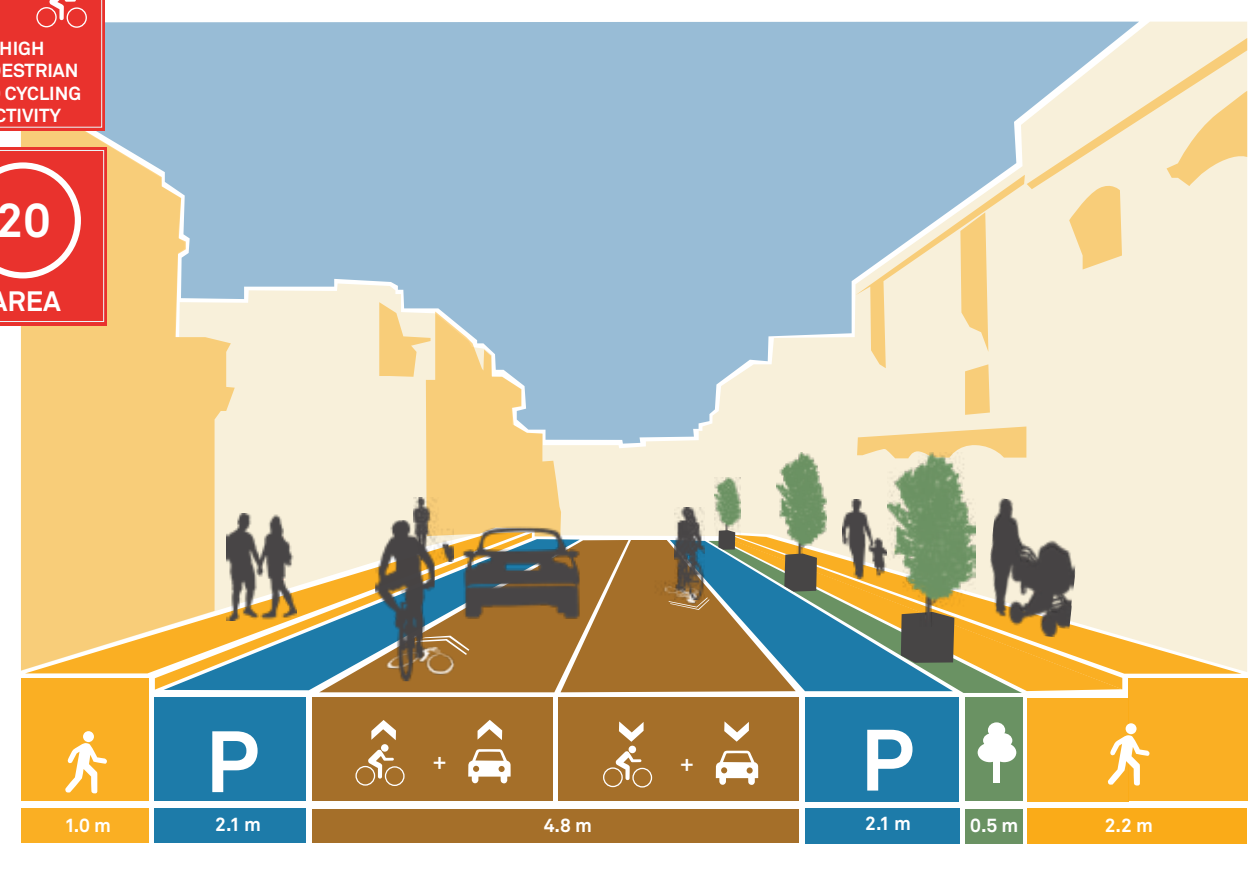
Triq Pierre Muscat: Level 4

Triq Pierre Muscat is a very wide road, with most of its space currently allocated to the use of cars. It is proposed to reduce the road to a 4.8m width in line with the DC2015 regulations, and have it shared with cyclists. The freed up space can be designated to pedestrians and become an additional walkway at street level including a green buffer. Signage will include a speed limitation of 20km, communicate high pedestrian and cycling activity and promote the Slow Streets Network.



DRIVE SLOWLY  
HIGH  
PEDESTRIAN  
AND CYCLING  
ACTIVITY

20  
AREA





## Intervention 12

### Triq Il-Hobejza: Playstreet

In order to provide this part of town with a Play Street, this street could easily be closed off at designated times and days. It is easy to temporarily reorganise car access around the neighbourhood. Signage will communicate the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network

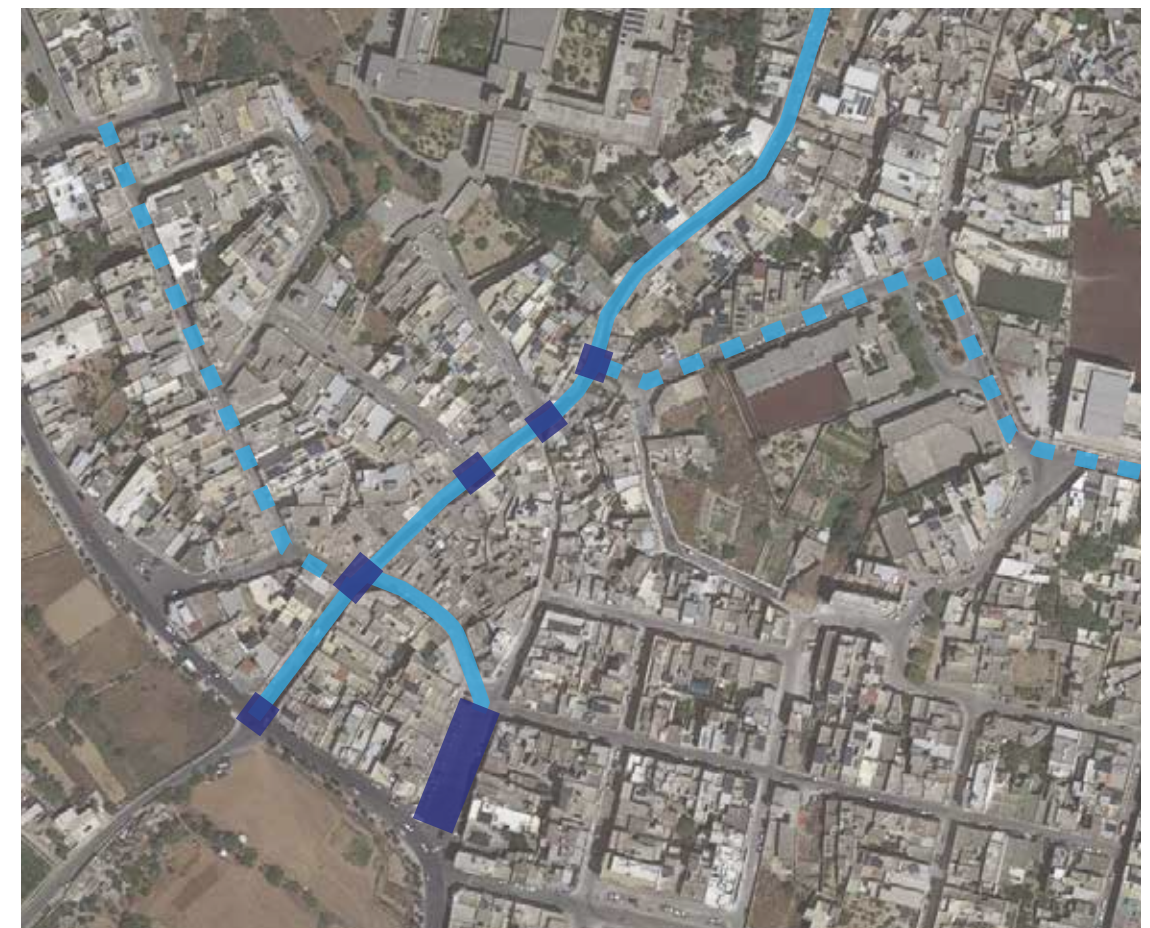


## Intervention 13

### Triq Sant'Agata, Hal-Bajjada, Iz-zahar and Had-Dingli: Level 1 and 3

This set of streets forms another pivotal connection between the centre and the outskirts of town, and is suggested to form part of the Slow Streets Network. The intervention emphasises the prioritisation of pedestrian movement and the sharing of the road with pedestrians and cyclists with appropriate signage. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.

It is suggested that a number of crossings along these roads are treated with tactical urbanism tools in order to create safe pedestrian passages and slow down traffic. The part of Triq Had-Dingli that has been earmarked for the network is a very wide strip of tarmac dedicated to cars. By means of tactical urbanism parts of it can be reorganised for the exclusive use of pedestrians and cyclists, with the inclusion of some greenery.





## Intervention 14

### Triq San Piju V: Level 1

This road is important to reassure a safe and walkable link between the south western and eastern part of town. The intervention emphasises the prioritisation of movement by walking and cycling. Signage will include a speed limitation of 20km, clearly communicate high pedestrian and cycling activity and promote the Slow Streets Network.

## Intervention 15

### Misrah San Duminku: Playstreet

Located at the edge of a mainly residential area, this street is proposed to be used as a Play Street during designated times and/or days as traffic use is already low and very localised. Play streets are a global movement to promote health and neighbourliness in the public area, they give young and old a chance to play, be active on their street, whilst also building community and encouraging active citizenship. As well as these immediate benefits, they can help to bring about a longer-term culture-change, where streets are safer and friendlier at all times. This space may also connect to the adjacent public space, Misrah San Duminku. The Play Street would therefore become an extension of the square, thus increasing its use and activity. Signage will communicate the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.



## Intervention 16

### Triq Gorg Borg Olivier: Level 1 and 3

It is always a challenge to incorporate main and busy roads into any Slow Streets Network. Nonetheless it is suggested to include parts of Triq Gorg Borg Olivier, in an attempt to slow down traffic as much as possible and increase safety for pedestrians and cyclists alike. By means of clear signage announcing a speed limitation of 30km, and the promotion of the Slow Streets Network, drivers will be cautioned and made aware of high pedestrian and cycling activity. It is also suggested to include a series of pedestrian crossing at all intersections, using tactical urbanism tools to clearly signal the movement of pedestrians and slow down the speed of cars in a timely manner.

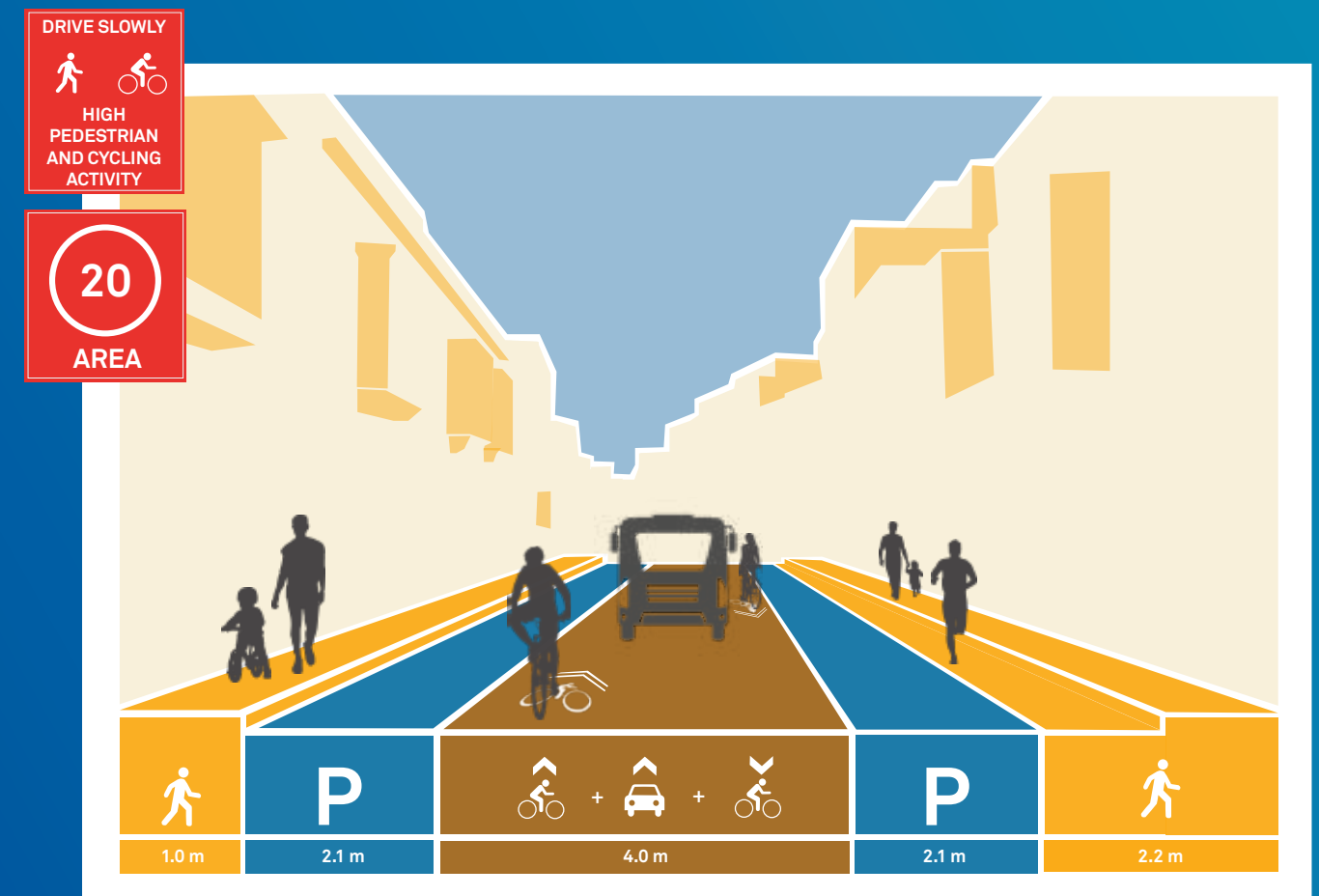
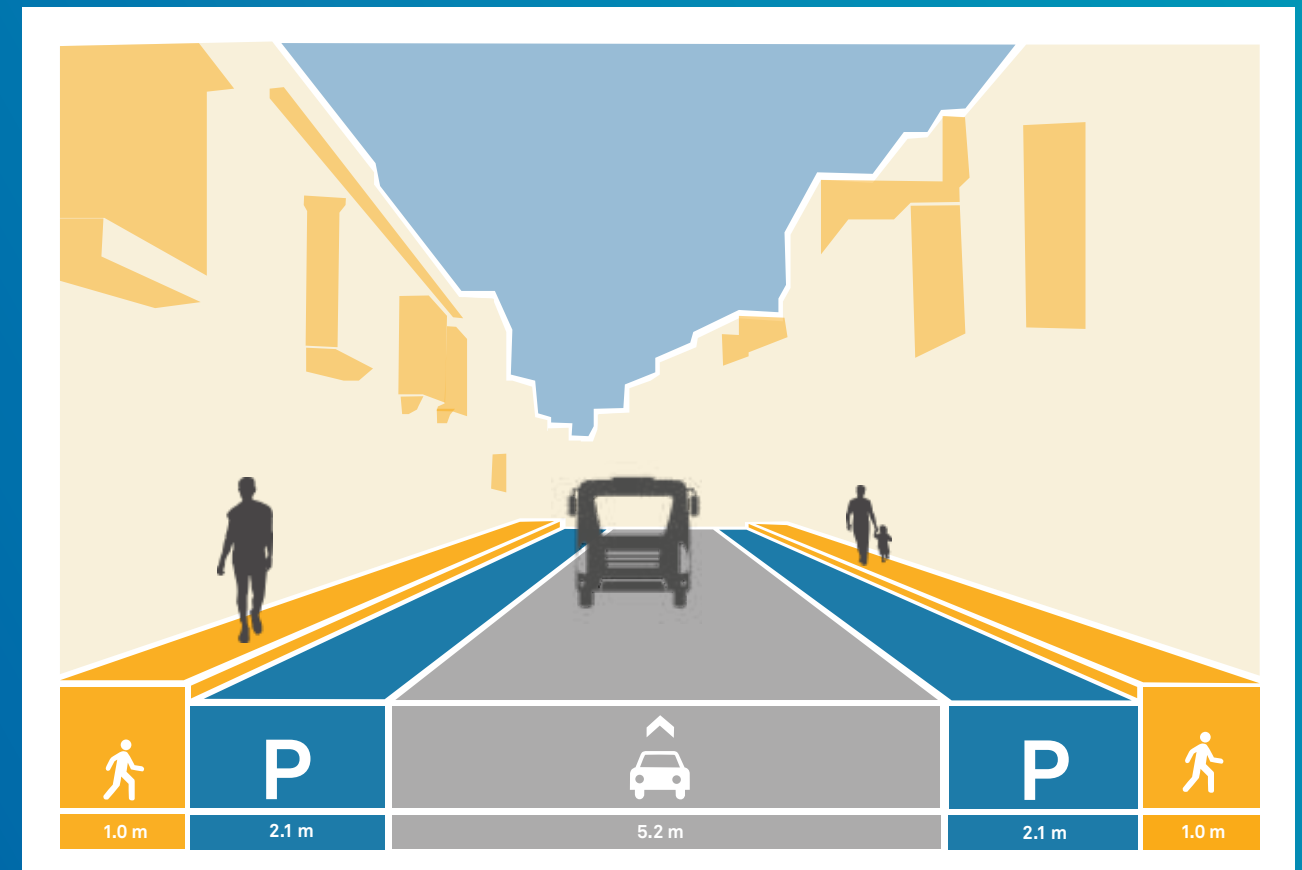




## Intervention 17

### Triq Il-Kullegg: Level 1 and 4

The first part of this one way road leading to the centre has more road space dedicated to cars than needed. It is proposed to reorganise the road to a 4m wide street in line with the DC2015 regulations, and have it shared with cyclists both ways. The freed up space can be designated to pedestrians and become an additional walkway at street level. Signage will include a speed limitation of 20km, communicate high pedestrian and cycling activity and promote the Slow Streets Network.



## Intervention 18

### Triq Inguanez: Level 2 and 3

In order to provide a good pedestrian connectivity to the Local Council's current location, it is proposed to include Triq Inguanez in the network and emphasise the prioritisation of movement by walking and cycling by turning it into a local access only street. Signage will include a speed limitation of 20km, clearly communicate the local access only and a high pedestrian and cycling activity and promote the Slow Streets Network.



## Intervention 19

### Triq Tal-Virtu: Level 1 and 3

Triq Tal-Virtu continues the network from Triq Il-Kulleġġ. It leads to The Archbishop's Seminary Primary and Secondary School and is already very popular as a recreational route with excellent views over the island and access to field roads leading to Girgenti and Fawwara. The intervention focuses on the prioritisation of walking and cycling and proposes to include tactical urbanism to improve the crossing with Triq Francesco Azzopardi.



## Intervention 20

### Triq Santa Rosa and Misrah Il-Forok: Level 1 and Playstreet

Misrah Santa Rosa can function as a Play Street on designated days and times. This square has been particularly chosen to serve the residential area close to it and in order to have a good geographical spread of such spaces throughout the locality. The street leading to it, will promote pedestrian priority with the Slow Streets branding and urge traffic to slow down. Signage will include a speed limitation of 20km, communicate the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.



## Intervention 21

### Triq Pietru Caxaru, Godwin Ganado and Carlo Fiamingo: Level 1 and Playstreet

Similarly to Misrah Santa Rosa, Triq Carlo Fiamingo has been chosen to serve the residential area close to it and in order to have a good geographical spread of such spaces throughout the locality. The streets leading to it from Tal-Virtu will promote pedestrian priority with the Slow Streets branding and urge traffic to slow down. Signage will include a speed limitation of 20km, communicate the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.





source: Bailiwick Express

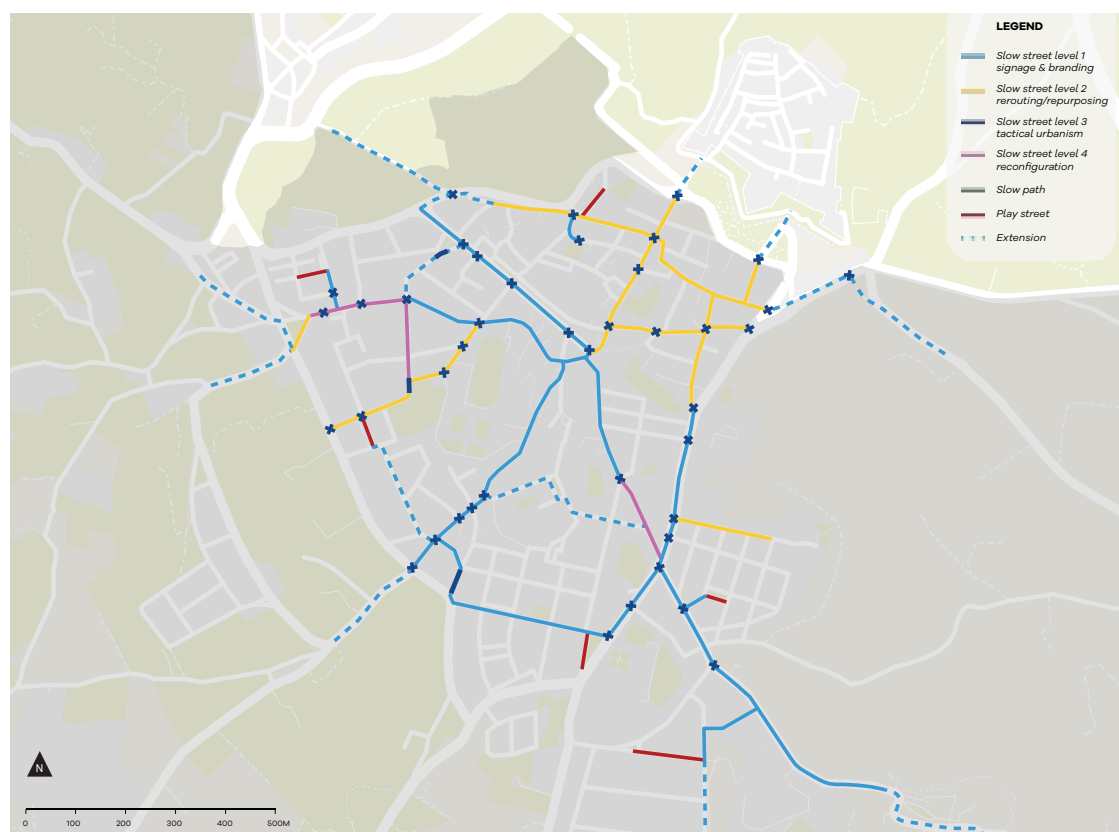


source: Times Of Malta

## Intervention 22

### Triq Pierre Muscat, Mons G. Depiro, Rudolph Saliba, Kanonku G. Gatt Said and Ferris: Extension

Given the extent of the proposed Slow Streets Network for Rabat and making its execution feasible, these streets were left out. Nonetheless, it is suggested to consider them as immediate extensions upon the completion of the initial network. They would increase connectivity further and provide an even denser network of pedestrian and cycling-friendly streets crossing the locality.



## Intervention 23

### Triq Tal-Muzew, Gheriexem and Tat-Tabija, Vjal Il-Haddiem, Triq Had-Dingli, Hal Tartarni, Il-Busket, Gorg Borg Ollivier and Nikola Saura: Cycling

These roads are important cycling connections in order to connect multiple towns within a nation-wide network for cycling, and to reach important recreational destinations around Rabat. Unfortunately the available road space currently doesn't allow to add designated cycling lanes by means of tactical urbanism tools. It is therefore suggested to make the road shared with bicycles by means of evident roadside signage and floor stencils, and the promotion of the Slow Streets Network.



source: Shutterstock



source: All Set



# 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.

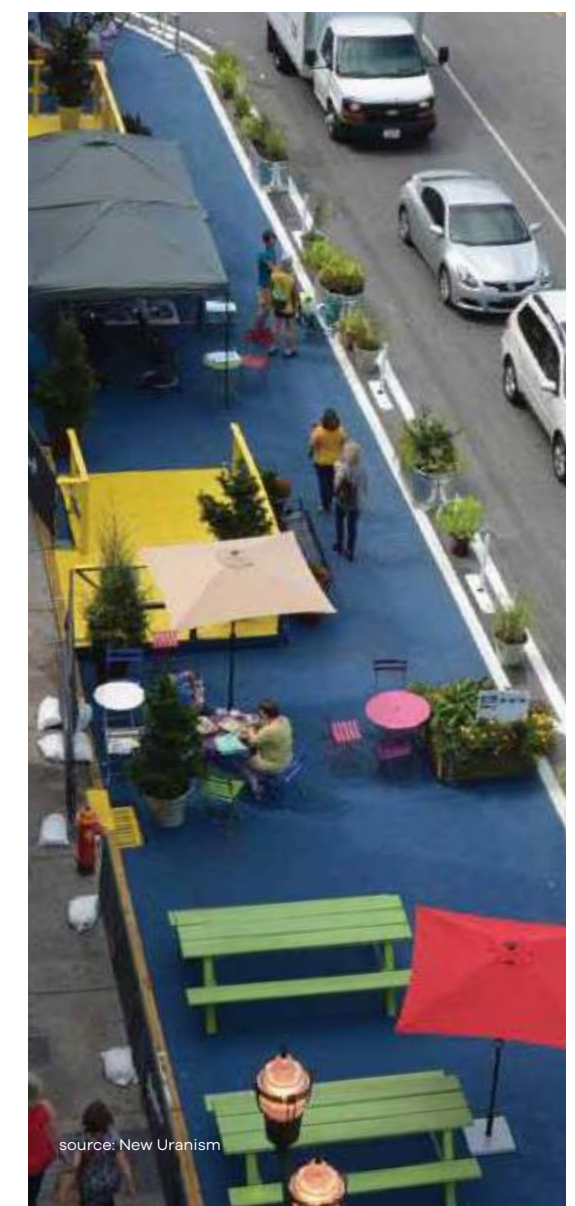


## Rabat

The best interventions to test and implement first are the Play Streets. Play Street closures during this phase may be carried out on designated days and at times when traffic is already low. Together with the Play Streets, the streets closest to the centre can be turned into local access roads only and the tactical urbanism interventions suggested to slow down these roads could be tested as well.

During the second phase, the network can start expanding towards the periphery of the town and the signage and tactical urbanism measures to slow down a section of Triq Gorg Borg Olivier can be executed.

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



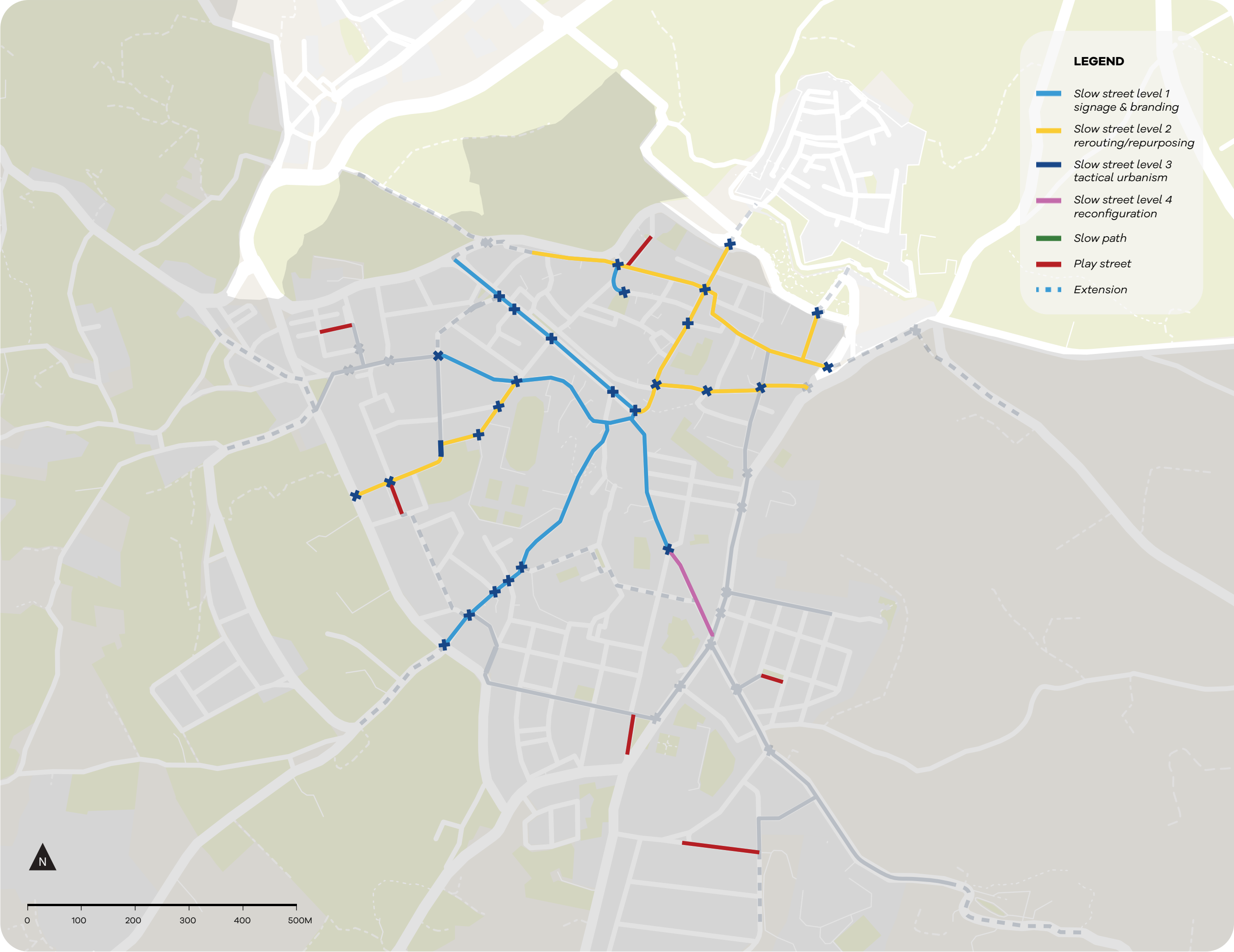


**PHASING**

STARTING &  
TESTING THE  
NETWORK



KUNSILL LOKALI  
**RABAT**

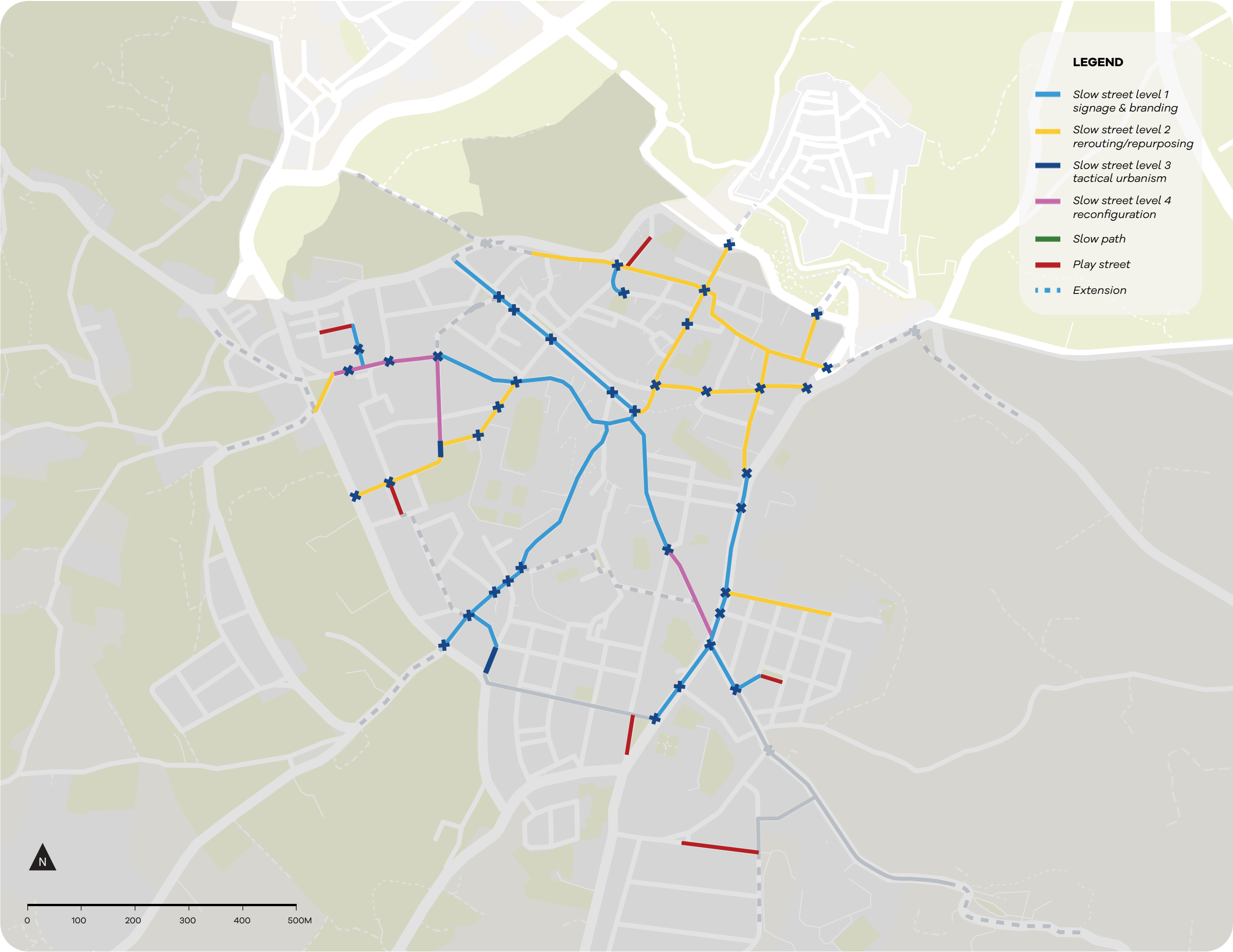


**PHASING**

STRENGTHENING  
THE NETWORK



KUNSILL LOKALI  
**RABAT**



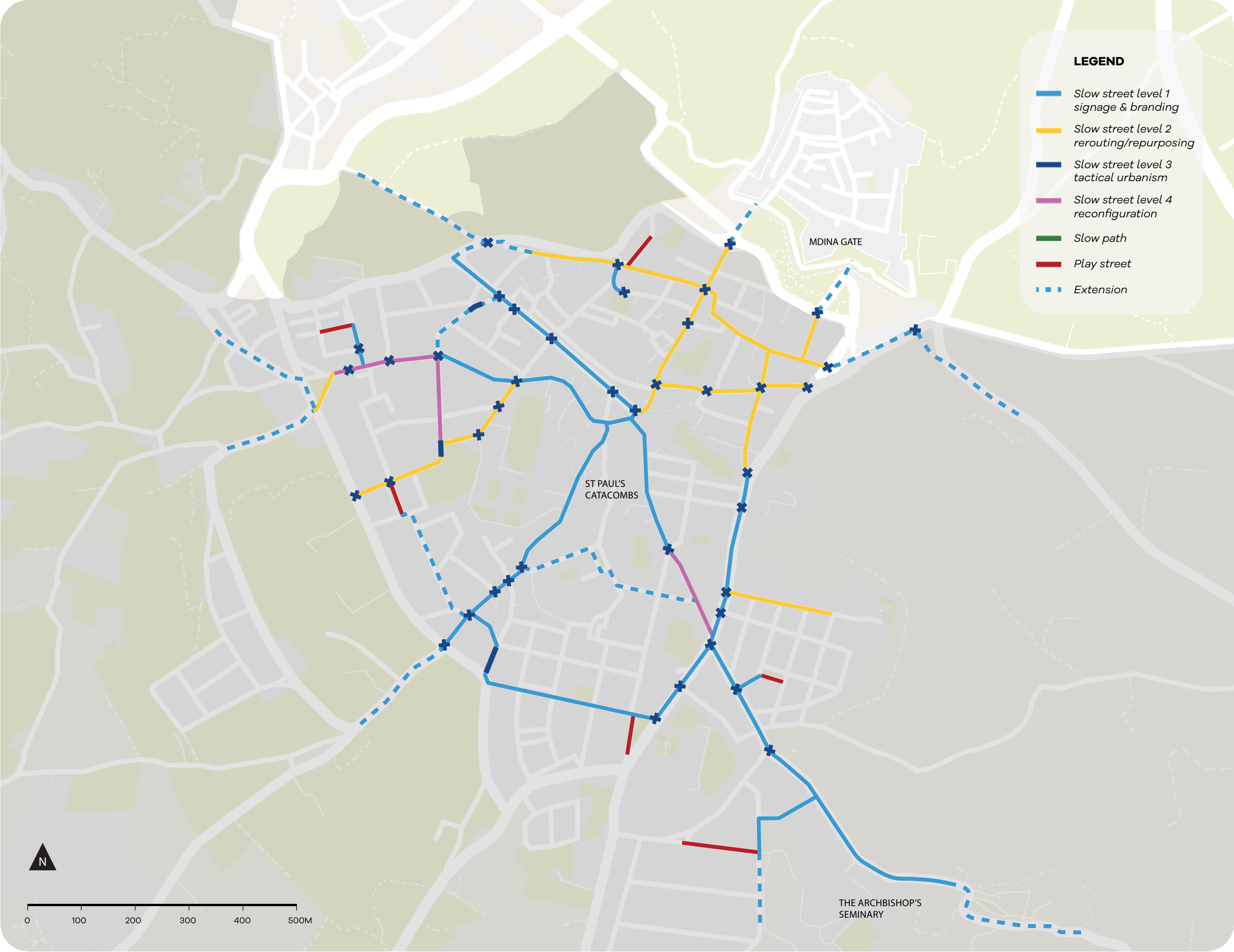



**PHASING**

COMPLETING  
THE NETWORK



KUNSILL LOKALI  
**RABAT**





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.



Rabat is a large and densely populated town with a large number of centuries old churches, chapels, buildings, catacombs, traditional streets and attractions to be explored. The town's centre is relatively walkable since distances are short, services are easily available and largely within good reach; and narrow streets provide much-needed shade during the hot summer months. The centre, the churches, the schools, the market, the historic attractions and the walled city Mdina make it an attractive destination, also attracting many tourists and visitors from neighbouring localities. This, however, further increases the number of cars within the locality, with drivers often opting to circulate around the locality's internal street network in order to seek on-street parking and to park as close to their destination as possible.

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

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

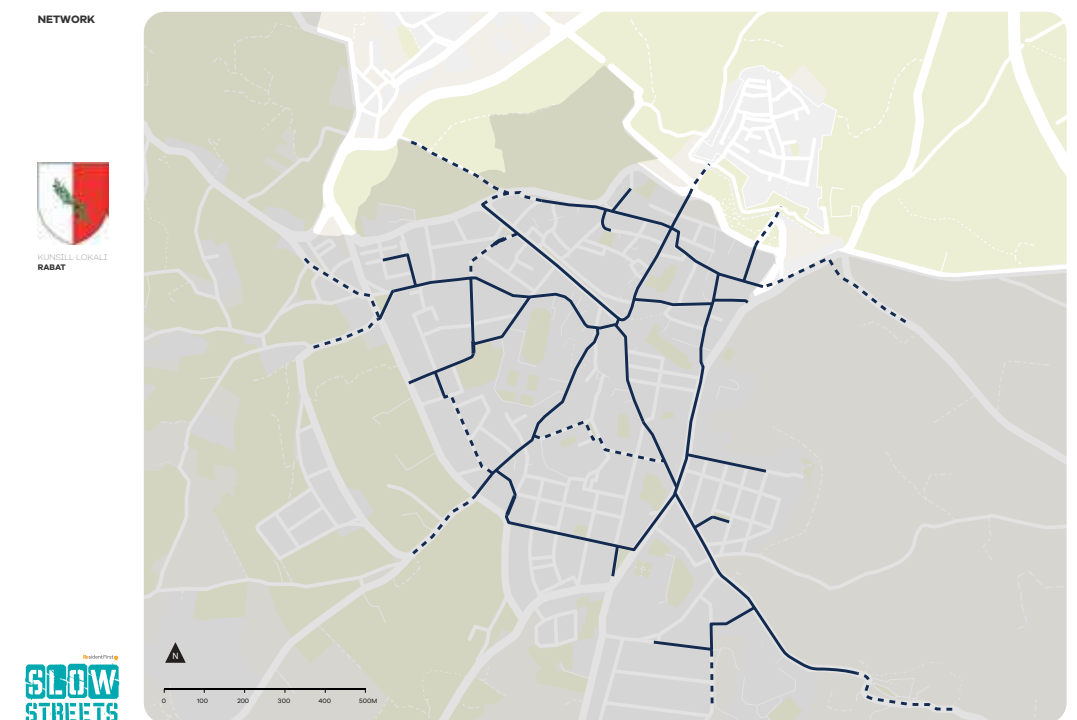
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism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

## Summary

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

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

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



## Intervention summary street by street

### Intervention 1 - Triq and Vjal Santu Wistin: rerouting and tactical urbanism

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Share the road (pedestrians, cyclists and motorised vehicles)  
Signage: pedestrian crossing point  
Signage: local access only  
Rerouting: the road will become local access only  
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

### Intervention 2 - Triq Doni and Gilormu Dingli: rerouting and tactical urbanism

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Share the road (pedestrians, cyclists and motorised vehicles)  
Signage: Drive Slowly, high level of pedestrian and cycling activity  
Signage: pedestrian crossing point  
Signage: local access only  
Rerouting: the road will become local access only  
Tactical urbanism: designing and emphasizing clear pedestrian crossings

### Intervention 3 - Triq Gheriexem Block 4: signage & branding and Play Street

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

### Intervention 4 - Triq Doni L-Qadima and Indri Borg: signage & branding and tactical urbanism

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Drive Slowly, high level of pedestrian and cycling activity  
Tactical urbanism: emphasizing pedestrian priority in Triq Indri Borg and highlighting the garden's back entrance.

### Intervention 5 - Triq San Pawl, Il-Kbira, L-Isptar and San Frangisk : rerouting and tactical urbanism

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

### Intervention 6 - Triq Santa Rita: signage & branding and tactical urbanism

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

### Intervention 7 - Triq Bir Ir-Riebu: signage & branding, tactical urbanism and reconfiguration

Signage: Slow Streets branding  
Signage: 20 km/hr speed limit  
Signage: Share the road (cyclists and motorised vehicles)  
Signage: Share the road (pedestrians, cyclists and motorised vehicles)  
Signage: Drive Slowly, high level of pedestrian and cycling activity  
Signage: pedestrian crossing point  
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways  
Reconfiguration: reducing the road width to 4.8m to include a 1.3m pedestrian walkway

### Intervention 8 - Triq Patri G.A. Bonelli and Edward J Nicolas: signage & branding and Play Street

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



**Intervention 9 - Triq In-Nigret: rerouting and tactical urbanism**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (pedestrians, cyclists and motorised vehicles)
- Signage: pedestrian crossing point
- Signage: local access only
- Rerouting: the road will become local access only
- Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

**Intervention 10 - Triq Il-Fejgel and Manwel Vitale: rerouting and tactical urbanism**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: pedestrian crossing point
- Signage: local access only
- Rerouting: the road will become local access only
- Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

**Intervention 11 - Triq Pierre Muscat: reconfiguration**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Reconfiguration: reducing the road width to 4.8m to include a 2m pedestrian walkway and a 0.5m green buffer

**Intervention 12 - Triq Il-Hobejza: Play Street**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Play Street (communicating designated days and times)
- Play Street: programming of activities

**Intervention 13 - Triq Sant'Agata, Hal-Bajjada, Iz-zahar and Had-Dingli: signage & branding and tactical urbanism**

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

**Intervention 14 - Triq San Piju V: signage & branding**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Drive Slowly, high level of pedestrian and cycling activity

**Intervention 15 - Misrah San Duminku: Play Street**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Play Street (communicating designated days and times)
- Play Street: programming of activities

**Intervention 16 - Triq Gorg Borg Olivier: signage & branding and tactical urbanism**

- Signage: Slow Streets branding
- Signage: 30 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Signage: pedestrian crossing point
- Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

**Intervention 17 - Triq Il-Kulleġġ: signage & branding and reconfiguration**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (pedestrians, cyclists and motorised vehicles)
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Reconfiguration: reducing the road width to 4m to include a 1.2m pedestrian walkway

**Intervention 18 - Triq Inguanez: rerouting and tactical urbanism**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (pedestrians, cyclists and motorised vehicles)
- Signage: pedestrian crossing point
- Signage: local access only
- Rerouting: the road will become local access only
- Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

**Intervention 19 - Triq Tal-Virtu: signage & branding and tactical urbanism**

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

**Intervention 20 - Triq Santa Rosa and Misrah Il-Forok: signage & branding and Play Street**

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

**Intervention 21 - Triq Pietru Caxaru, Godwin Ganado and Carlo Fiamingo: signage & branding and Play Street**

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

**Intervention 22 - Triq Pierre Muscat, Mons G.Depiro, Rudolph Saliba, Kanonku G. Gatt Said and Ferris: Extension**

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: Drive Slowly, high level of pedestrian and cycling activity

**Intervention 23 - Triq Tal-Muzew, Gheriexem and Tat-Tabija, Vjal Il-Haddiem, Triq Had-Dingli, Hal Tartarni, Il-Busket, Gorg Borg Ollivier and Nikola Saura: Cycling**

- Signage: Slow Streets branding
- Signage: Share the road (cyclists and motorised vehicles)
- Signage: Drive Slowly, high level of cycling activity
- Tactical urbanism: share the road paint stencils or coloured strips



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