

ResidentFirst

SLOW STREETS

October 2020



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HAL SAFI

ResidentFirst

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

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.

Hal Safi

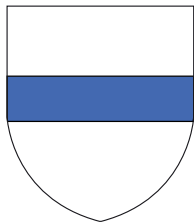
Hal Safi is a small locality located in the Southern region of Malta, close to Malta International Airport. A village with a small population, it is relatively walkable since distances are short, services are mostly compacted, and the narrow streets provide much-needed shade during the hot summer months.

There are two main objectives for the Slow Streets strategies developed for Hal Safi's network. The first objective is to transform the village centre, currently fragmented due to several traffic routes cutting through it, into a more pedestrian-oriented

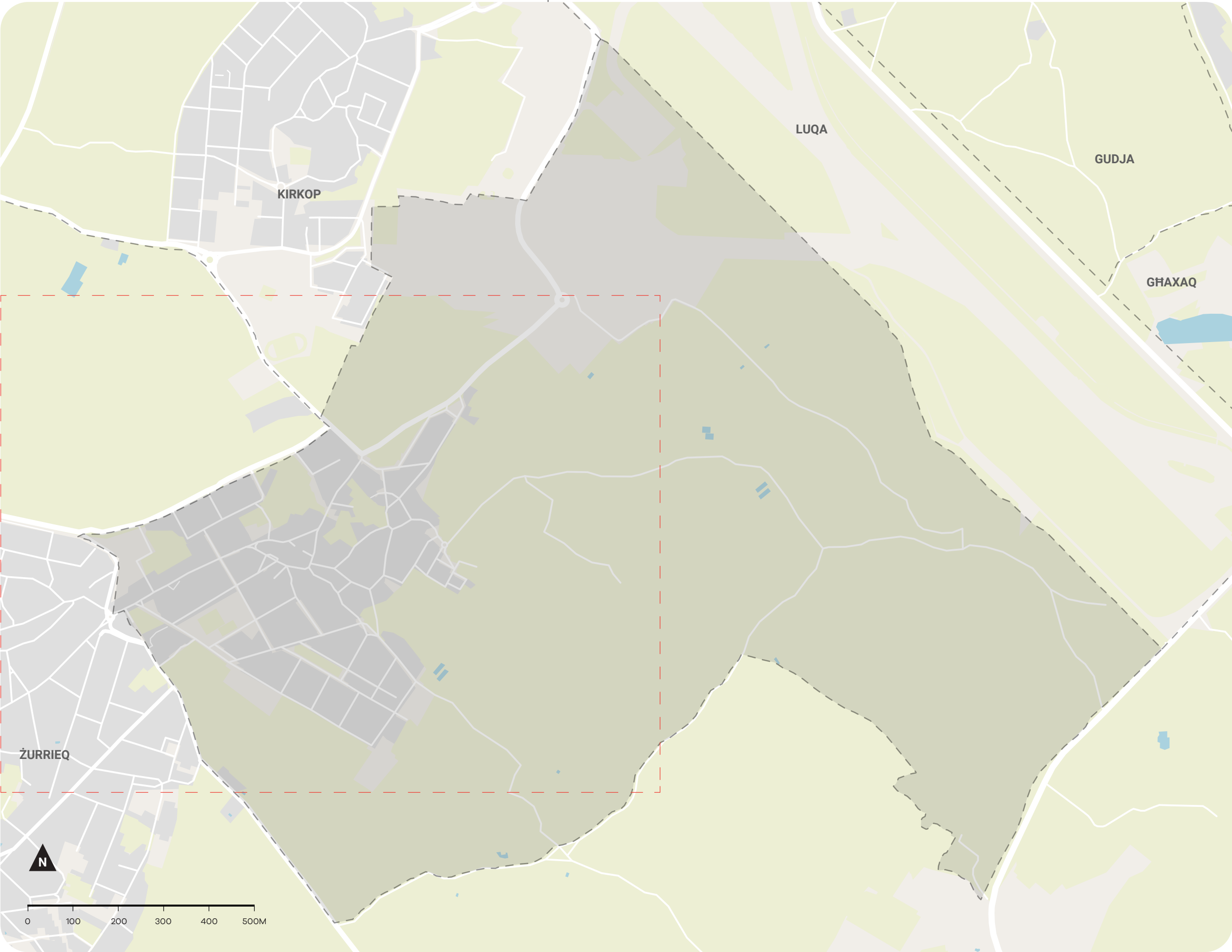
space. A village centre that caters to the local community's needs fosters stronger relationships and therefore healthier social ties. A combination of strategies are therefore proposed in order to liberate more street space. The second objective is to deter through traffic that uses the local streets of Hal Safi in order to access the neighbouring locality of Żurrieq. Such through traffic should use the primary road infrastructure (main roads such as the recently upgraded Triq il-Kučċard) rather than the narrower local roads, which should instead be reserved for local access and public transport.



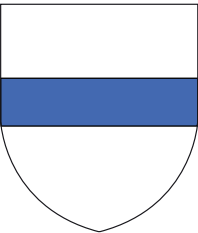
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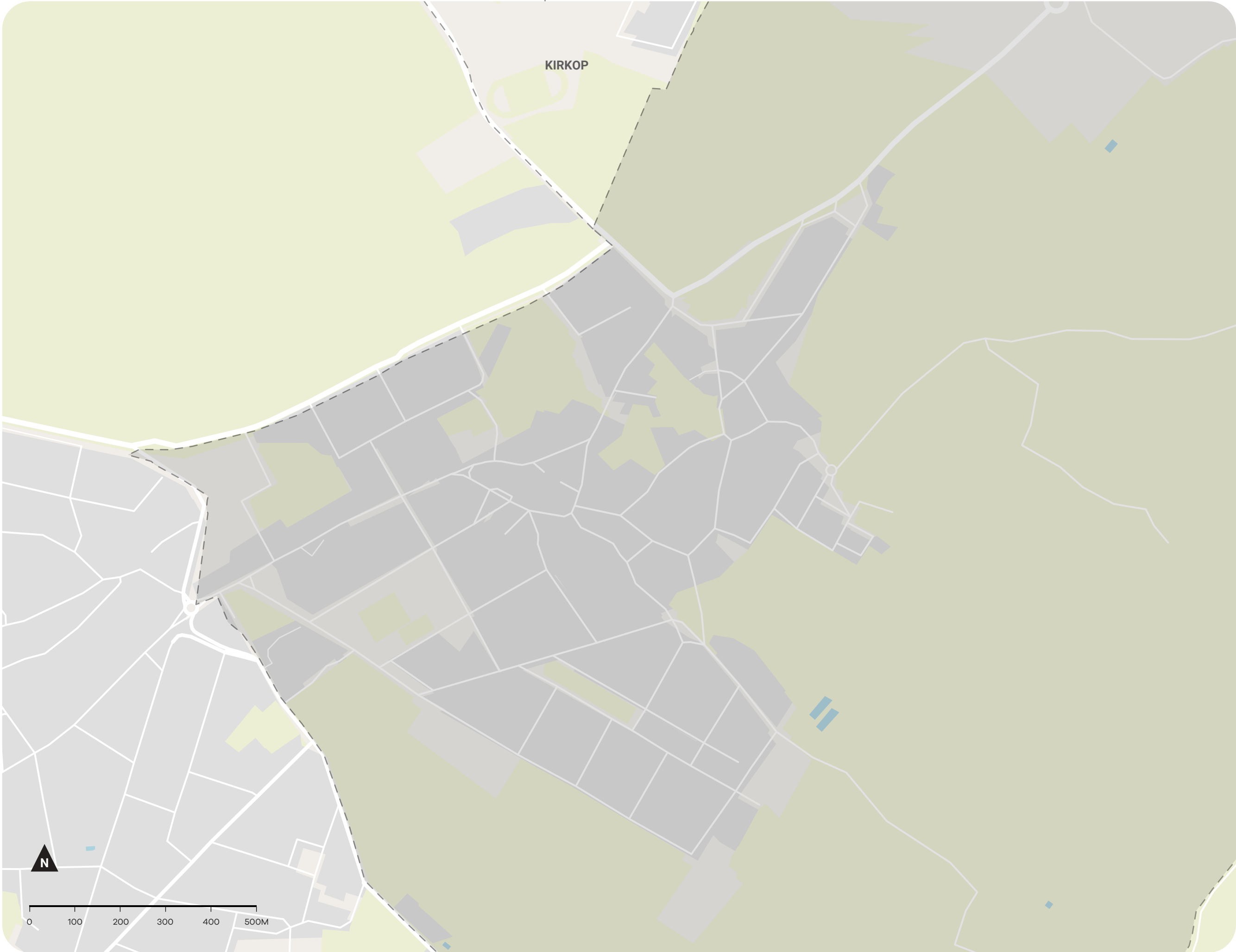
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HAL SAFI



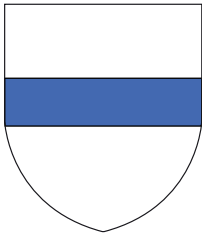
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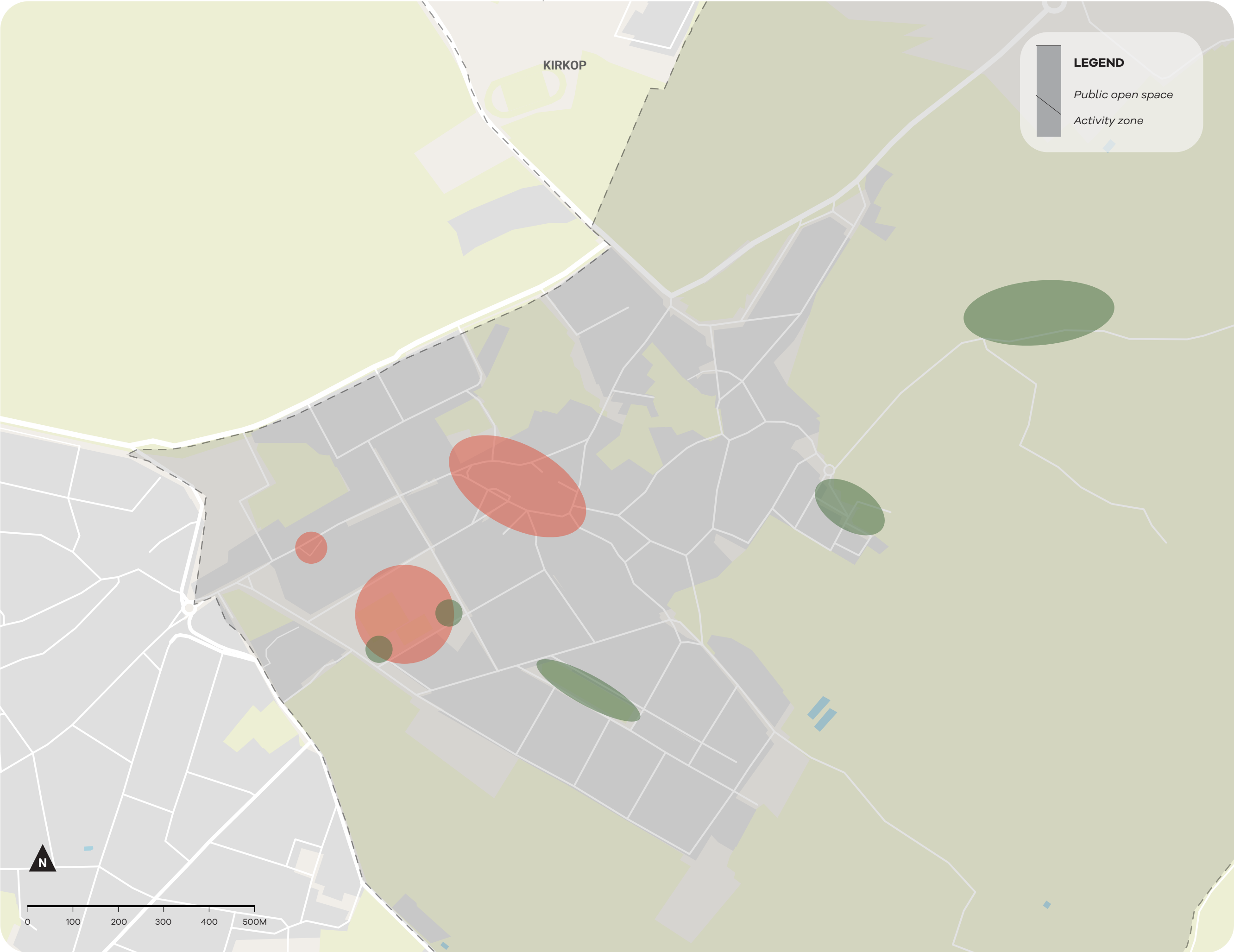
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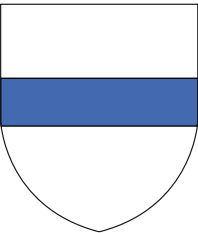
ACTIVITY
ZONES



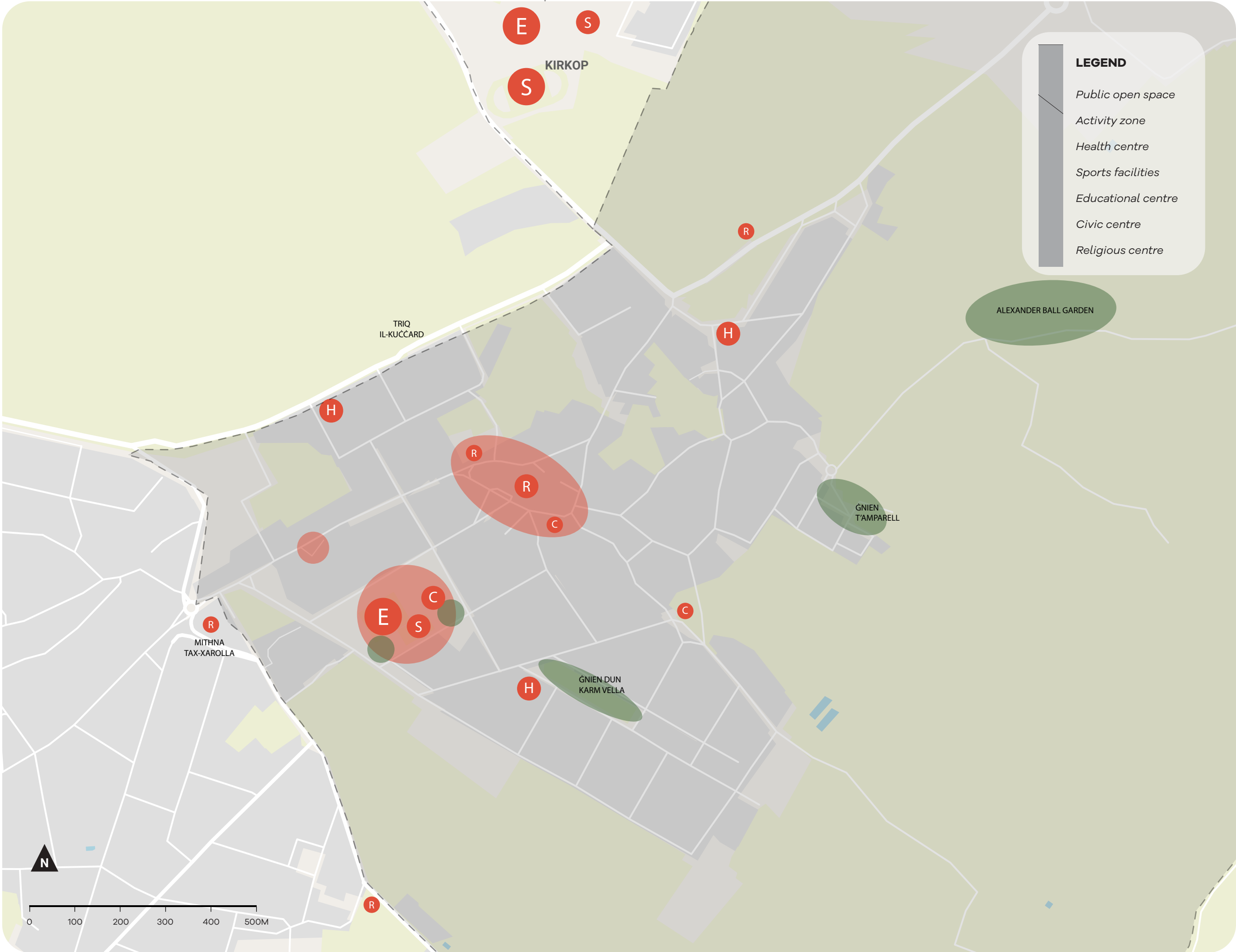
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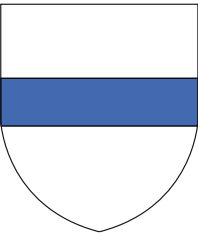
DESTINATIONS



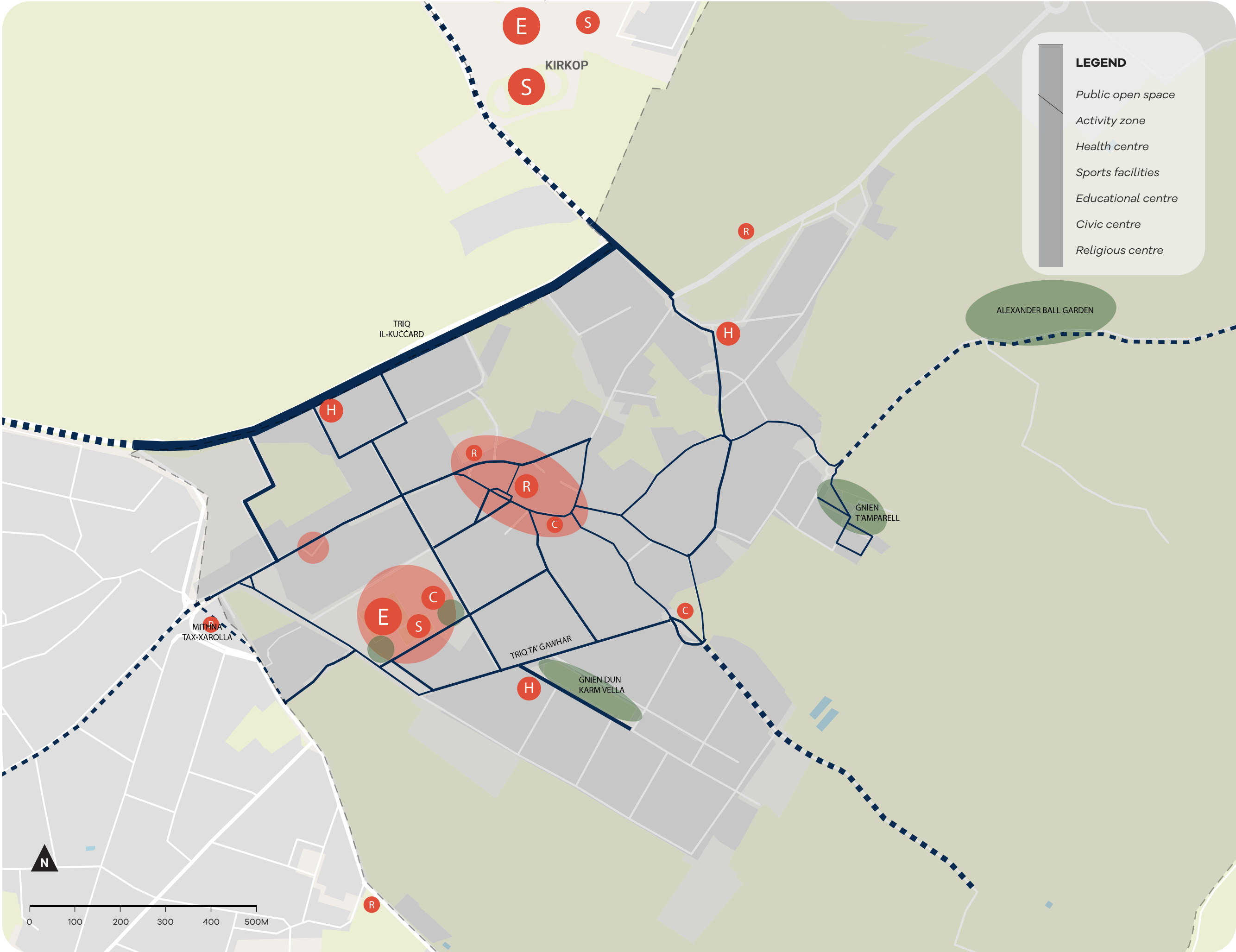
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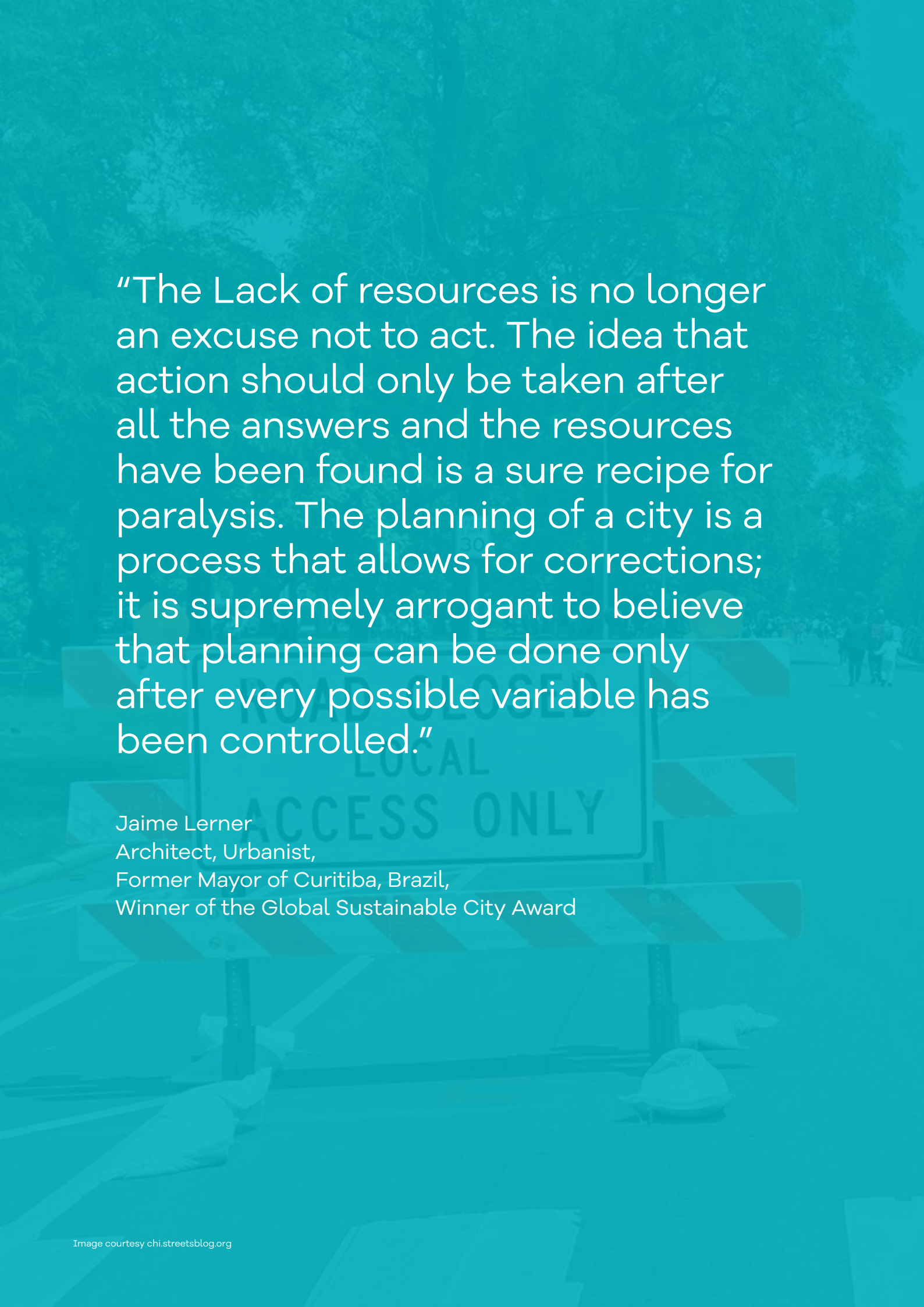


NETWORK



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“The Lack of resources is no longer an excuse not to act. The idea that action should only be taken after all the answers and the resources have been found is a sure recipe for paralysis. The planning of a city is a process that allows for corrections; it is supremely arrogant to believe that planning can be done only after every possible variable has been controlled.”

Jaime Lerner
Architect, Urbanist,
Former Mayor of Curitiba, Brazil,
Winner of the Global Sustainable City Award

Implementation

Type of Interventions

Slow streets level 1 - signage & branding

Slow streets level 2 - re-routing

Slow streets level 3 - tactical urbanism

Slow streets level 4 - reconfiguration

Slow Paths

Play Streets

Extensions

Cycling

Hal Safi 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

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.



source: Global Designing Cities



source: Greater Washington

Play Streets

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

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



source: Cadence



source: designcouncil.org.uk



Play streets – programming

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

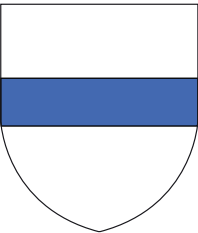


Extensions

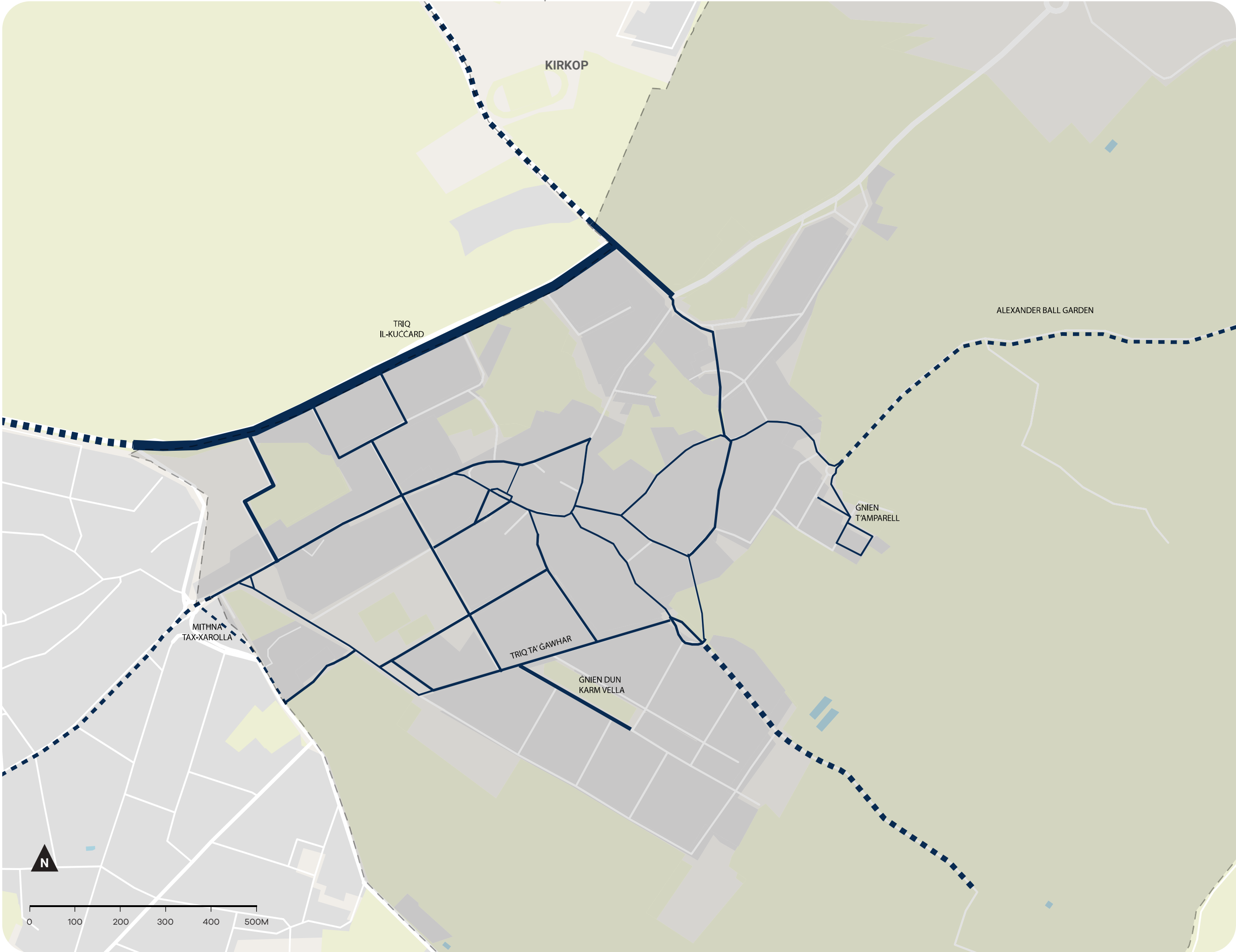
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



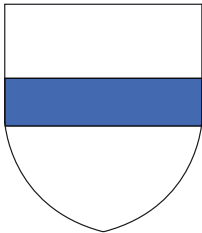
NETWORK



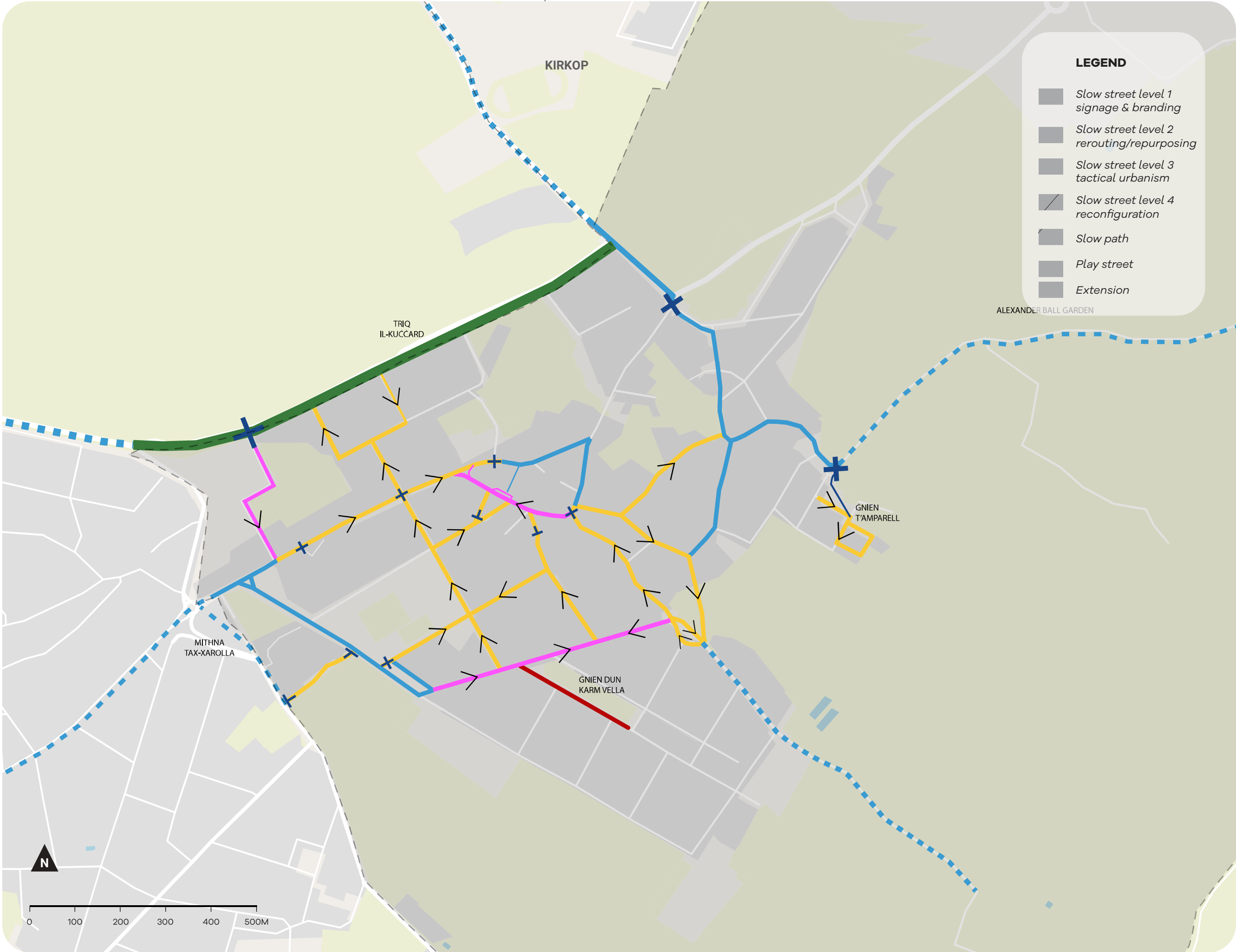
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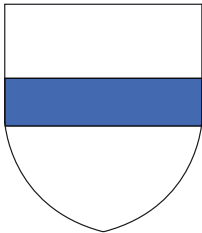
INTERVENTION



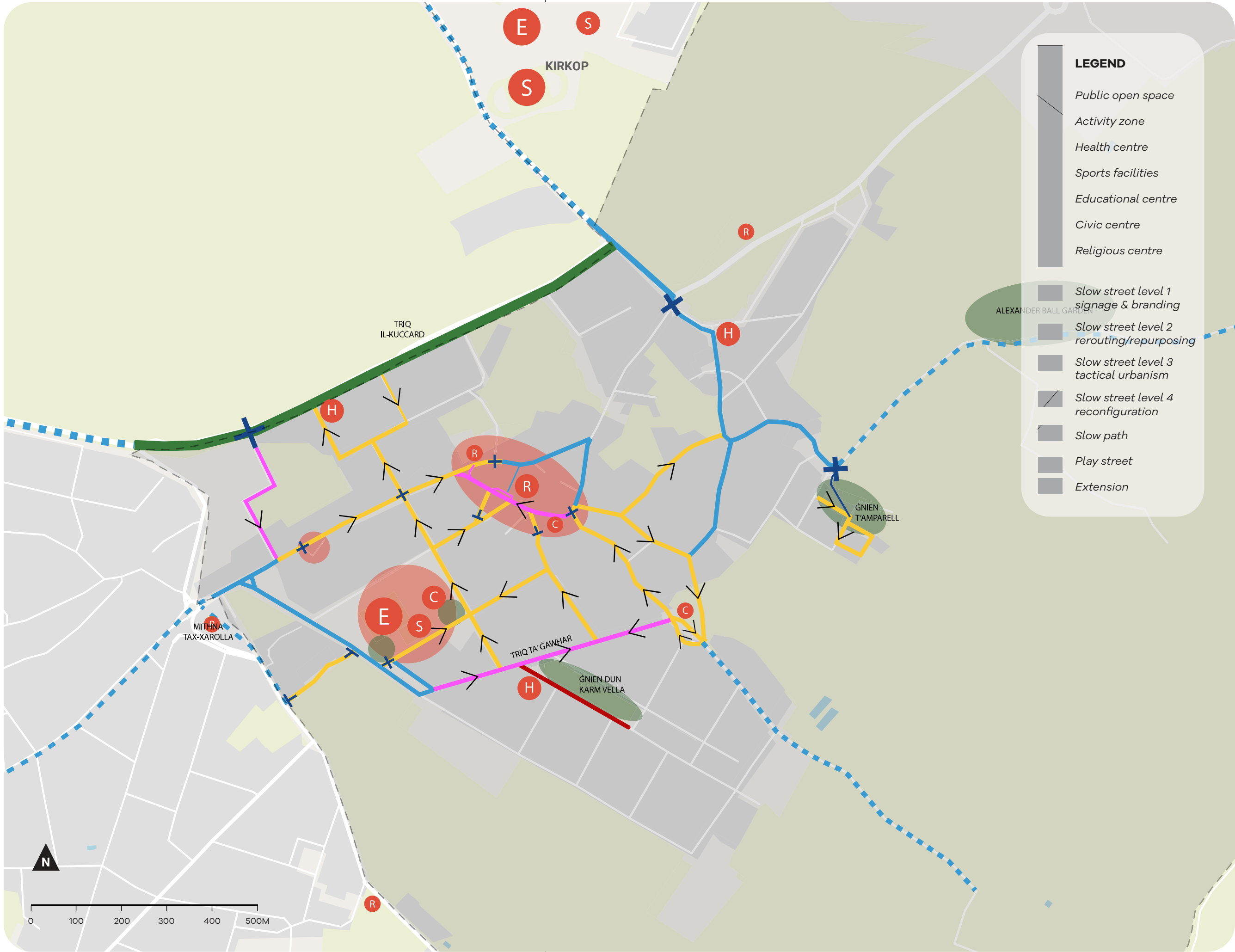
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INTERVENTION



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Cycling

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

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

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

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

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



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

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

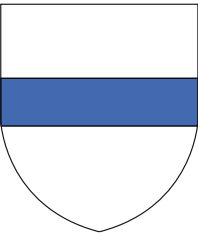
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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

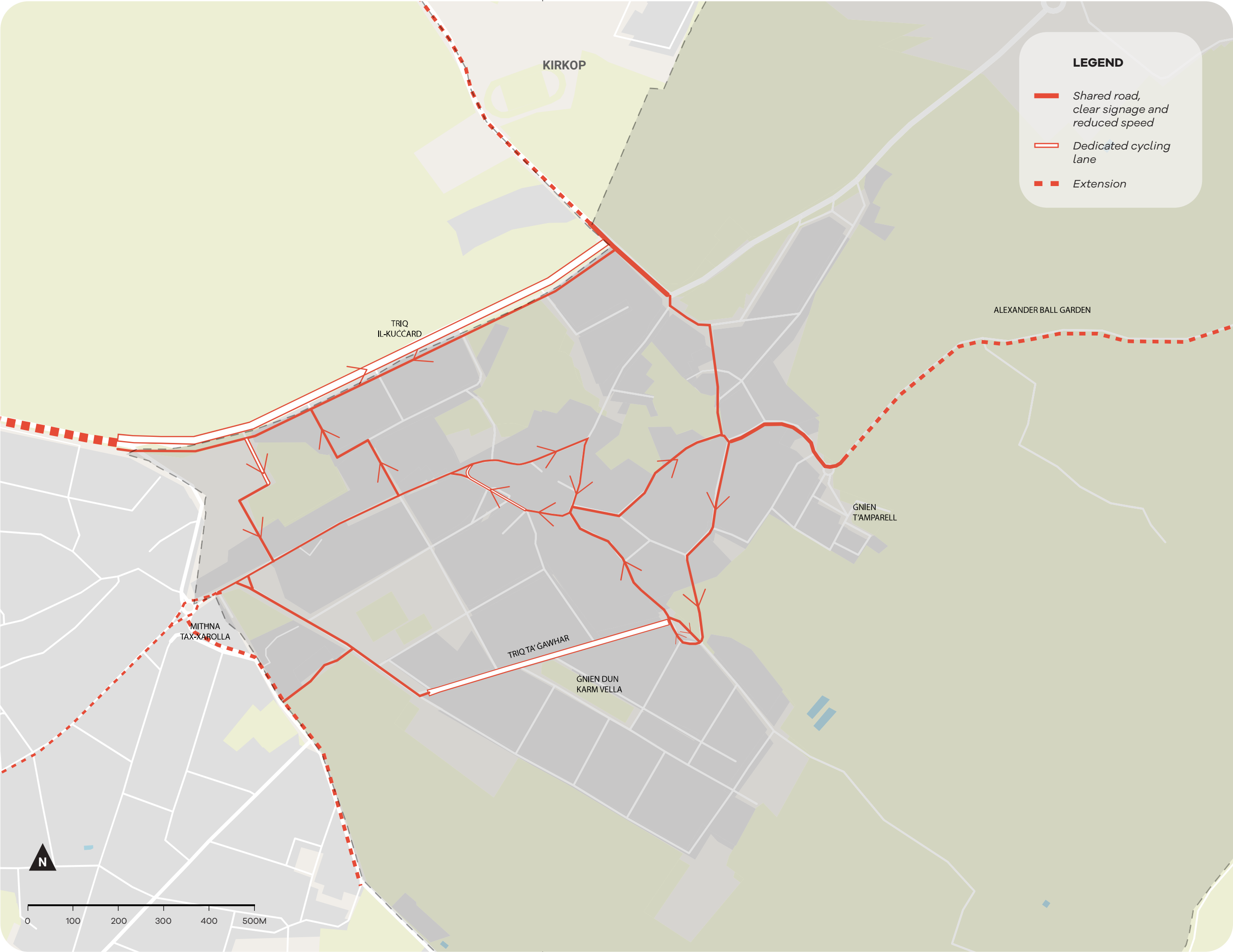


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING
NETWORK

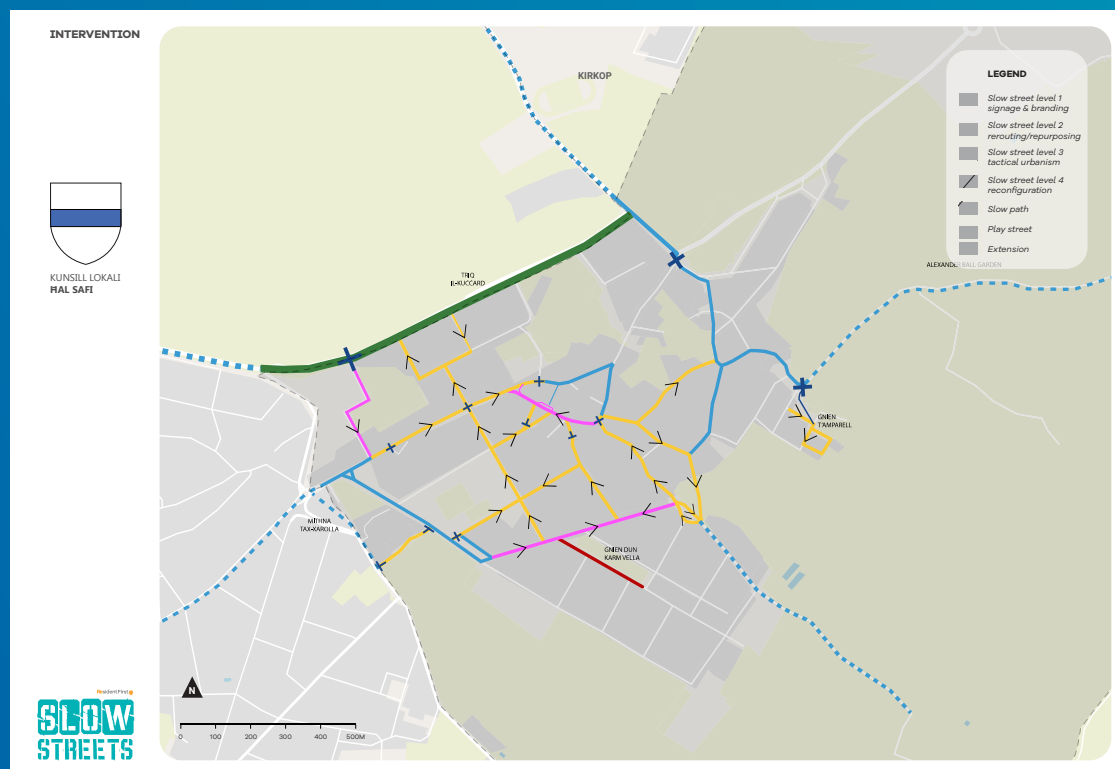


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Hal Safi Interventions

The Slow Streets route encompasses various interventions that were chosen based on the individual nature of the streets and the need to resolve particular traffic issues within the locality. One of the main challenges in Hal Safi is to decongest the narrower local streets from through traffic and instead divert drivers onto more prominent routes, particularly Triq il-Kučċard and the connections with the distributor road network.



Intervention 1

Triq il-Kučċard and Triq Dun Karm Lia: Slow path, Level 3 and 4

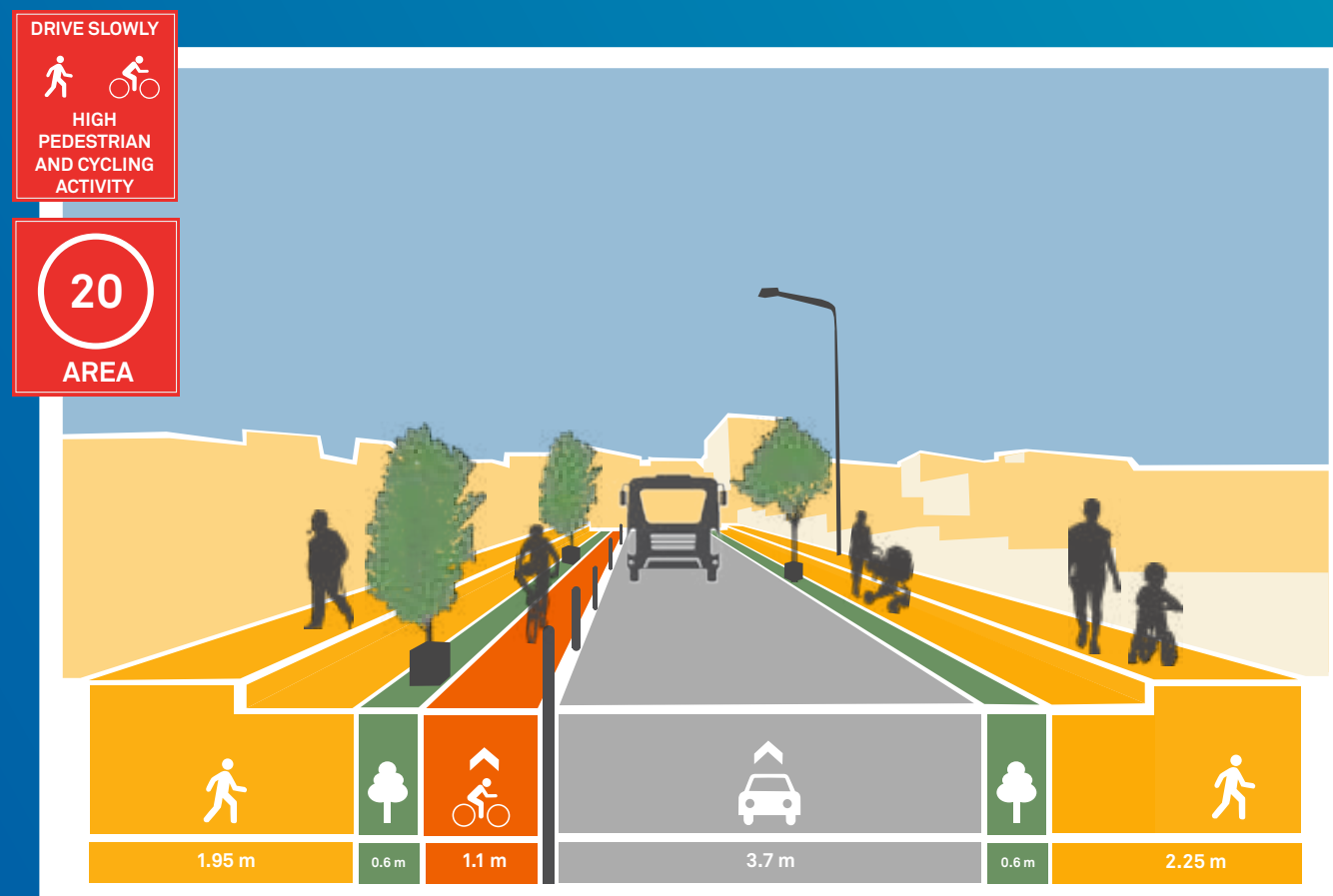
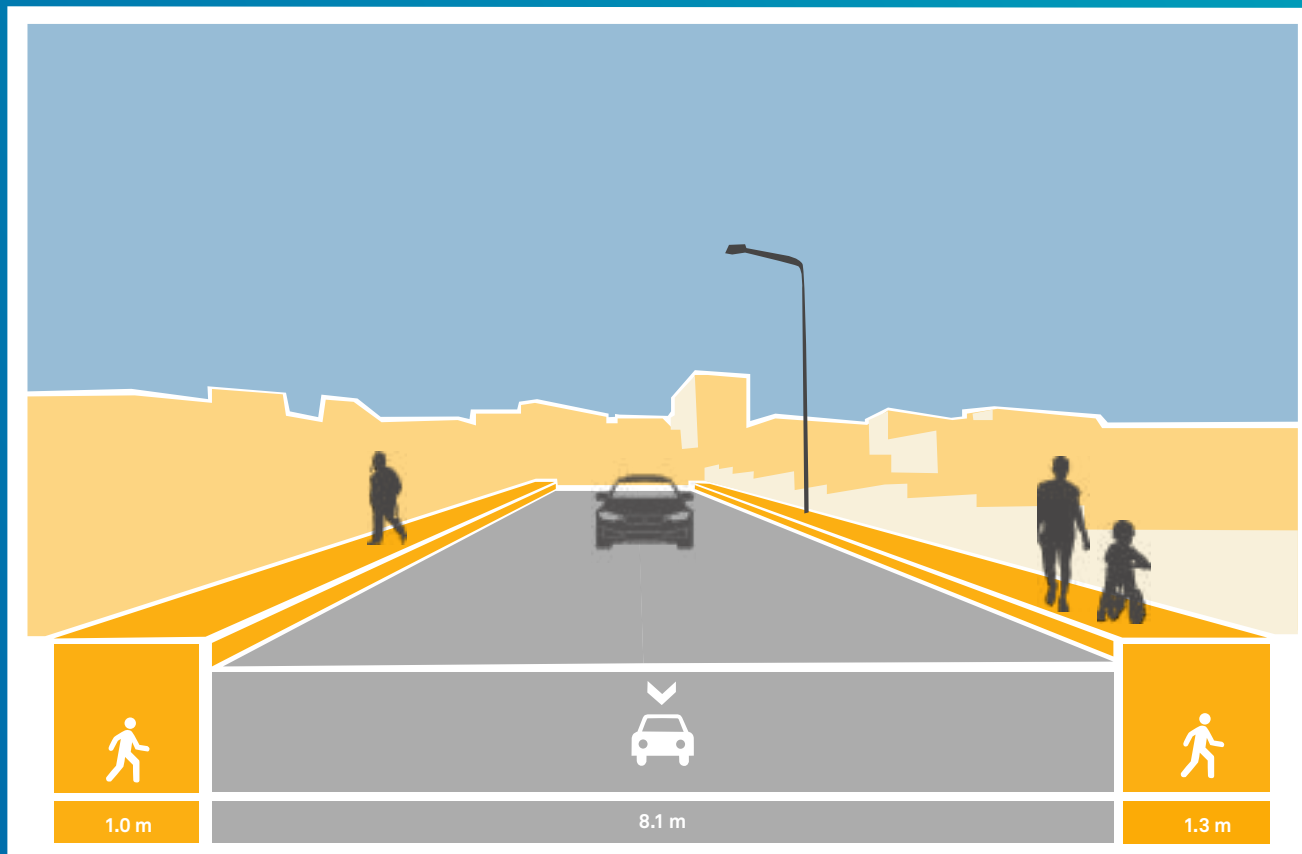


Triq il-Kučċard is an upgraded main road, which is planned to become part of the distributor road network. It includes a designated 1.4-metre cycling lane and a 4-metre slip road. This is an important vehicular and pedestrian route connecting Hal Safi to the neighbouring localities of Kirkop and Żurrieq. The road's strategic location and upgraded infrastructure allows it to have a good capacity and accommodate the busy vehicular traffic. The strategies discussed next are aimed at discouraging car traffic within the local streets and direct vehicles onto this road instead.

Triq il-Kučċard's existing section is not being changed, however the proposed intervention is for the slip road to be limited to a one-way direction towards Vjal Ix-Xarolla, which would prevent further vehicular conflicts (currently occurring because of the two-way narrow slip lane), thereby increasing its safety for pedestrian and cyclist use. The slip road may therefore form part of the Slow Streets network as a slow path that could be shared by cars, cyclists and pedestrians alike.

Leading from Triq il-Kučċard into Safi's local streets is Triq Dun Karm Lia. The intervention proposes floor markings at the intersection between Triq il-Kučċard's slip road and Triq Dun Karm Lia in order to ensure a safer entry for cyclists and pedestrians into the latter road, while signaling a stronger connection to the centre.





LEGEND

Signage/Tactical Urbanism

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

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

Traffic Management

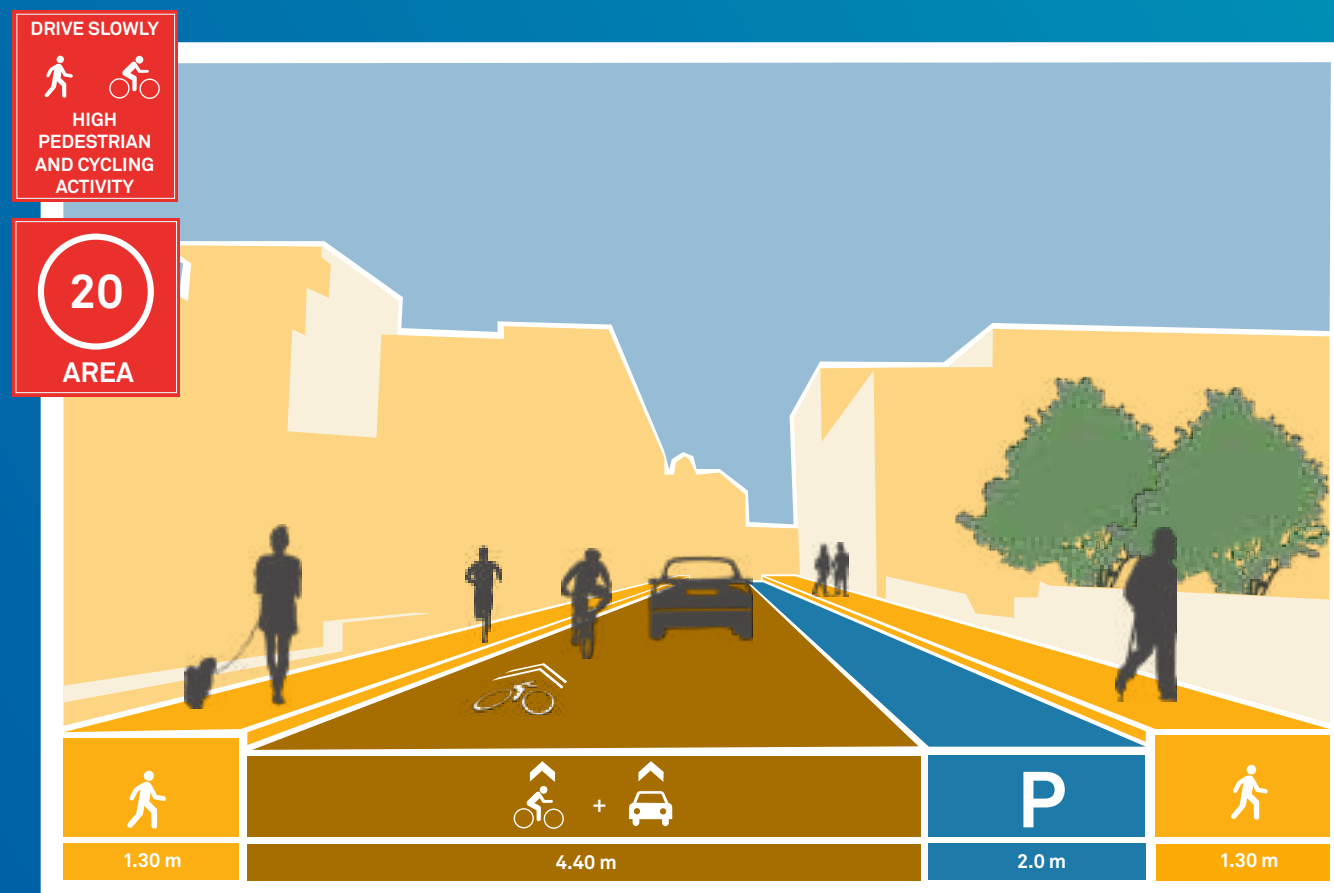
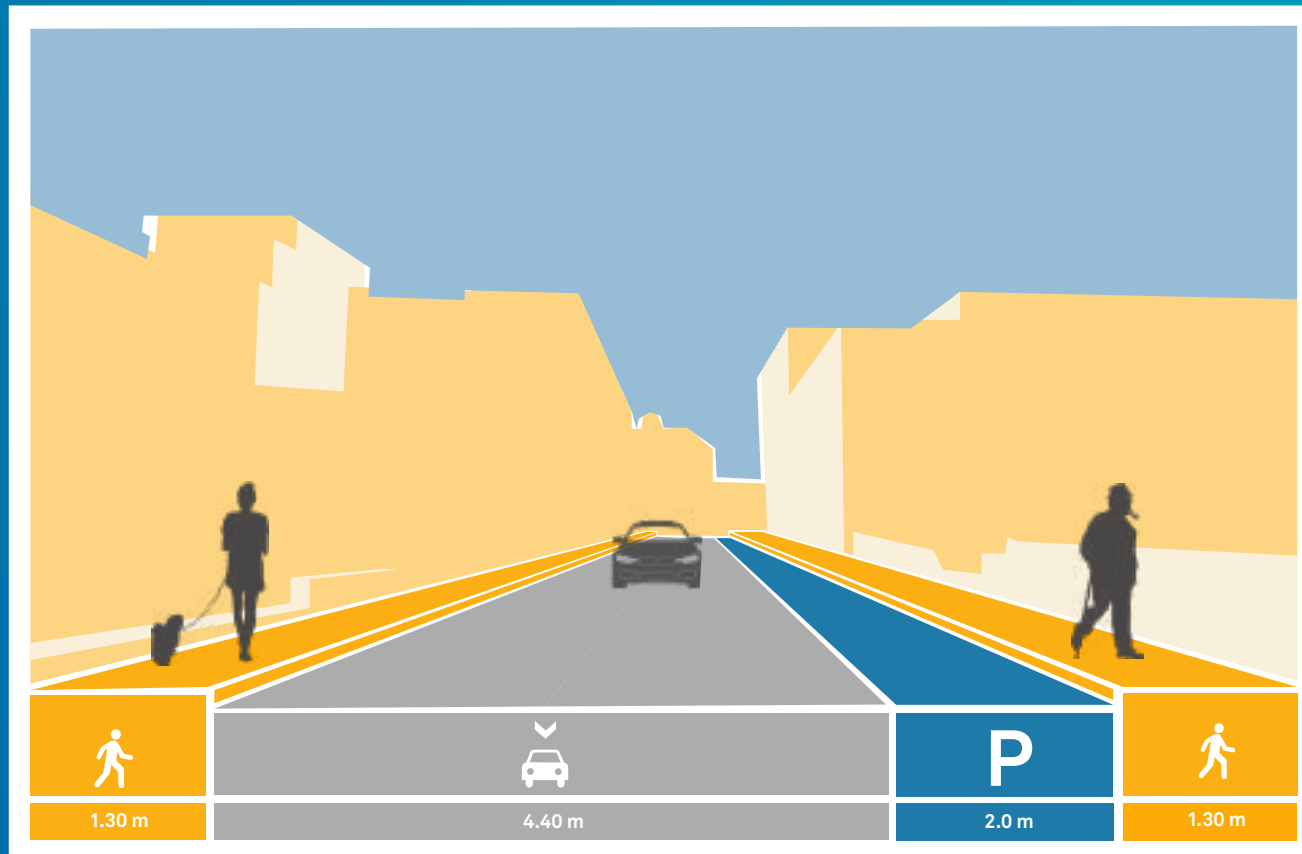
- Private Cars
- Public Buses
- Bicycles
- All modes of transportation
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

TRIQ IL-KUČČARD - TRIQ DUN KARM LIA



This intervention could in the future be extended to cover the entire crossing within Triq il-Kuččard. Currently, Triq Dun Karm Lia is a wide one-way road for private vehicles, direction towards Triq il-Kuččard. It is being proposed to change traffic direction towards Triq iż-Żurrieq, and in order to use the available space more efficiently, the road is proposed to be reconfigured to introduce a cycling lane and designated space for pedestrians that could eventually become an extension of the existing pavement. This proposal would simultaneously connect the cycling lane at Triq il-Kuččard to the inner parts of the locality.





Intervention 2

Triq Is-Summien / Triq in-Nassaba / Triq it-Tellerit: Level 2

These two-way roads are proposed to be converted into one-way access roads in order to form a traffic loop for access to the residential area. The reconfiguration of the roads into a one-way direction would ensure the presence of less car traffic and therefore increases the safety of street usage for pedestrians. This would also allow for road sharing between drivers and cyclists, thus increasing the latter users' safety.



LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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



Intervention 3

Triq L-Iskola and Triq iż-Żurrieq: Level 2 and 3

Triq iż-Żurrieq is a crucial spine in Hal Safi as it is connected to the central square. Simultaneously, Triq L-Iskola is an important connector as it runs across the centre of the locality, connecting the Local Council, public garden and primary school to the axis of Triq iż-Żurrieq. At the intersection with Triq iż-Żurrieq, it is being proposed to prohibit vehicular access from entering Triq iż-Żurrieq and instead proceed towards Triq in-Nassaba. This intervention aims at deterring (and reducing) traffic within Triq iż-Żurrieq and instead divert vehicles onto the wider Triq il-Kučċard, thus enabling the local streets and the centre to be given back to the residents.

Triq iż-Żurrieq currently allows one-way traffic towards Vjal ix-Xarolla direction for general vehicles and two-way for public transportation. It is 4.9 metres wide, making it somewhat narrow for the traffic that normally builds up within the street, particularly with cars having to stop in order to allow buses to pass from the opposing direction. The intervention proposes changing the one-way direction of vehicles towards Triq L-Iskola, while access to Misraħ Il-Knisja would only allow cyclists and public transport. Therefore cars would not be allowed to proceed westwards beyond Triq L-Iskola and have to go northwards onto Triq Il-Kučċard.



Tactical urbanism interventions could further be applied to a small existing seating pocket containing some potted plants that is located approximately midway through the road, in the form of floor markings, thus enabling safer pedestrian crossing while also delineating an extended pedestrian space. The purpose of this intervention, in turn, would be to shift the priority of use in such spaces from cars to pedestrians, while simultaneously slowing down vehicular speed.



source: Tactical Urbanism Guide

The change in traffic direction in Triq iż-Żurrieq would imply having to shift the on-street parking bays to the opposite side, along such direction. This could actually result in an increase in parking bays and enable the small urban pocket to tie in better with the street.



Intervention 4

Misraħ il-Knisja / Triq Santa Marija / Triq Dun Ġużepp Caruana / Triq Il-Kenn / Triq San Pawl: Level 2 and 3

The strategy for the central square and its immediately surrounding streets proposes to maximise pedestrian and walkable zones, primarily by eliminating unnecessary through traffic. By decreasing the number of cars, the space would be safer for pedestrian and cyclist use, and would therefore be more accessible for residents. Following the previous intervention, there would only be bus and bicycle access from Triq Santa Marija to Triq iż-Żurrieq whereas cars would be directed towards Triq San Pawl. In this way cars that would try to access the square from Triq San Pawl would be redirected back.

In addition, the perpendicular parking at the square could be shifted further away from the pavement in order to narrow the existing road into one lane. The parking bays may be further arranged into a herringbone configuration in order to enable better maneuvering in and out of the bay. This configuration would make cars slow down as others are parking, and discourage any other cars from using this road as a shortcut. Floor markings would be used at intersections leading to the square, so as to represent the boundaries of a pedestrian oriented zone.



Controlling traffic from various streets leading to the centre is vital for the success of the intervention. The upper end of Triq Dun Ġużepp Caruana leading to Triq Santa Marija would be blocked for vehicular traffic, while the lower road would be used in order to access the parking within the square or to exit via Triq San Pawl. Finally, the upper segment of Triq Il-Kenn between Triq Santa Marija and Triq il-Menqa is being proposed to be closed off to traffic to eliminate cars accessing the square from this road.

In terms of Triq San Pawl, the lower end of this street intersects with other local streets and is characterised by a small seating pocket. Tactical urbanism, in the form of floor markings in front of this pocket, is being proposed to slow cars down and to give pedestrians priority when crossing and using the space.

Intervention 5

Triq San Tumas and Triq Hlantun: Level 2

As existing, Triq Hlantun caters for two-way traffic despite its narrow street width, whilst Triq San Tumas caters for one-way traffic moving southwards. In order to reduce vehicular traffic within the local roads, deter traffic from Safi’s centre, and increase pedestrian safety, both streets are being proposed as one-way streets – with Triq Hlantun leading downwards towards Triq Ta’ l-Ajżar and Triq San Tumas changing direction northwards towards Triq San Pawl. Therefore, both streets would form an access loop together with Triq Ta’ L-Ajżar.

Intervention 6

Triq Il-Menqa and Triq il-Hajt Ruman: Level 1, 2 and 3

Triq Il-Menqa has a high catchment due to the presence of the Local Council, the public garden and the primary school. In order to decrease car traffic, the strategy proposes that the current two-way road is rerouted to cater for one-way traffic - in opposing directions (from Triq il-Hajt Ruman and Triq il-Kenn) and meeting at the intersection with Triq l-Iskola. Again, this strategy aims at discouraging traffic that uses Triq Il-Menqa as a shortcut and therefore potentially results in higher pedestrian safety.



Triq il-Hajt Ruman runs across the peripheral limits of Hal Safi with Żurrieq, having the residential village on one side and farm land on the other. As a straight, direct and well paved road, it has the potential to contribute to the Slow Streets network. The intervention is proposed for the upper segment of the street, which stretches from Triq iż-Żurrieq down to the intersection with Triq Ta’ Ġawhar. This segment is a two-way lane with designated parking on both sides until the public garden. Due to the limited road width (4.9m) and the on-street parking, the intervention proposes the street to be shared between vehicles and cyclists. The proposal includes new signage highlighting pedestrian and cyclist priority and low speed limits. The slip road at Misraħ San Matthew may further be dedicated for pedestrian and cycling use through the inclusion of more appropriate signage.

The dirt road leading to Triq Sant’ Andrija in Żurrieq is proposed to be closed off for vehicular traffic, only to be used by pedestrians. Therefore, cars would use the upgraded peripheral roads instead. The intersection of the dirt road with both Żurrieq and Safi would be characterised by tactical urbanism interventions, in the form of floor markings, in order to alert drivers and encourage pedestrians to use it.

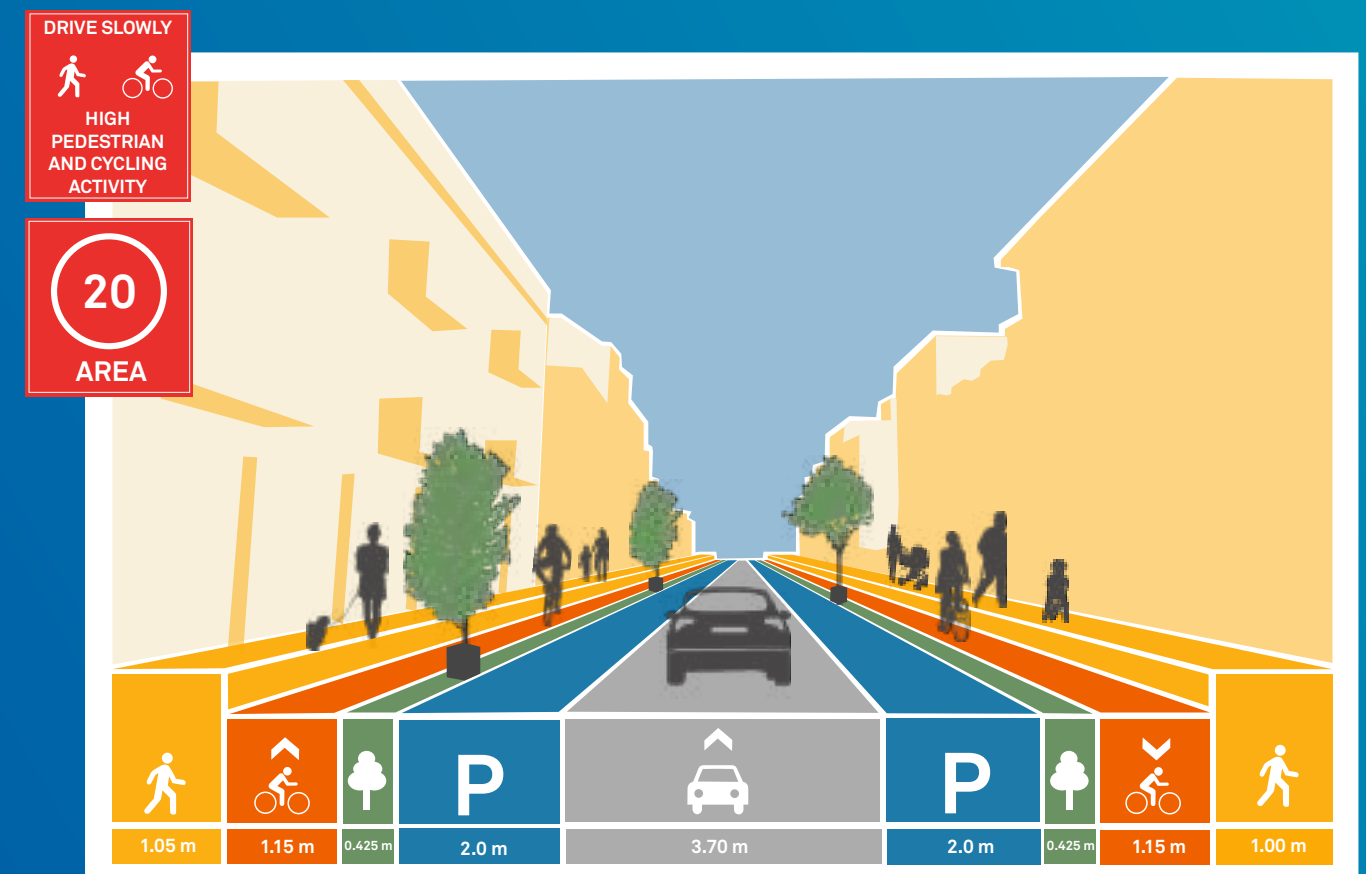
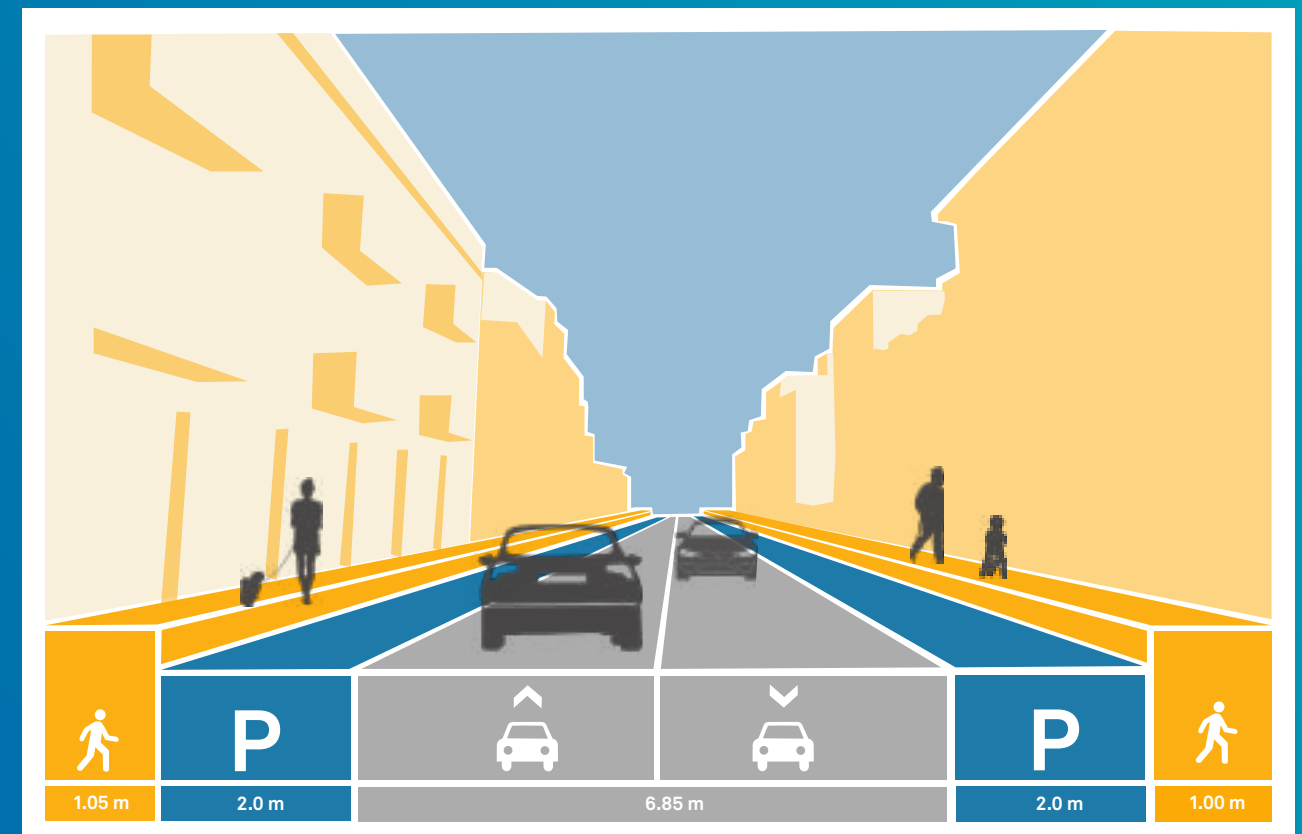


Intervention 7

Triq ta' Ġawhar: Level 4

Currently this road caters for two-way traffic (mainly through traffic), leading to Triq il-Ħajt Ruman (Intervention 6) and eventually to Żurrieq. In order to potentially reduce the amount of through traffic using this road, it is being proposed to reconfigure it into a one-way road in opposing directions meeting at Triq Il-Kenn. The remaining space gained from the elimination of one vehicular lane could be allocated to two cycling lanes in either direction, separated from the vehicular lane by on-street parking and the addition of physical barriers (such as planters).

As this road is adjacent to the proposed play street (Intervention 8), reducing traffic and introducing colourful floor marking for pedestrian crossings would increase the quality of the street and pedestrian safety.



LEGEND

Signage/Tactical Urbanism

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

Traffic Management

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

TRIQ TA' ĠAWHAR



Intervention 8

Triq il-Biedja: Play Street

This road is located adjacent to the green stretch of Ġnien Dun Karm Vella and intersects with Triq ta' Ġawhar and Triq il-Kaċċaturi. It has the potential of attracting more people to the area and is therefore being proposed to become a play street during designated times when traffic volumes are low. The play street would therefore become an extension of the existing garden, thus increasing its use and activity.



This play street has been chosen since there are fewer garage entrances than the adjacent roads (such as in Triq Dun Karm Vella) and could therefore be more easily closed to local traffic during certain times of the week.





Barrier elements

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

Landscaping elements

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

Programming

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



Street furniture

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

Signs

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

Surface treatment

can be used to further define the playstreet





Intervention 9

Triq San Ġorġ: Level 1, 2 and 3



This street stretches from Triq Hlantun (Intervention 5) to Ġnien t'Amparell, situated in the eastern part of the residential area. The first part of the street, from Triq Hlantun to the intersection with Triq San Ġwann, is proposed to be rerouted into a one-way road instead of two-way, direction towards Triq San Ġwann. This would limit the amount of vehicular traffic accessing the central local roads and square.



From the intersection with Triq San Ġwann until the roundabout in front of Ġnien t'Amparell, the road would remain as a two-way street but would include signage for low car speed and pedestrian priority. The area surrounding the roundabout, near Ġnien t'Amparell, is proposed to include tactical urbanism, specifically floor marking to clearly delineate the traffic lanes. In this way, space may be better managed among the different users and a safer pedestrian environment may be created. Within the remaining large asphalted area more pedestrian space could be introduced, together with better landscaping, which would potentially attract more residents to this space and utilise the (currently underused) existing wide pavement in a better manner, with the inclusion of a well-shaded seating environment.

Intervention 10

Ġnien t'Amparell with Triq Ananija and Triq Il-Ħarruba: Level 2 and 3

This green pocket is currently disconnected from the village as it is located next to the agricultural fields, at quite some distance from the square and the surrounding compact village fabric. This intervention focuses on integrating this garden with the rest of Safi, as it has the potential to become a more frequented public space.

Tactical urbanism in the form of floor markings and physical barriers (such as bollards or planters) between Ġnien t'Amparell and the small urban pocket next to Triq Ananija would better connect both open spaces and, in turn, enlarge the pedestrian area. In order to enhance this intervention, the existing parking spaces may be shifted from their position in front of the garden to parallel parking in line with the low masonry wall. Traffic could be rerouted to use Triq Ananija instead of using the area between the two pockets, thus increasing pedestrian safety and the pedestrian space itself.

The two-way streets of Triq Ananija and Triq Il-Ħarruba are proposed to be rerouted into a one-way route in order to have less traffic and higher pedestrian safety; an important consideration given that these streets are adjacent to important green pockets, to which residents should be given better access.



Intervention 11

Triq San Ġwann and Triq Ta' L-Ajżar: Level 1

Triq San Ġwann is a connector between Safi and its neighbouring village, Kirkop. Apart from it being an entrance to Safi, it is also used to access a sizeable educational hub in Kirkop. The proposal therefore envisages a safer road for both pedestrians and cyclists, through the introduction of appropriate signage for low vehicular speeds and pedestrian priority.

As a continuation of Triq San Ġwann, Triq Ta' L-Ajżar is also proposed to have better signage that reinforce the Slow Streets network – signage and controlled speed limits are particularly important in such dense residential areas. This road will be also form part of the cycling network, leading cyclists from/to Triq San Ġwann, and forming a one-way cycling loop from Triq ta' L-Ajżar to Triq San Tumas/Triq Qerd in-Naħal, to Triq Ħlantun, Triq San Ġorġ and back to Triq ta' L-Ajżar.



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.

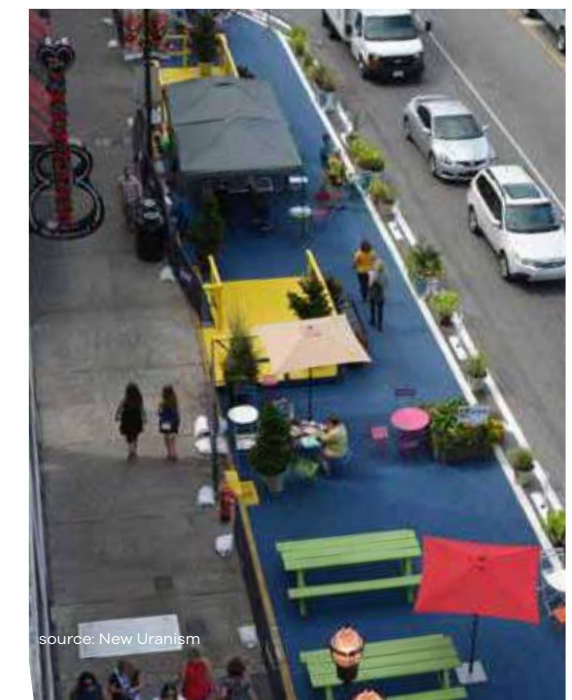


Hal Safi

The simplest interventions to implement first would be the proposed play street, tactical urbanism interventions (namely floor markings) and the initial testing of proposed rerouting and street reconfigurations, including the centre, on designated days with the introduction of temporary signage, barriers and the like. Floor markings at intersections and critical crossings can be carried out first as pedestrian priority and safety is the primary concern of the Slow Streets initiative. Specifically at intersections leading to Misrah IL-Knisja, the floor markings are important as physical signs to slow down traffic and possibly deter it from unnecessarily accessing the centre, in tandem with initiative to make it harder for through traffic to pass through the locality and instead opt for Triq il-Kučcard.

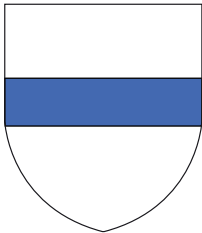
Play street closures in Triq il-Biedja and the testing of some street interventions, occurring during this phase, may be carried out on designated days and at times when traffic is already low. Testing for such closure could commence on Sundays using temporary signage and protective barriers.

During the second phase, the interventions for the proposed reconfigurations on Triq Ta' Ġawhar and Triq Dun Karm Lia could be carried out, as they would be an important addition to the pedestrian network. Simultaneously, the proposal for the increased pedestrian space and limiting of vehicular access within the central core and specifically at Misrah IL-Knisja may extend over the entire weekend, while further testing for the interventions within the inner local roads could occur at carefully chosen times. 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.

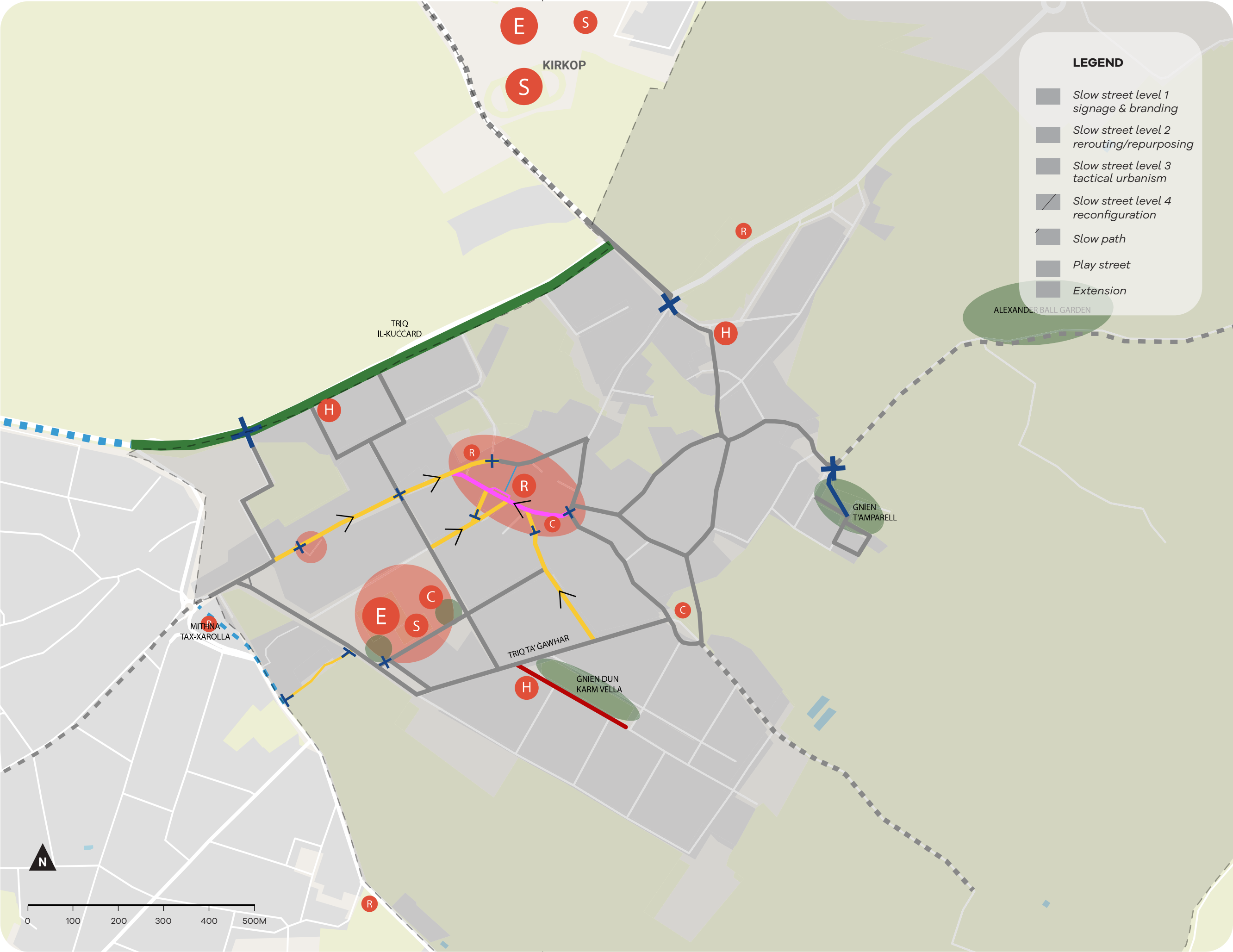


PHASING

STARTING &
TESTING THE
NETWORK

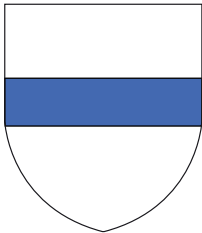


KUNSILL LOKALI
HAL SAFI

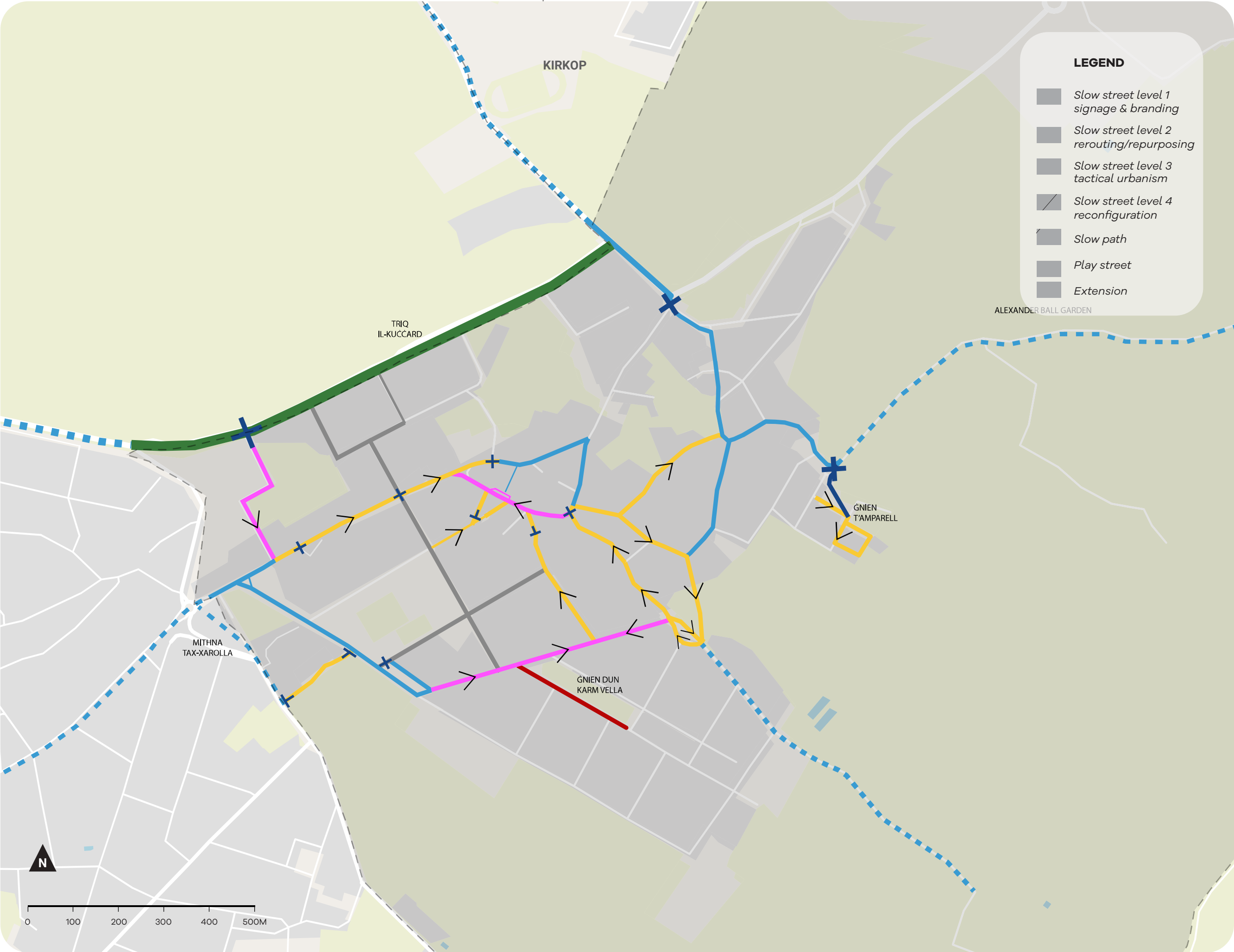


PHASING

STRENGTHENING
THE NETWORK

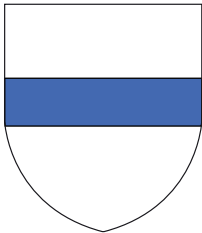


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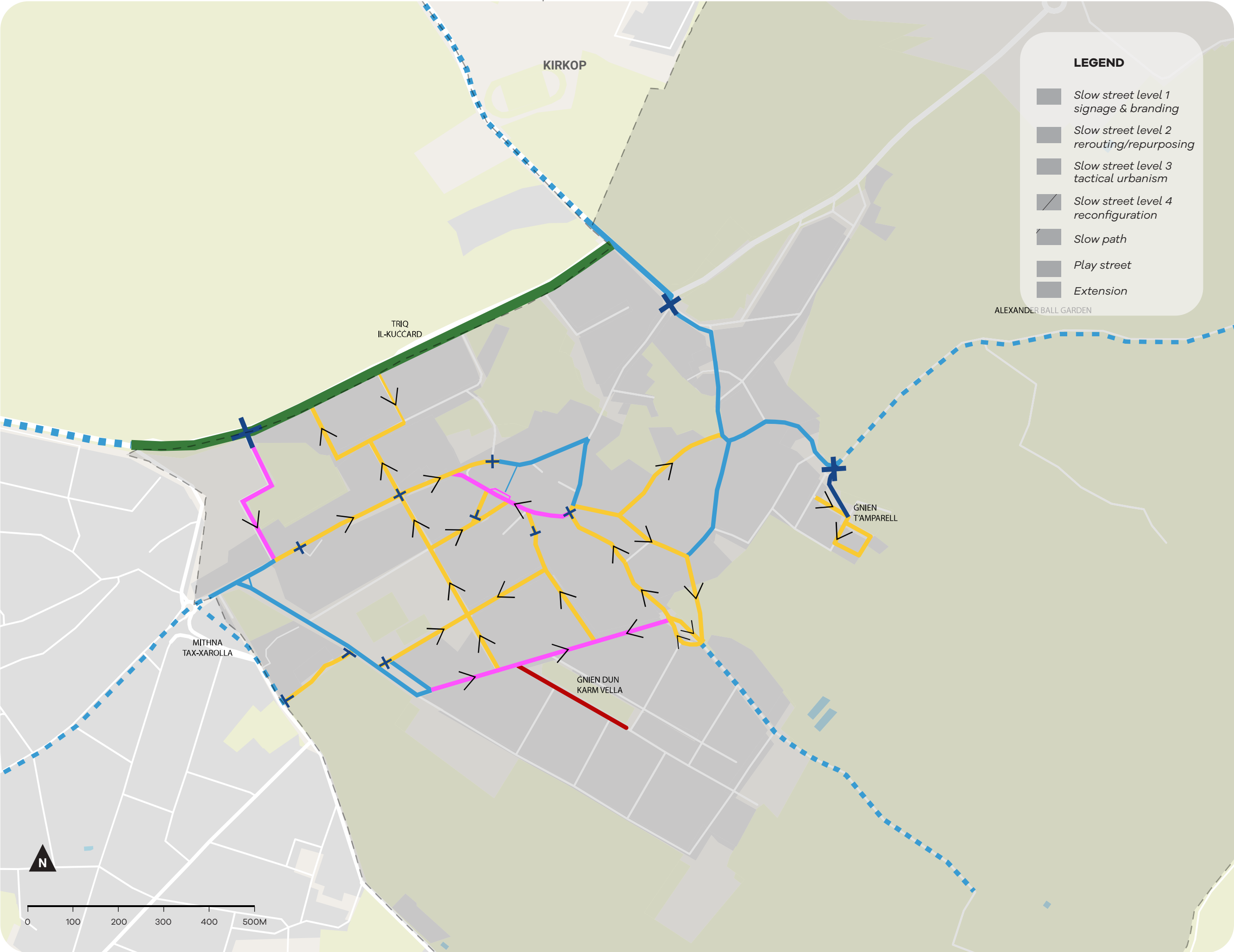



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
HAL SAFI





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.

Hal Safi is a small locality located in the Southern area of Malta. As a small village with a large potential to become more walkable, the focus of the Slow Streets strategies for the Hal Safi network features two main objectives. The first aim is to transform the village centre to a more pedestrian-oriented space. The second aim is deterring through traffic that uses the local streets of Hal Safi in order to access the neighboring locality of Żurrieq.

The main aim therefore, is to liberate local streets from extraneous traffic by using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, to shift priority to pedestrian and cyclist use. A number of key routes 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.

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

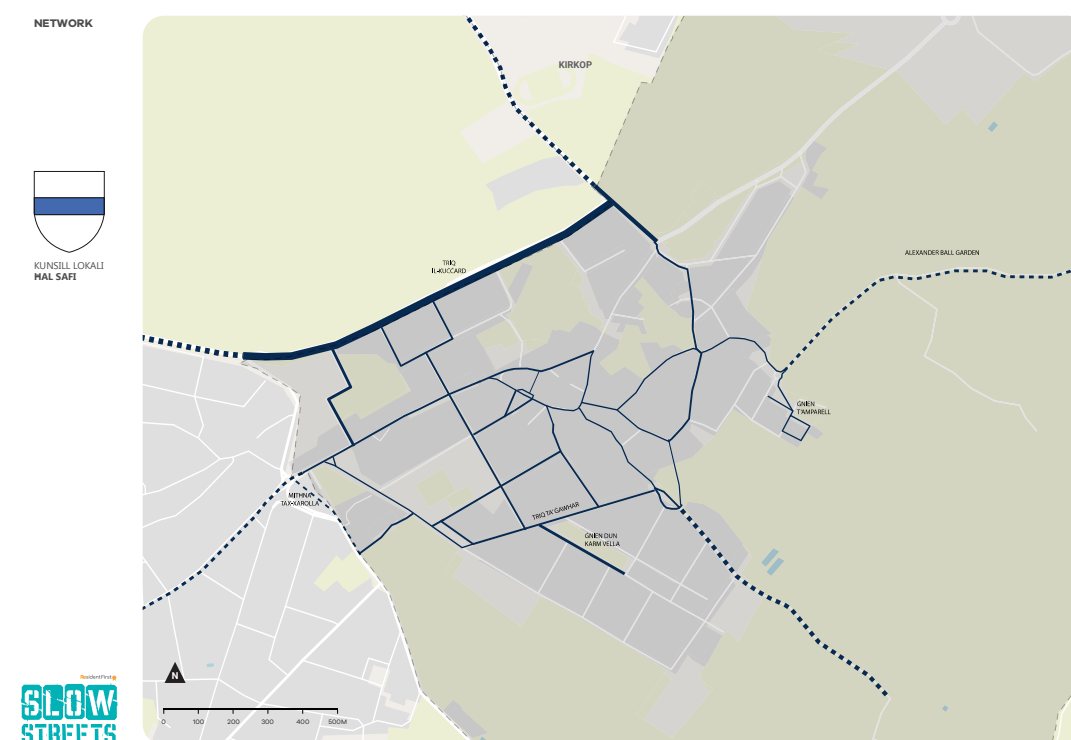
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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 il-Kučcard service road (Slow Path and tactical urbanism)

Signage: Slow Streets branding

Signage: 30km/hr speed limit

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

Tactical Urbanism: floor markings at intersection with Triq Dun Karm Lia

Intervention 1 - Triq Dun Karm Lia (reconfiguration)

Signage: Slow Streets branding

Signage: one-way road (direction south towards Triq iż-Żurrieq)

Signage: drive slowly, high levels of pedestrian and cycling activities

Reconfiguration: Reduce road width to 3.7m, designate parking spaces and introduce a

designated cycle lane in the freed up space (direction south towards Triq iż-Żurrieq)

Tactical Urbanism: floor marking emphasising cycle lane and additional pedestrian

space, and new floor markings designating vehicular parking spaces.

Intervention 2 - Triq is-Summien, Triq in-Nassaba, Triq it-Tellerit (rerouting)

Signage: Slow Streets branding

Signage: 30km/hr speed limit

Signage: one-way road

Signage: share the road (cyclists and drivers)

Rerouting: two-way roads to one-way roads (forming a loop Triq is-Summien to Triq in-

Nassaba to Triq it-Tellerit)

Intervention 3 - Triq l-Iskola and Triq iż-Żurrieq (rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: 30km/hr speed limit

Signage: drive slowly, high pedestrian activity

Signage: one-way road

Signage: no left turn (from Triq l-Iskola into Triq iż-Żurrieq)

Signage: limited access to public buses (at Triq iż-Żurrieq intersection with Triq

l-Iskola direction west towards the square)

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

in-Nassaba); changing direction of one-way road for general traffic at Triq iż-Żurrieq

(direction towards the square)

Tactical Urbanism: floor marking and planters (at seating pocket in Triq iż-Żurrieq)

emphasising pedestrian space; pedestrian crossing to enable safer pedestrian activity;

shift of parking bays to opposite side (Triq iż-Żurrieq).

Intervention 4 - Misraħ il-Knisja, Triq Santa Marija (rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: drive slowly, high level of pedestrian activity

Signage: no left turn except for public buses and bicycles (from Triq Santa Marija into

Triq iż-Żurrieq)

Tactical Urbanism: shift parking bays outwards towards Triq Santa Marija into a

herringbone; floor marking designating freed up space for pedestrian; floor markings

at intersections emphasising pedestrian priority square

Intervention 4 - Triq Dun Ġużepp Caruana (rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: drive slowly, high level of pedestrian activity

Signage: pedestrian priority

Signage: no entry (upper road leading to Triq Santa Marija)

Signage: limited access for parking only (lower road leading to Triq Santa Marija)

Rerouting: close off the upper road for pedestrians only and allow access for parking

in the square from the lower road leading to Triq Santa Marija

Intervention 4 - Triq il-Kenn, Triq San Pawl (rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Signage: drive slowly, high level of pedestrian activity

Signage: one-way road (Triq il-Kenn, direction north)

Rerouting: two-way road to one-way road, direction north towards Triq Santa Marija.

Signage: no entry (to Triq Santa Marija)

Tactical Urbanism: floor marking in front of seating pocket at the lower end of Triq San

Pawl, to emphasise pedestrian priority and slow down traffic

Intervention 5 - Triq San Tumas and Triq Hlantun (rerouting)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

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

Signage: one-way roads

Rerouting: two-way road to one-way road (Triq Hlantun) direction towards Triq ta'

l-Ajżar; change direction of one-way road (Triq San Tumas) direction north towards

Triq San Pawl

Intervention 6 - Triq il-Menqa (rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: one-way road

Rerouting: two-way road to one-way road in opposing directions from Triq il-Ħajt

Ruman and Triq il-Kenn, with traffic meeting at the intersection with Triq l-Iskola

Tactical Urbanism: floor marking emphasising pedestrian priority to slow down traffic (western end of the road)

Intervention 6 - Triq il-Ħajt Ruman (signage & branding)

Signage: Slow Streets branding

Signage: 30km/hr speed limit

Signage: share the road (cyclists and drivers)

Signage: pedestrian and cyclist priority (Triq il-Ħajt Ruman)

Intervention 7 - Triq ta' Ġawhar (reconfiguration)

Signage: Slow Streets branding

Signage: drive slowly, high pedestrian and cyclist activity

Rerouting: two-way road to one-way road, in opposing directions meeting at Triq il-Kenn

Reconfiguration: reduce road width to 3.7m, shift parking bays at both sides of the new road width, and introduce two designated cycle lanes

Tactical Urbanism: floor marking for two designated cycle lanes; planters as physical barriers; colourful floor marking for pedestrian crossings adjacent to play street; and new paint for shifted parking bays

Intervention 8 - Triq il-Biedja (Play Street)

Signage: Slow Streets branding

Play Street: programming of activities

Intervention 9 - Triq San Ġorġ (signage & branding, rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

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

Signage: one-way road

Rerouting: from two-way part-road to one-way part-road (from Triq Ħlantun to the intersection with Triq San Ġwann) direction east towards Triq San Ġwann

Tactical Urbanism: floor marking delineating traffic lanes (at roundabout near Ġnien t'Amparell; floor marking emphasising pedestrian space in the remaining asphalted areas

Intervention 10 - Ġnien t'Amparell with Triq Ananija and Triq il-Ħarruba (rerouting and tactical urbanism)

Signage: Slow Streets branding

Signage: 20km/hr speed limit

Tactical Urbanism: floor marking between Ġnien t'Amparell and the small urban pocket next to Triq Ananija, emphasising pedestrian space; shift of parking bays to make way for new pedestrian space

Signage: one-way roads

Rerouting: two-way roads to one-way roads direction from Triq Ananija to Triq il-Ħarruba

Intervention 11 - Triq San Ġwann and Triq ta' l-Ajżar (signage & branding)

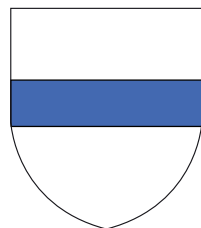
Signage: Slow Streets branding

Signage: 30km/hr speed limit

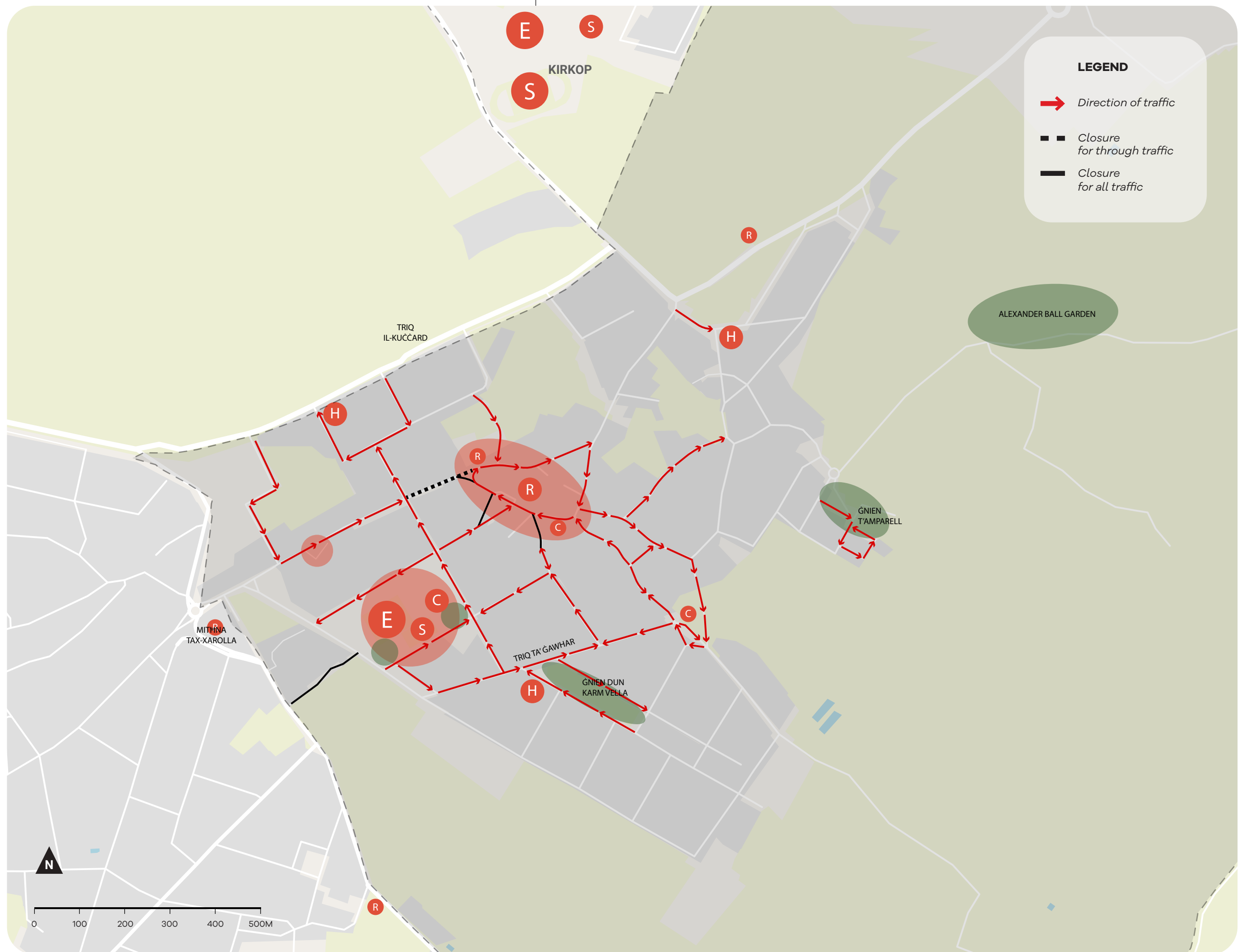
Signage: pedestrian priority

Signage: share the road (cyclists and drivers)

TRAFFIC



KUNSILL LOKALI
HAL SAFI



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