

ResidentFirst

SLOW STREETS

October 2020



KUNSILL LOKALI
SANTA VENERA

ResidentFirst

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

Project Team – studjurban

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

Project team – Studio Tom Van Malderen

Tom Van Malderen
Anna Horvath
Daniel Lupi

© studjurban and Studio Tom Van Malderen, 2020

Acknowledgements

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

Document images are cited by source. Unless otherwise specified, images have been produced by studjurban and Studio Tom Van Malderen.

Published by:

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

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

Contents

Introduction	2
Slow Streets Network	6
Implementation	18
Types of Interventions	20
Cycling	32
Santa Venera Interventions	36
Phasing	60
The Way Forward	68
Summary	70

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.



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.

Santa Venera

Santa Venera is a densely populated locality with its main residential areas broken up by a number of large and busy roads like Triq il-kbira San Ġużepp, Triq IL-Ferrovija and the regional road cutting right through its urban fabric. Over and above, a certain clash in activity and use exists between a number of long-established commercial businesses that find themselves today in the middle of said ever extending and densifying residential zones. The locality also features multiple activity centres, up and around Triq il-kbira San Ġużepp, Triq IL-Ferrovija, Triq IL-Kanun, Triq Misrah IL-Barrieri and adjacent to the Mriehel area. With the Romeo Romano Gardens, Santa Venera hosts one of the most beautiful enclosed gardens around, but it is unfortunately also one of the few accessible green public areas in the council.

Santa Venera is relatively walkable given that the distances between the main activity zones are short, services are easily available and, most of the time, within good reach, and the narrow streets provide much-needed shade during the hot summer months. These very same streets however, are in need of traffic reduction, and would benefit from slowing down motorised vehicles in favour of alternative modes of travelling. Currently, they do not offer the families residing in the locality, the necessary pedestrian safety and

comfort. Santa Venera’s multiple activity zones, as well as the presence of numerous commercial amenities (both retail and catering-related), make it an attractive destination, also attracting residents 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 Santa Venera’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.

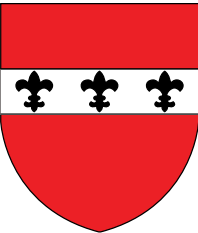
Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics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

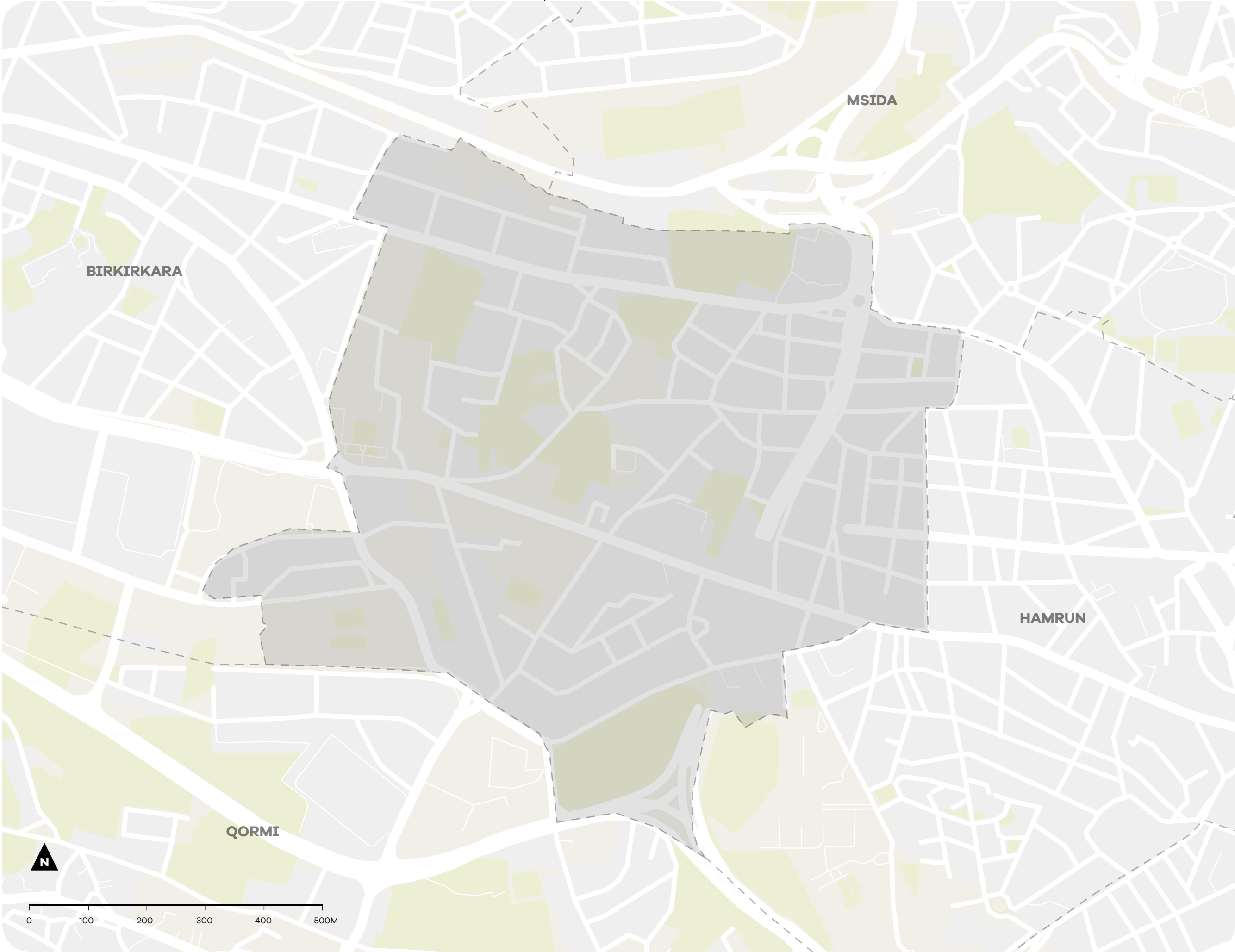
The strategy is finally concluded once it may be established that the individual interventions are able to coexist seamlessly, without creating any unwanted repercussions and while further considering potential extensions with neighbouring localities.

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.

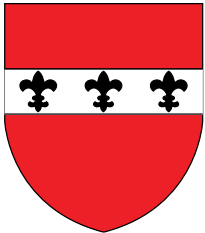
LOCALITY



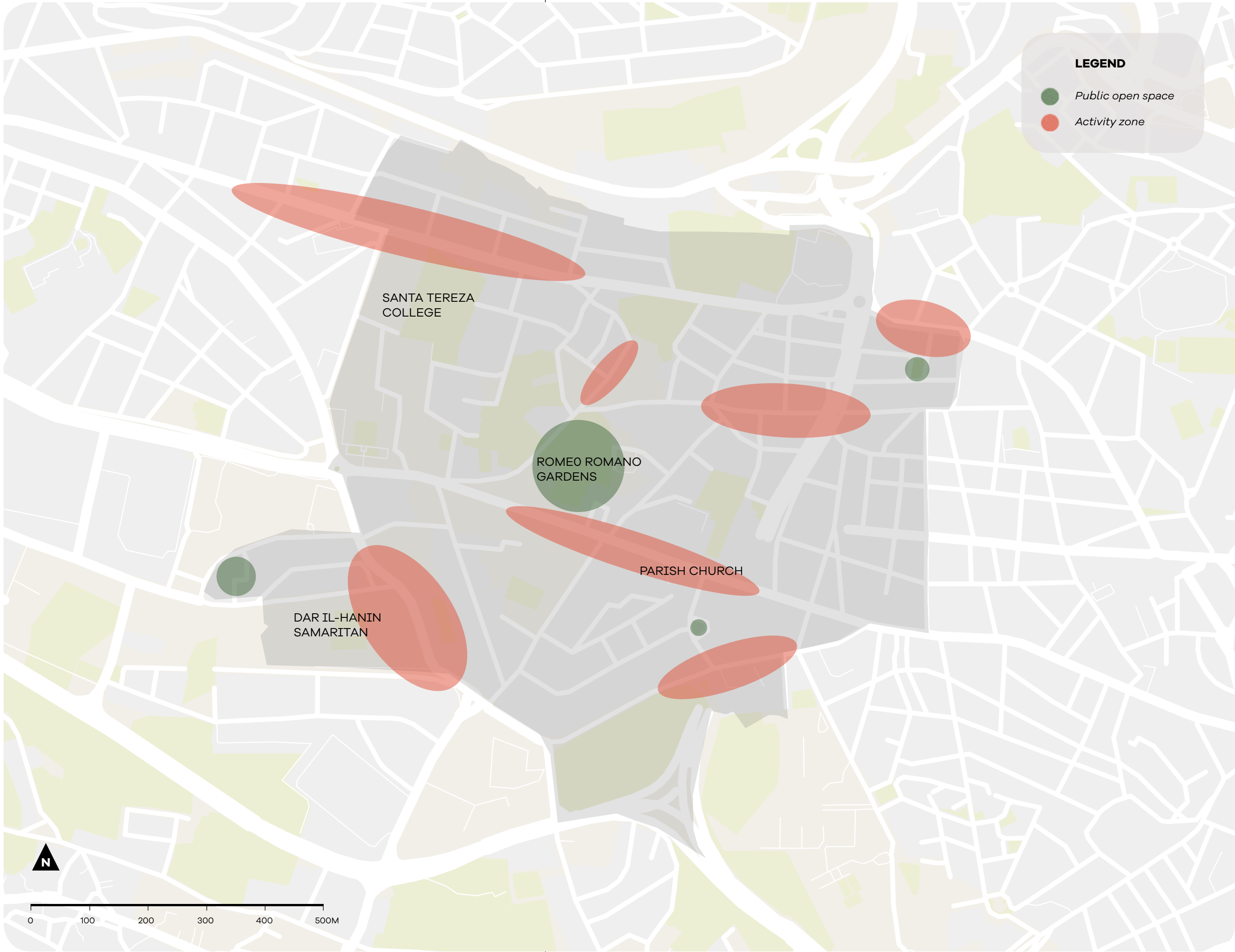
KUNSILL LOKALI
SANTA VENERA



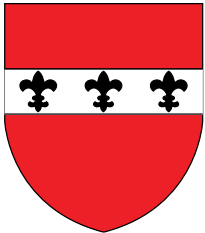
ACTIVITY
ZONES



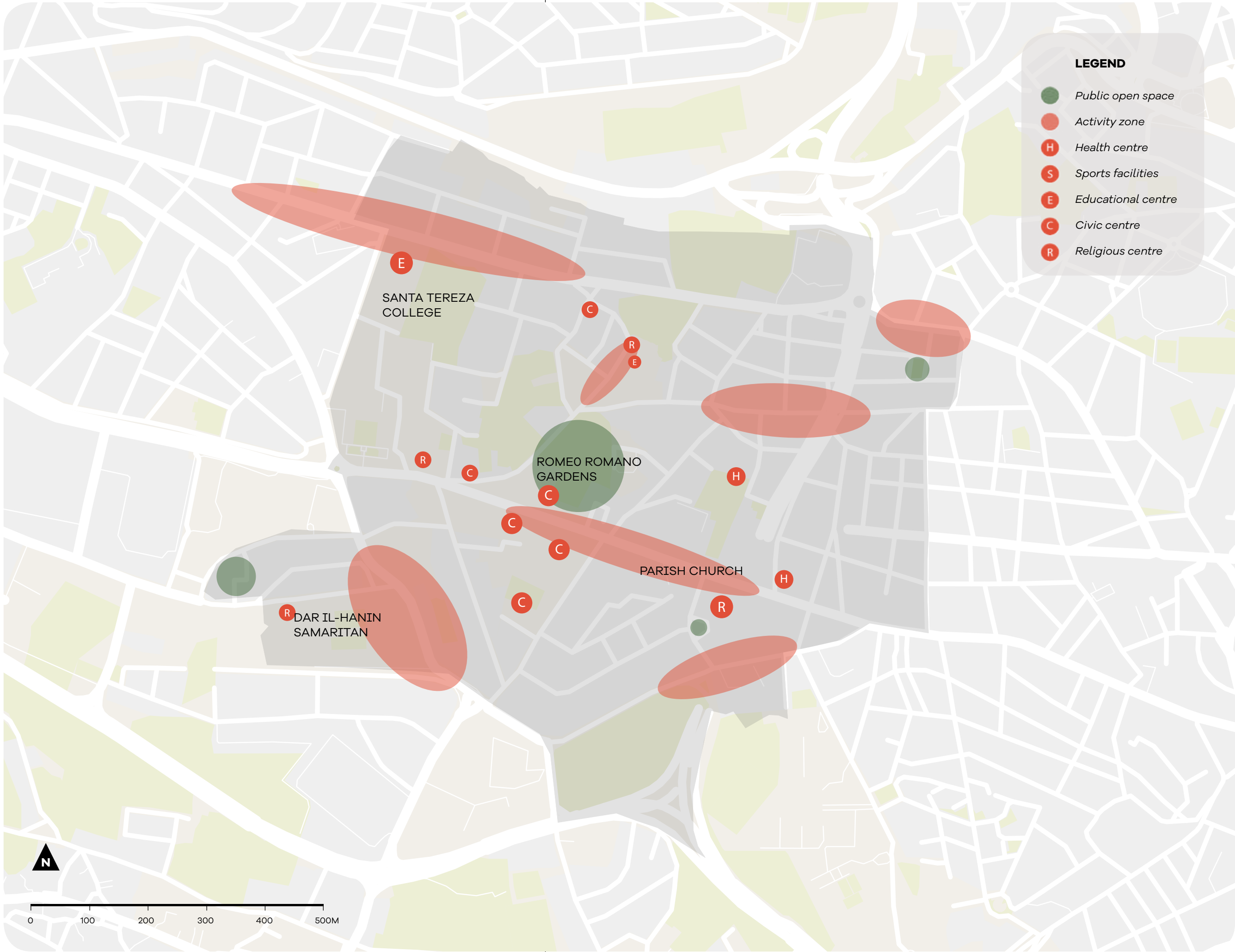
KUNSILL LOKALI
SANTA VENERA



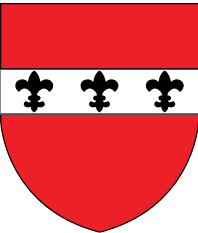
DESTINATIONS



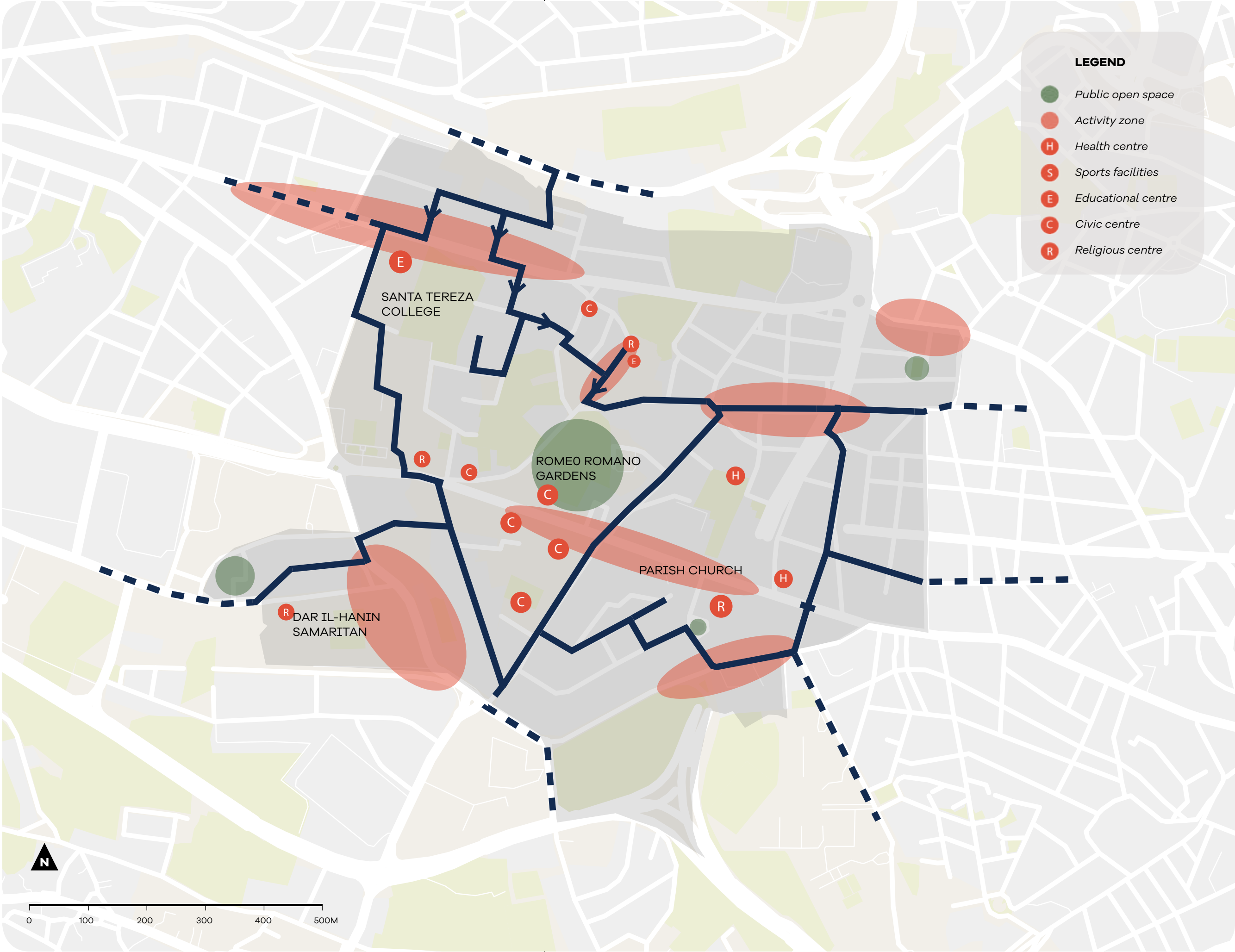
KUNSILL LOKALI
SANTA VENERA

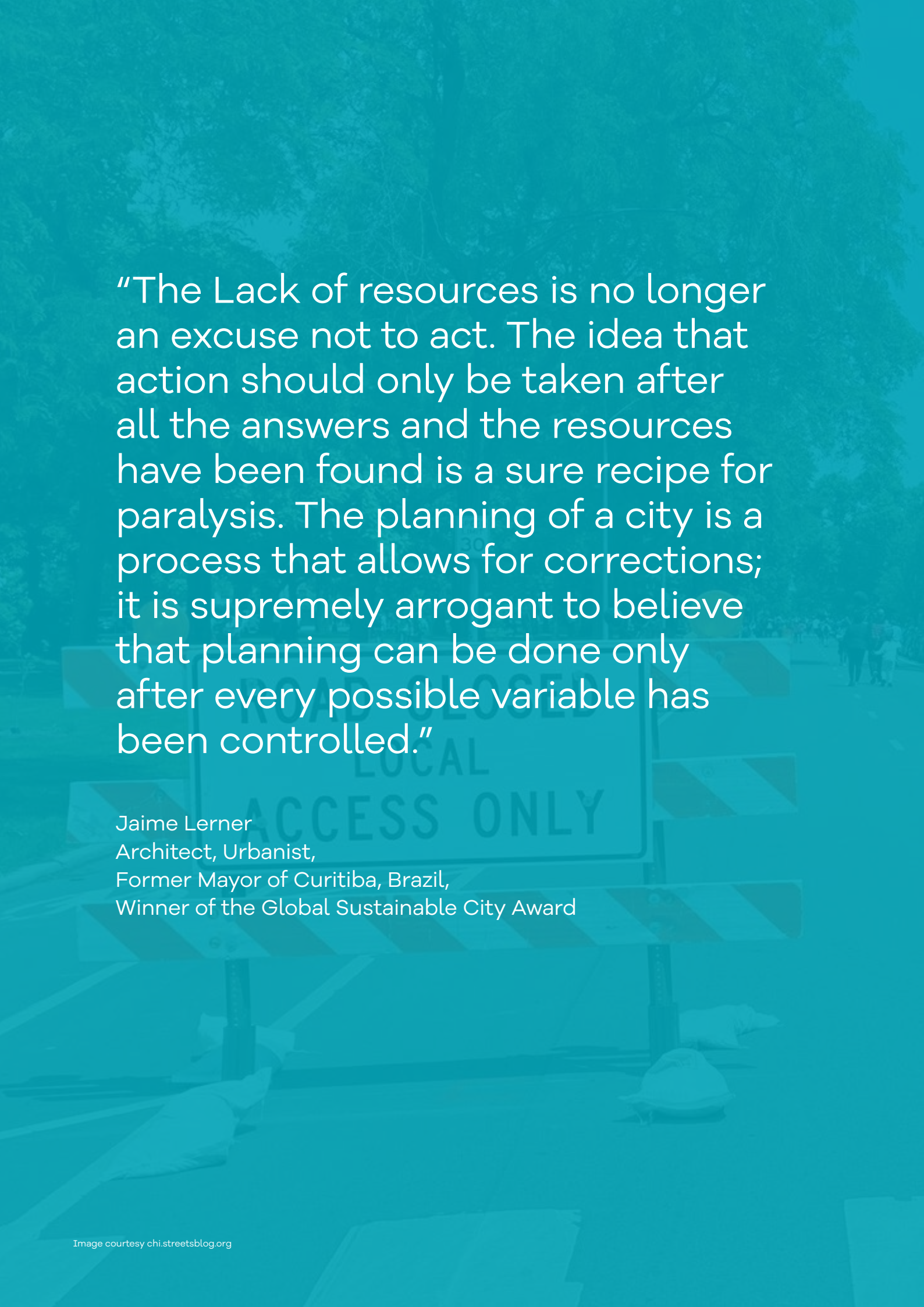


NETWORK



KUNSILL LOKALI
SANTA VENERA





“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

Santa Venera 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).

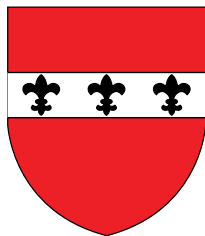


Extensions

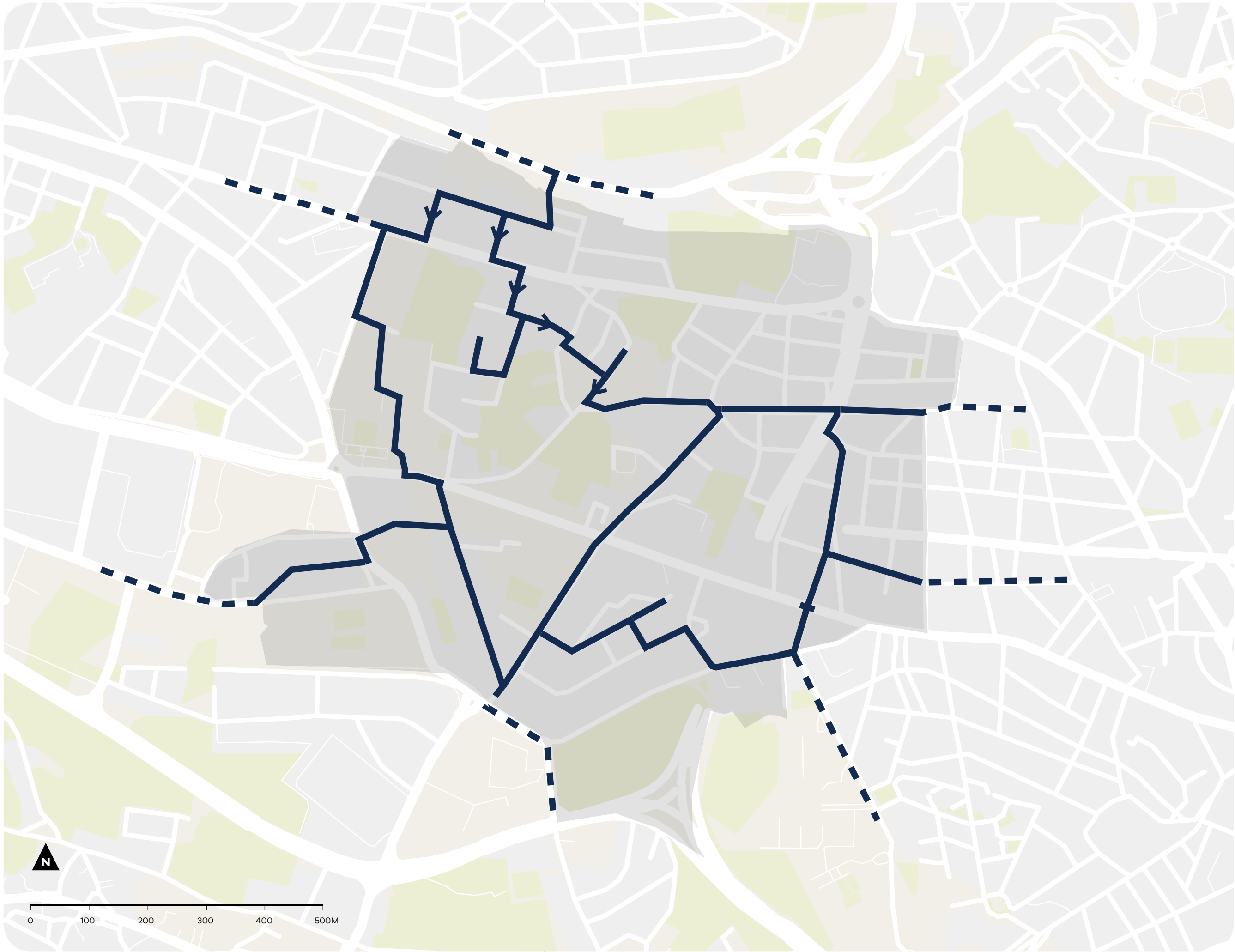
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



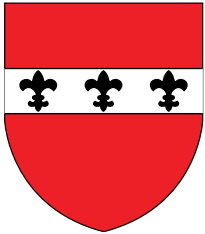
NETWORK



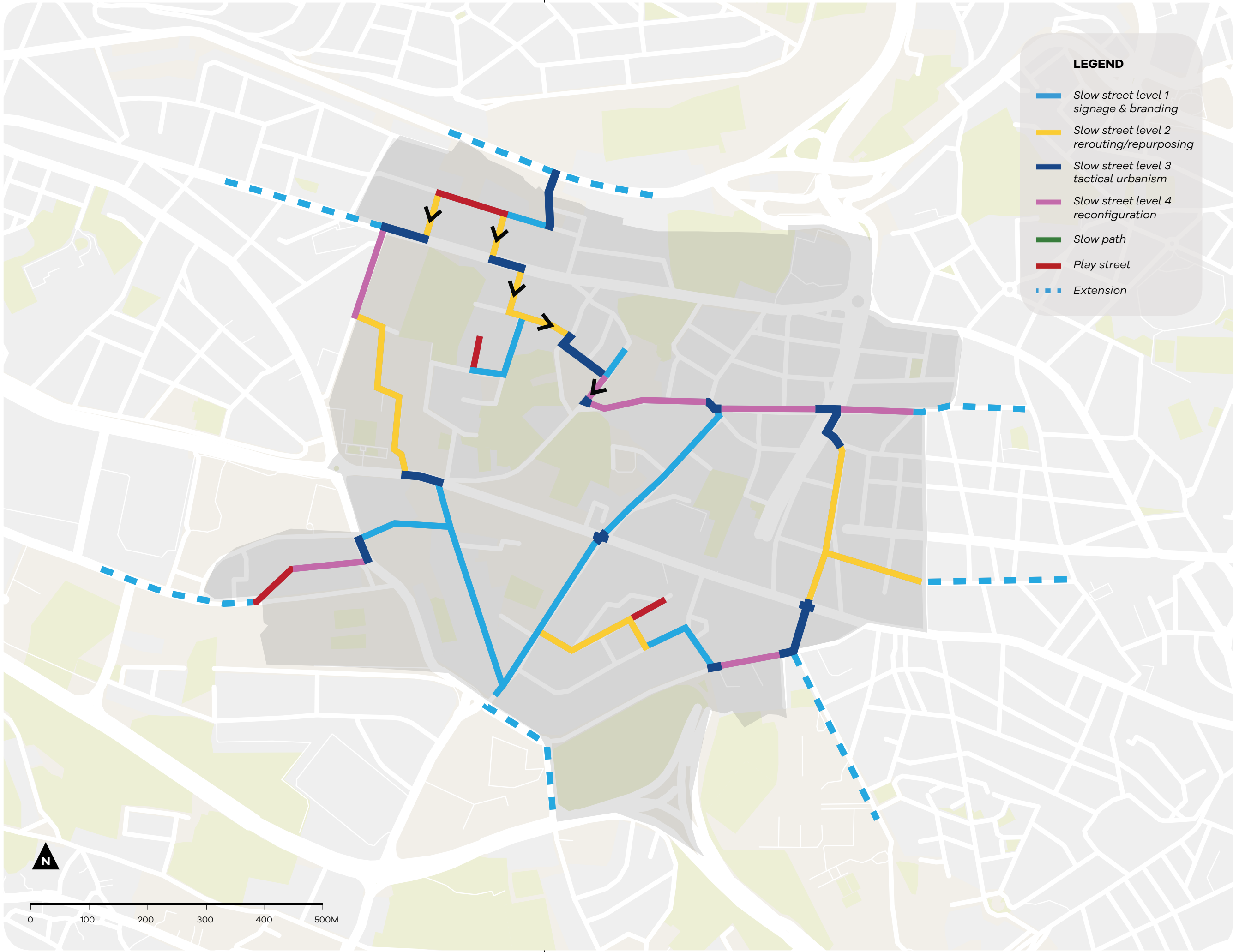
KUNSILL LOKALI
SANTA VENERA



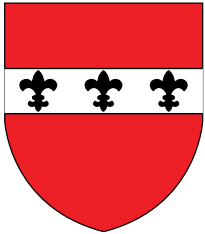
INTERVENTION



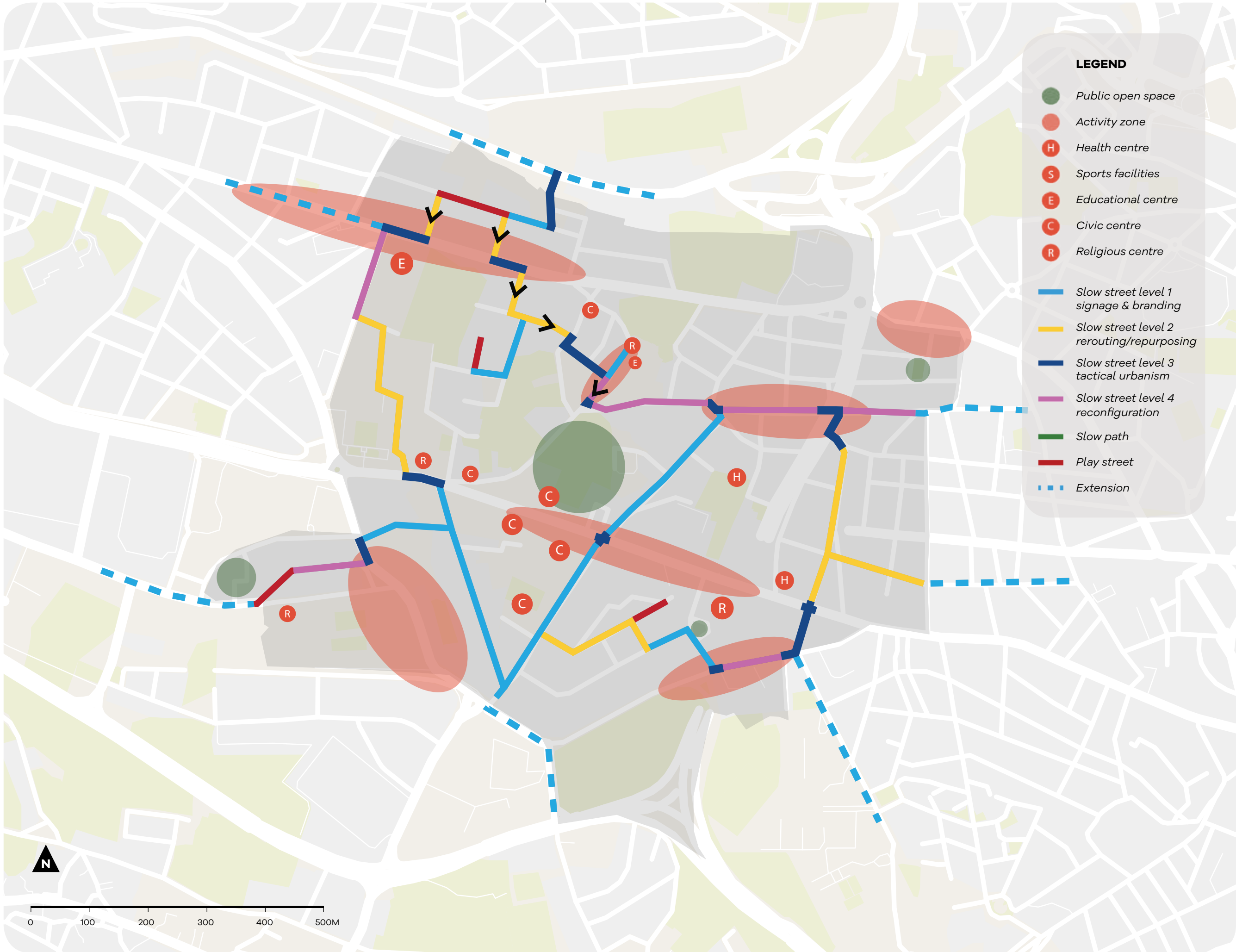
KUNSILL LOKALI
SANTA VENERA



INTERVENTION



KUNSILL LOKALI
SANTA VENERA



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.

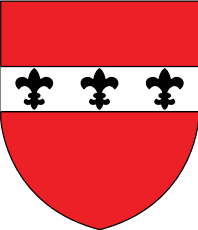
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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.

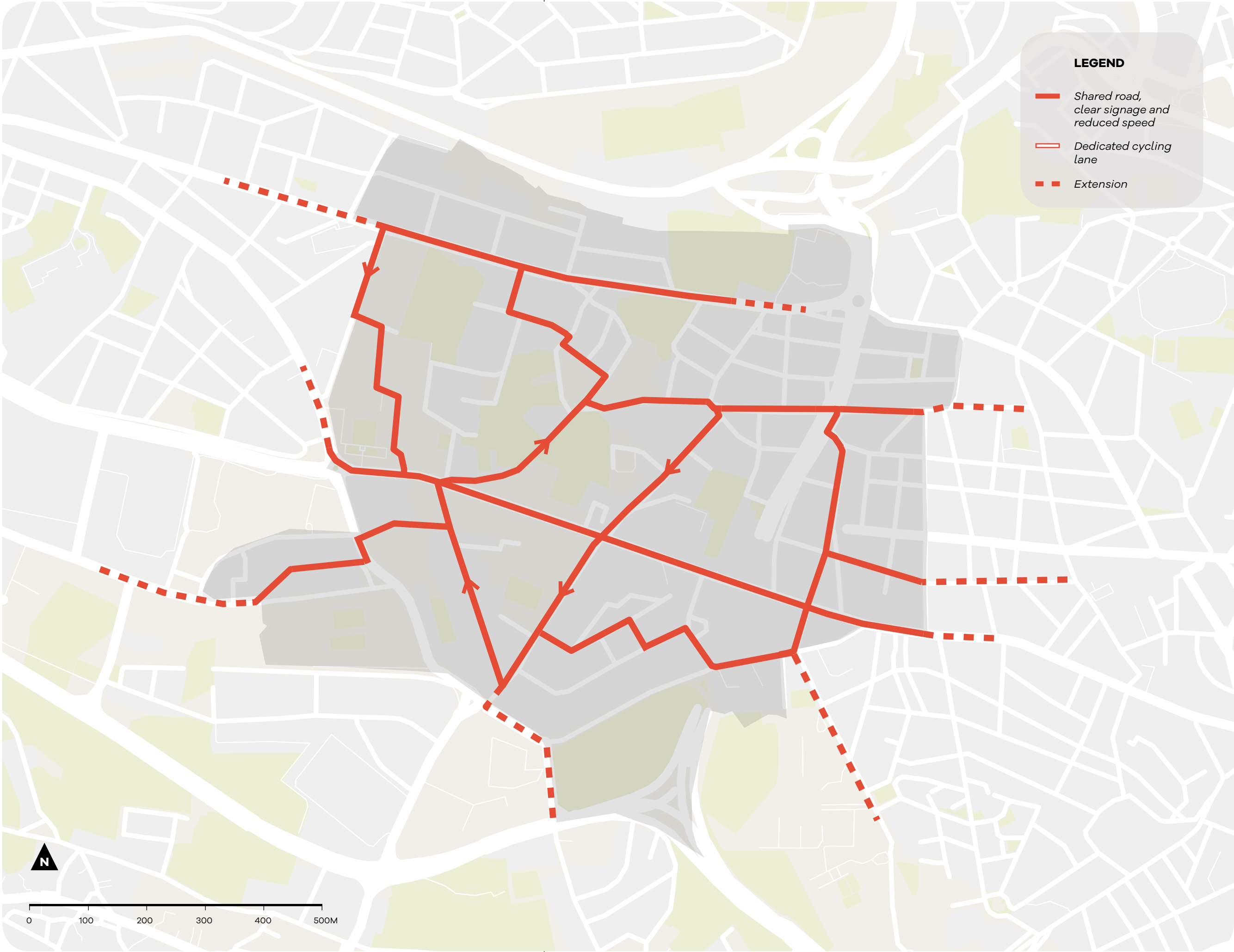


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING
NETWORK

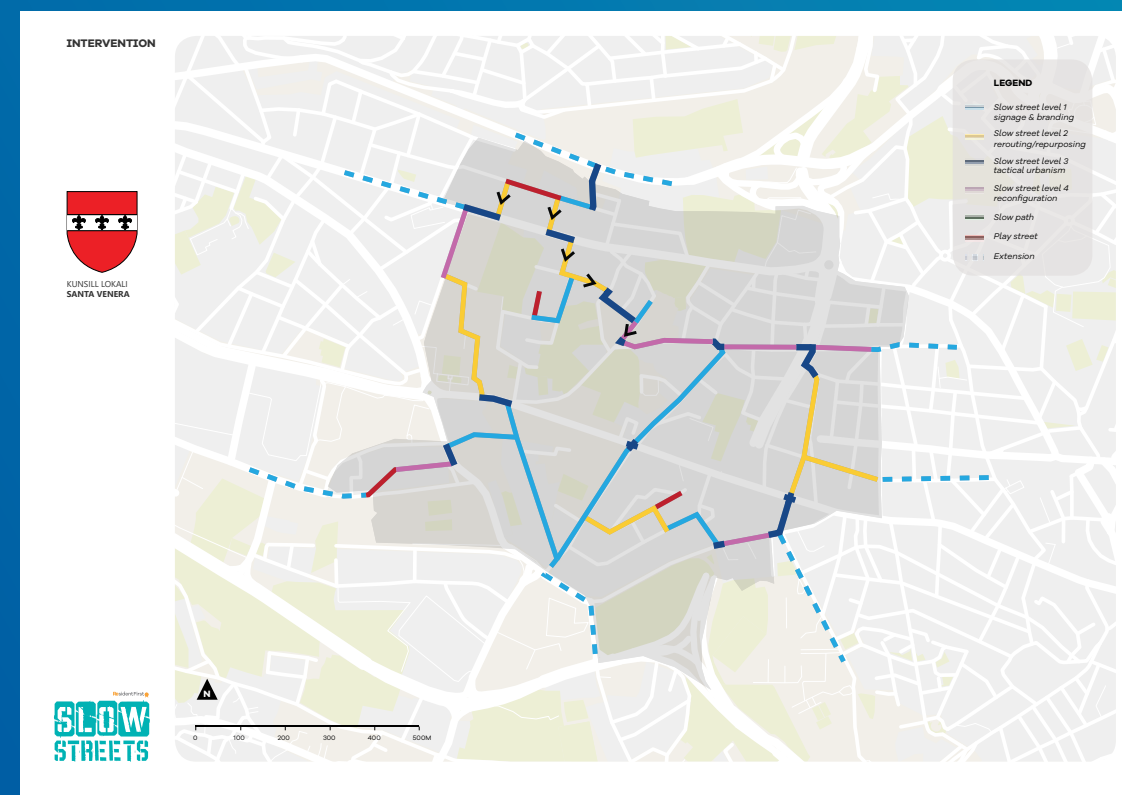


KUNSILL LOKALI
SANTA VENERA



Santa Venera 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.



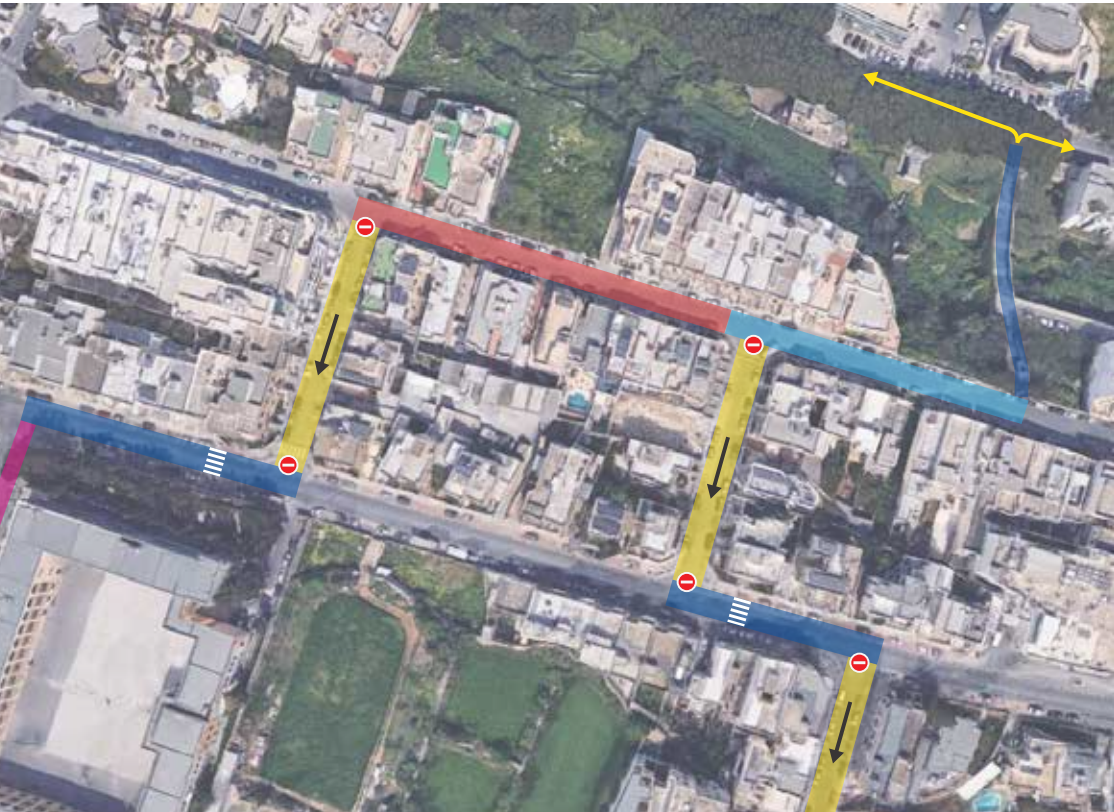
Intervention 1

Public Stairs Triq Il-Parilja and Tris Dun Gaetano Mannarino (Valley Road): Level 3

Intervention 01 focusses on the public staircase at the very northern end of Santa Venera. This existing pedestrian shortcut, connecting Santa Venera with the commercial activity on Valley road and providing further connections towards Msida and Birkirkara, would significantly benefit from the application of tactical urbanism tools. It is being proposed to make the connection more evident through the use of colour and signage, such that pedestrians may be aware of their presence and may be further incentivised to use them as a connecting route.



Adding appropriate signage at each entry point explaining the route's destination will increase the foot traffic. Painted art works will make the stairs feel more 'public', generating a feeling of safety and in turn motivate even more people to use this connection. The access points can be further embellished using planters, and the installation of lighting along the stairs would add further improvement.



Intervention 2

Triq Il-Parilja: Level 1 and Play street

Triq Il-Parilja is located in the middle of a dense residential area, and is currently mainly designated for parking. As there is ample space for more pedestrian use, the intervention proposes closing off a section of the street as a Play Street on weekends. Cars may instead circulate around using the adjacent streets, leaving this part of the street solely for recreational use during designated days and times when traffic volumes are low. The intervention also proposes the introduction of a more pedestrian and cyclist friendly route through this street with improved signage. The street should have signage for low vehicular speeds (20km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.



Intervention 3

Triq Xarretta and Kaless: Level 2

There is potential to consider these streets for more active pedestrian and cyclist use and have the road accessible only to residents. It is therefore proposed to be closed to through traffic in its entirety with the inclusion of appropriate signage that would allow for resident access only, as there are viable alternatives for cars to use the adjacent streets to get in and out the neighbourhood. 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 4

Triq Il-Ferrovija (Old Railway Track): Level 3

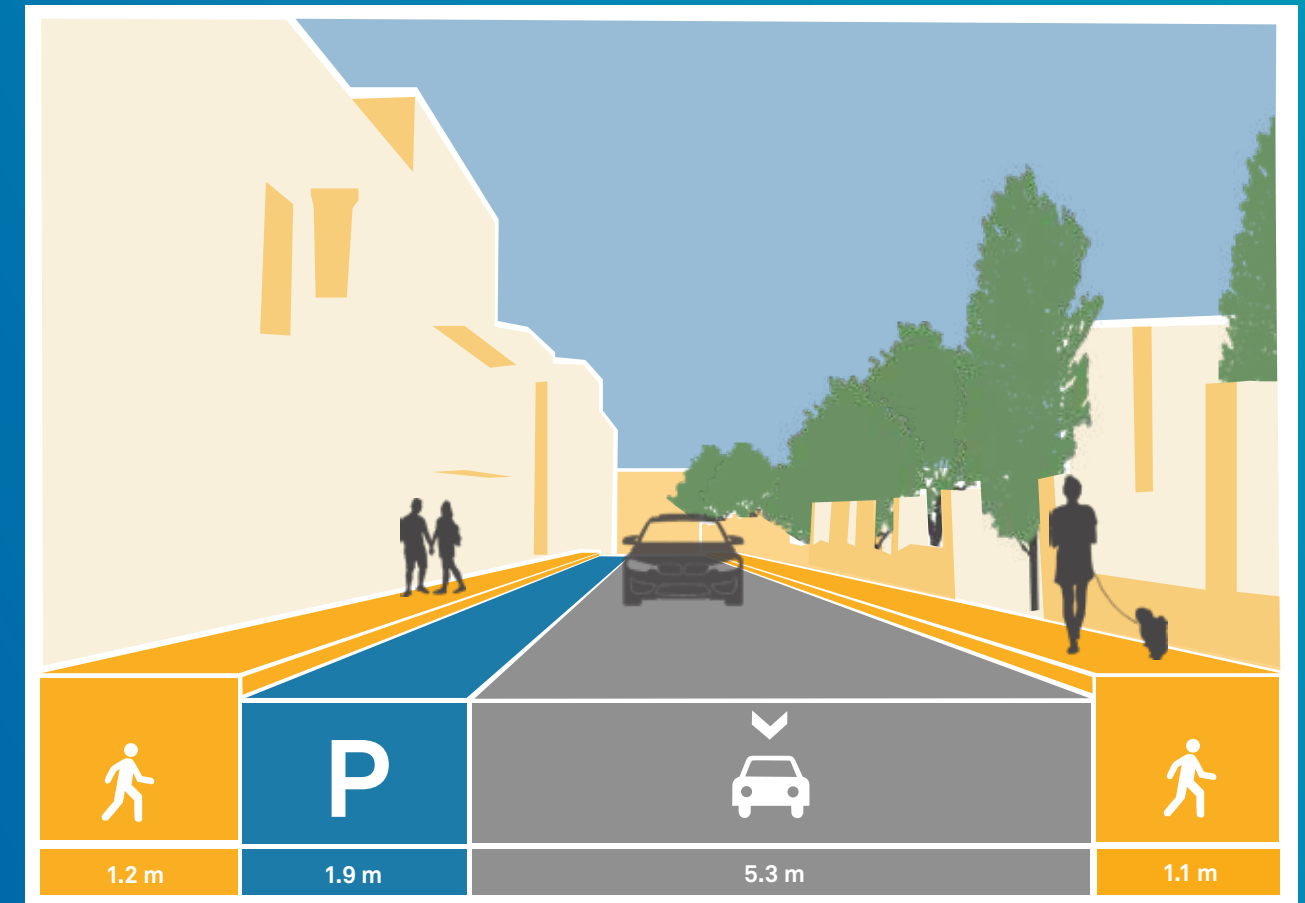
Triq Il-Ferrovija is a particularly busy strip of activity. Given the mixture of commercial outlets, housing and the Santa Tereza secondary school located around this node, the establishment of an enhanced pedestrian crossings is vital, so as to slow down cars and buses. Therefore the intervention proposes tactical urbanism interventions with stronger pedestrian crossings, preferably with bright paint markings so that they become clearly visible for approaching cars. Additional signage will emphasise temporary slow car speed (20km), sharing of the road with cyclists, and alert high pedestrian and cycling activity with the Slow Streets Network branding.



Intervention 5

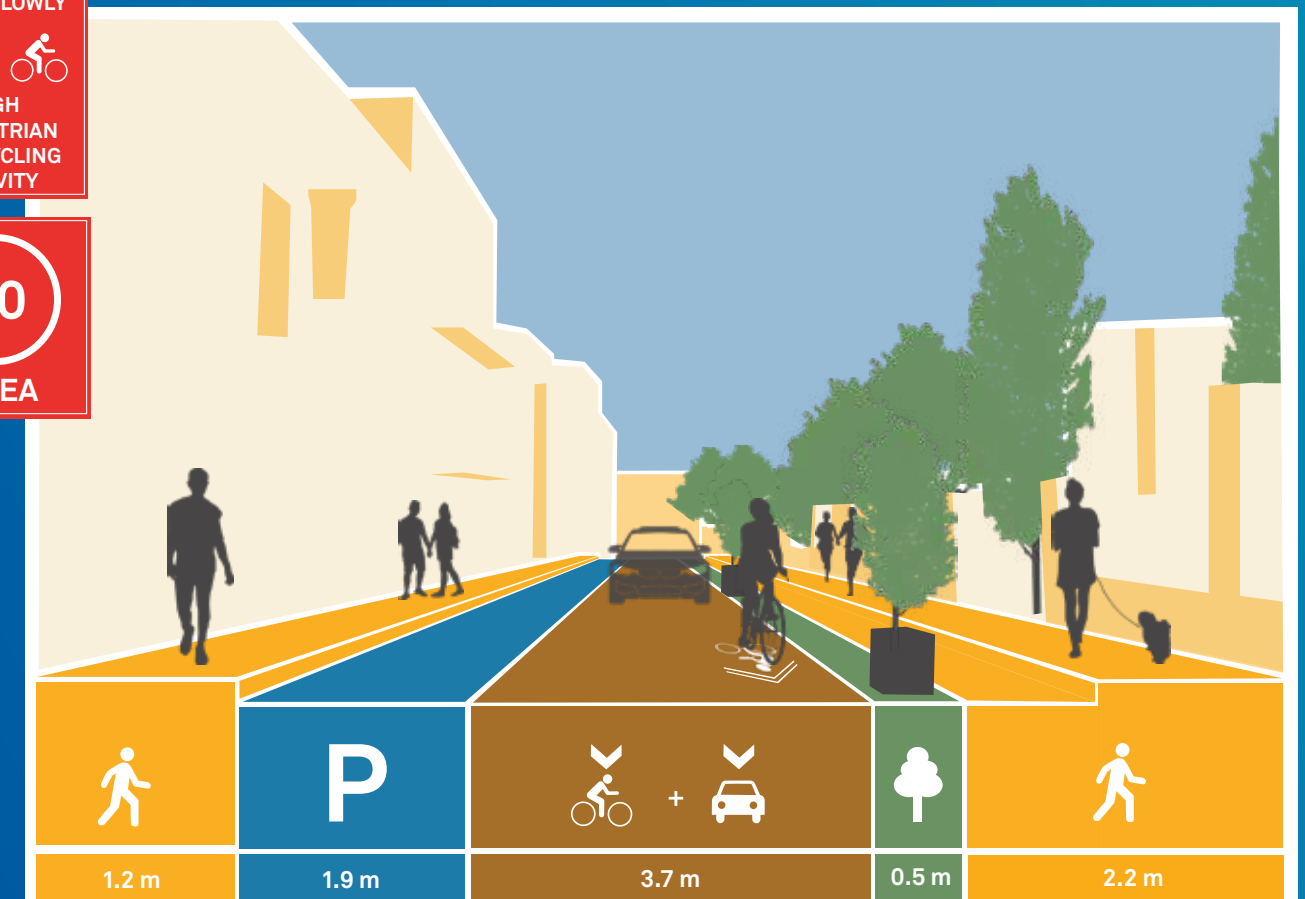
Trejqa Tal-Fleur-De-Lys: Level 4

Trejqa Tal-Fleur-De-Lys is a one way street that is used quite intensively by cars to reach Triq Fleur-De-Lys, in order to keep connecting towards Hamrun, Mriehel and Balzan. The intervention proposes narrowing down the lane allocated for vehicular road space to 3.7m width (in line with DC2015 regulations) in order to slow down traffic. This configuration also liberates space for the inclusion of additional pedestrian space on the school side and provides safer pedestrian movement. The street should have signage for low vehicular speeds (20km) and indicate the street as shared with cyclists.



DRIVE SLOWLY
HIGH
PEDESTRIAN
AND CYCLING
ACTIVITY

20
AREA



Intervention 6

Triq L-Istampaturi, Triq Il-Mastrudaxxi, Triq Il-Hajjata, Sqaq Il-Bir: Level 2

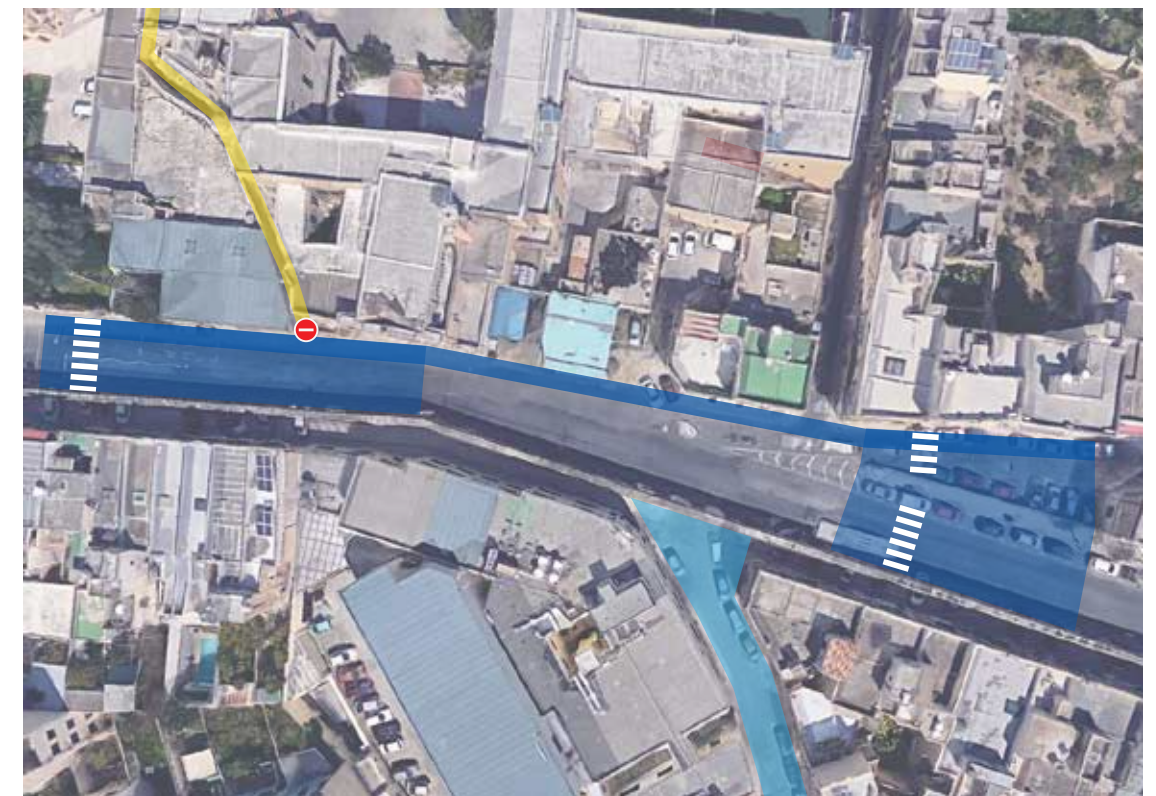
The intervention proposes Triq L-Istampaturi, Triq Il-Mastrudaxxi, Triq Il-Hajjata as resident-only access, so as to avoid extraneous traffic entering the latter streets. Signage will indicate a max 20km speed and local access only. Sqaq Il-Bir will turn into a pedestrian and cycling only connection, with clear signage prohibiting cars from entering, emphasizing pedestrian and cycling priority and featuring the Slow Streets Network branding.



Intervention 7

Triq il-Kbira San Ġuzepp: Level 3

This section of Triq il-Kbira San Ġuzepp becomes an important node in the Slow Streets Network, connecting the neighbourhoods on either side of the main road. Currently, hardly any attention is given to pedestrian activity and safety. Efforts should be made for making this space more visibly, physically accessible, and slow down traffic ahead of time. Therefore, the junction could be marked with colourful pavement markings, limiting space-allocation to cars and maximising pedestrian space with clear zebra crossings. This strategy would shift the priority to pedestrians and increase the safety of crossings. Signage will include a temporary speed limitation to 20km, signal the pedestrian crossings and activity, clearly communicate the road sharing with cyclists and promote the Slow Streets Network.



Intervention 8

Triq Carini and Triq Kukkanja: Level 1 and 3



Triq Carini is particularly important as it cuts through the neighbourhood south of Triq il-Kbira San Ġużepp. Triq Kukkanja is important to the network to make a connection towards the residential cluster near Mriehel. The intervention encompasses strategies to control car traffic speeds by introducing signage for slow car speeds (20km), indicates the sharing of the road with pedestrians and cyclists, and increases the safety at all crossings.

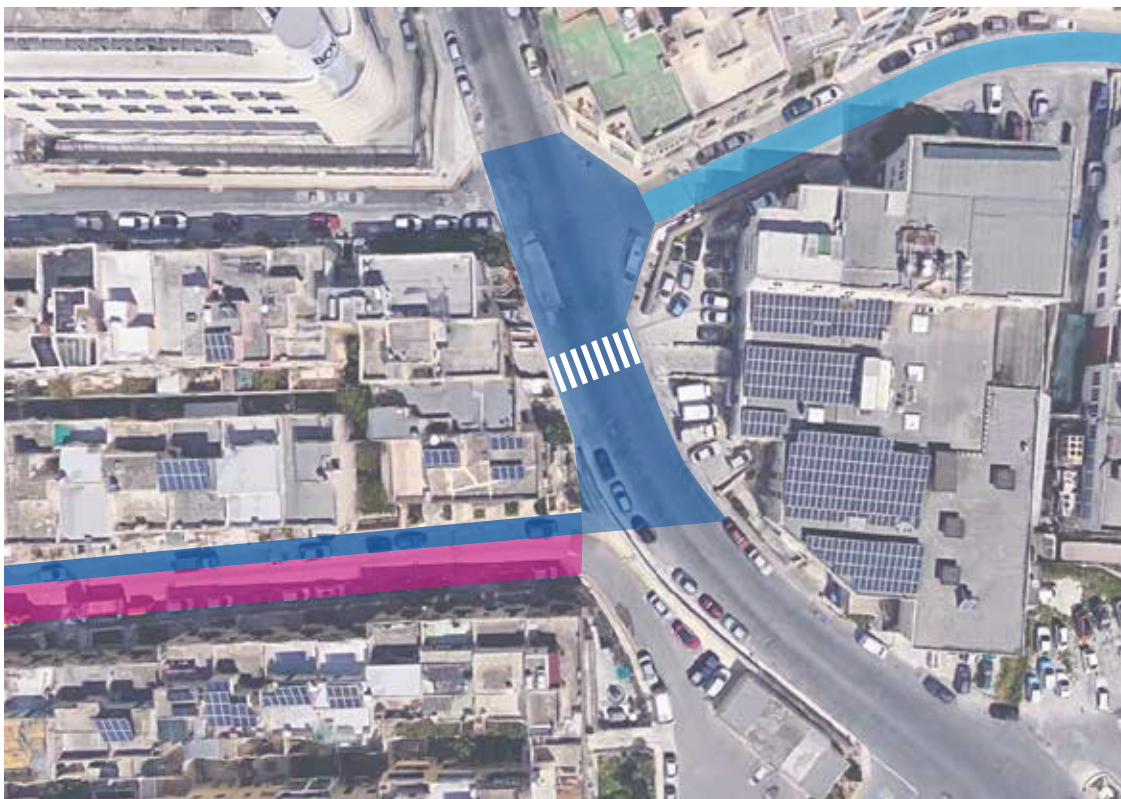


Intervention 9

Triq Il-Kanun: Level 3



Triq Il-Kanun is a particularly active and busy road. It is being proposed to introduce a prominently marked pedestrian crossing, with the marking area extending before the actual crossing itself to alert drivers to slow down ahead of time. This would make users feel safer when crossing the road and to control the speed of vehicles. The crossing is imperative to continue and connect the residential neighbourhoods and commercial activities on either side of this intensely trafficated junction. Signage will include a temporary speed limitation to 20km, signal the pedestrian crossings and activity.

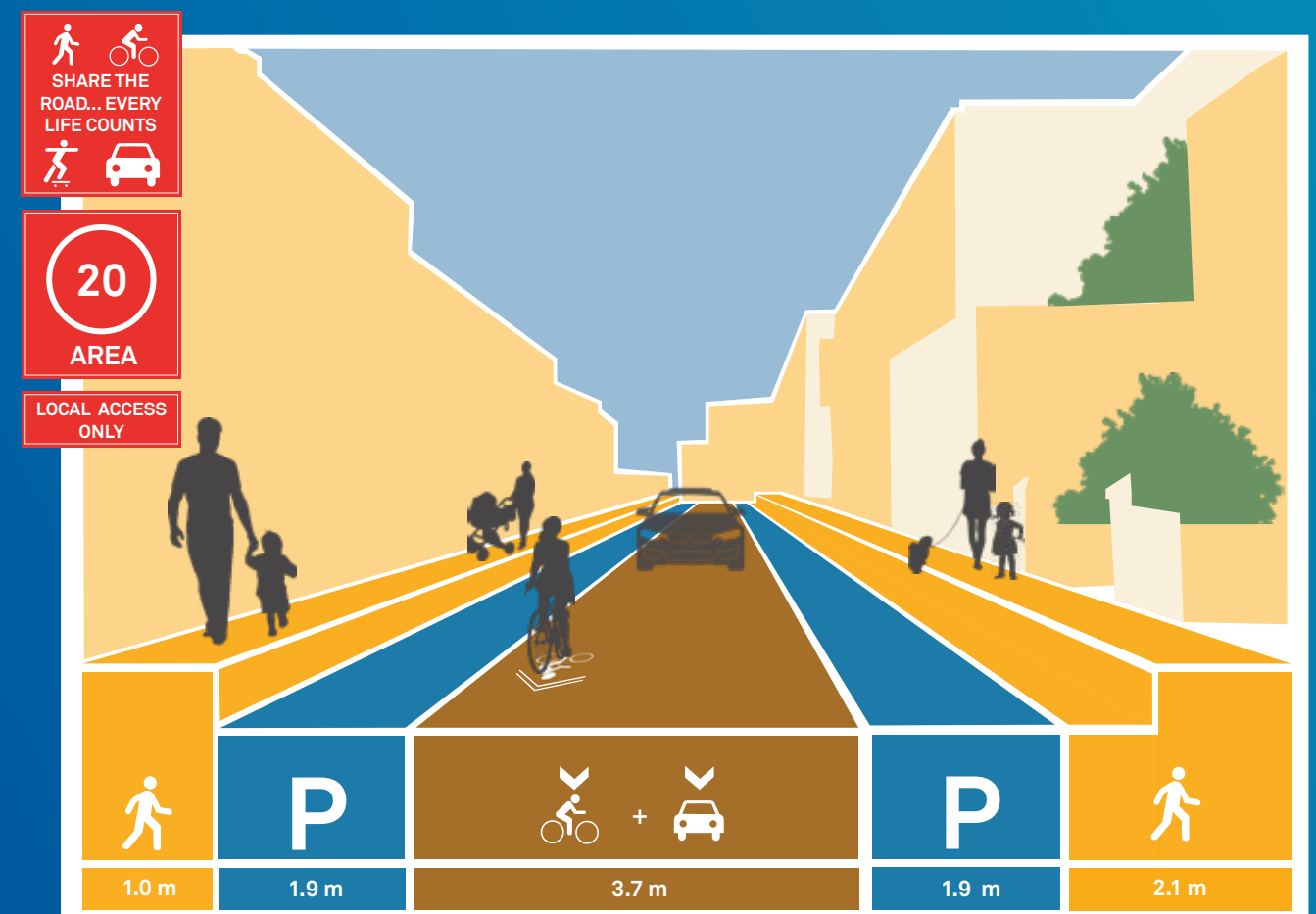
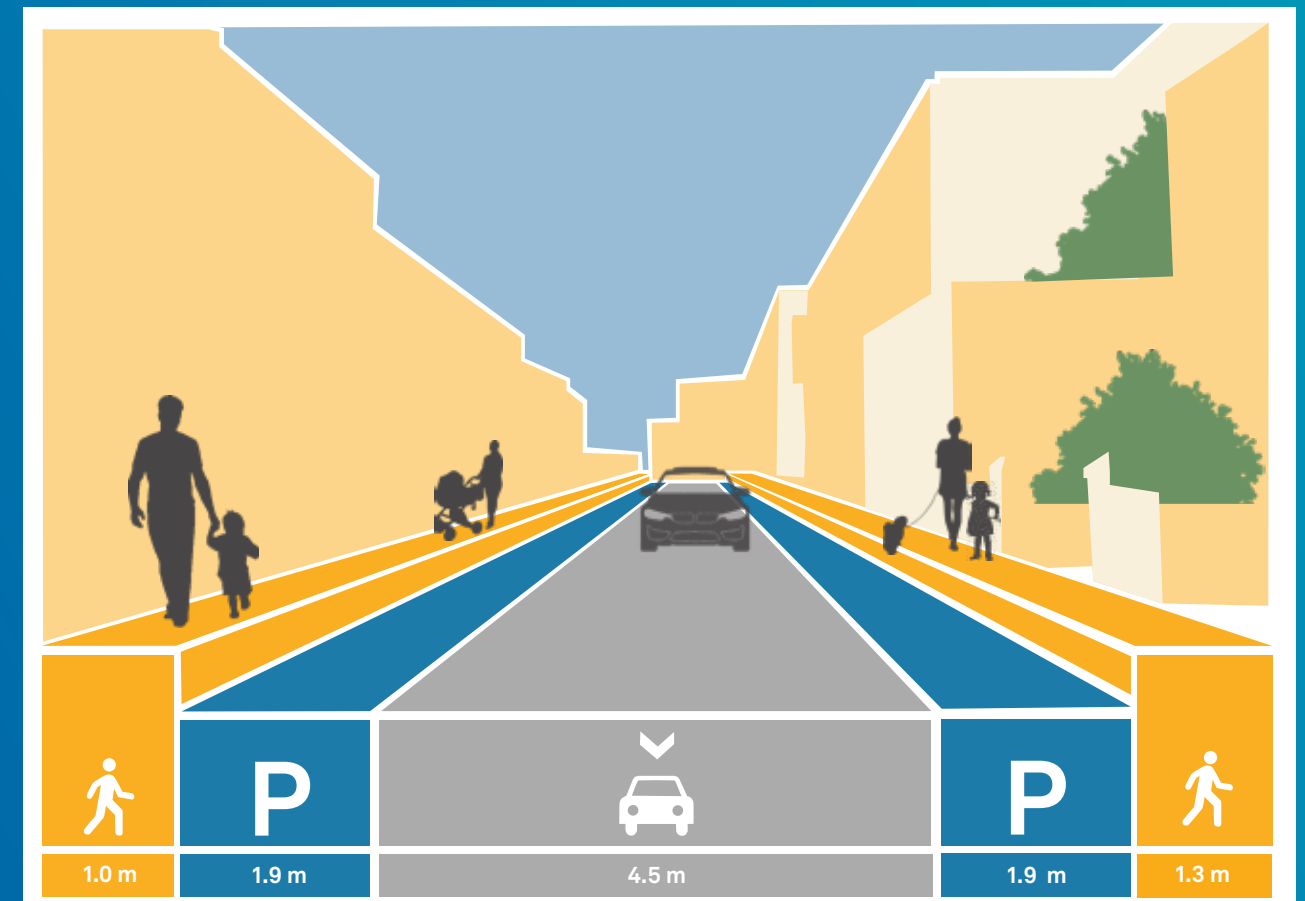


Intervention 10

Triq Il-Batterija: Level 4 and Play Street

Triq Il-Batterija runs through the heart of this small residential pocket and also provides a pedestrian connection towards Mriehel. The proposed intervention is threefold, involving the changing of the section of the street, making it a local access road only, and introducing a Play Street at the very end. The road space can be narrowed down to 3.7m width (in line with DC2015 regulations) in order to maximise the space available to pedestrians and slow down the driving lane which will be shared with cyclists and pedestrians alike. Clear signage needs to be installed to limit the speed to 20km, indicate the local access only and the sharing of the road between pedestrians, cyclists and local cars.

The lower end of this street has great potential to become a Play Street on designated days and during specific times, given the presence of amenities for parents and children alike. This space may also connect to the adjacent playground which is currently being refurbished. The Play Street would therefore become an extension of the existing playground, thus increasing its use and activity.





Barrier elements

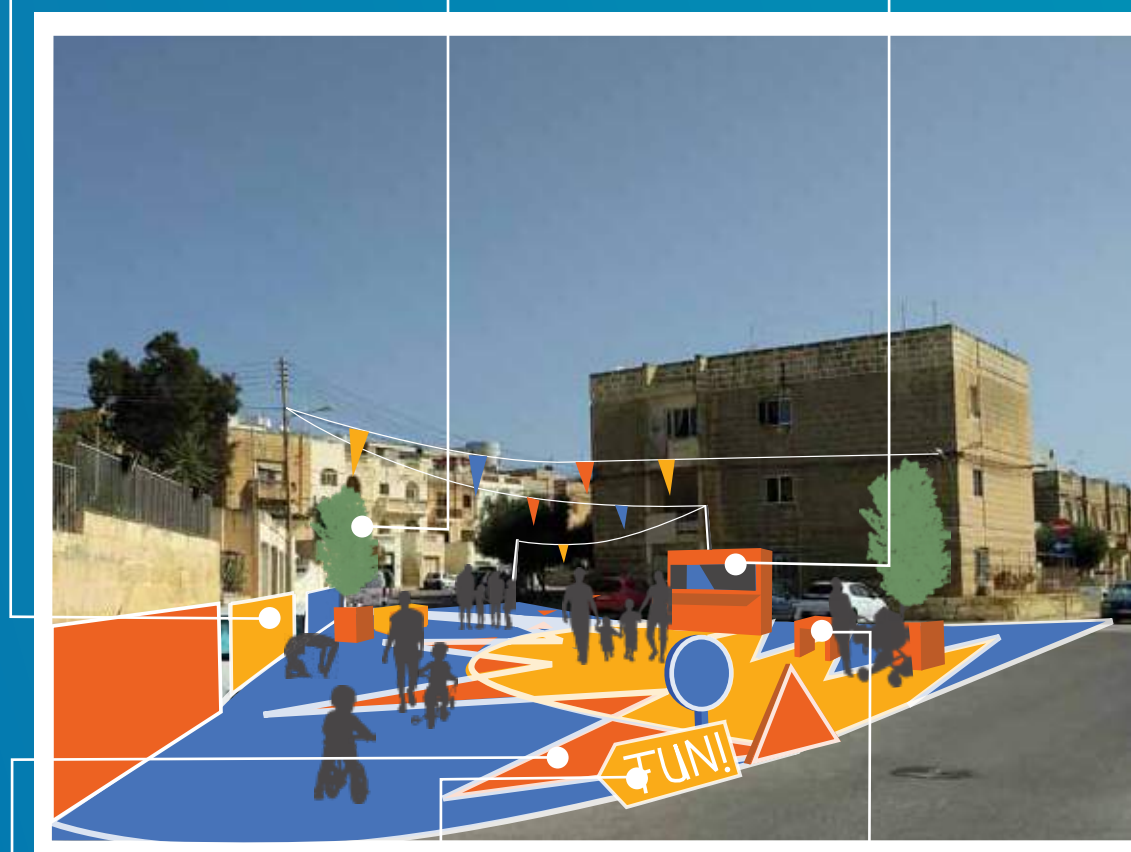
should be used to create a strong edge and define the place as a pedestrian zone

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.



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 11

Triq Hal Qormi and Triq L-Imsida: Level 1 and 3

Triq Hal Qormi and Triq L-Imsida form a central spine running from south to north through the entire council, with the Local Council premises and bocci club at the very centre of it. Both streets are rather narrow in nature and draw quite some traffic. The intervention focusses on limiting the speed of traffic to 20 km, on sharing the road and improving pedestrian safety with the introduction of tactical urbanism at all the main crossings along this spine. Signage for slow car speeds, for the promotion of the Slow Streets Network, for the sharing of the road and pedestrian and cyclist priority will be introduced, including bright paint markings at crossings.

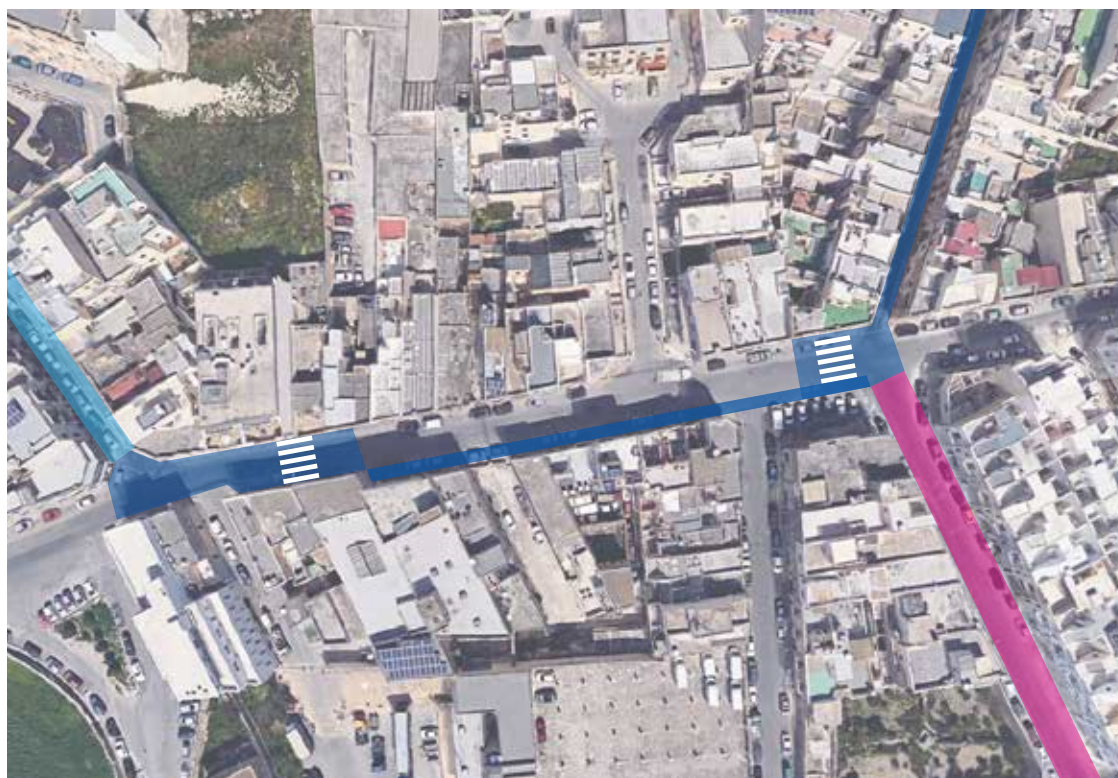


Intervention 12

Triq Emmanuel Attard: Level 2 and Play Street Triq in-Nagħal: Level 2 Triq Brunzar and Triq Il-Parrocca: Level 1

In order to inject more quality of life and a safe feeling of moving around this dense residential area, this intervention suggests to expand the Slow Streets Network right through it. Triq Emmanuel Attard and Triq Triq in-Nagħal will become accessible only to residents of the neighbourhood and share the road with cyclists and pedestrians. One end of Triq Emmanuel Attard forms a cul-de-sac and will be a perfect Play Street on designated days and times. Triq Brunzar and Triq Il-Parrocca will feature signage to promote them as a shared slow street with slow moving vehicles in the presence of both pedestrians and cyclists. 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 13

Triq Il-Kanun: Level 3 and 4

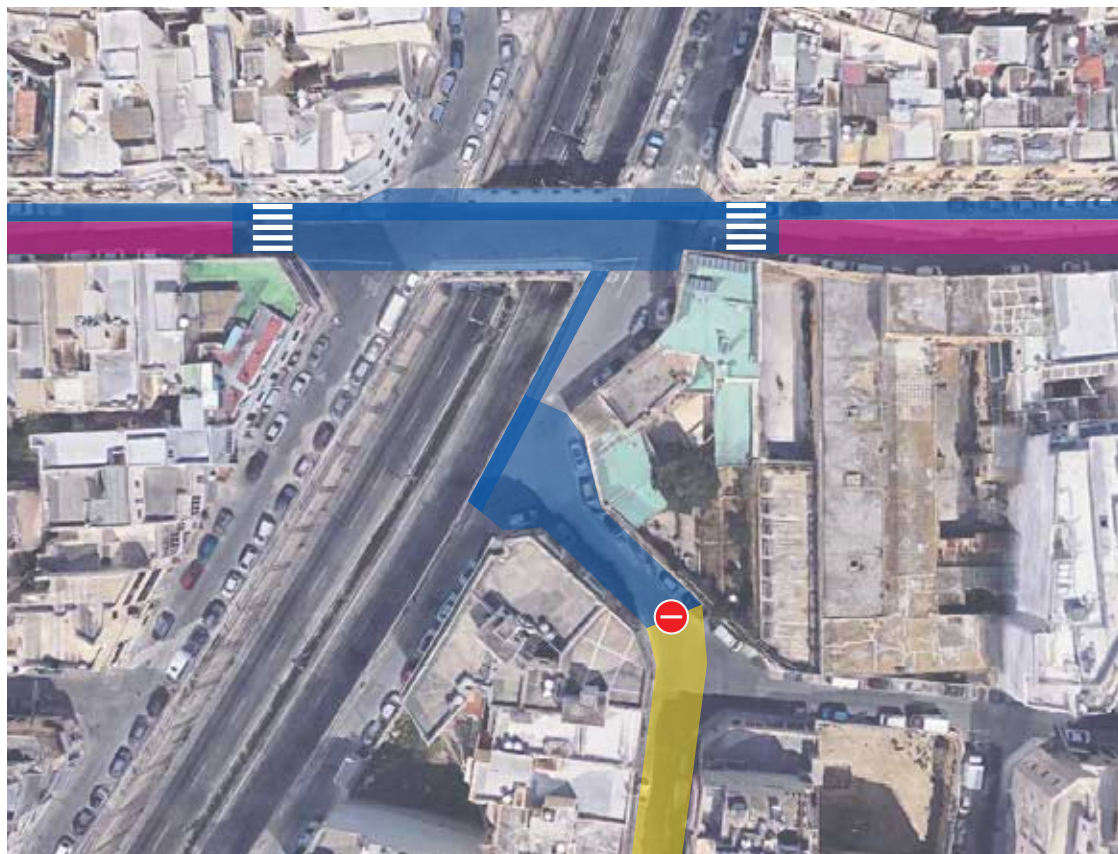
Triq Il-Kanun is another very busy road in Santa Venera and an important connecting route, not only for cars but for pedestrians and cyclists alike. This intervention focusses on shifting the priority that is currently given to motorised traffic in this area. The width of the road could be reduced to 4.8m (in line with DC2015 regulations) in many parts of the street in order to provide a wider pedestrian strip, at least on one side of the street. Together with the use of tactical urbanism and bright coloured paint markings, traffic will be slowed down, safe walkways and crossing points can be inserted, improving the general walkability within this very active part of the council. To make this happen signage will indicate the Slow Street Network, a speed limit (30km), the pedestrian crossings and the high pedestrian and cycling activity.



Intervention 14

Triq San Gorg: Level 2 and 3

The first stretch of Triq San Gorg up to Triq il-kbira San Ġużepp could be treated with tactical urbanism painting to slow down traffic and emphasize the presence of pedestrians and cyclist, all the way up to and including the crossing with Triq il-kbira San Ġużepp. Once across, the second part of the street, could be turned into a local access only street, given the availability of alternative routes in the vicinity. It will reduce the number of motorised traffic in favour of pedestrians and cyclists. Signage needs to include a speed limitation to 20km, indicate part of the street as local access only, clearly communicate the sharing of the road with high pedestrian and cycling activity and promote the Slow Streets Network.



Intervention 15

Triq Brighella: Level 2

In order to connect the Slow Streets Network towards Hamrun, this intervention suggests to continue the previous intervention on Triq San Gorg towards this end of Triq Brighella. Access will be restricted to localised traffic and residents only, in order to give priority to pedestrians and cyclists in the street. This will include signage to limit speed to 20km, indicate the street as local access only, clearly communicate the sharing of the road and signalling the Slow Streets Network.

Intervention 16

Triq San Gorg and Triq il-Qalb Imqaddsa: Level 3

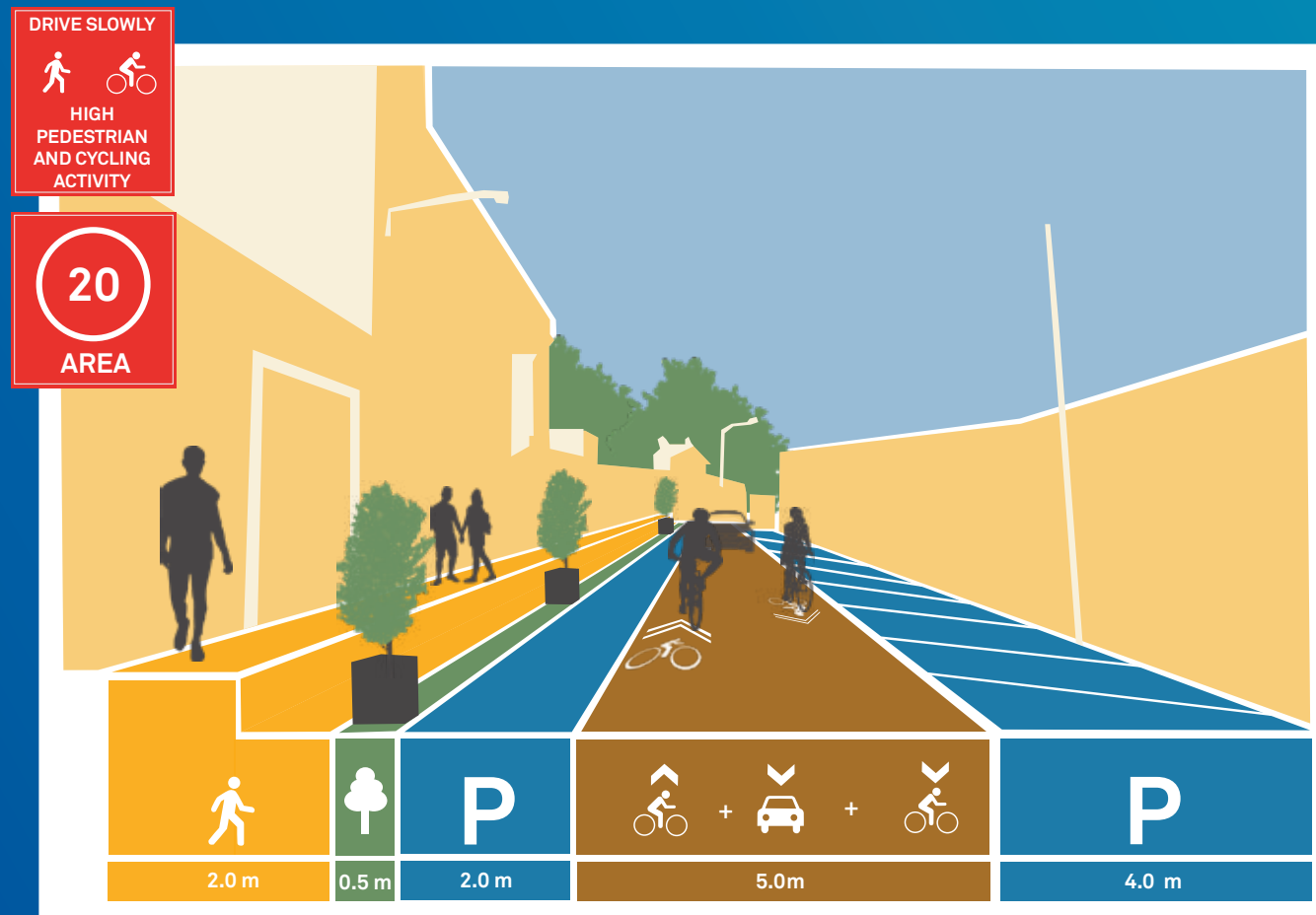
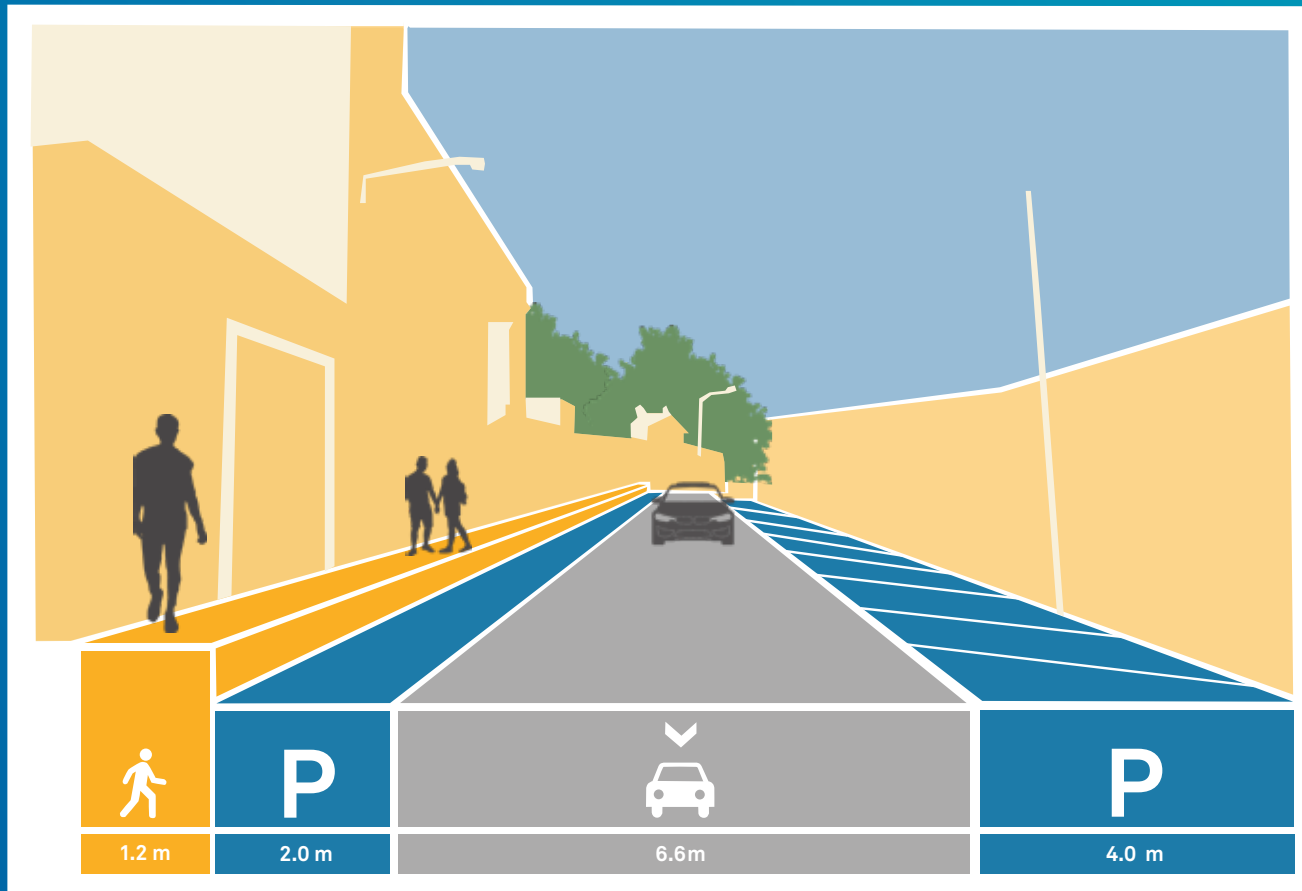
In order to continue and connect the pedestrian network towards Triq Misrah Il-Barrieri, which is another very busy and active node of Santa Venera, the coming together of these roads could have painted floor markings to further increase pedestrian and cyclist safety. Clear and large pedestrian walkways and crossings are also to be provided. The crossings are to have appropriate signage to slow down traffic to 20km, and prioritize pedestrian and cycling movement.

Intervention 17

Triq Misrah Il-Barrieri: Level 4

Triq Misrah Il-Barrieri is another very actively used street, connecting the Romeo Romano Gardens and adjacent residential areas at one end with Hamrun and Msida at the other end. The proposal aims to encourage the insertion of wider pedestrian walkways by reducing the road width to 4.8m (in line with DC2015 regulations) wherever possible and apply tactical urbanism painting and landscaping at crucial crossings. Signage will include a speed limitation to 20km, signal the pedestrian crossings and activity, clearly communicate the road sharing with cyclists and promote the Slow Streets Network.





Intervention 18

Triq Braille, Triq Dun Sant Cortis and Trejqa Tal-Ferrovija: Level 1, 3 and 4



Given that the Romeo Romano Gardens are one of the few public green areas available within the locality, it is essential to ensure good and safe access from and towards the neighbouring areas. Continuing from Triq Misrah IL-Barrieri, this intervention puts its focus on making a safe pedestrian connection toward the old church and the residential area up and around Triq IL-Ferrovija. Triq Braille could continue to be a one way road up to the church, allowing some of the current road space to be given to pedestrians (road space can be limited to 3.7m). Triq Dun Sant Cortis and a small stretch of Trejqa Tal-Ferrovija could receive tactical paint marks throughout the street to make it shared with pedestrians and cyclists, and provide a comfortable and safe access towards the residential area. Apart from clearly indicating the Slow Streets Network, further signage will indicate the one-way direction for Triq Braille, limit speed to 20km in all streets and clearly announce the shared road space.



Intervention 19

Triq Tal-Fawwara and Triq Ward: Level 2 and 3



Both streets could be easily turned into local access only roads and keep away any unnecessary through traffic, consequently limiting car traffic and increasing the ease of use for alternative means of moving around. At the crossing of Triq Tal-Fawwara and Triq Ward there is an unnecessary large patch of tarmac that could easily be converted in a social breakout space for the community. Tactical painting and urban greening could be applied to liven up the space. This intervention includes signage to limit speed to 20km, indicate the street as local access only, clearly communicate the sharing of the road and signalling the Slow Streets Network.



source: Bernard Van Leer



source: Terra Viva

Intervention 20

Triq Gholleiq, Triq L-Institut and Triq Dun Alfred Gatt: Level 1 and Play Street



This intervention suggests to continue the local play street initiative that was previously undertaken by the local residents of Triq Dun Alfred Gatt, and include it into the Slow Streets Network as a Play Street at designated days and times. Triq Gholleiq and Triq L-Institut connect it to the rest of the network by means of signage to promote them as a shared slow street with slow moving vehicles in the presence of both pedestrians and cyclists. Traffic speed will be limited to 20km.



source: politicalcritique.org



source: OakCliff Advocate

Intervention 21

Triq il-kbira San Ġużepp, Il-Ferrovija and Braille: Cycling



In order to complete the cycling network, this intervention suggests to promote the full length of Triq il-kbira San Ġużepp and Il-Ferrovija as a shared road with cyclists. It will enable fast cycling through traffic and connections crossing from council to council.

Triq Braille will also be fitted out with appropriate road sharing signage to ensure cycling connections continuing from Triq Carini, and crossing the locality from South to North. Additional signage will limit car speed to 20km and promote the Slow Streets Network.



source: Sourceshutterstock



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.

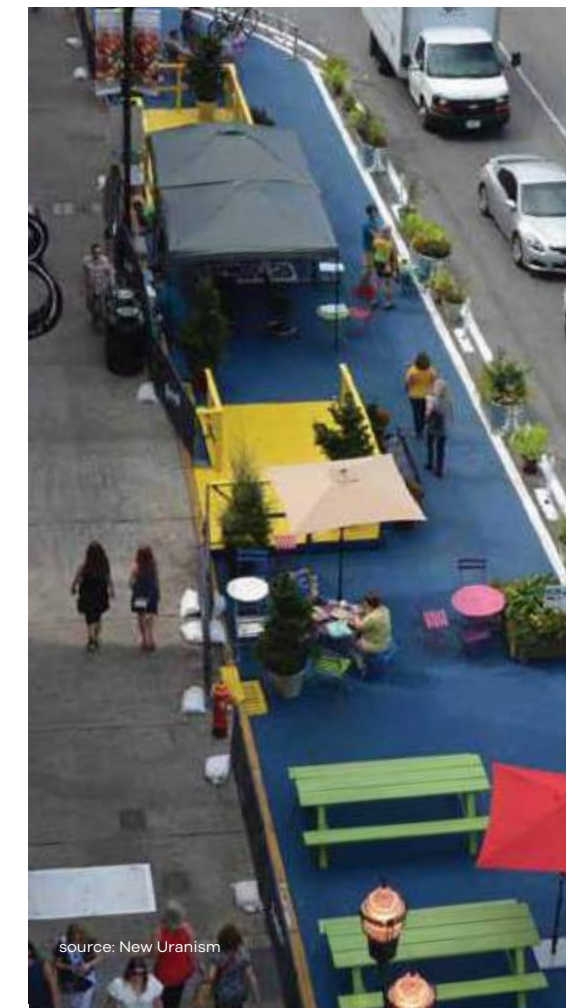


Santa Venera

The simplest interventions to implement first would be the Play Streets on Triq Il-Parilja, Triq Il-Batterija, Triq Emmanuel Attard and Triq Dun Alfred Gatt. Play Street closures during this phase may be carried out on designated days and at times when traffic is already low. Tactical urbanism interventions (namely floor markings) at certain intersections and critical crossings can be carried out first as pedestrian priority is the primary concern of the Slow Streets initiative. Triq Xarretta, Triq Kaless and Triq Il-Batterija can be turned into local access only streets, and in addition, testing for the changing of street sections could begin at designated days and times during this phase.

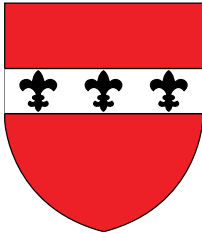
During the second phase, the interventions for important axes for the pedestrian network should be carried out, including, among others, the main connections between the southern and northern part of the locality. All signage promoting the Slow Streets Network and the reduction of traffic speed should be completed during this phase. Testing can happen for roads becoming one-way roads (intervention 18 and 19).

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

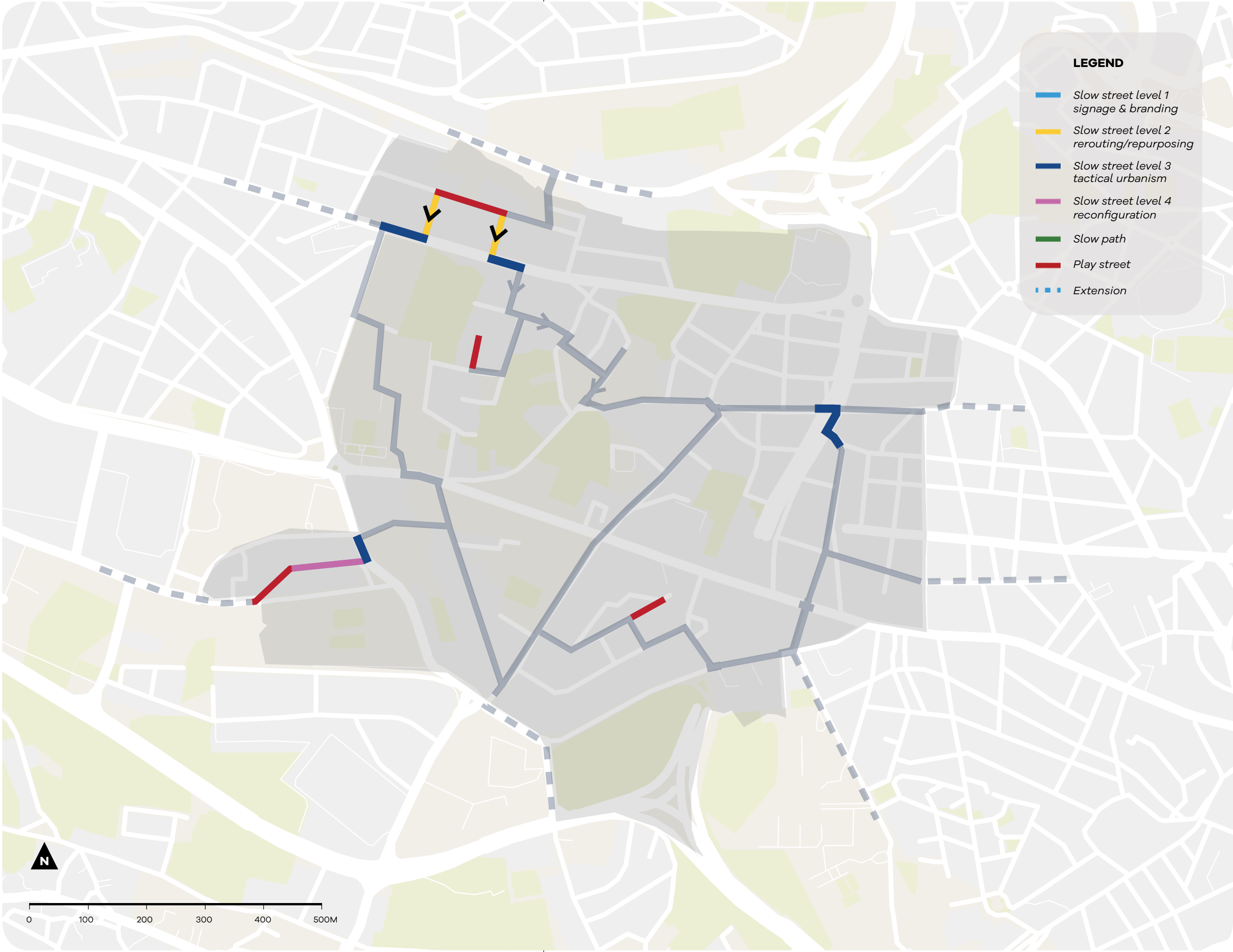


PHASING

STARTING &
TESTING THE
NETWORK

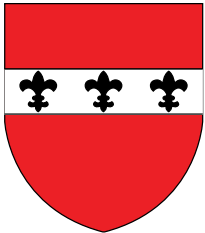


KUNSILL LOKALI
SANTA VENERA

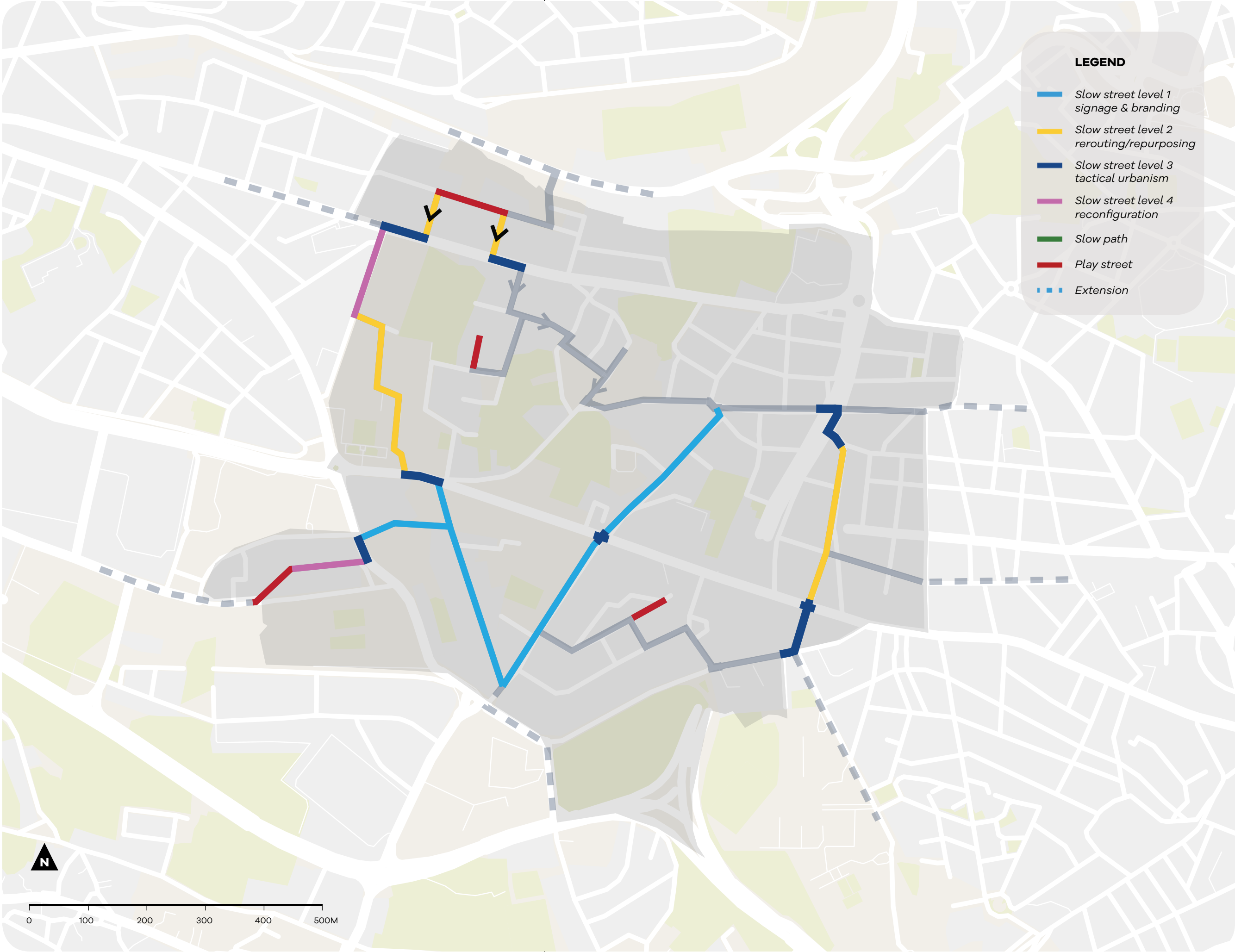


PHASING

STRENGTHENING
THE NETWORK

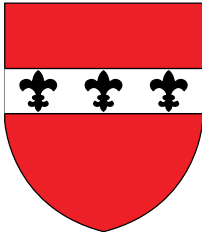


KUNSILL LOKALI
SANTA VENERA

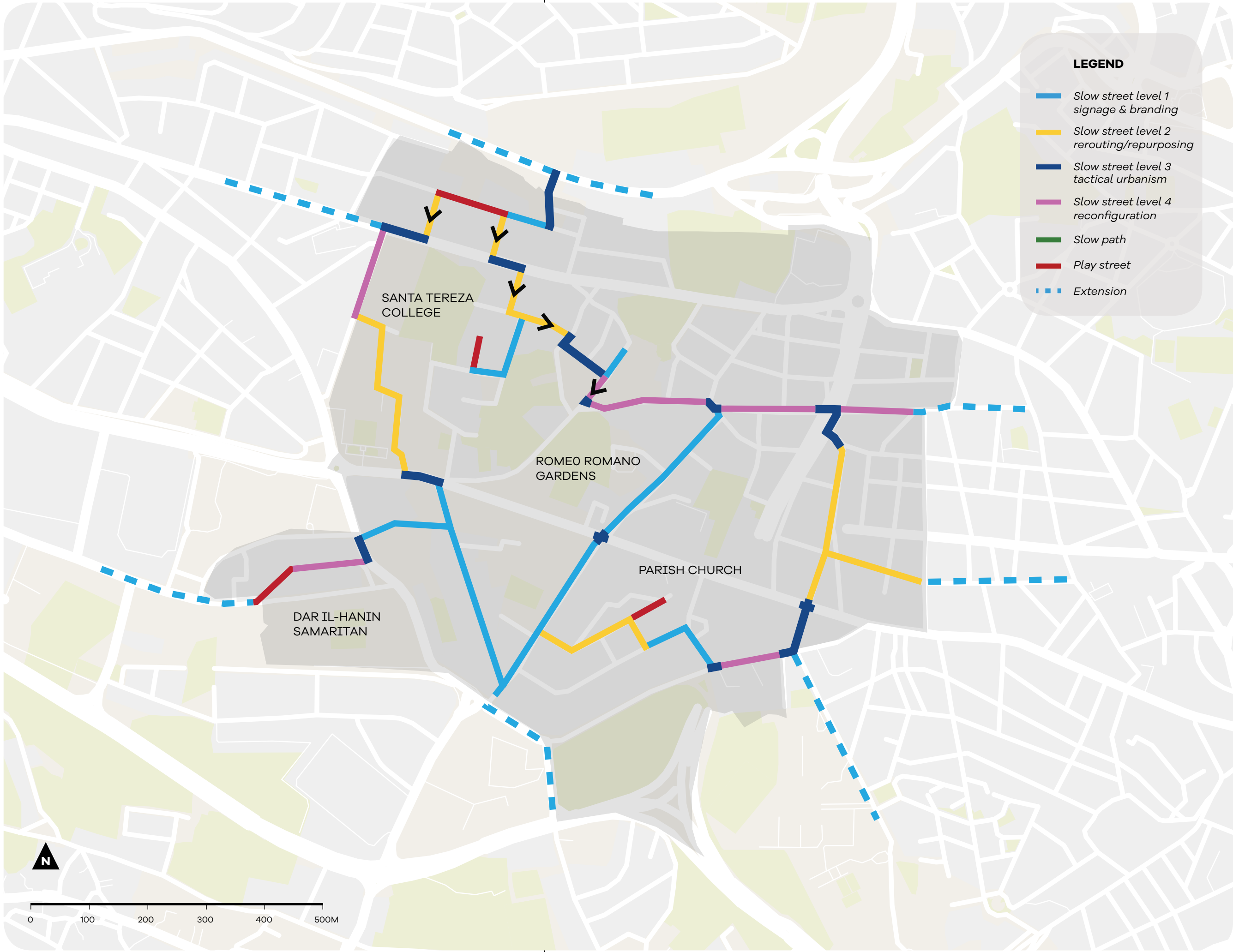



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
SANTA VENERA





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.

Santa Venera is a densely populated locality with its main residential zones broken up by a number of large and busy roads. The locality also features multiple activity centres, and the Romeo Romano Gardens as its main public green area. Santa Venera is relatively walkable given that the distances between the main activity zones are quite short. However, the streets connecting these zones, are in need of traffic reduction, and would benefit from slowing down motorised vehicles in favour of alternative modes of travelling.

The main aim of Santa Venera's Slow Streets strategy therefore, is liberating 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:

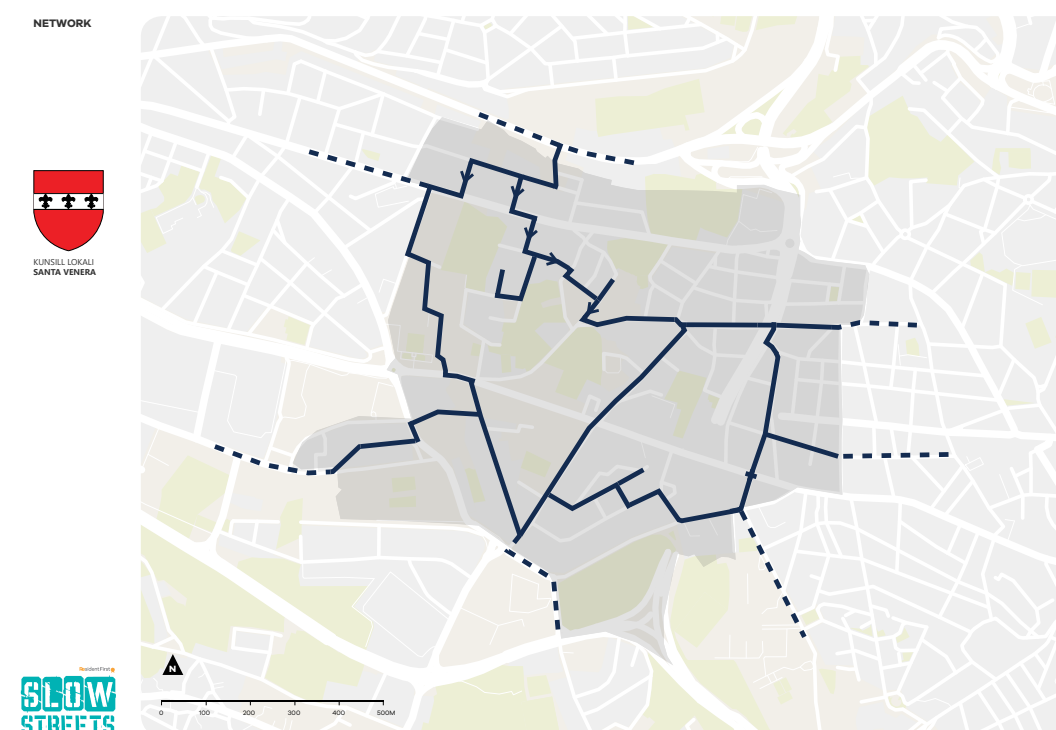
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism 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 - Public Stairs Triq Il-Parilja and Tris Dun Gaetano Mannarino (Valley Road): tactical urbanism

Signage: Slow Streets branding
Signage: wayfinding, explaining the route’s destinations
Tactical urbanism: embellishing the stairs through art works and planters.

Intervention 2 - Triq Il-Parilja: signage & branding and Play Street

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: Play Street (communicating designated days and times)
Play Street: programming of activities

Intervention 3 - Triq Xarretta and Kaless: rerouting

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: local access only
Signage: Share the road (pedestrians, cyclists and local motorised vehicles)
Rerouting: closed for through traffic, local access only

Intervention 4 - Triq Il-Ferrovija (Old Railway Track): tactical urbanism

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossing and walkways

Intervention 5 - Trejqa Tal-Fleur-De-Lys: 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: reduce road width to 3.7m and add liberated space to pedestrian walkway

Intervention 6 - Triq L-Istampaturi, Triq Il-Mastrudaxxi, Triq Il-Hajjata, Sqaq Il-Bir: rerouting

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: local access only (first part)
Signage: no entry (second part)
Signage: Share the road (pedestrians, cyclists and local motorised vehicles in first part)
Signage: pedestrianised zone (second part)
Rerouting: closed for through traffic, local access only, pedestrianised zone

Intervention 7 - Triq il-Kbira San Ġużepp: tactical urbanism

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
Tactical urbanism: strengthen and embellish the junction

Intervention 8 - Triq Carini and Triq Kukkanja: signage & branding 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 points
Tactical urbanism: designing and emphasizing clear pedestrian crossings

Intervention 9 - Triq Il-Kanun: tactical urbanism

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways

Intervention 10 - Triq Il-Batterija: reconfiguration and Play Street

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: local access only
Signage: Share the road (pedestrians, cyclists and local motorised vehicles)
Signage: Play Street (communicating designated days and times)
Reconfiguration: closed for through traffic, local access only, reduce road width to 3.7m and add liberated space to pedestrian walkway
Play Street: programming of activities

Intervention 11 - Triq Hal Qormi and Triq L-Imsida: signage & branding 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 points
Tactical urbanism: designing and emphasizing clear pedestrian crossings

Intervention 12 - Triq Emmanuel Attard, in-Nagħa, Brunzar and IL-Parrocca: signage & branding, rerouting and Play Street

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: local access only
Signage: Share the road (pedestrians, cyclists and local motorised vehicles)
Signage: Play Street (communicating designated days and times)
Rerouting: closed for through traffic, local access only
Play Street: programming of activities

Intervention 13 - Triq IL-Kanun: tactical urbanism and reconfiguration

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 points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
Reconfiguration: reduce road width to 4.8m and add liberated space to pedestrian walkway

Intervention 14 - Triq San Gorg: rerouting and tactical urbanism

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

Intervention 15 - Triq Brighella: rerouting

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: local access only
Signage: Share the road (cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Rerouting: closed for through traffic, local access only

Intervention 16 - Triq San Gorg and Triq il-Qalb Imqaddsa: 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 points
Tactical urbanism: designing and emphasizing clear pedestrian walkways and crossings

Intervention 17 - Triq Misrah IL-Barrieri: 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: reduce road width to 4.8m and add liberated space to pedestrian walkway and green strip

Intervention 18 -Triq Braille, Dun Sant Cortis and Trejqa Tal-Ferrovija: signage & branding, tactical urbanism and reconfiguration

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: one-way road
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways
Reconfiguration (Triq Braille): one-way road and reduce road width to 3.7m to add liberated space to pedestrian walkway

Intervention 19 - Triq Tal-Fawwara and Ward: rerouting and tactical urbanism

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: local access only
Signage: Share the road (pedestrians, cyclists and local motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Rerouting: closed for through traffic, local access only
Tactical urbanism: designing and embellishing of junction

Intervention 20 - Triq Gholliq, L-Institut and Dun Alfred Gatt: signage & branding and Play Street

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Play Street (communicating designated days and times)
Play Street: programming of activities

Intervention 21 - Triq il-kbira San Ġużepp, IL-Ferrovija and Braille: cycling

Signage: Slow Streets branding
Signage: 20 km/hr speed limit
Signage: Share the road (cyclists and motorised vehicles)

ResidentFirst



MINISTRY FOR TRANSPORT,
INFRASTRUCTURE AND CAPITAL PROJECTS



MINISTRY FOR THE NATIONAL HERITAGE,
THE ARTS AND LOCAL GOVERNMENT



Transport Malta



**Assoċjazzjoni
Kunsilli Lokali**
Local Councils' Association Malta