

SLOW STREETS

January 2021



KUNSILL LOKALI
SIĠĠIEWI

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



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.

Siggiewi

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

The main aim of Siggiewi'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, public squares and residential areas. 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.

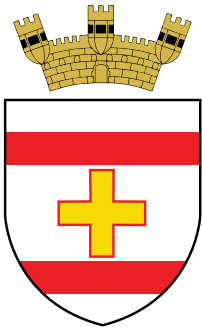
Pavements and roads are further measured on site in order to sketch an accurate section for each of the selected streets. This exercise is crucial for determining the possible intervention within each street, based on the available road space, and taking into account both the activities and characteristics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

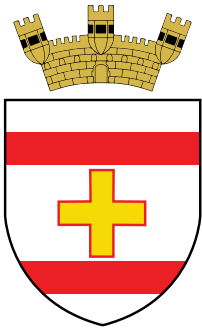
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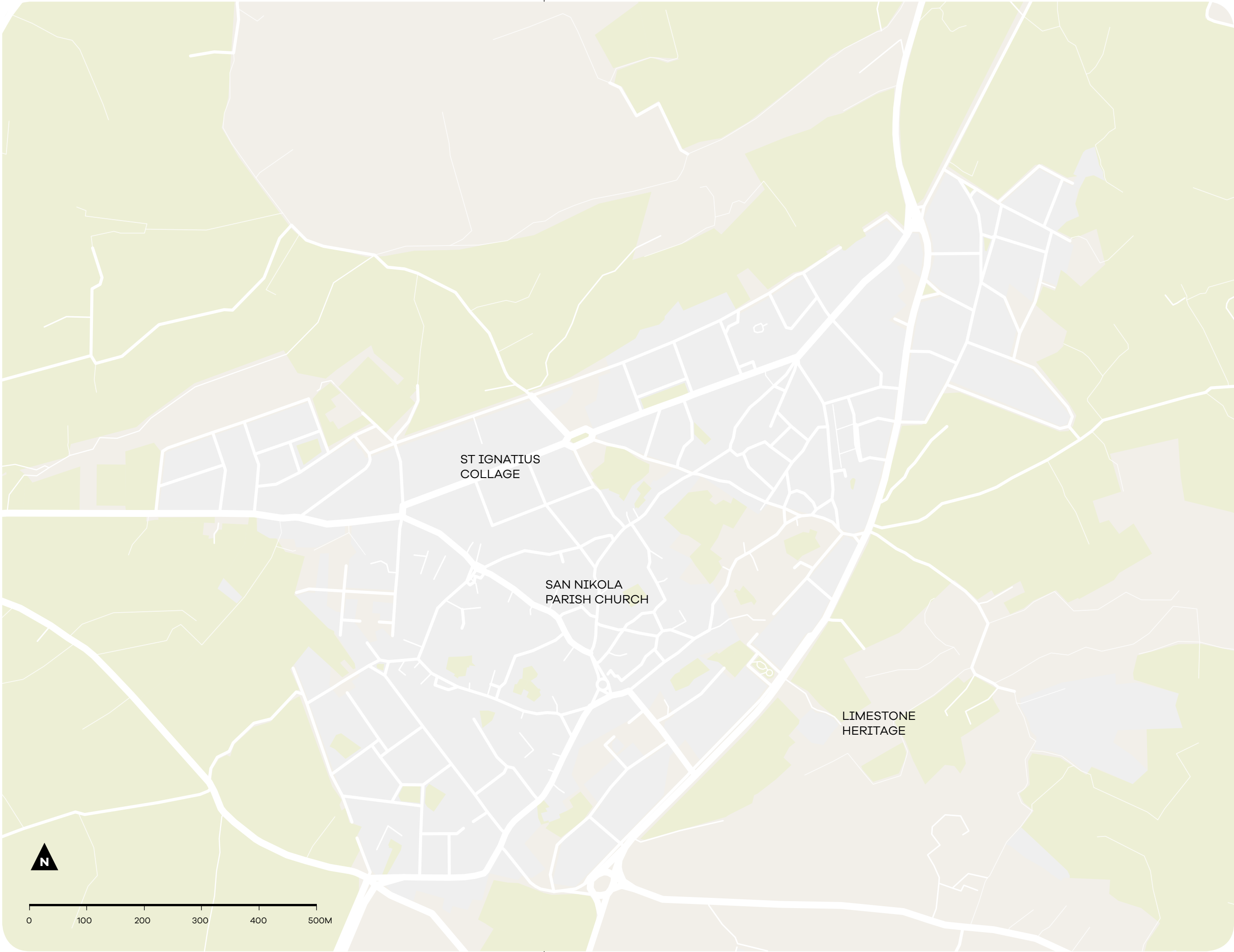
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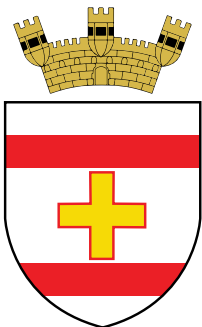
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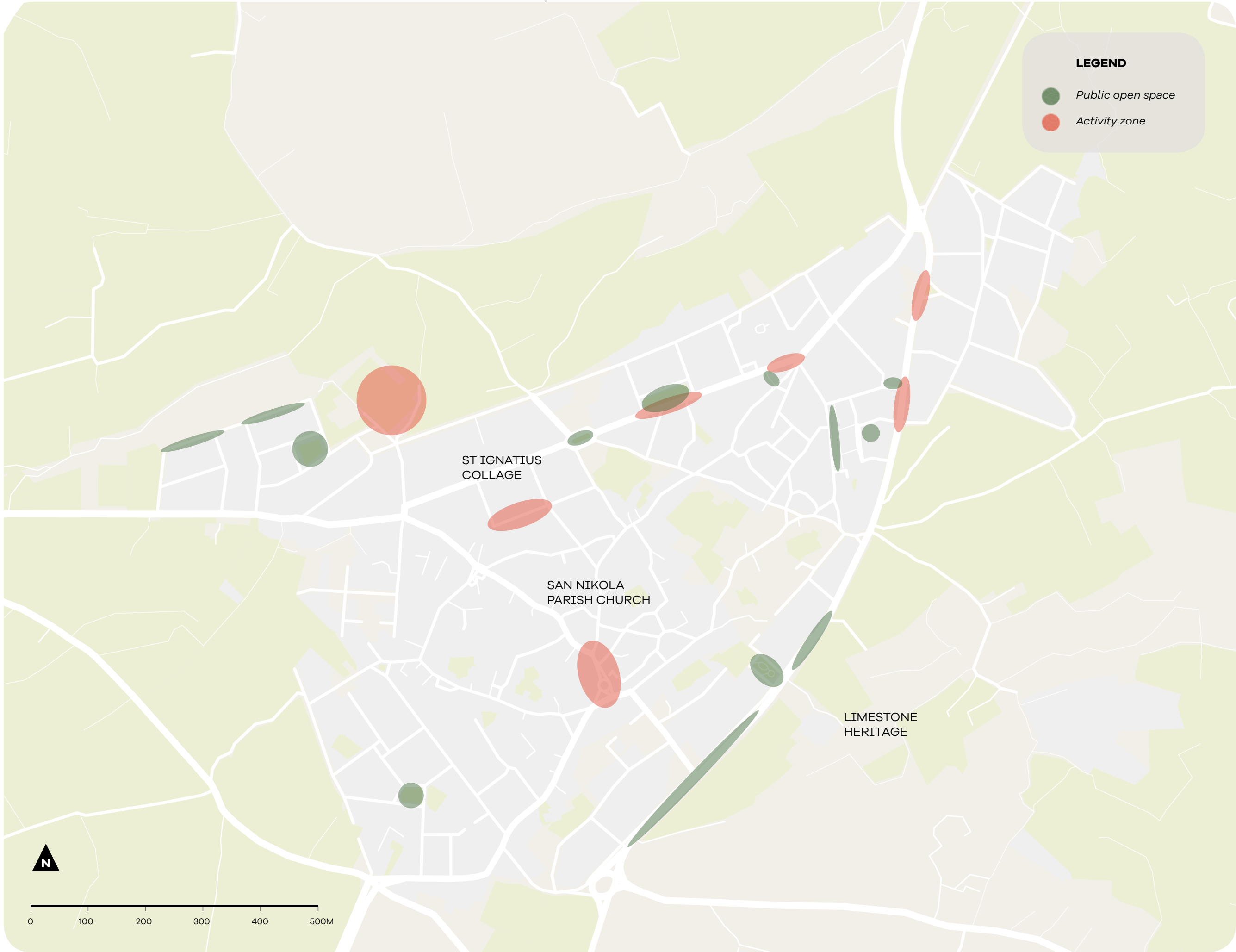
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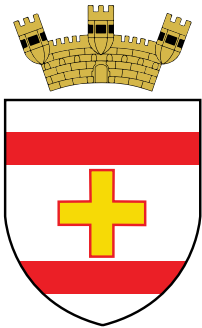
ACTIVITY
ZONES



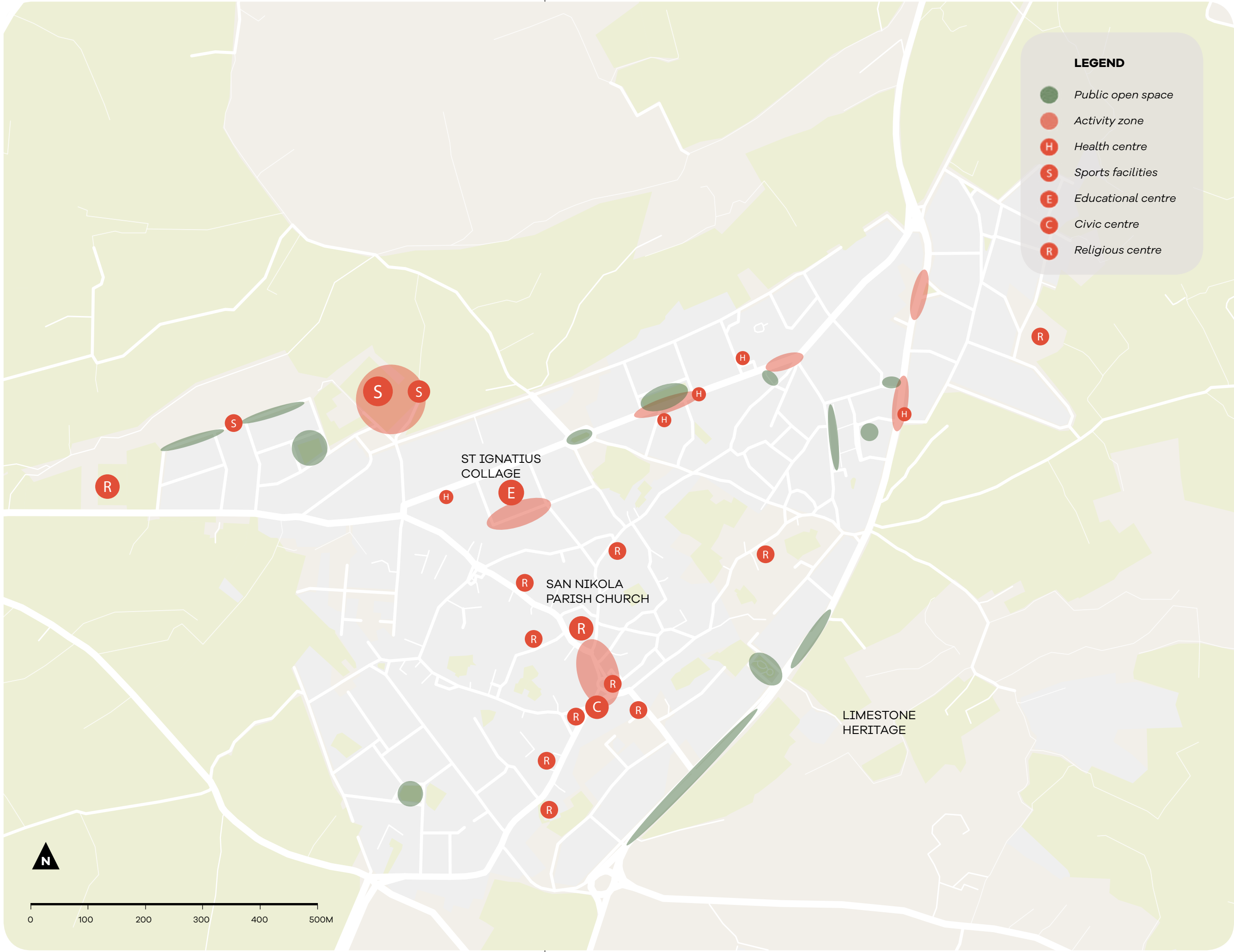
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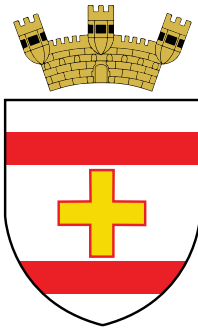
DESTINATIONS



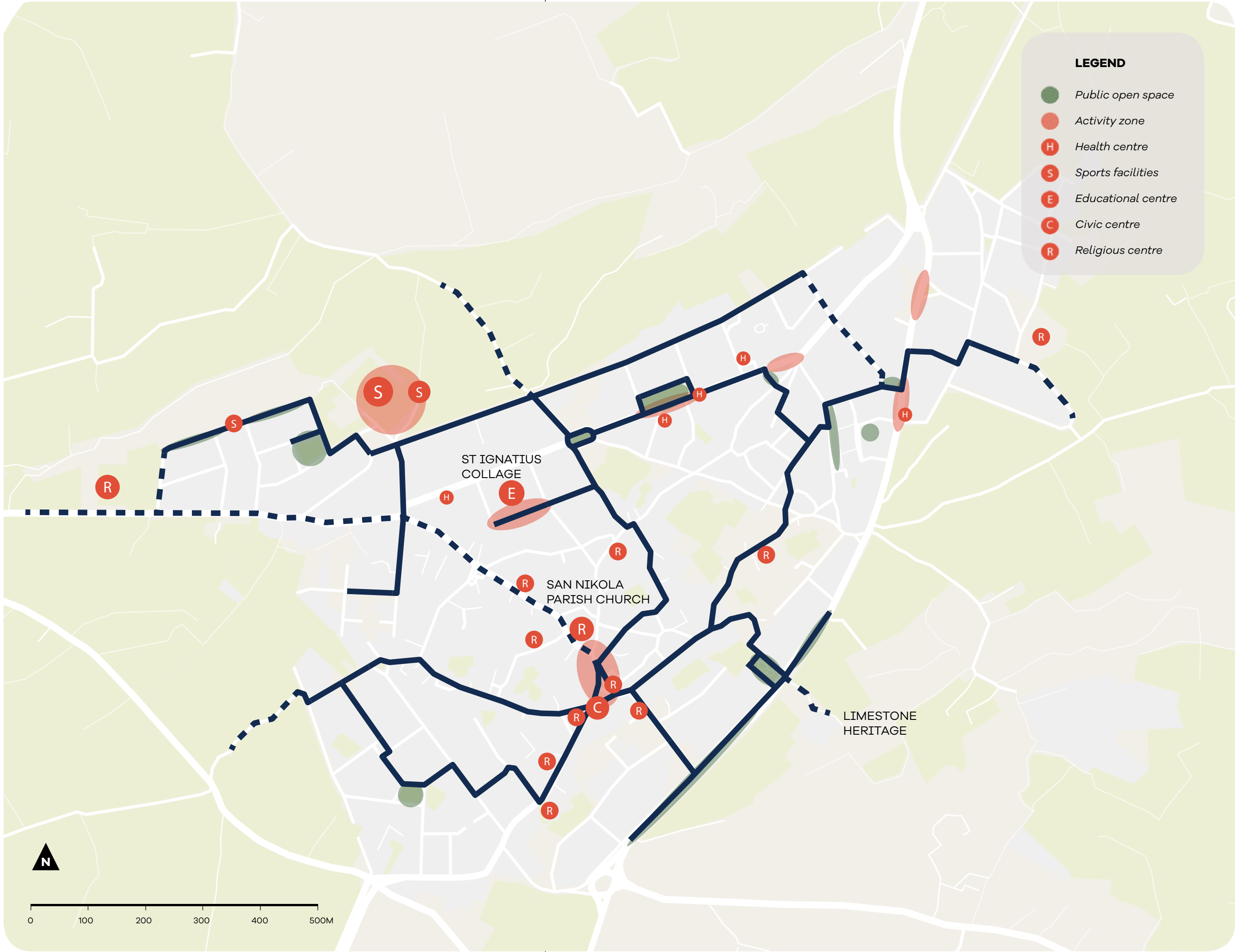
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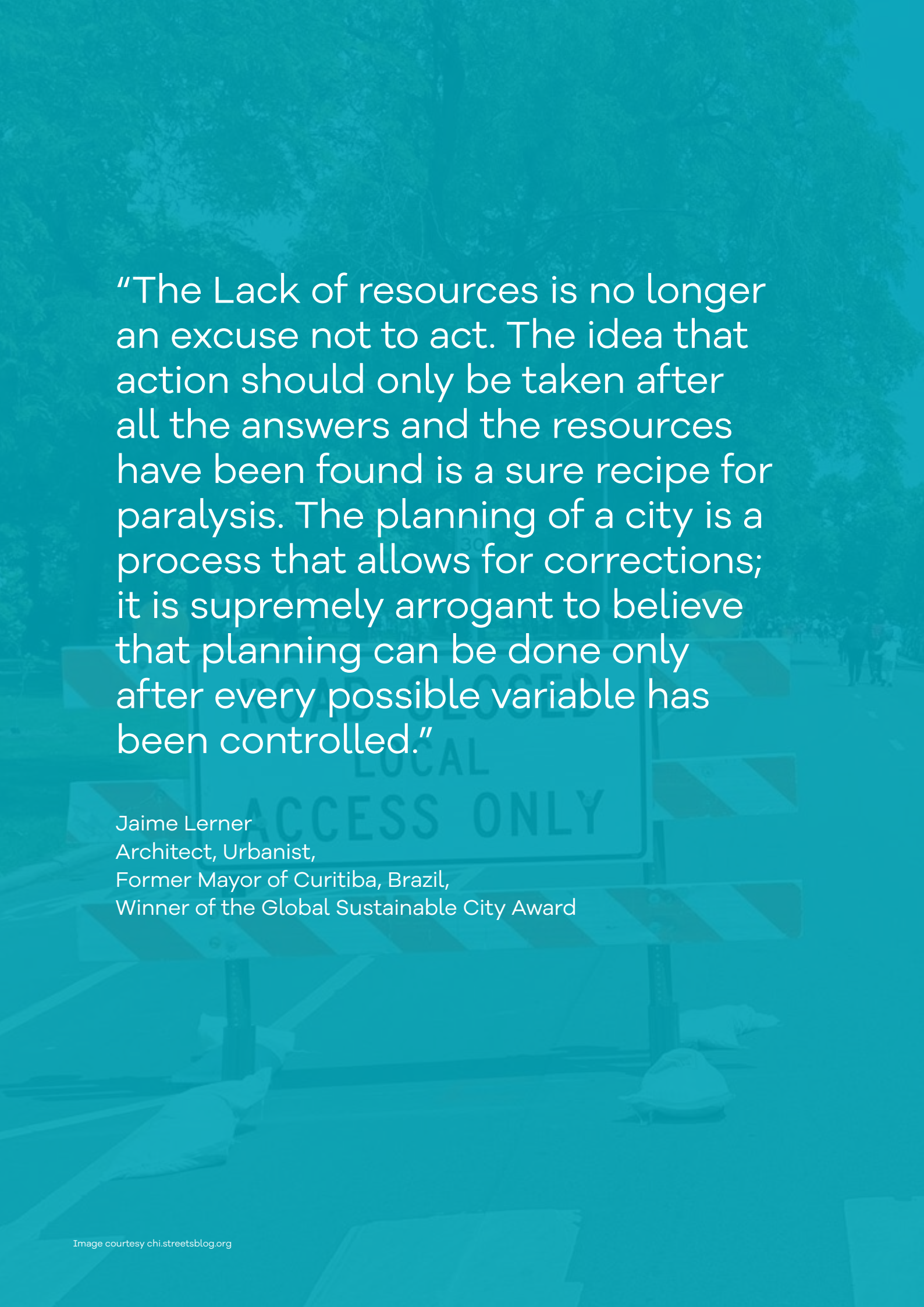


NETWORK



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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

Sigggiewi Interventions

Phasing Strategy

Types of Interventions

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

Level 1 - signage & branding

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

Level 2 - re-routing

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



Level 3 - tactical urbanism

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





Level 4 – reconfiguration

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



Slow Paths

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



Play Streets

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

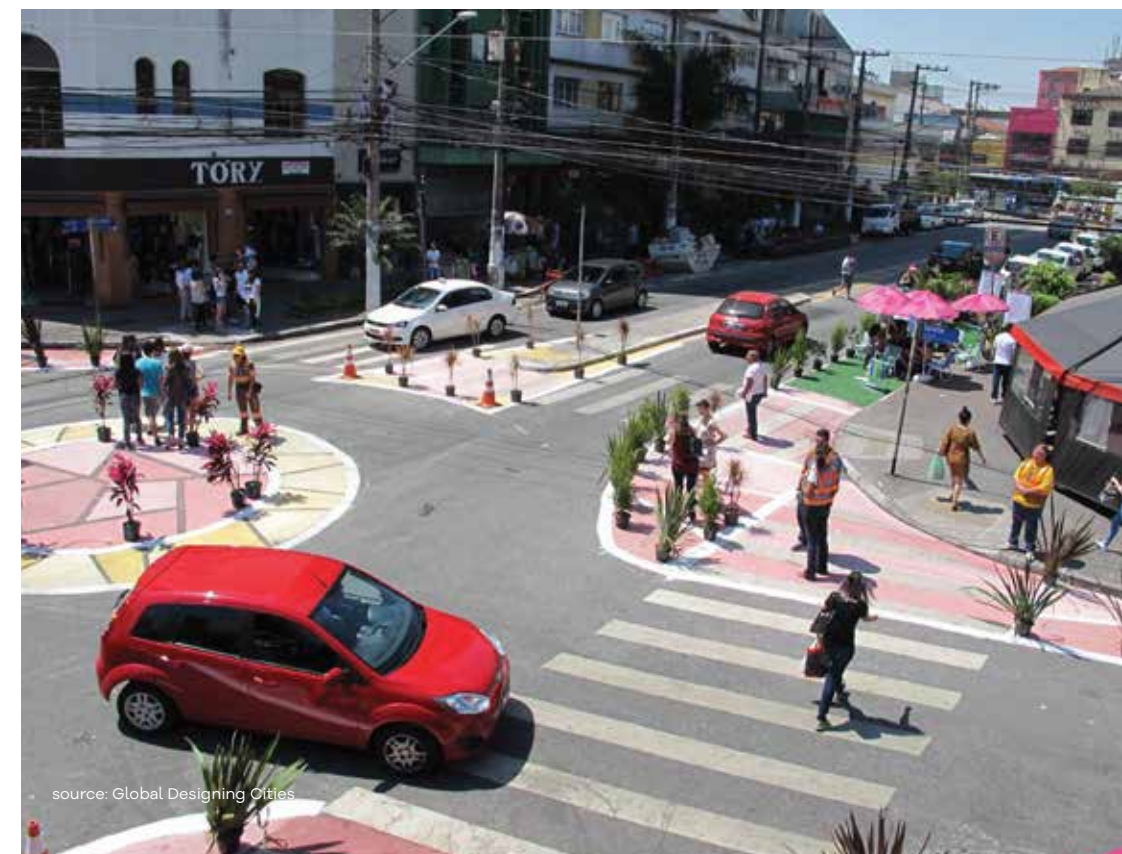
- give children more opportunities to play in a safe space close to their homes;
- provide a chance for residents to come together and for everyone to get to know their neighbours; and
- help residents to be more physically active and healthier.





Play streets – programming

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

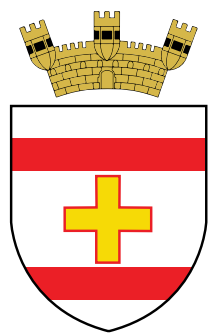


Extensions

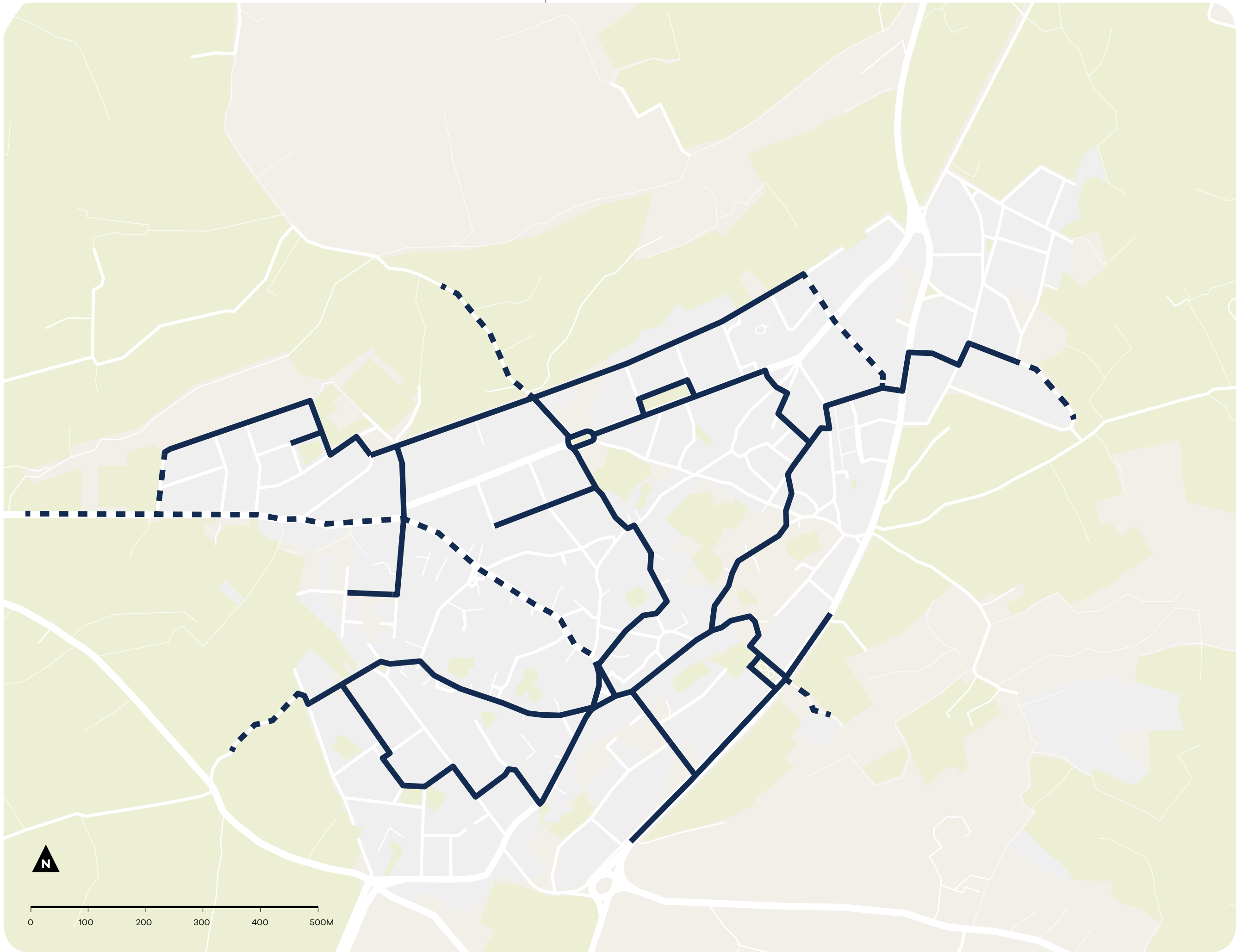
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



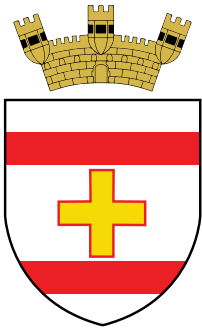
NETWORK



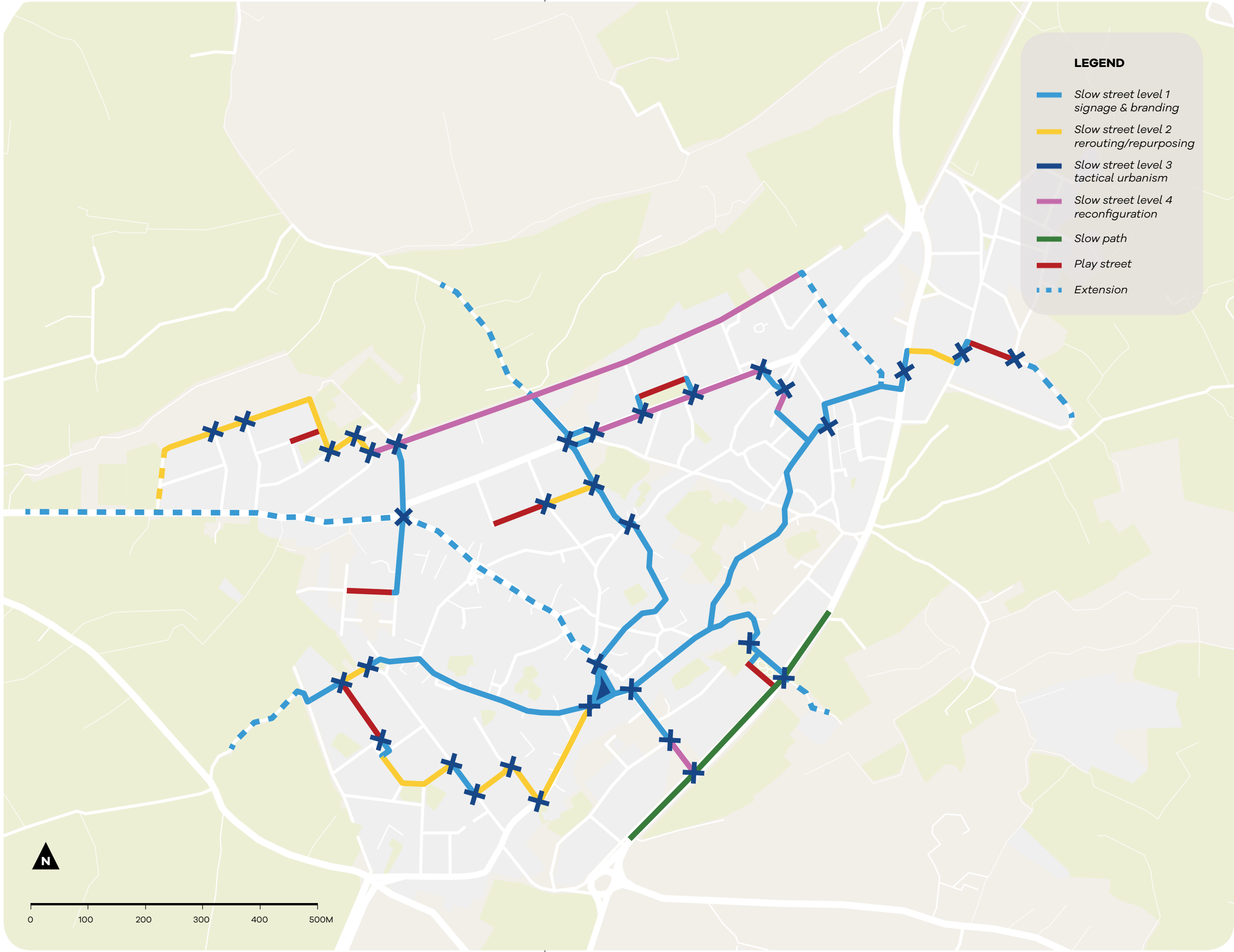
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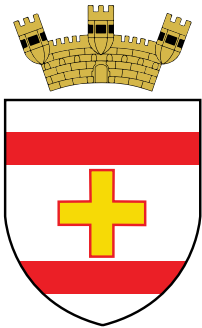
INTERVENTION



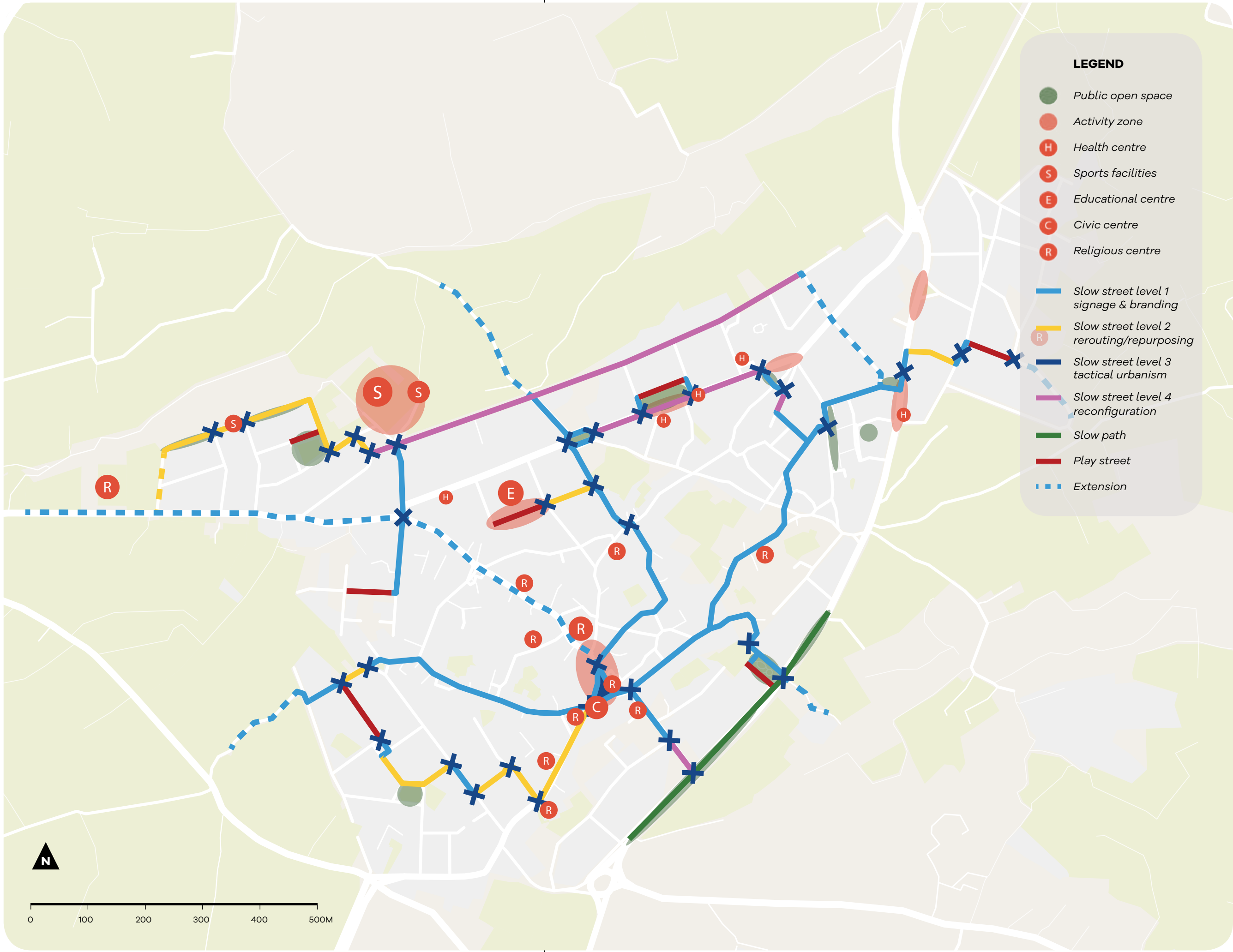
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INTERVENTION



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Cycling

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

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

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

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

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



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

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

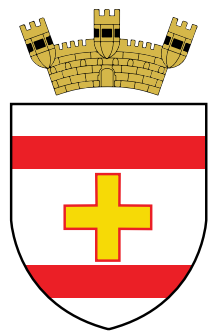
In narrower streets characterised by less space, signage is being proposed to slow down cars and raise the awareness of shared space with cyclists. These streets are included within the Level 1 interventions discussed previously.

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

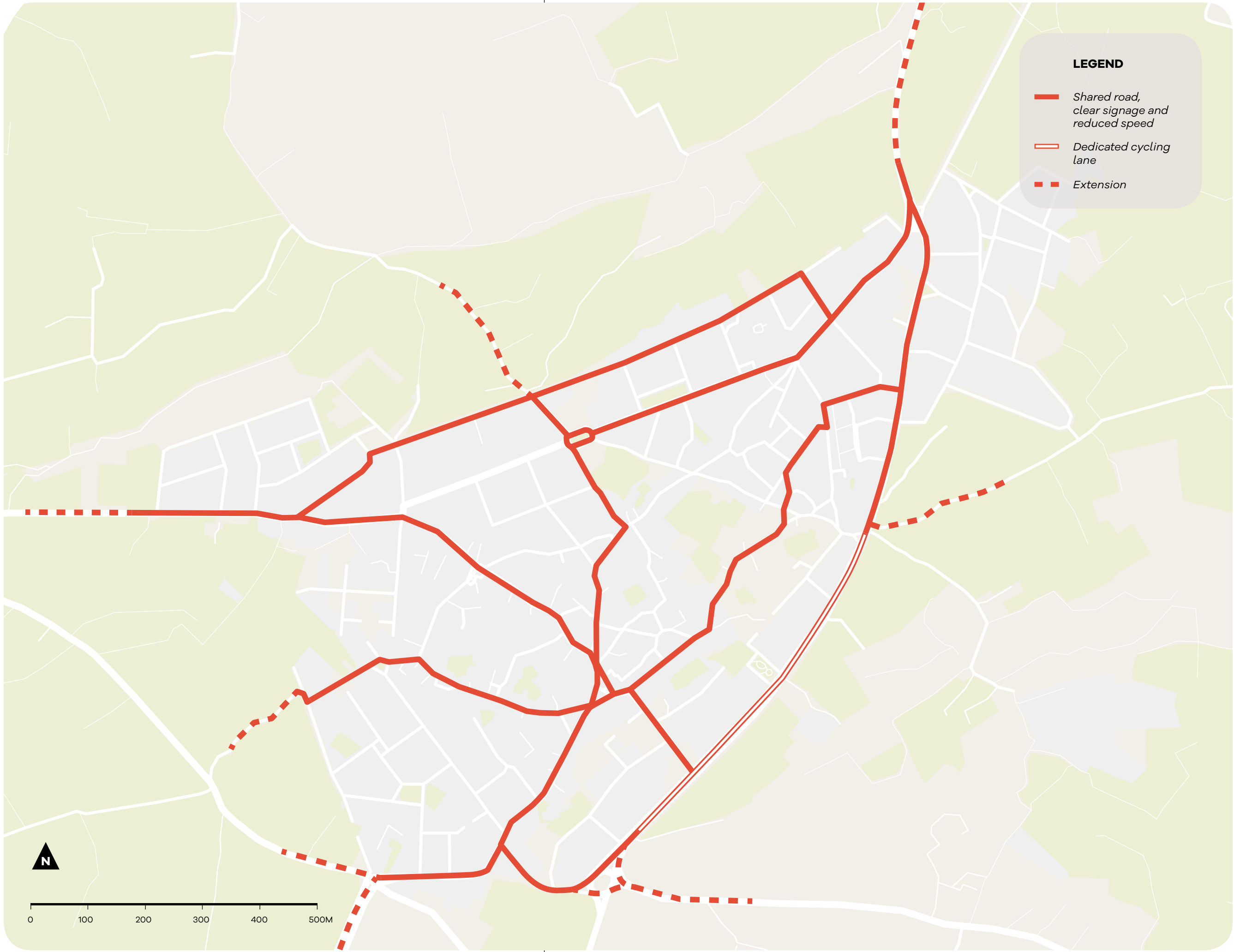


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING
NETWORK

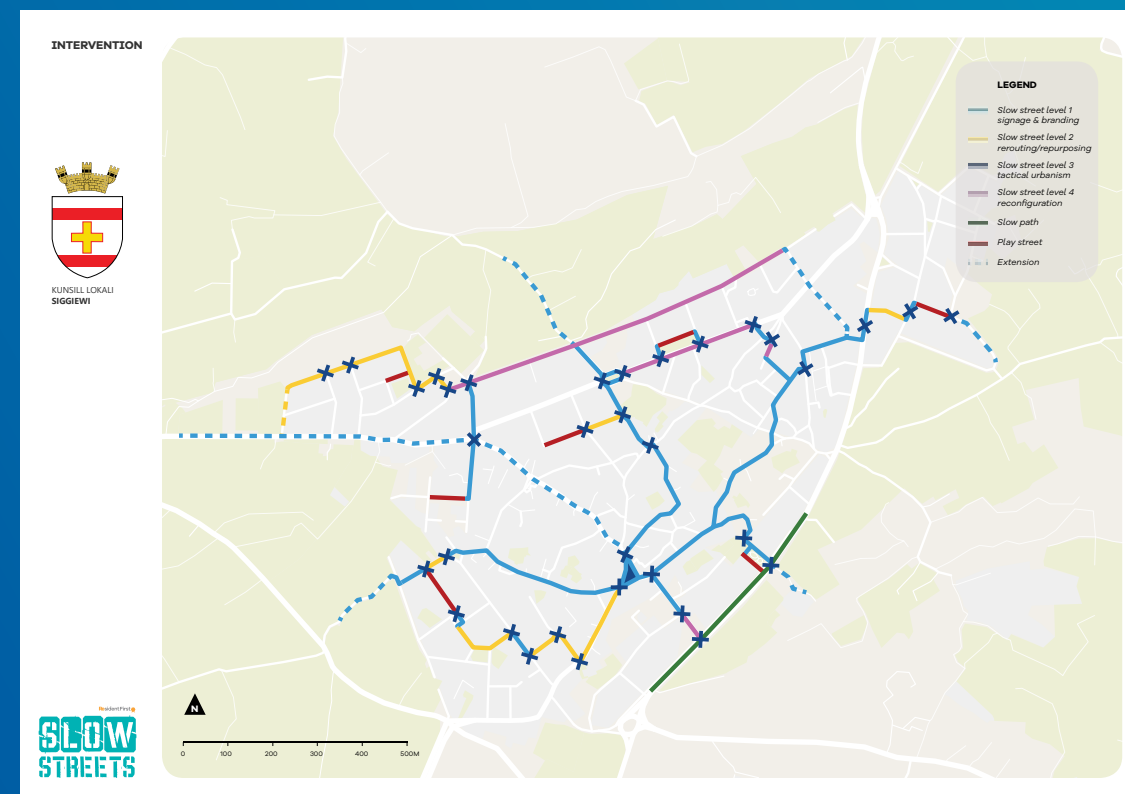


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Siggiewi Interventions

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. One of the main challenges in Siggiewi is connecting all the residential areas and public squares with the centre, and how to establish a Slow Streets Network that can shift moving around in favour of pedestrians and cyclists.



Intervention 1

Triq Il Qajjied, Misrah Il-Vittimi Tal-Gwerra and Triq Nicola Saura: Level 1, 3 and 4

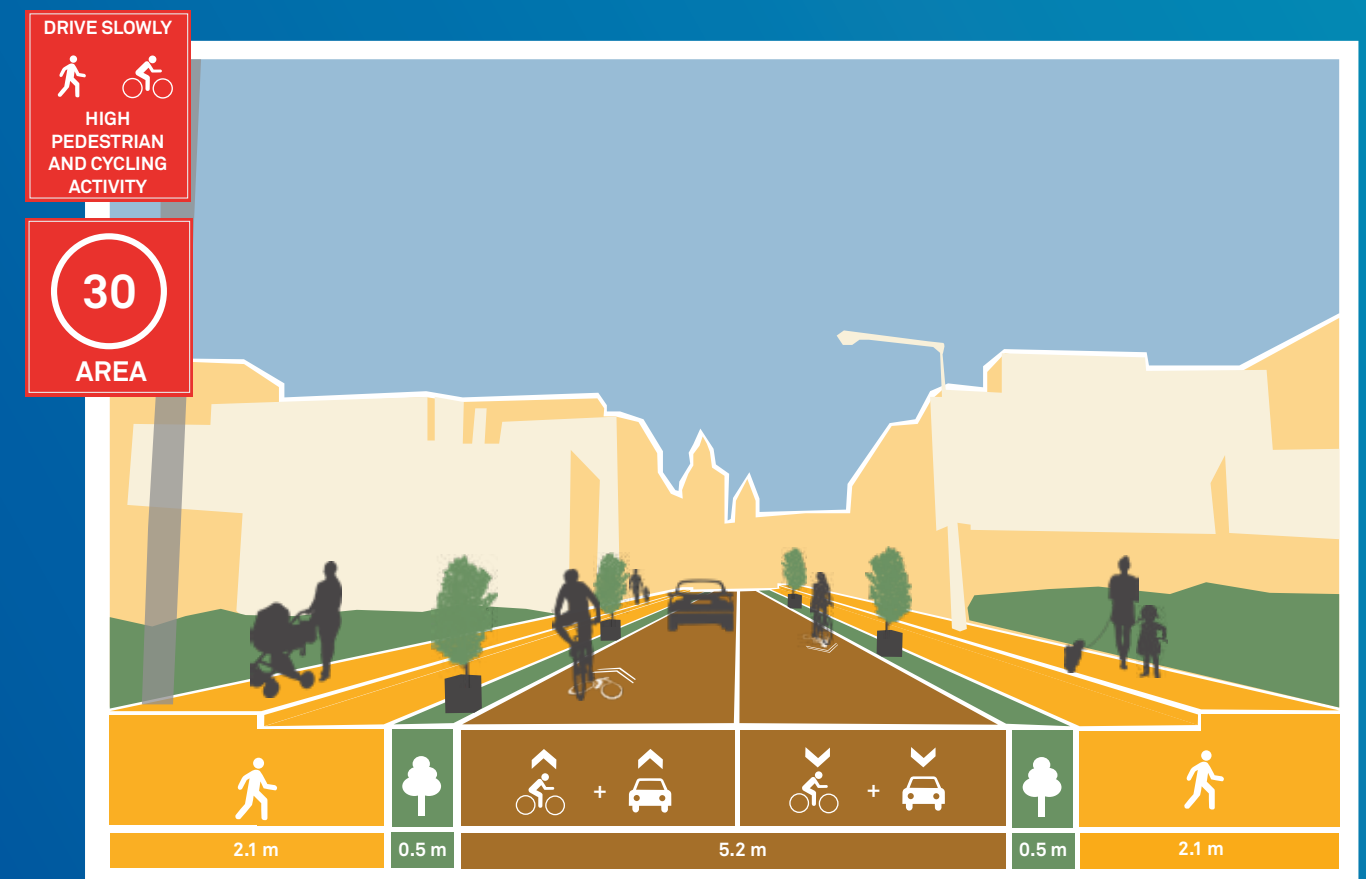
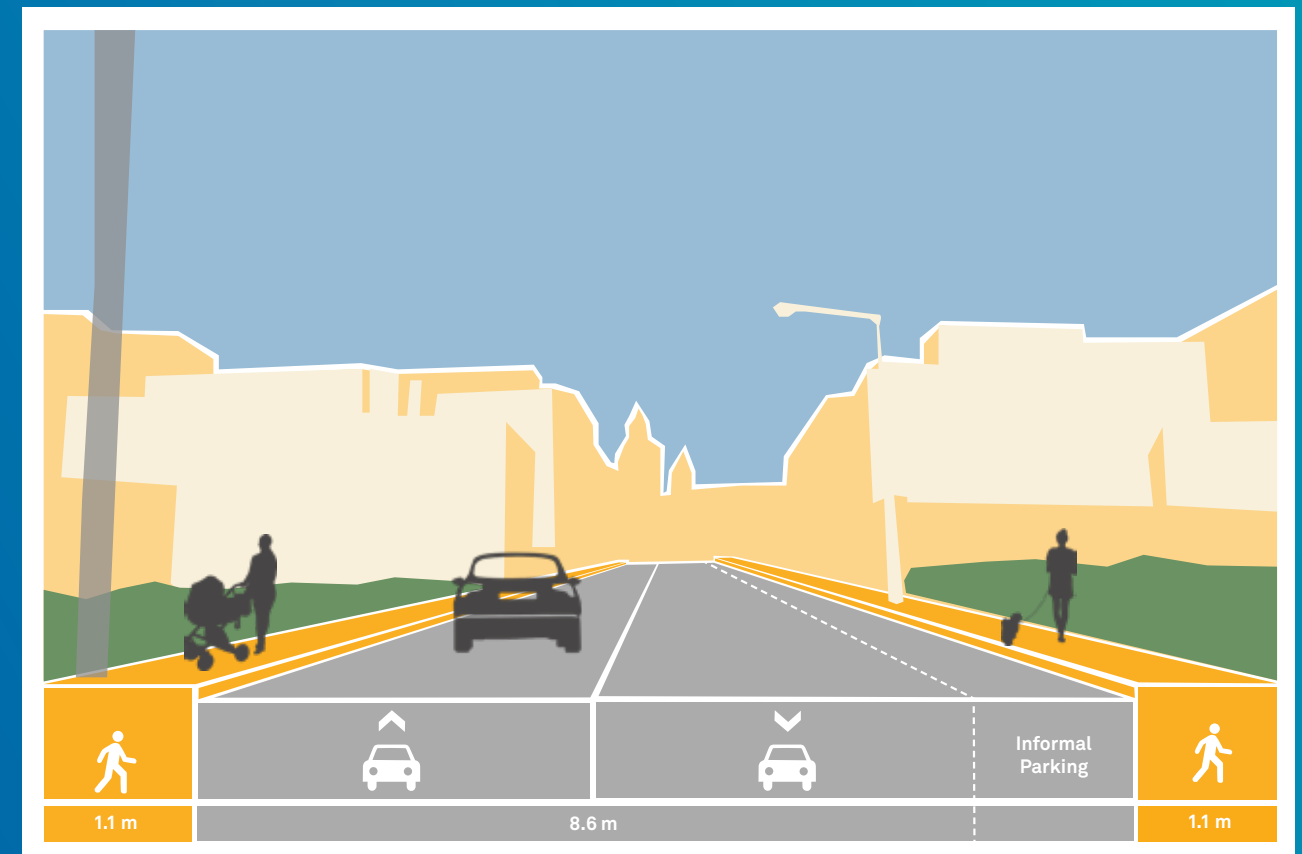


The first intervention for the establishment of the Siggiewi Slow Streets Network focuses on one of the main entry points to town. These spaces provide a connection between the centre of town and the bypass, including the already established recreational route along Triq Mons Mikiel Azzopardi. Unfortunately, at the moment it lacks any attraction to stimulate pedestrian use and the focus should be on turning the area more inviting, pedestrian friendly and safer to walk and cycle. The intervention suggests a number of tactical urbanism interventions to shift the attention and the use of the space in favour of pedestrians, starting with installing a very clear crossing point between Misrah Il-Vittimi Tal-Gwerra and Triq Dun Guzepp Aquilina. With the use of bright colours it will alert cars timely and slow them down to give priority to pedestrians.



Misrah Il-Vittimi Tal-Gwerra can easily be improved by means of tactical urbanism in order to define pedestrian and parking space in a clearer fashion. The parked cars can be shifted out as close as possible to the actual road and a formal pedestrian walkway can be outlined instead by transferring the maximum available space in favour of pedestrian use. It is by means of small gestures like these that the mood for walking will be set and the public space will be turned more pleasant.

Whilst the Slow Street interventions in principle avoid affecting any existing parking, it is suggested to remove some of the informal parking at the start of Triq Nicola Saura. It will allow for the street to be reconfigured and include appropriate and attractive pedestrian paths that will stimulate moving around by foot and incentivise the use of the recreational strip along Triq Mons Mikiel Azzopardi. Signage will emphasise slow car speed (30km), signal the sharing of the road with cyclists, indicate all crossing points and alert high pedestrian and cycling activity with the Slow Streets Network branding.



Intervention 2

Triq Mons Mikiel Azzopardi: Level 3 and Slow Path

In order to promote the pedestrian connection to town and to slow down traffic on Triq Mons Mikiel Azzopardi, it is suggested to install a very prominent crossing point by means of tactical urbanism tools. This strategy will further shift the priority to pedestrians and increase the safety at crossings. The existing recreational walkway along the road will become part of the Siggiewi Slow Streets Network as a Slow Path. It will be promoted with the Slow Streets branding and some tactical urbanism tools to add colour and additional greenery.



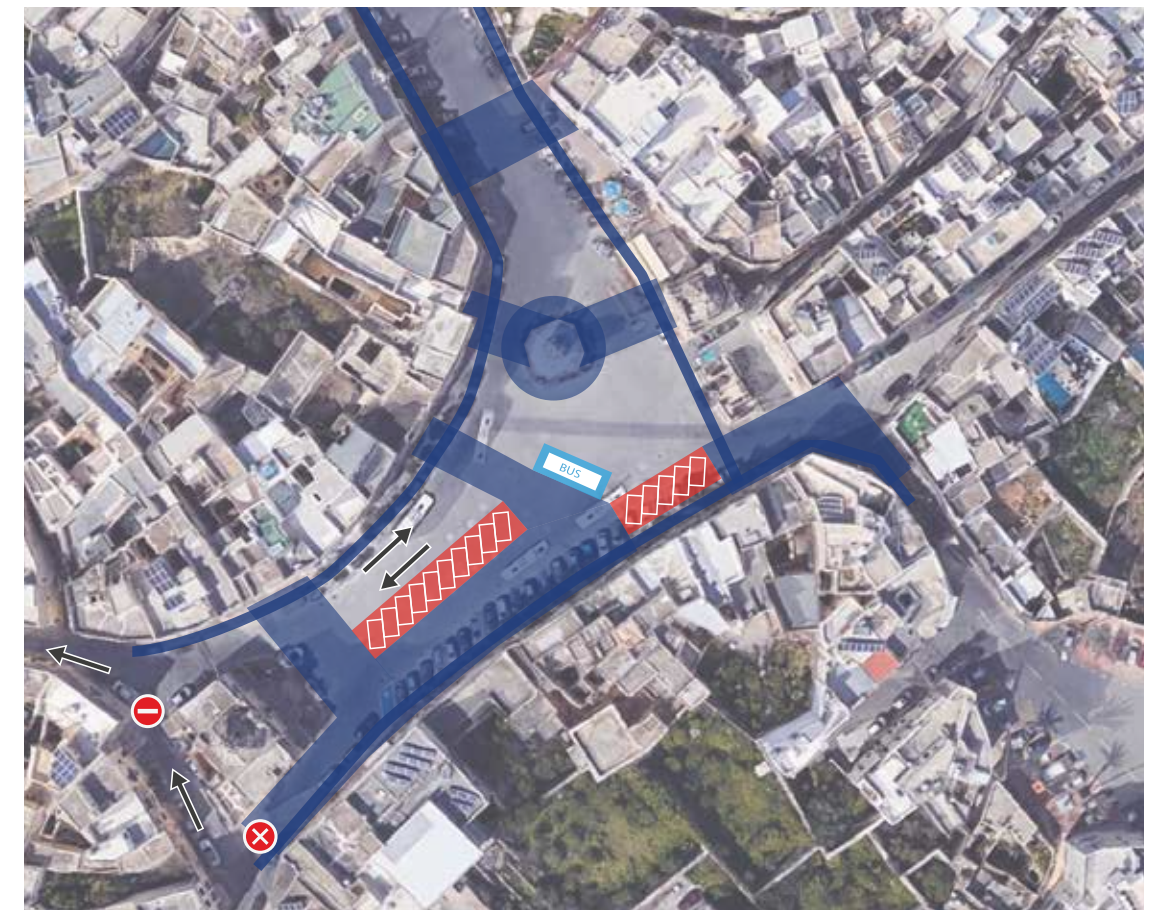
To make the cycling network truly successful it is important to connect as many councils possible nationwide. The intervention therefore proposes to add designated cycling lanes to the road. It will also reduce the width of the actual road for cars and help slowing down their speed. Signage will include a speed limitation of 30km close to crossings, highlight the pedestrian crossings, clearly communicate the designated cycling lanes and alert a high pedestrian and cycling activity.



Intervention 3

Piazza San Nicola: Level 3 and 4

The strategy for the central square and its surrounding streets proposes to maximise pedestrian comfort and walkable zones, primarily by limiting the space designated to motorised vehicles and giving the centre as much as possible back to the residents. Without an in depth traffic impact study and a thorough restructuring of the current traffic management the options to intervene with tactical urbanism tools are restricted but nonetheless worth testing. It will work as an incentive to open visions and eventually formalise solutions into a more permanent restructuring with paved and landscaped spaces.





In order to take away some of the through traffic it is suggested to turn the last stretch of Triq Il-Knisja L-Qadima before the square into a one-way road towards the square and guide the incoming traffic from the back of the Chapel of St. John the Baptist. This will allow the pedestrianisation of a large stretch of the square alongside the Siggiewi Civic Center. The existing herringbone parking can be kept but a part of it will be moved up in order to free up unencumbered quality pedestrian and civic space for all residents and visitors to be used. The large pedestrian stretch will also provide an opportunity to organise the bus stop and an appropriate waiting area.

To complete the pedestrian prioritisation of the central square, several crossing points will be clearly marked and expressed by means of tactical urbanism. The space up and around the St. Nicholas statue will remain limited in use due to the turning requirements for the public transport system. Nonetheless, it can be reorganised, better pedestrian access can be organised and accentuated in a stronger fashion by means of bright and colourful floor markings.

Signage will emphasise slow car speed (20km) up and around the square, signal the sharing of the road with cyclists, indicate all crossing points and alert high pedestrian and cycling activity with the Slow Streets Network branding.

Intervention 4

Triq Il-Kbira and Ramija: Level 1

Many of the historic and local streets have a relatively low traffic count and form perfect connections to complete a quality Slow Streets Network. Triq Il-Kbira and Ramija are such a vital connection to link the centre to the north eastern side of town. Given the narrowness of parts of Triq Il-Kbira and the availability of easier accessible roads in the vicinity, the road is mostly used for local access only. The route connects landmarks such as the St. Mark's Chapel and provides a pedestrian connection to the public open space Wesghat Il-Pallaz. The intervention proposes the introduction of appropriate signage for low speeds (20km) and pedestrian priority in order to increase safety and walkability along this route, while also catering better for cyclists.



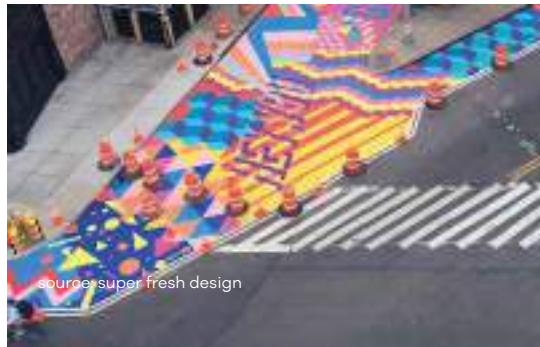
Intervention 5

Triq Il-Bandla and Pietru Mallia: Level 1, 3 and 4

At the end of Triq Ramija, these two streets will lead the network in the direction of the newer centre of town up and around Triq It-Tabib Nikol Zammit. The route will pass from the historical windmill, and lead through the existing pedestrian passage along the mill to reach Triq It-Tabib Nikol Zammit. Currently there is a lot of excess road space for these relatively local streets. It is therefore suggested to shift this excess of space towards a use for pedestrians and promote it as a safe and comfortable space for walking. This can happen by means of tactical urbanism tools like touches of floor paint and pots of plants, especially in the triangular space flanking the historical windmill. Triq Pietru Mallia itself can be reconfigured to reduce the actual road-space for cars to 4.1m (in line with DC2015 regulations) and mark a designated walking strip instead.



Tactical urbanism interventions are also being proposed, in the form of new pedestrian crossings with Triq Santa Margerita and Triq It-Tabib Nikol Zammit using bright floor markings so as to provide a better crossing for pedestrians. Given that the intersecting roads are important pedestrian routes, it would be critical to ensure that safety at each crossing is improved. Signage for slow car speed (20km), for the promotion of the Slow Streets Network, for the sharing of the road with cyclists, and for pedestrian and cyclist priority will be introduced.

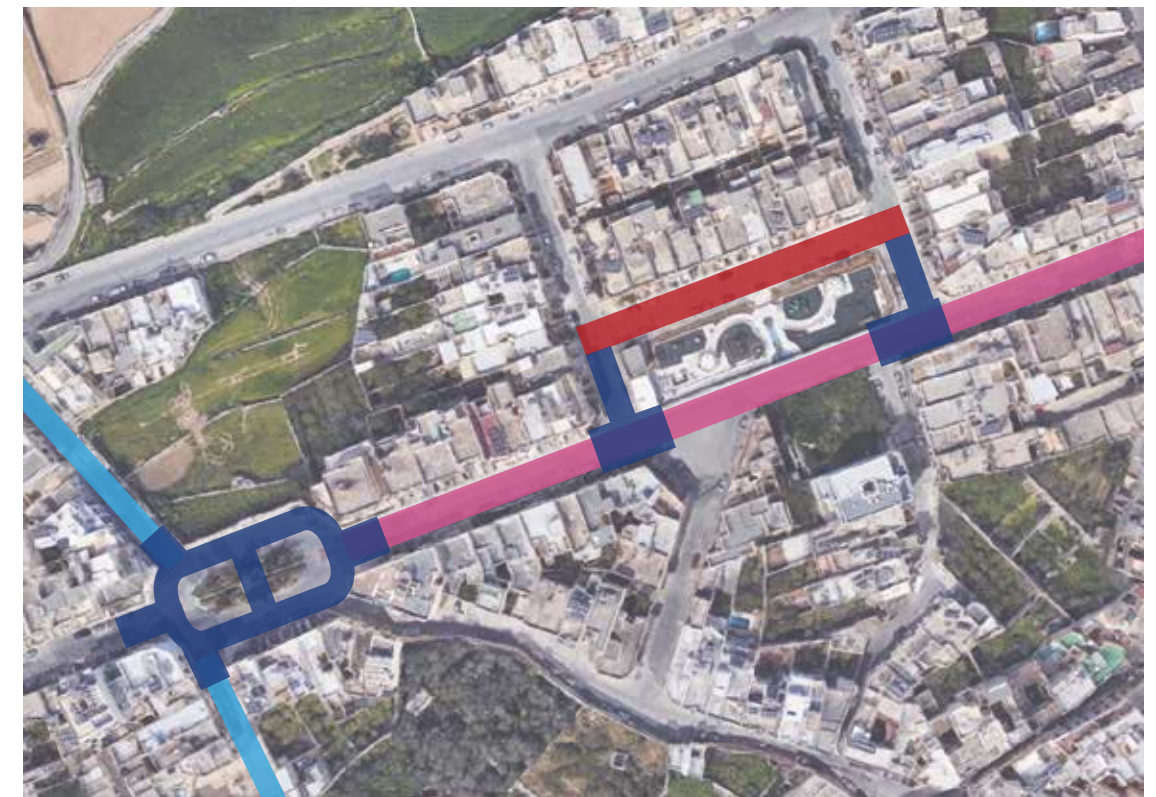


Intervention 6

Triq It-Tabib Nikol Zammit: Level 3 and 4

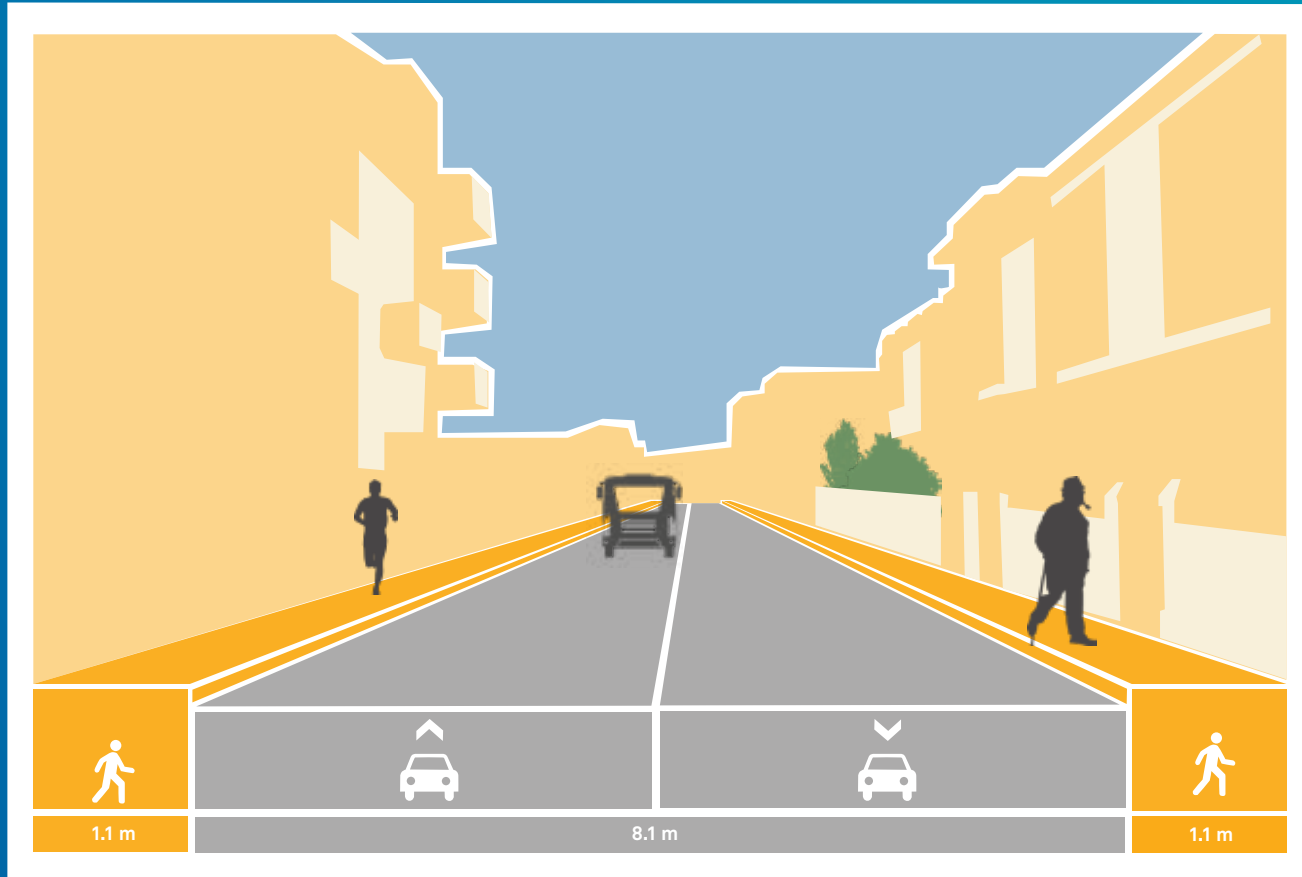


Triq It-Tabib Nikol Zammit is an important node in the network for linking up the shops, the businesses, the playground and the school located around this road, as well as to reassure the Slow Streets Network overlaps with the public transport system. It is suggested to reconfigure a section of this relatively wide road to include a designated 2.6m pedestrian walkway and a green strip to further stimulate moving around by foot. Reducing the road width will help preempting cars from speeding and allow the road to be shared with cyclists. Intersections along the road should be treated with tactical urbanism tools to slow down traffic further and create safer pedestrian crossings.



The busy roundabout located halfway between the playground and the school could benefit from some tactical urbanism interventions to shift priority towards pedestrian use and slow down the movement of cars. The entire street should have signage for low vehicular speeds (30km), indicate the street as shared with cyclists, alert the pedestrian crossing zones and include the promotion of the Slow Streets Network.





Intervention 7

Triq Mattia Preti: Playstreet

Located in the middle of this residential area, Triq Maria Preti is proposed to be used as a Play Street during designated times and/or days as traffic use is already low and very localised. The Play Street would therefore become an extension to the existing playground, thus increasing its use and activity.

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

As part of this of this intervention, it is also suggested to use tactical urbanism to install safe pedestrian paths along Triq Pietru Felice and Triq Il-Providenza to provide adequate and comfortable access to the playground and public toilets, including signage for low vehicular speeds (20km), indicating high pedestrian and recreational activity.



Intervention 8

Triq L-Imdina and Tan-Nofs L-Iskola: Level 1 and 3



These streets are important to provide another vital connection between the old and 'new' centre of town. There is potential to consider this continuation of roads for more active pedestrian and cyclist use. Especially the historic street Triq Tan-Nofs already has a low traffic count and forms a perfect connection to complete the network. The intervention proposes tactical urbanism to establish stronger pedestrian crossings along the way, preferably using bright paint markings so they become clearly visible for approaching vehicles. This strategy will further shift the priority to pedestrians and increase the safety at crossings. 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.



source: Kfsm



source: rosehasle

Intervention 9

Triq L-Iskola: Level 2, 3 and Play Street



In order to connect the network with the school and further reduce traffic, it is suggested to close this road off and only allow local access. It will therefore become accessible only to residents of the neighbourhood and school visitors (during designated times) and the road will give priority to cyclists and pedestrians. 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.

The stretch of the street in front of the school could be used as a play street on designated days and hours. The programming of the play street could happen in collaboration with the school and involve the wider community. The play street will become a natural extension to the existing pedestrian pockets in front of the school. Signage will communicate the school activity and the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.



source: Greater Washington



source: Toronto Star

Intervention 10

Triq Il-Kbira Sqaq Nru. 5, Triq Ta Brandin, Triq IL-Pallaz and Wesghat IL-Pallaz: Level 1 and 3 and Play Street



From Triq Il-Kbira there is the opportunity to make a pedestrian and cycling connection to the public space named Wesghat IL-Pallaz. Following the Local Council's expression to integrate the use of some of its public open spaces more intensively, it is suggested to include this connection, existing of the quaint historic alley and Triq Ta Bandin, in the Slow Streets Network. It will promote pedestrian and cycling access to this public square close to the bypass, which is at this point unfortunately rather disconnected from the rest of town.



The alley should have signage promoting the Slow Streets Network and marking it as a pedestrian and cycling priority space. With the use of tactical urbanism, Triq Ta Brandin could be embellished and defined better than it currently is. If a formal walking and cycling path could be installed along this short street, it would certainly be considered an asset.

Up and around the public open space some minor tactical urbanism will help promote the area as a place to stay. Triq IL-Pallaz could be closed off from time to time and function as a Play Street and extension to the public space. Programming the space for various activities will attract residents from a wide catchment within the community and not be limited to the residents on this particular square.



source: Talk Wellington



source: woodstreetfirst

It is also suggested to install a very well designed pedestrian crossing to continue the network across Triq Mons. Mikiel Azzopardi. The crossing needs to be very visible to approaching cars and temporarily limit the road width to force cars to slow down. It will provide an additional connection to the recreational Slow Path along Triq Mons. Mikiel Azzopardi and access to the Limestone Heritage Park and Gardens. Ideally a pedestrian walkway will be created with the use of tactical urbanism tools along Triq Mons. Mikiel Azzopardi, on the side of the Limestone Heritage museum and in the direction of the existing recreational path. It would complete and connect the existing pedestrian walkways on this side of the main road.



source: Streetplans.com



source: Seattle Streets Illustrated

Intervention 11

Triq Ramija and Il-Ghid: Level 1 and 3



In order to make a pedestrian network successful it is imperative to connect to as many areas as possible within the Council. Triq Ramija and Il-Ghid will lead the Slow Street Network towards the residential area across the bypass. The intervention emphasises the prioritisation of pedestrian movement and the sharing of the road with pedestrians and cyclists. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.

Tactical urbanism can improve the connection between Triq Ramija and Il-Ghid substantially in favour of pedestrians. Tactical urbanism, in the form of floor markings, is being proposed to slow cars down and to give pedestrians priority when using the space and crossing the roads.



source: NewSigns



source: bike portland

Intervention 12

Triq Mons Mikiel Azzopardi: Level 3



In order to make a safe pedestrian passage in and out the residential area across the bypass it is important to make a clear gesture to slow down traffic and emphasize the importance of walking. It is therefore proposed to implement tactical urbanism markings on the road in order to narrow it down and visually alert the presence of pedestrians and cyclists. Signage will include a temporary speed limitation of 30km, clearly signalling the crossing point and communicating high pedestrian and cycling activity.



At this point the width of the bypass has become narrower and it won't be able to have designated cycling lanes as described in intervention 2 and it is therefore suggested to make the road shared with bicycles by means of evident roadside and road signage, and the promotion of the Slow Streets Network. There are ample tools to emphasize the sharing of the road and raise awareness for the cyclists' safety.

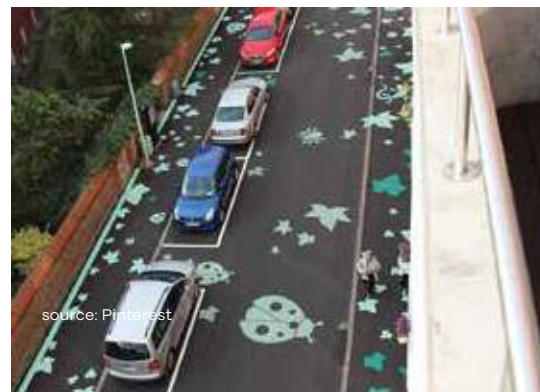


Intervention 13

Triq Ferdinand Hompesch, Salvu Corso and In-Nirien: Level 2 and 3 and Play Street



Intervention 13 suggests to expand the proposed pedestrian route towards this relatively peripheral residential area and proposes appropriate signage for low speeds and pedestrian and cyclist priority in order to increase safety and improve walkability. Triq Ferdinand Hompesch can be turned into a local access only street to relieve it from any unnecessary traffic. A small stretch of Salvu Corso can receive tactical urbanism paintings to slow down traffic and raise awareness about the sharing of the road with pedestrians and cyclists.



Triq In-Nirien can be turned into a Play Street at designated time and days, given there are ample alternative routes to retain access to all neighbouring streets. This play street has been particularly chosen to serve the residential area around it and in order to have a good geographical spread of such spaces throughout the locality. Signage will communicate a slow car speed (20km), the frequency and use of the Play Street, together with a temporary closure of the street for through traffic.

As an extension to the Slow Streets Network, the large stretch of tarmac at the end of the Play Street and in front of the Holy Trinity Chapel could be embellished with the use of tactical urbanism tools like floor paint and pots of greenery.



Intervention 14

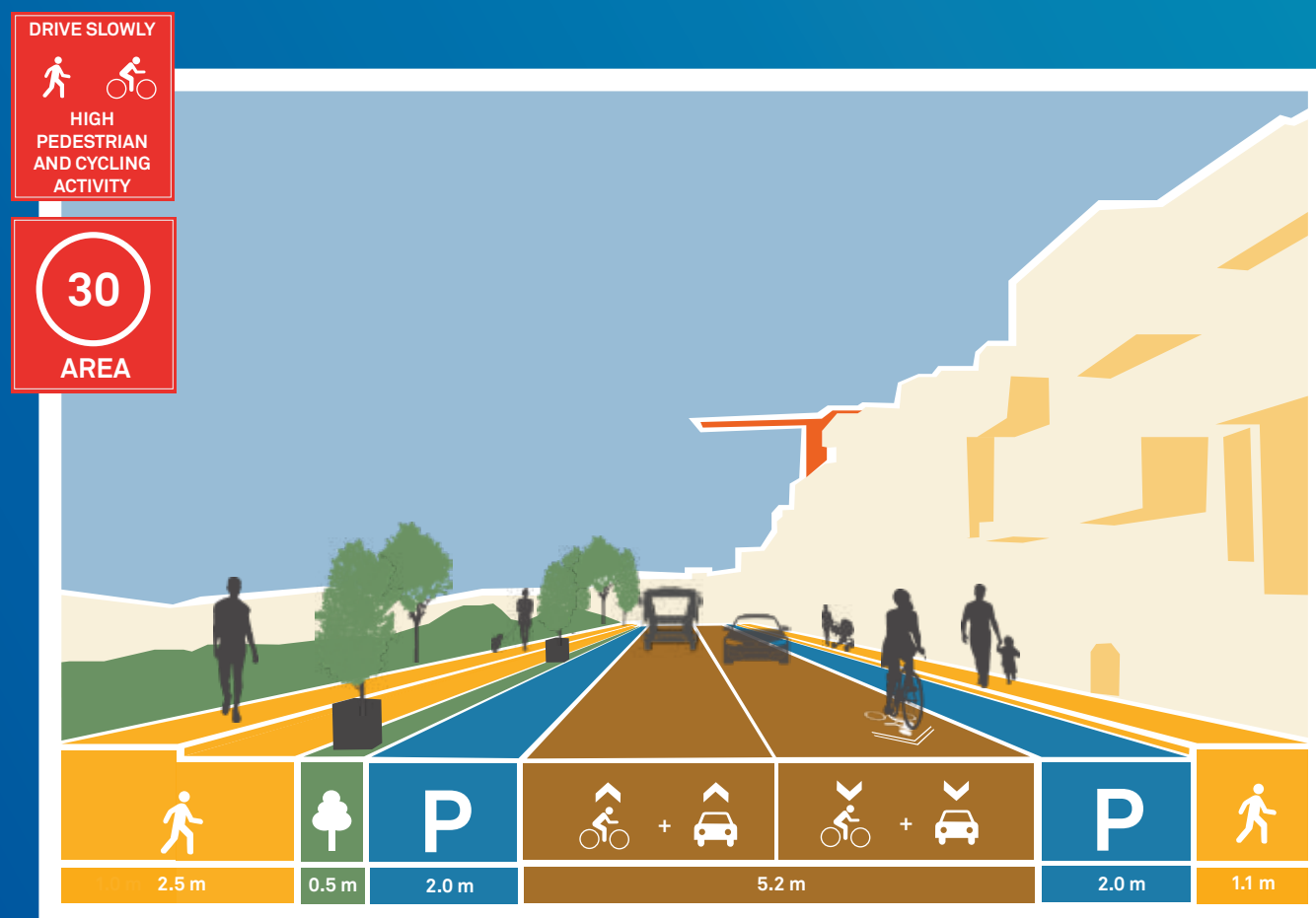
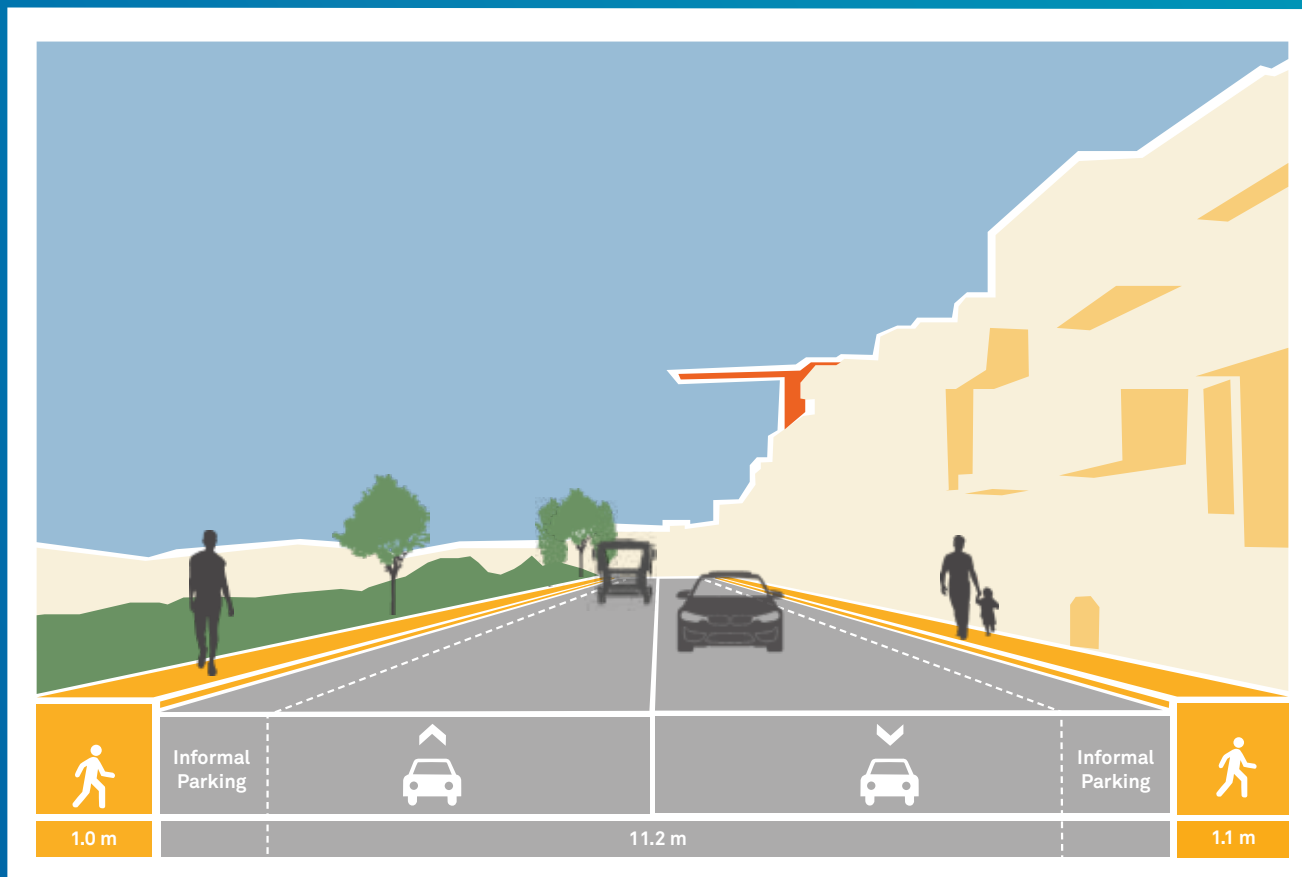
Triq Dun Manwel Zammit: Level 3 and 4



To continue the Siggiewi Slow Streets Network we move back to the northern edge of town for the next intervention on Triq Dun Manwel Zammit. This very wide road with scenic views over the fields is often used for recreational purposes to walk or jog, especially since it connects to the Siggiewi sports ground and outdoor gym. It is therefore suggested to reconfigure this wide road to provide more space, pleasure and safety for persons walking or jogging.

A 2.5m walkway and a green barrier can be installed, reducing the road to 5.2m which is still well within the DC2015 regulations to allow a car and public transport to pass at the same time. Appropriate street markings can be applied to have the road shared with bicycles. The road should have signage for low vehicular speeds (30km), indicate the street as shared with cyclists, and include the promotion of the Slow Streets Network.



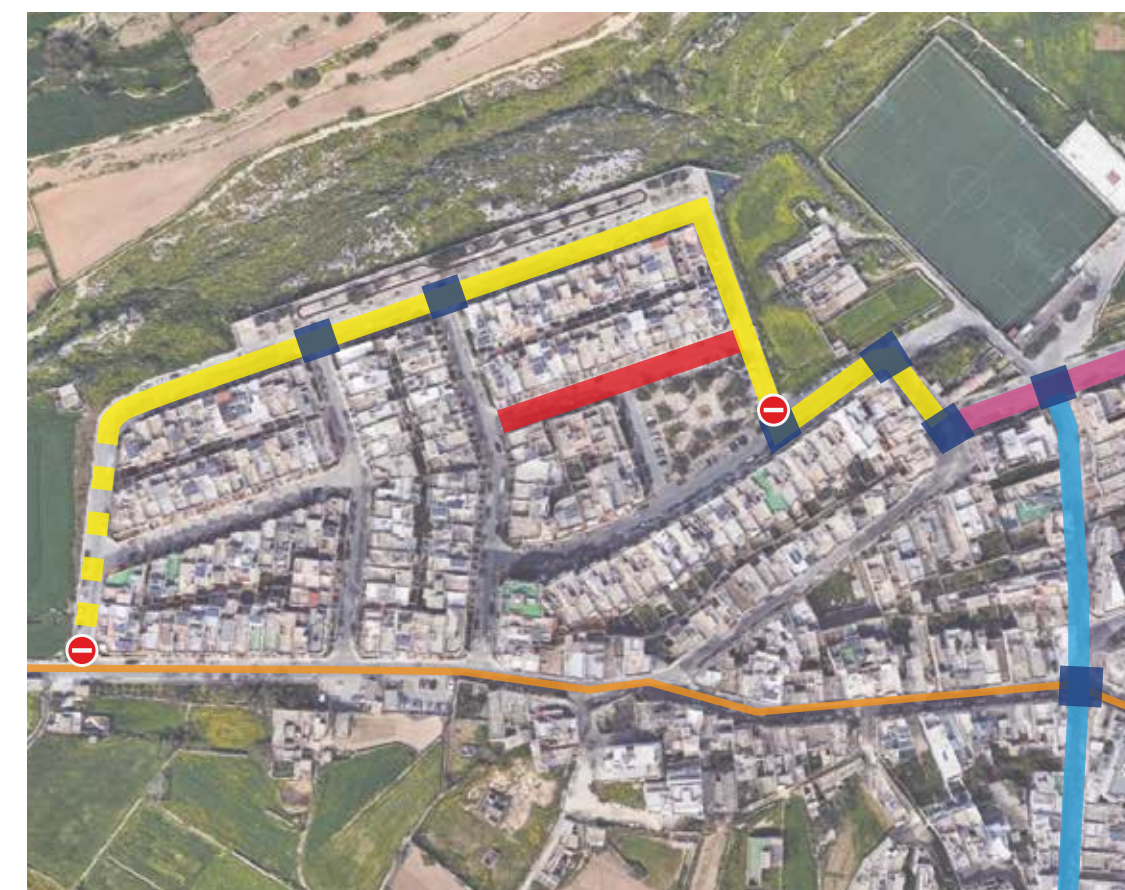


Intervention 15

Qasam Tal-Bini Tal-Gvern, Triq Dun Anton Vella, Nikola Bonello and Mons. F. X. Mangion: Level 2 and 3

Being on the edge of town, featuring the Siggiewi outdoor gym and pleasant views to the countryside it is important to lead the network all the way to this part of the town and promote the moving around by foot and bicycle. From here the network can easily extend to the cemetery and the fields beyond.

The intervention proposes to make these streets local access and public transport only, and emphasises the prioritisation of pedestrian movement and the sharing of the road with pedestrians and cyclists. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.



It is also suggested to include a series of pedestrian crossing at intersections, using tactical urbanism tools to clearly signal the movement of pedestrians and slow down the speed of cars. The Outdoor Gym on Triq Mons. F. X. Mangion could be embellished with colorful tactical urbanism paint works and signage.



Intervention 16

Triq Guzeppi Agius: Play Street

Located next to the public open space and opposite the social housing, Triq Guzeppi Agius is proposed to be used as a Play Street during designated times and/or days. This play street has been particularly chosen to serve the residential area around it and in order to have a good geographical spread of such spaces throughout the locality. Signage will communicate a slow car speed (20km), the frequency and use of the Play Street, together with a temporary closure of the street for through traffic. The Play Street has the potential of attracting more people to the area and increasing the use and activity up and around the public grounds.



Barrier elements

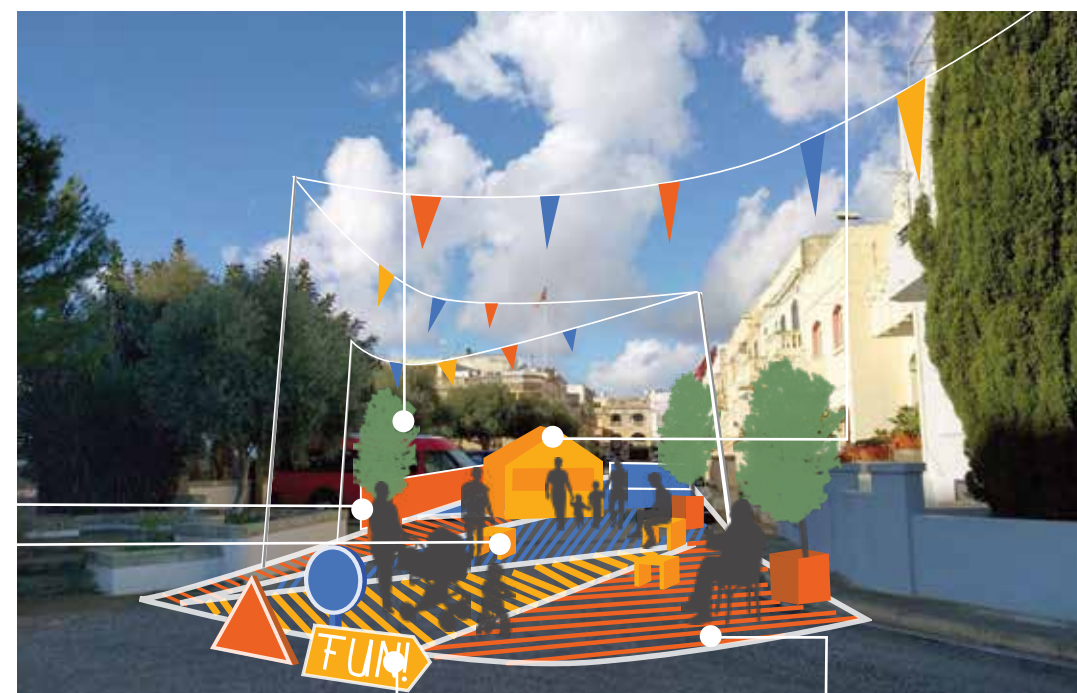
should be used to create a strong edge and define the place as a pedestrian zone

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 17

Triq Wied Il-Hersi, Il-Prof. Nerik Vassallo and It-Tank: Level 1 and 3 and Play Street



Being slightly disconnected from the rest of town it is important to lead the network all the way to this mostly residential area and promote the moving around by foot and bicycle. The intervention emphasises the prioritisation of pedestrian movement and the sharing of the road with pedestrians and cyclists. Car speed will be limited to 20km, with signage communicating the road sharing with pedestrians and cyclists whilst promoting the Slow Streets Network.

It is also suggested to include a strong pedestrian crossing at the intersection of Triq Wied Il-Hersi and Il-Prof. Nerik Vassall, using tactical urbanism tools to clearly signal the crossing and movement of pedestrians.



Located in the middle of this residential area, a section of Triq It-Tank is proposed to be used as a Play Street during designated times and/or days as traffic use is already low and very localised. Play streets are a global movement to promote health and neighbourliness in the public area, they give young and old a chance to play, be active on their street, whilst also building community and encouraging active citizenship. Signage will communicate the frequency and use of the Play Street, together with a temporary closure of the street for through traffic and promote the Slow Streets Network.

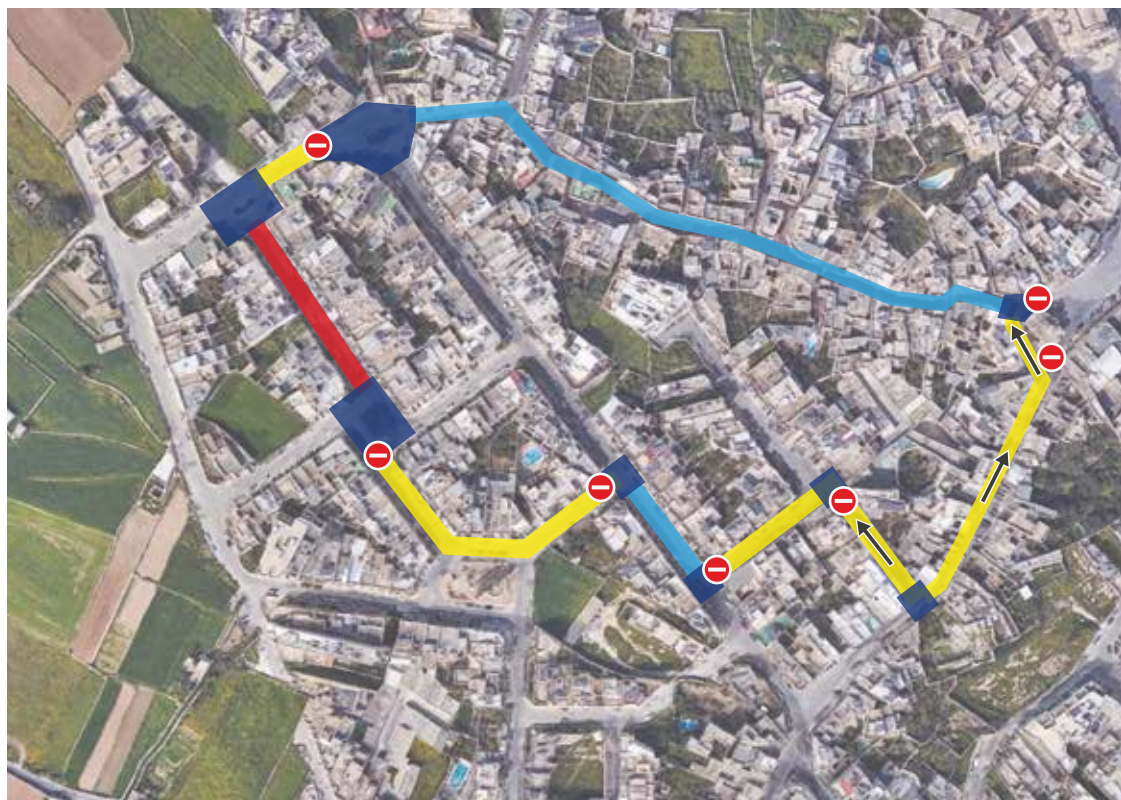


Intervention 18

Triq San Gakbu: Level 1 and 3



This narrow, old road connects the old center with the western side of town and the field roads leading to the Laferla Cross. Given the limitation of road space, the intervention focuses on limiting the speed of traffic to 20 km, on sharing the road with pedestrians and cyclists, and on improving pedestrian safety with the introduction of tactical urbanism touches 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 some paint markings along the road and crossings.



Intervention 19

Triq Il-Fawwara, Lorenzo Gafa, Nazzareno Pisani, Ir-Rebbiegha, In-Newba and Id-Demnuq: Level 2 and 3 and Play Street



The combination of these streets will complete the Siggiewi Slow Streets Network right through the south western part of town, whilst passing by the public open space on triq Lorenzo Gafa and the Old Church ruins. Where possible it is suggested to turn the streets into local access only roads to prevent any unnecessary through traffic.

The intervention focuses on limiting the speed of traffic to 20 km, on sharing the road with pedestrians and cyclists, and on improving pedestrian safety with the introduction of tactical urbanism touches along this network of streets. 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 some paint markings along the road and main intersections and crossing points.



source: BikePGH



source: Barbeton Better Block



source: Essential Surrey

Located in the middle of this residential area, a section of Triq Lorenzo Gafa is proposed to be used as a Play Street during designated times and/or days. This play street has been particularly chosen to serve the residential area around it and in order to have a good geographical spread of such spaces throughout the locality. Signage will communicate a slow car speed (20km), the frequency and use of the Play Street, together with a temporary closure of the street for through traffic.

Intervention 20

Triq Il-Knisja L-Qadima: Level 2 and 3

This intervention proposes to turn a stretch of this traditional but narrow access road to the centre into a one-way street towards the center. This proposal works in tandem with the overall strategy for the the St. Nicholas square as explained in intervention 3. Otherwise, given the limitation of road space, the intervention focuses on reducing the speed of traffic to 30 km and on sharing the road with pedestrians and cyclists. Signage for the promotion of the Slow Streets Network and for the sharing of the road and pedestrian and cyclist priority will be introduced, including some paint markings along the road.



Intervention 21

Triq L-Imqabba, Lapsi, Tal-Providenza, Blat Il-Aqmar, Il-Mithna and Il-Parrocca: Level 3 and Cycling

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



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.

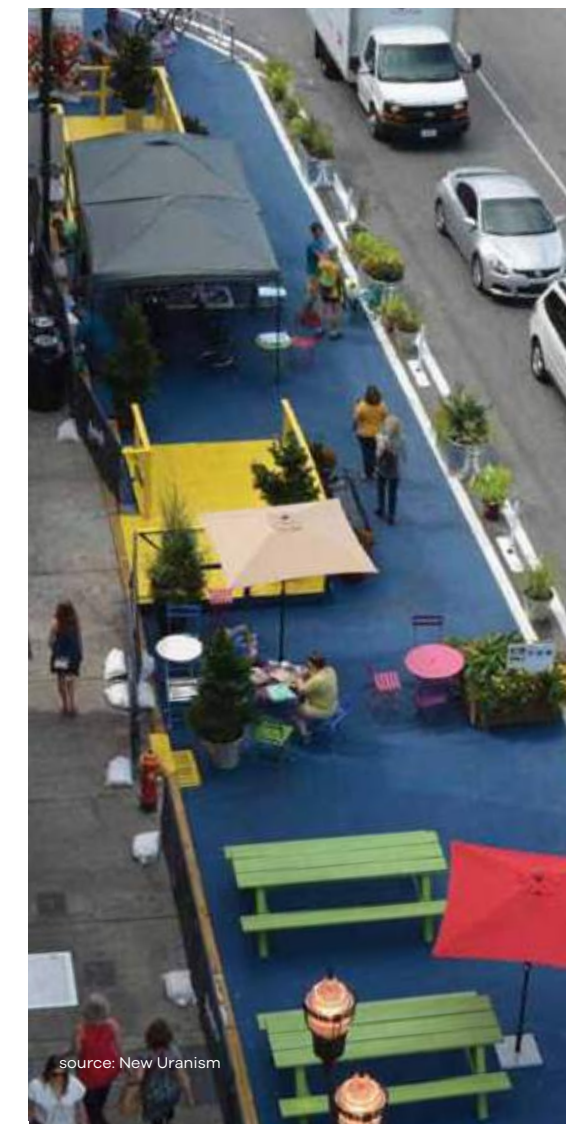


Siggiewi

The best interventions to test and implement first are the Play Streets. Play Street closures during this phase may be carried out on designated days and at times when traffic is already low. Together with the Play Streets, the tactical urbanism interventions suggested for the main square could be tested. A first 'circle of slow streets' can be added to this phase as well: Triq IL-Kbira and Ramija, Triq IL-Bandla and Pietru Mallia, Triq It-Tabib Nikol Zammit, Triq L-Iskola, L-Imdina and Tan-Nofs L-Iskola.

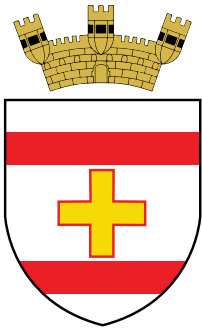
During the second phase, two more clusters or circles can be added to the Slow Streets Network: Triq San Gakbu, Triq IL-Fawwara, Lorenzo Gafa, Nazzareno Pisani, Ir-Rebbiegha, In-Newba and Id-Demnuq, Triq IL-Knisja L-Qadima, Triq IL Qajjied, Misrah IL-Vittimi Tal-Gwerra, Triq Nicola Saura, and Triq Mons. Mikiel Azzopardi

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

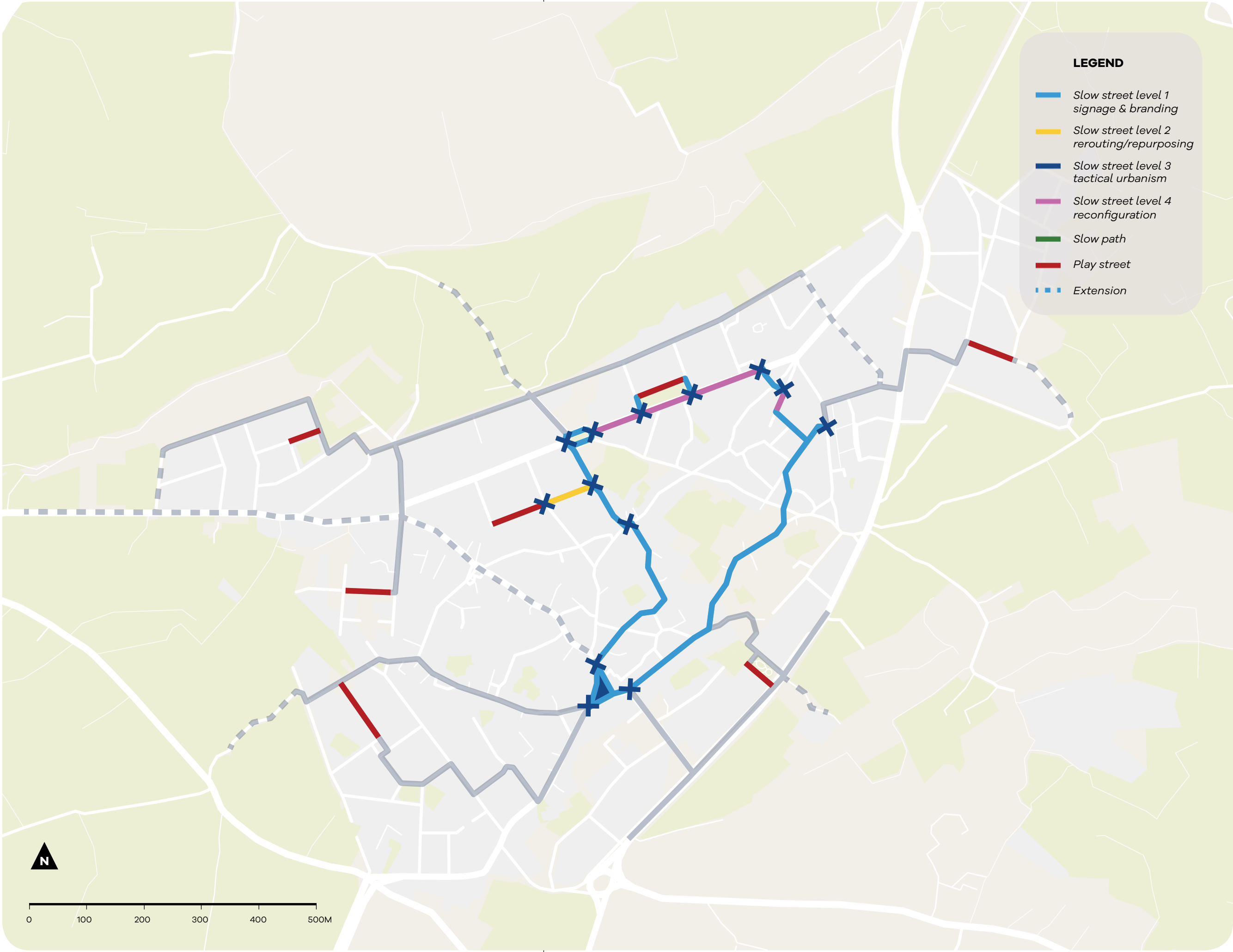


PHASING

STARTING &
TESTING THE
NETWORK

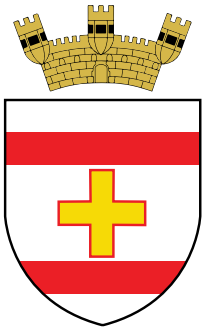


KUNSILL LOKALI
SIGGIEWI

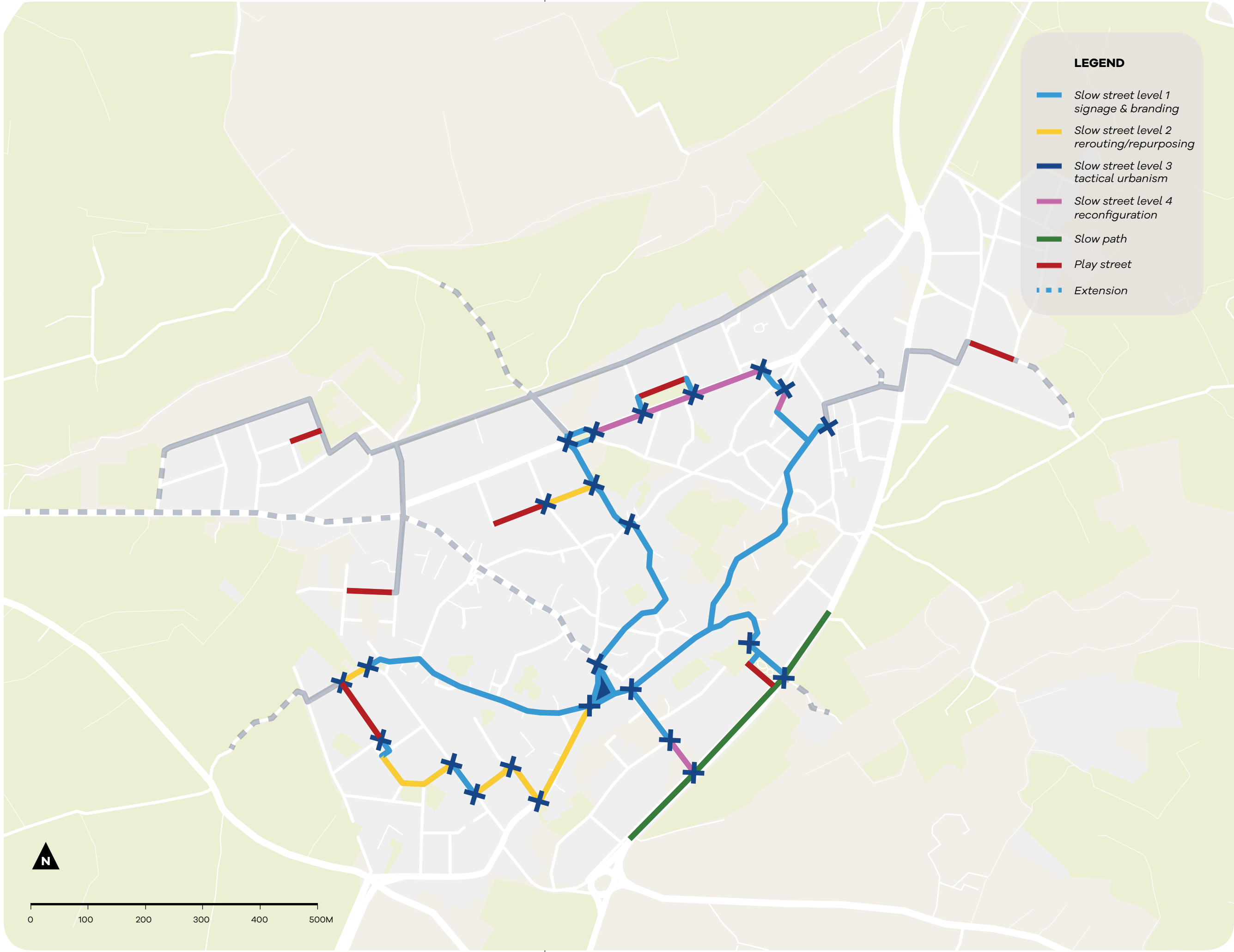


PHASING

STRENGTHENING
THE NETWORK

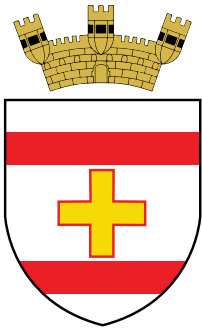


KUNSILL LOKALI
SIGGIEWI

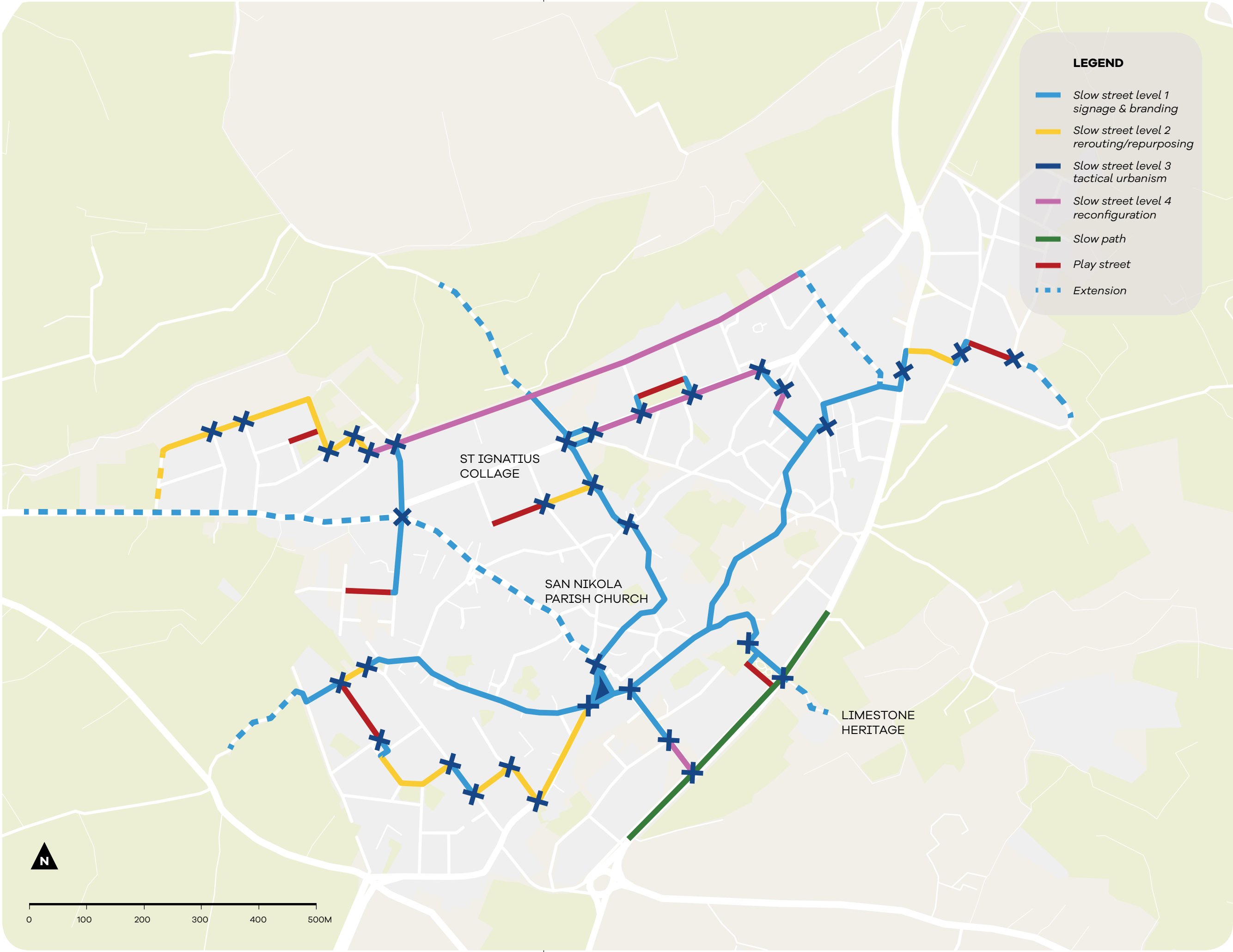



PHASING

COMPLETING
THE NETWORK



KUNSILL LOKALI
SIGGIEWI





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.

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

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

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

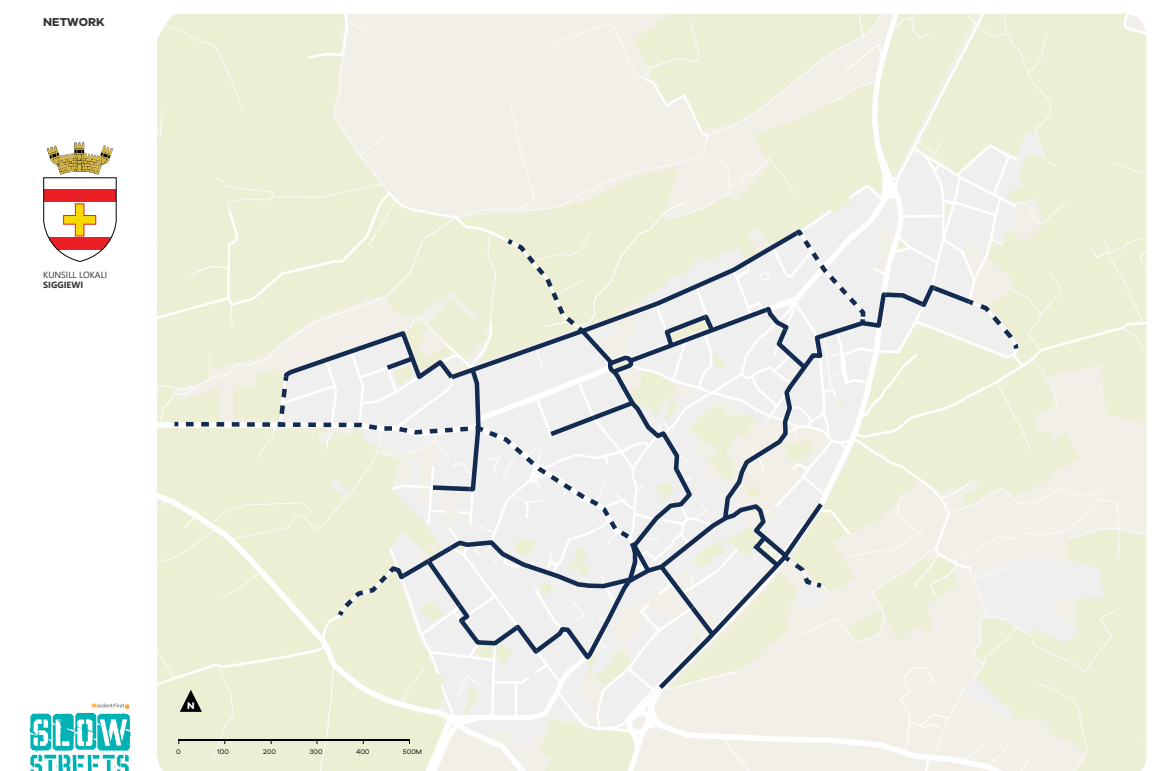
- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of the spaces to pedestrian and cyclist use
- Level 3 interventions: Tactical urbanism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

Summary

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

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

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



Intervention summary street by street

Intervention 1 - Triq Il Qajjied, Misrah Il-Vittimi Tal-Gwerra and Triq Nicola Saura: signage & branding, tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 30 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
Reconfiguration: narrowing the allocated road space on Triq Nicola Saura to 5.6m and have it shared with bicycles, creating a 1.5m walkway + 0.5m green strip on either side

Intervention 2 - Triq Mons Mikiel Azzopardi: Slow Path and tactical urbanism

Signage: Slow Streets branding
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: Designated Slow Path
Signage: Designated cycling lanes
Signage: Pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and pathways, and dedicated cycling lanes

Intervention 3 - Pjazza San Nicola: signage & branding, tactical urbanism and reconfiguration

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, reorganising the space around and access to the statue
Reconfiguration: pedestrianisation of a large stretch in front of the Civic Center and installing a dedicated bus stop and waiting area

Intervention 4 - Triq Il-Kbira and Ramija: signage & branding

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

Intervention 5 - Triq Il-Bandla and Pietru Mallia: 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) on Triq Il-Bandla
Signage: Share the road (cyclists and motorised vehicles) on Triq Pietru Mallia
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: pedestrian crossing points
Tactical urbanism: designing and emphasizing clear pedestrian crossings and walkways, reorganising the space around the mill
Reconfiguration: narrowing the allocated road space on Triq Pietru Mallia to 5.6m to include a 1.5mwalkway and 0.5m green strip on one side

Intervention 6 - Triq It-Tabib Nikol Zammit: tactical urbanism and reconfiguration

Signage: Slow Streets branding
Signage: 30 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
Reconfiguration: narrowing the allocated road space to 6.1 m and have it shared with bicycles, creating a 1.5m walkway + 0.5m green strip on one side

Intervention 7 - Triq Mattia Preti: Play Street

Signage: Slow Streets branding
Signage: Play Street (communicating designated days and times)
Play Street: programming of activities

Intervention 8 - Triq L-Imdina and Tan-Nofs L-Iskola: 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 L-Iskola: rerouting, tactical urbanism and Play Street

- 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
- Signage: local access only
- Signage: Play Street (communicating designated days and times)
- Rerouting: the streets will become local access only
- Tactical urbanism: designing and emphasizing clear pedestrian crossings
- Play Street: programming of activities

Intervention 10 - Triq IL-Kbira Sqaq Nru. 5, Triq Ta Brandin, Triq IL-Pallaz and Wesghat IL-Pallaz: signage & branding, tactical urbanism and Play Street

- Signage: Slow Streets branding
- Signage: 20 km/hr speed limit
- Signage: Share the road (pedestrians, cyclists and motorised vehicles)
- Signage: Drive Slowly, high level of pedestrian and cycling activity
- Signage: pedestrian crossing point
- Signage: Play Street (communicating designated days and times)
- Tactical urbanism: designing and emphasizing clear pedestrian and cycling paths, installing a safe crossing point
- Play Street: programming of activities

Intervention 11 - Triq Ramija and IL-Ghid: 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 and walkways

Intervention 12 - Triq Mons Mikiel Azzopardi: signage & branding and tactical urbanism

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

Intervention 13 -Triq Ferdinand Hompesch, Salvu Corso and In-Nirien: rerouting, tactical urbanism and Play Street

- 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
- Signage: local access only (Triq Ferdinand Hompesch)
- Signage: Play Street (communicating designated days and times)
- Rerouting: Triq Ferdinand Hompesch will become local access only
- Tactical urbanism: designing and emphasizing clear pedestrian crossings, redefining the area around the chapel
- Play Street: programming of activities

Intervention 14 - Triq Dun Manwel Zammit: tactical urbanism and reconfiguration

- Signage: Slow Streets branding
- Signage: 30 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
- Reconfiguration: narrowing the allocated road space to include a 1.5m walkway + 0.5m green strip on one side

Intervention 15 - Qasam Tal-Bini Tal-Gvern, Triq Dun Anton Vella, Nikola Bonello and Mons. F. X. Mangion: rerouting and tactical urbanism

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

Intervention 16 - Triq Guzeppi Agius: Play Street

- Signage: Slow Streets branding
- Signage: Play Street (communicating designated days and times)
- Play Street: programming of activities

Intervention 17 - Triq Wied Il-Hersi, Il-Prof. Nerik Vassallo and It-Tank: signage & branding, tactical urbanism and Play Street

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

Intervention 18 - Triq San Gakbu: 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 and walkways

Intervention 19 - Triq Il-Fawwara, Lorenzo Gafa, Nazzareno Pisani, Ir-Rebbiegha, In-Newba and Id-Demnuq: rerouting, tactical urbanism and Play Street

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
Signage: local access only
Signage: Play Street (communicating designated days and times)
Rerouting: the streets will become local access only, Triq Id-Demnuq becomes one-way
Tactical urbanism: designing and emphasizing clear pedestrian crossings
Play Street: programming of activities

Intervention 20 - Triq Il-Knisja L-Qadima: rerouting and tactical urbanism

Signage: Slow Streets branding
Signage: 30 km/hr speed limit
Signage: Share the road (pedestrians, cyclists and motorised vehicles)
Signage: Drive Slowly, high level of pedestrian and cycling activity
Signage: local access only, one-way only
Rerouting: the last part of the streets before the square becomes one-way
Tactical urbanism: designing and emphasizing pedestrian and cycling priority

Intervention 21 - Triq L-Imqabba, Lapsi, Tal-Providenza, Blat Il-Aqmar, Il-Mithna and Il-Parrocca: tactical urbanism for cycling

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

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