

SLOW STREETS

April 2021



KUNSILL LOKALI
XEWKIJA

ResidentFirst 

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

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Introduction

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

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

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

What is the Slow Streets initiative?

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

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

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

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



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

Source: publicspace.org

Who are Slow Streets for?

At the heart of Slow Streets lies the local community and the need for better well-being for all residents. The ultimate objective is to make streets more welcoming and accessible to

people of all ages, who want to travel on foot, by bicycle, wheelchair, scooter, or skateboard. In particular, there is special consideration for the needs of the elderly and physically disabled.

How do Slow Streets work?

The Slow Streets programme is designed to limit through traffic on certain residential streets so as to allow such streets to be used more as shared spaces. 'Through traffic' is vehicular traffic which passes through a particular locality or area, rather than stopping there, solely in order to arrive at another destination.

Simple tools such as signage, floor markings and cones will be used to slow down speeds and block roads, either temporarily or permanently, to improve safety for people who want to walk or cycle. This type of intervention is commonly referred to as 'tactical urbanism'. Access to private driveways/garages and loading and unloading of goods will be maintained for residents and businesses respectively, with better management schemes, as well as access for emergency and service vehicles as required.

Different degrees of interventions are subsequently proposed according to findings from comprehensive site analyses and the development of a vision for each street as part of a wider, more extensive, network.



At the heart of Slow Streets lies the local community and the need for better wellbeing for all residents.

What is 'tactical urbanism'?

Tactical urbanism involves using temporary materials in order to repurpose places and transform them into more dynamic public spaces, with pedestrian safety as a primary concern. The strategy is a phased approach, with short-term commitment that eventually leads to more permanent solutions.

Such experiments are carried out inexpensively, and with flexibility, in order to assess the potential success of an idea and to enable making adjustments before committing significant capital expenditure. Tactical urbanism can push existing ideas to move closer to implementation in the quickest manner.

Some examples of tactical urbanism strategies are:

- temporary signage and bollards to close off some streets for different uses, such as play streets or the setting up of markets;
- use of planters to define a boundary, especially at important pedestrian entrances;
- use of temporary movable furniture to turn a parking space into public space;
- use of painted markings on pavements to highlight priority for pedestrians; and
- added signage to help minimise through vehicular traffic and prioritise walking and/or cycling.



Selected materials will likely involve some level of trial and error before reaching the optimal design for the particular context. The flexibility of tactical urbanism initiatives provides an opportunity for creative thinking, and is the starting point for real change.

Tactical urbanism involves using temporary materials in order to repurpose places and transform them into more dynamic public spaces, with pedestrian safety as a primary concern.

At the heart of Slow Streets lies the local community and the need for better well-being for all residents. The ultimate objective is to make streets more welcoming and accessible to people of all ages, who want to travel on foot, by bicycle, wheelchair, scooter or skateboard.

The Slow Streets Network is based on this important concept, wherein local streets become primarily focused for local resident access and services, as opposed to through traffic.

Slow Streets Network

In order to propose a solid strategy for the locality, both desktop and on the ground research was conducted to assess the potential of a Slow Streets network.

The first step of in-depth desktop 'macro' analysis entails studying the locality in terms of transportation networks, main activity zones, development density and the presence of public open spaces. Analysing transportation networks is important to understand the main vehicular and pedestrian routes, in order to be able to identify which roads should be mainly encouraged for vehicular use and, subsequently, which streets may be alleviated, or even liberated, from traffic so as to be prioritised for pedestrians. Over the recent years, there has been significant investment within the arterial and distributor road infrastructure in Malta, which has undergone expansion and upgrading, however it is not being used to its maximum potential. The widening of the arterial and distributor road networks should enable us to relieve the pressure on our local roads, particularly from through traffic.

The strategies of Slow Streets are based on this important concept, wherein local streets become primarily focused for local resident access and services, as opposed to through traffic. Within these strategies, access to public transportation is always being permitted, even within those streets which have been selected to have no (or very limited) access for vehicles, so as to further encourage the public to use buses rather than their

private cars.

The main outcome of the desktop analysis is the selection of potential Slow Streets, which together make up a comprehensive network. The selection of streets to be included within this network comprises a critical stage, as it sets the overall strategic vision for the locality. The selected streets undergo further in-depth 'micro' analysis, wherein on-site observations are carried out at different times of day and for different days of the week, in order to ensure that the selected strategy may be carried out successfully. These observations include:

- pedestrian connectivity (understanding the location and frequency of crossings and pavement continuity);
- other connections, such as stairs or informal/unsurfaced paths;
- solar exposure of the street network (and the amount of shade throughout the day);
- the presence of green or urban open pockets, including front gardens;
- the availability of street furniture;
- ground floor use (for instance, whether commercial or residential);
- the amount and frequency of garage doors and the presence of reserved parking; and
- social behaviour and activity within the urban spaces.

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

All the data is collated and the proposed network is analysed with all the information at hand. The project team goes through this analysis and establishes a vision for the locality – with a prime objective being that of resolving existing problems caused by through traffic and improving the connections to important public spaces – following which, individual street and space interventions are discussed and agreed upon.

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

Within these strategies, access to public transportation is always being permitted, even within those streets which have been selected to have no access for vehicles.

Xewkija

Xewkija is one of the oldest localities in the southern area of Gozo with a population of around 3,300. It is in close proximity to Mġarr harbour and surrounded by other localities, including Ġhajnsielem, Fontana, and the capital city of Gozo, Victoria. The biggest attraction in Xewkija is its Parish Church (the Rotunda of Xewkija), situated in the centre of the locality and dedicated to Saint John the Baptist. It is also known as the Sculpture Museum, featuring an array of Maltese limestone lacework, including a direct access to its monumental dome.

Other attractions in Xewkija include Our Lady of Charity Chapel, the Santa Cecilia Tower, Tat-Tmien Kantunieri Windmill, cart ruts remains in Misraħ Imbert, and the highly popular Mġarr ix-Xini – a beach within a natural valley, mostly visited during the summer months by locals and tourists alike. Except for one arterial and one distributor road, all roads in Xewkija are of a local nature, carrying mostly local traffic, with some through traffic crossing

from Ġhajnsielem to Victoria. Some of the roads are quite narrow and their two-way characteristic is seen as problematic, specifically near the centre of the locality; however, peripheral roads are wider and more suited to vehicular traffic.

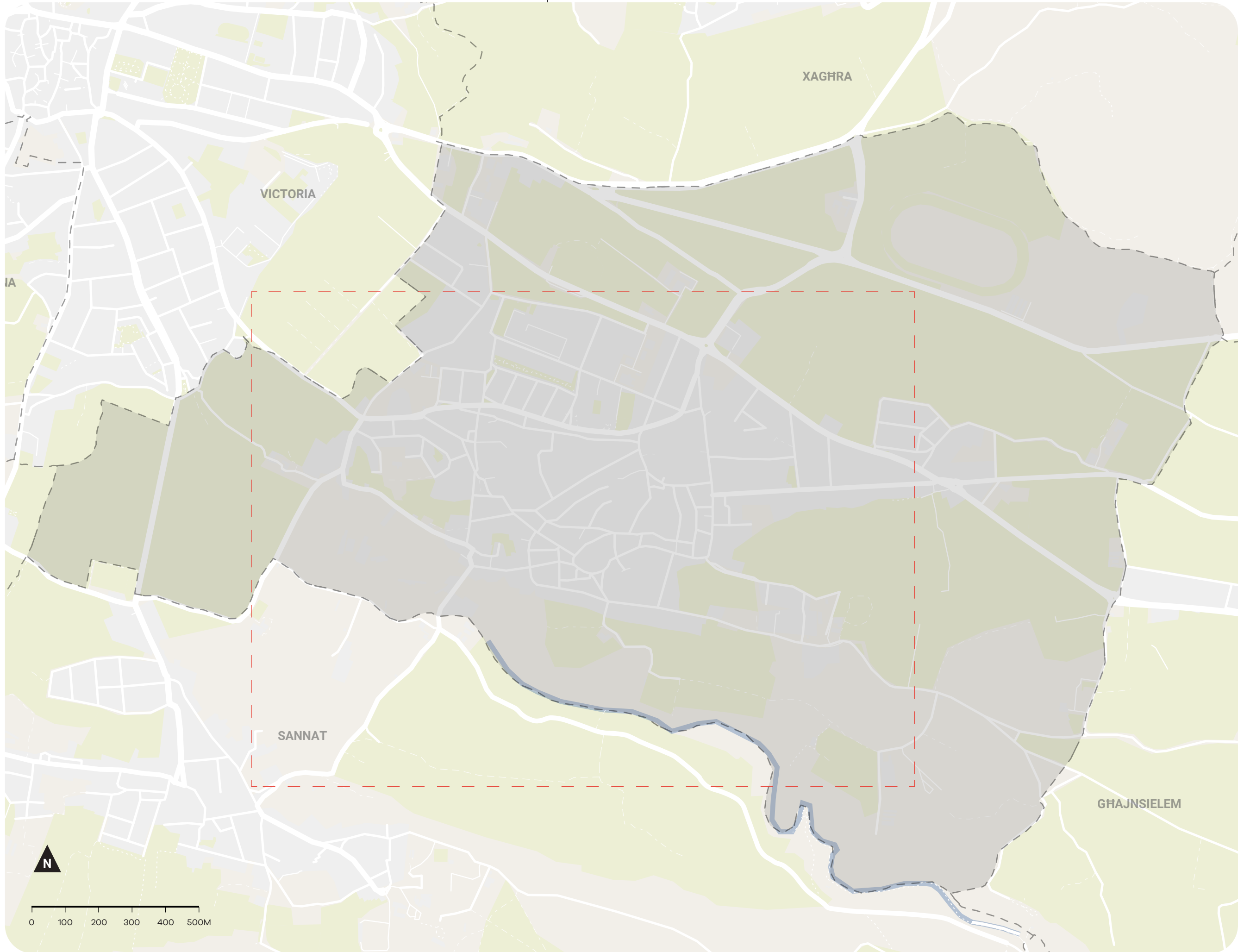
The main aim of the Slow Streets strategy, therefore, is to first make the narrower local streets safer and more walkable for pedestrians to use. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being further emphasised for pedestrians and cyclists rather than drivers, while still retaining the important bus routes that navigate within the locality. A number of key routes have also been identified for potential reconfiguration since they could provide critical and much-needed change to the entire network and enable a stronger and safer street environment for pedestrians and cyclists alike.



LOCALITY



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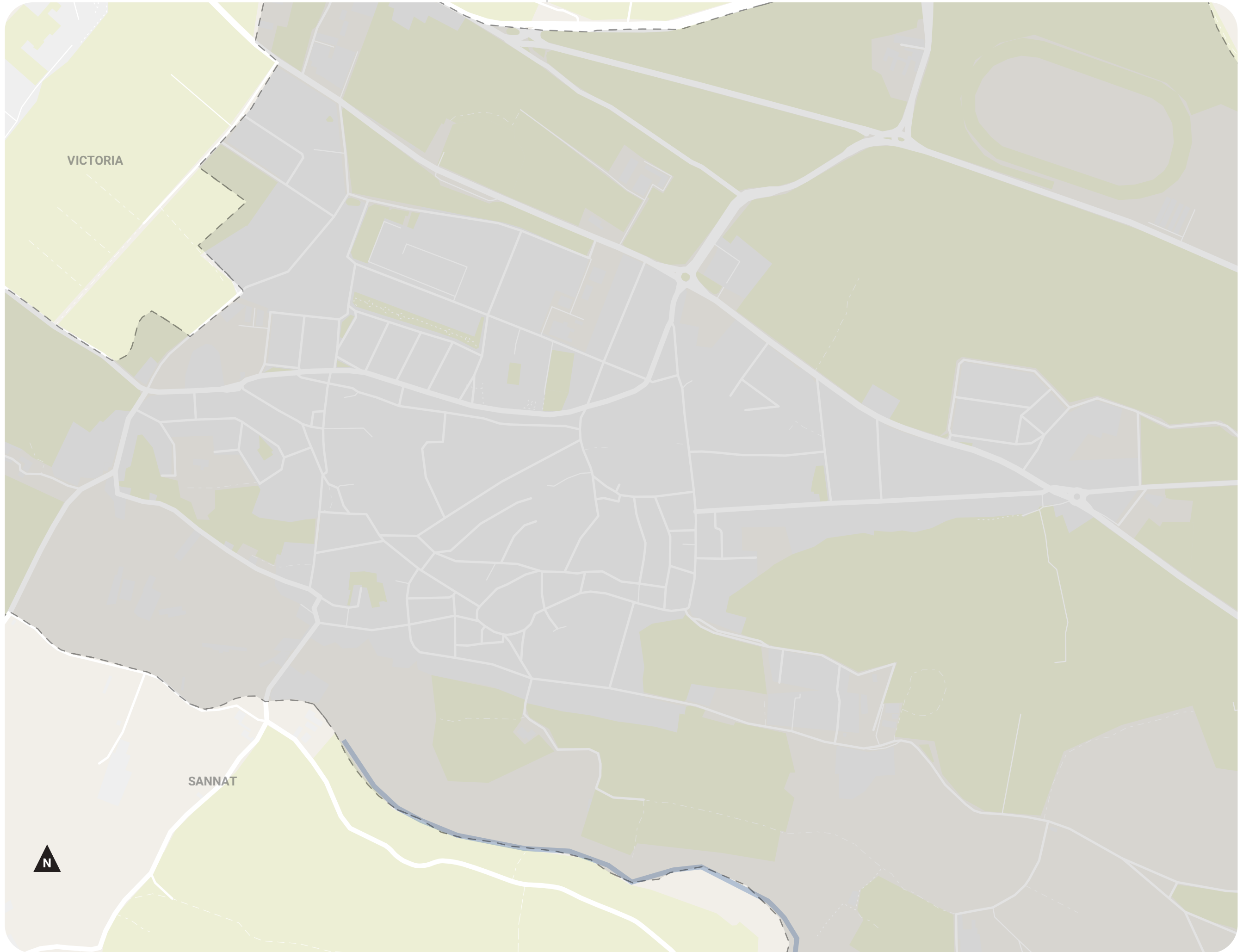
LOCALITY

VICTORIA

SANNAT



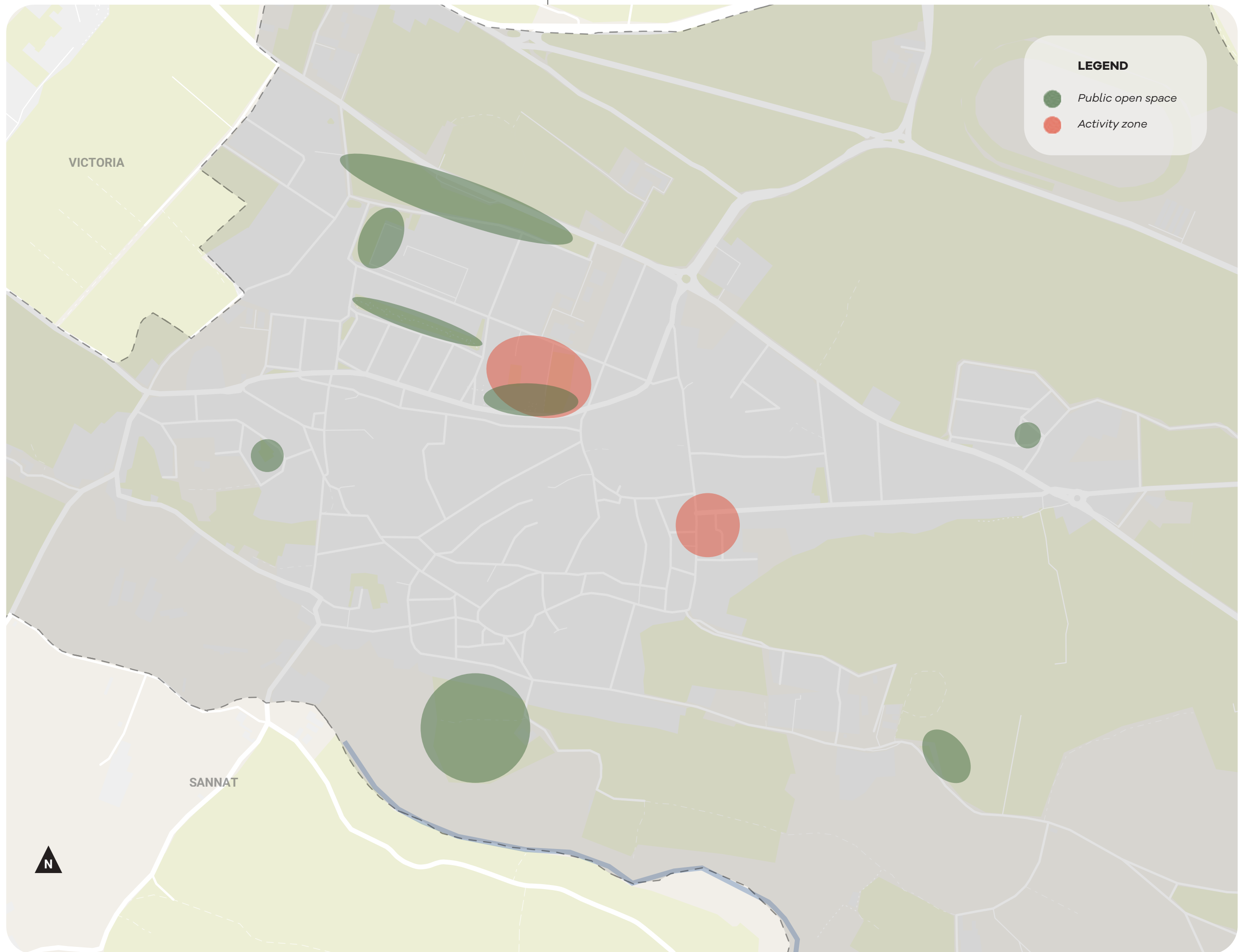
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ACTIVITY ZONES



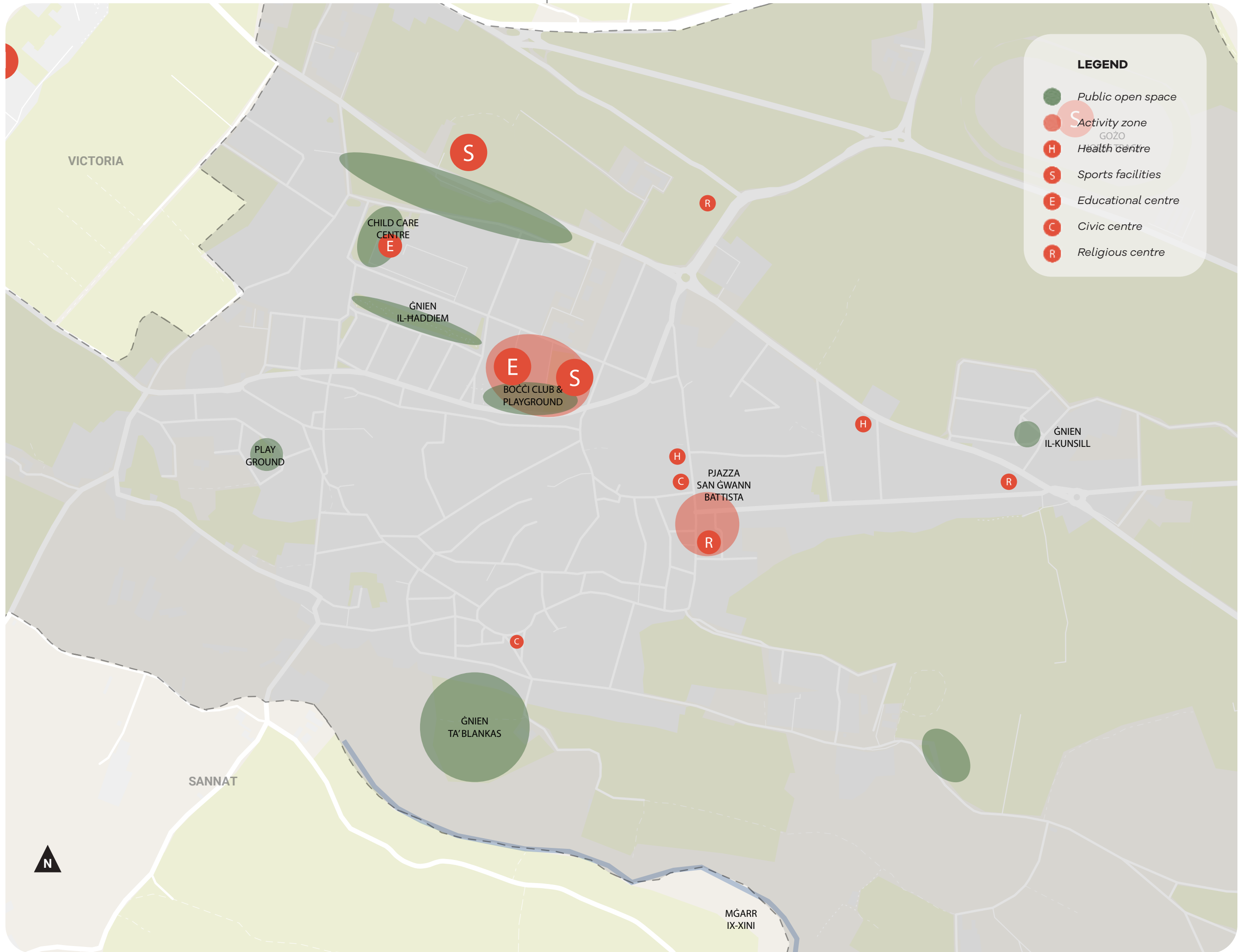
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DESTINATIONS



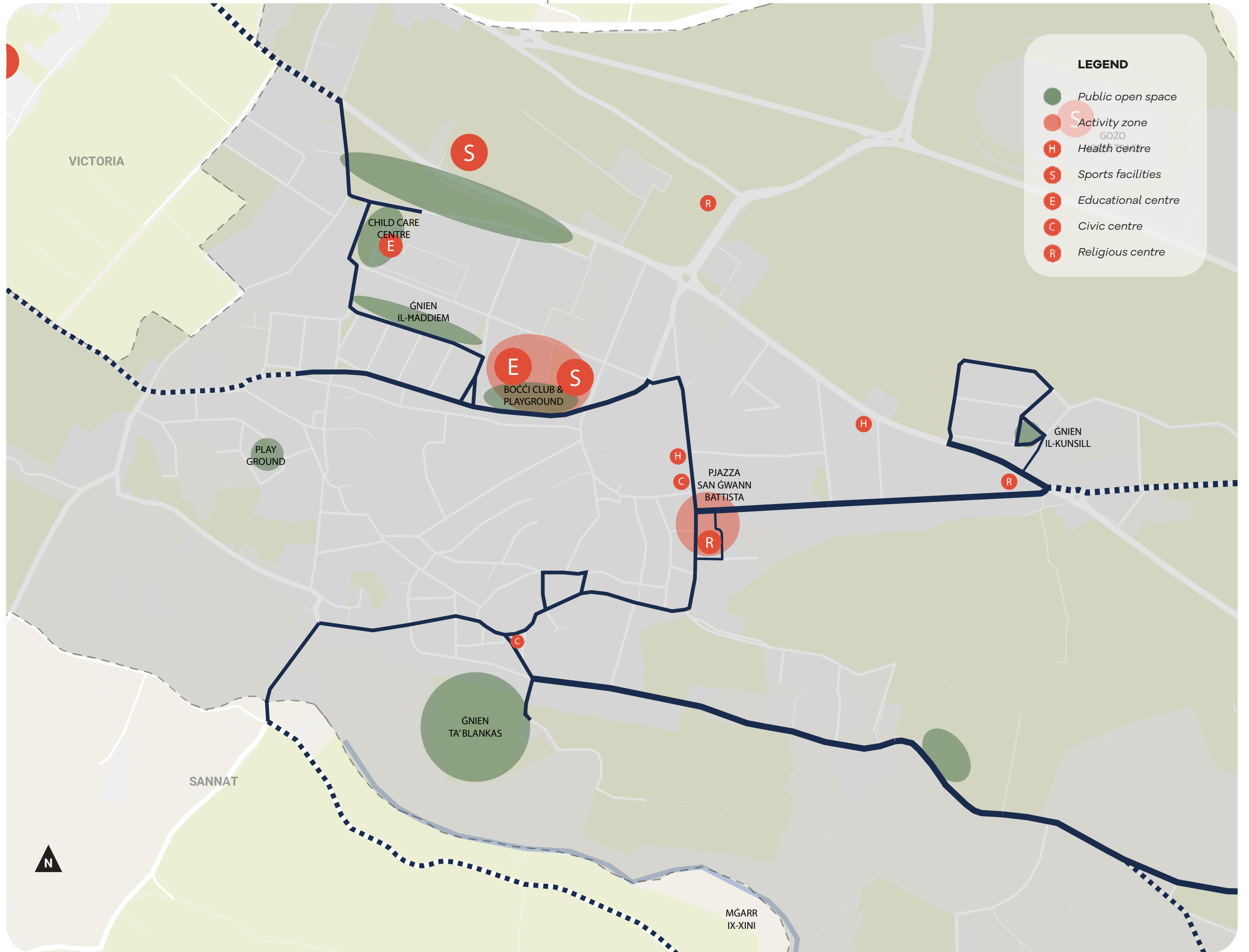
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NETWORK



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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

Play Streets

Extensions

Cycling

Xewkija Interventions

Phasing Strategy

Types of Interventions

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

Level 1 - signage & branding

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

Level 2 - re-routing

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



Level 3 - tactical urbanism

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





source: Smart Growth Online

Level 4 – reconfiguration

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



source: South Carolina Safe Routes



source: publicspace.org



source: Cadence



source: designcouncil.org.uk

Play Streets

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

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



source: Tactical Urbanism



source: Talk Wellington



Play streets – programming

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



Extensions

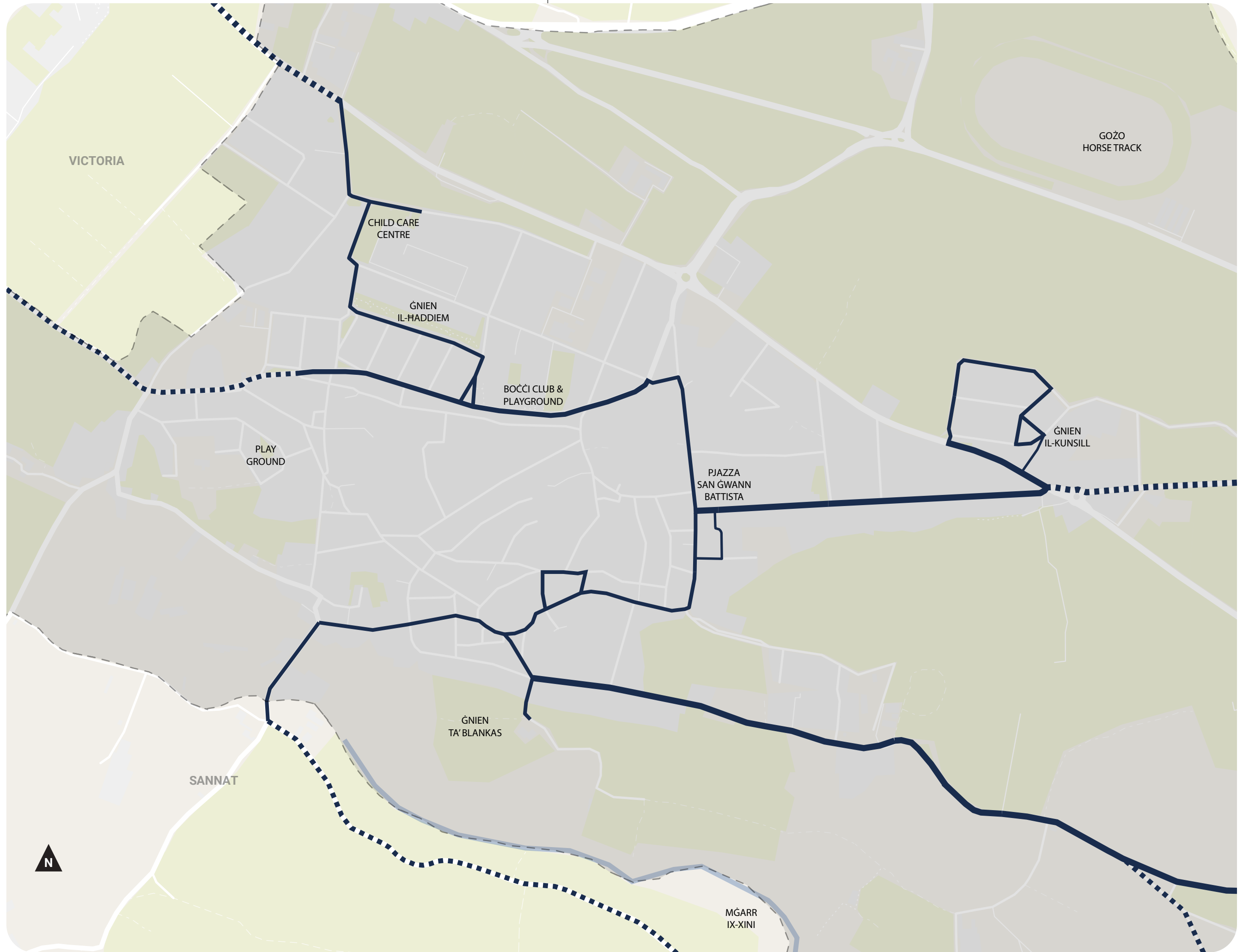
The last type of intervention refers to ‘extensions’ with adjacent localities and /or within the same locality. These links are important as they represent the future potential expansion of the network, resulting in even better connectivity for local and /or neighbouring residents. Such expansion may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



NETWORK



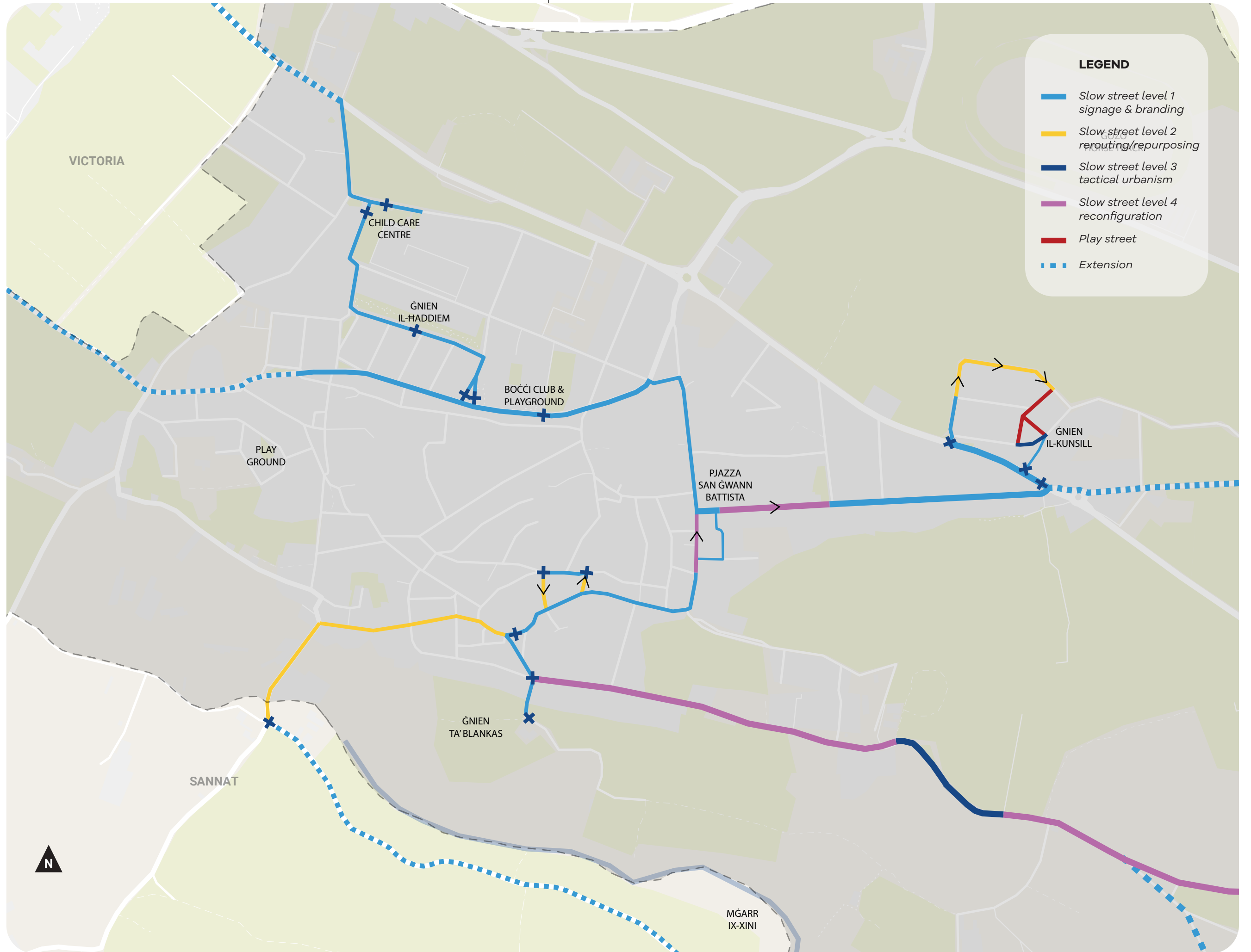
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INTERVENTION



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INTERVENTION



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LEGEND

- Slow street level 1 signage & branding
- Slow street level 2 rerouting/repurposing
- Slow street level 3 tactical urbanism
- Slow street level 4 reconfiguration
- Play street
- - - Extension

LEGEND

- Public open space
- Activity zone
- Health centre
- Sports facilities
- Educational centre
- Civic centre
- Religious centre

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 Rota, 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.

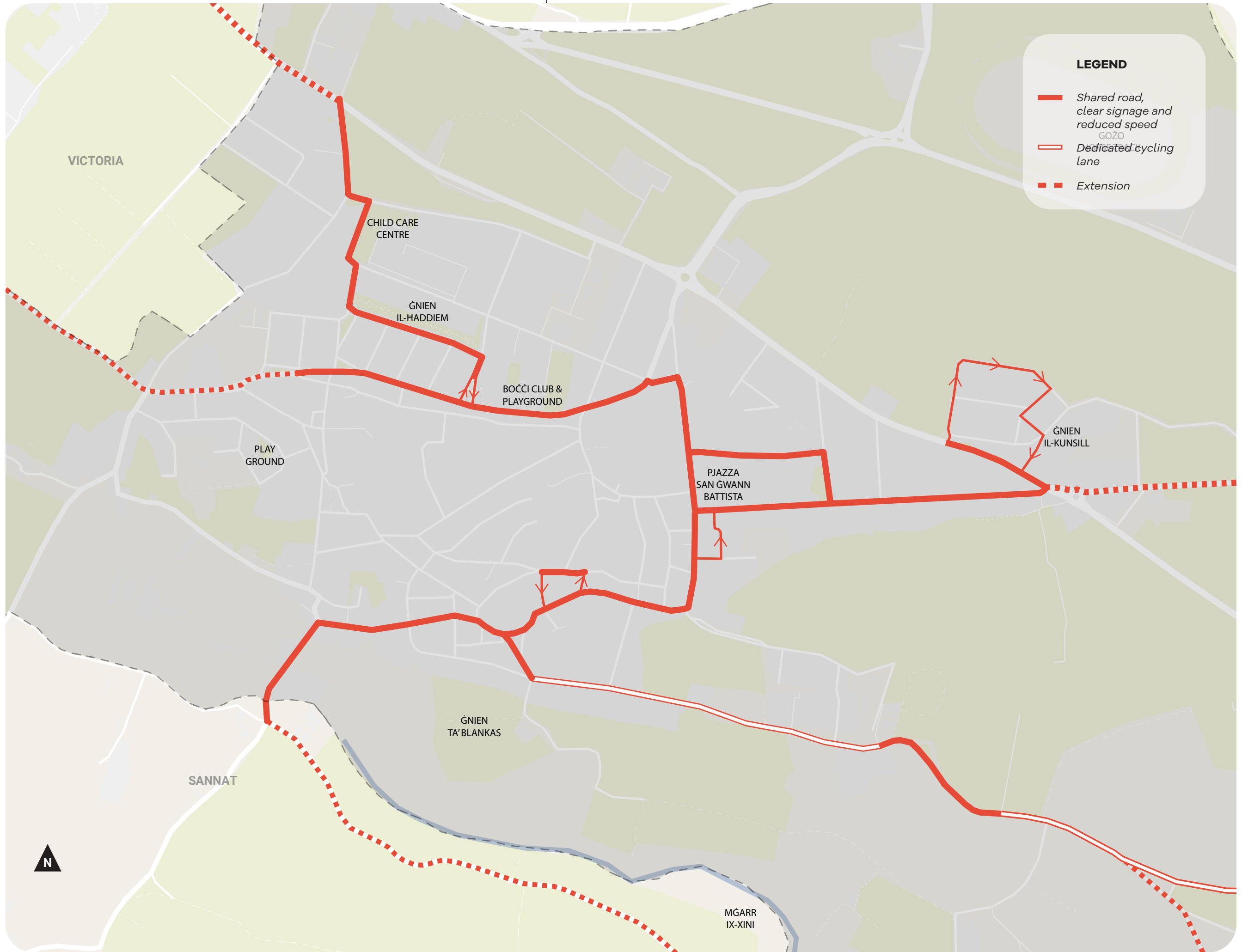


Providing quality cycle networks creates more accessible neighbourhoods, which in turn increases social relations and benefits the wellbeing of the entire community.

CYCLING NETWORK



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LEGEND

- Shared road, clear signage and reduced speed
- Dedicated cycling lane
- Extension



Xewkija Interventions

The Slow Streets route encompasses various interventions that were decided upon based on the individual nature of the streets and the need to resolve particular traffic issues within the locality. The first objective for Xewkija is to improve the pedestrian-oriented nature of the local streets, particularly the narrower ones, by further reducing through traffic therein and instead divert vehicles onto more prominent routes. The second objective is to identify walkable routes that link peripheral areas better to the centre, so as to avoid a fragmented network disconnecting the edges of the development area from the rest of the urban fabric.

The **first three Interventions** deal with roads that are located within the Xewkija Industrial Estate. While noting that this area falls under the responsibility of INDIS Malta Ltd and not the Local Council, suggestions are nonetheless being made given that this area is highly used for walking and cycling by residents and contains public spaces that may be used by all. The street network would therefore benefit from some improvements in order to enhance pedestrian and cyclist safety and well-being.

Intervention 1

Triq it-Tessuti and Triq l-Għassara - Level 1 and Level 3 Triq it-Taflija - Level 1



Triq it-Tessuti and Triq l-Għassara are located within the Xewkija industrial area and are accessed directly from the main arterial road, Triq l-Imġarr. While traffic flow within these roads is quite low, due to them being mainly used by those accessing the industrial areas, they are quite wide in order to cater for the heavy vehicles that make use of them. This area also houses several public open spaces which are ideal for recreational use, as well as a child care centre next to another public open space.

In order to improve the pedestrian amenities within these roads tactical urbanism, in the form of new pedestrian crossings, is being proposed at Triq it-Tessuti and Triq l-Għassara, directly in front of the two accesses to the public open space adjacent to the child care centre. In addition, new signage for slow speeds and new pedestrian crossing points are proposed for both Triq it-Tessuti and Triq l-Għassara, whilst adequate signage for sharing of the road between cars and bicycles is being proposed along Triq l-Għassara and the northern section of Triq it-Taflija, linking to the main road Triq l-Imġarr.

LEGEND

- Signage/Tactical Urbanism**
- Fully pedestrian space
 - Floor marking - slowing cars
 - Car parking space
 - Physical barrier (planters)
 - No access to vehicles
 - Limited access
- Traffic Management**
- Private Cars
 - Public Buses
 - Bicycles
 - Pedestrians
 - All modes of transportation
 - Cars + Buses
 - Buses + Bicycles
 - Bicycles + Cars
 - Bicycles + Pedestrians

Triq It-Tessuti and Triq L-Għassara
Xewkija



Intervention 2

Triq l-Għassara - Level 1 Vjal il-Labour - Level 1 and Level 3

Triq l-Għassara leads to Ġnien il-Ħaddiem – a long garden fronting Vjal il-Labour – with the industrial area on one side and a residential area on the other. Vjal il-Labour is wide and caters for two-way traffic. Pedestrian amenities therein are also adequate, with pavements ranging from 1.2m to 7.6m in width.



Tactical urbanism, in the form of new pedestrian crossings, is being proposed at the two ends of Vjal il-Labour to connect the residential area to Ġnien il-Ħaddiem (accompanied by signage), whilst floor markings are being proposed at the intersections with the three residential roads, in order to alert drivers to slow down when approaching Vjal il-Labour. Adequate signage is further proposed on Vjal il-Labour and on Triq l-Għassara (as a continuation of its northern section, Intervention 1) to emphasise slow speeds and road sharing between drivers and cyclists.

In addition, it is being proposed to designate on-street vehicular parking formally along the garden, providing for both residents and visitors of this area. Currently, such parking is undesignated and occurs in front of important seating areas along the edge of the linear garden, reducing their visibility and connectivity. Formal designation would both improve the articulation of this overgenerous road space and, even more so, control the parking activity within this road, keeping the accesses to these seating areas free from parking. This would, in turn, improve safety of pedestrians and visibility of these public open seating spaces.

LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- ⊘ No access to vehicles
- ⊘ Limited access

Traffic Management

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

Vjal il-Labour and Triq l-Għassara (Ġnien Il-Ħaddiem) Xewkija



Intervention 3

Triq Tal-Ħamrija, Triq Santa Katarina, Triq Sant' Elizabetta and Triq Widnet il-Baħar - Level 1 and Level 3

One of the exits from the Xewkija industrial area and the northern residential area is through Triq Widnet il-Baħar, which is also situated adjacent to the Xewkija Primary School. It is therefore being proposed that tactical urbanism in the form of floor marking be introduced at the southern end of Triq Widnet il-Baħar, on either sides of the green central strip, together with adequate signage for slow speeds and sharing of the road between cyclists and drivers, in order to alert drivers to slow down when approaching this area and allow safer crossing for pedestrians.

In addition, this road leads to Triq Tal-Ħamrija which, given that it forms part of the distributor road network of the Maltese Islands, is heavily vehicular-oriented and lacks pedestrian amenities. Therefore tactical urbanism in the form of floor marking is being suggested before and after the existing pedestrian crossing such that the road may become safer and more walkable for pedestrians to cross, specifically when accessing the school.

Finally, tactical urbanism in the form of floor marking is being introduced at the intersection of Triq Tal-Ħamrija with Triq Sant'Elizabetta and Triq Santa Katarina, in order to also alert drivers to slow down when approaching this junction and the very popular public open space in front of the school. In this regard, adequate signage for slow speeds and high pedestrian activity is also being proposed at this intersection.

LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- ⊘ No access to vehicles
- ⊘ Limited access

Traffic Management

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

Triq Tal-Ħamrija, Triq Santa Katarina, Triq Sant' Elizabetta and Triq Widnet Il-Baħar Xewkija



Intervention 4

Central Square Closure:
Triq l-Indipendenza - Level 1 and Level 3
Triq San Pawl and Triq l-Arcipriet Pietru Pawl
Ciantar - Level 1
Triq San Żakkarija - Level 1, Level 2 and Level 4
Triq San Bert - Level 1 and Level 2



Xewkija's central square is characterized by a vehicular parking area and a number of commercial and food and beverage establishments which attract visitors on a daily basis. The roads stemming out of the square are mostly two-way vehicular oriented roads, and would benefit from being more walkable with lower vehicular volumes, which would in turn make the entire area safer for all to use.

Tactical urbanism, in the form of floor markings, is therefore being proposed at the southern end of Triq l-Indipendenza, at the western end of Triq San Bert and at the northern end of Triq l-Arcipriet Pietru Pawl Ciantar, including adequate signage to ensure slow speeds and to emphasise that the square is a pedestrian priority area. This intervention would alert drivers to slow down when entering the main square.



As the square is currently taken up by the vehicular public car park, the Local Council has expressed its wish to close it off for local activities during designated times and/or days, such as on a Saturday evening. It is therefore being proposed that, when the need would arise, the parking area would be cleared from vehicles and transformed into a pedestrian-only open space. With regards to the vehicular paths across the square, whilst not all vehicular flows can be halted when the square is closed due to having limited alternative routes in the surrounds, closure of the square can however still happen.



In such cases, the stretch from the vehicular parking area to the square would be closed off for general traffic in order to have a continuous and safe pedestrian link from the car park to the church. Only public buses and cyclists would be allowed to cross eastwards (from the left hand side of the square to Triq San Bert); in turn, promoting the use of public transportation and other modes of transport. Limited access signs for public buses and cyclists would be installed before entering Triq San Bert (from the west end) and therefore, vehicles exiting onto the square from Triq l-Arcipriet Pietru Pawl Ciantar would only be allowed to turn right onto Triq San Bert, while access to the parking area would occur from either Triq il-Knisja or Triq l-Indipendenza.

LEGEND

- Signage/Tactical Urbanism**
- Fully pedestrian space
 - Floor marking - slowing cars
 - Car parking space
 - Physical barrier (planters)
 - No access to vehicles
 - Limited access

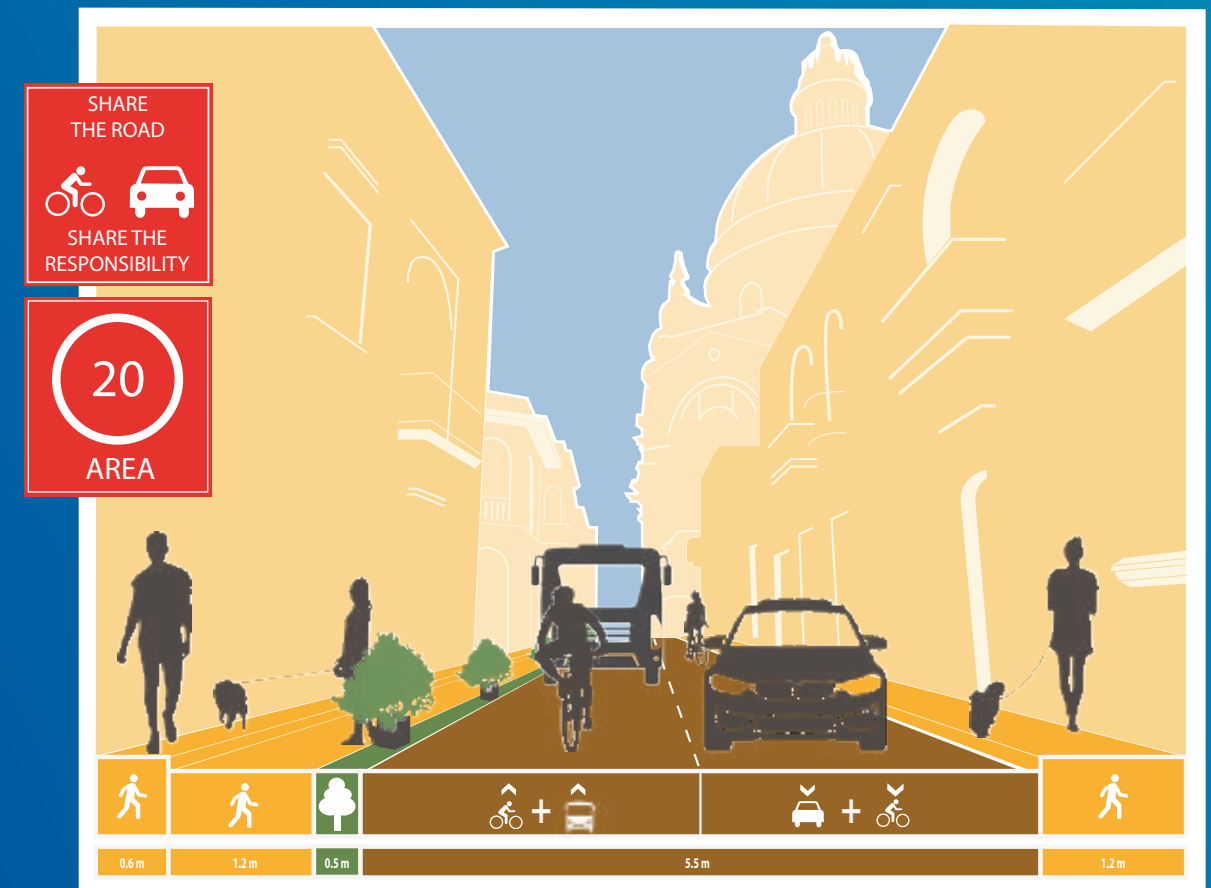
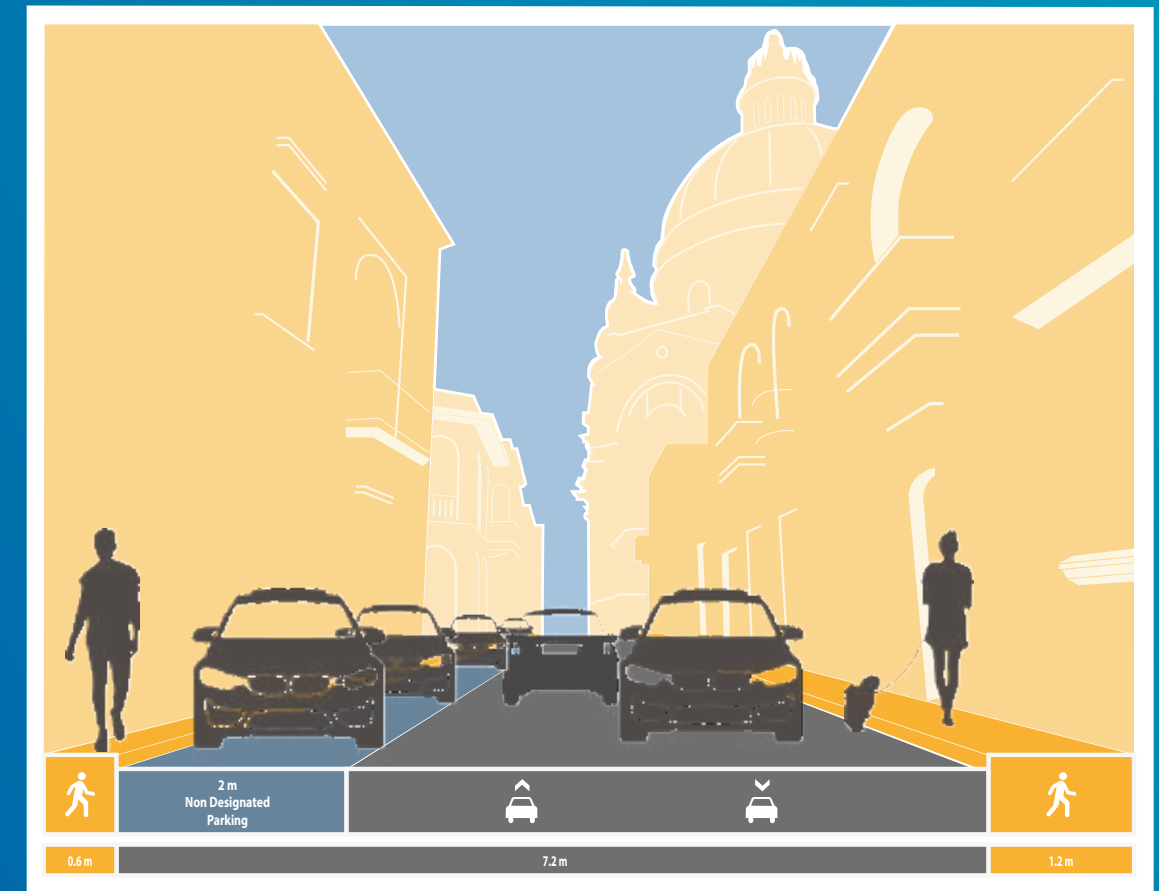
- Traffic Management**
- Private Cars
 - Public Buses
 - Bicycles
 - Pedestrians
 - All modes of transportation
 - Cars + Buses
 - Buses + Bicycles
 - Bicycles + Cars
 - Bicycles + Pedestrians

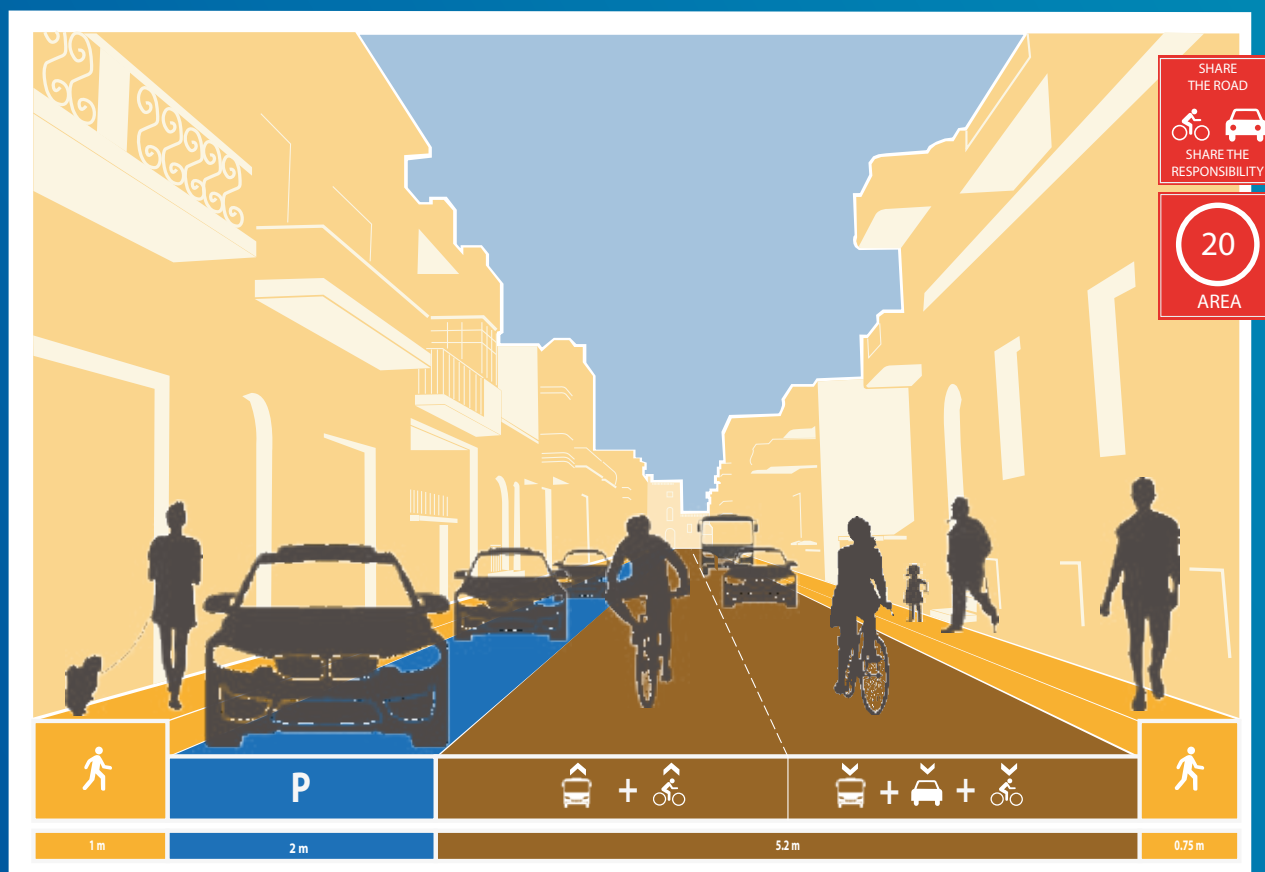


When the square is closed off for through traffic and in an effort to further reduce the traffic flows that enter the main square, the narrow section of Triq San Żakkarija from the intersection with Triq San Pawl towards the square, is being proposed to be rerouted into a one-way road for general traffic, direction south (away from the square), with limited access for public buses and bicycles in the other direction (towards the square).



Therefore, general traffic coming from the southern area of Triq San Żakkarija would no longer be able to continue straight to the square when it is closed off but would instead use Triq San Pawl and Triq l-Arcipriet Pietru Pawl Ciantar, exiting only onto Triq San Bert. In this regard, when Triq San Żakkarija is used as a one-way road, parking would be removed, and instead dedicate 1.7m as a pedestrian space, which could also be buffered by the addition of planters or other temporary barriers.





When the square is closed for through traffic, and in a similar manner to Triq San Żakkarija, the section of Triq San Bert from the main square to the intersection with Triq Ġuże' D'Amato, is proposed to be rerouted into a one-way road for general traffic in the eastern direction (away from the square). However, it would remain as a two-way road for public transportation and cyclists. This intervention would limit the number of vehicles entering the square from it and, in turn, strengthen it as a safer road for pedestrians to use. Adequate signage would be installed to designate the limited access towards this road during square closure days.



Intervention 5

Triq Dun Grezz Farrugia - Level 1 and Level 3
Triq il-Ballata - Level 1, Level 2 and Level 3
Triq il-Manwala - Level 1, Level 2, Level 3 and Level 4



In the eastern area of Xewkija, on the opposite side of the main arterial road Triq L-Imġarr, lies a small residential neighbourhood which includes a public garden, Ġnien il-Kunsill, with integrated children's playing equipment and mainly used by the residents of this specific zone.



In order to slow down vehicles that are entering this residential area from the main road, or exiting onto it, tactical urbanism in the form of floor marking is being proposed at the southern ends of Triq il-Ballata and Triq Dun Grezz Farrugia. In addition, more floor markings are being proposed along Triq Dun Grezz Farrugia, specifically at the eastern end and the section in front of Ġnien il-Kunsill, to alert drivers to slow down when approaching this pedestrian-oriented space.

To further improve walkability and pedestrian safety, a one-way vehicular loop is being proposed from Triq il-Ballata (intersection with Triq in-Naġġara) to Triq il-Manwala, until the intersection with Triq in-Naġġara once again. Adequate signage is being proposed for slow speeds and one-way roads, including signage to share the roads between drivers and cyclists.

LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- No access to vehicles
- Limited access

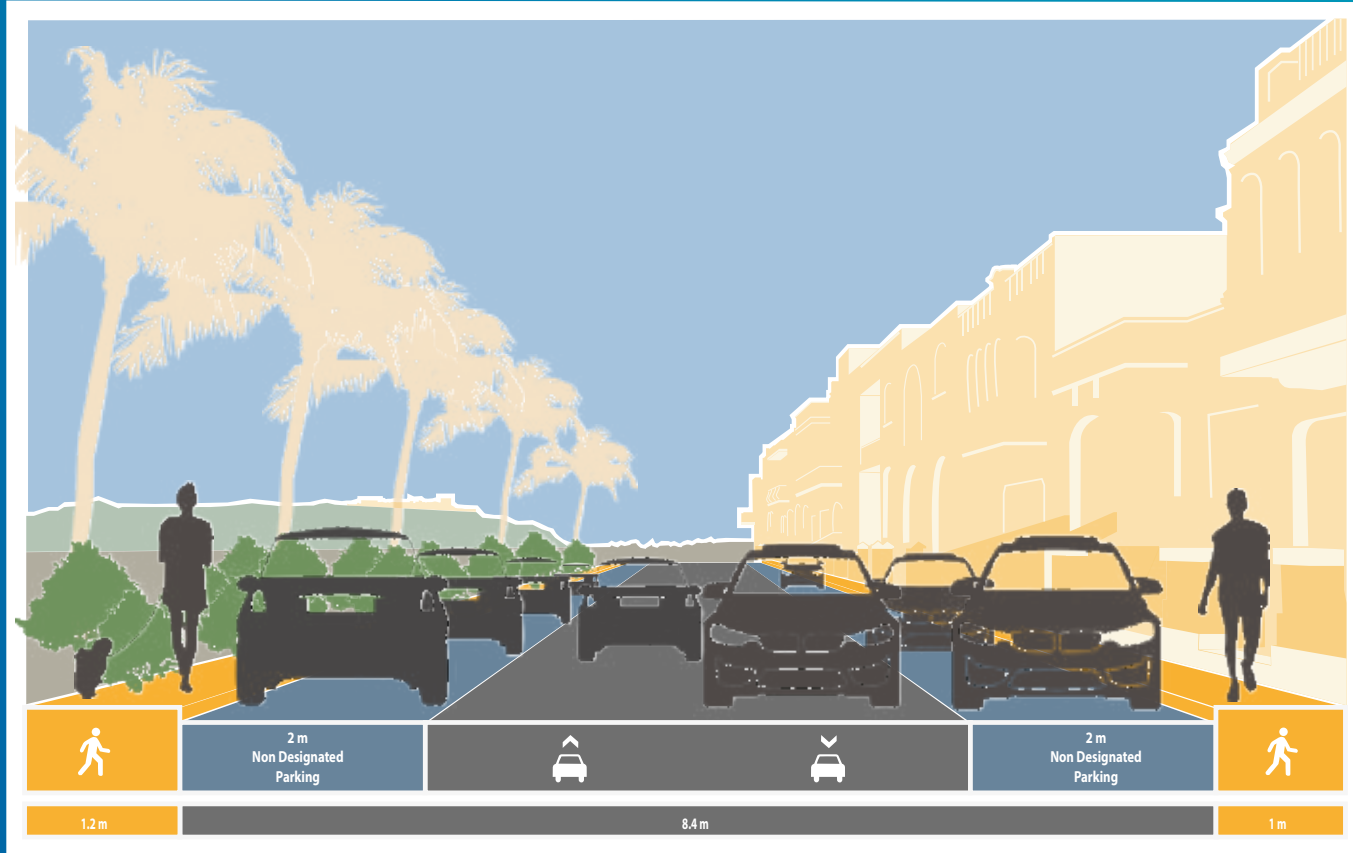
Traffic Management

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



Ġnien il-Kunsill
Xewkija

In addition, as Triq il-Manwala is quite wide and is being rerouted into a one-way road, it is being proposed to be reconfigured further by reducing the vehicular lane width from 8.4m to 4.1m, which would still permit 2-way car traffic in the event of an emergency or surrounding road closure. The gained space from the removal of one vehicular lane is proposed to be used as additional pedestrian space along the outer green edge – a space which may be shared between pedestrians, children and cyclists, with the further potential introduction of seating spaces and planters in the future. In addition, a band of formalised designated parking (as opposed to the current non-designated on-street parking) is being proposed between the additional pedestrian space and the vehicular lane, further acting as a buffer for pedestrians.



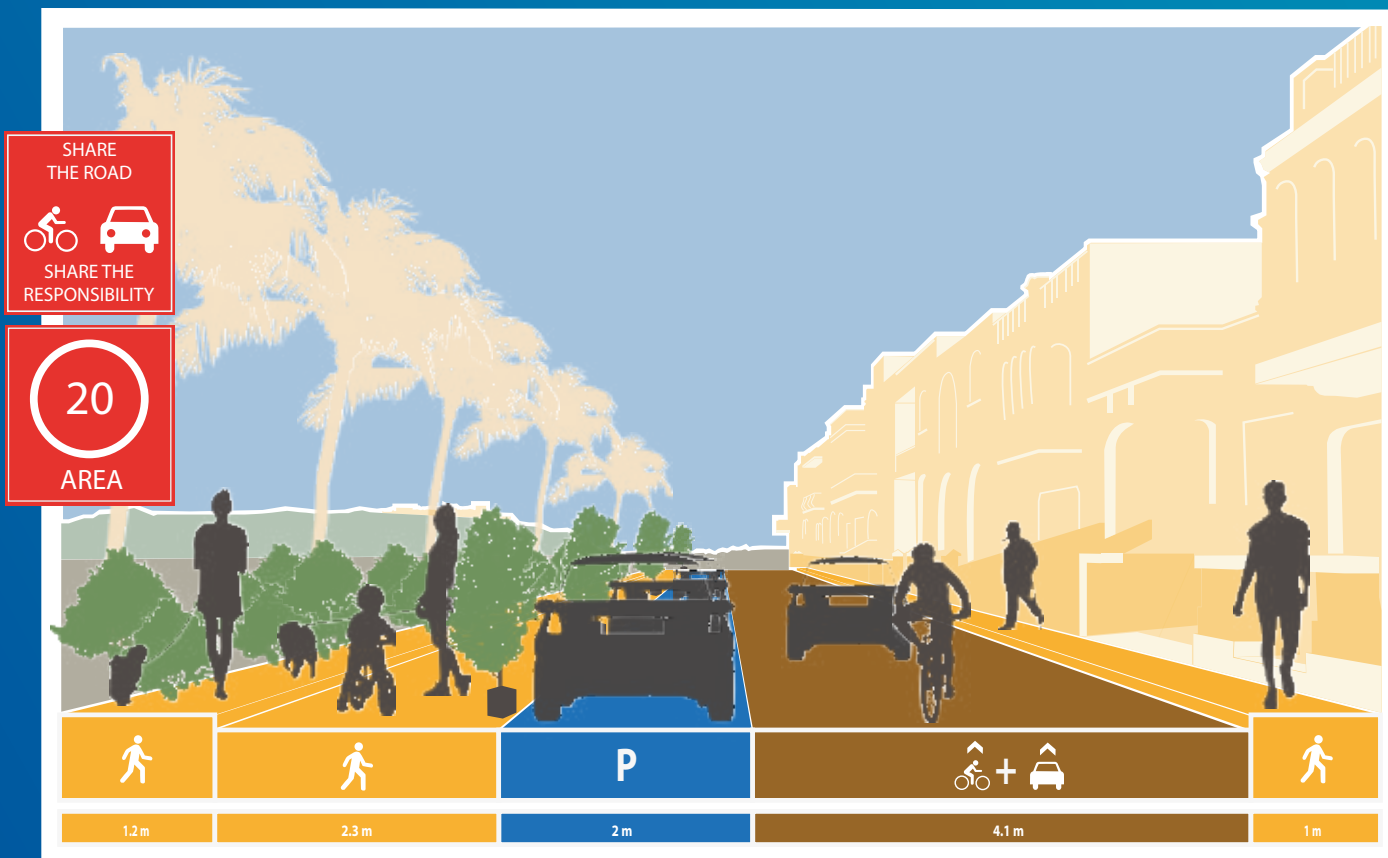
Intervention 6

Triq in-Naġġara and Pjazza tal-Barmil - Level 1, Level 2 and Playstreet



As the previously-mentioned eastern residential area carries low volumes of local traffic, which is proposed to be reduced further to enable this area to become more pedestrian-oriented (Intervention 6), the two roads on either sides of Ġnien il-Kunsill, Pjazza tal-Barmil, are proposed to have limited access for residents only. This intervention would provide a safer and more walkable environment for those accessing the public open space.

In addition, it is being proposed that the two roads on either side of Ġnien il-Kunsill (Pjazza tal-Barmil) together with the east section of Triq in-Naġġara are used as a playstreet during designated times and/or days, and in this way also act as an extension of the existing open space and children's playground. It would be important to programme the space for various activities, in order to attract diverse residents from within the community besides the residents of this particular street.





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.



ROAD CLOSED TO THROUGH TRAFFIC



Street furniture

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

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

Intervention 7

Triq il-Kbira - Level 1 and Level 3 Triq Santa Teodora - Level 1 and Level 2



The southern area of Xewkija is mainly made up of residential properties along narrow, organic and irregular roads, including an unarticulated open space in Triq il-Kbira which currently caters for a small paved pocket with benches. In order to reduce vehicular traffic flows within this area and improve pedestrian amenities, it is being proposed that whilst Triq il-Kbira would retain its current two-way configuration, the narrow road Triq Santa Teodora would be rerouted from its current two-way configuration into a one-way road, creating a vehicular loop from Triq il-Kbira – Triq Santa Teodora – Triq it-Torri Tingi – Triq il-Kbira.

Furthermore tactical urbanism, in the form of floor markings, is being proposed at the edges of the unarticulated section of Triq il-Kbira, specifically at the west end before entering Triq L-Gharus and Triq Santa Marija, and at the intersection where two streets (both named Triq il-Kbira) meet. Whilst this intervention would alert drivers to slow down when approaching this space, further floor markings are being proposed to increase the size of the existing paved pedestrian space, so as to increase the available pedestrian amenity space. The potential extension of the existing open space would replace existing non-designated vehicular on-street parking, and therefore, new designated parking spaces are being proposed along Triq il-Kbira to cater for both residents and visitors of this area.

In addition, adequate signage for slow speeds and sharing of the road between drivers and cyclists is being proposed within all roads of this area, including signage for high pedestrian activity along Triq il-Kbira.

LEGEND

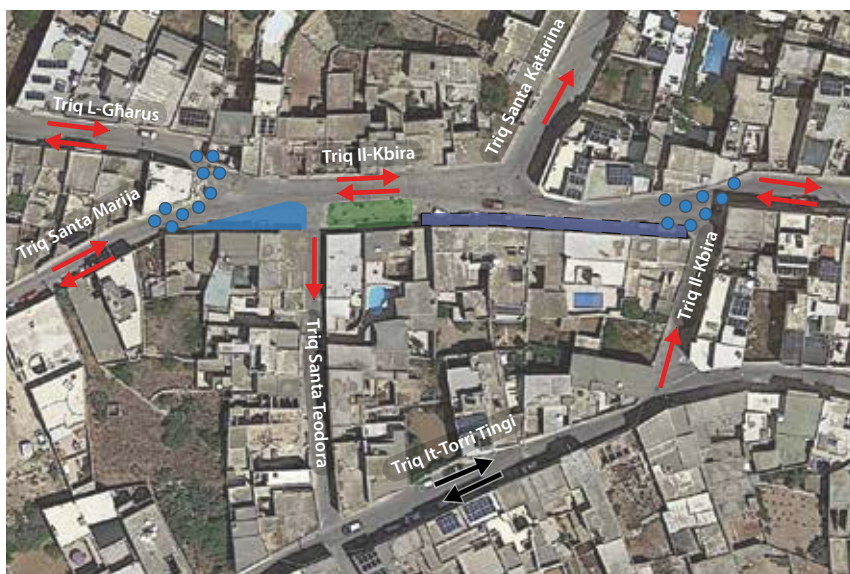
Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- No access to vehicles
- Limited access

Traffic Management

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

Triq il-Kbira, Triq Santa Teodora, Triq It-Torri Tingi, Triq L-Gharus, Triq Santa Katarina and Triq Santa Marija Xewkija



Intervention 8

Triq it-Torri Tingi, Triq il-Ħġejjeġ, Triq Tal-Loġġa and Triq Tal-Kanal - Level 1 and Level 3



Triq it-Torri Tingi leads westwards to where the Xewkija Local Council offices used to be located, off a narrow section of the same road with non-designated parking in front - an area which will house a Learning Hub in the near future. In order to make this area more prominent and visible for those who will be visiting it, tactical urbanism in the form of floor marking is being proposed. In addition, planters are being proposed to be strategically placed along the facade and in front of the proposed Learning Hub to further emphasise its location within this road.

LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- No access to vehicles
- Limited access

Traffic Management

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

Triq It-Torri Tingi, Triq Il-Ħġejjeġ, Triq Tal-Kanal and Triq Tal-Loġġa Xewkija



The intersection of Triq il-Ħġejjeġ (south of the ex-Local Council offices) with Triq Tal-Kanal and Triq il-Kav. Lorenzo Żammit Haber is currently a large unarticulated open space which is very vehicular-oriented. Therefore, tactical urbanism in the form of floor marking is being introduced to create a triangular central strip, which would structure the space better and further articulate the intersection better by designating the lanes that vehicles would follow. In addition, pedestrian crossings are being proposed on either side of this new median strip in order to allow for safer crossing from Triq Tal-Kanal/Triq il-Kav. Lorenzo Żammit Haber to Triq il-Ħġejjeġ and back.

Triq Tal-Kanal/Triq il-Kav. Lorenzo Żammit Haber leads to Triq Tal-Loġġa and further to a large Olive Grove which is open for the public to use recreationally. The entrance to this sizeable garden, however, is hidden within Triq Tal-Loġġa and therefore, in order to make it more visually prominent and easily accessible, tactical urbanism in the form of floor marking is being proposed at the entrance to Triq Tal-Loġġa and further southwards at the entrance to the garden.

Intervention 9

Triq il-Kav. Lorenzo Żammit Haber - Level 1, Level 3 and Level 4 Triq Tal-Kanal - Level 1, Level 3 and Level 4



This road leads eastwards to a vast stretch of agricultural land, used by vehicles to travel to Mġarr harbour and pedestrians to access the beach of Mġarr ix-Xini on foot. It further has significant potential to improve as a recreational route. Since it currently has a 12m-wide road section, two cycle lanes are being proposed (in opposite directions) on either side of the road, in order to encourage different modes of movement.

Triq il-Kav. Lorenzo Żammit Haber, however, narrows down when approaching an existing green pocket with a few benches along its extent. When approaching this area, the cycle lanes are therefore proposed to merge into the vehicular lanes, accompanied by the introduction of adequate signage for such a merge. Tactical urbanism is further being proposed, in the form of floor marking before and after the green pocket, in order to alert drivers to slow down as they approach this transition.



LEGEND

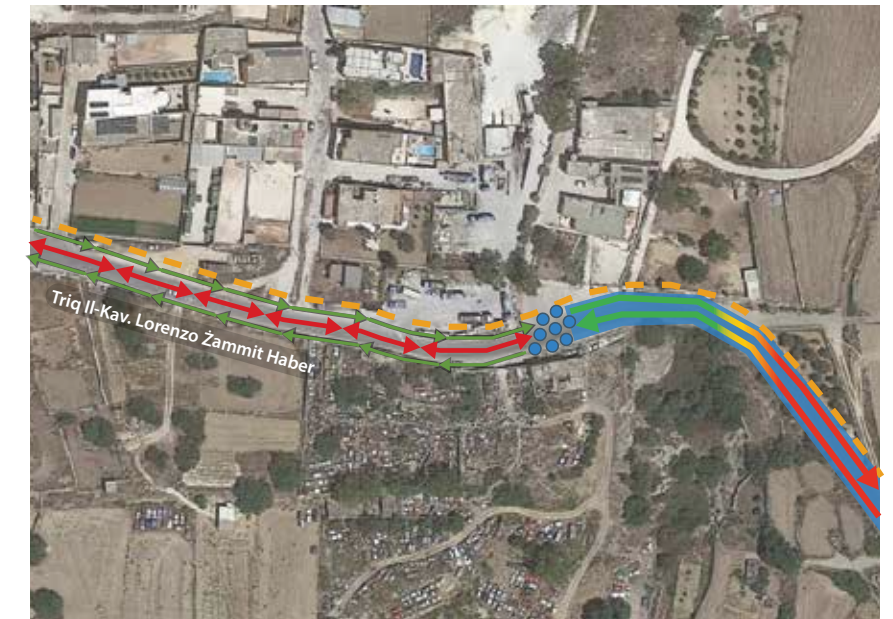
Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- No access to vehicles
- Limited access

Traffic Management

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

Triq Il-Kav. Lorenzo Żammit Haber
Xewkija



Tactical urbanism in the form of floor marking is proposed to continue up until the intersection of Triq Tal-Kanal with Triq Tas-Salvatur, improving visibility of the sharp bends along this part of the road. In addition, cycle lanes are proposed to commence once again from the intersection of Triq Tal-Kanal eastwards, until the end of the locality, specifically until the area next to the Xewkija Heliport. This could eventually link to a wider pedestrian/cycling route along Triq Ta' Bwier in Ghajnsielem.

LEGEND

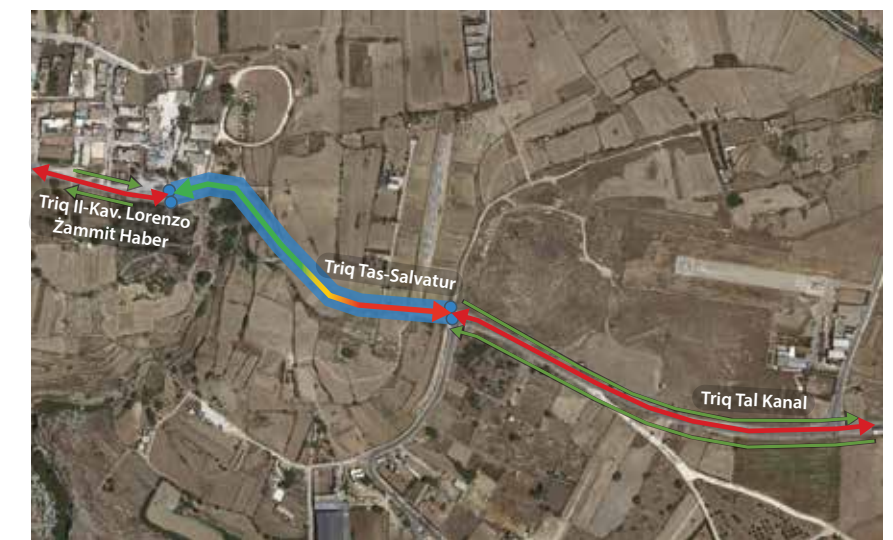
Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- No access to vehicles
- Limited access

Traffic Management

- Private Cars
- Bicycles
- Pedestrians
- Bicycles + Cars
- Bicycles + Pedestrians

Triq Il-Kav. Lorenzo Żammit Haber, Triq Tas-Salvatur and Triq Tal Kanal,
Xewkija



Intervention 10

Triq ta' Mgarr ix-Xini, Triq Tal-Gruwa and Triq Tal-Lewz - Level 1 and Level 3 Triq Tal-Gruwa and Triq Sant'Indrija - Level 1 and Level 2

Another route that is highly popular with pedestrians in order to access Mgarr ix-Xini bay is through Triq ta' Mgarr ix-Xini. It is therefore being proposed that new signage be installed at the entrance to this road to visually emphasise this as an ideal recreational route.



In addition, whilst Triq ta' Mgarr ix-Xini forms part of the locality of Xewkija, the roundabout at which the entrance to this road is located falls within the extents of Xewkija's neighbouring locality Sannat. However, it is being suggested that tactical urbanism in the form of colourful floor marking is introduced at this intersection, in order to slow down vehicles when approaching this area and also articulate better the large asphalted stretch.



LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- No access to vehicles
- Limited access

Traffic Management

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

Triq ta' Mgarr ix-Xini, Triq Tal-Gruwa and Triq Tal-Lewz Xewkija



The road connecting this junction to the Xewkija residential area is Triq Tal-Gruwa, leading northwards to Triq Sant'Indrija. As the latter is a narrow residential road which is often used by heavy construction vehicles as a shortcut, signage is being proposed to stop these instances and instead redirect heavy vehicles onto non-residential peripheral roads. Specifically, signage is being proposed: along Triq Tal-Gruwa (in front of the existing industrial area) stopping heavy vehicles from turning right towards Triq Sant'Indrija when exiting this area; and at the entrance of Triq Sant'Indrija.

LEGEND

Signage/Tactical Urbanism

- Fully pedestrian space
- Floor marking - slowing cars
- Car parking space
- Physical barrier (planters)
- One-way
- Limited access - No heavy vehicles allowed

Traffic Management

- Heavy Vehicles
- Public Buses
- Bicycles
- Pedestrians
- All modes of transportation
- Cars + Buses
- Buses + Bicycles
- Bicycles + Cars

Triq Sant'Indrija and Triq Tal-Gruwa, Xewkija



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.



Xewkija

The simplest interventions to implement first would be the play streets in Triq in-Naġġara/Pjazza tal-Barmil and Triq Tal-Kanal, tactical urbanism interventions (namely floor markings) and temporary signage. Play street closures during this phase may be carried out on designated days and at times when traffic is already low, such as on a Sunday. Floor markings at intersections and critical crossings may also be carried out first as pedestrian priority is the primary concern of the Slow Streets initiative, together with floor markings around the central square to improve safety for pedestrians and cyclists. In addition, testing of the reconfiguration of Triq San Żakkarija and Triq San Bert within the central square may commence on specific days and/or at specific times.

During the second phase, the rerouting interventions on the west and east of the central square, within the residential areas, may be tested and eventually carried out as these would link to the roads intervened upon in Phase 1. Testing of the configuration of roads on the periphery may also start, specifically at Triq il-Kav. Lorenzo Żammit Haber, leading to their eventual implementation. Phase 1 reconfiguration testing may also be expanded to the whole weekend, specifically around the central square.

Finally for Phase 3, interventions tested throughout Phase 2 may be implemented at their full scale including all outstanding Level 1 interventions that enable the network to be consolidated.

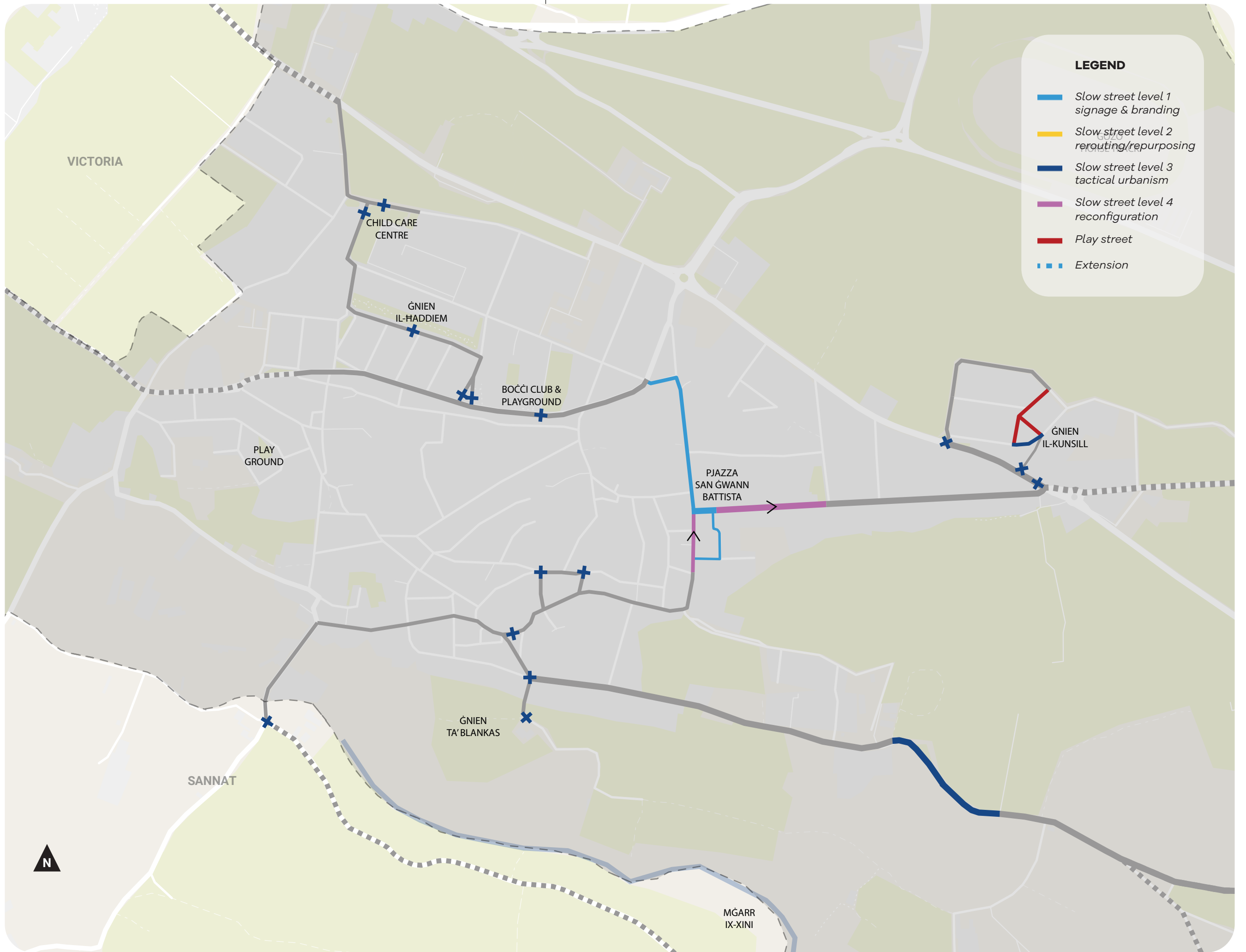


PHASING

STARTING & TESTING THE NETWORK



KUNSILL LOKALI XEWKIJA

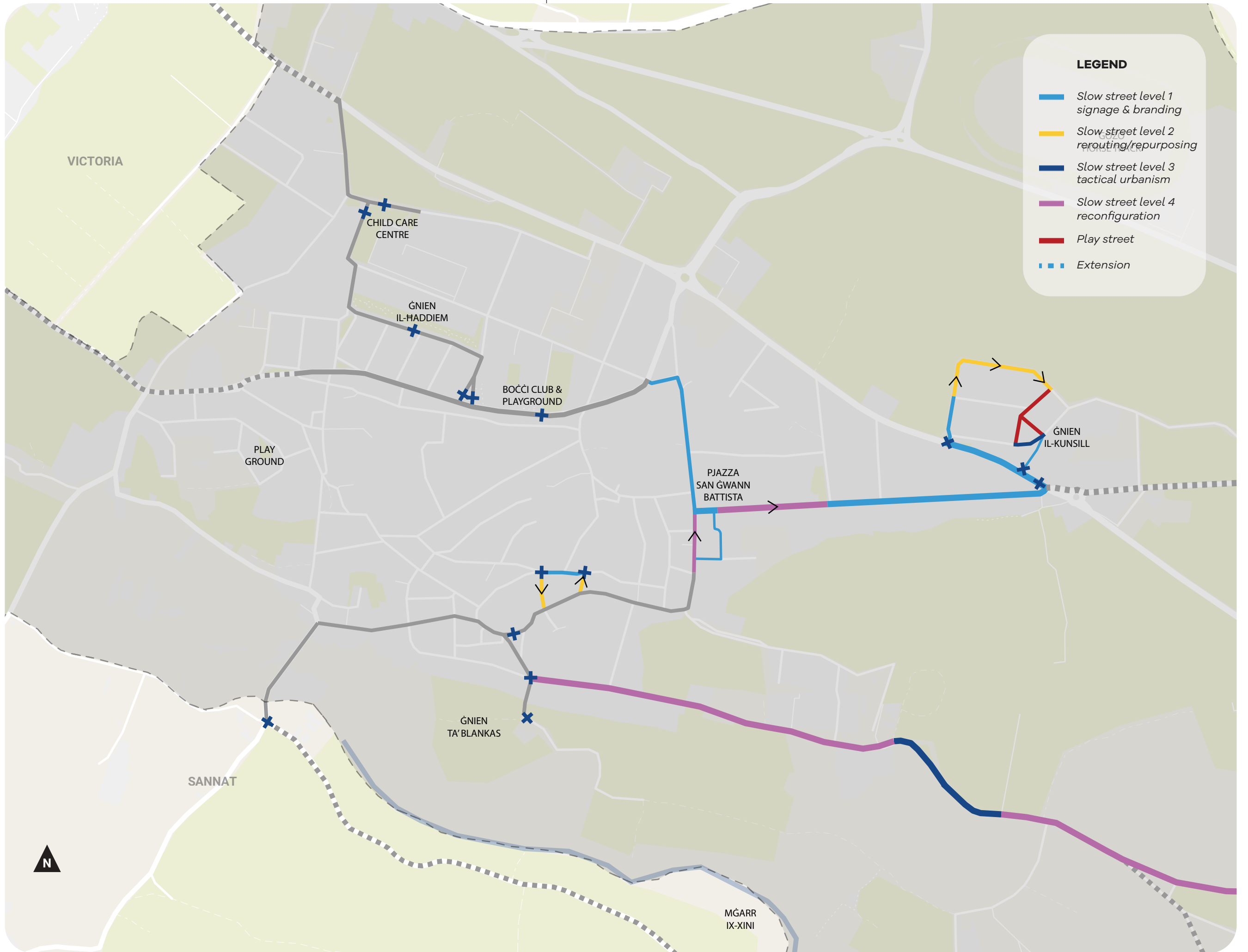


PHASING

STRENGTHENING THE NETWORK



KUNSILL LOKALI XEWKIJA

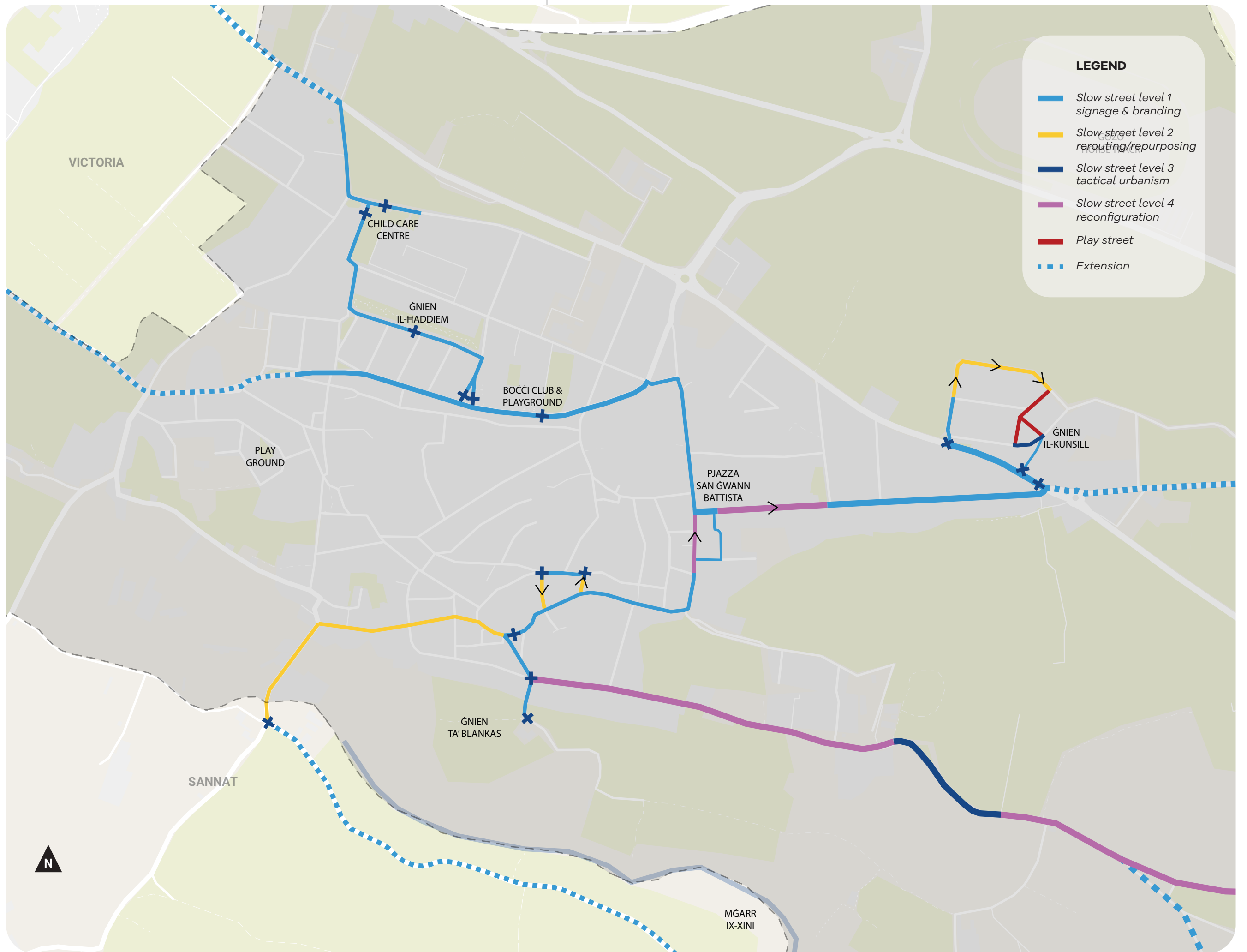


PHASING

COMPLETING THE NETWORK



KUNSILL LOKALI XEWKIJA



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.

Xewkija is one of the oldest localities in the southern area of Gozo, located in close proximity to Mġarr harbour and surrounded by other localities, including Għajnsielem, Fontana, and Victoria. The biggest attraction in Xewkija is its Parish Church (the Rotunda of Xewkija), situated in the centre of the locality and dedicated to Saint John the Baptist. Other attractions in Xewkija include the Our Lady of Charity Chapel, the Santa Cecilia Tower, Tat-Tmien Kantunieri Windmill, cart ruts remains in Misraħ Imbert, and the highly popular Mġarr ix-Xini – a beach within a natural valley, mostly visited during the summer months by locals and tourists alike. Except for one arterial and one distributor road, all roads in Xewkija are of a local nature, carrying mostly local traffic, with some through traffic crossing from Għajnsielem to Victoria. Some of the roads are quite narrow and their two-way characteristic is seen as problematic, specifically near the centre of the locality; however, peripheral roads are wider and more suited to vehicular traffic.

The main aim of the Slow Streets strategy, therefore, is to first make the narrower local streets safer and more walkable for pedestrians to use. By using different schemes of traffic management, including both rerouting opportunities and tactical urbanism interventions, the priority within these streets is being further emphasised for pedestrians and cyclists rather than drivers, while still retaining the important bus routes that navigate within the locality. A number of key routes have also been identified for potential reconfiguration since they enable a stronger and safer street environment for pedestrians and cyclists alike.

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

- Level 1 interventions: Introduction of signage which alerts drivers to slower speeds and increased pedestrian and cyclist presence and activity
- Level 2 interventions: Rerouting of traffic, which shifts priority of

Summary

- Level 3 interventions: Tactical urbanism initiatives – low cost and temporary solutions that are focused on reallocating more space to pedestrians and cyclists rather than cars and that can be used in the short term (to test Level 4 interventions) or the long term
- Level 4 interventions: Reconfiguration of the street section to allocate more physical space to pedestrians and cyclists
Slow Paths: A designated slow section of the road, when intervening on the entire street is not possible, particularly for use in larger roads where slower-moving, more localised/ dedicated slip roads are available, and where priority for pedestrians is often not considered
- Play Streets: A type of intervention where a local road is closed off to cars temporarily, for example on weekends, so that it may be transformed into a place where residents of all ages are free to gather, socialise and play
- Extensions: Important links that represent future potential expansion of the network, and better connectivity for residents of different localities

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

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

Intervention Summary street by street

Intervention 1 - Triq it-Tessuti and Triq l-Għassara (northern section) (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists) (Triq l-Għassara)

Signage: pedestrian crossing points

Tactical Urbanism: floor paint to designate new pedestrian crossings

Intervention 1 - Triq it-Taflija (signage & branding)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Intervention 2 - Triq l-Għassara (southern section) (signage & branding)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Intervention 2 - Vjal il-Labour (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: pedestrian crossing points

Tactical Urbanism: floor paint to designate new pedestrian crossings and at intersections; floor marking to designate formalised vehicular parking

Intervention 3 - Triq Tal-Ħamrija, Triq Santa Katarina, Triq Sant' Elizabetta and Triq Widnet il-Baħar (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: high pedestrian activity

Tactical Urbanism: floor marking to alert drivers to slow down

Signage: pedestrian crossing points

Tactical Urbanism: floor marking to emphasise existing pedestrian crossing (Triq Tal-Ħamrija)

Intervention 4 - (Central square closure) Triq l-Indipendenza (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: high pedestrian activity

Tactical Urbanism: floor marking to alert drivers to slow down

Intervention 4 - (Central square closure) Triq San Pawl and Triq l-Arcipriet Pietru Pawl Ciantar (signage & branding)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: one-way except for public transportation and cyclists

Tactical Urbanism: floor marking to alert drivers to slow down

Intervention 4 - (Central square closure) Triq San Żakkarija (signage & branding, rerouting and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (cars, public transport and bicycles)

Signage: high pedestrian activity

Rerouting: one-way for general traffic and two-way for public transportation/bicycles

Reconfiguration: reduce width of vehicular lanes from a total of 7.2m to 5.5m, introduce additional pedestrian space on the left hand side and planters to buffer the pedestrian space from the vehicular lanes

Tactical Urbanism: planters

Intervention 4 - (Central square closure) Triq San Bert (signage & branding and rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: one-way except for public transportation and cyclists

Signage: share the road (cars, public transport and bicycles)

Rerouting: one-way for general traffic and two-way for public transportation/bicycles

Intervention 5 - Triq Dun Grezz Farrugia (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Tactical Urbanism: floor marking to slow down vehicles

Intervention 5 - Triq il-Ballata (signage & branding, rerouting and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Tactical Urbanism: floor marking to slow down vehicles

Signage: one-way road

Rerouting: two-way part-road to one-way-part road (northern section, direction north)

Intervention 6 - Triq il-Manwala (signage & branding, rerouting, tactical urbanism and reconfiguration)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: high pedestrian activity

Tactical Urbanism: floor marking to slow down vehicles

Signage: one-way road

Rerouting: two-way part-road to one-way-part road (northern section, direction north)

Reconfiguration: reduce vehicular lane width from 8.4m to 4.1m, introduce additional pedestrian space on the left hand side within the gained space (along the existing green edge) and formalise designated parking between the additional pedestrian space and the vehicular lane

Tactical Urbanism: floor marking to designate additional pedestrian space

Intervention 6 - Triq in-Naġġara and Pjazza tal-Barmil (signage & branding, rerouting and Playstreet)

Signage: Slow Streets Branding

Signage: limited access to residents only

Rerouting: limited access to residents only (two roads of Pjazza tal-Barmil)

Signage: road closure on designated Play Street days

Play Street: programming of activities

Intervention 7 - Triq il-Kbira (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: high pedestrian activity

Signage: share the road (drivers and cyclists)

Tactical Urbanism: floor marking to alert drivers to slow down; extension of pedestrian space, formalised designated parking

Intervention 7 - Triq Santa Teodora (signage & branding and rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Signage: one-way road

Rerouting: two-way part-road to one-way part-road, direction south towards Triq it-Torri Tingi

Intervention 8 - Triq it-Torri Tingi (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Tactical Urbanism: floor marking to alert drivers to slow down

Tactical Urbanism: planters (Triq it-Torri Tingi in front of the proposed Learning Hub)

Intervention 8 - Triq il-Hġeġjeġ, Triq Tal-Loġġa and Triq tal-Kanal (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: share the road (drivers and cyclists)

Tactical Urbanism: floor marking to alert drivers to slow down

Signage: pedestrian crossing point

Tactical Urbanism: floor marking to emphasise new pedestrian crossing

Intervention 9 - Triq il-Kav. Lorenzo Żammit Haber and Triq Tal-Kanal - (signage & branding, tactical urbanism and reconfiguration)

Signage: Slow Streets Branding

Signage: 30km/hr speed limit

Signage: drive slowly, high cyclist activity

Reconfiguration: introduce two cycle lanes in opposite directions on either side of the road

Signage: merging of cycle and vehicular lanes (next to green pocket)

Tactical Urbanism: floor markings to alert drivers to slow down

Intervention 10 - Triq ta' Mgarr ix-Xini (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: drive slowly, pedestrian recreational route

Tactical Urbanism: floor markings to alert drivers to slow down

Intervention 10 - (Suggestion) Roundabout: Triq Tal-Gruwa and Triq Tal-Lewż (signage & branding and tactical urbanism)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

Signage: drive slowly, pedestrian recreational route

Tactical Urbanism: floor markings to alert drivers to slow down

Intervention 10 - Triq Tal-Gruwa and Triq Sant'Indrija (signage & branding rerouting)

Signage: Slow Streets Branding

Signage: 20km/hr speed limit

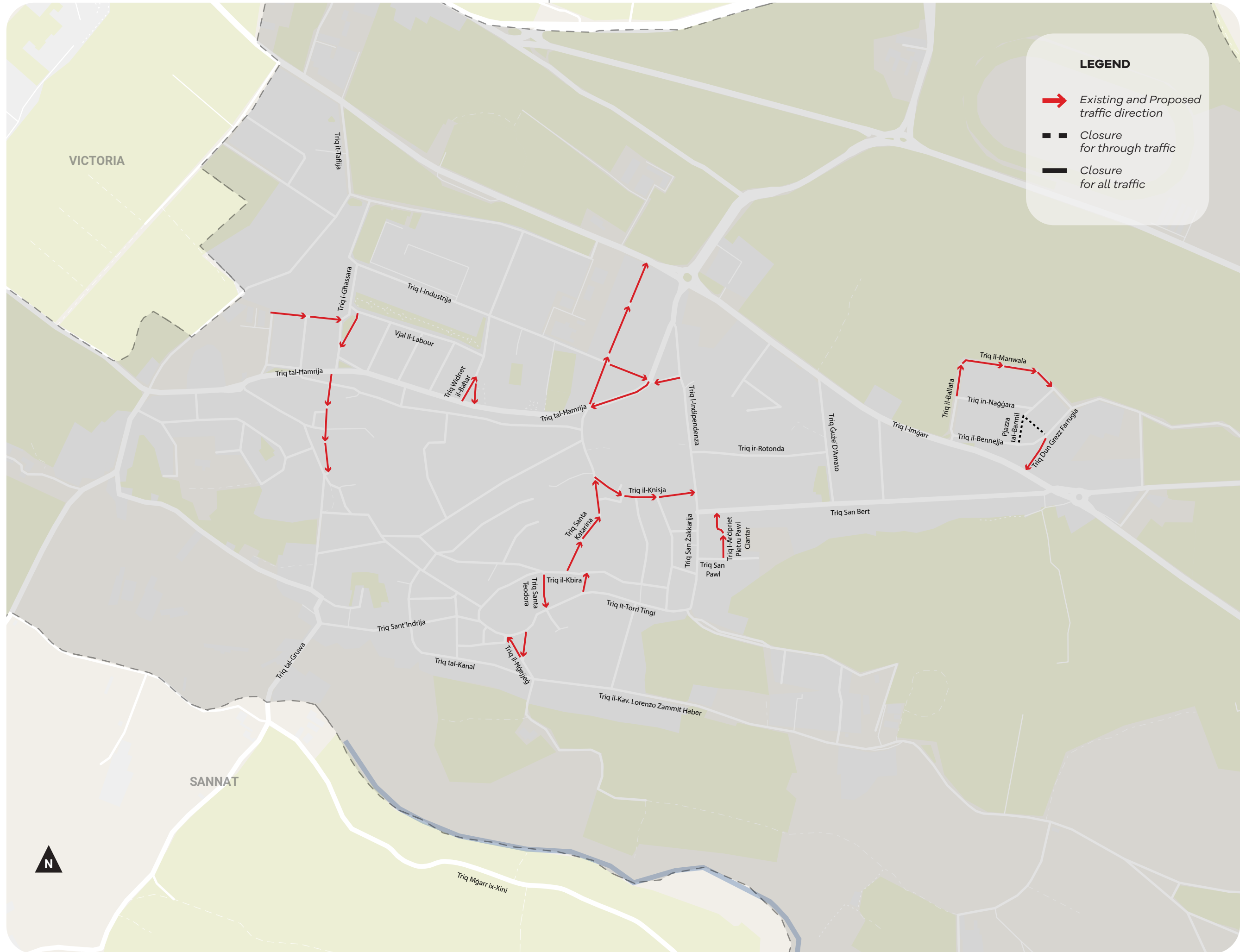
Signage: limited access

Rerouting: no entry for heavy vehicles

TRAFFIC



KUNSILL LOKALI
XEWKIJA



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MINISTRY FOR TRANSPORT,
INFRASTRUCTURE AND CAPITAL PROJECTS



MINISTRY FOR THE NATIONAL HERITAGE,
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